

# Metropolitan Planning Commission



Staff Reports

July 23, 2026



## **Metro Planning Commission Meeting of 7/23/2026**

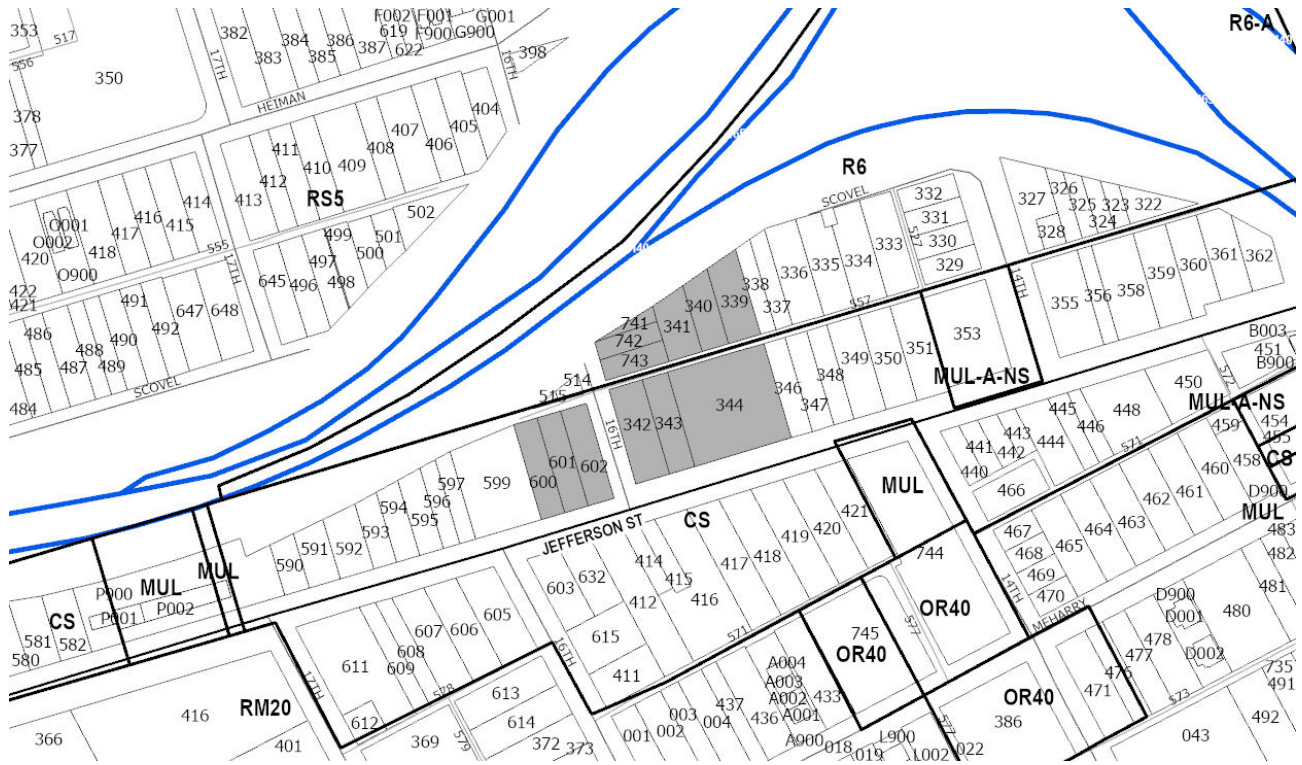
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**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 7/23/2026

|                         |                                                                                                |
|-------------------------|------------------------------------------------------------------------------------------------|
| <b>Item #1</b>          | <b>Specific Plan 2026SP-011-001</b>                                                            |
| <b>Project Name</b>     | <b>Pleasant Green</b>                                                                          |
| <b>Council District</b> | 21 – Taylor                                                                                    |
| <b>School District</b>  | 05 – Fayne                                                                                     |
| <b>Requested by</b>     | Thomas and Hutton, applicant; Scott C. Chambers and Pleasant Green Baptist Church TRS, owners. |

|                  |                                                                                                                                                                         |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Deferrals</b> | This item was deferred at the April 23, 2026 and May 18, 2028, May 28, 2026, June 11, 2026, and June 25, 2026 Planning Commission meetings. No public hearing was held. |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                             |                                                                   |
|-----------------------------|-------------------------------------------------------------------|
| <b>Staff Reviewer</b>       | Garland                                                           |
| <b>Staff Recommendation</b> | <i>Defer to the August 27, 2026, Planning Commission meeting.</i> |

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### APPLICANT REQUEST

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

#### Preliminary SP

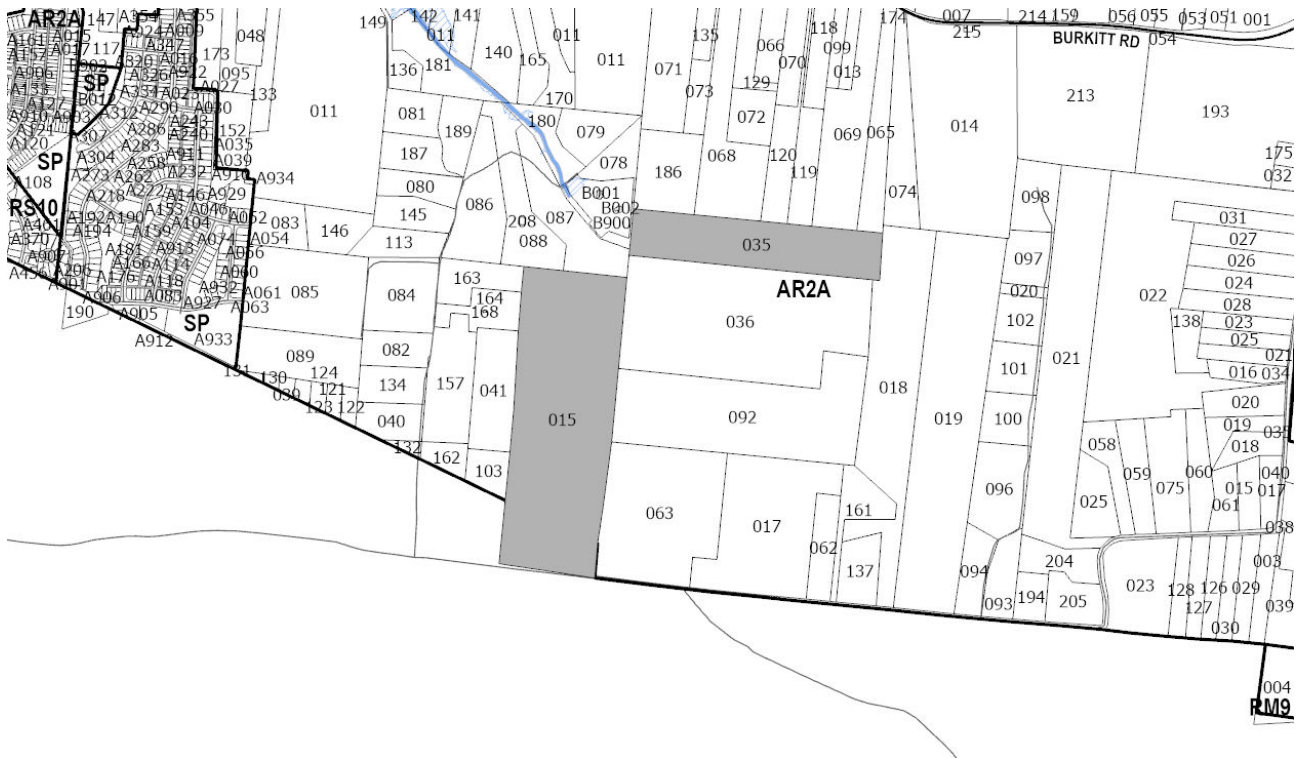
A request to rezone from One and Two-Family Residential (R6) and Commercial Service (CS) to Specific Plan (SP) zoning for properties located at 1501 and 1503, Scovel Street, 1100, 1102, 1104 16th Avenue North, 1412, 1414, 1417, 1502, 1600, 1602, 1604 Jefferson Street, approximately 384 feet west of 14th 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 August 27, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026SP-023-001**

**COURTYARDS AT BATTLE GROVE**

Map 187, Parcel(s) 015, 035

12, Southeast

33 (Antoinette Lee)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                                         |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <b>Item #2</b>              | <b>Specific Plan 2026SP-023-001</b>                                                                                     |
| <b>Project Name</b>         | <b>Courtyard at Battle Grove</b>                                                                                        |
| <b>Council District</b>     | 33 – Lee                                                                                                                |
| <b>School District</b>      | 02 – Elrod                                                                                                              |
| <b>Requested by</b>         | Barge Design Solutions, applicant; Janette and Ronald J. Haislip, owners.                                               |
| <b>Deferrals</b>            | This item was deferred at the May 14, 2026, and June 25, 2026 Planning Commission meetings. No public hearing was held. |
| <b>Staff Reviewer</b>       | Garland                                                                                                                 |
| <b>Staff Recommendation</b> | <i>Defer to the August 27, 2026, Planning Commission meeting.</i>                                                       |

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### APPLICANT REQUEST

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

#### Preliminary SP

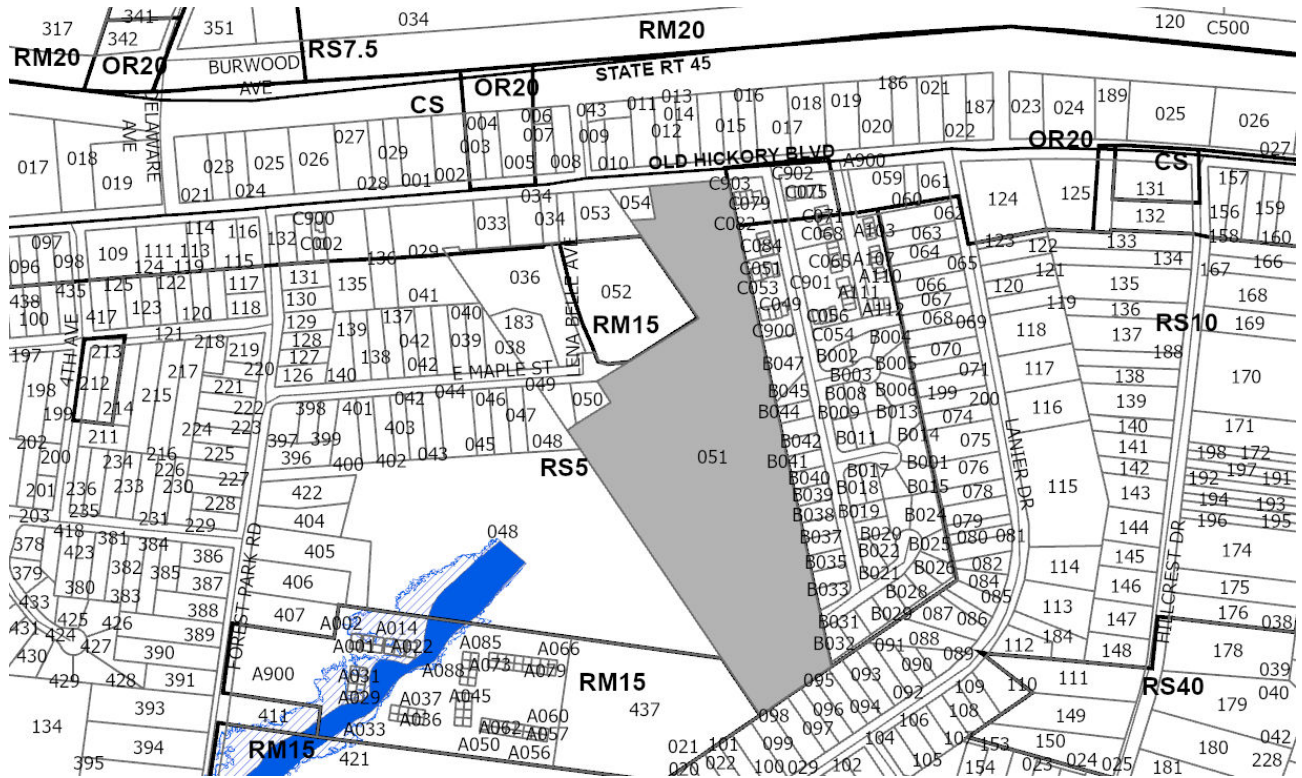
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 1010 and 1002 Battle Road, approximately 298 feet north of Kidd Road (82.37 acres), to permit 109 single-family residential lots.

### STAFF RECOMMENDATION

Staff recommends deferral to the August 27, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026SP-027-001**

KITTY WELLS STATION

Map 043-14, Parcel(s) 051

04, Madison

09 (Tonya Hancock)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                                           |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------|
| <b>Item #3</b>              | <b>Specific Plan 2026SP-027-001</b>                                                                                       |
| <b>Project Name</b>         | <b>Kitty Wells Station</b>                                                                                                |
| <b>Council District</b>     | 09 – Hancock                                                                                                              |
| <b>School District</b>      | 03 – Young                                                                                                                |
| <b>Requested by</b>         | Pape Dawson, applicant; Habitat for Humanity of Greater Nashville, owner.                                                 |
| <b>Deferrals</b>            | This item was deferred at the June 11, 2026, and June 25, 2026, Planning Commission meetings. No public hearing was held. |
| <b>Staff Reviewer</b>       | Commey                                                                                                                    |
| <b>Staff Recommendation</b> | <i>Approve with conditions and disapprove without all conditions.</i>                                                     |

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### APPLICANT REQUEST

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

##### Preliminary SP

A request to rezone from RS5 and CS to SP zoning for property located at 610 Old Hickory Boulevard, 110 feet west of Lombardia Lane (14.03 acres), to permit 33 single-family lots, 18 two-family lots and commercial uses.

##### **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 the acreage of the RS5 portion of the site, a maximum of 114 lots would be permitted. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

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

##### **Proposed Zoning**

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



# Metro Planning Commission Meeting of 7/23/2026



Proposed SP





## **Metro Planning Commission Meeting of 7/23/2026**

### **MADISON COMMUNITY PLAN**

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

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.

### **SITE**

The approximately 13.82-acre site is vacant and located on the south side of Old Hickory Boulevard. The site has frontage on Old Hickory Boulevard which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The surrounding properties are zoned Single Family Residential (RS10), Multi-Family Residential (RM15), Single Family Residential (RS5), and Commercial Service (CS). Surrounding land uses are single-family uses, multi-family uses, and commercial land uses. The property to the west is the Madison Little League Baseball and Softball facility, which is used as a recreational facility.

### **PLAN DETAILS**

The plan proposes a mixed-use development with a total of 69 units across the site, including 33 single family lots, 18 two family lots, and a commercial area at the northern portion of the site. The site plan includes public roads throughout the site, connecting to existing stub roads. The proposed residential units are oriented to the proposed public streets and have a maximum height of two and half stories in 35 feet. The development is proposed in three phases.

The proposed commercial development is oriented to Old Hickory Boulevard with access taken from the new public road. The commercial development is limited to a maximum height of two stories in 30 feet. The range of uses within the commercial development are the uses permitted under the CS zoning district with the exception of higher intensity commercial uses.

Vehicular access to the site is through a public road from Old Hickory Boulevard. The plan proposes an east–west extension of Franco Road through the site, terminating at the eastern property boundary. Sidewalk connections are provided internally throughout the site, from all units along the public road within the development and along Old Hickory Boulevard.



## **Metro Planning Commission Meeting of 7/23/2026**

A four-foot grass strip and eight foot-sidewalk is proposed along the frontage of Old Hickory Boulevard to comply with the MCSP requirements. A stormwater management area is located in the northwestern corner of the site.

The site contains approximately 1.6 acres of existing vegetation including protected, heritage, and historic and specimen trees on the property. If utilizing a standard subdivision, the property would be subject to conservation subdivision regulations. However, in order to provide for a mix of residential types and a mix of uses, SP zoning is proposed. The plan focuses on preservation with approximately 10.9 percent of the total site area set aside as preservation areas that include the existing tree canopy, along with multiple areas of open space throughout the site. The plan includes a formal landscaping plan and a tree preservation plan. A 20-foot type C landscape buffer is provided between the residential portion of the site and the commercial portion to provide a separation between residential uses and the commercial uses on the northern portion of the site.

### **ANALYSIS**

The subject site is vacant and located within the Urban Neighborhood Evolving (T4 NE) and Urban Mixed Use Corridor policy areas (T4 CM). The T4 CM policy is located on the northern portion of the site along Old Hickory Boulevard. This policy is intended to enhance urban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. The southern portion of the site is in the Urban Neighborhood Evolving (T4 NE) policy which is intended to create and enhance urban residential neighborhoods that provide more housing choices with greater connectivity.

The proposed plan is consistent with the T4 CM and T4 NE policy areas. The commercial portion of the site lies within the T4 CM policy area while the residential portion lies within the T4 NE policy area. The plan meets the policy goals of both the T4 CM and T4 NE policy goals by providing a plan including greater housing choice with greater connectivity in an urban context. The plan incorporates a well-integrated road network that provides multimodal connections throughout the site and to surrounding neighborhoods. The subject site has frontage on Old Hickory Boulevard, a collector avenue and is within half a mile of Randy Road to the east which is classified as an arterial boulevard in the MCSP. The site has access to existing mass transit with several WeGo transit stops located within five minutes' along Old Hickory Boulevard. The plan provides sidewalk connections along Old Hickory Boulevard and internal sidewalks to ensure safe and convenient pedestrian circulation throughout the development.

The site contains existing vegetation, including heritage trees, which are proposed to be preserved. Policy guidance notes that development should be clustered to protect environmentally sensitive features. The proposed development is consistent with these goals, as the layout is designed around the protected tree areas, with buildings and roadways avoiding these features. Approximately 37.6 percent of the site which includes existing vegetation and protected trees is set aside as open space to serve as site amenities.

The southern portion of the site is identified as a Neighborhood policy area on the NashvilleNext Growth and Preservation Map, while the northern portion is designated as a Transition and Infill



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Area. The proposed development aligns with this policy framework by locating the residential component within the southern Neighborhood-designated portion of the site and placing the commercial component within the northern Transition and Infill Area. Given the adjacency of these two distinct policy areas, the site functions as an appropriate transition between lower-intensity residential uses and more intense uses along Old Hickory Boulevard. The plan's placement of commercial uses in the northern portion and residential uses in the southern portion aligns each use with its respective policy guidance. This approach reinforces an appropriate transition in intensity across the site and supports a balanced land use pattern consistent with the policy goals.

The MCSP requirements are proposed to be met along Old Hickory Boulevard and the internal sidewalks connecting to the sidewalks proposed on Old Hickory Boulevard contribute to the overall evolving sidewalk network in the area.

The T4 NE policy encourages new developments that create their own internal drive system and provide inviting, functional, and accessible open spaces as an integral part of the development. The plan shows areas of open space around the site, which provide sufficient open space internal to the development. Overall, the plan meets the policy goals, and staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **WEGO RECOMMENDATION**

**Approve with Conditions**

- The MMTA mode split of 20% non-vehicular is noted, as is the low-quality pedestrian provision to the nearest bus stops. The developer is therefore requested to consider multimodal paths along the utility easements in order to connect Lombardia, the development, and E Maple.



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- Developer shall provide sidewalks between the development and Old Hickory Blvd, and along Old Hickory Blvd, before any occupancy or use of the site.
- Developer shall liaise and reach agreement with WeGo [Robert.Johnson@Nashville.gov](mailto:Robert.Johnson@Nashville.gov) about pedestrian and transit facilities prior to approval of the next SP phase.

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, tie-in profiles, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications. Reference the following details: ST-200,-210,-215,-249,-252,-253, -320,-324. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail).
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements, otherwise additional MUTCD warning signs maybe required by traffic.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT ST- standard details.
- If the project is in the Urban Services Tax District(USD-see city GIS interactive maps) a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal([teresa.neal@bargedesign.com](mailto:teresa.neal@bargedesign.com)) for street lighting plan approval.
- Submit landscape plan with the final SP. There shall be no earthen retaining walls installed in the public ROW. There shall be no vertical utility obstructions in new public sidewalks (or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)). Submit waste/recycle disposal plan with final SP. Note: No watering irrigation lines will be permitted in the ROW. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Comply w/ NDOT traffic comments/conditions of approval.
- Case specific comments/conditions for final:
  - Provide 16 ft. (minimum, not including 2 ft gutter pan) pavement width for one-way streets, per NDOT road design guide.
  - Provide additional signs (stops, median split, yields, etc.) per MUTCD for directing traffic flow on approach of median, one-way split.



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### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Per MMTA, Final Site Plan is to reflect an 8' Sidewalk and 4' Grass Strip in compliance with the MCSP.
- Vehicular Access to CS Lot to be taken from Side Street. No Access for CS lot to E Old Hickory Boulevard is to be granted.
- Comply with all NDOT Roads Comments and/or Conditions of Approval.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards. 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.

### **ANTICIPATED TRIP CALCULATIONS**

The proposed amendment is estimated to result in a reduction of 999 daily weekday trips, including a decrease of 66 AM peak hour trips and 106 PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 district: 11 Elementary 10 Middle 10 High**  
**Projected student generation proposed SP-R district: 2 Elementary 7 Middle 6 High**

The proposed SP-MU zoning is expected to generate nine fewer students than the existing RS5 zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School. Madison Middle School and Hunters Lane High School are identified as exceedingly under capacity while Stratton Elementary School is identified as being over capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 33 single family lots, 18 two family lots, and commercial uses as shown on the plan. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, all mechanical units shall be located on the sides or rears of units and be screened with additional landscaping, subject to Planning Staff review.
3. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



## **Metro Planning Commission Meeting of 7/23/2026**

5. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RS5 zoning district for the residential development and CS zoning district for the commercial development, as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. No master permit/HPR shall be recorded prior to final SP approval.
12. Final plat may be required prior to permitting.



**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                       |
|-----------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Item #4</b>              | <b>2026COD-001-001 Contextual Overlay District</b>                                                    |
| <b>Project Name</b>         | <b>Twin Hills Shepherd Hills Contextual Overlay District</b>                                          |
| <b>Council Bill No.</b>     | BL2026-1416                                                                                           |
| <b>Council District</b>     | 10– Webb                                                                                              |
| <b>School District</b>      | 03 –Young                                                                                             |
| <b>Requested by</b>         | Councilmember Jennifer Webb, applicant; various property owners.                                      |
| <b>Deferrals</b>            | This item was deferred at the June 25, 2026, Planning Commission meeting. No public hearing was held. |
| <b>Staff Reviewer</b>       | Commey                                                                                                |
| <b>Staff Recommendation</b> | <i>Approve a substitute ordinance.</i>                                                                |

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### APPLICANT REQUEST

#### Apply a Contextual Overlay District.

##### Contextual Overlay District

A request to apply a Contextual Overlay District to various properties along Shepherd Hills Drive and Twin Hills Drive, southeast of Gallatin Pike, zoned One and Two Family Residential (R20) (137.6 acres)

##### **Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre.

##### **Proposed Zoning Overlay**

Contextual Overlay District (COD) provides appropriate design standards in a residential area. It can maintain and protect neighborhood form or character. A Contextual Overlay must apply throughout the residential portion of a complete block face and cannot be applied in an adopted historic overlay district.

*Note that the existing zoning listed above will remain on the subject properties and the proposed overlay would be applied.*

### MADISON COMMUNITY PLAN

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



## Metro Planning Commission Meeting of 7/23/2026

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.

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

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

### CONTEXTUAL OVERLAY STANDARDS

Application of the Contextual Overlay District would not change the existing entitlements afforded under base zoning. The standards of the Contextual Overlay District are listed below. These standards are established in the Zoning Code and cannot be modified. The design standards are necessary to maintain and reinforce the established form or character of residential development in an area.

#### Setback

- Minimum required setback shall be average of the setback of the 2 developed lots abutting each side of the lot
- Example – abutting lots have setbacks of 50 feet, 55 feet, 40 feet, and 42 feet; average 47 feet, required minimum

#### Height

- Maximum height, including foundation, shall not be greater than 35 feet or 125% of the structures on the two lots abutting each side, whichever is less
- If 125% of the average is less than 27 feet, a maximum height of 1.5 stories in 27 feet is allowed
- Example – average is 24 feet; max allowed height is 30 feet



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### Coverage

- Maximum coverage shall be 150% of the average of the coverage of the two abutting lots on each side
- Does not include detached garages or accessory buildings
- Example – average coverage of abutting lots is 2,100 square feet; max coverage of 3,150 allowed

### Access, Garages, Parking

- If there is an alley, access shall be from the alley
- On corner lots, access shall be within 30 feet of rear property line
- Driveways are limited to 1 per public street frontage
- Parking, driveways, and all other impervious surfaces in the required setback shall not exceed 12 feet in width
- The front of any detached garage shall be located behind the rear of the primary structure
- The garage door of any attached garage shall face the side or rear property line.

### **ANALYSIS**

The Contextual Overlay District (COD) as proposed would apply to approximately 137.6 acres for properties located along Shepherd Hills Drive and Twin Hills Drive, southeast of Gallatin Pike. This area consists of numerous properties zoned R20. These properties have primarily been developed with single family and one and two family residential uses.

The COD was created by Metro Council in 2014 (BL2014-771) and amended in 2024 (BL2024-184) to include a definition for one-half story. The contextual overlay district provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

Staff is recommending approval of a substitute which would remove one vacant parcel in the Regional Center (T5 RG) policy and the properties along Cude Lane which are located in the Urban Neighborhood Evolving (T4 NE) policy area. Three parcels on the northern portion of Shepherd Hills Drive would remain in the overlay that are within the T4 NE policy. These properties are developed with residential uses consistent with the broader pattern of Suburban Neighborhood Maintenance (T3 NM) along this block of Shepherd Hills Drive.

The T3 NM policy is intended to maintain the general character of established residential neighborhoods and support compatible infill that reinforces existing development patterns. Application of the Contextual Design Overlay would help preserve the existing character of the neighborhood through the application of specific development standards for bulk, massing, access, garages, and parking. The standards required will maintain and protect existing neighborhood form and character. Generally, the proposed Contextual Design Overlay is consistent with the policies on the properties, subject to the substitute recommended by Planning.



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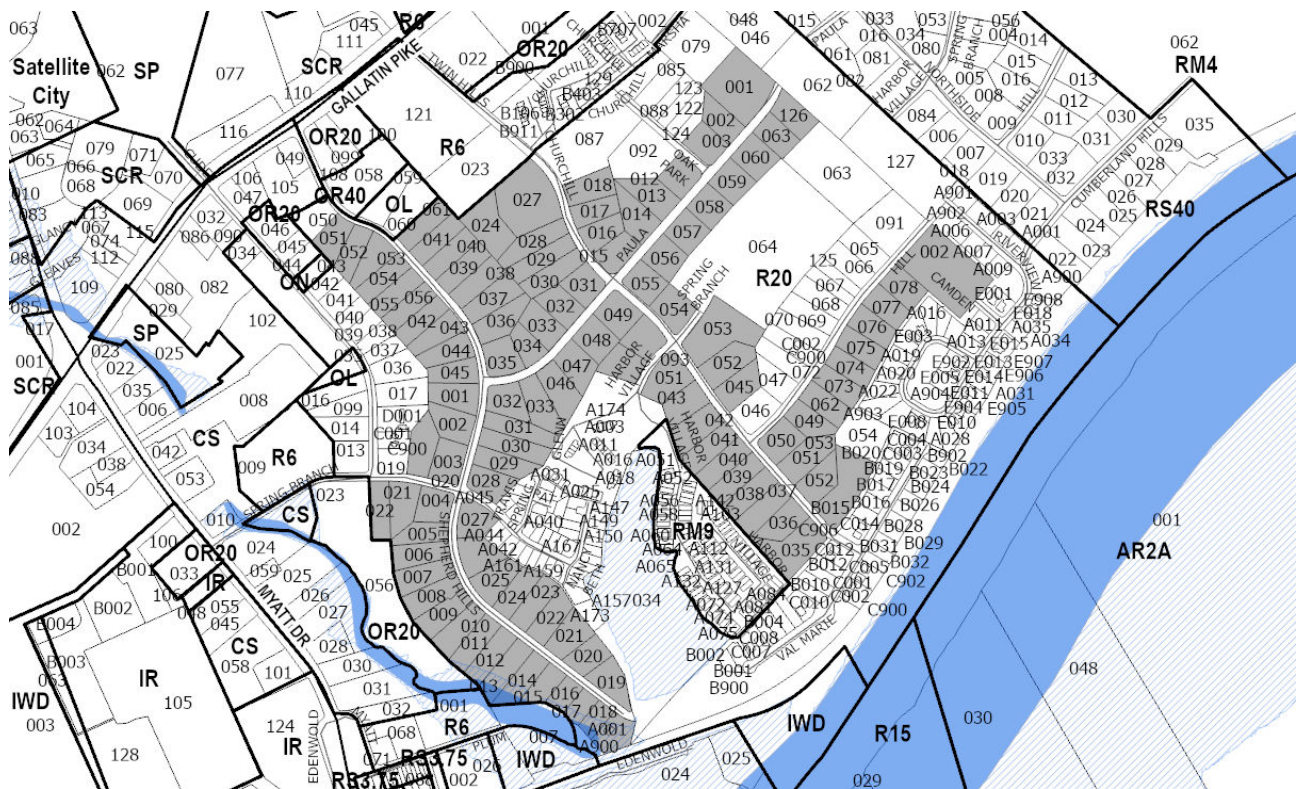


Exhibit: Proposed Substitute

### STAFF RECOMMENDATION

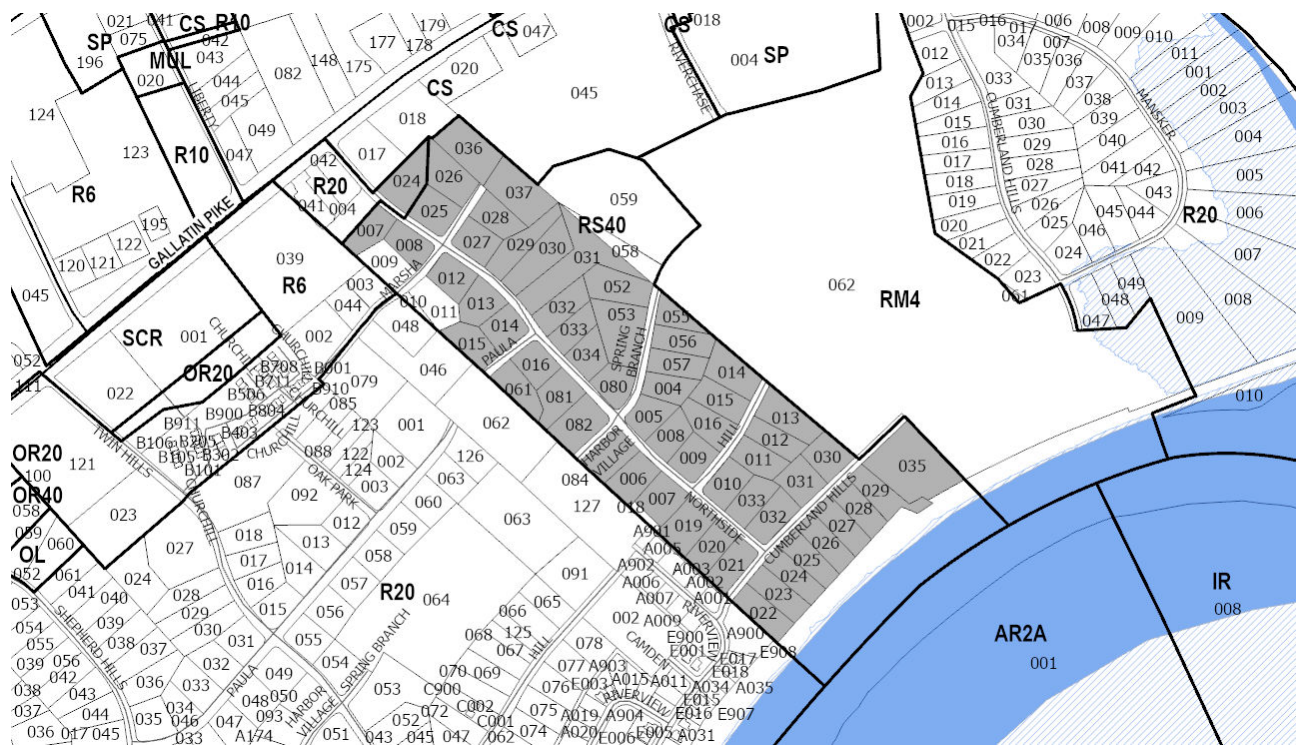
Staff recommends approval of a substitute ordinance.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026COD-002-001**

**NORTH HILLS ESTATES CONTEXTUAL OVERLAY DISTRICT**

**Various Properties**

**04, Madison**

**10 (Jennifer Webb)**



## Metro Planning Commission Meeting of 7/23/2026

|                         |                                                                  |
|-------------------------|------------------------------------------------------------------|
| <b>Item #5</b>          | <b>2026COD-002-001 Contextual Overlay District</b>               |
| <b>Project Name</b>     | <b>North Hills Estates Contextual Overlay District</b>           |
| <b>Bill No</b>          | BL2026-1420                                                      |
| <b>Council District</b> | 10– Webb                                                         |
| <b>School District</b>  | 03 –Young                                                        |
| <b>Requested by</b>     | Councilmember Jennifer Webb, applicant; various property owners. |

|           |                                                                                                       |
|-----------|-------------------------------------------------------------------------------------------------------|
| Deferrals | This item was deferred at the June 25, 2026, Planning Commission meeting. No public hearing was held. |
|-----------|-------------------------------------------------------------------------------------------------------|

|                             |                 |
|-----------------------------|-----------------|
| <b>Staff Reviewer</b>       | Konigstein      |
| <b>Staff Recommendation</b> | <i>Approve.</i> |

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### APPLICANT REQUEST

#### Apply a Commercial Compatibility Overlay District.

##### Contextual Overlay District

A request to apply a Contextual Overlay District to various properties along Cumberland Hills Drive and Northside Drive, south of Gallatin Pike, zoned One and Two-Family Residential (R20) and Single Family Residential (RS40) (68.2 acres).

##### **Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre.

Single Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of 1.09 dwelling units per acre.

##### **Proposed Zoning Overlay**

Contextual Overlay District (COD) provides appropriate design standards in a residential area. It can maintain and protect neighborhood form or character. A Contextual Overlay must apply throughout the residential portion of a complete block face and cannot be applied in an adopted historic overlay district. *Note that the existing zoning listed above will remain on the subject properties and the proposed overlay would be applied.*

### MADISON COMMUNITY PLAN

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



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### CONTEXTUAL OVERLAY STANDARDS

Application of the Contextual Overlay District would not change the existing entitlements afforded under base zoning. The standards of the Contextual Overlay District are listed below. These standards are established in the Zoning Code and cannot be modified. The design standards are necessary to maintain and reinforce the established form or character of residential development in an area.

#### Setback

- Minimum required setback shall be average of the setback of the 2 developed lots abutting each side of the lot
- Example – abutting lots have setbacks of 50 feet, 55 feet, 40 feet, and 42 feet; average 47 feet, required minimum

#### Height

- Maximum height, including foundation, shall not be greater than 35 feet or 125% of the structures on the two lots abutting each side, whichever is less
- If 125% of the average is less than 27 feet, a maximum height of 1.5 stories in 27 feet is allowed
- Example – average is 24 feet; max allowed height is 30 feet

#### Coverage

- Maximum coverage shall be 150% of the average of the coverage of the two abutting lots on each side
- Does not include detached garages or accessory buildings
- Example – average coverage of abutting lots is 2,100 square feet; max coverage of 3,150 allowed

#### Access, Garages, Parking

- If there is an alley, access shall be from the alley.
- On corner lots, access shall be within 30 feet of rear property line.
- Driveways are limited to one per public street frontage.
- Parking, driveways, and all other impervious surfaces in the required setback shall not exceed 12 feet in width.
- The front of any detached garage shall be located behind the rear of the primary structure.
- The garage door of any attached garage shall face the side or rear property line.

### ANALYSIS

The Contextual Overlay District (COD) as proposed would apply to approximately 68.2 acres for properties located along Northside Drive, south of Gallatin Pike. This area consists of one R20 zoned parcel on the northern part of the site and the remainder of properties are zoned RS40. These properties have primarily been developed with one or two-story residential uses.

The COD was originally created by Metro Council in 2014 (BL2014-771) and amended in 2024 (BL2024-184) to include a definition for one-half story. The contextual overlay district provides



## **Metro Planning Commission Meeting of 7/23/2026**

appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

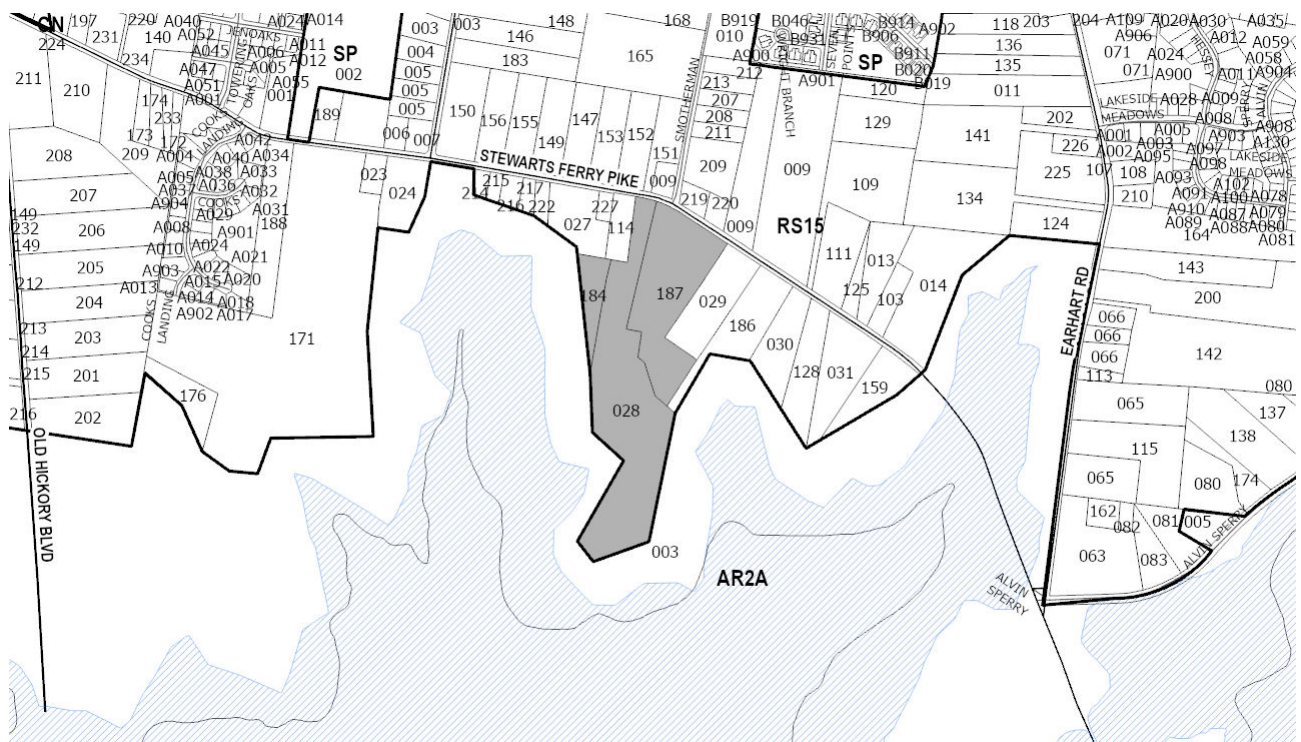
The proposed Contextual Design Overlay district is located within a T3 Suburban Neighborhood Maintenance (T3 NM) policy area. The T3 NM policy is intended to maintain the general character of developed, suburban neighborhoods. Application of the Contextual Design Overlay would help preserve the existing character of the neighborhood through the application of specific development standards for bulk, massing, access, garages, and parking. The standards required will maintain and protect existing neighborhood form and character. As proposed, the Contextual Design Overlay is consistent with the T3 NM policy.

### **STAFF RECOMMENDATION**

Staff recommends approval.



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**2026S-083-001**

1658 STEWARTS FERRY PIKE

Map 110, Parcel(s) 028, 184, 187

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                       |
|-----------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Item #6</b>              | <b>Concept Plan 2026S-083-001</b>                                                                     |
| <b>Project Name</b>         | <b>1658 Stewarts Ferry Pike</b>                                                                       |
| <b>Council District</b>     | 12 – Evans                                                                                            |
| <b>School District</b>      | 04– Nabaa-McKinney                                                                                    |
| <b>Requested by</b>         | Crunk Engineering, LLC, applicant; Kathleen M. King and Don R. King, owners.                          |
| <b>Deferrals</b>            | This item was deferred at the June 25, 2026, Planning Commission meeting. No public hearing was held. |
| <b>Staff Reviewer</b>       | Konigstein                                                                                            |
| <b>Staff Recommendation</b> | <i>Approve with conditions including a variance from Section 3-9 of the Subdivision Regulations.</i>  |

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### APPLICANT REQUEST

**Request for concept plan approval to create 35 lots.**

#### Concept plan

A request for concept plan approval to create 35 lots utilizing the conservation development standards on properties located at 1658 Stewarts Ferry Pike and Stewarts Ferry Pike (unnumbered), at the southern intersection of Stewarts Ferry Pike and Smotherman Lane, zoned Single Family Residential (RS15) (31.4 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of three parcels on the southern side of Stewarts Ferry Pike.

**Street Type:** The site has frontage on Stewarts Ferry Pike which is classified as a collector avenue in the Major and Collector Street Plan (MCSP). The site plan proposes a new local public street which terminates in a cul-de-sac.

**Approximate Acreage:** 31.4 acres (1,367,784 square feet).

**Parcel/Site History:** Parcel 11000018700, the easternmost parcel, was created by deed in 1990. Parcel 11000002800 was created by deed in 1984. Parcel 11000018400, the western parcel, was created by deed in 1985. There was a approved concept plan for 33 cluster lots on this site (2025S-171-001).

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

**Existing Land Use:** Parcel 11000018700 is vacant residential land, 11000002800 has a single-family use, and 11000018400 is vacant residential land.



## Proposed Concept Plan

N



## Metro Planning Commission Meeting of 7/23/2026

### Surrounding Land Use and Zoning:

- North: Single Family/Single Family Residential (RS15)
- South: Open Space
- East: Single Family/Single Family Residential (RS15)
- West: Single Family/Single Family Residential (RS15)

### Zoning: Single-Family Residential (RS15)

Minimum lot size: 15,000 square feet

Maximum building coverage: 0.35

Minimum rear setback: 20 feet

Minimum side setback: 10 feet

Maximum height: 3 stories

Minimum street setback: 40 feet

### PROPOSAL DETAILS

**Number of lots:** 35 lots.

**Lot sizes:** The proposed lot sizes vary from 15,300 square feet to 58,135 square feet. The plan utilizes the Conservation Development standards to permit lot size flexibility in exchange for protection of natural areas present on the site. The Conservation Development Standards (17.12.090) allows subdivision to reduce lots in size from the minimum required by the base zoning district by equivalent percentage of the site that is to remain natural open space. The site is 31.4 acres (approximately 1,367,784 square feet), while the plan proposes 6.35 acres (approximately 278,504 square feet) of natural open space to be preserved, consistent with the previously approved plan on this site, resulting in allowable lot size reduction of 20.2 percent. This reduction would result in a minimum lot size of 11,970 square feet. All proposed lots exceed the minimum lot size.

**Access:** The plan proposes a new north-south public street that will terminate into a cul-de-sac on the southern portion of the site. The street names will need to be reviewed and approved by NDOT prior to approval of the final plat.

**Subdivision Variances or Exceptions Requested:** An exception to Section 3-9 is required to permit the length of the dead-end street with a turn around to exceed 750 feet.

### Conservation Development Standards (17.12.090)

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



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1. *Minimum Site Area. The minimum site area of no less than ten times the minimum lot area for the base zoning district as established by Table 17.12.020A. For example, in the R10 district the minimum area for the subdivision would be one hundred thousand square feet. (Ten thousand square feet minimum lot size times ten).*  
Complies. The site is zoned RS15 which would require a minimum area of 150,000 square feet. The proposed site has a total area (1,367,784 SF) which meets the minimum site area.
2. *Minimum Natural Area. A minimum of ten percent of the site contains any, or a combination of, the following:*
  - a. *Areas shown on FEMA maps as part of the 100-year floodplain or identified in local studies as confirmed by Metro Stormwater;*
  - b. *All perennial and intermittent streams, floodways, and associated buffers, as determined by Metro Stormwater or the State;*
  - c. *Areas of natural slopes of twenty percent or greater of at least ten thousand square foot contiguous area;*
  - d. *Areas containing problem soils as established by Section 17.28.050; wetlands, as determined by metro stormwater;*
  - e. *Known habitat for federally or state listed or proposed rare, threatened, or endangered species;*
  - f. *Areas containing a protected Cedar Glade plant species as established by Section 17.28.060;*
  - g. *Archaeological or historic sites, cemeteries, and burial grounds; or*
  - h. *Protected, heritage and historic and specimen trees, as defined by Section 17.40.450 of the Metro Zoning Code.*

More than 10 percent of the site contains features described in parts d, g, and h. Problem soils are identified on the eastern boundary in the form of wetlands; a cemetery is identified on a northern part of the site; and heritage and historic trees are primarily located on the western half of the site.

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

The total site area is 31.4 acres. Eighty percent of the gross acreage of the site is 25.12 acres. The maximum lot yield is 72 lots based on a minimum of 15,000 square feet for an RS15 residential lot. A total of 35 lots are proposed, which does not exceed the maximum lot yield.

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

The proposal sets aside approximately 20.2 percent of the 31.4-acre site for undisturbed natural area (6.35 acres). The plan does not propose to reduce the lots beyond the minimum lot size of the RS15. However, under this section, based on the area preserved, the minimum lot size could be reduced from 15,000 square feet to 11,970 square feet.



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

Natural areas on the site include areas of wetlands, cemeteries and burial grounds, and protected, heritage, historic, and specimen trees. Protected natural open space comprising approximately 6.35 acres (shown as “Conservation Area Undisturbed Open Space” on the plans) is identified on the northeastern, southern, and western portions of the site encompassing a cemetery, wetlands, a wet weather conveyance, and trees.

- F. Application Requirements*

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

### **APPLICABLE SUBDIVISION REGULATIONS**

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

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

#### **3-1 General Requirements**

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

#### **3-2 Monument Requirements**

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

#### **3-3 Suitability of the Land**

The site includes natural areas as defined by the Conservation Development Standards in the zoning code including problem soils and water features. The standards are intended to address the environmental factors and preserve these areas from development. The site is heavily wooded with streams that run from the northeastern corner to the southwestern property edge. The plan does not propose any lots within identified stream buffers. A large portion of trees and their canopy are preserved at the southern and western portion of the



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site. Based on the areas identified as areas to remain preserved, staff finds that the remaining land is suitable for development consistent with this section.

### **3-4 Lot Requirements**

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

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

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

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

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

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

Lots proposed on Stewarts Ferry Pike meet the minimum frontage for T3 NE policy areas.

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

Not applicable to this case.

#### **3-5.5 *Infill Subdivision Frontage***

Not applicable to this case.

#### **3-5.6 *Reasonable Conditions***

Not applicable to this case.

### **3-6 Blocks**

A new street is proposed with the concept plan, however a new block network is not established with the creation of a dead end street. Further road details are provided in 3-9 below.

### **3-7 Improvements**

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



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

The proposed subdivision includes a new public north-south street that terminates in a cul-de-sac. Sidewalks are shown along the Stewarts Ferry Pike frontage and on the new public street.

### **3-9 Requirements for Streets**

The proposed subdivision includes a new public street. A variance is required to this section and outlined below. NDOT has reviewed and recommended approval with conditions. New public streets are to comply with AASHTO and the NDOT Subdivision Street Design Standards and Specifications.

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

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

### **3-11 Inspections During Construction**

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

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

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

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

Not applicable. No private streets are proposed.

### **3-14 Drainage and Storm Sewers**

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

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

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

### **3-17 Underground Utilities**

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

**Subdivision Variances or Exceptions Requested:** Yes. This request requires a variance from Section 3-9.2.i.2.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant



## **Metro Planning Commission Meeting of 7/23/2026**

variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

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

### **Variance Analysis**

A variance from Section 3-9.2.i.2., Turnarounds, is required. From the entrance to the loop road on the plan, the length of the street extends approximately 1,140 feet, exceeding the requirement for a maximum length of 750 feet with a turnaround.

The requested variance is not detrimental to the public safety, health, or welfare of the neighborhood. Fire and NDOT have approved the proposed roadway, indicating it can provide for emergency access and meets the requirements of a public roadway. For this site, the preservation of environmental features to meet the standards of the Conservation Regulations was prioritized. Other properties may not have the environmental features including a stream buffer, tree canopy, and cemetery, that would require conservation standards to be used, these features are unique to this property. A longer roadway suits the shape of the parcel, which is long and narrow. Due to the surrounding parcel configuration of the adjacent properties, there are no additional opportunities for road connections as the parcel lengths vary along Stewarts Ferry Pike due to the location of Percy Priest to the south. The requested variance is not in conflict with the guidance of the General Plan or the Zoning Code. A dead-end street is common in the suburban transects. The requested variance allows for additional lots to be located on the property while still prioritizing the preservation of the natural features on the property in accordance with the Conservation Development Standards.

### **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

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

### **POLICY CONSIDERATIONS**

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



## **Metro Planning Commission Meeting of 7/23/2026**

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

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

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **METRO HISTORIC**

**Approve with conditions**

- Because of the Hamilton Cemetery, the possibility of a second cemetery that may have been moved, and the pre-1865 log building, staff requires the following:
- Prior to site work, including grading, conduct a Phase 1 archaeological survey. (An archaeological consultant in consultation with the MHC's archaeologist would determine location and number of test sites based on research of the property.) The survey shall be submitted to [historicalcommission@nashville.gov](mailto:historicalcommission@nashville.gov) for review and determination of next steps, if any. The development plan submittal shall contain the plan to conduct archaeology and to have an archaeologist monitor for and documenting resources during site preparation. Additional coordination with Metro Historic may be required prior to or with the submittal of the development plan. It is not the intent of the survey to stop development. The purpose of this recommendation is to provide documentation for ongoing research on the city, to inform if additional study might be warranted and to advise potential revisions to the site plan or mitigation measures, in consultation with the developer, Planning staff and MHC.
- Install construction fencing at the buffer line (10 feet or greater) during site work and construction;
- If not already present, install a metal sign, not to exceed 6 square feet, noting the name and date of the cemetery at the cemetery entrance. Parties should proceed with caution when conducting any site preparation activity near the cemetery. All state cemetery laws regarding human remains shall apply (i.e., stop work if encountered and notify the standard parties).
- Restore the cemetery's rock fence following the Secretary of Interior's Standards. 4.)Provide plan for continuous maintenance of the cemetery.
- Document the interior and exterior of the log building and its setting following the MHC's documentation standards or allow MHC access to the interior.



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### STORMWATER RECOMMENDATION

#### Approve with conditions

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

### NASHVILLE DOT RECOMMENDATION

#### Approve with conditions

- Subdivision concept plans generally conform to NDOT standards and final road construction drawings must comply with the Subdivision Street Design Standards and Specifications.
- On final construction plan provide 46' ROW for loop street B with 4' planting strip behind curb to sidewalk (shown 6').
- Provide pedestrian crossing at the intersection of Road B crossing Road A using a NDOT ST-320 ADA compliant pedestrian ramp /w yellow detectable dome mat.
- Coordinate / reserve road name with NDOT addressing section. Sara Cain (615) 880-2427, [sara.cain@nashville.gov](mailto:sara.cain@nashville.gov)
- Confirm with the USPS post master <https://about.usps.com/handbooks/po632/welcome.htm> on requirements of postal deliveries (individual residential, cluster box, commercial delivery, etc.) Vehicles must be out of roadway travel lanes when accessing any mail kiosks.
- All public sidewalks along the roadway shall follow the grade of the roadway and shall not be adjusted to meet private sidewalk connections. The adjustments shall be made outside of the ROW.
- Drainage from site shall not flow over the public walk.
- All ped ramps are to be ADA compliant and have safety yellow detectable tactile dome warning mats.
- New residential concrete driveway ramp construction to be per NDOT ST-322 specifications. All driveway requirements within the metro code and NDOT Department regulations, in effect at the time of approval, are to be followed.
- C&G installed may be tested to verify positive flow to the storm drain system. Drainage shall not pool in roadways.
- All storm inlet grates located within the public ROW are to be bike friendly. There are to be no storm inlets within any ramps both ped and access for drives. Use JBS 3300-V curb inlet bike friendly grates with 6" hood or an equivalent casting on storm inlets located within the curb and gutter.
- Ensure all boxes, meters, cleanouts, etc. are located behind the public walk and outside of the public ROW.
- Final plans and road grades shall comply with the design regulations established by the Nashville Department of Transportation. Slopes along roadways shall not exceed a 3:1 slope.



## Metro Planning Commission Meeting of 7/23/2026

- On final Subdivision construction plans, provide the following:
  - For any work located within the EXISTING public right of way, obtain any necessary permits from the Nashville Department of Transportation - Permit Office, 615.862.8782, [pwpermits@nashville.gov](mailto:pwpermits@nashville.gov), located at 720 S. 5th Street, twenty-four (24) hours before the beginning of any work. NDOT Permits: <https://www.nashville.gov/departments/transportation/permits>
  - Nashville Department of Transportation Construction Notes
    - All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
    - Proof-rolling of ALL street sub-grades is required in the presence of the Nashville Department of Transportation Inspector, request to be made 24 hours in advance.
    - Stop signs to be 30 inch by 30 inch.
    - Street name signs are to have six inch white letters in Highway Gothic font on a nine inch green aluminum blade, and be mounted vertically staggered. Street name signs shall be assembled using extruded sign blades.
    - All signs to have 3M high intensity retro-reflective coating.
    - All striping within ROW is to be 80 mil thermoplastic striping at the time of acceptance. Paint striping should be used in the interim until final striping has been placed.
    - The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.
- Comments toward future final subdivision plat:
  - Provide on plat a 3' pedestrian easement from the back of the sidewalk.
  - 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

- Provide appropriate stop control at intersections.
- Provide no outlet/ dead end warning signs per MUTCD standards.
- Provide regulatory speed signs per MUTCD standards.

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions including a variance to 3-9 of the subdivision regulations.



## **Metro Planning Commission Meeting of 7/23/2026**

### **CONDITIONS**

1. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. 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.
4. The clearing, grading, and disturbance of natural open space shall be prohibited, unless otherwise identified in the concept plan. Minor changes may be allowed during review of the final based on engineering and construction plans. However, if the amount of open space is reduced, the lots may need to increase in size per the requirements of the Conservation Development standards.

### **RECOMMENDED ACTION**

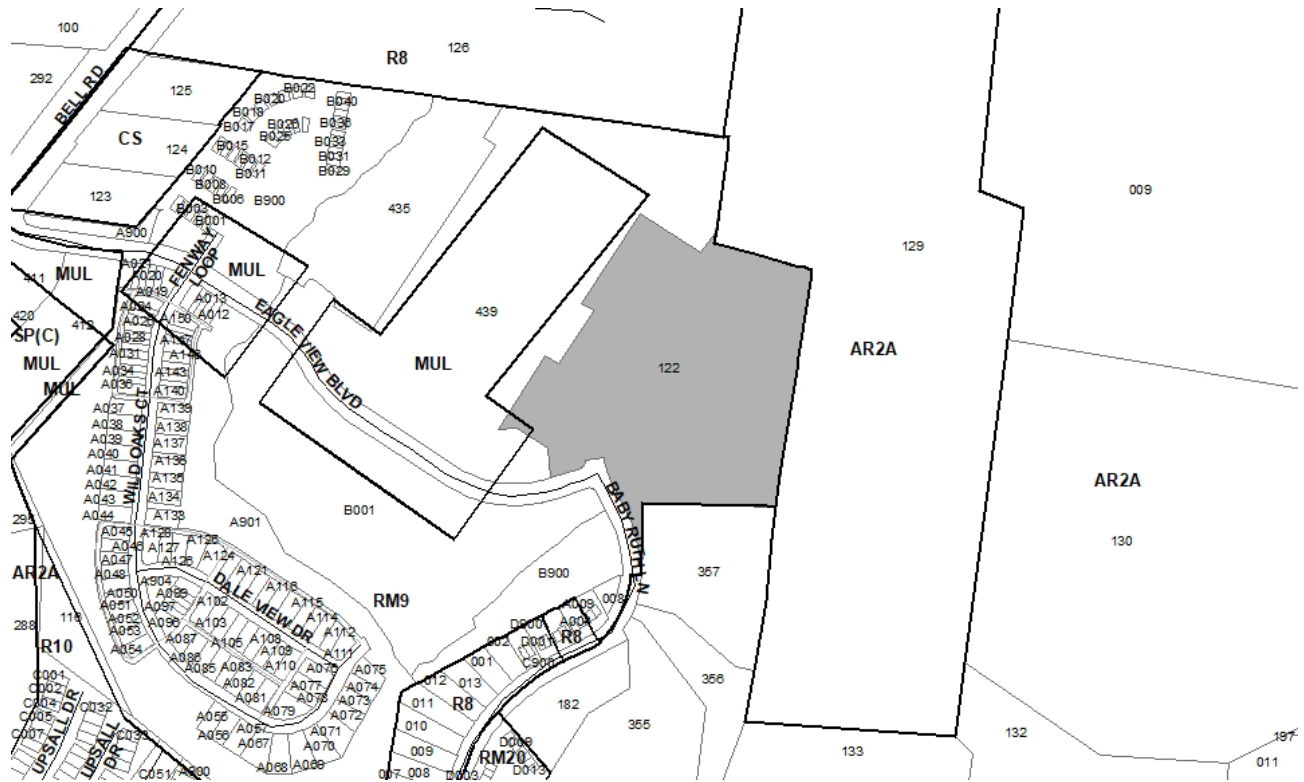
Motion to approve proposed subdivision Case No. 2026S-083-001 with conditions, including a variance, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



### 2003UD-003-012

RIDGEVIEW UDO, SECTIONS VI & VII (AMENDMENT)

Map 163, Parcel(s) 122

13, Antioch-Priest Lake

32 (Joy Styles)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                       |
|-----------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Item #7</b>              | <b>2003UD-003-012</b>                                                                                 |
| <b>Project Name</b>         | <b>Ridgeview UDO, Sections VI &amp; VII<br/>(Amendment)</b>                                           |
| <b>Council Bill No.</b>     | BL2026-1386                                                                                           |
| <b>Council District</b>     | 32 – Styles                                                                                           |
| <b>School District</b>      | 06 – Mayes                                                                                            |
| <b>Requested by</b>         | Councilmember Joy Styles, applicant; Missio Ridgeview Land, LLC owners.                               |
| <b>Deferrals</b>            | This item was deferred at the June 25, 2026, Planning Commission meeting. No public hearing was held. |
| <b>Staff Reviewer</b>       | Commeys                                                                                               |
| <b>Staff Recommendation</b> | <i>Defer to the August 27, 2026, Planning Commission meeting.</i>                                     |

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### APPLICANT REQUEST

**Amend a portion of an Urban Design Overlay.**

#### UDO Amendment

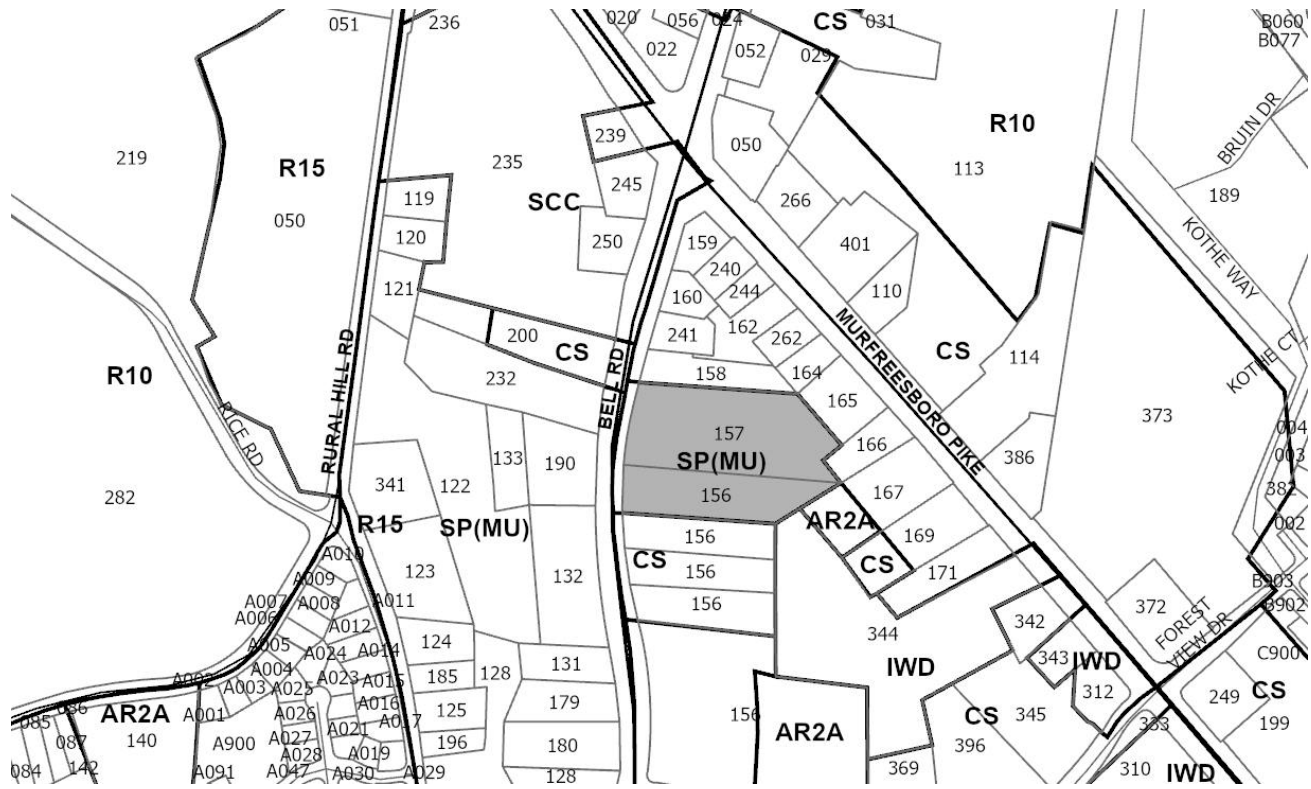
A request to amend a portion of the preliminary plan for property located at Eagle View Boulevard (unnumbered), at the northeast corner of Eagle View Boulevard and Baby Ruth Lane, zoned Mixed Use Limited (MUL) and Multi-Family Residential (RM9) (14.57 acres) and within the Ridgeview Urban Design Overlay to permit 200 assisted living units and open space.

### STAFF RECOMMENDATION

Staff recommends deferral to the August 27, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



### 2026Z-044PR-001

Map 149, Parcel(s) 156.02, 157  
13, Antioch-Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                      |
|-----------------------------|------------------------------------------------------------------------------------------------------|
| <b>Item #8</b>              | <b>Zone Change 2026Z-044PR-001</b>                                                                   |
| <b>Council Bill No.</b>     | BL2026-1389                                                                                          |
| <b>Council District</b>     | 32 – Styles                                                                                          |
| <b>School District</b>      | 06 – Mayes                                                                                           |
| <b>Requested by</b>         | Councilmember Joy Styles, applicant; EHE Properties LLC, owner.                                      |
| <b>Deferrals</b>            | This item was deferred at the June 25, 2026, Planning Commission meeting. No public hearing was held |
| <b>Staff Reviewer</b>       | Dhital                                                                                               |
| <b>Staff Recommendation</b> | <i>Disapprove.</i>                                                                                   |

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### APPLICANT REQUEST

#### Zone change from SP to AR2a.

##### Zone Change

A request to rezone from Specific Plan (SP) to Agricultural/Residential (AR2a) zoning for properties located at 532 and 538 Bell Road, approximately 570 feet south of Murfreesboro Pike and located in the Murfreesboro Pike Urban Design Overlay and Corridor Design Overlay District (5.25 acres).

##### **Existing Zoning**

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

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office, and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors.

##### **Proposed Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum two duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*



## Metro Planning Commission Meeting of 7/23/2026

### ANTIOCH – PREIST LAKE COMMUNITY PLAN

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

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

*CO policy recognizes a stream extending through the middle of the site.*

### ANALYSIS

The application consists of two parcels totaling 5.25 acres located approximately 550 feet south of the intersection of Murfreesboro Pike and Bell Road. The property has been zoned Specific Plan-Mixed Use (SP-MU) since 2023 (2023SP-051-001; BL2023-62). The existing SP permits a mixed-use development consisting of 40 multi-family residential units and 38,000 square feet of retail and office uses. Prior to being rezoned to SP, the properties were zoned Agricultural/Residential (AR2a) and Commercial Service (CS). The surrounding land uses primarily include non-residential zoned CS to the north and east; single-family homes and non-residential uses zoned CS and Industrial Warehousing (IWD) to the south; and commercial, vacant, and single-family uses across the road to the west zoned SP. An existing school that is located to the southeast near Morris Gentry Boulevard, is zoned AR2a. The subject property has frontage along Bell Road, which is classified as Arterial Boulevard in Major and Collector Street Plan (MCSP).

The 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. The proposed AR2a zoning district is intended for low density residential and agricultural development, which is not consistent with the T3 CM policy at this location. The existing SP entitlements permit nonresidential uses and multi-family residential development that would provide additional density and housing options as well as sidewalks and street improvements along the corridor, consistent with the Major and Collector Street Plan (MCSP) requirements and connectivity goals anticipated by the T3 CM policy. The approved preliminary SP plan and architectural standards are appropriate with the suburban nature of the T3 CM policy. Additionally, Choose How You Move identifies Bell Road as part of the Murfreesboro Pike Bus Rapid Transit corridor, which enhances vehicular connectivity and supports higher-density development consistent with the T3 CM policy. The subject site is also located on a policy seam, adjacent to the Suburban Community Center (T3 CC) policy to the northeast, that spans the properties near and along Murfreesboro Pike, where the suburban development pattern is anticipated to continue.



## **Metro Planning Commission Meeting of 7/23/2026**

Although there are pockets of AR2a zoning in the area, these properties have been zoned AR2a since the 1970's and prior to the adoption of NashvilleNext. Given the suburban development patterns anticipated by the applicable T3 policy areas of the area, rezoning this property back to AR2a would reduce the intensity expected by the policy goals and would be inconsistent with the site's surrounding development pattern. The AR2a zoning district does not meet the T3 CM policy goals as much as the current SP zoning in place, and given that AR2a would bring the site further away from policy consistency, staff recommends disapproval.

### **ANTICIPATED TRIP CALCULATIONS**

The proposed rezoning from SP to AR2a is estimated to have a decrease of 1,597 daily weekday trips, including 42 less AM peak hour trips and 157 less PM peak hour trips. For a full traffic table, please contact the Planning Department

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing SP-MU district: 5 Elementary 3 Middle 3 High**

**Projected student generation proposed AR2a district: 1 Elementary 0 Middle 0 High**

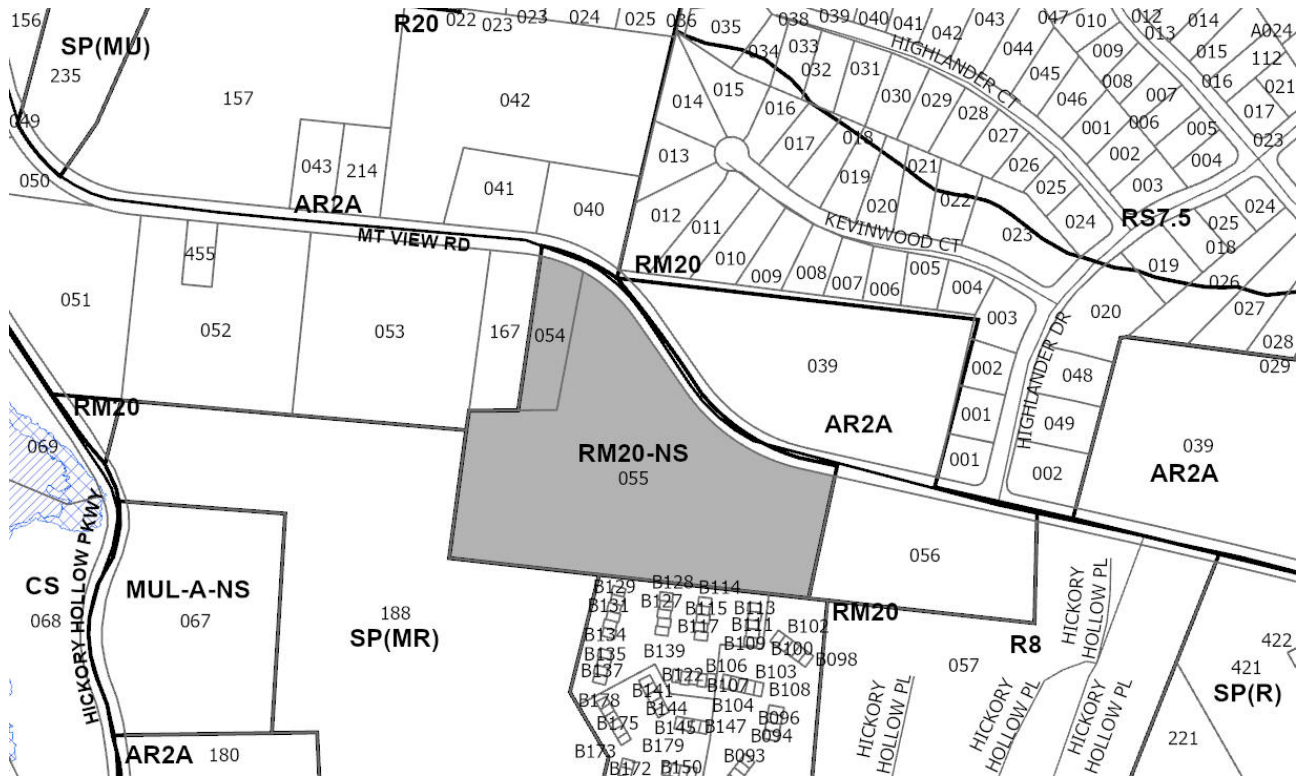
The proposed zoning is expected to generate 11 fewer students than the existing SP-MU zoning district. Students would attend Cane Ridge Elementary School, Antioch Allen Middle School, and Cane Ridge High School.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-045PR-001**

Map 163, Parcel(s) 054-055

13, Antioch – Priest Lake

32 (Joy Styles)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                                      |
|-----------------------------|------------------------------------------------------------------------------------------------------|
| <b>Item #9</b>              | <b>Zone Change 2026Z-045PR-001</b>                                                                   |
| <b>Council Bill No.</b>     | BL2026-1388                                                                                          |
| <b>Council District</b>     | 32 – Styles                                                                                          |
| <b>School District</b>      | 06 – Mayes                                                                                           |
| <b>Requested by</b>         | Councilmember Joy Styles, applicant; Intuition Development, LLC, owner.                              |
| <b>Deferrals</b>            | This item was deferred at the June 25, 2026 Planning Commission meeting. No public hearing was held. |
| <b>Staff Reviewer</b>       | Marton                                                                                               |
| <b>Staff Recommendation</b> | <i>Withdraw.</i>                                                                                     |

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### APPLICANT REQUEST

**Zone change from RM20-NS to AR2a.**

#### Zone Change

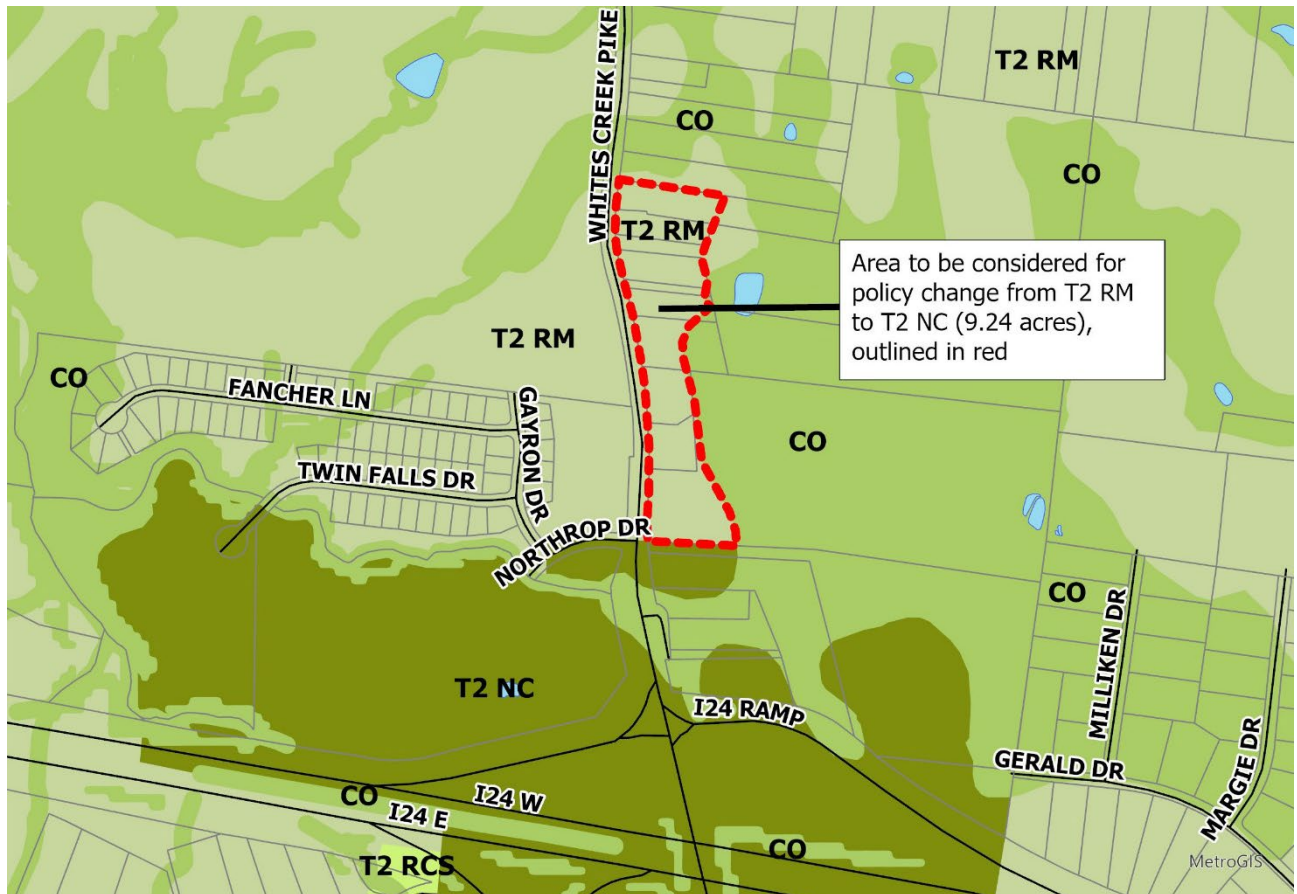
A request to rezone from Multi-Family Residential-No Short Term Rental (RM20-NS) to Agricultural/Residential (AR2a) zoning for properties located at 5118 Mt. View Road and Mt. View Road (unnumbered), approximately 360 feet west of Highlander Drive (9.4 acres).

### STAFF RECOMMENDATION

Staff recommends withdrawal.



## Metro Planning Commission Meeting of 7/23/2026



**2026CP-001-001**

JOELTON COMMUNITY PLAN AMENDMENT

Map 015, Parcel(s) 051, 052, 055.02, 244, Part of Parcel(s) 053, 054, 055.01, 192, 193, 211

01, Joelton

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/23/2026

**Item #10****Project Name****Council District****School District****Requested by****Major Plan Amendment 2026CP-001-001****Joelton Community Plan Amendment**

01 – Kimbrough

01 – Taylor

Thompson Burton PLLC, applicant; Ellis P. Jakes Revocable Trust, The Potts Family Living Trust, and Joe N. Smith, owners.

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

Clark

*Defer to the August 13, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the Joelton Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Joelton Community Plan by changing the Community Character Policy from Rural Maintenance (T2 RM) policy to Rural Neighborhood Center (T2 NC) policy, with Conservation (CO) policy to remain, for various properties located along White Creeks Pike (9.24 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.





## Metro Planning Commission Meeting of 7/23/2026

**Item #11**  
**Project Name**

**Minor Plan Amendment 2026CP-010-001**  
**Green Hills – Midtown Community Plan**  
**Amendment**

**Council District**  
**School District**  
**Requested by**

18 – Cash  
08 – O’Hara-Block  
Metro Planning Department, applicant; various owners.

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

McCaig  
*Defer to the August 27, 2026, Planning Commission meeting.*

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### **APPLICANT REQUEST**

**Amend the Green Hills – Midtown Community Plan to add a supplemental policy.**

Minor Plan Amendment

A request to amend the Green Hills - Midtown Community Plan to add a Supplemental Policy Area to support continued residential uses for properties located along 31st Avenue South, 32nd Avenue South, Blakemore Avenue, Belcourt Avenue, Wellington Avenue, Dudley Avenue, and Vanderbilt Place, between Alleys 912 and 914 on the northwest and 26th Avenue North on the east (approximately 31 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral of the item to the August 27, 2026, Planning Commission meeting.



**NO SKETCH**



## Metro Planning Commission Meeting of 7/23/2026

### Item #12

#### Project Name

#### Council Bill No.

#### Council District

#### School District

#### Requested by

### Text Amendment 2026Z-013TX-001

#### Adult and Child Care Amendments

BL2026-1433

Countywide

Countywide

Councilmember Joy Styles

#### Deferral/ MPC Rules and Procedures

Defer to the August 13, 2026 Planning Commission meeting, including an exception to Sec. VIII. D of the Planning Commission Rules and Procedures.

#### Staff Reviewer

Shane

#### Staff Recommendation

*Hold the public hearing and defer to the August 13, 2026, Planning Commission meeting.*

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### APPLICANT REQUEST

**Amend Titles 2, 6, 7, and 17 of the Metropolitan Code of Laws to distinguish between adult and child care uses.**

### PROPOSED AMENDMENT TO TITLE 17

The proposed amendment includes several changes within the Zoning Code to separate “adult day services” from “child care.” The bill also includes changes to Titles 2, 6, and 7. These items are not analyzed in this report as the Planning Commission is authorized to review changes to Title 17 only.

### SUMMARY

This ordinance revises multiple sections of the Metropolitan Code to replace the “day care” use category with two distinct uses: child care and adult day services. It updates definitions, use classifications, spacing standards, review procedures, and development conditions throughout Titles 2, 6, 7, and 17 to reflect the distinction between these uses. Child care facilities continue to include accessory (home)-based and center-based classifications with unchanged spacing and operational standards, while adult day services are newly defined with their own analogous set of classifications and requirements, slightly modified from the common set of requirements currently within the code for day care uses. Outside of Title 17, amendments to the code include ensuring child care is entitled to the same expedited review process that affordable housing projects are, and references to distance requirements for short-term rentals and beer permits are updated to apply specifically to child care facilities.

### ANALYSIS

The proposed text amendment separates “adult day services” from “child care,” and while in general the uses are treated in the same way (for instance, being permitted as standalone uses in the same zoning districts), there are variations in the standards applied to the two use categories to allow for minor differences in how these two uses function. Several distinctions support treating them as independent uses. Due to a more clinical nature and specific facility requirements, adult day services is not typically operated out of a private home, and so the bill does not introduce any



## **Metro Planning Commission Meeting of 7/23/2026**

accessory residential category for adult care. Staff is evaluating if this differentiation is appropriate. Child care services, however, maintains this accessory residential use permission.

Currently, in sections of the Code outside of Title 17, the spacing requirements that apply to short-term rental property permits and to beer permits are tied to all day care facilities. The revised language continues to space child care from these uses while adult day services are not included in these spacing standards. This distinction reflects that child care facilities serve minors and therefore could warrant additional protective buffers.

Finally, state regulation differs substantially between child care and adult day services, with the main differences being that adult services require individualized plans of care and higher educational requirements for staff. The bill maintains the requirement that each use comply with all applicable state standards, and separating the definitions helps avoid any confusion that a single set of state regulations would apply to both categories.

Another minor difference is that the Code's existing provision allowing the zoning administrator to waive certain child care standards for large multi-family developments—specifically developments of 200 or more units—is not extended to adult day services. It is not uncommon for child care facilities to be integrated into large residential developments. The legislation as filed would not permit adult day services in multi-family developments. Staff is evaluating if there is a key component of the functionality of adult day services that would be incompatible if located with a multi-family development.

### **FISCAL IMPACT RECOMMENDATION**

There is no fiscal impact identified with this amendment.

### **COUNCIL**

The proposed text amendment passed on first reading at the June 16, 2026, Metro Council meeting. The public hearing at Council is scheduled for August 4, 2026, and third reading on August 18, 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 July 23, 2026. In order to provide a recommendation to Council prior to third reading, staff is recommending that the Commission suspend the rules for a full two meeting deferral and consider a one meeting deferral to the August 13, 2026, Planning Commission meeting for consideration. This will delay Planning Commission's recommendation to Council until after the Council public hearing has been held.

### **STAFF RECOMMENDATION**

Staff recommends holding the public hearing and deferring the item to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026

### ORDINANCE NO. BL2026-1433

**An ordinance amending Chapters 2.240, 6.28, and 7.08 and Title 17 of the Metropolitan Code of Laws to replace “day care” uses with “child care” and “adult day services” uses and amend related conditions and standards (Proposal No. 2026Z-013TX-001).**

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

Section 1. That Section 2.240.020 of the Metropolitan Code is amended by deleting Subsection B in its entirety and replacing it with the following:

**B. Child Care:**

1. Permit applications and accompanying departmental reviews for a child care center as defined in Title 17.

Section 2. That Section 2.240.030 of the Metropolitan Code is amended by deleting Subsections C and E in their entirety and replacing them with the following:

- C. Permits for qualifying projects related to affordable housing uses, as defined in this Chapter, shall be prioritized over permits for qualifying projects related to child care uses, as defined in this Chapter.
- E. Each request for prioritization shall be submitted by the applicant prior to or concurrent with plan submission or permit application. For affordable housing projects, the department of planning shall review and certify whether the project meets the criteria set forth in this Chapter. For child care projects, the department of codes administration shall review and certify whether the project meets the criteria set for in this Chapter. Upon certification that a project meets the applicable criteria, the certifying department shall designate the project as such in the appropriate metropolitan government systems. Such designation shall serve as notice to all reviewing departments that the project is entitled to prioritized review.

Section 3. That Subsection 6.28.030.B.2.d of the Metropolitan Code is amended by deleting Subsection i in its entirety and replacing it with the following:

- i. No new STRP permit shall be issued to an applicant whose location is less than one hundred feet from a religious institution, a school or its playground, a park, or a licensed child care use or its playground. Distance shall be measured in a straight line from the closest point of the parcel line of the property for which a STRP is sought to the closest point of the parcel line of the property on which the religious institution, school or its playground, park, or licensed daycare center or its playground is located.

Section 4. That Subsection 7.08.09.A of the Metropolitan Code is amended by deleting subsection 1 in its entirety and replacing it with the following:



## Metro Planning Commission Meeting of 7/23/2026

1. No beer permit shall be issued to an applicant whose location is less than one hundred feet from a place of worship, a school or its playground, a park, a licensed child care use or its playground, or a dwelling for one or two families. One- or two-family dwellings shall not be construed to include house trailers, on wheels or otherwise.
  - a. Exceptions. The minimum distance requirements contained herein shall not be applicable to:
    - i. Any location which is in the DTC or CF zone districts;
    - ii. Establishments which are:
      - (a) located within the urban services district;
      - (b) selling beer for on-premises consumption only; and
      - (c) separated by a state or federal highway consisting of no less than four lanes of traffic excluding parking lanes, from all places of worship, schools or their playgrounds, parks, licensed child care uses or their playgrounds, or dwellings for one or two families that are otherwise less than one hundred feet from such establishments.
    - iii. Retailer on-sale beer permits for any location that is on a lot in the MUL district under the provisions of Title 17 of the Metropolitan Code of Laws so long as:
      - (a) a retailer on-sale beer permit is obtained prior to April 30, 2003;
      - (b) more than fifty percent of the gross sales of said applicant for said location is derived from food sales, excluding sales of alcoholic beverages; and
      - (c) thereafter said permit is held without lapse of more than three hundred sixty-five days, regardless of any change of ownership.
    - iv. Any retailer on-sale beer permit issued to any metropolitan arena. No retailer off-sale beer permit may be issued to any metropolitan arena which does not comply with the minimum distance requirement set forth above. Additionally, all premises which are permitted under these provisions which are arenas for entertainment and sporting events shall provide designated seating which shall be "alcohol free" in the facility for events when beer or other alcoholic beverages are sold;
    - v. A catered event by the holder of a valid caterer's permit issued pursuant to this chapter.
    - vi. Any location for which a beer permit was in effect within three hundred sixty-five days of May 26, 1992, the effective date of the ordinance codified in this subsection A and, further, shall not affect said location thereafter so long as a beer permit is held for that location without lapse of more than three hundred sixty-five days, even if there is a change of ownership of the location or the business thereon;
    - vii. Any retailer special events permit wherein the footprint of the event is less than one hundred feet from a place of worship, a school or its playground, a park, a licensed child care use or its playground, or a dwelling for one or two families, and the metropolitan beer permit board grants an exemption after consideration of rules promulgated by the board.

Section 5. That Subsection 17.04.060 of the Metropolitan Code is amended by deleting the definition of "Day care" in its entirety and replacing it with the following definitions for "Adult day services" and child care" in alphabetical order:

"Adult day services" means the provision of care for five or more individuals eighteen years of age or older, for more than three hours per day but less than twenty-four hours per day, by a provider of such services who is not related to the individuals, pursuant to an individualized plan of care designed to maintain or restore each participant's optimal capacity



## Metro Planning Commission Meeting of 7/23/2026

for self-care through medical or social services. These classes are referenced:

1. Adult day services home-Small: Five through seven individuals;
2. Adult day services home-Large: Eight through twelve individuals;
3. Adult day services center-Up to 50: Thirteen through fifty individuals;
4. Adult day services center-Over 50: More than fifty individuals;

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

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

Section 6. That the Zoning District Land Use Table in Section 17.08.030 of the Metropolitan Code is amended as shown in Exhibit A.

Section 7. That Subsection 17.16.035 of the Metropolitan Code is amended by deleting it in its entirety and replacing it with the following:

17.16.035 - Institutional uses.

(Refer to zoning district land use table)

A. Adult Day Services Center-Up to 50.

1. Outdoor Space. If outdoor space is provided, it shall be attached to the adult day services structure and kept clean, safe, and free from hazards and offensive odors.
2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
3. Lot Size. The lot shall conform to the minimum lot size of the zoning district.

B. Adult Day Services Center-Over 50.

1. Outdoor Space. If outdoor space is provided, it shall be attached to the adult day services structure and kept clean, safe, and free from hazards and offensive odors.
2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
3. Lot Size. The lot shall conform to the minimum lot size of the zoning district.

C. Adult Day Services Home-Small.

1. Outdoor Space. If outdoor space is provided, it shall be attached to the adult day services structure and kept clean, safe, and free from hazards and offensive odors.



## **Metro Planning Commission Meeting of 7/23/2026**

2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
- D. Adult Day Services Home-Large
1. Outdoor Space. If outdoor space is provided, it shall be attached to the adult day services structure and kept clean, safe, and free from hazards and offensive odors.
  2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
- E. Child Care Center-Up to 50.
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the child care structure in a manner which minimizes noise impacts on neighboring residences.
  2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
  3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
  4. Lot Size. The lot shall conform to the minimum lot size of the zoning district.
- F. Child Care Center-Over 50.
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the child care structure in a manner which minimizes noise impacts on neighboring residences.
  2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
  3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
  4. Lot Size. The lot shall conform to the minimum lot size of the zoning district.
- G. Child Care Home-Small.
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the child care structure in a manner which minimizes noise impacts on neighboring residences.
  2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
  3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
- H. Child Care Home-Large
1. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the child care structure in a manner which minimizes noise impacts on neighboring residences.



## Metro Planning Commission Meeting of 7/23/2026

2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.

Section 8. That Subsection 17.16.090.I of the Metropolitan Code is amended by deleting Subsection 1 in its entirety and replacing it with the following:

1. No sex club shall be located within one thousand feet (measured property line to property line) of a residence, community education facility, child care use, park, or religious institution.

Section 9. That Section 17.16.170 of the Metropolitan Code is amended by deleting Subsection C in its entirety, adding the following as new Subsections A and B, and renumbering subsequent subsections accordingly:

- C. Adult Day Services Center. Adult day services centers shall be classified according to the ranges below. For existing facilities in residential zone districts, a special exception permit shall be required for any proposed increase which upgrades the classification.
  1. Adult Day Services Center-Up to 50.
    - a. Lot Size. The minimum lot size shall be the same as the base zoning.
    - b. Street Standard. At a minimum, driveways shall meet one of the following conditions:
      - i. access on a collector street.
      - ii. access on any street, except a minor local street, where the lot is located at the intersection of a local street and an arterial or collector street.
    - c. Landscape Buffer Yard. Where the adult day services center abuts a residential zone district or district permitting residential use, there shall be screening in the form of landscape buffer yard Standard C along common property lines.
    - d. Spacing. No such use shall locate on the same local street within 600 feet as another adult day services home or adult day services center, measured in a direct line from property line to property line and including any public right-of-way.
    - e. Outdoor Space. If outdoor space is provided, it shall be attached to the adult day services structure and kept clean, safe, and free from hazards and offensive odors.
    - f. States Regulation. All requirements of the state that pertain to the use and operation of the facility shall be met.
  2. Adult Day Services Center-Over 50. Such use shall be permitted only if the site satisfies the development standards of subitem 1 of this Subsection above (Adult day services center-Up to 50); receives a favorable recommendation from the metropolitan traffic engineer; and:



## Metro Planning Commission Meeting of 7/23/2026

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

Section 10. That Section 17.16.260 of the Metropolitan Code is amended by deleting subsections A, D, and E in their entirety, adding the following as new Subsections A, B, and C, and renumbering subsequent subsections appropriately:



## Metro Planning Commission Meeting of 7/23/2026

### A. Child Care Home-Small.

1. Applicability. The use shall only be permitted in an occupied residence or as an accessory to another institutional use.
2. Play Area. If an outdoor play area is provided, it shall be fenced and attached to the day care structure in a manner which minimizes noise impacts on neighboring residences.
3. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
4. Lot Area. A child care home may be an accessory use on a legally created lot that contains less than the minimum lot area required by the zoning district, provided the lot contains a minimum area of three thousand seven hundred fifty square feet.

### B. Child care home-Large

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

C. Child Care-Parents Day Out. Child care for pre-teenage children, for not more than twelve hours in any one week, shall be an accessory use to any institutional principal use.

Section 11. That Table 17.20.030: Parking Requirements is amended as shown in Exhibit B.

Section 12. That Subsection 17.36.260.B of the Metropolitan Code is amended by deleting Subsection 3 in its entirety and replacing it with the following:

3. A child care use;

Section 13. 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 14. That this ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.



## **Metro Planning Commission Meeting of 7/23/2026**

INTRODUCED BY:

---

Joy Styles  
Member of Council



**SEE NEXT PAGE**



**NO SKETCH**



## Metro Planning Commission Meeting of 7/23/2026

### Item #13

#### Project Name

#### Council Bill No.

#### Council District

#### School District

#### Requested by

### Text Amendment 2026Z-014TX-001

#### Housekeeping Amendments

BL2026-1488

Countywide

Countywide

Councilmember Rollin Horton

#### Deferral/MPC Rules and Procedures

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

#### Staff Reviewer

Shane

#### Staff Recommendation

*Approve a substitute ordinance.*

---

### APPLICANT REQUEST

**Amend Title 17 of the Metropolitan Code of Laws to correct unintended errors within the land use tables related to the adoption of BL2025-908 and BL2025-909.**

### PROPOSED AMENDMENT TO TITLE 17

With the adoption of BL2025-908, Beer and Cigarette Market use conditions, and BL2025-909, Commercial Compatibility Overlay, certain land use table updates were not properly carried forward or were inadvertently modified. The proposed amendment does not introduce new changes. Instead, it corrects the Code to accurately reflect the legislative intent and Planning Commission recommendations associated with those two bills.

### SUMMARY

This amendment restores the intended use permissions that were approved in BL2025-908 but not carried into the Code after BL2025-909 was adopted. Specifically, it removes beer and cigarette market as a permitted with conditions (PC) use in Mixed Use Neighborhood (MUN), Office/Residential Intensive (ORI), and Commercial Neighborhood (CN) districts (as adopted in 908). It changes beer and cigarette market from permitted (P) to PC in Mixed Use Limited (MUL), Mixed Use General (MUG), Mixed Use Intensive (MUI), Commercial Limited (CL), Commercial Service (CS), Commercial Attraction (CA), Commercial Core Frame (CF), Downtown Code (DTC), and Shopping Center Regional (SCR) districts. It removes this use as an accessory (A) use in Office Limited (OL), Office General (OG), and Office/Residential (OR) office districts. It also changes the use back from PC to P in industrial zoning districts.

Errors being corrected that relate to BL2025-909 (Commercial Compatibility Overlay) include:

- Automobile repair was incorrectly changed from PC to P in CS districts;
- Automobile service and liquor sales were mistakenly shown as P in Shopping Center Neighborhood (SCN) districts, though they were not previously permitted and were not intended to be; and



## **Metro Planning Commission Meeting of 7/23/2026**

- Commercial amusement and bar or nightclub uses were inadvertently omitted from the land use table, despite the overlay applying conditions to these uses. The amendment restores these uses to the table with the appropriate superscript to reference overlay conditions.

The substitute proposed by staff corrects two errors in the filed ordinance:

- Bar or nightclub is restored as a permitted use within the industrial districts.
- Uses within CF zoning are given the Commercial Compatibility Overlay superscript as originally intended to show that the conditions of this overlay apply to these uses within that zoning district.

### **ANALYSIS**

The proposed amendments to Title 17 of the Metropolitan Code are housekeeping in nature and only intended to correct previous errors or omissions. There are no changes to any requirements or to how the Code is to be interpreted.

### **FISCAL IMPACT RECOMMENDATION**

There is no fiscal impact identified with this amendment.

### **COUNCIL**

The proposed text amendment passed on first reading at the July 7, 2026, Metro Council meeting. The public hearing at Council is scheduled for August 4, 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 July 23, 2026. Given the housekeeping nature of this amendment and that the proposed legislation does not change the standards or application of the Code, staff is recommending that the Commission suspend the rules for a second hearing at the Planning Commission. If the rules are not suspended then this item will need to be deferred to the August 27, 2026, Planning Commission meeting for consideration.

### **STAFF RECOMMENDATION**

Staff recommends approval of a substitute ordinance.



## **Metro Planning Commission Meeting of 7/23/2026**

### **PROPOSED SUBSTITUTE ORDINANCE NO. BL2026-1488**

**An ordinance amending Chapter 17.08 of the Metropolitan Code of Laws to modify the Zoning District Land Use Table to reflect recent amendments to the Zoning Code (Proposal No. 2026Z-014-TX-001).**

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

Section 1. That the Zoning District Land Use Table in Section 17.08.030 of the Metropolitan Code is amended as shown in Exhibit A:

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

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

INTRODUCED BY:

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Rollin Horton  
Member of Council



# Metro Planning Commission Meeting of 7/23/2026

## Proposed Substitute Exhibit A

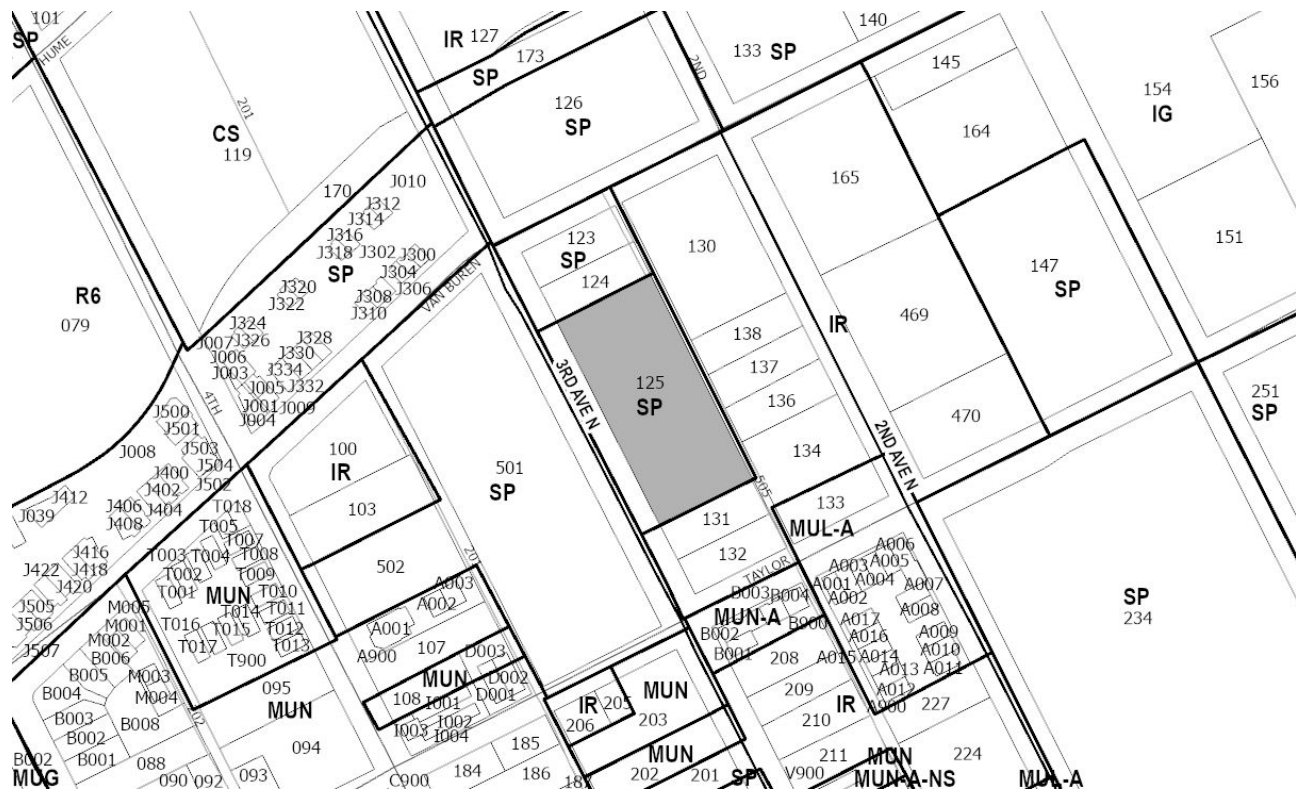
|                                                                                                                                                    |                                               |                                             |                                               |                                             |    |                  |                  |                                  |                                     |                                         |                                         |                                         |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------------|----|------------------|------------------|----------------------------------|-------------------------------------|-----------------------------------------|-----------------------------------------|-----------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|
| Key:<br>P-Permitted<br>PC-Permitted w/ conditions*<br>SE-Special exception*<br>A-Accessory*<br>O-Overlay<br>* Refer to Chapter 17.16 for standards | MUN,<br>MUN-NS,<br>MUN-A,<br>and MUN-<br>A-NS | MUL, MUL-<br>NS, MUL-<br>A, and<br>MUL-A-NS | MUG,<br>MUG-NS,<br>MUG-A,<br>and MUG-<br>A-NS | MUI, MUI-<br>NS, MUI-A,<br>and MUI-A-<br>NS | ON | OL               | OG and<br>OG-NS  | OR20<br>through<br>OR40-A-<br>NS | ORI, ORI-<br>NS, ORI-A,<br>ORI-A-NS | CN, CN-<br>NS, CN-A,<br>and CN-A-<br>NS | CL, CL-<br>NS, CL-A,<br>and CL-A-<br>NS | CS, CS-<br>NS, CS-A,<br>and CS-A-<br>NS | CA and<br>CA-NS  | CF and<br>CF-NS  | North            | South            | East             | West             | Central          | SCN and<br>SCN-NS | SCC and<br>SCC-NS | SCR and<br>SCR-NS | IWD              | IR               | IG               |
| Office Uses:                                                                                                                                       |                                               |                                             |                                               |                                             |    |                  |                  |                                  |                                     |                                         |                                         |                                         |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |
| Alternative financial services                                                                                                                     | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>                 | PC <sup>MA</sup>                    |                                         | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> |                  |                  |                  |                  |                  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> |                  |                  |
| Commercial Uses:                                                                                                                                   |                                               |                                             |                                               |                                             |    |                  |                  |                                  |                                     |                                         |                                         |                                         |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |
| Automobile repair                                                                                                                                  |                                               |                                             |                                               |                                             |    |                  |                  |                                  |                                     |                                         |                                         | PC <sup>MA</sup> PC <sup>MA</sup>       |                  |                  |                  | PC <sup>MA</sup> |                  |                  |                  |                   |                   |                   | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| Automobile service                                                                                                                                 |                                               |                                             | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    |                  |                  |                                  |                                     |                                         | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| Bar or nightclub                                                                                                                                   | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    |                  |                  |                                  | PC <sup>MA</sup>                    | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| Beer and cigarette market                                                                                                                          | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>                 | PC <sup>MA</sup>                    | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| Commercial Amusement (inside)                                                                                                                      | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    |                  |                  |                                  | PC <sup>MA</sup>                    | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| Liquor Sales                                                                                                                                       |                                               |                                             | PC <sup>MA</sup>                              | PC <sup>MA</sup>                            |    |                  |                  |                                  | PC <sup>MA</sup>                    |                                         | PC <sup>MA</sup>                        | PC <sup>MA</sup>                        | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup>  | PC <sup>MA</sup> | PC <sup>MA</sup> | PC <sup>MA</sup> |
| MA Uses located within the commercial compatibility overlay shall be regulated by Section 17.36.760 and Section 17.36.770                          |                                               |                                             |                                               |                                             |    |                  |                  |                                  |                                     |                                         |                                         |                                         |                  |                  |                  |                  |                  |                  |                  |                   |                   |                   |                  |                  |                  |



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



### 2020SP-037-003

1414 3<sup>rd</sup> AVENUE NORTH (AMENDMENT)

Map 082-09, Parcel(s) 125

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 7/23/2026

### Item #14

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2020SP-037-003

#### 1414 3<sup>rd</sup> Avenue North (Amendment)

19 – Kupin

5 – Fayne

Smith Gee Studio LLC, applicant; FFN1414 LLC, owner.

#### Staff Reviewer

Konigstein

#### Staff Recommendation

Approve with conditions and disapprove without all conditions.

---

### APPLICANT REQUEST

#### Amend a Specific Plan.

#### SP Amendment

A request to amend a Specific Plan for the property located at 1414 3rd Avenue North, approximately 125 feet southeast of the corner of Van Buren Street and 3rd Avenue North, zoned Specific Plan (SP) (0.95 acres), to permit a mixed-use development.

#### **Existing Zoning**

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

#### **Proposed Zoning**

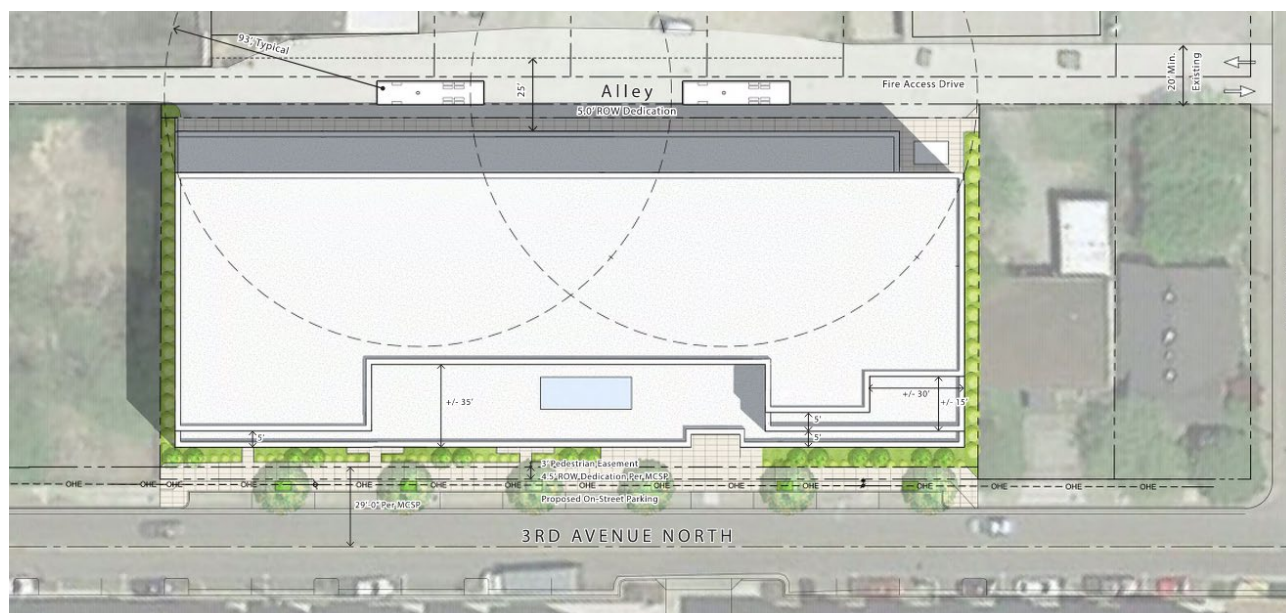
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition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

### 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.



## Metro Planning Commission Meeting of 7/23/2026



**Proposed Site Plan**



**Proposed Rendering**



## **Metro Planning Commission Meeting of 7/23/2026**

### **SITE CONTEXT AND PLAN DETAILS**

The site is approximately one acre and is located east of 3<sup>rd</sup> Avenue, north of Taylor Street and south of Van Buren Street in Germantown. The site is currently vacant. The site has frontage on 3<sup>rd</sup> Avenue North which is classified as an Arterial Boulevard in the Major and Collector Street Plan. Surrounding zoning districts include Industrial/Restrictive (IR), SP, and One- and Two-family residential (R6). There are a variety of surrounding land uses including multi-family residential, industrial, institutional, and vacant land.

In February 2021, Metro Council approved a preliminary SP (2020SP-037-001; BL2020-569) on the subject site to permit a seven-story mixed-use development that included a maximum of 103 multi-family units, and 2,000-10,000 square feet of non-residential uses as permitted by MUG-A, with short term rental property – owner occupied and not-owner occupied uses being prohibited. The non-residential portion of the plan was limited to the first floor of the building. The multi-family units comprising the rest of the building were located on the upper floors. The second floor and above included a 10 foot building step back from the front façade of the ground floor. The plan also included a ground floor minimum floor-to-floor height of 14 feet, a build-to-zone, quality building materials, and glazing minimums for the ground floor to ensure the ground floor enhances mixed use neighborhood context with a pedestrian friendly environment.

The site plan included one level of underground parking, and a partial level of above ground parking as well as limiting vehicular access from the alley. A final site plan application, case 2020SP-037-002 was approved in August 2023. Since then, no development has occurred on the site.

### **ANALYSIS**

The SP amendment proposes to increase the maximum amount of multi-family units from 103 to 155 while maintaining the same amount of non-residential square footage and the seven-story height originally approved. Short term rental owner-occupied and non-owner occupied uses remain as prohibited uses with the amendment. Minimal changes to the remainder of the SP are proposed in the form of updated materials notes, revised stepback standards, and modified massing.

The amendment continues to meet policy goals through a mixed-use building that enhances the mixed-use neighborhood through a high-quality pedestrian environment. Access remains from the alley only, ensuring the pedestrian environment on 3rd Avenue is protected from vehicular entrances. The ground floor design elements are intended to engage pedestrians through the inclusion of ample glazing, porches, and landscaped areas. On-street parking on 3rd Avenue North remains a component of the plan.

Per T4 MU policy guidance, 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 stepbacks to mitigate increased building heights. Prominence of a particular intersection or street segment, proximity to transit, a building's contribution to the public realm through pedestrian-friendly streetscapes, and ability to provide light and air between buildings in the public realm are considered.



## **Metro Planning Commission Meeting of 7/23/2026**

The height is proposed to remain at seven stories and continues to be appropriate per policy guidance in limited instances such as this. The site's location relative to other buildings in the mixed-use neighborhood, location on an Arterial-Boulevard as identified by the MCSP, and engagement with the pedestrian realm through design are maintained. The modified massing proposed for the building to allow for light and air to permeate into the pedestrian realm, and use of high-quality materials contribute to high-quality design.

The proposed amendment aligns with the goals of the T4 MU policy as it continues to provide various uses consistent with the policy and brings the site closer to the policy intent by providing a mix of uses and an urban form consistent with the policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

Limited building design, construction, or occupancy details are provided for review. Changes to the site, building or both may be necessary to comply with fire and building code requirements

### **WEGO RECOMMENDATION**

#### **Approve with conditions**

- Development to relocate and upgrade southbound bus stop to 3rd Ave N & Taylor St, to be an in-lane local service shelter type bus stop with appurtenances and in accordance with PROWAG, the plans, WeGo Transit Design Guidelines and as follows:
- The bus stop passenger waiting pad must be a minimum of 35 ft x 8 ft x 6 in concrete behind tangent curb. Pad must be flushed with curb and with sidewalk. The pad shall be on a bulb-out to ensure buses stop in-lane, and shall be integrated with the crosswalk at 3rd and Taylor.
- Bus stop must be completed prior to any occupancy or use of first phase to be constructed.
- Developer must liaise and reach agreement with WeGo [Philip.randall@nashville.gov](mailto:Philip.randall@nashville.gov) on all WeGo conditions prior to next SP case, again prior to building permit issue and again prior to finalization of construction drawings.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **NASHVILLE DOT ROADS RECOMMENDATION**

#### **Approve with conditions**

- Per previous conditions: Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, with a final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. A private hauler will be required for waste/recycle disposal. At building permit, Provide record to NDOT on site plan of a cross access agreement in place for fire truck turning movement in the alley. Alley paving shall be to CL of existing alley ROW. 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.



## **Metro Planning Commission Meeting of 7/23/2026**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Per TIS, & Preliminary SP Requirements, prior to final building permit approval, the applicant shall provide a contribution of \$50,000 to NDOT. This Contribution shall be utilized for Traffic, Infrastructure, and/or Multimodal Improvements within the vicinity of the development.
- All Previous NDOT Traffic and Parking Conditions Apply.
- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.

### **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.

### **ANTICIPATED TRIP CALCULATIONS**

With a proposal of 155 multi-family residential units, 5,000 square feet of restaurant, and 5,000 square feet of retail, the proposed development is estimated to have an increase of 1,073 daily weekday trips with 75 AM peak hour trips and 82 PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed SP-MU district: 7 Elementary 6 Middle 5 High**

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 155 multi-family residential unit and a maximum of 10,000 square feet of non-residential use as permitted by the MUG-A zoning



## Metro Planning Commission Meeting of 7/23/2026

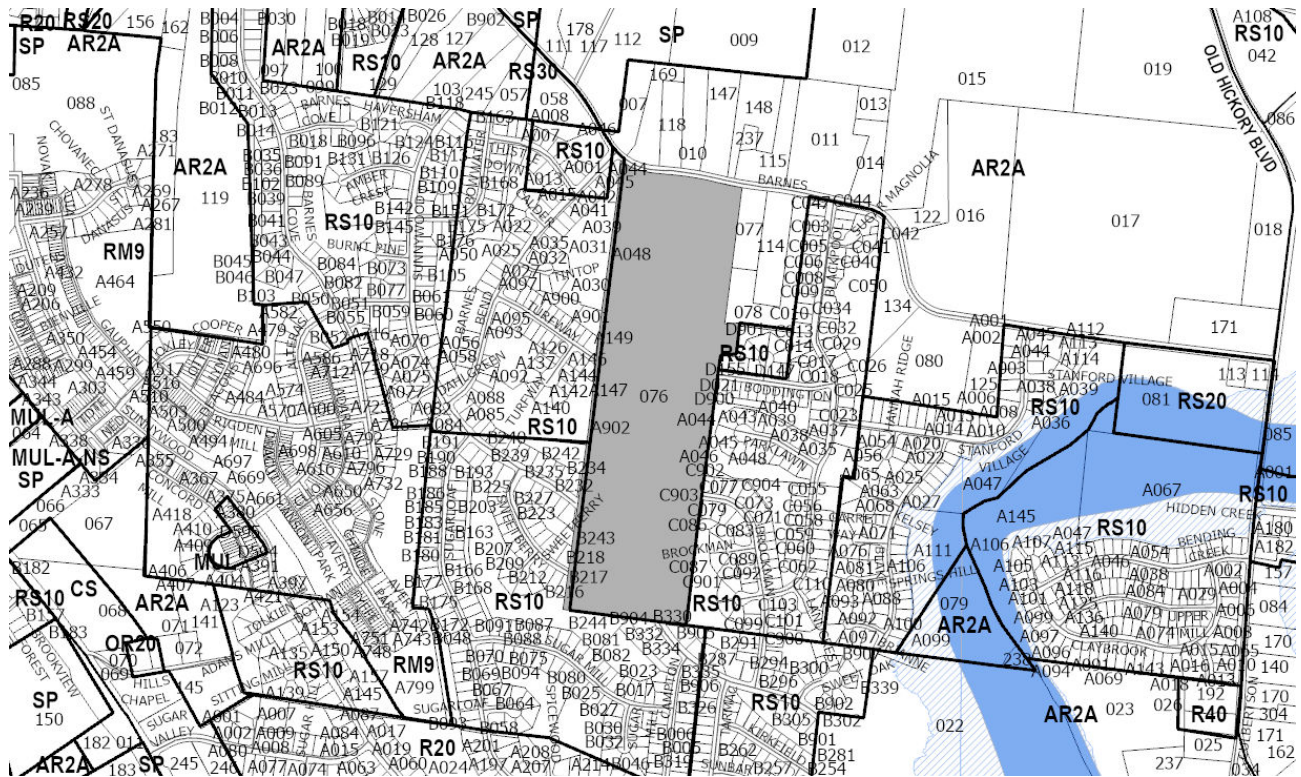
- district. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
2. There shall be a minimum of 2,000 square feet of non-residential uses included on the ground floor.
  3. On the corrected copy, remove the last bullet point under “Other Considerations” on page 15.
  4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
  5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
  6. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
  7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
  8. Comply with all conditions and requirements of Metro reviewing agencies.
  9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
  10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
  11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026SP-018-001**

**ELAM STATION**

Map 173, Parcel(s) 076

12, Southeast

31 (John Rutherford)



## Metro Planning Commission Meeting of 7/23/2026

### Item #15

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2026SP-018-001

#### Elam Station SP

31 – Rutherford

02 – Elrod

Land Solutions Company, LLC applicant; Elam Family Trust, owners.

#### Staff Reviewer

Garland

#### Staff Recommendation

*Defer to the August 13, 2026, Planning Commission meeting.*

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### APPLICANT REQUEST

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

#### Preliminary SP

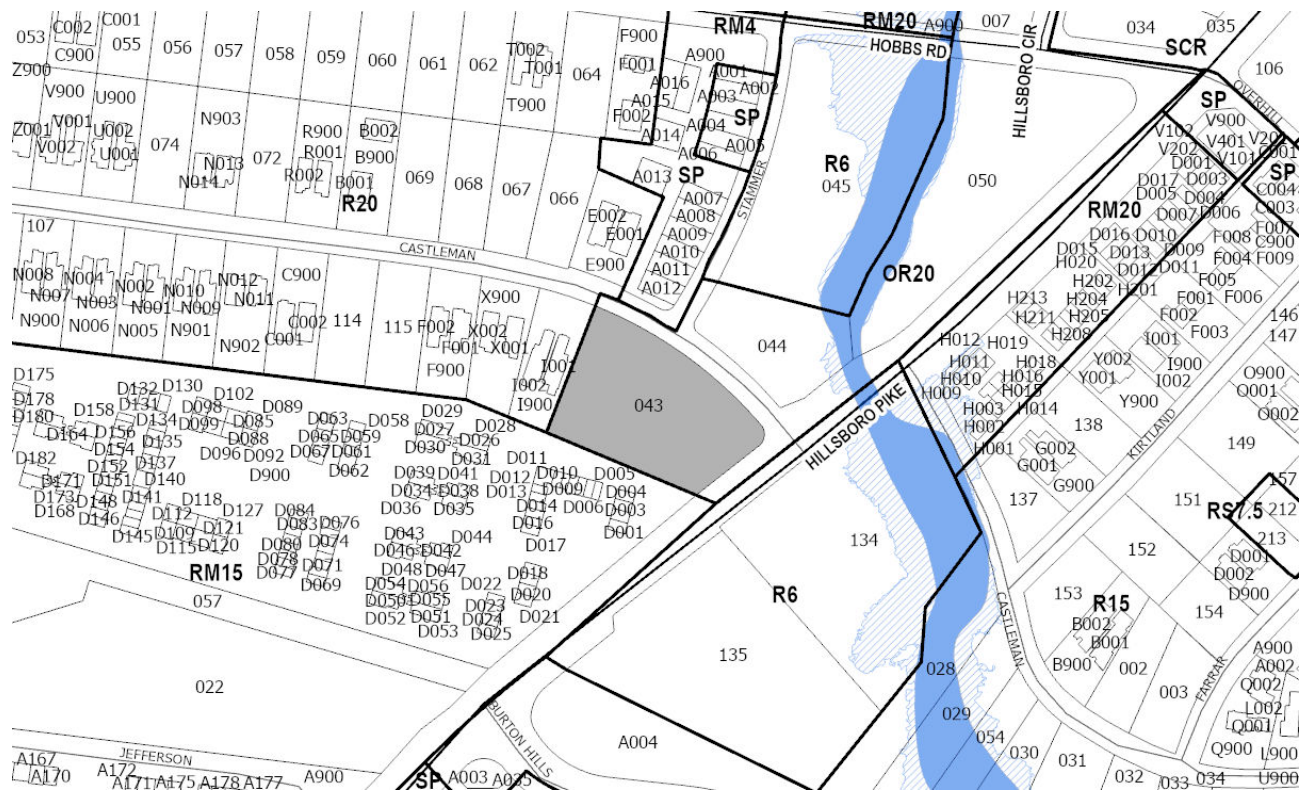
A request to rezone from Agricultural Residential (AR2a) to Specific Plan (SP) zoning for properties located at 1065 Barnes Road, approximately 54 feet east of Barnes Bend Drive (55.6 acres), to permit 110 multi-family residential units and 77 single-family lots.

### STAFF RECOMMENDATION

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026SP-028-001**  
4301 HILLSBORO PIKE SP  
Map 131-02, Parcel(s) 043  
10, Green Hills – Midtown  
34 (Sandy Ewing)



## Metro Planning Commission Meeting of 7/23/2026

### Item #16

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2026SP-028-001

#### 4301 Hillsboro Pike SP

34 - Ewing

05 – O'Hara Block

Smith Gee Studio, applicant; Continental Plaza Office Bldg., owner.

#### Staff Reviewer

Marton

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

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

#### Preliminary SP

A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning for property located at 4301 Hillsboro Pike, located at the corner of Castleman Drive and Hillsboro Pike, to permit a mixed-use development (2.23 acres).

#### **Existing Zoning**

Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 44 units.*

#### **Proposed Zoning**

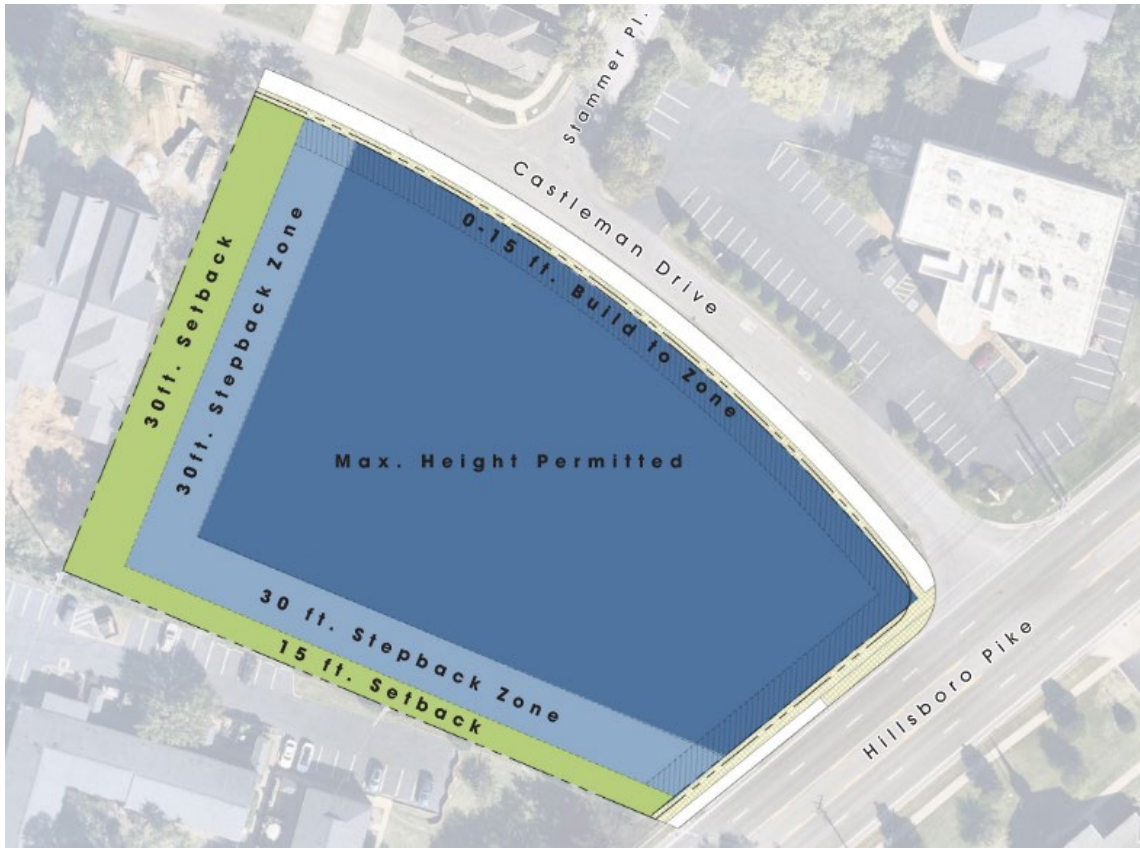
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential, office, and commercial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

### GREEN HILLS – MIDTOWN COMMUNITY PLAN

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



## Metro Planning Commission Meeting of 7/23/2026



| BULK STANDARDS TABLE                                    |                                                                                           |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Maximum FAR                                             | 3.0                                                                                       |
| Maximum ISR                                             | 0.9                                                                                       |
| Density                                                 | Non-residential = 291,400 sf max.<br>Residential = 300 units max.                         |
| Build-to-zone                                           | 0 -15 feet                                                                                |
| Building Stepback abutting Residential Zoning Districts | 30 ft. min. measured from the required setback lines                                      |
| Max. Height in Stepback Zones                           | Office Use = 4 Stories<br>Residential Use = 5 Stories<br>Overall Height in Feet = 50 feet |
| Max. Overall Height                                     | Office Use = 5 Stories<br>Residential Use = 6 Stories<br>Overall Height in Feet = 75 feet |
| Side Setback                                            | 15 feet min.                                                                              |
| Rear Setback                                            | 30 feet min.                                                                              |
| Side Landscape Buffer                                   | Per MUL-A Requirements                                                                    |
| Rear Landscape Buffer                                   | Per MUL-A Requirements                                                                    |

### Regulatory Plan and Bulk Standards



## **Metro Planning Commission Meeting of 7/23/2026**

### **PLAN DETAILS**

#### **Site Context**

The subject site consists of one parcel, totaling 2.23 acres, located at the intersection of Castleman Drive and Hillsboro Pike. The property has an existing 3 story office building and has been zoned Office Residential (OR20) since 1998. The site currently has access along Castleman Drive and Hillsboro Pike. Castleman Drive is classified as a local street, while Hillsboro Pike is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

Surrounding parcels are zoned One and Two-Family Residential (R20), Multi-Family Residential (RM15), Office/Residential (OR20) and Specific Plan. Surrounding uses include single-family residential, two-family residential, multi-family residential to the west and south, and office, assisted living, and church to the north and east. The Stammer Park SP to the north (2005SP-099-001) was originally approved in 2006 and amended in 2012 and permits a total of 16 units.

#### **Regulatory Plan**

The proposed SP permits a mixed-use development through a regulatory plan. The SP would permit a mixed-use development with a maximum of 300 residential units and a maximum of 291,400 square feet of non-residential uses. The plan lists various permitted uses including residential, office, medical, commercial, and others as described in the regulatory plan. The overall maximum building height is 75 feet, with stepbacks required for heights above 50 feet. The plan includes setback and stepback requirements along adjacent property boundaries, limits vehicular access to Castleman Drive, and provides parking screening and liner requirements. Additionally, the plan includes a requirement for the ground level of the development to include a minimum of 50 percent non-residential uses along Castleman and Hillsboro Pike. Along Castleman Drive and Hillsboro Pike, the plan will provide right-of-way dedication and streetscape improvements per the MCSP and local street standards. Along the side and rear property lines, the plan will provide landscape buffer yards per the MUL-A zoning district requirements.

### **ANALYSIS**

The site is located within the District Employment Center policy area which intends to enhance and create concentrations of employment that are often in a campus-like setting. Within District Employment Center areas, a mixture of office and commercial uses are generally present including secondary and supportive uses such as retail, restaurant, services, and medium to high density residential development. The SP aligns with the goals of the policy by proposing a mixed-use development at the site with allowances for both high density residential uses and various non-residential uses. As the site is located adjacent to lower intensity policy areas in the T3 Suburban Residential Corridor policy to the south and T3 Neighborhood Maintenance policy to the west, the plan provides several design standards to provide transitions in height and landscaping which aligns with the transitioning goals of the policy. The plan meets the general building form and site design goals of the policy by allowing for moderate to high lot coverage, moderate building height and appropriate setbacks, and requirements for parking that minimize visibility from public streets. Additionally, the plan will provide MCSP improvements along the site frontage which will increase the level of pedestrian connectivity to the site and the surrounding areas. Overall, the proposed plan is consistent with the D EC policy in this location.



## **Metro Planning Commission Meeting of 7/23/2026**

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **WEGO PUBLIC TRANSIT RECOMMENDATION**

**Approve with conditions**

- Developer shall provide an in-lane local service bus stop with appurtenances on project frontage, located as per plans.
- As per the MMTA coordination that has already taken place, Developer shall ensure that pedestrian and transit planning on and around the site shall accommodate convenient and safe access to a future pair of bus stops, including planning for the provision of a crosswalk over Hillsboro Pike conveniently linking the development to the likely location of an eastbound bus stop.
- Developer shall acknowledge that further provision of pedestrian and transit facilities may be required of this development.
- Developer shall coordinate and reach agreement with WeGo [Robert.Johnson@Nashville.gov](mailto:Robert.Johnson@Nashville.gov) about transit improvements and the MMTA prior to MMTA finalization and prior to approval of the next SP case.

### **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.

### **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.
- Any site access ramps proposed should align with existing, opposite private drives or existing, opposite street intersections.
- All existing ROW frontages should adhere to the Major Collector Street Plan(MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. Coordinate w/ metro planning on MCSP requirements along existing ROW



## Metro Planning Commission Meeting of 7/23/2026

frontages. 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. A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW.
- 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 ([solidwastereview@nashville.gov](mailto:solidwastereview@nashville.gov)).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Comply w/ NDOT traffic comments/conditions of approval.

### NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- 1. An MMTA has been scoped for this development and will be submitted NDOT for review prior the Final SP submittal.
- 2. Any Developer Mitigations derived from the analysis within the MMTA shall be reflected on the Final SP Site Plan. These mitigations may include and are not limited to:
  - [2a] Vehicular Traffic Improvements (Turn Lane additions, Signal Retimings)
  - [2b] Pedestrian Improvements (sidewalks, ADA ramp, crosswalks and signage along Hillsboro Pike and within the project vicinity).
  - [2c] Signal Warrant & Proportional Contribution at the Intersection of Hillsboro Pike & Castleman Drive.
- 3. No driveway/vehicular access point(s) shall be permitted on Hillsboro Pike. All Vehicular access points shall be located along Castleman Drive and shall comply with NDOT's Access Management Manual.
- 4. Parking for this development shall be per metro code, this may include the utilization of a Shared Parking which shall be set by a Shared Parking Study Pursuant to Metro Code 17.20.100
- 5. MCSP requirements shall all be met along Hillsboro Pike and Castleman Drive.
- 6. The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



## **Metro Planning Commission Meeting of 7/23/2026**

### **TRAFFIC TABLE**

The proposed rezoning from OR20 to SP is estimated to have an increase of 8,122 daily weekday trips, including 330 more AM peak hour trips and 790 PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

Given the mix of uses permitted by the existing OR20 zoning districts and the proposed SP-MU zoning district, the number of residential units possible now and ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend Julia Green Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. Julia Green Elementary School is identified as exceedingly over capacity while John Trotwood Moore Middle School is identified as being under capacity and Hillsboro High School is identified as being under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 300 multi-family residential units and a maximum of 291,400 square feet of non-residential uses as specified in the plan. Short term rental property, owner occupied, and short term rental property, not owner occupied, shall be prohibited.
2. On the corrected copy, update the fallback zoning of Note #1 to MUL-A.
3. On the corrected copy, update landscape buffers in the bulk standards table to, "Side Landscape Buffer (South): 10' B-3" and "Rear Landscape Buffer (West): 20' C-3.
4. On the corrected copy, update the setback requirements in the bulk standards table to, "Side setback (South): 15' minimum" and "Rear Setback (West): 30' minimum".
5. On the corrected copy, remove the language in standard #3 and replace with the following: Surface parking shall be located to the side or rear of the development. Screening of parking areas shall be provided per Chapter 17.24 of the Metro Code. Above grade structured parking shall be screened with a liner use of a minimum depth of 20' on all floors along public street frontages. Structured parking façades facing side and rear property lines shall architecturally integrate with the primary building by extending the primary exterior materials, architectural articulation, and opening proportions and rhythm across the garage. Final architectural elevations and material specifications shall be reviewed and approved by Metro Planning staff with the Final SP.
6. On the corrected copy, remove the language in standard #4 and replace with the following: Parking shall meet non-UZO parking requirements of the Code. Shared parking is available per the requirements of Section 17.20.100. Offsite parking may be permitted with offsite parking agreements in place. Parking across Hillsboro Pike may be allowed with approval from Planning and NDOT if appropriate signalization or pedestrian infrastructure is in place.
7. On the corrected copy, remove the language in standard #7 and replace with the following: Right-of-way dedication and road improvement details shall be provided per the Major and Collector Street Plan (MCSP) along Hillsboro Pike and local street standard along Castleman



## Metro Planning Commission Meeting of 7/23/2026

Drive. With the final site plan, identify and dimension areas to clearly show full road improvements.

8. On the corrected copy, remove building design standard #11.c. and replace with the following: Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
9. On the corrected copy remove standard #13 and replace with the following: At the time of final site plan submittal, developer shall provide a pedestrian connection to the southern boundary with the Georgetown Condos development (131010D90000CO). The connection is contingent upon mutual agreement and easement coordination with the Georgetown Condo Association. If the easement cannot be established, Planning may remove this requirement for connection or work on an alternate approach. Any agreed-upon connections shall be located within a recorded easement.
10. On the corrected copy, remove standard #14 and replace with the following: Landscaping and TDU requirements per Chapter 17.24 of the Metro Zoning Code. All buffer and screening details for the required buffer areas shall be provided with the landscape plan included with the final site plan.
11. On the corrected copy, remove conditions 4a and 4b under Artisan Manufacturing in the Land Use Table.
12. On the corrected copy, add the following standard under the SP Regulations: Outdoor storage for any permitted use shall be prohibited.
13. On the corrected copy, add the following standard under the SP regulations: No service door openings or loading docks shall face public streets.
14. Finalization of all offsite traffic and transit requirements will be determined at final SP and included in an approved MMTA.
15. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
16. Comply with all conditions and requirements of Metro Reviewing Agencies.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
18. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
19. 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.
20. 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.
21. No master permit/HPR shall be recorded prior to final SP approval.
22. Final plat may be required prior to permitting.
23. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of



## **Metro Planning Commission Meeting of 7/23/2026**

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

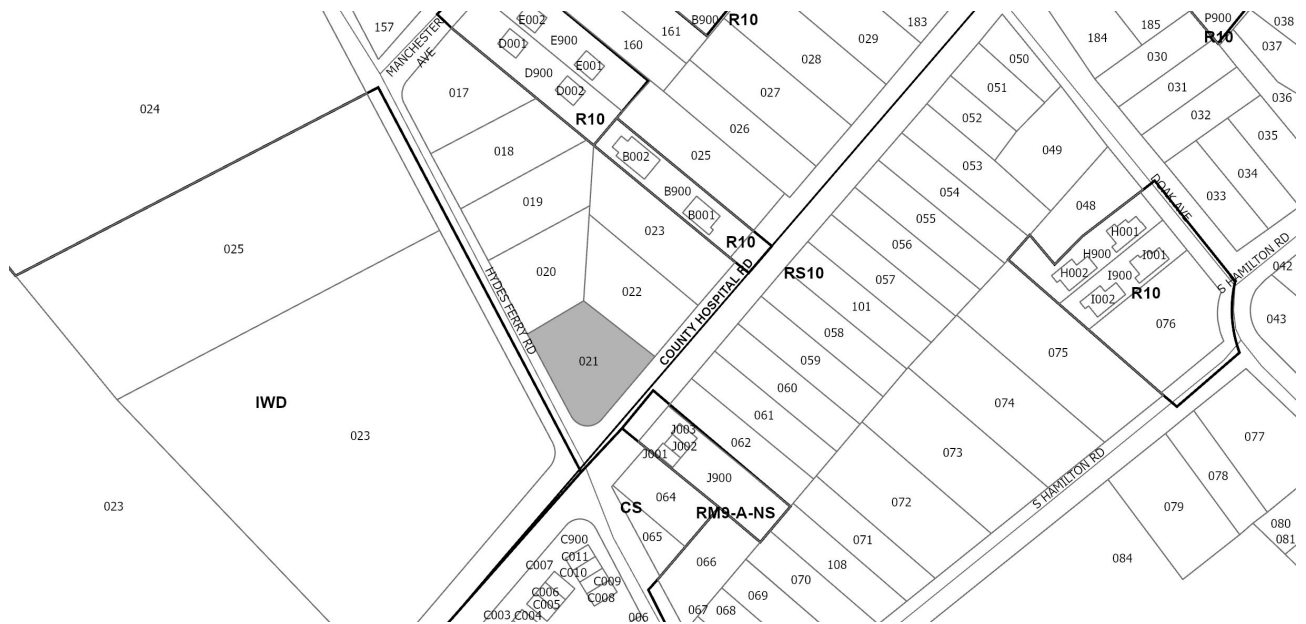
24. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026SP-030-001**

1701 COUNTY HOSPITAL ROAD

Map 080-04, Parcel(s) 021

03, Bordeaux–White Creek–Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/23/2026

### Item #17

#### Project Name

#### Council District

#### School District

#### Requested by

### Specific Plan 2026SP-030-001

#### 1701 County Hospital Road

01 – Kimbrough

01 – Taylor

Dale and Associates, Inc., applicant; Anchor Homes, LLC, owner.

#### Staff Reviewer

Dhital

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

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### APPLICANT REQUEST

**Preliminary SP to permit six multi-family residential units.**

#### Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 1701 County Hospital Road, at the northwest corner of Hydes Ferry Road and County Hospital Road, to permit six multi-family residential units (0.38 acres),

#### **Existing Zoning**

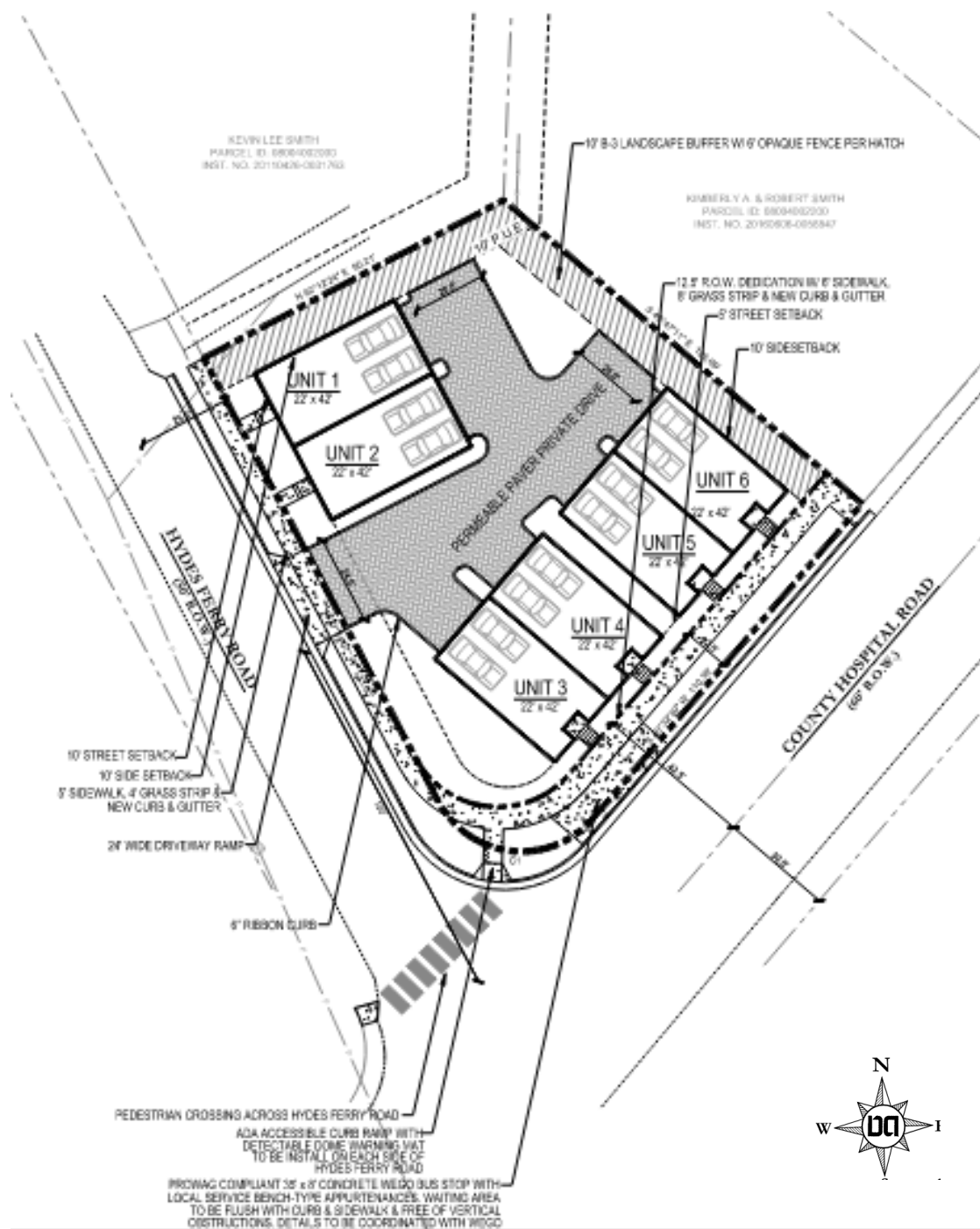
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of one lot.*

#### **Proposed Zoning**

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

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

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



## Proposed Plan



## **Metro Planning Commission Meeting of 7/23/2026**

### **SITE CONTEXT**

The subject site consists of one property, totaling 0.38 acres, located at the northwest corner at the intersection of County Hospital Road and Hydes Ferry Road. The property has been zoned RS10 since 1998 and currently contains a single-family home. Surrounding properties are zoned RS10, One and Two-Family Residential (R10) to the north and east, Industrial Warehousing/Distribution (IWD) to the west and Multi-family Residential–Alternative-No STRP (RM9-A-NS), Commercial Service (CS) and RS10 to the south. Land uses of the surrounding parcels include single family residential, industrial, one and two-family residential and some vacant properties. The site has frontage on County Hospital Road which is classified as an arterial boulevard per the Major and Collector Street Plan (MCSP). The existing house on the property is accessed from Hydes Ferry Road, a local street.

### **PLAN DETAILS**

The SP proposes six multi-family residential units. The site is accessed from a 24-foot-wide driveway ramp along Hydes Ferry Road, located approximately 100 feet from the intersection of County Hospital Road and Hydes Ferry Road. Four units are proposed on the southern portion and two units on the northern portion, with each unit oriented toward the public streets. Vehicular access to all six units is provided through a shared internal drive aisle that connects to a public street, Hydes Ferry Road. All units include rear loaded garages. A pedestrian crosswalk is proposed across Hydes Ferry Road, connecting to an ADA-accessible curb ramp and WeGo bus stop on County Hospital Road, south of unit 3. The plan provides 5-foot-wide sidewalks along Hydes Ferry Road with 4-foot planting strip. Along County Hospital Road, a 6-foot sidewalk with an 8-foot planting strip is provided. The maximum proposed building height is 3 stories in 42 feet. Along the eastern and northern property boundaries, a 10-foot-wide landscape buffer and fence is identified.

### **ANALYSIS**

Staff find that the proposed SP is consistent with the T3 NE policy at this location. patterns. The plan meets the goals of the T3 NE policy by providing moderately dense development. and greater housing diversity in the larger area.

The site is on the western edge of the T3 NE policy area, directly across from District Industrial (D IN) policy area. D IN is a higher-intensity policy area intended to maintain, enhance, and create industrial districts in appropriate locations. The subject site is in a unique location, at an intersection where higher intensity policy is present to the west and multi-family development occupies the opposite corner and property on the south side of the street creates a unique situation. A multi-family development on the subject property serves as an appropriate transition between these varying policy areas.

The plan also meets the form and design goals of the policy by providing contextually appropriate height, moderate setbacks and orienting the units to the public streets. The plan will provide MCSP improvements along County Hospital Road and local street improvements along Hydes Ferry Road with sidewalk improvements and a pedestrian crossing. The site is within a five-minute walk to existing bus stops served by WeGo Route 77 at the intersection of Hydes Ferry Road and County Hospital Road, and the plan proposes to add a WeGo bench-type bus stop along the frontage with a crosswalk connection south of the new stop, further aligning with the goals of the policy to create high levels of pedestrian and vehicular connectivity. The landscape buffers will act as an amenity to



## **Metro Planning Commission Meeting of 7/23/2026**

residents and provide a transition to the adjacent residential properties. Overall, the proposed plan is consistent with the T3 NE policy at this location and staff recommends approval.

### **METRO HISTORIC ZONING RECOMMENDATION**

**MHZC has no comments**

### **FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Limited building design, construction, or occupancy details are provided for review. Changes to the site, building or both may be necessary to comply with fire and building code requirements.

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

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



## Metro Planning Commission Meeting of 7/23/2026

### 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 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](mailto: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. Additional 1-1/2' mill and overlay may be required to cover full extents of utility and/or road widening work in public ROW.

### WEGO RECOMMENDATION

#### Approve with Conditions

- Developer shall provide a PROWAG-compliant in-lane local service bench type bus stop with appurtenances on County Hospital Rd frontage as per revised plans and latest WeGo Transit Design Guidelines, and as follows:
- Appurtenances shall be specified by WeGo. If requested, WeGo will accept specification of a non-advertising bench for this specific development.
- All WeGo conditions shall be complete prior to any occupancy or use of the development.
- Developer shall liaise and reach agreement with WeGo [Robert.Johnson@Nashville.gov](mailto:Robert.Johnson@Nashville.gov) about all WeGo conditions prior to approval of next SP case.

### ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS10 to SP is estimated to have an increase of 16 daily weekday trips, including two less AM peak hour trips and two additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High**

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

### METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate no more students than the existing RS10 district. Students would attend Cumberland Elementary School, Haynes Middle School, and White Creek High School. Cumberland Elementary School and Haynes Middle School are identified as exceedingly under capacity and White 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 six multi-family residential units. Short-term rental properties, owner occupied and short-term rental properties, not-owner occupied shall be prohibited.



## Metro Planning Commission Meeting of 7/23/2026

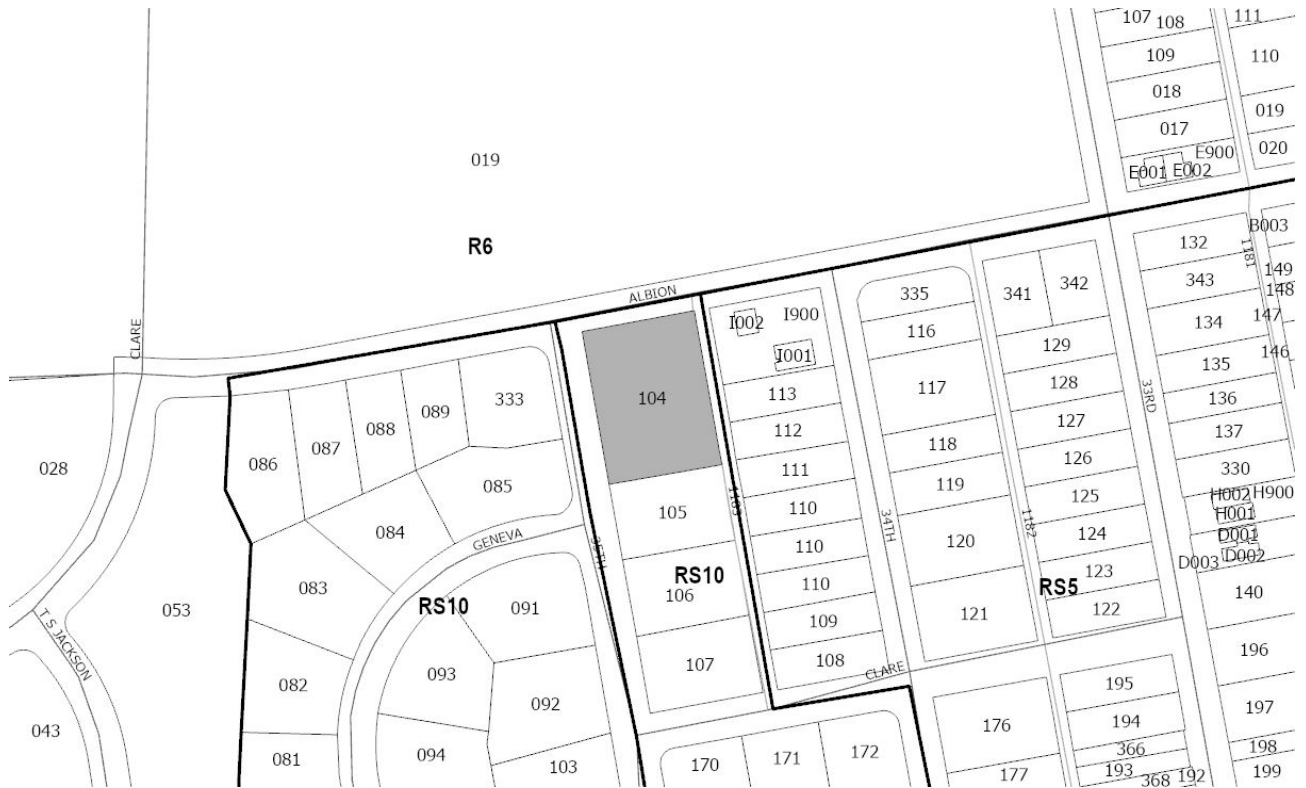
2. A B-3 buffer shall be provided along the side and rear property lines. Where utility easements are required within the landscape buffers, alternative plantings shall be provided and reviewed by staff with the landscaping plan included with the final site plan. The location of any proposed fences identified within the required buffer areas may be adjusted accordingly.
3. Prior to permitting, a plat amendment to remove the previously platted setbacks is required.
4. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
5. Comply with all conditions and requirements of Metro Reviewing Agencies.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026HL-004-001**

Map 092-05, Parcel(s) 104

08, North Nashville

21 (Brandon Taylor)



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                                        |
|-----------------------------|----------------------------------------------------------------------------------------|
| <b>Item #18</b>             | <b>Historic Landmark 2026HL-004-001</b>                                                |
| <b>Bill No</b>              | BL2026-1482                                                                            |
| <b>Council District</b>     | 21 - Taylor                                                                            |
| <b>School District</b>      | 05 - Fayne                                                                             |
| <b>Requested by</b>         | Councilmember Brandon Taylor, applicant; Mount Olive Missionary Baptist Church, owner. |
| <b>Staff Reviewer</b>       | Konigstein                                                                             |
| <b>Staff Recommendation</b> | <i>Approve.</i>                                                                        |

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### APPLICANT REQUEST

#### Apply a Historic Landmark Overlay District

##### Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District to property located at 3411 Albion Street, at the corner of 35th Avenue North and Albion Street, zoned Single-Family Residential (RS10) (0.69 acres).

##### **Existing Zoning**

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

##### **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.

### NORTH NASHVILLE COMMUNITY PLAN

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

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



## **Metro Planning Commission Meeting of 7/23/2026**

### **REQUEST DETAILS**

The Metro Historic Zoning Commission (MHZC) considered this application at its May 20, 2026, meeting.

### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

The Metro Historic Zoning Commission (MHZC) recommended approval of the Historic Landmark designation at the May 20, 2026, MHZC meeting. The following is a brief excerpt of information provided in the published MHZC report.

Mt. Olive Missionary Baptist Church was constructed in 1954, designed by the world-renowned architectural firm of McKissack & McKissack, and built by Nashville construction firm Fred Wright Company. McKissack & McKissack was the first architectural firm in the country with Black architects and draftsmen and is the oldest minority-owned architecture and engineering firm in the United States. The architects designed the church in the Colonial Revival style. During the Civil Rights movement, the church served as an important strategy center.

Staff finds that the Mt. Olive Missionary Baptist Church at 3411 Albion Street is an excellent candidate for an historic landmark overlay as it meets three of the five criteria for establishing an historic landmark overlay. Mt. Olive meets criterion 1 for its contributions to Nashville's African American religious life and to the Civil Rights Movement and criterion 3 as an example of Colonial Revival ecclesiastical architecture by McKissack & McKissack. Furthermore, Metro Historical Commission staff has determined that the building is eligible to be listed in the National Register of Historic Places. Staff suggests the Commission recommend approval of the request to apply an historic landmark overlay at 3411 Albion Street, finding that the property meets section 17.36.120 (B) (1, 3 and 5) of the Code of the Metropolitan Government of Nashville and Davidson County, Tennessee.

### **STAFF RECOMMENDATION**

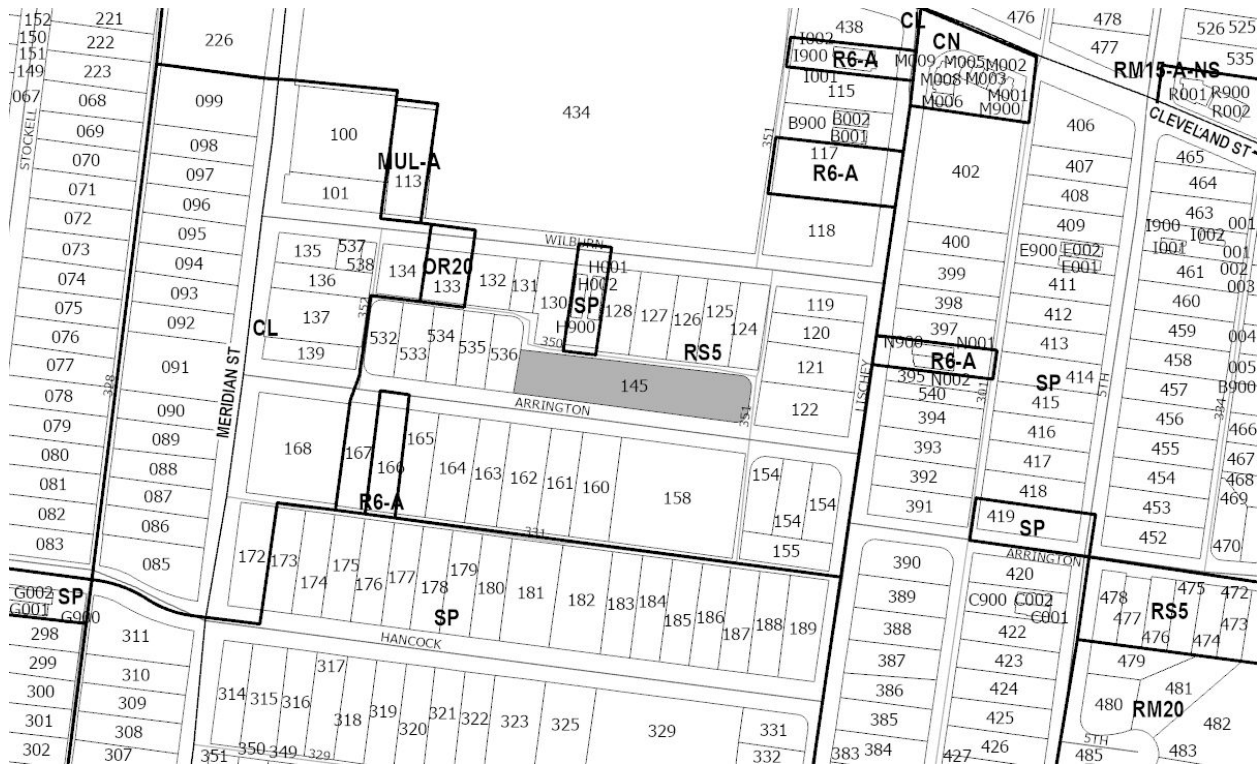
The proposed Historic Landmark Overlay District is intended to preserve the historic structure and site through the implementation of development guidelines by the Metro Historic Zoning Commission and staff. The T3 NM policy encourages the protection and preservation of historic structures and sites in the policy area. Staff recommends approval of the Historic Landmark Overlay District.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026S-025-001**

**0 ARRINGTON STREET**

**Map 082-07, Parcel(s) 145**

**05, East Nashville**

**05 (Sean Parker)**



## Metro Planning Commission Meeting of 7/23/2026

|                             |                                                                            |
|-----------------------------|----------------------------------------------------------------------------|
| <b>Item #19</b>             | <b>Final Plat 2026S-025-001</b>                                            |
| <b>Project Name</b>         | <b>0 Arrington Street</b>                                                  |
| <b>Council District</b>     | 05 – Parker                                                                |
| <b>School District</b>      | 01 – Taylor                                                                |
| <b>Requested by</b>         | Black Diamond Development, applicant; Sylvan Street Baptist Church, owner. |
| <b>Staff Reviewer</b>       | Marton                                                                     |
| <b>Staff Recommendation</b> | <i>Approve with conditions.</i>                                            |

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### APPLICANT REQUEST

**Request for final plat approval to remove the reserve status and create one lot.**

#### Final Plat

A request for final plat approval to create one lot and remove the reserve parcel status for property located at Arrington Street (unnumbered), approximately 188 feet northwest of Lischey Avenue, zoned Single-Family Residential (RS5) (0.66 acres).

### SITE DATA AND CONTEXT

**Location:** The site consists of one parcel located along the north side of Arrington Street.

**Street type:** The site has frontage on Arrington Street, a local street.

**Approximate Acreage:** 1.64 acres or approximately 71,526 square feet.

**Parcel/Site History:** The site consists of one parcel. Parcel 145 was platted as “Reserve” on Humphrey Pierce’s Addition as of record in 1892 (Book 161, Page 20). Due to the reserve status, no building permit can be issued on the reserve parcel. The plat does not indicate why the reserve status was put in place and the Planning Commission must approve the removal of the reserve status to make the parcel a buildable lot.

**Zoning History:** The property has been zoned Single Family Residential (RS5) since 2005.

**Existing land use and configuration:** The property is currently vacant.

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

- North: Single Family Residential (RS5)
- South: Single Family Residential (RS5)
- West: Single Family Residential (RS5)
- East: Single Family Residential (RS5)





## Metro Planning Commission Meeting of 7/23/2026

### **Zoning:** Single Family Residential (RS5)

Min. lot size: 5,000 square feet

Max. building coverage: 0.50

Min. rear setback: 20 feet

Min. side setback: 15 feet

Max. height: 3 stories

Min. street setback: 20 feet for local streets per the Metro Zoning Code

### **PROPOSAL DETAILS**

**Number of lots:** 1

**Lot size:** 28,606 square feet (0.657 acres)

**Access:** The parcel is currently accessed from the alley at the rear, The plat limits future access to proposed Lot 1 to be from the alley only.

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

### **APPLICABLE SUBDIVISION REGULATIONS**

#### Reserve Parcel

Chapter 2-8, Miscellaneous Platting Situations, applies to this request. Section 2-8.1 pertains to converting parcels to building sites. The Planning Commission is required to review parcels being converted to building sites. An exception to this is when a parcel is in reserve due to pending action by a public utility to provide service to the parcel and the reason is stated on the plat that created the reserve parcel. In the event where the reason is stated in the plat, the review can be done at an administrative level with all reviewing agency approvals. However, because no reason was provided on this plat, action by the Planning Commission is required.

When determining if the reserve status should be removed from parcels where the plat does not cite why the parcel is in reserve, the regulations require the Planning Commission to consider the following:

1. That the parcel fits into the character of the area and is consistent with the general plan.
2. That all minimum standards of the zoning code are met.
3. That the parcel has street frontage or meets the requirements of Section 3-4.2.b or meets the requirements of Sections 3-4.2.b, 3-4.2.c, 4-6.3 or 5-3.1.
4. That the current standards of all reviewing agencies are met.

The reserve parcel is approximately 28,606 square feet and meets the minimum lot size of the RS5 zoning district. The property has frontage along Arrington Street, meeting standard three above. All agencies have recommended approval. Staff finds that the subject reserve parcel meets the requirements to become a buildable lot.

### **APPLICABLE SUBDIVISION REGULATIONS**

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across



## Metro Planning Commission Meeting of 7/23/2026

the county. The land use policies established in CCM are based on a planning tool called the Transect, which describes a range of development patterns from most to least developed. Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Urban Neighborhood Maintenance (T4 NM) policy. For T4 NM, the conventional regulations found in Chapter 3 are utilized.

### **3-1 General Requirements**

The proposal meets the requirements of 3-1.

### **3-2 Monument Requirements**

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

### **3-3 Suitability of the Land**

Land which the Planning Commission finds to be unsuitable for development due to flooding, steep slopes, rock formations, problem soils, sink holes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of inhabitants of the land and surrounding areas shall not be subdivided or developed unless adequate methods to solve the problems created by the unsuitable land conditions are formulated.

The proposed lot does not contain any sensitive environmental features and does not have any land suitability concerns.

### **3-4 Lot Requirements**

The proposed lot complies with the minimum standards of the zoning code. Any development proposed on the resulting lot will be required to meet the bulk standards and all other applicable regulations of RS5 zoning at the time of building permit.

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

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

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



## Metro Planning Commission Meeting of 7/23/2026

*Historic District exists.*

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

Complies. The proposed lot meets the minimum standards of the zoning code.

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

Complies. The proposed lot has frontage along a public street.

- c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided and the surrounding parcels shall be used. For a corner lot, both block faces shall be used.*

The T4 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS5 zoning district and its prescribed density.

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

1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*

The proposed Lot 1 has a frontage width of 374.85 feet along Arrington Street. The required lot frontage per the compatibility criteria is 50 feet. The proposed lot complies.

2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*

Proposed Lot 1 has an area of 28,606 square feet (0.657 acres). The required lot size per the compatibility criteria is 6,498 square feet (0.149 acres). The proposed lot complies.

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

With future development on Lot 1, new homes will be required to meet the 20-foot setback required for local streets, per the Metro Zoning Code.

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

The proposed Lot 1 is oriented to Arrington Street which is in keeping with the lot orientation of surrounding parcels.



## Metro Planning Commission Meeting of 7/23/2026

- e. *The current standards of all reviewing agencies are met.*  
All agencies have recommended approval or approval with conditions.
- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).*  
Not applicable.

### **3-6 Blocks**

Not applicable. No new blocks are being created.

### **3-7 Improvements**

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

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

For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided, however the plan provides the right-of-way to meet local street standards.

### **3-9 Requirements for Streets**

Not applicable. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

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

Lot 1 has frontage along Arrington Drive which is classified as a local street. The plat shows that the half of standard right-of-way of 25' is provided. Lot 1 is also flanked by alleys no. 350 and no. 351 and the plat includes right-of-way dedications for the minimum half of standard right-of-way of 10' for alleys.

### **3-11 Inspections During Construction**

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

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

Not applicable. No new streets are proposed.



## **Metro Planning Commission Meeting of 7/23/2026**

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

Not applicable. No private streets are proposed.

### **3-14 Drainage and Storm Sewers**

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

### **3-15 Public Water Facilities**

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

### **3-16 Sewerage Facilities**

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

### **3-17 Underground Utilities**

Utilities are required to be located underground whenever a new street is proposed. The plat is not proposing a new street and the requirement is not applicable.

## **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

The proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal meets the standards of Chapter Three.

## **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T4 NM (Urban Neighborhood Maintenance). The goal of the T4 NM Policy is to maintain urban neighborhoods characterized by their moderate- to high-density development pattern, building form/types, setbacks, and building rhythm along the street. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T4 NM policy include single-family residential, one and two-family residential, multi-family residential, open space and institutional uses. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

## **PLANNING STAFF COMMENTS**

As proposed, the subdivision meets all zoning and subdivision requirements.



## **Metro Planning Commission Meeting of 7/23/2026**

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

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

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Approve with Conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by planning on June 17, 2026) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections. (Water & Sewer Capacity Fee Permit No's. T2026047551 and T2026047555).

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

#### **RECOMMENDED ACTION**

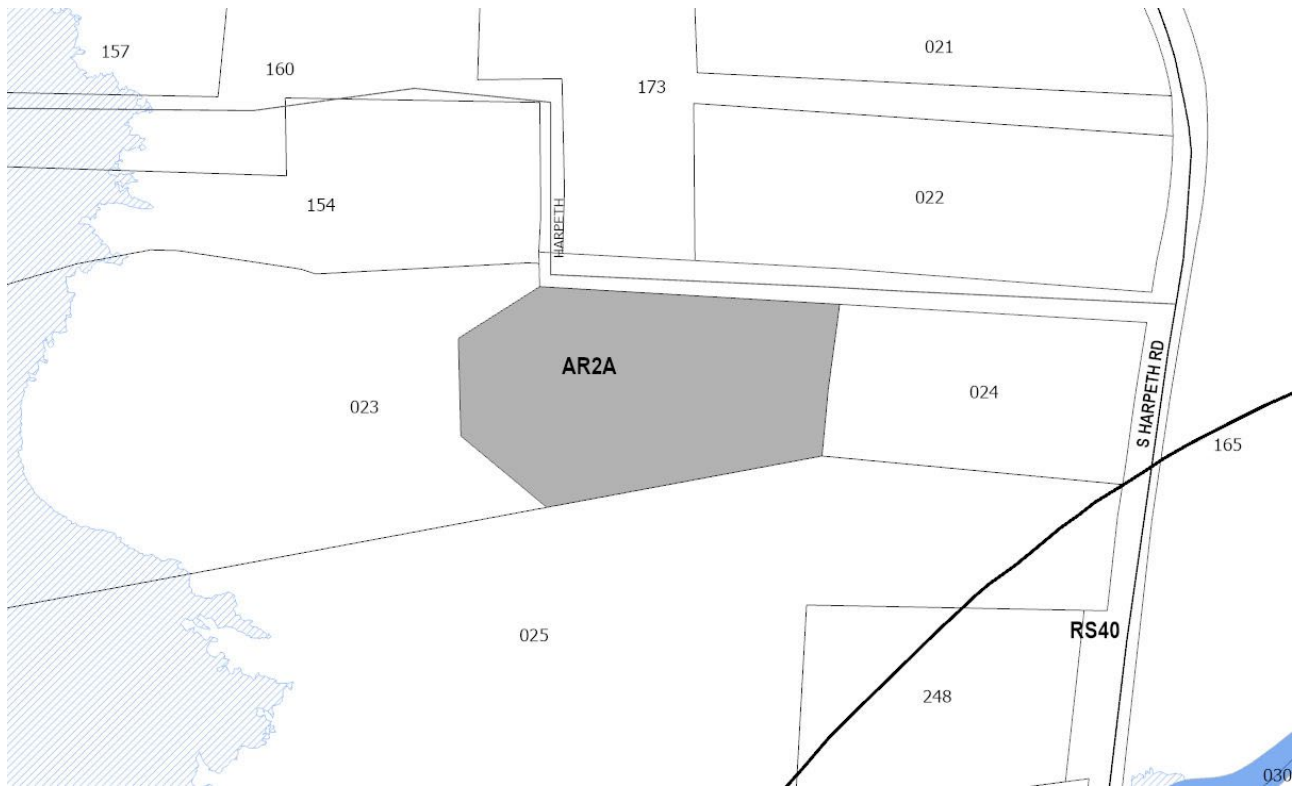
Motion to approve proposed subdivision Case No. 2026S-025-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026S-102-001**

9019 SOUTH HARPETH COURT

Map 168, Parcel(s) 023

06, Bellevue

35 (Jason Spain)



## Metro Planning Commission Meeting of 7/23/2026

### Item #20

**Project Name**

**Council District**

**School District**

**Requested by**

### Final Plat 2026S-102-001

**9019 South Harpeth Court**

35 – Spain

09 – Tylor

Clarksville Land Surveying Services, LLC, applicant;  
Robert & Mary Brewer, owners.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

Approve with conditions, including a variance to Section 4-2.5.a.2.a for lot screening.

---

### APPLICANT REQUEST

**Request for final plat approval to create one lot.**

#### Final Plat

A request for final plat approval to create one lot on a portion of property located at 9019 South Harpeth Court, approximately 400 feet west of South Harpeth Road, zoned Agricultural/Residential (AR2a) (2.82 acres)

### SITE DATA AND CONTEXT

**Location:** The site consists of a portion of a parcel located on the south side of South Harpeth Court.

**Street Type:** The property has frontage on South Harpeth Court which is a local street.

**Approximate Acreage:** 122,787 square feet or 2.82 acres.

**Parcel/Site History:** The site consists of a portion of one parcel. The parcel was created by deed in 1961 and is approximately 14.08 acres (Book 3218, Page 218).

**Zoning History:** The property has been zoned AR2a since 1974.

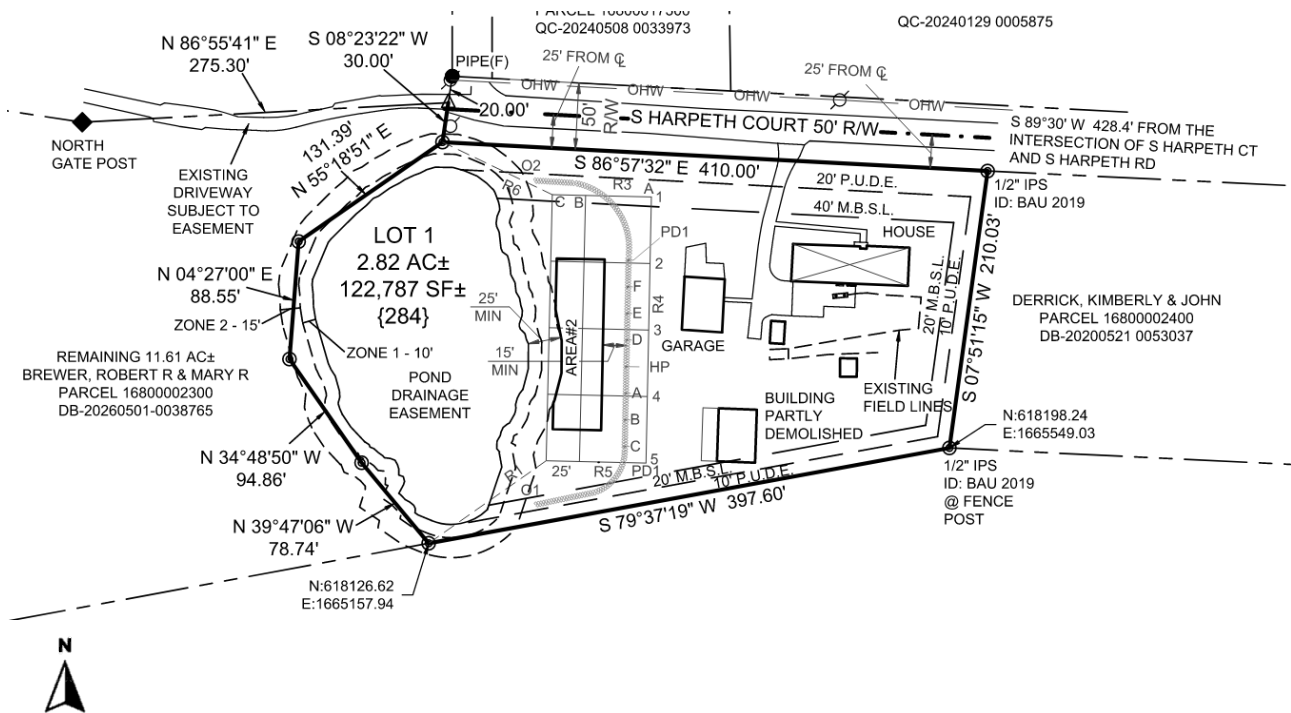
**Existing Land Use:** The property currently contains a single-family home that is identified to remain.

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

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



## Metro Planning Commission Meeting of 7/23/2026



Proposed Final Plat



## Metro Planning Commission Meeting of 7/23/2026

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

Min. lot size: 2 acres

Max. building coverage: 0.20

Min. rear setback: 20 feet

Min. side setback: 20 feet

Max. height: 3 stories

Min. street setback: 40 feet per Zoning Code

### **PROPOSAL DETAILS**

#### **Number of lots:** 1

**Lot sizes:** Proposed Lot 1 has a lot size of approximately 122,787 square feet (2.82 acres). The remaining area of the parcel is identified as “Remaining” on the plat and is approximately 11.61 acres.

**Access:** Lot 1 draws access from South Harpeth Court.

**Subdivision Variances or Exceptions Requested:** A variance to Section 4-2.5.a.2.a for lot screening is required for Lot 1.

### **APPLICABLE SUBDIVISION REGULATIONS**

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is within the Conservation (CO) and Rural Maintenance (T2 RM) policy. For T2 RM, the Rural Subdivision Regulations found in Chapter 4 are utilized. There are several subdivision options in the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Option – Screened Alternative as described in Section 4-2.5.a.2 of the subdivision regulations.

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

*4-2.1. Identification of Primary Conservation Land. Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.*

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



## Metro Planning Commission Meeting of 7/23/2026

*4-2.2. Preservation of Conservation Land. Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.*

Not applicable.

*4-2.3 Development Footprint. The remaining land outside of the boundary of the Primary Conservation Land shall be designated as the Development Footprint.*

Not applicable.

*4-2.4 Building Placement. In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1(a) through section 4-2.1(j).*

The existing building footprint is shown on the proposed lot and the existing structure is identified to remain. The footprint is not located within any areas listed in Section 4-2.1(a) through section 4-2.1(j).

### *4-2.5 Rural Character Design*

- 1. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.*
- 1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.*

Not applicable as there are no surrounding parcels on this block face. When there are no surrounding parcels, the screened alternative shall be used.

- 2. Screened Alternative – Street frontage utilizing existing vegetative or topographical screening.*
  - a. Lot Screening. Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing and/or proposed visual screening*



## Metro Planning Commission Meeting of 7/23/2026

techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.

As the Open Alternative standards cannot apply due to the lack of surrounding parcels on the same block face, the screened alternative applies by default. The Screened Alternative would require an area 500 feet from the public right of way to be screened which the plat does not meet. A variance analysis for lot screening is provided below.

- b. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.  
The site is located within the GSD and no street lights are permitted.
- c. Conservation Development. Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of Conservation Development (Section 17.12.090 of the Zoning Code) within the Development Footprint area. Smaller lot sizes may be appropriate with the application of a SP that addresses building height, architecture, landscaping, etc.  
Not applicable.
- d. Compact Development. Development through the Countryside (Screened Alternative) Character Option shall not utilize the provisions of Compact Development (Section 17.12.080 of the Zoning Code).  
Not applicable.
- e. Use of Lot Screening Areas. Within the area designated for lot screening, areas identified as Prime farmland soils and land in agricultural use may be used for agricultural purposes, if permitted by the base zoning.  
Not applicable.

**Subdivision Variances or Exceptions Requested:** The request requires a variance from Section 4-2.5.a.2.a. pertaining to lot screening.

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

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as



## **Metro Planning Commission Meeting of 7/23/2026**

distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.

4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Collector Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

### **Variance Analysis**

A variance from the lot screening requirement is required. As there are no surrounding parcels, the Screened Alternative standards would be applied, which requires a screened area of 500 feet from the public right-of-way; however, the plat proposes to retain the existing home on the property which is set back approximately 64 feet from the street. The required screening depth of 500 feet could not be realized due to the location of the existing structure. There is minimal existing landscape screening along the frontage.

The building envelope that has been identified on the plat is in the location of the existing structure. If the existing structure is demolished, any future structure would need to be located in the same area given the notation on the plat unless the plat is revised.

Regarding building placement and existing screening conditions on nearby properties, staff found that there is variation in the depth of landscaping with some properties having mature tree vegetation along the property frontages and others having minimal vegetation between the house and the street. Visibility of the subject site from surrounding residential properties is limited due to landscape screening along the proposed eastern, southern, and western property boundaries in the form of vegetation and a pond.

As the existing structure is indicated to remain on the subject property, and that the building envelope with any future development would maintain the existing screening depth, the proposed lot is harmonious with the properties nearby. Given the unique characteristics of the site including the screening present on all other proposed property lines, being located along a street terminus, as well as the variation in the surrounding area, staff supports waiving the associated requirement for a stamped landscape plan for screening due to the minor nature of this one-lot plat.

As proposed, staff find that the variance from lot screening is consistent with Section 1-11 of the Subdivision Regulations. The granting of the variance will not have any impact on public safety and is not inconsistent with the long-range plan.

### **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

With the variance for lot screening (4-2.5.a.2.a.), the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

### **POLICY CONSIDERATIONS**

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



## **Metro Planning Commission Meeting of 7/23/2026**

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory uses, residential, institutional uses, and rural subdivisions.

According to the T2 RM policy, density is secondary to the form of development; however, these areas are meant to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per two acres and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street are appropriate to reflect organic development instead of a conventional subdivision pattern. The property is proposed to develop as a Rural Subdivision, as suggested and recommended by policy. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy.

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

#### **FIRE MARSHAL RECOMMENDATION**

**Approve**

#### **STORMWATER RECOMMENDATION**

**Approve**

#### **NASHVILLE DOT RECOMMENDATION**

**Approve**

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

**Approve with conditions**

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

#### **WATER SERVICES RECOMMENDATION**

**Not applicable**

- Harpeth Valley Water and Sewer Utility District.

#### **HARPETH VALLEY UTILITIES DISTRICT**

**Approve**

#### **METRO HEALTH RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 7/23/2026**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including a variance from Section 4-2.5.a.2.a. of the Metro Subdivision Regulations.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, remove the platted setbacks.
3. Prior to the recording of the final plat, the mylar shall be approved and signed by the Metro Health Department.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

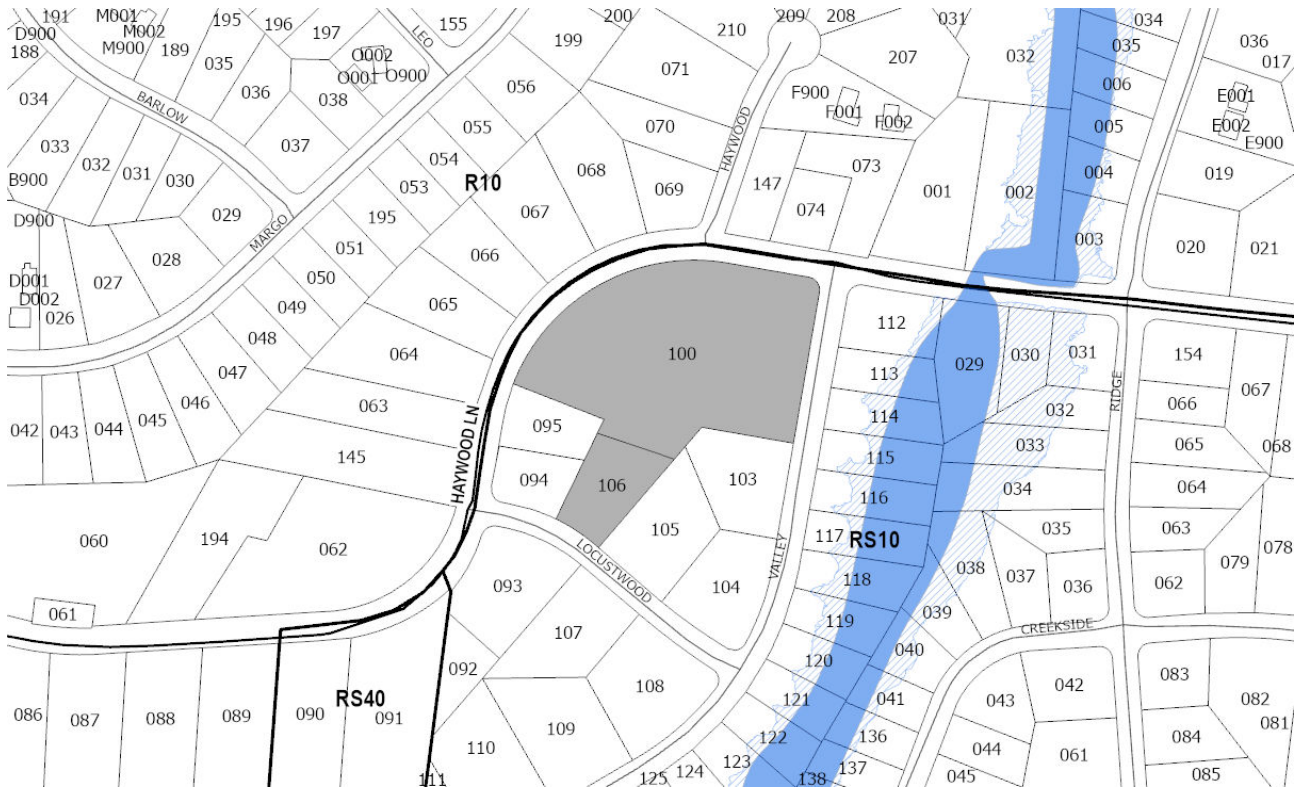
Motion to approve proposed subdivision Case No. 2026S-102-001, including a variance for lot screening (4-2.5.a.2.a.) based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026S-103-001**

**274 LOCUSTWOOD DRIVE & 255 HAYWOOD LANE**

Map 148-09, Parcel(s) 100, 106

12, Southeast

27 (Robert Nash)



## Metro Planning Commission Meeting of 7/23/2026

**Item #21****Project Name****Council District****School District****Requested by****Final Plat 2026S-103-001****274 Locustwood Drive & 255 Haywood Lane**

27 – Nash

07 – Player

Blue Ridge Surveying, applicant; Rolling Hills  
Community Church, owner.**Staff Reviewer**

Marton

**Staff Recommendation***Defer to the August 13, 2026, Planning Commission  
meeting.*

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**APPLICANT REQUEST****Request for final plat approval to shift lot lines.****Final Plat**

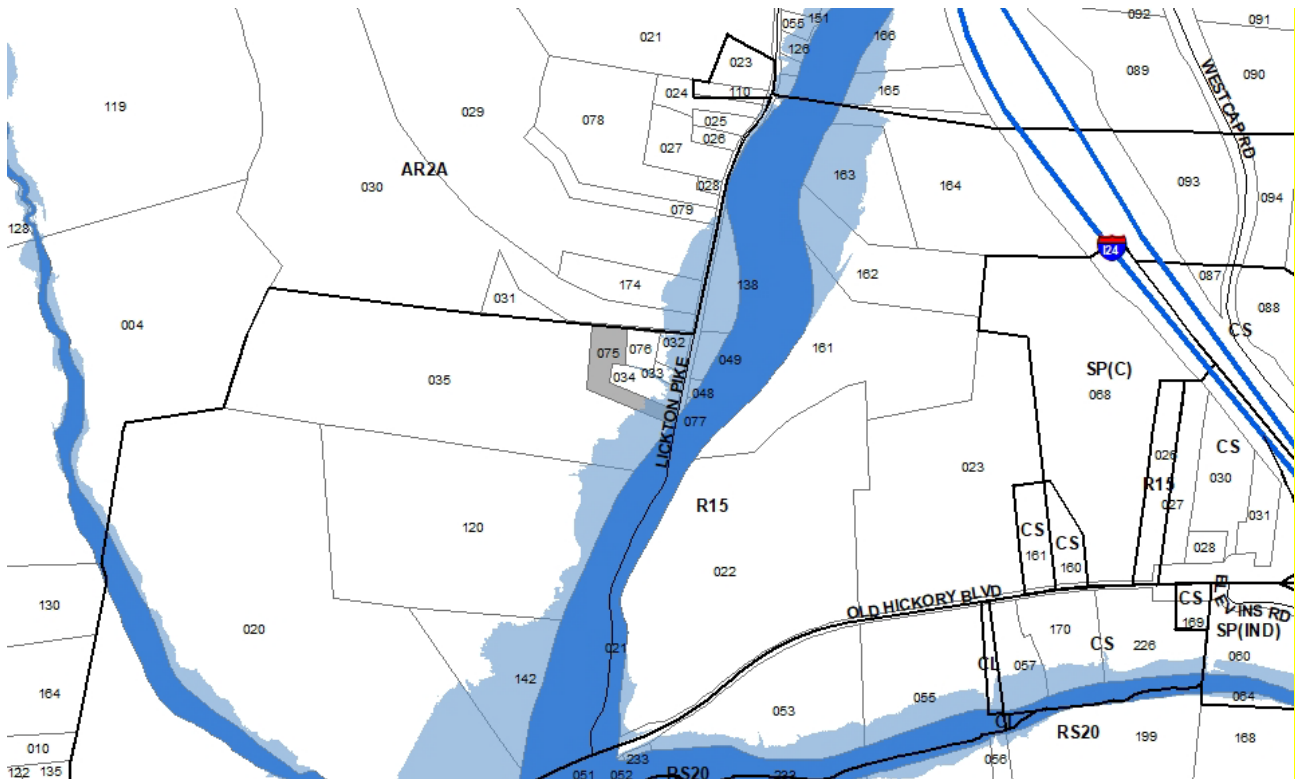
A request for final plat approval to shift lot lines on properties located at 274 Locustwood Drive and 255 Haywood Lane, at the southwest corner of Haywood Lane and West Valley Drive zoned Single-Family Residential (RS10) (4.36 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026S-105-001**

4686 LICKTON PIKE

Map 031, Parcel(s) 075

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 7/23/2026

**Item #22****Project Name****Council District****School District****Requested by****Final Plat 2026S-105-001****4686 Lickton Pike**

01 – Kimborough

01 – Taylor

Jesse Walker Engineering, applicant; Daniel Wayne Raike, owner.

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

Commeey

*Defer to the August 13, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST****Request for final plat approval to create three lots.****Final Plat**

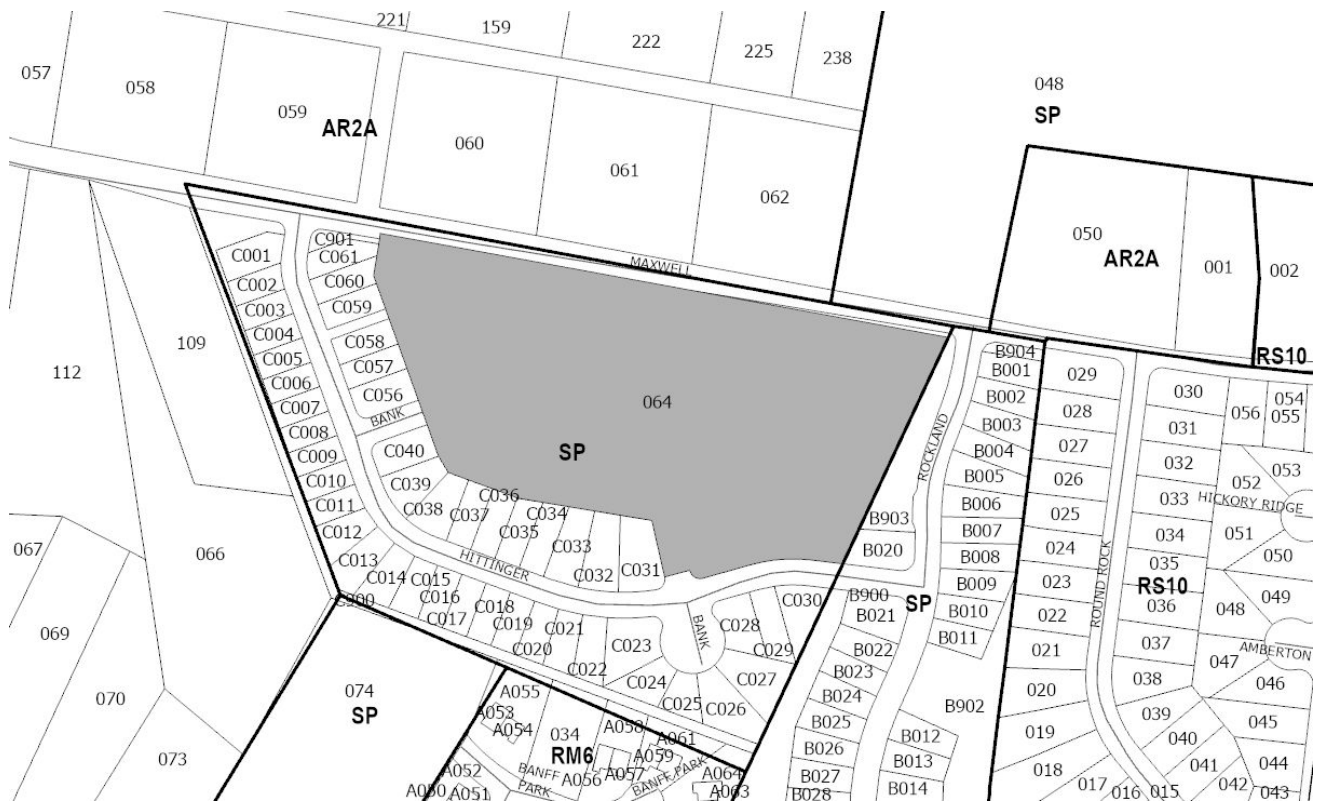
A request for final plat approval to create three lots on property located at 4686 Lickton Pike, approximately 2,240 feet north of Old Hickory Boulevard, zoned One and Two Family Residential (R15) (3.0 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026S-117-001**

**MARTINS GLEN RESIDENTIAL PHASE 2**

Map 175, Parcel(s) 064

13, Antioch Priest Lake

08 (Denote Harrell)



## Metro Planning Commission Meeting of 7/23/2026

### Item #23

#### Project Name

#### Council District

#### School District

#### Requested by

### Final Plat 2026S-117-001

#### Martins Glen Residential Phase 2

08 – Harell

01 – Taylor

TTL USA, applicant; Century Communities of Tennessee, LLC, owner.

#### Staff Reviewer

Dhital

#### Staff Recommendation

*Approve with conditions.*

---

### APPLICANT REQUEST

#### Request for final plat approval to create 32 single-family lots.

#### Final Plat

A request for final plat approval to create 32 single family residential lots on property located at 4057 Maxwell Road, approximately 35 feet west of Rockland Trail, zoned Specific Plan (SP) (10.2 acres).

### CASE HISTORY

The site consists of property located at 4057 Maxwell Road. The site has been zoned Specific Plan (SP) since 2023. The preliminary SP to permit 78 single family lots was adopted by Metro Council on December 19, 2023 (Case 2023SP-040-001; BL2023-101). The final site plan to permit 78 single family lots was approved administratively on March 28, 2025 (Case 2023SP-040-002). The final plat for Phase One of the SP development (Case 2026S-063-001) includes 46 single-family residential lots and was recently recorded with the Davidson County Register of Deeds (Instrument #20260629-0058406). The proposed plat includes Phase Two of the SP development, located on the eastern and northern portion of the SP development, and comprises 32 single-family lots, extensions of a public street and private alley, and open space. The proposed plat is consistent with both the preliminary SP and final site plan.

### SITE DATA AND CONTEXT

**Location:** The site consists of a parcel located at 4057 Maxwell Road, approximately 1,340 feet south of Old Hickory Blvd.

**Approximate Acreage:** Phase Two comprises 10.2 acres, or approximately 443,798 square feet. The entire SP development comprises approximately 20.88 acres.

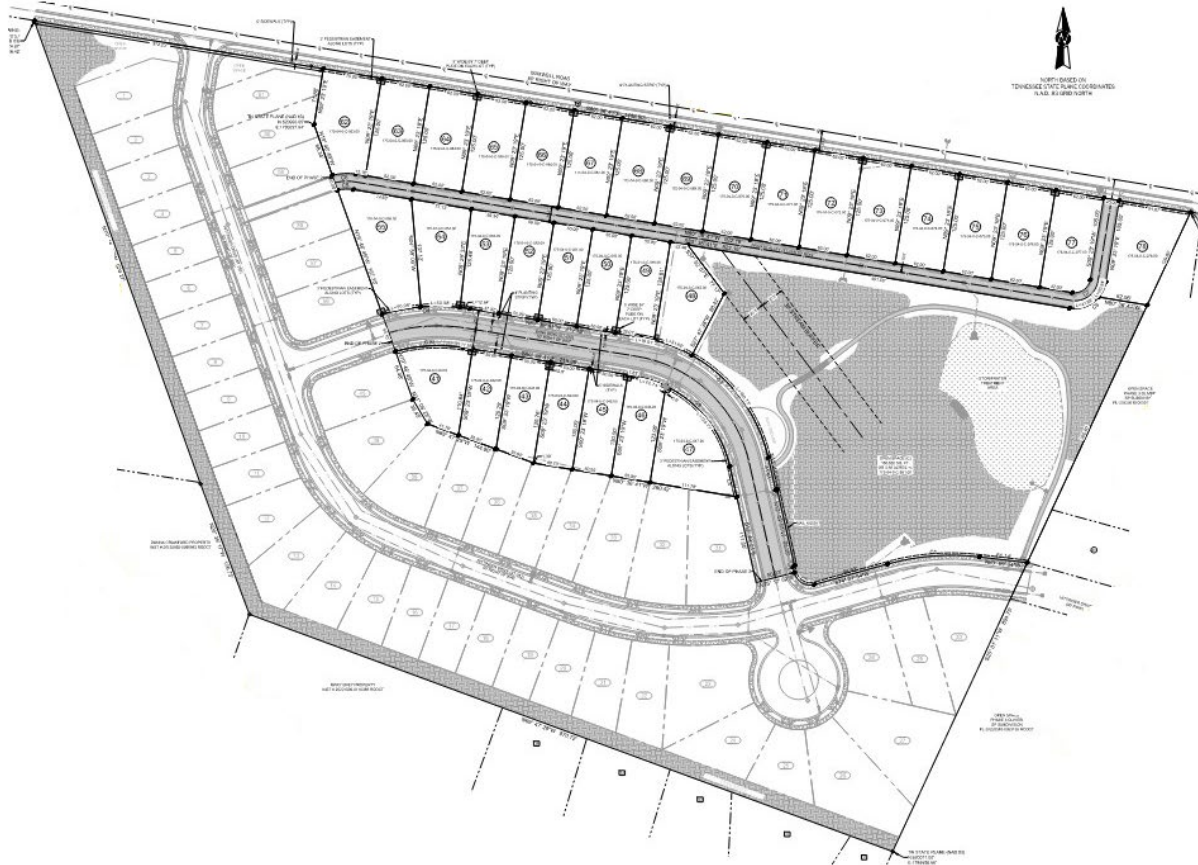
### PROPOSAL DETAILS

**Number of Lots:** 32

**Subdivision Variances or Exceptions Requested:** None



## Metro Planning Commission Meeting of 7/23/2026



**Proposed Final Plat**



## **Metro Planning Commission Meeting of 7/23/2026**

### **UPDATED FINAL PLAT RULES AND PROCEDURES**

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2021 and final site plan approval in 2024. 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 plan. The proposed plat is consistent with the MPC-approved preliminary 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.)
- SP comment associated to phasing - ensure with this phase that the following traffic condition from SP has been completed: With the building permit plan set, include the replacement of the second stop sign (R1-1) on the left side for the WB approach of Maxwell Road at Maxwell Road and Lavergne Couchville Pike, as identified in the transportation study.

#### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on June 9, 2026) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 26SL0091 and 26WL0027.



## Metro Planning Commission Meeting of 7/23/2026

A bond amount of \$300,000.00 is assigned to 26SL0091 and an amount of \$80,000.00 is assigned to 26WL0027.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. On the corrected copy, add a note; "Setbacks per approved Final SP 2023SP-040-002"
2. On the corrected copy, label the Phase One recorded instrument # on face of the plat.
3. On the corrected copy, add parcel # 901 to the lot table for Open Space (C).
4. On the corrected copy, add the HOA instrument # as a note.
5. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or [bond.desk@nashville.gov](mailto:bond.desk@nashville.gov).
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. 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.
8. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-117-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-046PR-001**  
321 VALERIA ST  
Map 119-01, Parcel(s) 443  
11, South Nashville  
16 (Ginny Welsch)



## Metro Planning Commission Meeting of 7/23/2026

**Item #24****Council District****School District****Requested by****Zone Change 2026Z-046PR-001**

16 – Welsch

07 – Player

Real Tree Mgt LLC, applicant and owner.

**Staff Reviewer**

Dhital

**Staff Recommendation***Defer to the August 13, 2026, Planning Commission meeting.*

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

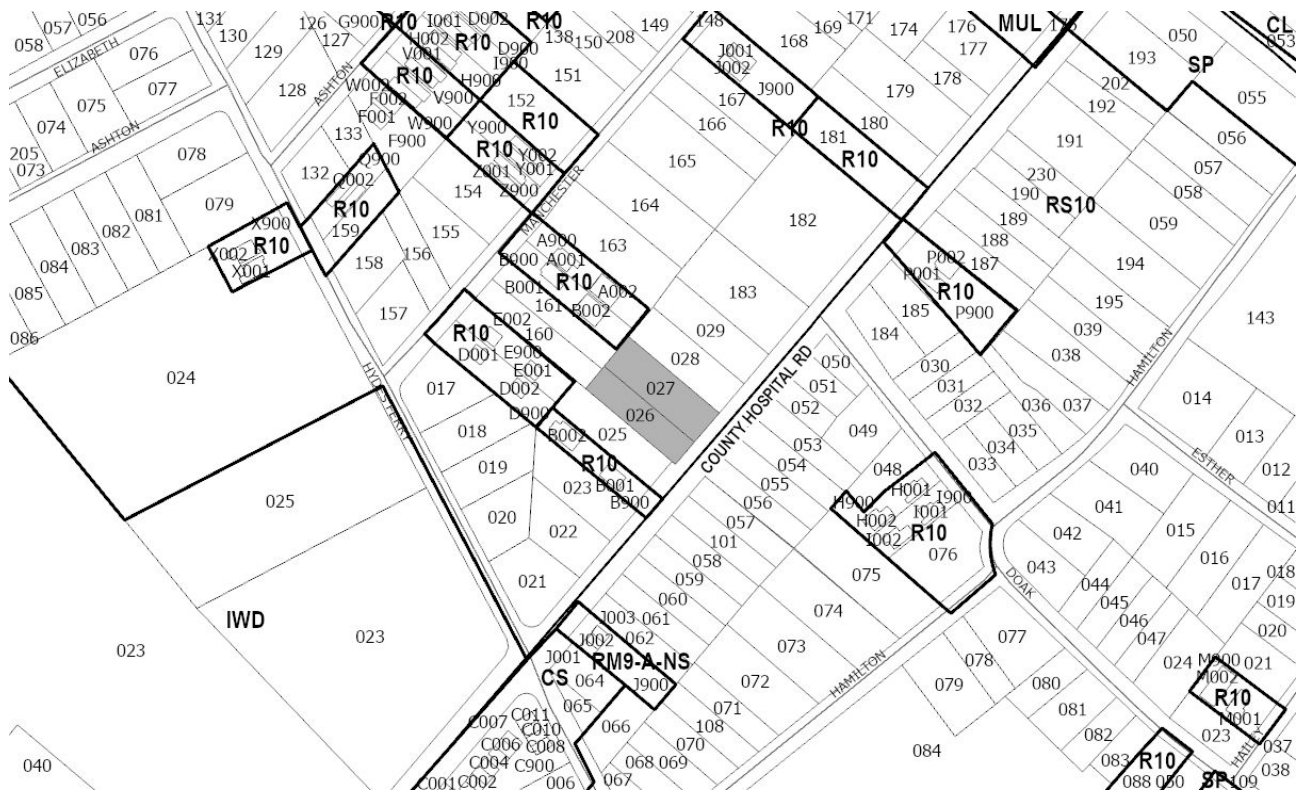
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) for property located at 321 Valeria Street, approximately 90 feet east of Wickson Avenue (0.18 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



### 2026Z-047PR-001

Map 080-04, Parcel(s) 026-027

03, Bordeaux-Whites Creek-Haynes Trinity

01(Joy Kimbrough)



## Metro Planning Commission Meeting of 7/23/2026

**Item #25****Council District****School District****Requested by****Zone Change 2026Z-047PR-001**

01 –Kimbrough

01 –Taylor

Seth Martin, applicant; Antar Yafai, owner.

**Staff Reviewer**

Ordonez

**Staff Recommendation***Approve.*

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**APPLICANT REQUEST****Zone change from RS10 to R10.****Zone Change**

A request to rezone from One Family Residential (RS10) to One and Two-Family Residential (R10) zoning for properties located at 1721 and 1723 County Hospital Road, approximately 275 feet southwest of Doak Avenue (0.75 acres).

**Existing Zoning**

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

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

**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.

**ANALYSIS**

The application consists of two parcels totaling 0.75 acres, located approximately 275 feet southwest of Doak Avenue. The properties have been zoned Single Family Residential (RS10) since



## **Metro Planning Commission Meeting of 7/23/2026**

1998. The properties are currently developed with single family residential structures. Surrounding properties are zoned RS10, Multi-family Residential Alternative No Short-Term Rentals (RM9-A-NS), Industrial Warehousing/Distribution (IWD), and Commercial Services (CS), while surrounding land uses include single-family residential, two-family residential, commercial uses, and distribution warehouse facilities. County Hospital Road is classified as an Arterial–Boulevard in the Major and Collector Street Plan (MCSP).

The properties are located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved connectivity, and moderate-density development patterns. The policy supports redevelopment and infill that introduces additional housing diversity while remaining sensitive to the existing street network, neighborhood form, and surrounding development pattern. The proposed R10 zoning district on the subject properties could permit a maximum of six residential units. The request will create a moderate increase in residential intensity that is supported by the policy's vision for evolving neighborhoods and expanded housing opportunities.

The properties meet several of the characteristics for higher-intensity residential development. The sites are located within an established urbanized area with access to larger transportation corridors and neighborhood-serving infrastructure. County Hospital Road is served by WeGo Route 77, providing transit access for residents. The properties are also located approximately 0.34 miles east of Clarksville Pike, which is designated as an Arterial–Boulevard and contains Multiple WeGo bus routes operate along or connect to Clarksville Pike, including routes 9, 14, 22, 42, 71, 75, and 77. For these reasons, staff recommends approval of R10 zoning district.

### **FIRE RECOMMENDATION**

**Approve**

### **ANTICIPATED TRIP CALCULATIONS**

The proposed rezoning from RS10 to R10 is estimated to have an increase of 37 daily weekday trips, including two additional AM peak hour trips and four additional PM peak hour trips. A full traffic table is available upon request.

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R10 districts: 0 Elementary 0 Middle 0 High**

The proposed R10 zoning is not expected to generate additional students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School is identified exceedingly under capacity, Haynes Middle School is identified exceedingly under capacity, and Whites Creek High School is identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-049PR-001**

Map 092-02, Parcel(s) 372

08, North Nashville

21 (Brandon Taylor)



## Metro Planning Commission Meeting of 7/23/2026

**Item #26****Council District****School District****Requested by****Zone Change 2026Z-049PR-001**

21 – Taylor

05 – Fayne

Sharon Williams, applicant and owner.

**Staff Reviewer**

Konigstein

**Staff Recommendation***Approve.*

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

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential–Alternative (R6-A) zoning for property located at 2417 Meharry Boulevard, approximately 230 feet east of 25th Avenue North (0.17 acres), and within the Detached Accessory Dwelling Unit Overlay District.

**Existing Zoning**

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

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The application consists of one 0.17-acre parcel located on the south side of Meharry Boulevard that is currently vacant. The surrounding zoning district is predominantly RS5 with R6-A zoning



## **Metro Planning Commission Meeting of 7/23/2026**

present throughout the neighborhood. Surrounding uses include single-family residential, one- and two-family residential, and vacant land.

The property has frontage along Meharry Boulevard, a local street, and an improved alley is accessible at the rear. The site is proximate to three higher classification streets: to the east 21st Avenue North, classified as a collector-avenue, and Dr. D.B. Todd Jr. Boulevard to the east, and Jefferson Street to the north, both identified as arterial-boulevards in the Major and Collector Street Plan (MCSP).

The site is also near bus stops serviced by existing WeGo Routes 29 and 75. The incremental density proposed on the site in conjunction with the site's proximity to higher-capacity roads and existing mass transit service aligns with T4 Urban Neighborhood Maintenance policy guidance that additional intensity could be supported in such locations.

The Alternative (-A) standards would ensure that future development on the site has an urban form, design, and functionality consistent with policy guidance. Any future development on the site would be required to take access from the alley which would contribute to a more walkable urban neighborhood.

The proposed R6-A district increases density modestly and aligns with the goals of the land use policy, while remaining compatible with the surrounding urban residential context. Therefore, staff recommends approval of the requested R6-A zoning district.

### **FIRE RECOMMENDATION**

**Approve**

### **ANTICIPATED TRIP CALCULATIONS**

The proposed rezoning from RS5 to R6-A is estimated to have an increase of 13 daily weekday trips, including two additional AM peak hour trips and one additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

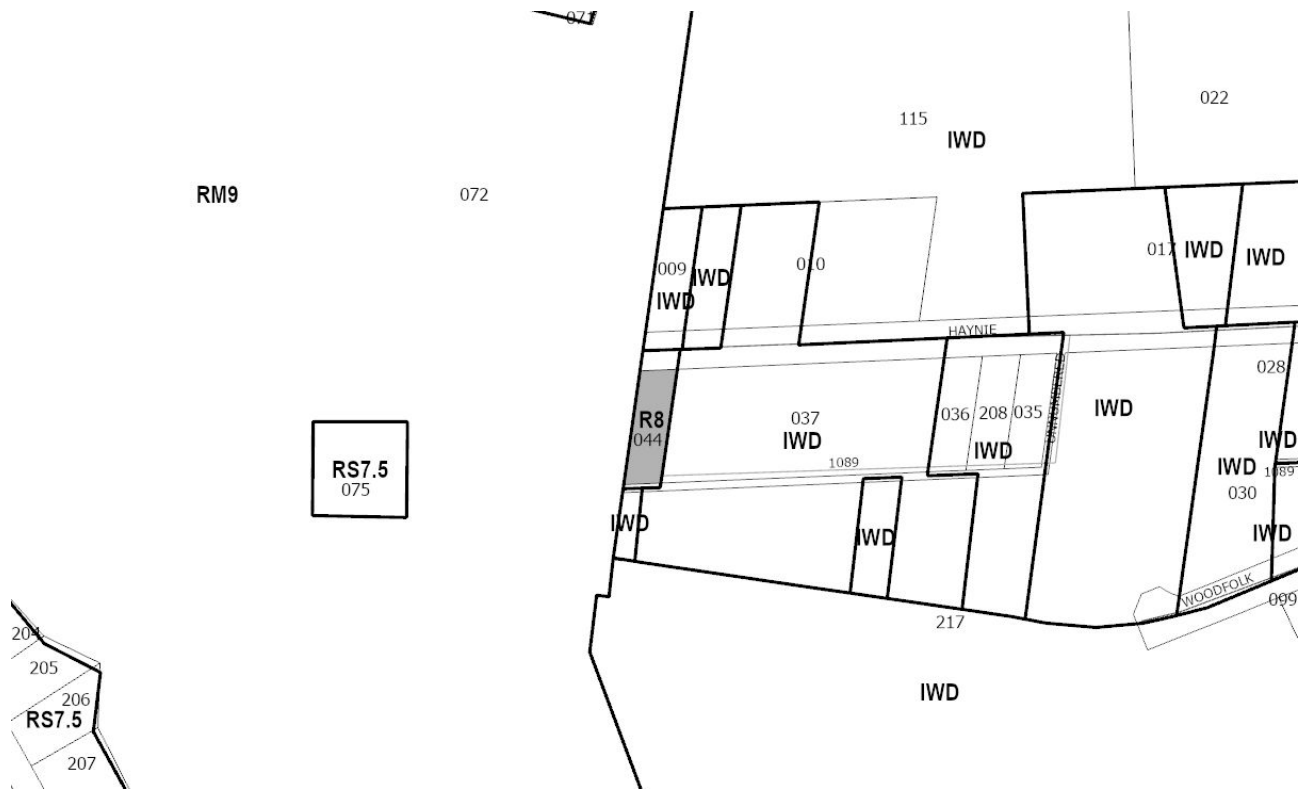
Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



### 2026Z-050PR-001

Map 060-13, Parcel(s) 044

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 7/23/2026

### Item #27

Council District

School District

Requested by

### Zone Change 2026Z-050PR-001

02 – Toombs

01 – Taylor

Javier Encalada, applicant and owner.

Staff Reviewer

Garland

Staff Recommendation

*Approve.*

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### APPLICANT REQUEST

**Zone change from R8 to IWD.**

#### Zone Change

A request to rezone from One and Two-Family (R8) to Industrial Warehousing/Distribution (IWD) zoning for property located at 438 Haynie Avenue, approximately 1,800 feet west of Brick Church Pike (0.18 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

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

### **BORDEAUX- WHITES CREEK-TRINITY COMMUNITY PLAN**

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

### **ANALYSIS**

The application consists of one parcel (Map 060-13, Parcel 044) totaling 0.18 acres, located at the terminus of Haynie Avenue, on the west side of Brick Church Pike. The parcel has been zoned One and Two-Family Residential (R8) since 1974 and is currently vacant. The surrounding land uses are industrial, vacant, office, and residential. The subject parcels has frontage along Haynie Avenue, which is a local street.

The site is located within the District Industrial (D IN) policy and the Suburban Neighborhood Evolving (T3 NE) policies. The T3 NE policy is only shown on western property boundary. The majority of this site is this site is within the D IN policy. The D IN policy areas are dominated by one or more activities that are industrial in character. These areas typically have a highly connected



## **Metro Planning Commission Meeting of 7/23/2026**

internal street network adequate for the movement of freight traffic, which is also connected to external interstate systems and arterial-boulevards. Brick Church Pike is identified as an arterial-boulevard per the Major and Collector Street Plan (MCSP), which is approximately 0.24 miles west of the subject site. There is one WeGo bus stop at the west end of Haynie Avenue and Brick Church Pike. The proposed IWD district permits uses supported by the D IN policy, including non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding developed context. Additionally, the existing R8 zoning is not a zoning district that is supported by the D IN policy. For these reasons staff recommends approval.

### **FIRE RECOMMENDATION**

**Approve**

### **ANTICIPATED TRIP CALCULATIONS**

The proposed rezoning from R8 to IWD is estimated to have a decrease of 15 daily weekday trips, including a reduction by four AM peak hour trips and no additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed IWD zoning is not expected to generate any additional students than the existing R8 zoning. Students would attend Alex Green Elementary School, Richard H Dinkins Middle School, and Whites Creek High School. Alex Green Elementary is exceedingly over capacity and Whites Creek High School is identified as exceedingly under capacity. Capacity information was not available for Richard H Dinkins Middle School. This information is based upon 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

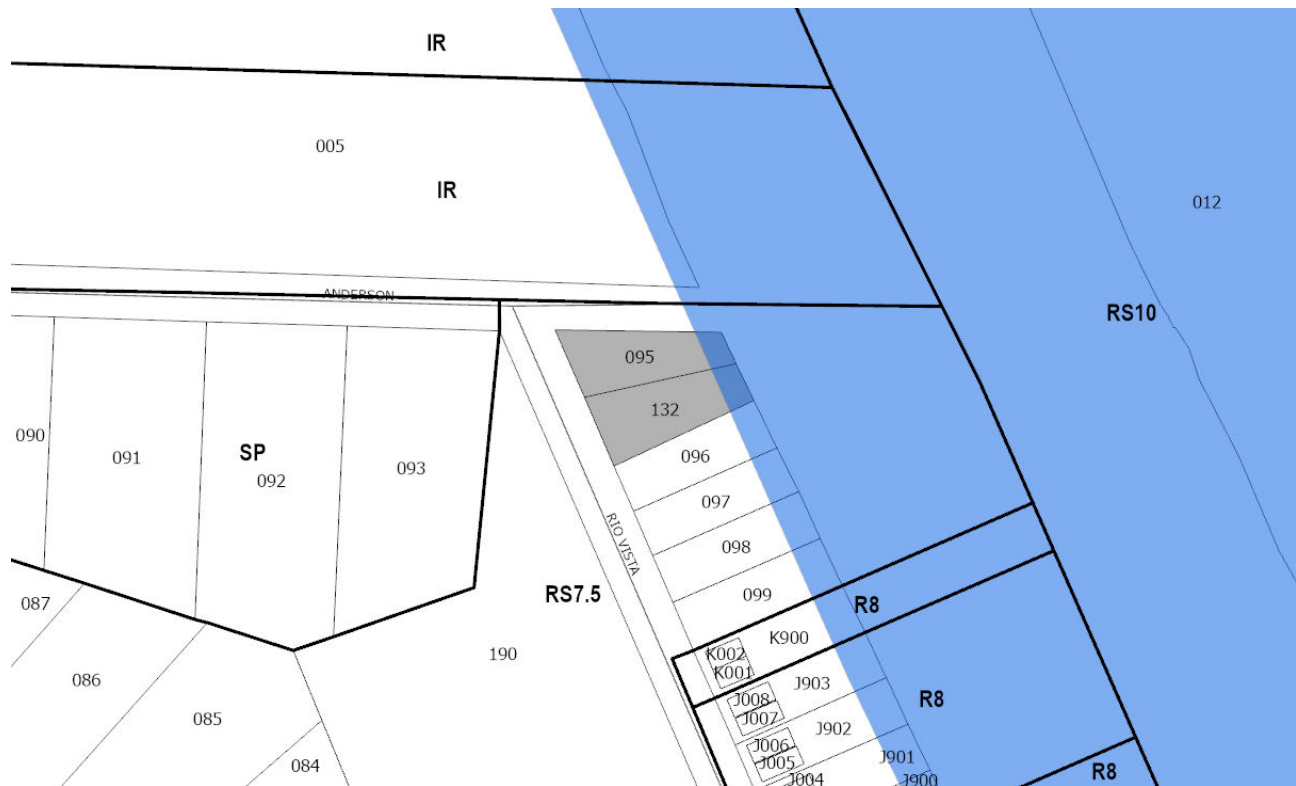
Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/2026



### 2026Z-051PR-001

Map 043-07, Parcel(s) 095, 132  
04, Madison  
09 (Tonya Hancock)



## Metro Planning Commission Meeting of 7/23/2026

**Item #28****Council District****School District****Requested by****Zone Change 2026Z-051PR-001**

09 – Hancock

03 – Young

Dale &amp; Associates, applicants; March Egerton, owner.

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

Comme

*Defer to the August 13, 2026, Planning Commission meeting.*

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**APPLICANT REQUEST****Zone change from RS7.5 to RM20-A-NS.****Zone Change**

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential Alternative No Short-Term Rental (RM20-A-NS) zoning for properties located at 388 and 392 Rio Vista Drive, located at the corner of Anderson Lane and Rio Vista Drive (0.38 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 13, 2026, Planning Commission meeting.



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-052PR-001**

Map 119-05, Parcel(s) 059

11, South Nashville

16 (Ginny Welsch)



## Metro Planning Commission Meeting of 7/23/2026

### Item #29

Council District

School District

Requested by

### Zone Change 2026Z-052PR-001

16 – Welsch

07 – Player

Thompson Burton PLLC, applicant; Christiansen, John G. and Rhonda D., owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

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### APPLICANT REQUEST

**Zone change from RS5 to R6-A.**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential Alternative (R6-A) for property located at 223 Peachtree Street approximately 300 feet west of Foster Avenue (0.28 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 two lots. This does not account for compliance with the Metro Subdivision Regulations.*

#### **Proposed Zoning**

One and Two-Family Residential (R6-Alternative) 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 two duplex lots. This does not account for compliance with the Metro Subdivision Regulations.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **ANALYSIS**

The subject property consists of one parcel totaling 0.28 acres located along the south side of Peachtree Street. This property has been zoned Single-Family residential (RS5) since 2004. The property was previously zoned One and Two-Family Residential (R6). The site is currently vacant, with an improved alley, Alley #1862, along the rear of the parcel. The surrounding land uses are predominantly single-family residential and one-and two-family residential, zoned RS5 and R6-A.



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Other nearby properties are zoned Mixed Use Limited (MUL) and Specific Plan (SP). The property has frontage along Peachtree Street, which is a local street.

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to create moderate to high-density residential development patterns, building forms/types, setbacks, and building rhythms along the street. There are already one- and two-family uses established in this area, which align with the policy to provide moderate levels of density.

The proposed R6-A zoning could allow up to two duplex lots for a total of four units on the subject property, which is a moderate increase in intensity from the existing RS7.5 district which would permit one unit. There is an improved alley at the rear, which also assists in being able to accommodate a slight increase in density as it limits vehicular access being taken from Peachtree Street. The site is located within a quarter mile of Nolensville Pike and Foster Avenue, which are classified as an Arterial Boulevard and a Collector Avenue, respectively, in the Major and Collector Street Plan (MCSP). The property is within a five-minute walk of two WeGo bus stops along Nolensville Pike. Additionally, Nolensville Pike is an all-access/bus rapid transit route. When considering the site's location in relation to higher connectivity and transit opportunities, additional density may be appropriate.

The Alternative (-A) designation provides additional guidelines for access and driveways, garages, and includes a minimum raised foundation requirement, to be in line with urban development standards as called for by the T4 NM policy. The -A district standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The T4 NM policy encourages higher-density residential uses near transit corridors and centers. It also supports changes in housing type and density that respond to the surrounding context. Given the site's proximity to the all access-corridor, its adjacency to higher intensity policy areas, additional density may be appropriate. As the proposed R6-A district increases density modestly and aligns with the goals of T4 NM policy, staff recommends approval.

### **FIRE RECOMMENDATION**

**Approve**

### **ANTICIPATED TRIP CALCULATIONS**

The proposed rezoning from RS5 to R6-A is estimated to have an increase of 26 daily weekday trips, including one additional AM peak hour trip and four additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory, and Glencliff High School. John B. Whitsitt Elementary School is identified as overcapacity. Cameron College Preparatory is identified as under capacity. Glencliff High school is



## **Metro Planning Commission Meeting of 7/23/2026**

identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-054PR-001**

Map 081-11, Parcel(s) 488-489

08, North Nashville

21 (Brandon Taylor)



## Metro Planning Commission Meeting of 7/23/2026

### Item #30

Council District

School District

Requested by

### Zone Change 2026Z-054PR-001

21 – Taylor

05 – Fayne

John H. Otey Jr., applicant and owner.

Staff Reviewer

Staff Recommendation

Konigstein

*Approve.*

### APPLICANT REQUEST

**Zone change from RS5 to R6-A.**

#### Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential–Alternative (R6-A) zoning for properties located at 1728 and 1730 Arthur Avenue, approximately 320 feet southeast of Buchanan Street, zoned RS5 (0.28 acres) and within a Detached Accessory Dwelling Unit Overlay District.

#### **Existing Zoning**

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

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

#### **Proposed Zoning**

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

### **NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 7/23/2026

### ANALYSIS

The application consists of two parcels totaling 0.28 acres parcel located on the north side of Arthur Avenue and is currently vacant. The surrounding zoning district is predominantly RS5 with a variety of zoning districts near Buchanan Street to the north including Mixed Use Neighborhood – Alternative (MUN-A), MUL-A, and CS. Surrounding uses include one- and two-family residential, commercial, community or institutional and vacant land.

The site is in an area of high vehicular, bicycle and pedestrian connectivity. The property has frontage along Arthur Avenue, a collector-avenue, and an improved alley is accessible at the rear. The site is also near Buchanan Street which is identified as a collector-avenue by the Major and Collector Street Plan (MCSP). The site is within a five-minute walk of two bus stops at the intersection of Arthur Avenue and Buchanan Street, that are serviced by existing WeGo Route 22 and is in an area with existing sidewalks and dedicated bikeways.

The site is less than a quarter mile from Buchanan Street, which is located within the Urban Mixed-Use Corridor (T4 CM) policy area. The incremental density proposed on the site in conjunction with the site's proximity to higher-capacity roads, existing mass transit service, and higher intensity policy areas aligns with T4 NE policy guidance that additional intensity could be supported in such locations.

The Alternative (-A) standards would ensure that future development on the site has an urban form, design, and functionality consistent with policy guidance. Any future development on the site would be required to take access from the alley which would continue to contribute to a more walkable urban neighborhood.

T4 NE policy goals place greater emphasis on establishing a more diverse mix of housing and a higher level of connectivity. The proposed R6-A district accommodates a slight increase in density and aligns with the goals of the land use policy, while remaining compatible with the surrounding urban residential context. Therefore, staff recommends approval of the requested R6-A zoning district.

### FIRE RECOMMENDATION

**Approve**

### ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS5 to R6-A is estimated to have an increase of 26 daily weekday trips, including one additional AM peak hour trip and four additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

### METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Robert Churchwell Elementary School, John Early Middle School and Pearl-Cohn High School. Robert Churchwell Elementary School, John Early Middle



## **Metro Planning Commission Meeting of 7/23/2026**

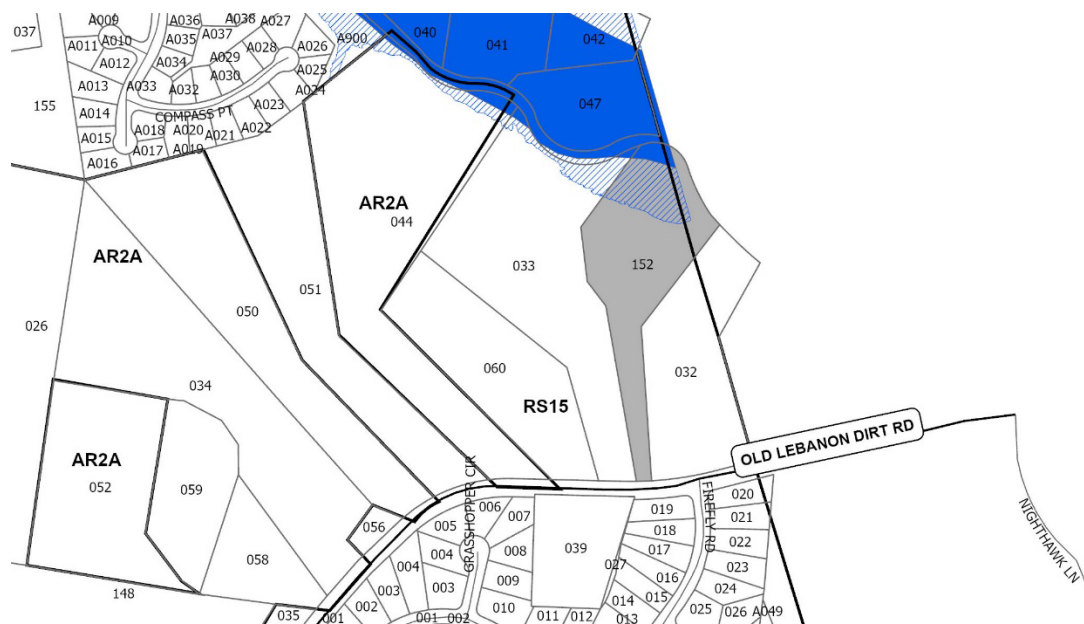
School and Pearl-Cohn High School are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/2026



**2026Z-055PR-001**

Map 076, Parcel(s) 152

13, Antioch – Priest Lake

11 (Jeff Eslick)

12 (Erin Evans)



## Metro Planning Commission Meeting of 7/23/2026

### Item #31

Council Bill

Council District

School District

Requested by

### Zone Change 2026Z-055PR-001

BL2026-1487

11 – Eslick

04 – Nabaa-McKinney

Councilmembers Jeff Eslick and Erin Evans, applicants;  
Kimberly Jean Hannah, owner.

Staff Reviewer

Marton

Staff Recommendation

*Approve.*

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### APPLICANT REQUEST

**Zone change from RS15 to AR2a.**

#### Zone Change

A request to rezone from Single-Family Residential (RS15) to Agricultural/Residential (AR2a) for property located at 981 Old Lebanon Dirt Road, approximately 1,777 feet northwest of New Hope Road (5.01 acres)

#### **Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of 14 lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

#### **Proposed Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of two duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

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

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



## Metro Planning Commission Meeting of 7/23/2026

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

### ANALYSIS

The application consists of one parcel (Map 076, Parcel 152) totaling 5.01 acres, located north of Old Lebanon Dirt Road. A small portion of the property is partially within Wilson County and the rezoning request would only be rezoning the portion within Davidson County. The site has been zoned Single-Family Residential (RS15) since 1998 and contains a single-family home and several storage buildings. Surrounding properties are zoned RS15 and AR2a. Old Lebanon Dirt Road is classified as an arterial boulevard in the Major and Collector Street Plan.

The application proposes to rezone the property from RS15 to AR2a. The site is located within the T3 Suburban Neighborhood Evolving policy area which 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. Under the proposed AR2a zoning, the property could accommodate a maximum of two duplex lots. AR2a would also permit certain agricultural uses, including agricultural activity and domestic animals/wildlife, that could be appropriate in this area given the larger lot pattern and adjacency to natural features, such as a neighboring stream.

Although AR2a allows a lower intensity of development than what the T3 NE policy could potentially support, the zoning would still be compatible with the immediate context. Several surrounding parcels north of Old Lebanon Dirt Road are zoned AR2a and exceed five acres in size, making their scale and zoning similar to that of the subject property. Therefore, the request to rezone to AR2a would not introduce a zoning pattern that is out of character with the existing development in the area.

Additionally, the current configuration and size of the parcel may limit opportunities for a conventional subdivision layout, given its shape and that it's also bordered by a stream that could make a traditional suburban pattern difficult to achieve. Given the surrounding context, the proposed AR2a district presents a reasonable and contextually appropriate zoning designation.

### ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS15 to AR2a is estimated to have a decrease of 116 daily weekday trips, including 7 fewer AM peak hour trips and 11 fewer PM peak hour trips. For a full traffic table, please contact the Planning Department.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 districts: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed AR2a district: 0 Elementary 0 Middle 0 High**



## **Metro Planning Commission Meeting of 7/23/2026**

The proposed AR2a zoning is expected to generate 3 less students than the existing RS15 zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. Dodson Elementary School is identified as overcapacity, Dupont Tyler Middle School and McGavock High School are identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.