

Metropolitan Planning Commission



Staff Reports

May 28, 2026

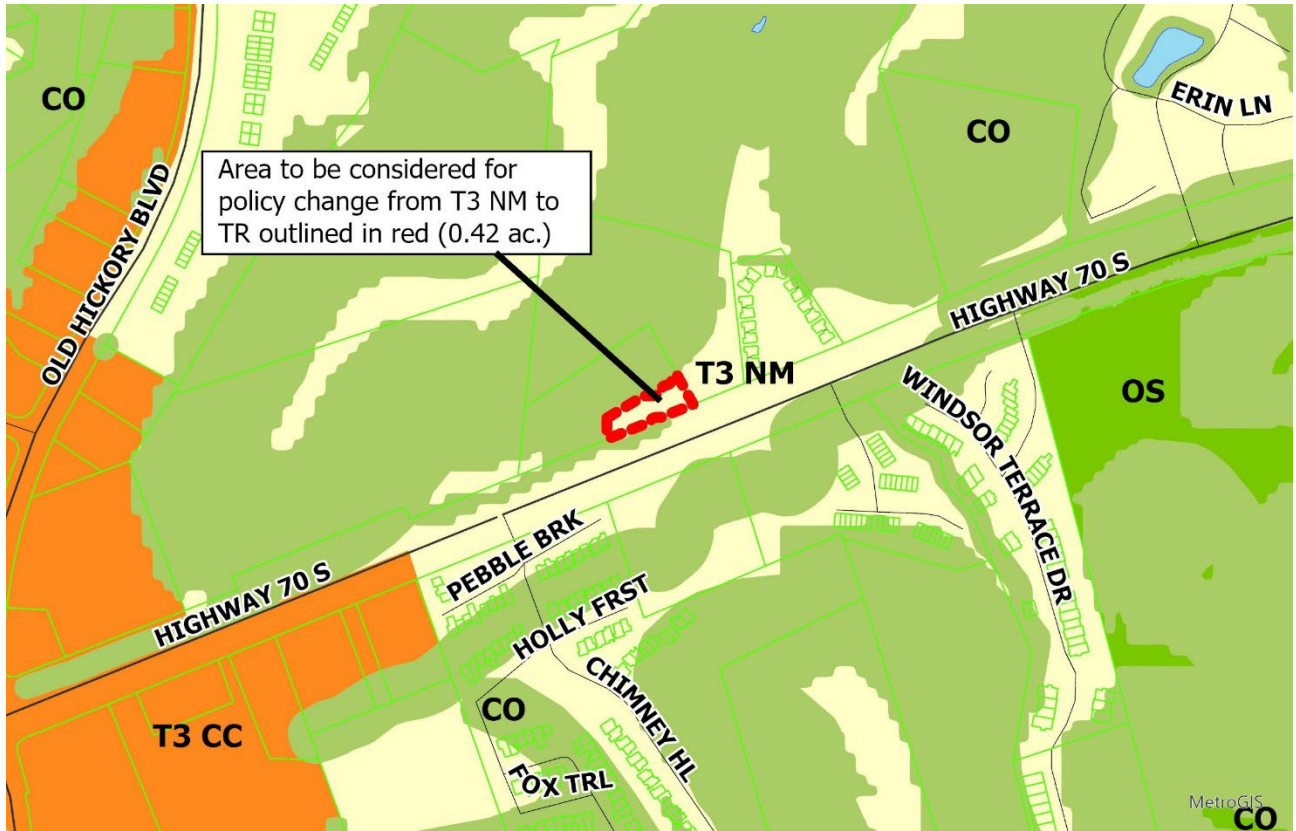


Metro Planning Commission Meeting of 5/28/2026

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



SEE NEXT PAGE



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



Metro Planning Commission Meeting of 5/28/2026

Item # 1
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, April 23, 2026, and May 14, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer Pokhrel
Staff Recommendation *Defer to the June 11, 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).

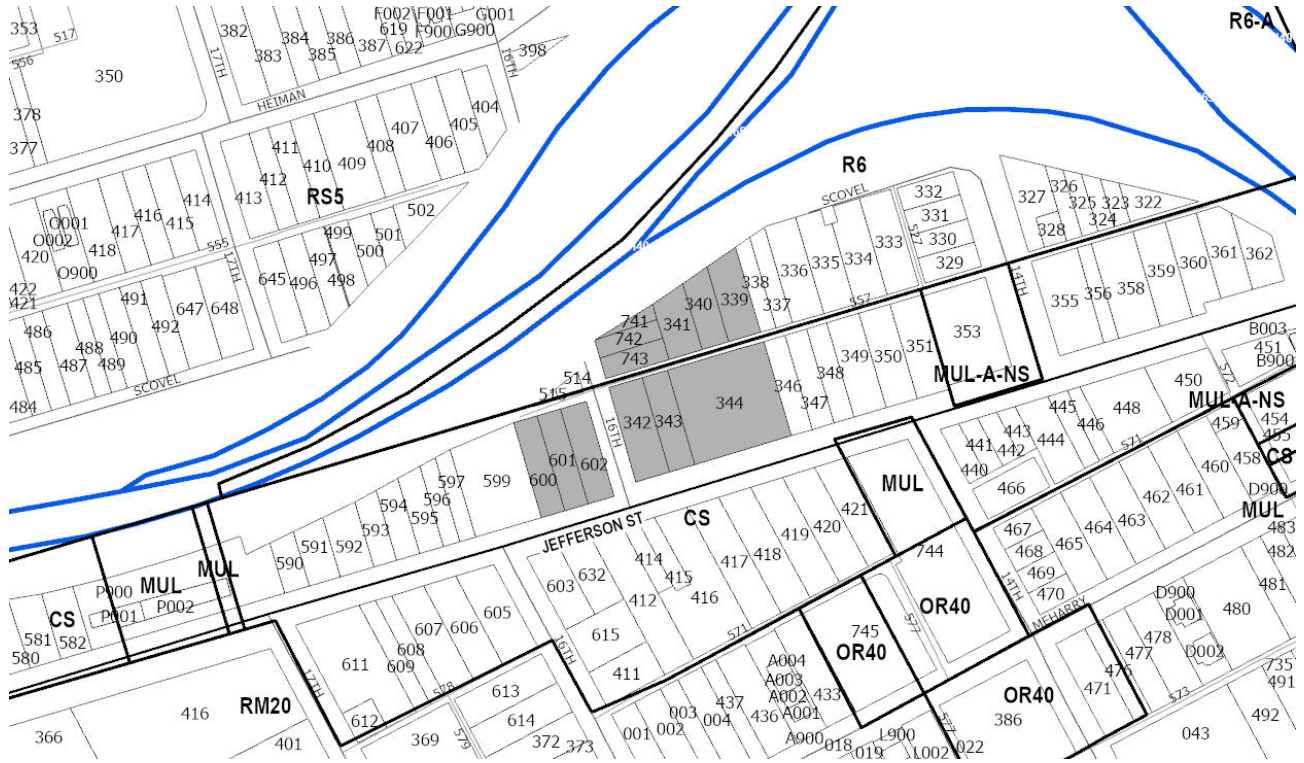
The applicant has agreed to hold a follow-up meeting with neighbors prior to this item being heard by the Planning Commission. The case will be deferred until such time that the neighborhood meeting has been held.

STAFF RECOMMENDATION

Staff recommends deferral to the June 11, 2026, Planning Commission meeting.



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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 5/28/2026

Item #2	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.
Deferrals	This item was deferred at the April 23, 2026 and May 14, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Garland
Staff Recommendation	<i>Defer to the June 11, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

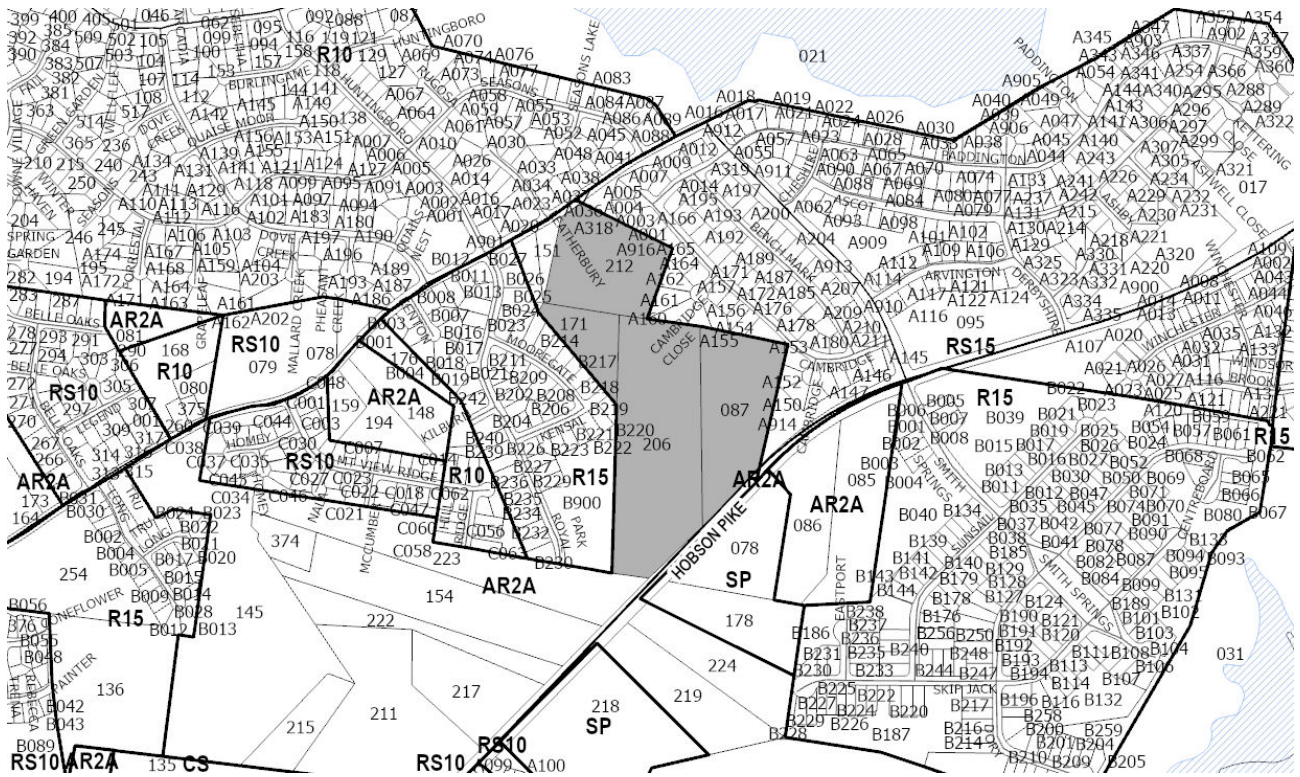
A request to rezone from One and Two-Family Residential (R6) and Commercial Service (CS) to Specific Plan (SP) zoning for properties located at 1501 and 1503, Scovel Street, 1100, 1102, 1104 16th Avenue North, 1412, 1414, 1417, 1502, 1600, 1602, 1604 Jefferson Street, approximately 384 feet west of 14th 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 June 11, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 5/28/2026



2026SP-022-001

HOBSON HEIGHTS SP

Map 150, Parcel(s) 171, 206, 212

Map 151, Parcel(s) 087

13, Antioch – Priest Lake

08 (Deonté Harrell)



Metro Planning Commission Meeting of 5/28/2026

Item #3	Specific Plan 2026SP-022-001
Project Name	Hobson Heights SP
Council District	08 - Harrell
School District	06 – Mayes
Requested by	Dale and Associates, Inc., applicant; Ammon Shreibman, owner.

Deferrals This item was deferred from the May 14, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Defer to the June 11, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 154 single-family lots.

Preliminary SP

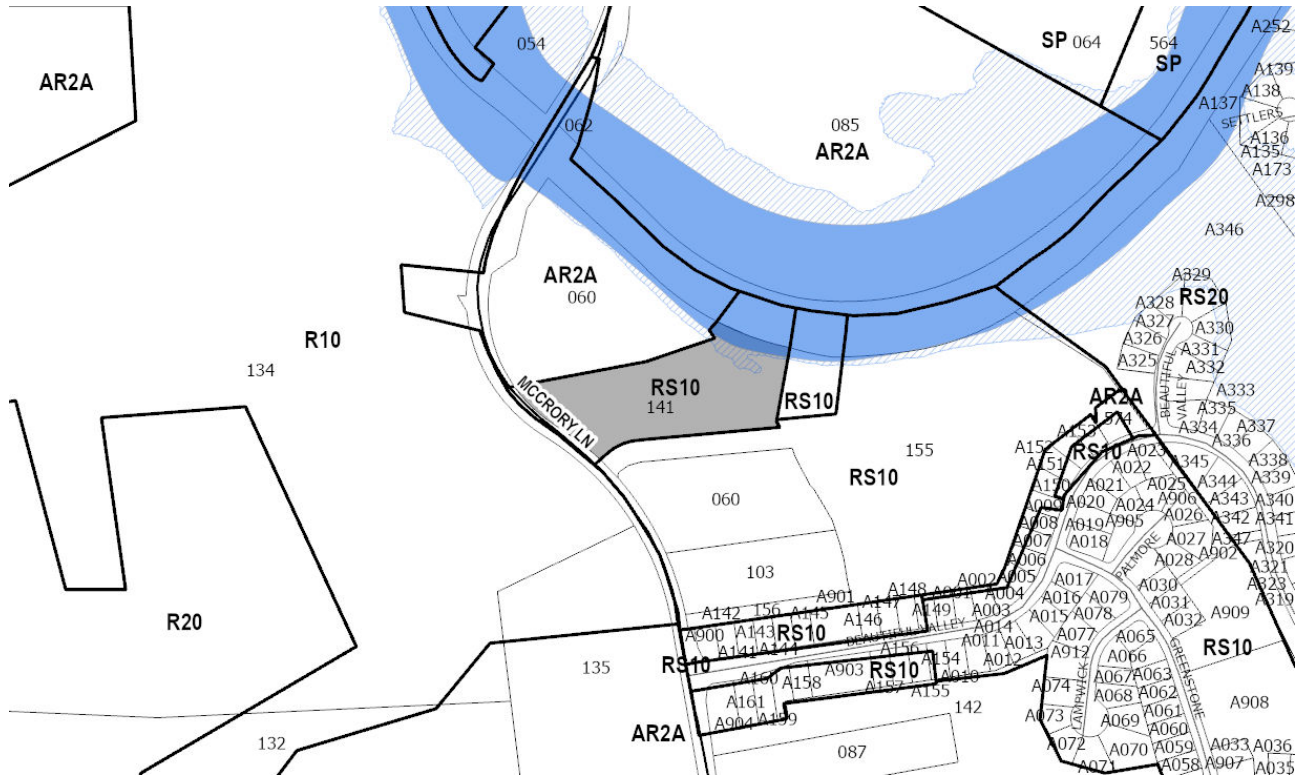
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 6334 Mt. View Road, Hobson Pike (unnumbered) and a portion of property located at 6324 Mt. View Road, approximately 761 feet west of Smith Springs, to permit 154 single-family lots (29.65 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 11, 2026, Planning Commission Meeting.



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



Metro Planning Commission Meeting of 5/28/2026

Item #4 **Concept Plan 2025S-203-001**
Project Name **Harpeth Overlook – Phase 2**
Council District 35 – Spain
School District 09 – Tylor
Requested by Catalyst Design Group, applicant; William & Shawna Travis II, owners.

Deferrals This item was deferred at the February 26, 2026, March 12, 2026, and May 14, 2026, Planning Commission meetings. No public hearing was held.

Staff Reviewer Konigstein
Staff Recommendation *Defer to the June 11, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Request for concept plan approval to create seven lots.

Concept plan

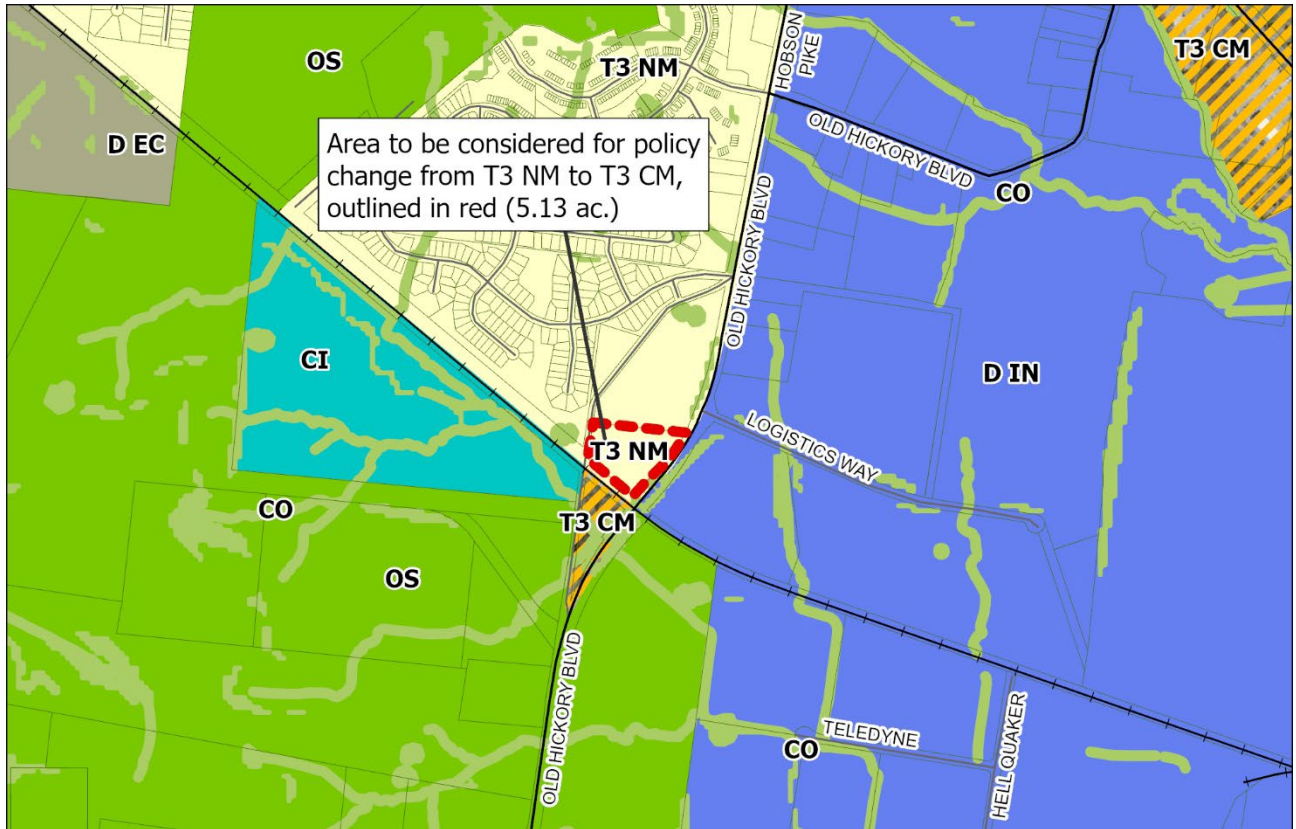
A request for concept plan approval to create seven lots utilizing conservation development standards on property located at 7934 McCrory Lane, approximately 770 feet north of Beautiful Valley Drive, zoned Agricultural/Residential (AR2a) (5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 11, 2026, Planning Commission meeting.



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2026CP-013-001

ANTIOCH – PRIEST LAKE COMMUNITY PLAN AMENDMENT

Map 175, Parcel 032

13, Antioch – Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 5/28/2026

Item #5	Major Plan Amendment 2026CP-013-001
Project Name	Antioch – Priest Lake Community Plan Amendment
Council District	32 – Styles
School District	06 – Mayes
Requested by	Barge Civil & Associates, applicant; Tim and Melinda Smith, owner.
Staff Reviewer	Pokhrel
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Antioch – Priest Lake Community Plan to change the policy.

Major Plan Amendment

A request to amend the Antioch – Priest Lake Community Plan by changing the community character policy from Suburban Neighborhood Maintenance (T3 NM) policy to Suburban Mixed Use Corridor (T3 CM) policy with Conservation (CO) policy to remain, for property located at 12802 Old Hickory Boulevard (5.13 acres).

ANTIOCH - PRIEST LAKE COMMUNITY PLAN

Current Policy

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

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. *CO policy applies to a small area of steep slopes along the Old Hickory Boulevard frontage. CO policy will remain in place.*

Requested Policy

T3 Suburban Mixed-Use Corridor (T3 CM) policy 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, bikeways, and existing or planned mass transit.



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BACKGROUND

At the request of the applicant, Planning staff initiated a study for a 5.13-acre property located at 12802 Old Hickory Boulevard to determine whether Suburban Mixed Use Corridor (T3 CM) policy may be appropriate for the property. Along with the community plan amendment request, the applicant has submitted an application to rezone the property to Specific Plan (SP) to permit office and warehouse uses; such uses are not supported by the existing Suburban Neighborhood Maintenance (T3 NM) policy. Note that the rezoning application will be considered separately by the Planning Commission at a future meeting.

The study area is located adjacent to the CSX railroad track to the south and southwest, with Cane Ridge High School and Mill Ridge Park located to the south and southwest of the railroad track. Properties along Old Hickory Boulevard to the east are designated District Industrial (D IN) policy and contain a variety of existing warehouses, logistics facilities, and office uses. These surrounding development patterns demonstrate that a mix of uses already exist in the immediate vicinity of the study area.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the Antioch – Priest Lake Community Plan, necessitating a community meeting. Community meeting notices were mailed to 160 property owners within a 1,300-foot buffer of the policy amendment area, and details of the community meeting were made readily available on the Planning Department’s webpage.

A community meeting was held in conjunction with District Councilmember Styles’ regular district meeting on Thursday, April 30, 2026, at Southeast Community Center located at 5260 Hickory Hollow Parkway. Approximately 18 people attended along with the applicant, the District Councilmember, and Planning staff. Planning staff discussed the proposed policy amendment and responded to questions from attendees. Subsequent discussion centered on anticipated employment opportunities, the rationale for the requested policy change, potential environmental impacts on the site, and questions related to the future building design and architectural character. Attendees were generally supportive of the proposed community plan amendment. At the time of staff report publication, no written comments have been received by the Planning Department.

ANALYSIS

Planning staff analyzed the 5.13-acre study area to evaluate the appropriateness of the existing Suburban Neighborhood Maintenance (T3 NM) policy as well as the proposed Suburban Mixed Use Corridor (T3 CM) policy. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends near the study area. Staff were primarily focused on determining whether T3 CM policy could align with the existing character and context of the neighborhood while also supporting its long-term stability. Staff concluded that T3 CM policy would be compatible with existing patterns and trends in the area.

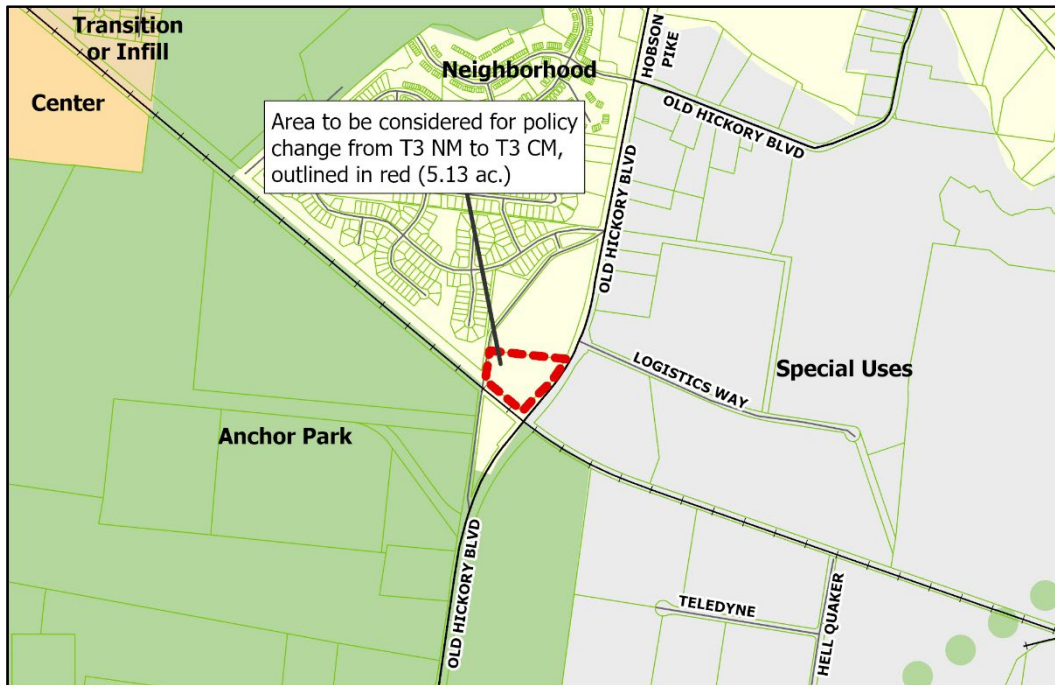


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NashvilleNext Growth & Preservation Concept Map

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

As shown in the following image, the study area is situated within a Neighborhood area. Neighborhood areas are intended to support a mix of housing types and neighborhood character, along with smaller-scale civic and employment uses and neighborhood centers. These areas vary in form—rural, suburban, urban, or downtown—depending on their location and existing development patterns. The study area is bordered by Special Uses areas to the east, Anchor Park to the southwest, and Neighborhood areas to the north. Special Uses areas include large-scale land uses such as industrial zones, airports, and landfills. In this case, the Special Uses in the immediate area are generally industrial and logistics uses; the Anchor Park is Mill Ridge Park, a large regional park. The requested policy change from T3 NM to T3 CM would not alter the study area’s Neighborhood area designation on the Growth and Preservation Concept Map.



Growth and Preservation Concept Map

▲ North

Community Character Policy Application

There are 14 Community Plans that provide the development and preservation vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual, which defines a framework of policy types that help guide appropriate land use, development patterns, and community form to apply the Concept Map’s guidance on a property-by-property basis. The Antioch – Priest Lake Community Plan applies these



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Community Character Policy elements to ensure that growth and change occur in a manner consistent with the area's vision and values. Through this approach, the plan reinforces the preservation of existing neighborhood character while allowing for context-sensitive development and growth that aligns with community expectations.

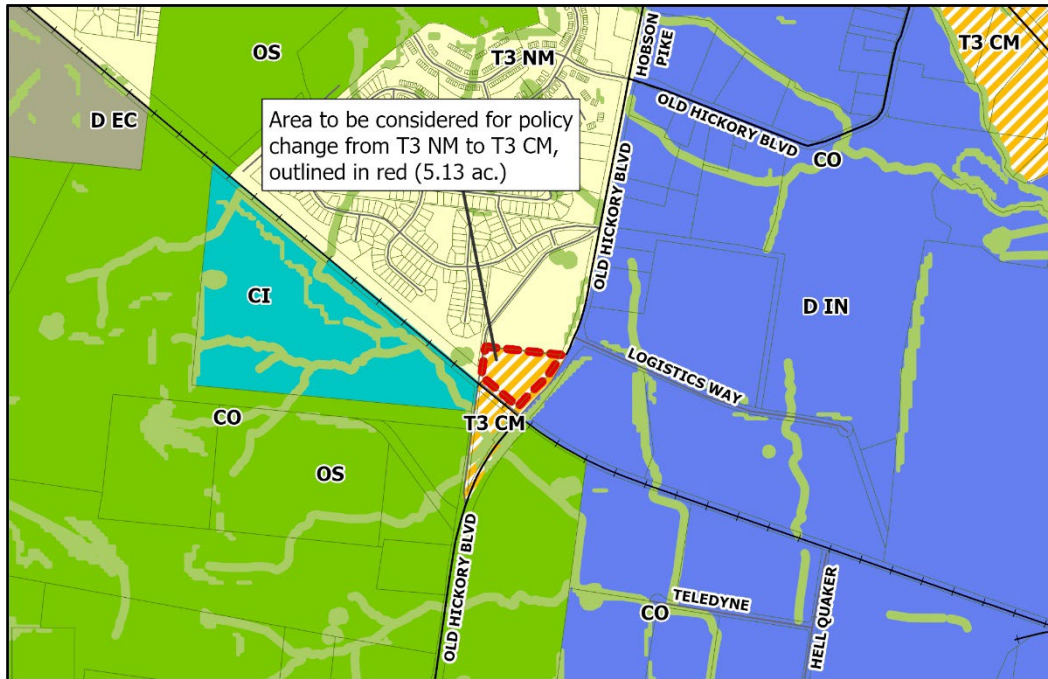
The current policy of T3 NM was applied to the study area to maintain the established character of the suburban neighborhood. T3 NM policy is applied in areas where there is an expressed interest in maintaining the prevailing development pattern and where current conditions are considered stable and sustainable. In this case, however, the applicant intends to seek zoning that would permit a non-residential use (office and warehouse) on the property; non-residential uses—other than institutional uses—are not supported by the current T3 NM policy. Adjacent properties along Old Hickory Boulevard lie within the District Industrial (D IN) policy area. The T3 CM policy applies to a property directly south of the study area, on the opposite side of the CSX railroad track. Civic (CI) and Open Space (OS) policies are prominent in the surrounding area as well.

Given the location of the study area along Old Hickory Boulevard and its proximity to existing non-residential and industrial uses, the site functions as a transitional area between established residential neighborhoods and more intensive employment-oriented development. Community Character policies are intended to respond to existing neighborhood conditions as well as surrounding development patterns, transportation corridors, and evolving land use contexts. The presence of nearby offices, warehouses, and industrial uses along the corridor indicates a shift in character toward a mixed use and employment environment. Sufficient spaces exist in the adjacent residential areas to the north to buffer these areas from potential non-residential uses on the subject site.

The following map shows how the Antioch – Priest Community Plan would change if T3 CM policy were applied to the study area.



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Community Character Policy Map with Proposed Policy Change ▲North

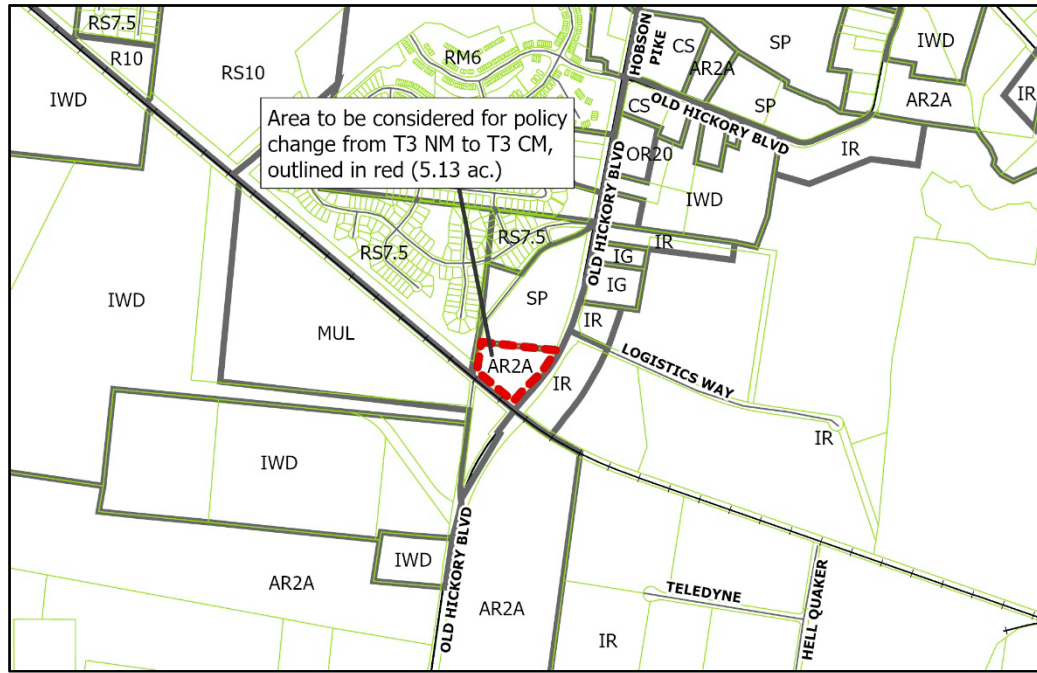
Current Land Uses and Zoning

The study area is currently vacant land and has been used for semi-truck parking. Surrounding land uses vary and reflect a mix of residential, institutional, commercial, and industrial development patterns. Industrial land uses are prominent along the east side of Old Hickory Boulevard, while community and institutional uses—including Cane Ridge High School and Mill Ridge Park—are present to the southwest. Single-family residential development is located to the north and northwest of the study area. Commercial properties are located near the intersection of Old Hickory Boulevard and Hobson Pike, north of the study area.

The study area is zoned AR2a (Agricultural/Residential). A mix of zoning districts is present in the study area's vicinity, including IR (Industrial Restricted), SP (Specific Plan), MUL (Mixed-Use Limited), RS7.5 (Single-Family Residential), IG (Industrial General), and IWD (Industrial Warehousing/Distribution). The adjacent property to the north was zoned SP in 2023; the approved SP permits 80 multi-family residential units on 13.37 acres. The following map shows the mix of current base zoning districts for the study area and vicinity.



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Base Zoning Districts

▲ North

T3 CM policy may support multi-family residential zoning districts (RM9-A, RM15-A and RM20-A), mixed-use zoning districts (MUN-A and MUL-A), office/residential mixed use zoning district (OR 20-A) and commercial zoning districts (CS and CL), depending on context and other factors. While the appropriateness of any specific zoning district would be evaluated by Planning staff following submittal of a rezoning request, the types of zoning districts supported by T3 CM appear to be generally compatible with the diverse zoning patterns found in the broader area surrounding the subject property.



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Mobility and Connectivity

The study area has frontage along Old Hickory Boulevard near its intersection with Logistics Way. Old Hickory Boulevard is classified as a Scenic Arterial Boulevard in the Major and Collector Street Plan (MCSP) and serves as a significant north-south transportation corridor that provides connectivity to surrounding neighborhoods. Old Hickory Boulevard also provides access to Interstate 24 and other parts of Nashville and surrounding counties.

North of the study area, Old Hickory Boulevard transitions to a Collector-Avenue classification at its intersection with Hobson Pike, reflecting a change in roadway function to support local connectivity and circulation within the surrounding area. These roadway classifications indicate that the study area is served by a network of arterial and collector streets designed to accommodate both regional travel and local access. The following image shows MCSP classifications for the area.



Major and Collector Street Plan

▲ North

Sidewalks are present within the existing residential neighborhood north of the study area; however, pedestrian facilities along adjacent major roadways are limited and present opportunities for future improvement. No designated bikeways are located near the study area. The site is not currently served by any WeGo public transit routes.

Analysis Summary

The study area is located along a major corridor shaped by a mix of residential, institutional, commercial, and industrial development. While the property is currently guided by Suburban Neighborhood Maintenance (T3 NM) policy, which is intended to maintain existing low-intensity residential character, the site's immediate and broader context shows a gradual shift toward more corridor-oriented and higher-intensity uses, particularly along Old Hickory Boulevard.



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The presence of nearby industrial and warehouse uses to the east, institutional uses such as Cane Ridge High School to the southwest, and commercial development near key intersections indicate that the study area is situated along a changing edge rather than being located within an established residential environment. In this context, the existing T3 NM policy does not fully reflect the functional role of the corridor or the evolving land use pattern in the vicinity.

Suburban Mixed Use Corridor (T3 CM) policy is more responsive to these conditions, as it is intended to support a broader range of uses and development forms along major corridors while remaining compatible with nearby residential areas. Given the site's frontage on Old Hickory Boulevard, its proximity to non-residential uses, and the mix of surrounding zoning and land uses, T3 CM provides a more appropriate framework to guide future development in a way that reflects existing conditions and long-term planning goals.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Suburban Neighborhood Maintenance (T3 NM) policy to Suburban Mixed Use Corridor (T3 CM) policy.



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NO SKETCH



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Item #6	Text Amendment 2026Z-010TX-001
Project Name	Underground Utilities
Council Bill No.	BL2026-1360
Council District	Countywide
School District	Countywide
Requested by	Councilmember Joy Styles

Deferral/MPC Rules and Procedures

This item will need to be deferred to the June 25, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer

Shane

Staff Recommendation

Hold Public Hearing and Defer to the June 25, 2026, Planning Commission meeting.

APPLICANT REQUEST

Amend the Zoning Code relating to underground utilities.

PROPOSED AMENDMENT TO TITLE 17

The bill as filed would amend Chapter 17.28 of the Metropolitan Code of Laws to require underground utilities for all developments, regardless of type, that proposes new streets. Staff is still reviewing the request and has outlined below details concerning implementation of the change. A proposed substitute is included in the staff report for review.

BACKGROUND

The zoning code currently requires that all new residential developments proposing new public or private streets place any utilities along said streets underground (17.28.103.A). Most developments proposing to build new streets are residential in nature, such as subdivisions or multi-family residential Specific Plans (SPs). For larger non-residential projects, new streets (public or private) may be proposed. Currently the code does not require these developments, if they lack a residential component, to install utilities underground.

The proposed changes of the original bill as filed are shown below:

Section 1. That Subsection 17.28.103.A of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

- A. Applicability. These standards shall apply to any application for development submitted to the metropolitan government for approval, wherein a new public or private street is to be constructed now or in the future, or where an existing public or private street, is to be extended, as follows:
 1. Any application for a new or amended preliminary planned unit development;
 2. Any new or amended preliminary SP plan;



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3. Any new or amended preliminary urban design overlay district; or
4. Any new or revised preliminary subdivision plat; and in the case of a proposed revised preliminary plat, these provisions shall only apply to those plats deemed to be a major modification by the executive director of the metro planning department, as provided in the Subdivision Regulations.

FILED BILL SUMMARY

The ordinance as originally filed proposes to strike “residential” from the description of which types of development require the undergrounding of utilities, thereby applying the section to any type of development that proposes new streets.

ANALYSIS AND SUBSTITUTE

Historically, much of Nashville’s electrical and stormwater infrastructure was built above ground. Above ground utilities present not only an aesthetic challenge for Nashville’s landscape but a safety liability as well, as experienced with the rising number of tornados or winter storm Fern this year. Closing the current loophole in the code, which permits non-residential development to install utilities above ground, is a matter of public safety. NashvilleNext supports both a walkable, obstruction-free pedestrian environment and safe, resilient neighborhoods for all.

Staff is reviewing several proposed edits to the legislation that is not intended to alter the purpose or effect of the bill; rather, it adds clarification around how the change will be implemented. In consultation with Nashville Electric Service (NES), Nashville Department of Transportation (NDOT), Metro Water Services (MWS), and Metro Legal, staff determined that the following changes could be appropriate:

- To prevent parking lot drive aisles from being conflated with commercial private streets, which, under the proposed changes, will be required to underground utilities, staff is proposing to distinguish between “parking areas, driving aisles within parking areas, and private highway-rail grade crossings” and “private streets.” The former will not be required to bury utilities while the latter will. The exempt areas are private areas internal to developments rather than areas the general public is expected to traverse regularly. Note: staff is continuing to refine this definition with NDOT.
- To clarify that Metro agencies are not liable for any costs developers may incur when installing underground utilities.
- To provide an effective date. Note: staff is working with the councilmember and other agencies to determine the appropriate date.

These proposed changes support the intent of the originally filed bill and clarify important considerations regarding its implementation. Staff has included a proposed substitute in the body of this text for review, however, staff would like to note that this is still under review and a recommendation will be provided at the next hearing.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact to Metro identified with this amendment.



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COUNCIL

The proposed text amendment passed on first reading at the April 21, 2026, Metro Council meeting. The public hearing at Council is scheduled for July 7, 2026.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing is scheduled for May 28, 2026. This item will then need to be deferred to the June 25, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends holding the public hearing and deferral to the June 25, 2026, Planning Commission meeting.

PROPOSED SUBSTITUTE ORDINANCE NO. BL2026-1360

An ordinance amending Chapter 17.28 of the Metropolitan Code of Laws to amend regulations on underground utilities (Proposal No. 2026Z-010TX-001).

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

Section 1. That Subsection 17.28.103.A of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

A. Applicability. These standards shall apply to any application for development submitted to the metropolitan government for approval, wherein a new public or private street is to be constructed now or in the future, or where an existing public or private stub street, is to be extended, as follows:

1. Any application for a new or amended preliminary planned unit development;
2. Any new or amended preliminary SP plan;
3. Any new or amended preliminary urban design overlay district; or
4. Any new or revised preliminary subdivision plat; and in the case of a proposed revised preliminary plat, these provisions shall only apply to those plats deemed to be a major modification by the executive director of the metro planning department, as provided in the Subdivision Regulations.

5. Parking areas, driving aisles within parking areas, and private highway-rail grade crossings are not included in the definition of ‘private street.’



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Section 2. That Subsection 17.28.103.B of the Metropolitan Code of Laws is hereby amended by inserting the following and renumbering subsequent sections:

B. Any costs associated with development pursuant to Section 1.A. shall not be borne by any metropolitan agency or department.

Section 3. That Subsection 17.28.103.C of the Metropolitan Code of Laws is hereby amended by inserting the following and renumbering subsequent sections:

C. The standards affecting nonresidential development shall apply to any application for development submitted to the metropolitan government for approval after [date].

Section ~~24~~. 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 ~~35~~. This Ordinance shall take effect upon publication of the above said notice, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Joy Styles
Member of Council



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NO SKETCH



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Item #7	Text Amendment 2026Z-011TX-001
Project Name	East Bank Design Review Committee
Council Bill No.	BL2026-1361
Council District	19 – Kupin
School District	01 – Taylor
	05 – Fayne
Requested by	Councilmembers Benedict, Capp, Kupin, and Evans-Segall

Deferral/ MPC Rules and Procedures

This item will need to be deferred to June 25, 2026, Planning Commission meeting per the MPC Rules and Procedures following a public hearing.

Staff Reviewer Hammer

Staff Recommendation Hold the public hearing and defer to the June 25, 2026, Planning Commission meeting.

APPLICANT REQUEST

Amend Chapter 17.37 of the Metropolitan Code of Laws to establish an East Bank Design Review Committee within the Downtown Code ("DTC")

PROPOSED AMENDMENT TO TITLE 17

A request to amend Chapter 17.37 of the Metropolitan Code of Laws to establish an East Bank Design Review Committee (EBDRC) to act as the Downtown Code Design Review Committee (DTC DRC) for the East Bank and East Bend subdistricts and to codify the committee's membership.

BACKGROUND

The Downtown Code (DTC), adopted in 2010, regulates the bulk standards and design requirements of properties within downtown Nashville and portions of the East Bank, including standards such as building height, the proximity of buildings to streets, and permitted building façade materials.

The Downtown Code creates an eight-member Design Review Committee (DTC DRC), subject to the rules and procedures adopted by the Planning Commission. Four of these members are nominated by the Chamber of Commerce, the Civic Design Center, the Downtown Partnership, and the Urban Residents Association, with each organization nominating one member subject to confirmation by the Planning Commission. The remaining four members are directly appointed, with one member each chosen by the Mayor, the Vice-Mayor (on behalf of the Metro Council), the Historic Commission, and the Planning Commission. All members of the DRC are required to be design professionals, except for the Chamber of Commerce member and the Downtown Partnership member. Design professional means a degree or significant experience in a design related field such as architecture, landscape architecture, urban design, or urban planning.



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When the DTC was adopted, the DTC DRC only reviewed “modifications” which is the term of art for deviations from standards of the DTC. The authority of the DTC DRC was expanded in 2021 with the adoption of BL2021-868, which requires that a DTC Concept Plan be filed and reviewed by the DTC DRC for all new development projects, with recommendations provided to the DRC by the Metropolitan Planning Department and Nashville Department of Transportation and Multimodal Infrastructure (NDOT).

Separately, all Metropolitan Development and Housing Agency (MDHA) Redevelopment Districts, except for the Capitol Hill Redevelopment District, include a Design Review Committee (MDHA DRC). Within these districts, final approval of the MDHA DRC acts as approval of the DTC Concept Plan – the DTC DRC is not involved in review of these plans within redevelopment districts.

The primary focus of the review by both DTC DRC and MDHA DRC is on the design of buildings, as opposed to entitlements review such as number of stories or allowed uses. The DTC establishes allowed bulk, massing and uses. The DRC review is focused on the technical architectural design of buildings, overall site design, and integration into the surrounding context.

The Planning Department has developed processes and standards for high quality design through principles adopted by the DRC. These principles are designed to work in a variety of contexts as Downtown itself includes a broad range of subdistricts, from the lower scale and historically rich to the more dense urban neighborhoods. The Downtown Code DRC has informed design quality in established neighborhoods and emerging ones.

The Downtown Code was recently expanded by the Metropolitan Council to create the East Bank and Wasioto Bend subdistricts, which are both within the Downtown Community Plan and on the east side of the Cumberland River. Presently, projects in these subdistricts would be reviewed by the DTC DRC when a DTC Concept Plan is submitted.

SUMMARY

The proposed substitute ordinance would create an eight-member East Bank Design Review Committee (EBDRC). For properties located within the East Bank and Wasioto Bend subdistricts, the EBDRC will assume the responsibilities of the DTC DRC. This authority includes reviewing and approving DTC Concept Plans and approving major modifications to DTC standards. The EBDRC would consist of eight voting members, all of whom must reside in Davidson County. Membership appointments are divided as follows:

- **Appointed (3):** One member appointed by the Mayor, one by the Metro Council, and one by the Planning Commission.
- **Nominated (5):** One member nominated by each of the following organizations, subject to confirmation by the Planning Commission: East Bank neighborhood association, Cayce Place Resident Association, Urban Land Institute, Nashville Area Chamber of Commerce, and the Civic Design Center.

Five of the eight members (appointees of the Mayor, Council, Planning Commission, Civic Design Center, and the Urban Land Institute) must be design professionals with a degree or experience in



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architecture, landscape architecture, planning, or urban design. Members will serve four-year terms, with the Mayor, Council, and Planning Commission initial appointees serving an initial two-year term, then a four-year term thereafter. Any decision made by the EBDRC may be appealed to the Planning Commission.

Table 1. Design Review Committee Comparison

Existing DTC DRC	Proposed EBDRC
Mayor appointment*	Mayor appointment*
Metro Planning Commission appointment*	Metro Planning Commission appointment*
Nashville Area Chamber of Commerce	Nashville Area Chamber of Commerce
Nashville Civic Design Center*	Nashville Civic Design Center*
Vice Mayor (on behalf of Metro Council) appointment*	Metro Council appointment*
Metro Historic (member of MHZC)*	Urban Land Institute*
Nashville Downtown Partnership	Cayce Place Resident Association
Urban Residents Association*	East Bank neighborhood association

*denotes design professional requirement

ANALYSIS

This text amendment would take three core actions, (1) remove the authority of the DTC DRC over the East Bank and Wasioto Bend subdistricts, (2) create a EBDRC with authority over these subdistricts to be administered by the Metro Planning Department, and (3) establish the membership of the EBDRC.

This proposal raises several important policy questions that should inform commission discussion:

- (1) One key goal is enhancing design quality throughout the city. In the Downtown Code, this purpose is interwoven into the process through both regulation and through the DRC.
- (2) We acknowledge the importance of context and deep working knowledge of a community in any design review. In our view, it is reasonable to consider ways to enhance the membership or process to broaden and deepen the work of a DRC. There are a few different ways to accomplish that goal.
- (3) To what extent do we value parity of design thought (between districts), and what value do we place on the simplicity of governance. As proposed, there is overlap between the membership entities of the existing DTC DRC and proposed EBDRC. Four of eight entities, namely the Mayor, Planning Commission, Chamber of Commerce and Civic Design Center, would have members on both DRCs. Members appointed or nominated to both DRCs by these entities would have two different terms and expiration dates. Members appointed or nominated to the DTC DRC but not the EBDRC, or vice versa, would have a counterpart representing the same entity, but also exercising independent judgement on applications, leading to potentially less consistency in decision-making.

The existing DTC DRC includes a member appointed by the Vice Mayor (on behalf of Metro Council) whereas the proposed EBDRC directly identifies Metro Council without specificity regarding an appointment process. The DTC states that the appointment is on behalf of Metro



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Council as Article 3 of the Charter states that the Vice-Mayor serves as the President of the Metro Council.

The EBDRC as proposed also includes representatives from the Urban Land Institute (specifically an architect or landscape architect) and the Cayce Place Residents Association, as well as the East Bank Neighborhood Association. Neither the representative of Cayce Place Residents Association, nor the East Bank Neighborhood Association is required to have a design background. To our knowledge, there is currently no East Bank Neighborhood Association and there are no residents within either the East Bank subdistrict or the Wasioto Bend subdistrict. The only residential buildings completed since adoption of Imagine East Bank are within the River North Urban Design Overlay (UDO), 0.7 miles away from the nearest proposed area of authority. We anticipate this role would likely be unfilled for several years while the first residential buildings within this area are built, which may result in quorum difficulties.

Three entities with representatives on the DTC DRC are not represented on the proposed the EBDRC – specifically the Urban Residents Association, Downtown Partnership, and Metro Historic (member of the MHZC). There may be merit to omission of the Downtown Partnership, given that the related Business Improvement Districts do not exist on the east side of the river. Similarly, the Urban Residents Association has not met in several years and reconsideration of its nominating authority has broad merit. However, the exclusion of Metro Historic (member of the MHZC) may ignore that while there are few historically significant buildings within this area, Imagine East Bank notes the general historical significance of the East Bank related to human activity, natural activity, and regional political history. Staff notes that due to these differences, EBDRC would have one fewer design professional on this Design Review Committee, compared to DTC DRC (existing DRC – 6 design professionals; EBDRC as proposed – 5 design professionals). Given the purpose of the DRC, having a strong design representation is critical to achieving desirable outcomes.

Staff notes that there are several amendments that could be made to the bill, such as clarifying in Section 2 that appeals of EBDRC decisions should also be heard by the Planning Commission as well as clarifying that the committee reviews DTC Concept Plans rather than stating that final EBDRC approval acts as the DTC Concept Plan. Staff would also suggest that 6 members be design professionals as currently represented on the DTC DRC.

The recommendation at this time is to hold a public hearing prior to deferral of the item. This deferral is consistent with the process for text amendment considerations.

FISCAL IMPACT RECOMMENDATION

There is an indirect fiscal impact anticipated with this amendment. While no direct capital expenditures are required, staffing and managing a new DRC will require additional administrative time and resources from the Planning Department and associated legal staff.

COUNCIL

The proposed text amendment passed on first reading at the April 21, 2026, Metro Council meeting. The public hearing at council is scheduled for the July 7, 2026, Metro Council meeting.



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MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

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

The Planning Commission public hearing is scheduled for May 28. This item will then need to be deferred to the June 25, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2026, Planning Commission meeting.

SUBSTITUTE ORDINANCE NO. BL2026-1361

An ordinance to amend Chapter 17.37 of the Metropolitan Code of Laws to establish an East Bank Design Review Committee within the Downtown Code (“DTC”), all of which is described herein (Proposal No. 2026Z-011TX-001).

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

Section 1. That the Modifications subsection of the Application of the DTC section of Section I of the Downtown Code is amended by deleting it in its entirety and replacing it with the following:

Modifications to the Standards

Based on site-specific issues, an applicant may seek modifications to the standards of this document.

Any standard within the DTC may be modified, insofar as the intent of the standard is being met, the modification results in better urban design for the neighborhood as a whole, and the modification does not impede or burden existing or future development of adjacent properties.

The DTC, the Downtown Plan and any other policies and regulations from governing agencies shall be consulted when considering modifications. Any standards that shall not be modified are explicitly noted in this document.

Modifications may be approved by Planning staff, the Downtown Code Design Review Committee (DTC DRC) or the Planning Commission.

- Minor modifications – deviations of 20 percent or less – or modifications explicitly noted herein as minor may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the DTC DRC.
- Major modifications – deviations of more than 20 percent – and modifications of standards without numbers may be approved by the DTC DRC. Within the East Bank and East Bend subdistricts, the East Bank Design Review Committee (“EB DRC”) shall act as the DTC DRC. Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC.



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- Any determination made by the DTC DRC, the EB DRC, or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission by the applicant or the Planning Department.
- All building permits for modifications authorized by the Planning Staff, DTC DRC, or Planning Commission must be obtained within three years from the date of approval.”

Section 2. That the Modifications subsection of the Application of the DTC section of Section I of the Downtown Code is amended by deleting it in its entirety and replacing it with the following:

Application Process

The DTC DRC shall review and approve a DTC Concept Plan for a site prior to approval of a DTC Final Site Plan.

A recommendation from the Nashville Department of Transportation and Multimodal Infrastructure shall be required for a DTC Concept Plan.

- The DTC, the Downtown Plan, other policies, official guidelines (such as the Downtown Code Design Guidelines), regulations from governing agencies, and other best practices shall be consulted when considering a DTC Concept Plan. No standard within the DTC shall relieve a project of the review process associated with a Concept Plan application.
- Modifications shall be requested concurrently with the DTC Concept Plan.
- Within the East Bank and East Bend subdistricts, the EB DRC shall act as the DTC DRC and final EB DRC approval shall act as the DTC Concept Plan.
- Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC and final MDHA approval shall act as the DTC Concept Plan.
- Any determination made by the Planning Staff may be appealed to the DTC DRC. Any determination made by the DTC DRC or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission by the applicant or the Planning Department.

Section 3. That the Design Review & Compliance subsection of the Application of the DTC section of Section I of the Downtown Code is amended by adding ~~deleting it in its entirety and replacing it~~ with the following:

East Bank Design Review Committee

The EBDRC is subject to the rules and procedures adopted by the Planning Commission. The EBDRC will consist of eight (8) voting members. All members shall be residents of Davidson County. One member shall be nominated by each of the following with confirmation by the Planning Commission:

- East Bank neighborhood association
- Cayce Place Resident Association
- Urban Land Institute
- Nashville Area Chamber of Commerce
- Civic Design Center

One member shall be appointed by the following:

- Mayor
- Metropolitan Council



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- Planning Commission
-

Members appointed by the Mayor, Metropolitan Council, Planning Commission and the Civic Design Center shall be design professionals, with a degree or several years of experience in architecture, landscape architecture, planning or urban design. The member appointed by the Urban Land Institute shall be a licensed architect or landscape architect.

Each term shall be four years, with the appointees of the Mayor, Metropolitan Council and Planning Commission serving an initial two-year term upon adoption of the DTC. Any vacancy occurring during the unexpired term of any members shall be filled in the manner prescribed herein for the original selection of the members of the EBDRC. A new mayor and/or Metropolitan Council may appoint a new representative after the term of the existing representative has expired.

Section 4. That the Sign Permit Modifications subsection of the Modifications of the DTC section of Section V of the Downtown Code is amended by deleting it in its entirety and replacing it with the following:

Sign Permit Modifications

Requests for modifications to sign standards are reviewed through the process outlined on pages 14 and 15. Modifications are reviewed by Planning staff and the East Bank Design Review Committee, the MDHA Design Review Committee or the DTC Design Review Committee. The applicant may appeal a decision through the process described on pages 14 and 15. All sign Modifications are Major Modifications. Two additional types of Modifications for signage related permits may be requested and are outlined below.

Section 5. 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 6. 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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Item #8	Specific Plan 2026SP-024-001
Project Name	1205 2nd Avenue North
Council District	19 – Kupin
School District	05 - Fayne
Requested by	Dale and Associates, applicant; EJ Nash Investments, LLC, 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 rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for property located at 1205 2nd Avenue North, approximately 129 feet north of Madison Street (0.46 acres), to permit a mixed-use development.

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Proposed Zoning

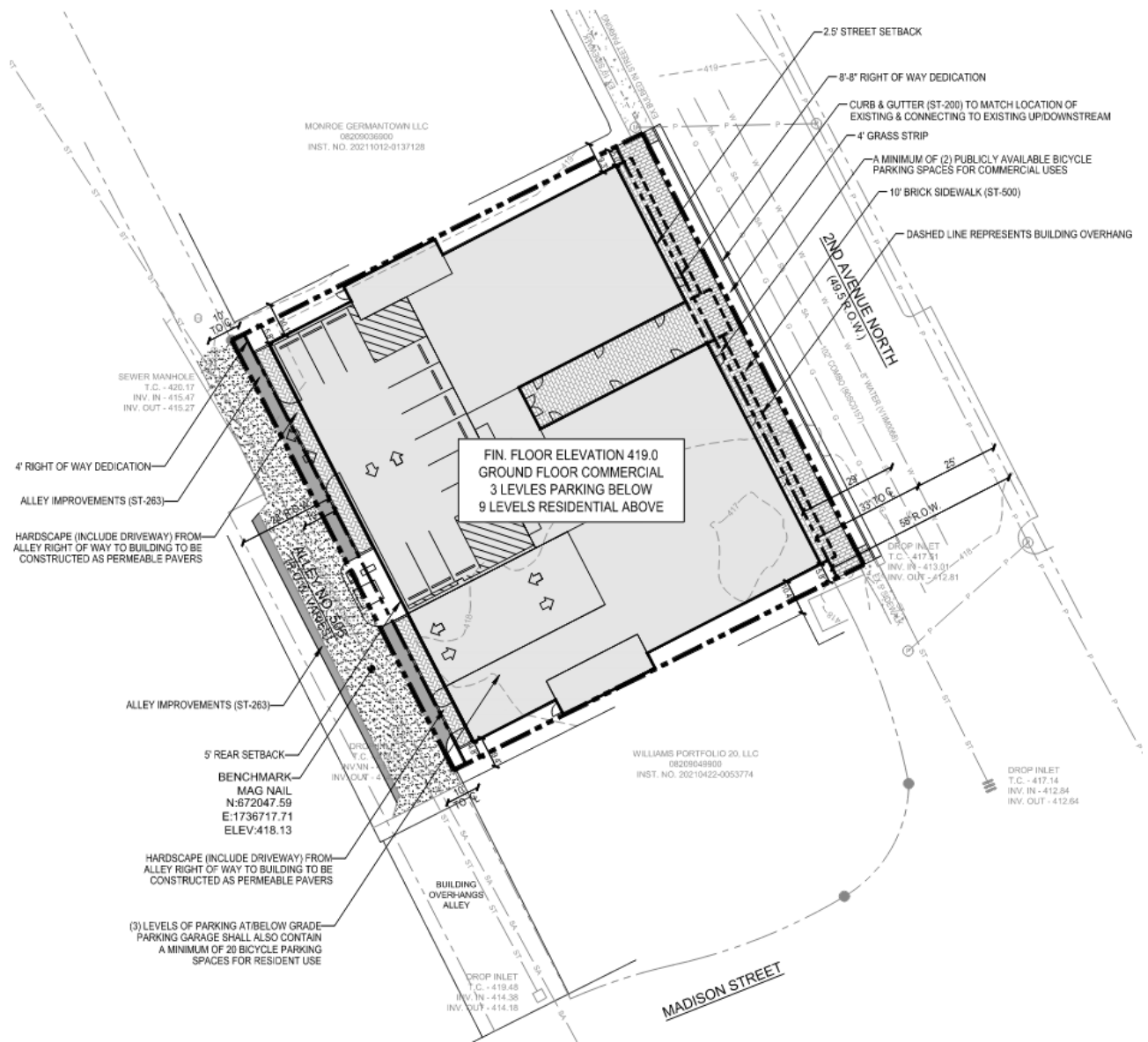
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition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

NORTH NASHVILLE COMMUNITY PLAN

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



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Proposed Preliminary SP



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SITE CONTEXT AND PLAN DETAILS

The 0.46-acre site is located close to the intersection of Madison Street and 2nd Avenue North on the northwest side. The site is developed with a single-story structure classified as a light manufacturing use. The site has frontage on 2nd Avenue North and Alley 505 abuts the western property line. The surrounding area is primarily comprised of industrial, commercial, multi-family, and mixed-use developments. A majority of the multi-family and mixed-use developments were permitted through Specific Plans (SP). Other surrounding zoning districts within and around the site include Mixed-Use Neighborhood (MUN) and IR.

The proposed SP would permit a maximum of 80 multi-family residential units and a maximum of 8,000 square feet of non-residential uses within one building. There are three levels of underground parking that are accessed by the alley along the western property line. Vehicular access for the development is limited to the alley. The SP permits non-residential uses, limited to the ground floor of the building. The 80 residential units are located in the nine stories above the ground floor. The building is limited to ten stories in 118 feet. Floors nine and ten have a ten-foot setback. Additional architectural standards for building materials and glazing are provided within the architectural standards in the proposed SP, including standards about façade articulation and fifty percent glazing on street facing façades.

Areas of ROW dedication are proposed to be dedicated along the 2nd Avenue North frontage consistent with the Major and Collector Street Plan (MCSP). Dedication of ROW along the adjacent alley is also proposed.

ANALYSIS

The plan is consistent with the T4 Mixed Use Neighborhood (T4 MU) policy at this location and meets the intent of the policy to maintain, enhance, and create urban, mixed-use neighborhoods with a diverse mix of moderate to high density residential, commercial, office, and light industrial land uses.

The T4 MU policy indicates that building heights are generally one to five stories but may be taller in limited instances. Consideration of taller heights is based on several factors including the context in which a building is situated in a mixed-use neighborhood relative to the heights of other buildings and the use of increased building setbacks and/or building setbacks to mitigate increased building heights. Prominence of a particular intersection or street segment, proximity to transit, and proximity to other policy areas where the building could act as a transition is also evaluated. Additionally, a building's contribution to the public realm through pedestrian-friendly streetscapes, public art, open space, and innovative stormwater management techniques is reviewed.

For several reasons, the proposed SP meets the criteria for a taller height than the general guidance provided by the policy. Situated within this T4 MU policy are several SPs with varying heights, including buildings ranging in height from four to seven stories. These buildings are predominantly mixed-use including residential and non-residential first floor uses. The proposed building has three stories of below grade parking, ground floor non-residential uses, and nine stories of residential above for a total of ten stories above grade. The inclusion of non-residential uses in the SP is an integral part of staff's support for additional heights at this site, where there is a focus on



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contributing to the pattern of mixed-use development in the T4 MU area, with the inclusion of long-term housing and non-residential uses. The ground floor non-residential uses in the SP also provide an active streetscape and contribute to the pedestrian-oriented intent of mixed-use neighborhoods. There is also a step back of ten feet from the building façade on the top two floors. Given the mid-block location of the site and smaller building footprint than the surrounding buildings, ten stories may be appropriate to give variation in the height along the block which is characteristic of an urban form. Stepping the building back on the upper two levels provides variation on the façade to prevent a flat building face extending up ten stories.

The T4 MU policy guidance emphasizes structured parking for mixed-use buildings be located behind, beside or beneath the primary building. The SP limits vehicular access to the alley at the rear of the site into an underground parking structure. With vehicular access being limited, curb cuts are not permitted on 2nd Avenue North, contributing to an overall safer pedestrian environment. Locating the parking underground and limiting access to the rear alley is another integral part of staff's support for additional height. These elements also increase pedestrian permeability at the street and provide for an enhanced design. The elevations from the view of 2nd Avenue north also shows public art as an element of the proposed development engaging pedestrians in an active way.

The subject site is also near the intersection of 2nd Avenue North and Madison Street. Second Avenue North is designated as an arterial-boulevard by the Major and Collector Street Plan (MCSP). Third Avenue North is nearby and is serviced by WeGo Route 9. There are two WeGo bus stops within a quarter mile of the subject site, aligning with policy guidance that additional height may be supported on sites proximate to transit.

The proposed uses and site layout bring the site closer to the intent of the policy by providing a mix of uses and a form consistent with the T4 Urban Mixed Use Neighborhood policy. Given the surrounding development pattern and the form proposed within the site plan, the proposed height is consistent with the policy, and the site meets the criteria for additional height.

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.

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.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.



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- 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.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details. Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Prior to final building permit approval, the applicant shall provide a contribution of \$125,000 to NDOT as a fee-in-lieu of completing an MMTA. This Contribution shall be utilized for the analysis and implementation of safety and/or operational improvements at the intersection of Madison Street and 2nd Avenue North.
- Comply with NDOT Roads Conditions.
- MCSP To be Provided along 2nd Ave Site Frontage.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.44	0.8 F	15,333 SF	70	3	3

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 3-10 (221)	-	-	80 U	434	27	36

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)	-	7 F	4,000 SF	151	3	15

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)	-	7 F	4,000 SF	449	40	39

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+964	+63	+87

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MU zone district is anticipated to generate ten more students than the existing IR zoning. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools are identified as being exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



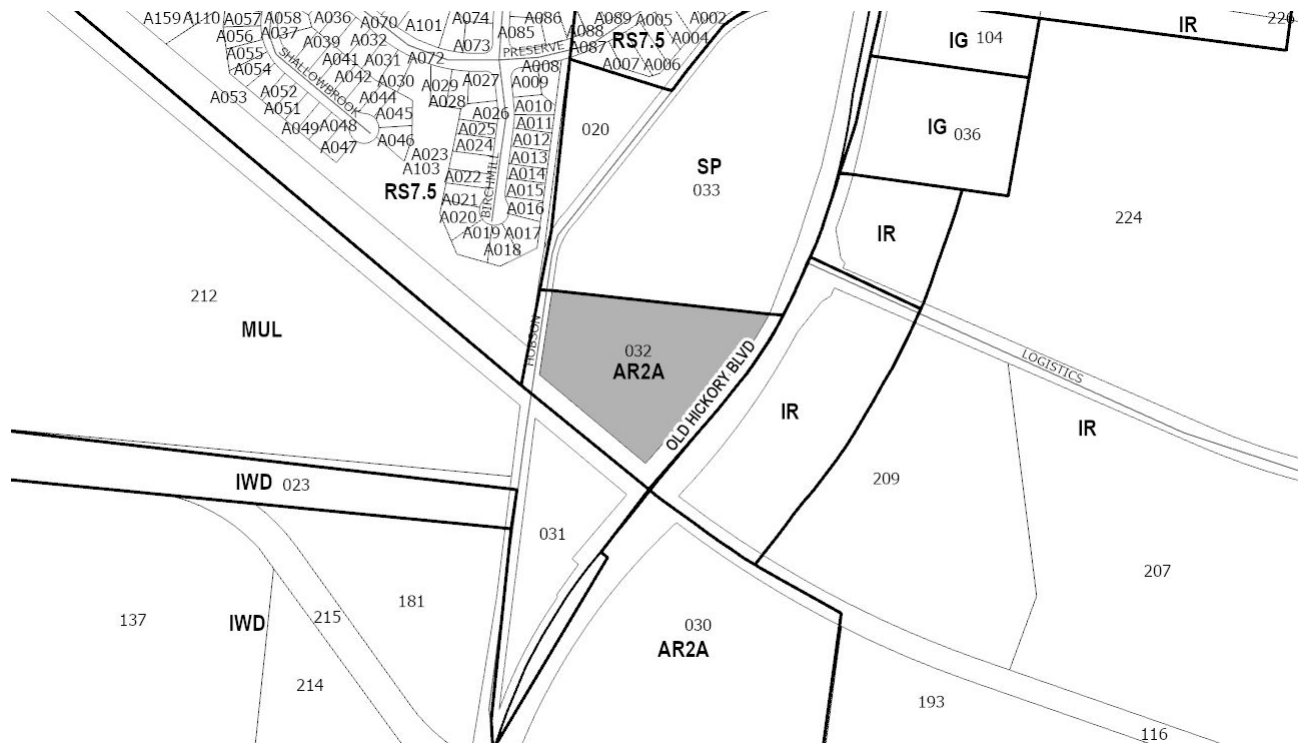
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CONDITIONS

1. Permitted uses shall be limited to 80 multi-family residential units and a maximum of 8,000 square feet of non-residential uses as shown on the plan. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Non-residential uses shall be limited to the ground floor.
3. If the final site plan shows a reduction in non-residential uses under 5,000 square feet, or if parking is shown above grade, an SP amendment will be required.
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. With the final site plan, revise sidewalk and planting strip to be consistent with MCSP requirements.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. 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.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.



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2026SP-025-001
12802 OLD HICKORY BOULEVARD
Map 175, Parcel(s) 032
13, Antioch – Priest Lake
32 (Joy Styles)



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Item #9	Specific Plan 2026SP-025-001
Project Name	12802 Old Hickory Boulevard
Council District	32 – Styles
School District	06 – Mayes
Requested by	Barge Civil and Associates, applicant; Tim and Melinda Smith, owners.
Staff Reviewer	Marion
Staff Recommendation	<i>Defer to the June 11, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit office and warehouse uses.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 12802 Old Hickory Boulevard, approximately 148 feet southwest of Logistics Way, to permit office and warehouse uses (5.13 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 11, 2026, Planning Commission meeting.



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2026SP-026-001

MODA VISTA TWO

Map 070-05, Parcel(s) 008

Map 070-09, Parcel(s) 027-029

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



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Item #10	Specific Plan 2026SP-026-001
Project Name	Moda Vista Two
Council District	02 – Toombs
School District	01 – Taylor
Requested by	Catalyst Design Group, applicant; GF Casa Trust, Ana G. Fuentes, and Kelvin Brown, owners.
Staff Reviewer	Marton
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for properties located at Curtis Street (unnumbered), Lincoln Avenue (unnumbered), and 2305 and 2307 Lloyd Avenue, at the northwest corner between Curtis Street and Lloyd Avenue, to permit 62 multi-family residential units (6.32 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of 27 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

Specific Plan-Mixed Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes a mixture of housing types.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



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Proposed 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. Conservation policy on the site is associated with mild to moderate slopes.

SITE CONTEXT

The subject site consists of four parcels, totaling 6.32 acres, located north of Curtis Street and west of Lloyd Avenue. The properties have been zoned R10 since 1974 and currently contain two single-family homes. Surrounding properties are zoned R10 and SP. Two SPs border the site to the west. The SP known as 3320 Curtis Street, 2023SP-035-001, was approved in 2023 and permits a maximum of 28 multi-family residential units. The larger adjacent SP, known as the Curtis Property SP (2021SP-041-003), was originally approved in 2021 and amended in 2025. That SP permits a maximum of 331 multi-family residential units. A final SP for both sites is currently being reviewed under case no. 2021SP-041-004.

PLAN DETAILS

The SP proposes a total of 62 multi-family residential units in the form of 55 attached townhomes and seven detached units. While some of the townhome units front Lloyd Avenue (public) and Easy Street (private), others front common open space. All units are accessed via Easy Street which is shown as part of the 3320 Curtis Street SP (2023SP-035-001) and Curtis Property SP (2021SP-041-003) and, which is currently under final SP review. The proposed maximum building height is 3 stories in 45 feet. The plan includes a total of 2.34 acres of open space and 1.15 acres of open space that are shown as common areas. Along the northern and a portion of the southern property boundaries, retaining walls are shown alongside areas for a 10' B landscape buffer adjacent to existing residences.

ANALYSIS

The site is within the T3 Suburban Neighborhood Evolving and Conservation policy areas. T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. The proposed SP would permit 62 multi-family residential units at a density of approximately 9.81 units an acre, which is within the densities supported by the T3 NE policy. The plan provides two-unit types in the form of attached townhomes and detached units which will add to the diversity of housing choice in the area. As the units are proximate to the Curtis Property SP, the plan provides compatible orientation for buildings and integrates the sidewalk network across both plans. The plan meets T3 NE goals for building form and site design by providing moderate density residential development with moderate setbacks, appropriate orientation, and building heights of 3 stories. Additionally, the plan meets the goals for access by limiting access to the site to Easy Street and not allowing new vehicular access from Lloyd Avenue. While the plan proposes several retaining wall features across the site, grading in the northeast corner is shown to tie into the existing slopes and the plan also provides several passive open space areas that are located both internally and adjacent to neighboring residences. A retaining wall is shown between



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the units fronting Lloyd Avenue and the public sidewalk that will be installed along the street. As a result, the units do not have direct sidewalk connections to Lloyd Avenue and would instead connect through a common sidewalk west of the units. The plan identifies the heights of this retaining wall as ranging between 1.5 feet to 3 feet. With the final site plan, staff is recommending that the design of the wall be modified to accommodate direct pedestrian connections to the units from Lloyd Avenue if determined to be feasible. If retaining walls along Lloyd Avenue exceed heights identified on the preliminary plan, additional screening may be warranted. Overall, the proposed plan is consistent with the general goals of the T3 NE and CO policies in this location.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;
 - All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
 - Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
 - For reference, provide call outs on the final site plan for MCSP requirements. Call out and dimension any ROW dedications that are to accommodate ROW frontage 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.
 - There shall be no earthen retaining walls installed in the public ROW. Earthen retaining walls, 4 ft. or greater in height, off the public ROW will require a stamped wall design by a licensed CIVIL engineer.
 - 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 (solid wastereview@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.
- Case specific road conditions:
 - With the ST-252 half sections proposed along each ROW frontage (Curtis St. and Lloyd Ave), 20-22 ft. minimum pavement width shall be provided to accommodate 2-way vehicular travel.
 - See general comments about mill and overlay.
 - Provide ADA ramp at the corner of Curtis and Lloyd intersection.
 - Provide sight triangles clear of fence obstructions at the aforementioned intersection.



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TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Submit any ROW dedications to NDOT, in tandem with building permit plans.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector. Comply w/ NDOT Roads Comments.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	6.32	4.51 F	54 U	590	43	56

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	6.32	-	62 U	336	22	28



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Traffic changes between maximum: **R10 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-254	-21	-28

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 3 Elementary 3 Middle 3 High
Projected student generation proposed SP district: 14 Elementary 7 Middle 6 High

METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate 18 more students than the existing R10 district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified as exceedingly under capacity, Haynes Middle School is identified as exceedingly under capacity and 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 62 multi-family residential units. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, relabel the adjacent SP properties as “2019SP-066-005 - Clarksville Pike Mixed Use Site Amended SP”, “2021SP-041-003 - Curtis Property Amended SP”, and “2023SP-035-001 - 3320 Curtis Street SP”, on all applicable sheets. Update the SP boundaries and bill numbers on the coversheet, table of contents, and existing conditions sheets to reference the adopted SP zoning boundaries.
3. On the corrected copy, remove all mentions of “Curtis Property SP Phase One Development” and replace with “2021SP-041-003”.
4. On the corrected copy, remove all references and footnotes to “Curtis Street Phase 2” and replace with “Moda Vista Two”.
5. On the corrected copy, remove the first sentence in Note 1 of the Bulk Regulations table on Sheet 1.
6. On the corrected copy, update the site plan to continue the 10’ minimum B-3 landscape buffer to the northeastern corner between the proposed cottage units and the rear of the neighboring residences along Lloyd Avenue.
7. No gating of private streets is permitted.
8. With the final site plan, coordinate with staff on evaluating feasibility of providing direct pedestrian connections to the public sidewalk for the units that front Lloyd Avenue. Modifications to the retaining wall will be evaluated with the final site plan.



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9. The final site plan shall include details regarding the heights of all retaining walls. If wall heights exceed heights identified on the preliminary plan, additional screening may be required. Screening details shall be evaluated on the landscape plan provided with the final site plan.
10. No vehicular access from Lloyd Avenue is permitted.
11. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
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 the final site plan application.
14. 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 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
15. 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.
16. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
17. No master permit/HPR shall be recorded prior to final SP approval.
18. Final plat may be required prior to permitting.
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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2026HL-003-001

Map 093-10, Parcel(s) 001

09, Downtown

19 (Jacob Kupin)



Metro Planning Commission Meeting of 5/28/2026

Item #11	Historic Landmark 2026HL-003-001
Council District	19 - Kupin
School District	05 - Fayne
Requested by	First Evangelical Lutheran Church, applicant and owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District to property located at 113 8th Avenue South, at the northwest corner of 8th Avenue South and McGavock Street, zoned Downtown Code (DTC) (0.72 acres).

Existing Zoning

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

Proposed Overlay

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

DOWNTOWN CORE COMMUNITY PLAN

T6 Downtown Core (T6 DC) is intended to maintain and enhance the “core” of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.

Supplemental Policy

The site is within the 09-T6-DN-SOBRO-01 supplemental policy area. The SoBro area is intended to be a high-intensity, mixed use neighborhood emphasizing cultural, entertainment, and residential uses, while accommodating some office uses. Overall, development in SoBro should emphasize a comfortable and lively pedestrian environment.



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REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its April 15, 2026, meeting.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

The Metro Historic Zoning Commission (MHZC) recommended approval of the Historic Landmark designation at the April 15, 2026, MHZC meeting. The following is a brief excerpt of information provided in the published MHZC report.

The Lutheran Church movement in Nashville dates to c. 1859 when German immigrants organized the earliest known congregation in the city. Services were initially held in the courthouse but moved to the German Methodist Church during the Civil War. The first dedicated church was constructed c. 1867 on North Market Street (Second Avenue North), just south of Public Square. The congregation purchased and relocated to the First Baptist Church on North Summer Street (Fifth Avenue North) in 1885, and worship services were held at that location until the church's current home at 113 8th Avenue South was constructed in 1951.

The church building at 113 8th Avenue South was designed by Marr & Holman Architects, who designed Nashville's main U.S. Post Office (now the Frist Center for the Visual Arts), the Tennessee Supreme Court Building, Municipal Auditorium, and other significant buildings in Nashville. The neo-Gothic style church was dedicated in 1951 while the church was under the pastorship of Reverend I. W. Gernert. The building was constructed of Briar Hill stone from Glenmont, Ohio with white Indiana limestone trim. The design included 12 stained glass windows, half of which were brought from the church's previous building located on North Summer Street.

Staff finds that the First Evangelical Lutheran Church building at 113 8th Avenue South is an excellent candidate for an historic landmark overlay as it meets four of the five criteria for establishing an historic landmark overlay. The building meets criterion 1 for its association with the Lutheran Church in Nashville, criterion 2 for its association with Nashville-based Marr & Holman architectural firm that designed multiple iconic buildings in the city, and criterion 3 as an excellent example of mid-century neo-Gothic style architecture. Furthermore, Metro Historical Commission staff has determined that the building is eligible to be listed in the National Register of Historic Places.

STAFF RECOMMENDATION

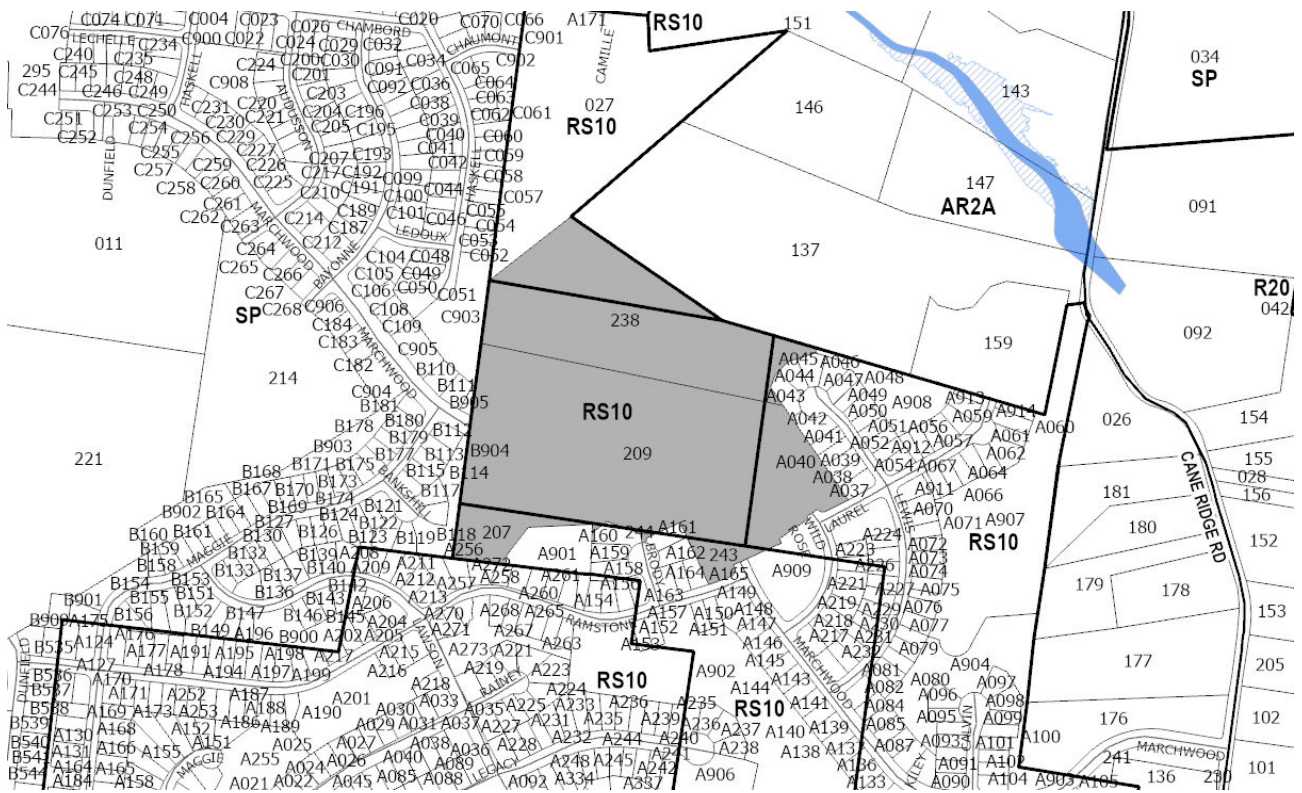
The proposed Historic Landmark Overlay District is intended to preserve the historic structure and site through the implementation of development guidelines by the Metro Historic Zoning Commission and staff. The T6 DC policy encourages the protection and preservation of historic structures and sites in the policy area. Staff recommends approval of the Historic Landmark Overlay District.



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2018S-188-008
PARKS AT CANE RIDGE PHASE 2B
 Map 182, Parcel(s) 207, 209, 238, 243-244
 12, Southeast
 33 (Antoinette Lee)



Metro Planning Commission Meeting of 5/28/2026

Item #12	Final Plat 2018S-188-008
Project Name	Parks at Cane Ridge Phase 2B
Council District	33 – Lee
School District	06 – Mayes
Requested by	Kimley Horn, applicant; Meritage Homes of Tennessee, Inc., owners.
Staff Reviewer	Dhital
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for final plat approval to create 85 lots.

Final Plat

A request for final plat approval to create 85 residential cluster lots on properties located at Cane Ridge Road (unnumbered), south of Camille Drive, zoned Single-Family Residential (RS10) (30.76 acres).

CASE HISTORY

The site is located on five parcels along Cane Ridge Road, south of Camille Drive. The site has been zoned Single-Family Residential (RS10) since 2006. A concept plan for 269 single-family cluster lots was approved for this site at the January 24, 2019, Planning Commission meeting. A final site plan was approved in 2026 for Phase 2, case 2018S-188-006, which included 98 total lots. The proposed plat is for Phase 2B and includes 85 total lots. The proposed plat is consistent with both the concept plan and final site plan. The Phase 2A plat was recently recorded with 13 lots.

SITE DATA AND CONTEXT

Location: The site consists of five properties located north of Ramstone Way and east of Maggie Drive.

Approximate Acreage: 30.76 acres, or approximately 1,339,905.6 square feet.

PROPOSAL DETAILS

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

Number of Lots: 85

Subdivision Variances or Exceptions Requested: None



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UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2021 and final site plan approval in 2025. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 1, 2025) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 23SL0280 and 23WL0106. A bond amount of \$230,000.00 is assigned to 23SL0280 and an amount of \$420,000.00 is assigned to 23WL0106.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



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CONDITIONS

1. On the mylar, update note #1: The purpose of this plat is to create (85) residential cluster lots, 3 open spaces and dedicate right of way.
2. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

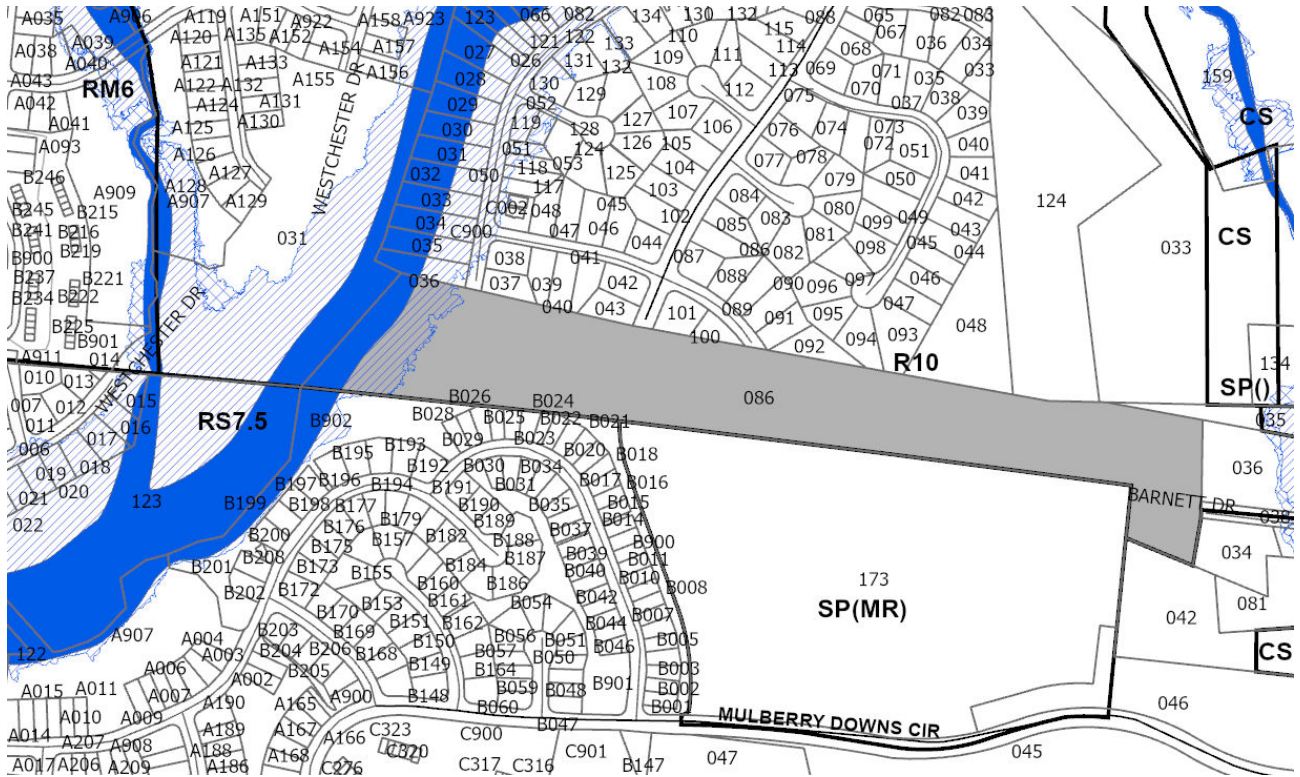
Motion to approve proposed subdivision Case No. 2018S-188-008 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2026S-076-001
MULBERRY DOWNS NORTH
Map 050, Parcel(s) 086
02, Parkwood – Union Hill
03 (Jennifer Gamble)



Metro Planning Commission Meeting of 5/28/2026

Item #13 **Concept Plan 2026S-076-001**
Project Name **Mulberry Downs North**
Council District 03 – Gamble
School District 01 – Tylor
Requested by Thomas & Hutton, applicant; Daniel R. Zumwalt, owner.

Staff Reviewer Garland
Staff Recommendation *Defer to June 25, 2026, Planning Commission meeting.*

APPLICANT REQUEST

Request for concept plan approval to create 37 lots.

Concept plan

A request for concept plan approval for a conservation development to create 37 lots on property located at Dickerson Pike (unnumbered) approximately 688 feet northwest of Mulberry Down Circle, zoned One and Two-Family Residential (R10) (17.97 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2026, Planning Commission meeting.



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2026S-081-001
ADAM SAWYER SUBDIVISION
Map 063, Parcel(s) 054, 177
04, Madison
09 (Tanya Hancock)



Metro Planning Commission Meeting of 5/28/2026

Item #14	Final Plat 2026S-081-001
Project Name	Adam Sawyer Subdivision
Council District	09 – Hancock
School District	03 – Young
Requested by	Crenshaw Land Surveying, applicant; Adam and Andrea Sawyer, owners.
Staff Reviewer	Commey
Staff Recommendation	<i>Defer to June 11, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

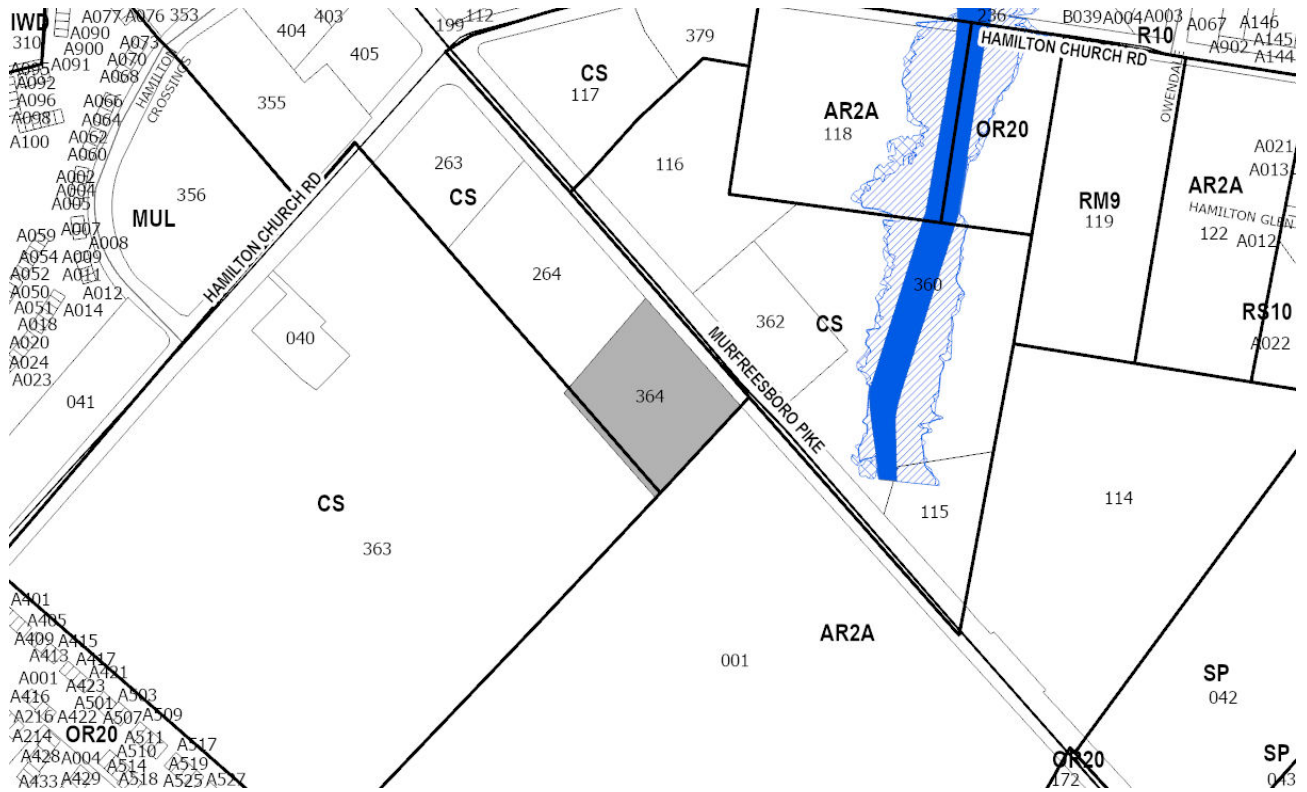
A request for final plat approval to create two lots on properties located at 1890 Hudson Road and Menees Lane (unnumbered), at the intersection of Hudson Road and Menees Lane, zoned Agricultural/Residential (AR2a) (31.4 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 11, 2026, Planning Commission meeting.



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2009P-004-003
 RIPTIDE CAR WASH (REVISION & FINAL)
 Map 150, Parcel(s) 364
 13, Antioch - Priest Lake
 32 (Joy Styles)



Metro Planning Commission Meeting of 5/28/2026

Item #15	Planned Unit Development 2009P-004-003
Project Name	Riptide Car Wash (Revision & Final)
Council District	32 – Styles
School District	06 – Mayes
Requested by	Bowman, applicant; Riptide Antioch, LLC, owner.
Staff Reviewer	Commeey
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary PUD and approve final site plan to permit the construction of a car wash.

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at 2935 Murfreesboro Pike, approximately 780 feet southeast of Hamilton Church Road (2.60 acres), zoned Commercial Service (CS), and within the Murfreesboro Pike Urban Design Overlay District (UDO) to permit a car wash.

Existing Zoning

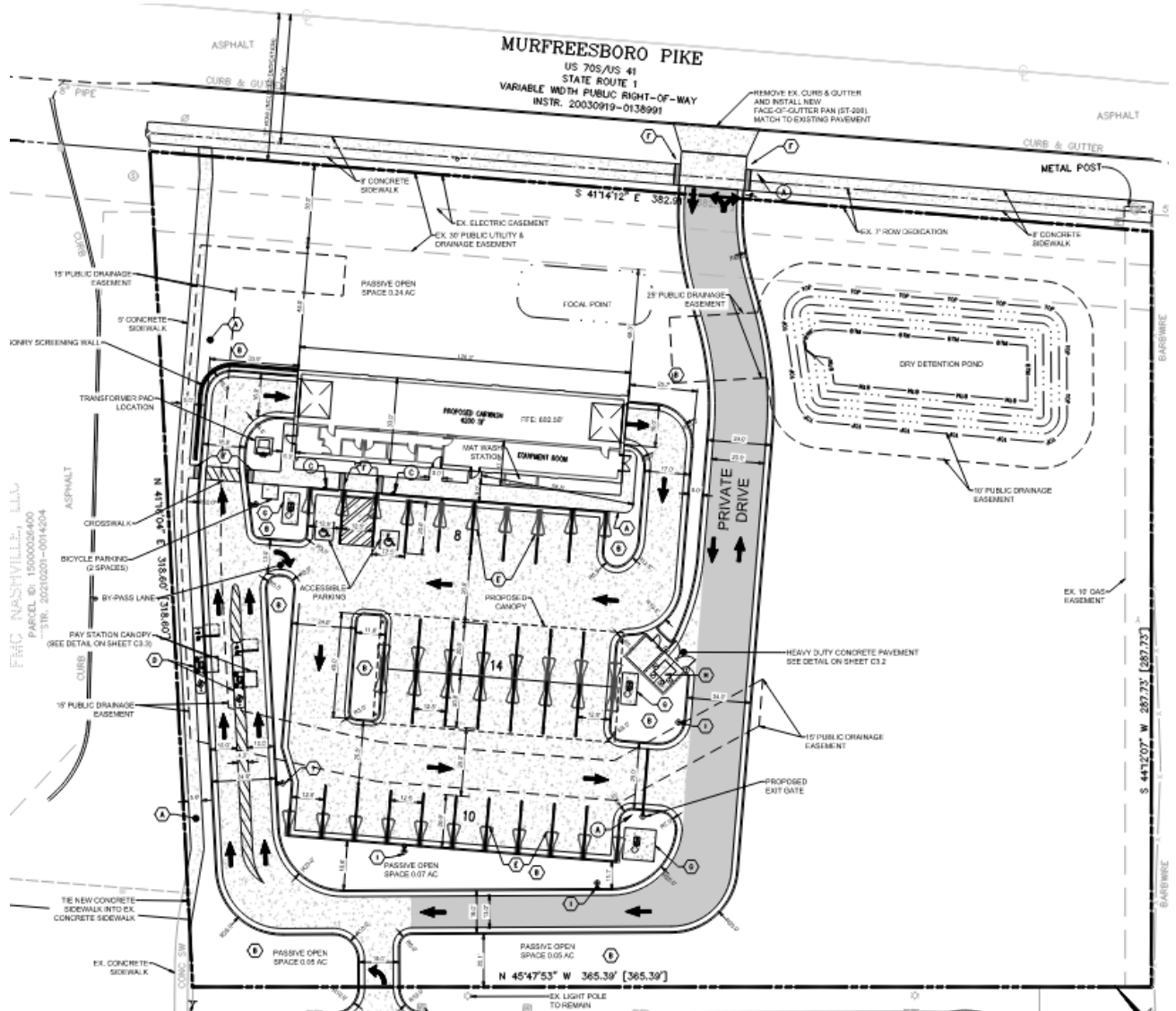
Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-service storage, light manufacturing, and small warehouse uses.

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

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



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Proposed Site Plan



Metro Planning Commission Meeting of 5/28/2026

SITE CONTEXT AND PLAN DETAILS

The approximately 2.5-acre site consists of one parcel. The site is located on the west side of Murfreesboro Pike, south of Hamilton Church Road. Metro Council approved the Nashville Corners Shopping Center Commercial Planned Unit Development (PUD) in 2010 for approximately 21,250 square feet of restaurant and retail land uses. This is the only parcel in the PUD. The original PUD plan was never constructed, and has been revised once since the initial approval.

The most recent revision, approved by the Planning Commission in 2019 included 21,980 square feet of commercial use on this site. The development approved in the 2019 plan was also never constructed and the parcel remains vacant.

Site Plan

The current request is to revise the preliminary PUD plan and for final site plan approval to permit a 4,200 square foot car wash facility. The proposed car wash is oriented towards Murfreesboro Pike and located close to the northwestern property boundary of the parcel. The plan identifies 32 parking spaces.

Site access is provided via a private drive from Murfreesboro Pike. Pedestrian access to Murfreesboro Pike is provided by a sidewalk located at the northwestern corner of the site, which serves as the starting point of an accessible pedestrian route to the roadway. An additional access easement is located along the southwestern property boundary, providing cross-access to the adjacent parcel. The plan includes a formal landscaping plan showing preliminary compliance with the landscaping requirements per Metro Code.

The site is located within the Murfreesboro Pike Urban Design Overlay District, which establishes specific design standards, including but not limited to building materials, glazing requirements, parking and landscaping standards. The glazing requirements of the UDO call for fully transparent materials. The proposed plan, however, includes the use of spandrel glass, an opaque material that would not meet the standards of the UDO. Due to the operations of the proposed use, fully transparent glazing would be subject to chemical exposure that could etch the surface, resulting in significant maintenance challenges and potential replacement. Given these operational constraints, staff is granting a modification to the glazing requirement for this use.

ANALYSIS

The Planning Commission may approve changes to an approved PUD without Council approval. Section 17.40.120.F of the Zoning Code specifies what types of changes to a PUD must be approved by Council.

- F. Changes to a Planned Unit Development District.
 - 1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:



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- a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - e.[f.]Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.
2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.
 3. Addition of a Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.
 4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.
 5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

The proposed plan retains the intent for a commercial development, however it shifts the location of the building and parking areas. These layout changes necessitate Planning Commission approval of the plan as a revision. Otherwise, staff finds the proposed plan is consistent with the Council approved plan. The plan does not call for uses that are not permitted in the PUD and does not increase the land area of the PUD. The 4,200 square feet of floor area proposed with this plan is



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within the square footage amounts in the Council approved plan. The proposal is consistent with the concept of the PUD, and no changes are being proposed that conflict with the Council approved plan.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- See SWGR 2025104487.

WATER SERVICES RECOMMENDATION

Approve with conditions

- As construction plans have been approved on 4/08/2026, Metro Project Nos. 26SL0089 and largely match the latest PUD plan revision (uploaded by Planning on 3/11/2026), MWS recommends approval.
- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (Water & Sewer Capacity Fee Permit No's. T2025057214 and T2025057228). Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

NASHVILLE DOT ROADS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions;
 - All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
 - Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. Submit stamped SSD exhibits to NDOT.
 - On building permit plans, provide callouts and dimensions for any MCSP requirements and dedications along existing ROW frontages.
 - Submit any ROW dedications(forms/exhibits) to NDOT FTP, in tandem with building permit submittal.
 - Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out on the building permit plans 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.
 - A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).



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- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE DOT TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- This parcel will need to be re-platted to allow for the access on Murfreesboro Pike.
- At building permits, place the bike lane width of 6' within the Murfreesboro Pike pavement and adjust the curb line accordingly. The relocation of existing bike lane signage will need to be relocated in accordance with MUTCD standards.
- Comply with NDOT Roads 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

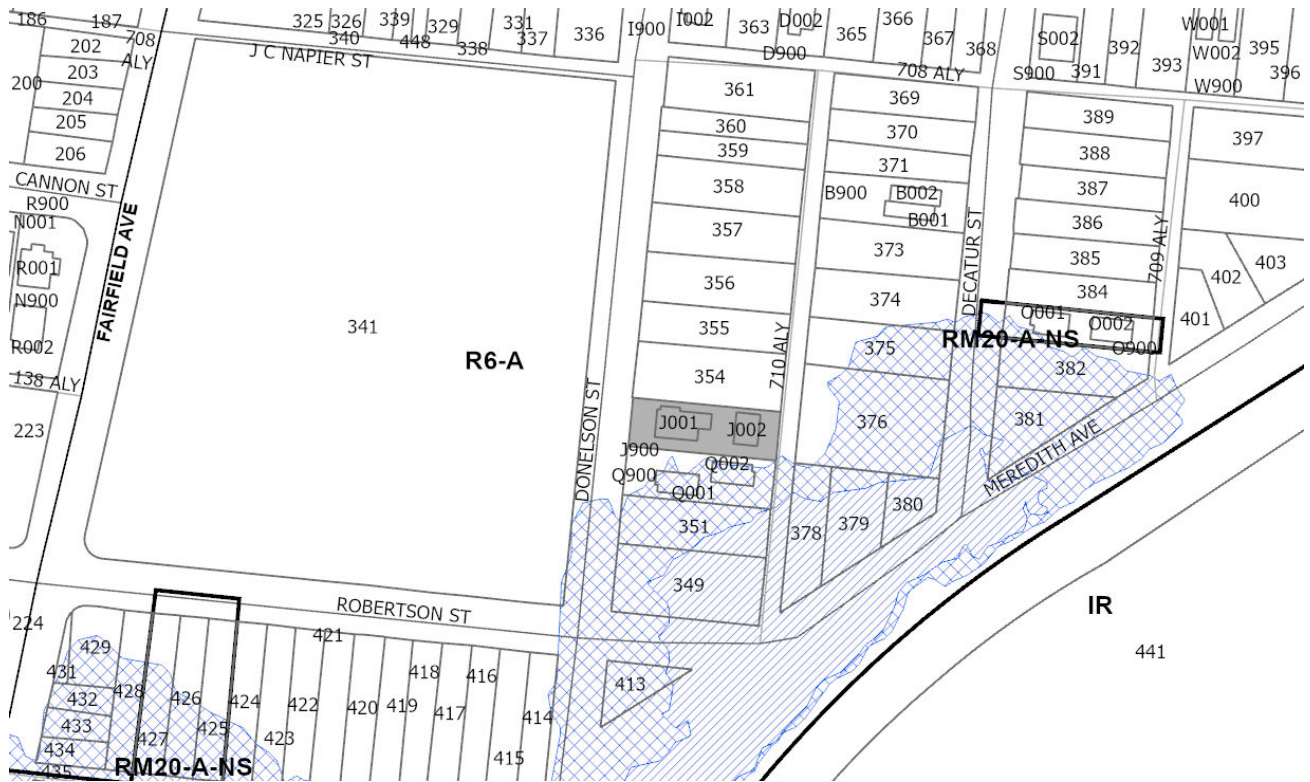
1. Comply with all conditions and requirements of Metro reviewing agencies.
2. A final plat must be recorded before any building permits are issued.
3. This approval does not include any signs. Any sign will be required to meet the Murfreesboro Design Overlay sign standards. Signs in planned unit developments 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. 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.



SEE NEXT PAGE



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2026Z-035PR-001
Map 093-16-0-J, Parcel(s) 001-002, 900
11, South Nashville
17 (Terry Vo)



Metro Planning Commission Meeting of 5/28/2026

Item #16	Zone Change 2026Z-035PR-001
Council District	17 – Vo
School District	05 – Fayne
Requested by	Thompson Burton, PLLC, applicant; Level Up Realty, LLC, Hampton Cooper, and O.I.C. 69 Donelson Street, owners.
Staff Reviewer	Dhital
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R6-A to RM20-A-NS.

Zone Change

A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Multi-Family Residential-Alternative No Short-Term Rental (RM20-A-NS) zoning for properties located at 69 A, B and C Donelson Street, approximately 200 feet north of Robertson Street (0.17 acres).

Existing 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. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

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 three units.*

SOUTH 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.



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ANALYSIS

The application consists of one property totaling 0.17 acres located approximately 200 feet north of Robertson Street, on the east side of Donelson Street. The property has been zoned One and Two-Family Residential-Alternative (R6-A) since 2018 and currently contains two units and a common space. The surrounding properties are primarily zoned R6-A to the north, south, east and west. There are also properties zoned RM20-A-NS to the south and east. Land uses of the surrounding parcels include single-family and one and two-family residential. There are also several vacant properties in the vicinity. The subject property has frontage along Donelson Street, which is a local street and there is an improved alley, Alley #710, at the rear of the property. Unit 69 A is currently accessed from Donelson Street and Unit 69 B is accessed from Alley #710. The subject property is located proximate to the Napier and Sudekum SP to the west along Lewis Street (adopted by Metro Council in 2019; BL2019-1773), owned by the Metropolitan Development and Housing Agency (MDHA), and which is envisioned to redevelop with residential, civic, recreational, office, and commercial uses in a dense, urban development pattern. Napier Elementary School and Napier Park are located on the west side of Donelson Street across from the subject property.

The proposed RM20-A-NS zoning is consistent with the T4 Urban Neighborhood Evolving (T4 NE) policy at this location. The T4 NE policy focuses on enhancing urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns. The proposed rezone could allow for a maximum of three units, which is a slight increase in density than the two units currently permitted under the existing zoning. In this case, staff supports the slight increase given proximity to community amenities, including an elementary school and neighborhood park, which are both within walking distance of the site. Locating additional density in proximity to public open space creates an active, pedestrian-oriented streetscape anticipated in urban residential neighborhoods. The site has access to an existing alley, and the property is also located within less than a quarter mile of Fairfield Avenue to the west, which is classified as collector avenue in Major and Collector Street Plan (MCSP) and where two WeGo bus stops are located.

The surrounding area also includes some vacant properties where there is a focus on providing opportunities for additional residential development and long-term housing, including some nearby properties which have recently been rezoned to RM20-A-NS. Staff finds that the proposed zoning district is appropriate within this site context given its proximity to transit, community amenities, the surrounding land uses, and the T4 NE policy's intent to expand housing opportunities. However, RM20-A-NS may not be appropriate on other properties in the area which do not include these same characteristics and where there may be environmentally sensitive features present.

The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. The proposed -NS designation prohibits short term rental properties from the zoning district, which is consistent with one of the goals of residential policy areas. As the proposed rezone is consistent with policy at this location, staff recommends approval.

FIRE RECOMMENDATION

Approve



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Maximum Uses in Existing Zoning District: R6-A

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

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

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)	0.17	20 D	3 U	15	1	2

Traffic changes between maximum: R6-A 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
-	-	-	-	-13	-6	+0

METRO SCHOOL BOARD REPORT

Projected student generation existing R6-A districts: 0 Elementary 0 Middle 0 High

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

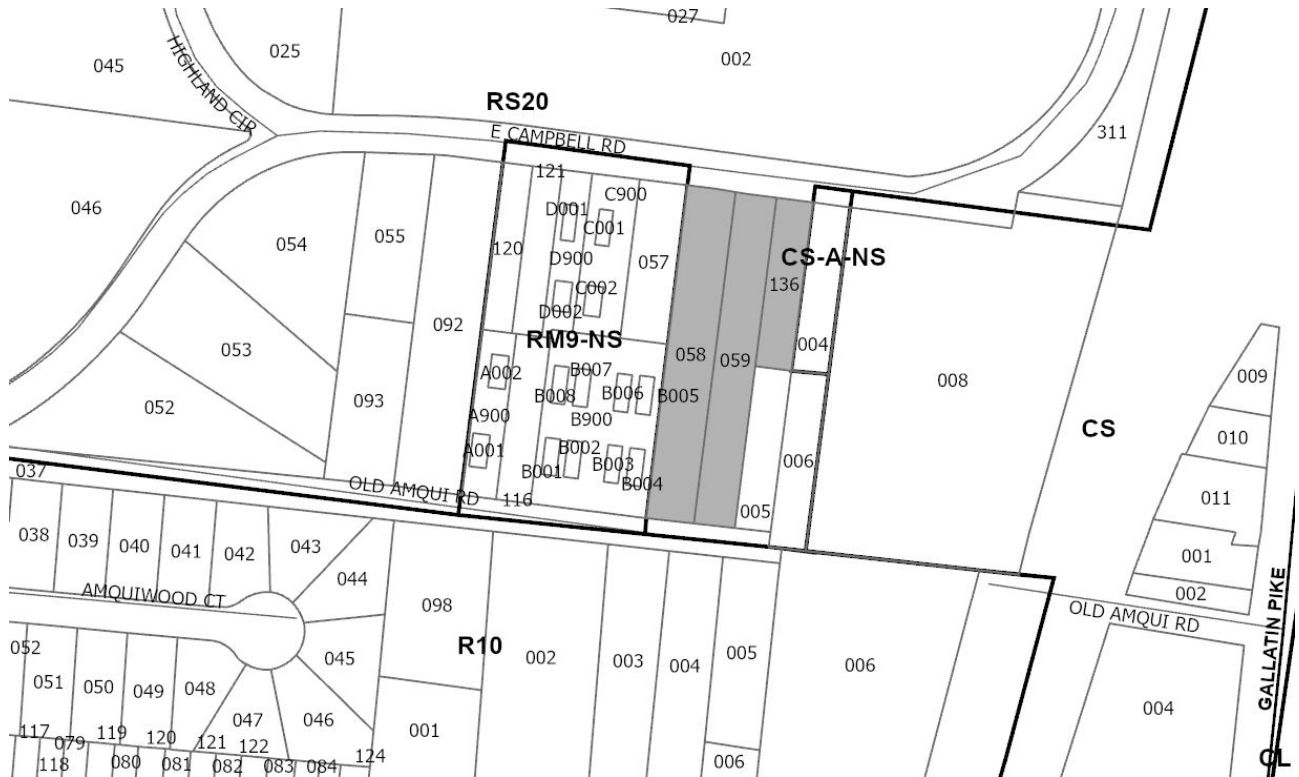
The proposed zoning is expected to generate one additional student than the existing R6-A zoning district. Students would attend Napier Elementary School, Margaret Allen Middle School, and Glencliff High School. Napier Elementary School is identified as exceedingly undercapacity. Margaret Allen Middle School is identified as exceedingly under capacity. Glencliff High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-037PR-001

Map 042-04, Parcel(s) 058-059

Map 043-01, Parcel(s) 136

04, Madison

03 (Jennifer Gamble)



Metro Planning Commission Meeting of 5/28/2026

Item #17

Council District

School District

Requested by

Zone Change 2026Z-037PR-001

03 – Gamble

03 – Young

Durin Engineering, LLC, applicant; Mary McWhirter and Grant Sircy, owners.

Staff Reviewer

Chen

Staff Recommendation

Withdraw.

APPLICANT REQUEST

Zone change from RS20 to CS.

Zone Change

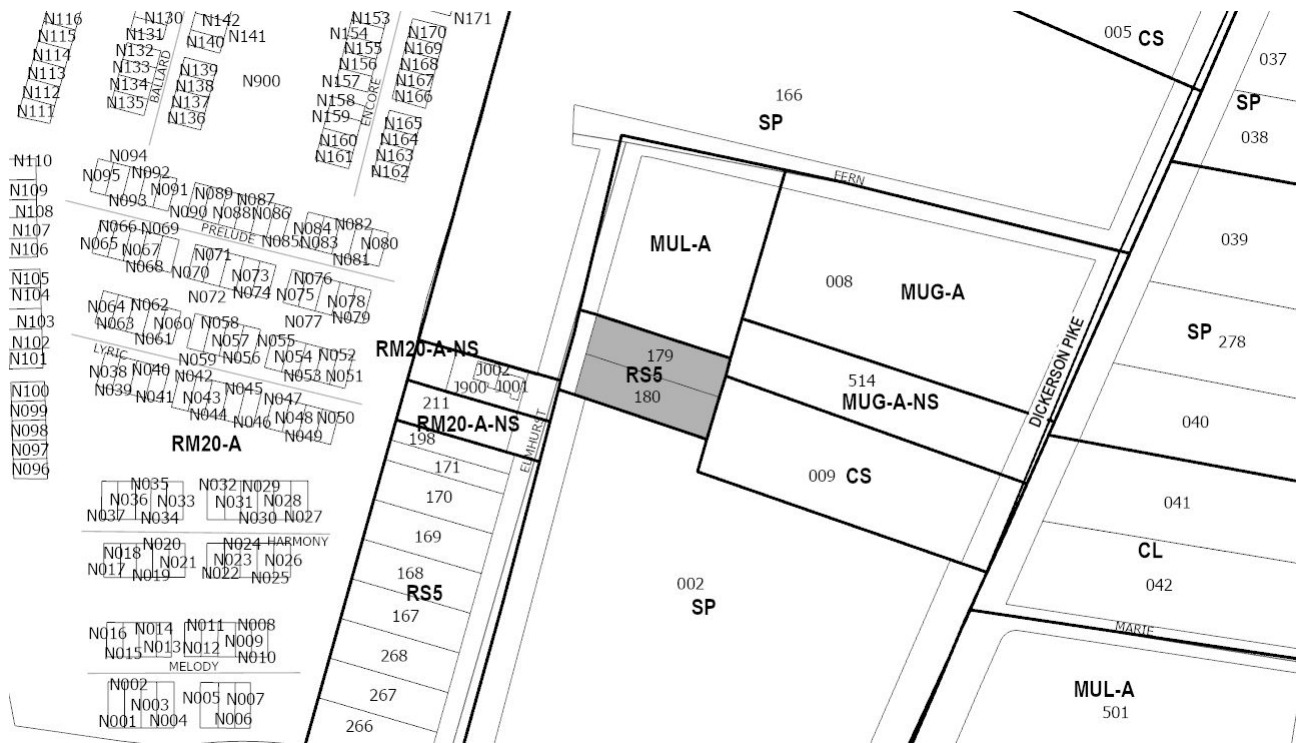
A request to rezone from Single-Family Residential (RS20) to Commercial Service (CS) zoning for properties located at 109, 111, and 113 E. Campbell Road, approximately 580 feet east of Highland Circle (1.51 acres).

STAFF RECOMMENDATION

Staff recommends withdrawal.



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2026Z-038PR-001

Map 071-10, Parcel(s) 179-180

05, East Nashville

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 5/28/2026

Item #18	Zone Change 2026Z-038PR-001
Council District	02 – Toombs
School District	01 – Taylor
Requested by	Smith Gee Studio, LLC, applicant; NG Dickerson, LLC, owner.
Staff Reviewer	Garland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RL2.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Residential Limited (RL2) zoning for properties located at 142 and 144 Elmhurst Avenue, approximately 200 feet north of Fern Avenue (0.40 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 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

Residential Limited (RL1, RL2, and RL3) are intended for residential development generally in the form of houses, townhouses, or small apartment buildings, with private or shared open space. These districts are appropriate for providing moderate levels of density at strategic locations close to transit corridors.

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson South Supplemental Policy

The Dickerson South Supplemental Policy is intended to provide guidance beyond the base policies on the properties. The supplemental policy area identifies subdistricts which provide specific direction on appropriate building heights based on context. Another component of the supplemental



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policy is a mobility plan. The mobility plan identifies future cross sections to enhance existing transportation conditions and provides for future infrastructure in the area of the supplemental policy.

ANALYSIS

The site consists of two parcels totaling 0.4 acres located on the east side of Elmhurst Avenue. The properties have been zoned Single-Family Residential (RS5) since 2004. Both parcels are vacant. The surrounding properties are zoned RS5, Mixed-Use General - Alternative (MUG-A), Multi-Family Residential – Alternative (RM20-A), and Specific Plan (SP). Shwab Elementary School is located to the east. Surrounding land uses are vacant, commercial, multi-family residential, and single-family and one and two family residential. The property has frontage on Elmhurst Avenue, which is classified as a Collector Avenue by the Major and Collector Street Plan (MCSP). Elmhurst Avenue is currently only partially improved, as a portion of Elmhurst Avenue is planned to be improved through the SP to the north.

The new RN and RL districts take a form-based approach to enable gentle density to transition from corridors to neighborhoods through middle housing opportunities. The Residential Limited (RL) and Residential Neighborhood (RN) districts are intended for areas that have or are expected to have a high level of walkability to services and transit, and where the form matched the surrounding character, while transitioning to built-up areas close to transit. The RN and RL zoning districts are primarily intended to support additional housing supply and housing types in the Suburban (T3) and Urban (T4) transect zones.

The subject site is located within the T4 NE policy area which intends to create and enhance neighborhoods by including greater housing choice and improved connectivity. The site is also on a policy seam with T4 Urban Mixed-Use Corridor (T4 CM) to the east. The requested RL2 zoning district on the subject site serves as an appropriate transition providing moderate levels of density for a location close to transit corridors and with access to sidewalks. The SP (2024SP-056-001) to the north has been approved for a mixed-use development. The preliminary SP plan includes the construction of the planned Collector Avenue that extends Elmhurst Avenue to the north. The site is approximately 0.15 miles to Dickerson Pike, which is classified as an Arterial Boulevard in the MCSP. There are WeGo bus stops on Dickerson Pike within walking distance of the subject site. A sidewalk network exists along Elmhurst Avenue and Lucile Street, providing pedestrian access to Dickerson Pike. When considering the site's location in relation to higher classification streets and transit opportunities, additional density may be appropriate in this location.

The Dickerson South SPA has a building height subdistrict which shows the subject site with a four story maximum. The RL2 district has a maximum height of three stories. Additional height beyond three stories may be permitted by the Voluntary Attainable Housing Incentive (VAHI) program. Staff would like to note that a design site may be required for the subject property and if the requested rezoning is approved, the applicant should continue to coordinate with the Planning Department.



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Staff finds that RL2 would support the policy’s intent to a greater degree by providing the opportunity for a variety housing types. Staff recommends approval of the requested RL2 zoning district.

FIRE RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.40	8.71 F	3 U	41	7	3

Maximum Uses in Proposed Zoning District: **RL2**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.40	8.71 F	6 U	31	3	3

*Based on maximum yield. Counts may vary depending on the number of units developed

Traffic changes between maximum: **RS5 and RL2**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-10	-4	+0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RL2 district: 1 Elementary 1 Middle 0 High

The proposed zoning may generate two additional students than existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School and Maplewood High School. Shwab Elementary and Jere Baxter Middle School are both identified as under capacity. Maplewood High School is identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.