

Metropolitan Planning Commission



Staff Reports

August 13, 2026



Metro Planning Commission Meeting of 8/13/2026

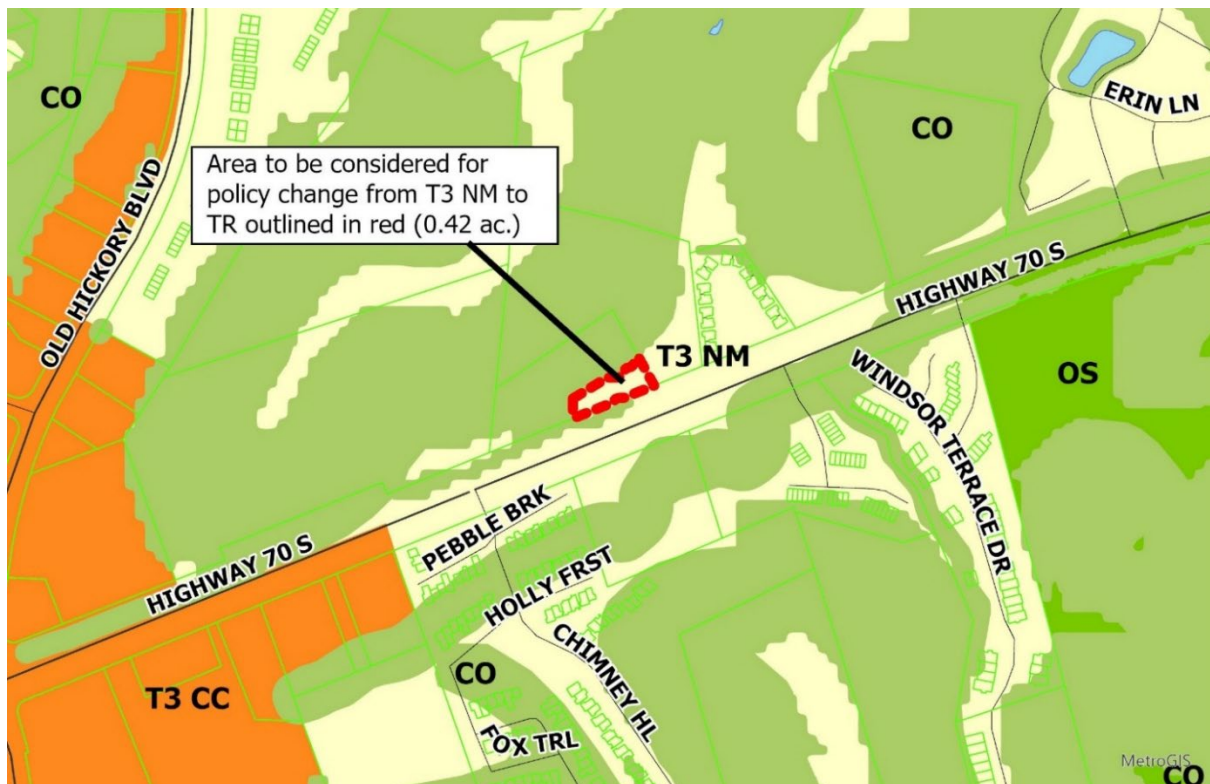
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



2025CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 142, Part of Parcel 22

06, Bellevue

23 (Thom Druffel)



Metro Planning Commission Meeting of 8/13/2026

Item #1	Major Plan Amendment 2025CP-006-001
Project Name	Bellevue Community Plan Amendment
Council District	23 – Druffel
School District	09 – Tylor
Requested by	Fulmer Lucas Engineering, applicant; Vue Properties LLC, owner.
Staff Reviewer	Pokhrel
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Bellevue Community Plan to change the policy.

Major Plan Amendment

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

BELLEVUE COMMUNITY PLAN

Current Policy

T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity. *The T3 NM area lies adjacent to Conservation (CO) policy, which recognizes a large area of steep slopes; the adjacent CO policy area is not included in this request.*

Requested Policy

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

BACKGROUND

At the request of the applicant, Planning staff initiated a study for a 0.42-acre portion of a 2.26-acre property located at 6970 Highway 70 South to determine whether Suburban Neighborhood Center (T3 NC) policy or Transition (TR) policy may be appropriate for the property. Along with the community plan amendment request, the applicant has submitted an application to rezone the property to Specific Plan (SP) to permit office use; such use is not supported by the existing Suburban Neighborhood Maintenance (T3 NM) policy. Note that the rezoning application will be considered separately by the Planning Commission at a future meeting.



Metro Planning Commission Meeting of 8/13/2026

The study area is currently guided by T3 NM policy, which supports low to moderate density residential uses and institutional uses. The remainder of the property is guided by Conservation (CO) policy, which recognizes a large area of steep slopes. The CO policy on the property is not proposed to change; the proposed community plan amendment only affects the 0.42 acres located within the T3 NM policy area.

Highway 70 South functions as a well-traveled arterial within a growing area of the city, characterized by ongoing residential development. While commercial uses exist to the west, the segment of Highway 70 South adjacent to the study area currently lacks similar opportunities for neighborhood-serving businesses. In response, Planning staff evaluated whether a policy change to T3 NC or TR could support and complement the existing community context.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the Bellevue Community Plan. Community meeting notices were mailed to 456 property owners within a 1,300-foot buffer of the policy amendment area, and details of the community meeting were made readily available on the Planning Department's webpage.

A community meeting was held on Tuesday, February 24, 2026, at Nashville Public Library Bellevue Branch located at 720 Baugh Road. Approximately eight people attended along with the applicant, the district Councilmember, and Planning staff. Community members expressed concerns about having a non-residential use in a largely residential area, the possibility of the policy change leading to more policy changes along the corridor in the future, and the possibility of negative effects on residential property values.

In response to these concerns, Planning staff recommended that the applicant hold a follow-up community meeting to further discuss the proposal with nearby residents. This property lies in Council District 23; however, the south side of Highway 70 lies in District 34. The applicant held the follow-up community meeting on July 1, 2026, at Brook Hollow Baptist Church, located at 678 Brook Hollow Road. The meeting was attended by six nearby residents, Council Members Thom Druffel (District 23) and Sandy Ewing (District 34), the property owner, Dr. Justin Poff, and the applicant team. During the meeting, the applicant addressed concerns raised by residents, including questions regarding the proposed office use, traffic, compatibility with the surrounding neighborhood, and environmental constraints. Both district council members have expressed project support to staff. Some residents are supportive of the policy change; however, a few remain unsupportive due to concerns mentioned above.

ANALYSIS

Planning staff analyzed the 0.42-acre study area to evaluate the appropriateness of the existing Suburban Neighborhood Maintenance (T3 NM) policy as well as Suburban Neighborhood Center (T3 NC) and Transition (TR) policies. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends near the study area. Staff was primarily focused on determining whether T3 NC policy or TR policy could align with the existing character and context of the neighborhood while



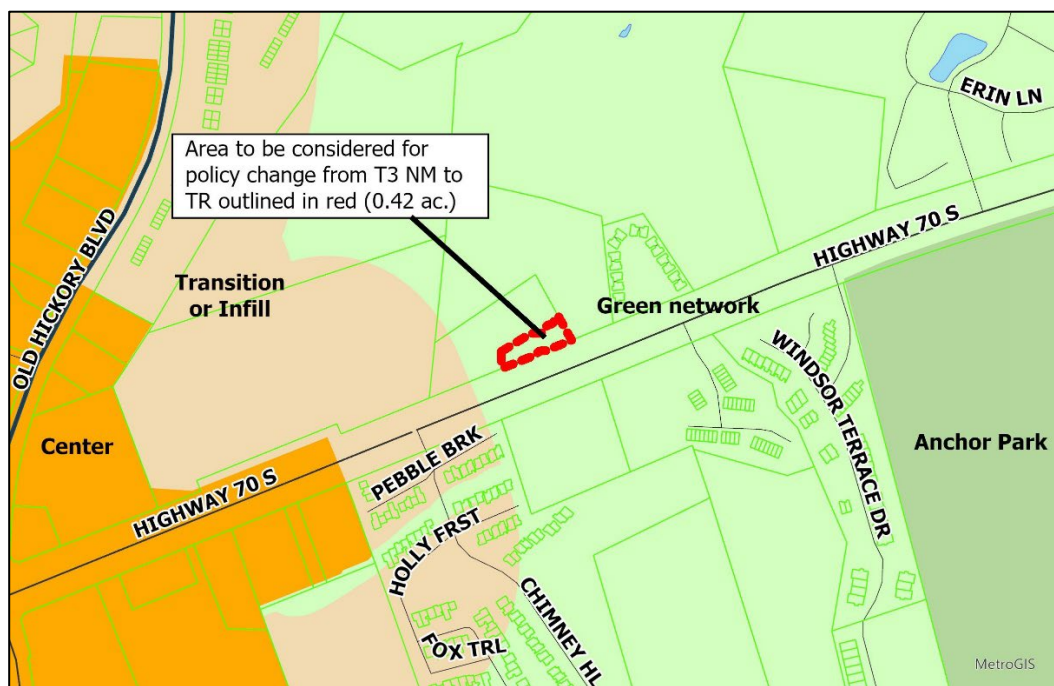
Metro Planning Commission Meeting of 8/13/2026

also supporting its long-term stability. Staff concluded that TR policy, allowing office and residential uses but not commercial, would be appropriate for the study area.

NashvilleNext Growth & Preservation Concept Map

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

As shown in the following image, the study area is situated within the Green Network since it is surrounded on three sides by sensitive natural features. Green Network areas provide access to nature, require environmental protection, and preserve natural resources. They also include sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when developed (such as steep slopes and floodplains). The requested policy change from T3 NM to TR would not alter the study area's Green Network area designation on the Concept Map. A Center is located nearby to the west at the intersection of Highway 70 South and Old Hickory Boulevard; multiple large shopping centers are situated within the Center area.



Growth and Preservation Concept Map

▲ North

Community Character Policy Application

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



Metro Planning Commission Meeting of 8/13/2026

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

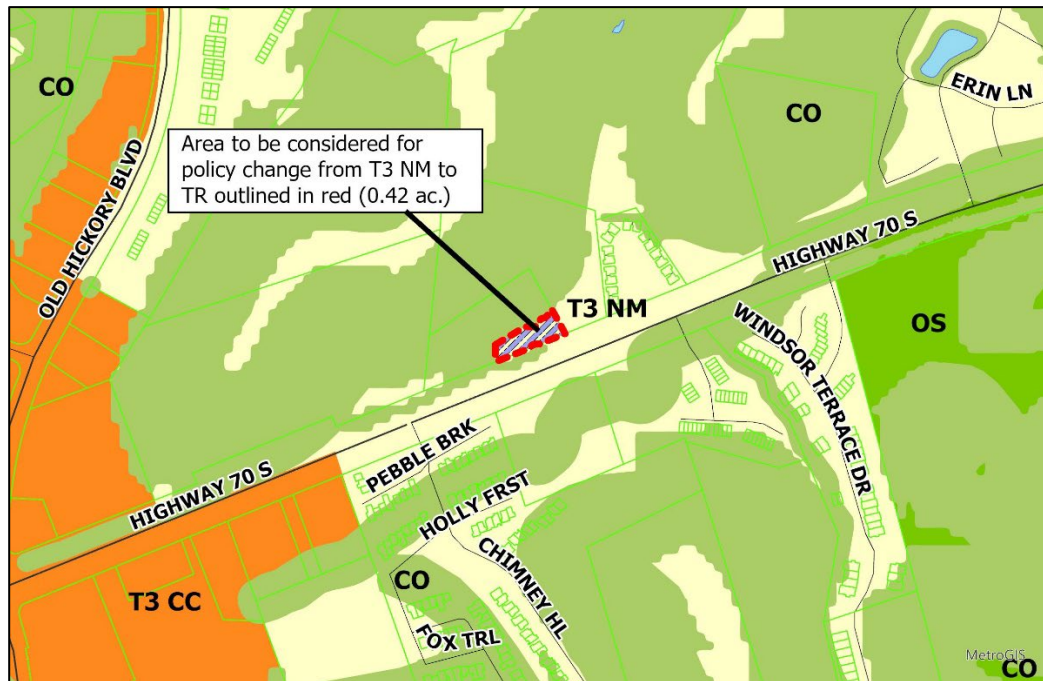
The current policy of T3 NM was applied to the study area to maintain the established character of the suburban neighborhood. T3 NM policy is applied in areas where there is an expressed interest in maintaining the prevailing development pattern and where current conditions are considered stable and sustainable. In this case, however, the applicant intends to seek zoning that would permit a non-residential use (office) on the property; non-residential uses—other than institutional uses—are not supported by the current T3 NM policy. Planning staff considered two policy alternatives for the study area: T3 NC and TR policies.

While T3 NC supports a mix of neighborhood-scale residential and commercial uses, it is generally applied at key intersections or nodes intended to serve the surrounding area. In this context, Suburban Community Center (T3 CC) policy already exists to the west at a major intersection (Highway 70 South and Old Hickory Boulevard), where more intense mixed-use development is appropriate and currently occurring. Applying T3 NC to the subject site, which is not located at an intersection and is close in proximity to an intense center policy, would not be consistent with Community Character Manual (CCM) guidance.

TR policy is more appropriate given the site's location along Highway 70 South and its relationship to surrounding uses and sensitive environmental features. TR policy is intended to provide a transition in scale and intensity between more intense development or major thoroughfares and lower-intensity residential neighborhoods. It supports a mix of small-scale office and residential uses while maintaining compatibility with adjacent residential areas. This approach balances support for continued residential growth with opportunities for local services and amenities. The following map shows how the Bellevue Community Plan would change if TR policy were applied to the study area.



Metro Planning Commission Meeting of 8/13/2026



Community Character Policy Map with Proposed Policy Change ▲ North

Natural Features

The proposed policy change would apply to a 0.42-acre portion of a larger 2.26-acre property. The remainder of the property contains sloped terrain, including slopes of 25 percent and greater. Sensitive soils are present in the sloped areas. Extensive tree canopy, which aids in stabilizing the steep slopes—covers much of the property. The steep slopes on the property are part of a much larger contiguous area of steep slopes that cover a large portion of the Bellevue Community Plan area. CO policy applies to the steep slopes, problem soils, and significant tree canopy in the study area. These environmentally sensitive areas would remain under CO policy and are not part of this amendment.

Development is discouraged in Conservation (CO) policy areas. However, the CO policy recognizes that in some cases, development of a site may not be possible without minor disturbances. Any development incursions into CO areas should be minimal and should adhere to the Design Principles found in the Community Character Manual.

Current Land Uses and Zoning

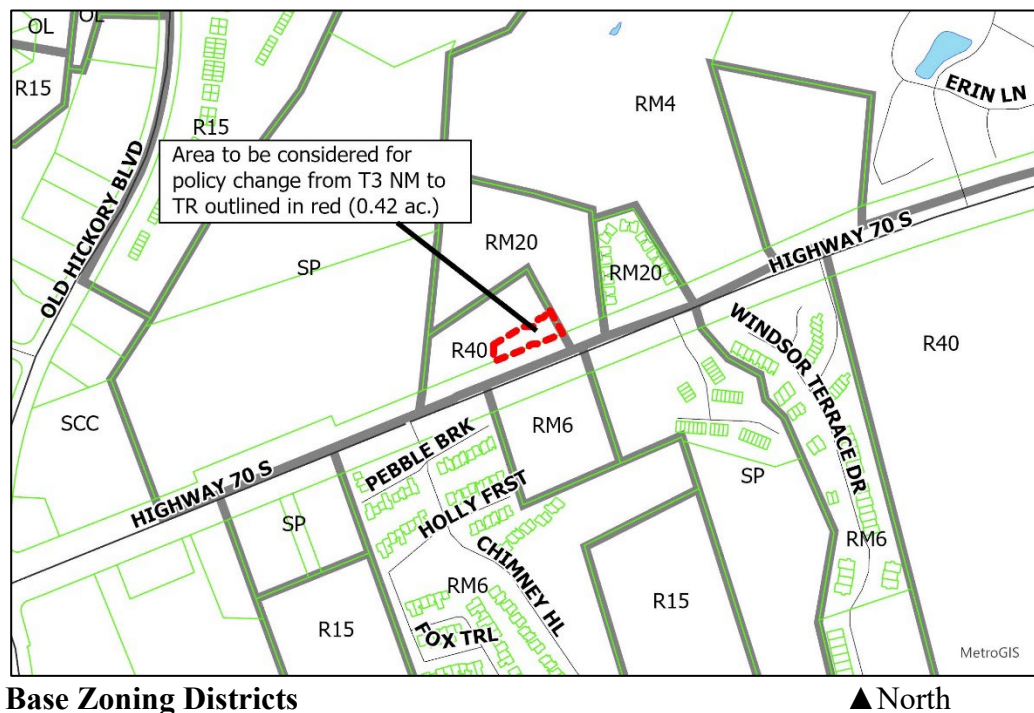
The study area currently contains one single-family residential unit. Along the Highway 70 South corridor, east of the intersection with Old Hickory Boulevard, multi-family residential and non-residential are the most prominent uses. Large commercial shopping centers are present on three corners of the Highway 70 South – Old Hickory Boulevard intersection, approximately one-half mile to the west. Multi-family residential is present south and east of the study area. Steep slopes limit the development potential of adjacent properties north and west of the study area.

The study area is zoned One- and Two-family Residential (R40). A mix of zoning districts is present in the study area's vicinity; these include One- and Two-Family Residential (R40 and R15)



Metro Planning Commission Meeting of 8/13/2026

and Multifamily Residential (RM4, RM6, and RM20) districts and several residential and commercial-based Specific Plan (SP) districts. The following map shows current base zoning for the study area and vicinity.



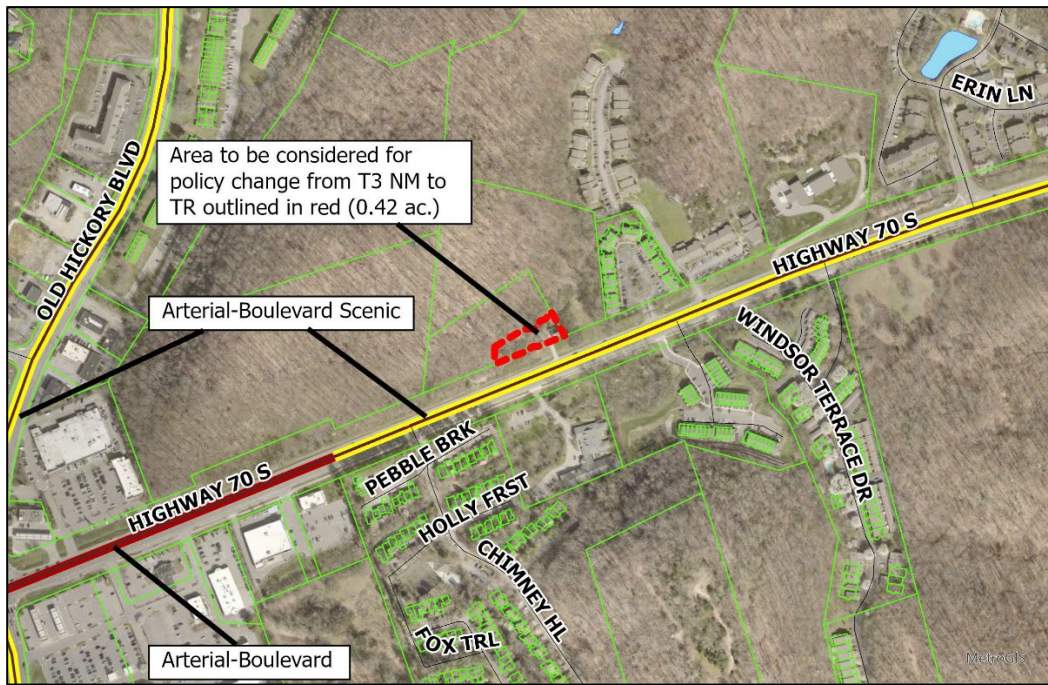
TR policy would support multi-family residential zoning districts (RM20-A and RM40-A) and office/residential mixed-use zoning districts (ON, OL, OR20, and OR40). While the appropriateness of any specific zoning district would be evaluated by Planning staff following submittal of a rezoning request, multi-family and mixed-use zoning appear to be generally compatible with the diverse zoning patterns found in the broader area surrounding the subject property.

Mobility and Connectivity

The study area has frontage along Highway 70 South and is situated approximately one-half mile east of the intersection of Highway 70 South and Old Hickory Boulevard. Highway 70 South is classified as an arterial boulevard (scenic) in the Major and Collector Street Plan (MCSP), providing an important east-west connection through the area and to other parts of Nashville and surrounding counties. Old Hickory Boulevard, also classified as an arterial boulevard (scenic), provides access to Interstate 40 and other parts of Nashville and surrounding counties. The following image shows MCSP classifications for the area.



Metro Planning Commission Meeting of 8/13/2026



Major and Collector Street Plan

▲ North

Sidewalks are present along the south side of Highway 70 South, providing pedestrian connectivity along the corridor. WeGo Transit Local Route 3B operates along Highway 70 South, offering transit service to the area. The study area is located approximately 90 feet from a bus stop adjacent to the site and approximately 130 feet from an additional stop on the opposite side of Highway 70 South, providing convenient access to public transit.

Analysis Summary

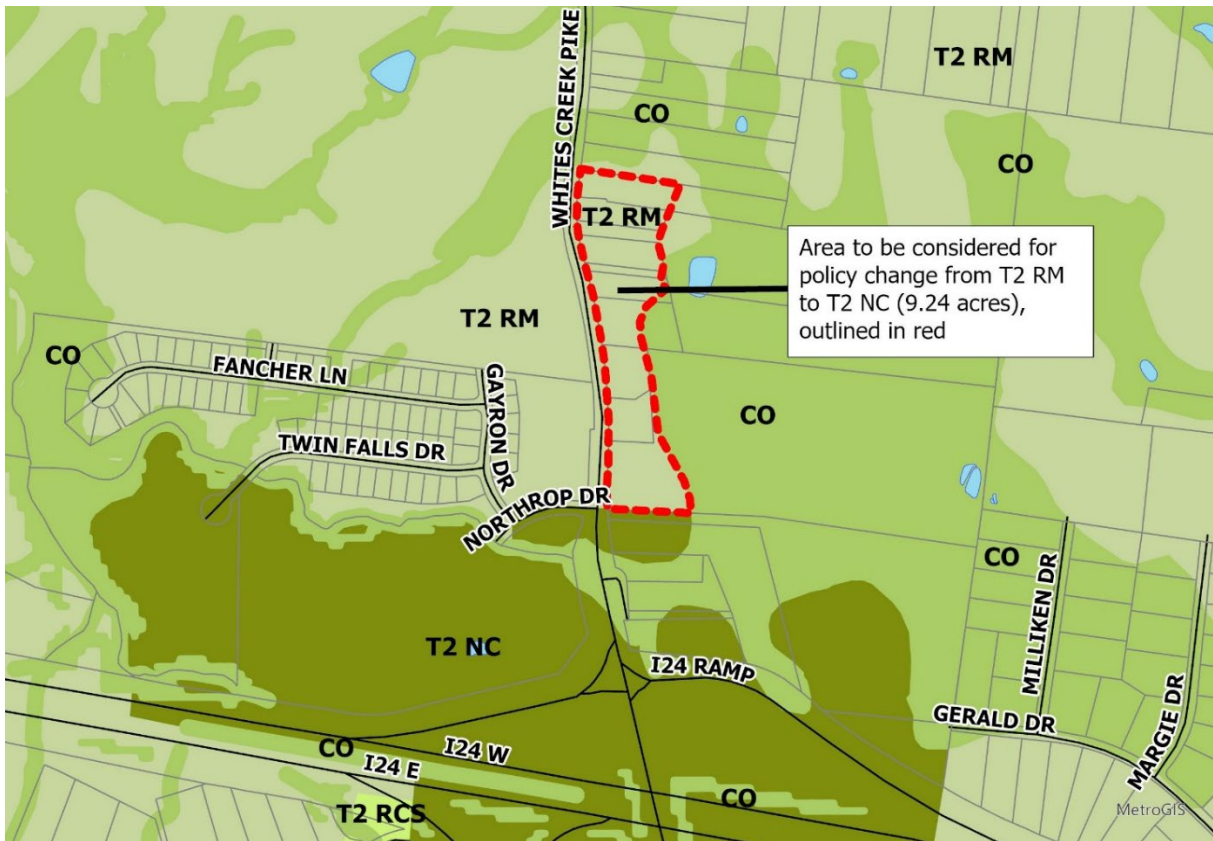
The study area is located along Highway 70 South, a major arterial corridor, and between existing commercial uses and policy (T3 CC) to the west and residential uses and policy (T3 NM) to the east. The site has convenient transit and sidewalk access and is located along a major transportation corridor. The site's corridor frontage and proximity to more intense uses support TR policy. The proposed TR policy is appropriate as it allows limited small-scale office uses while maintaining compatibility with adjacent residential uses; TR policy provides a context-sensitive transition in scale and use. The proposed amendment aligns with long-term planning goals by reinforcing appropriate transitions in land use and scale along Highway 70 South.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Suburban Neighborhood Maintenance (T3 NM) policy to Transition (TR) policy.



Metro Planning Commission Meeting of 8/13/2026



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 8/13/2026

Item #2	Major Plan Amendment 2026CP-001-001
Project Name	Joelton Community Plan Amendment
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	Thompson Burton PLLC, applicant; Ellis P. Jakes Revocable Trust, The Potts Family Living Trust, and Joe N. Smith, owners.
Deferral(s)	This item was deferred at the July 23, 2026, Commission meeting. No public hearing was held.
Staff Reviewer	Clark
Staff Recommendation	<i>Approve.</i>

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).

JOELTON COMMUNITY PLAN

Current Policy

Rural Maintenance (T2 RM) policy is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low density residential, agricultural, and institutional development patterns.

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land within the T2 Rural, T3 Suburban, T4 Urban, and District Transect Categories. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. CO policy applies to steep slopes on areas adjacent to the study area. CO policy will remain in place.

Requested Policy

T2 Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.



Metro Planning Commission Meeting of 8/13/2026

BACKGROUND

The proposed community plan amendment is for 9.24 acres located along the eastern side of Whites Creek Pike in the Joelton community. Whites Creek Pike is a well-traveled arterial-boulevard that links Robertson County and Springfield on the north to the Whites Creek community and other Nashville neighborhoods on the south. Whites Creek Pike passes through Joelton, a rural community in northwest Davidson County. The study area is surrounded by single-family residential uses and vacant rural land. Interstate 24 right-of-way lies approximately 200 feet to the south, and an Interstate 24 – Whites Creek Pike interchange lies just beyond the right-of-way. The study area is currently guided by Rural Maintenance (T2 RM) policy, which supports low-density residential and agricultural development. Rural Neighborhood Center (T2 NC) policy applies to properties south of the study area and supports rural, mixed use development. The proposed change would extend T2 NC policy from the south approximately 350 feet northward along the eastern side of Whites Creek Pike.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the Joelton Community Plan, necessitating a community meeting. Community meeting notices were mailed to 159 property owners within a 1,300-foot buffer of the community plan amendment area. The community meeting was held on Thursday, June 25, 2026, at the Ivy Center of Nashville, located at 4344 Ashland City Highway, as part of District Councilmember Joy Kimbrough's regular monthly meeting. Approximately 16 property owners were in attendance. While attendees expressed support for this particular policy change, they also expressed concerns regarding future zonings and potential future policy changes along Whites Creek Pike. Planning staff will remain mindful of these concerns, especially when considering future development proposals in the area.

ANALYSIS

Planning staff analyzed the community plan amendment to evaluate the appropriateness of the requested T2 NC community character policy. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends near the study area. Planning staff focused primarily on determining whether the proposed T2 NC community character policy could align with the existing character and context of the community while also supporting its long-term stability. Based on the factors discussed below, Planning staff concluded that T2 NC policy would be appropriate for the study area.

NashvilleNext Growth and Preservation Concept Map

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

As shown in the following image, the study area is situated within the Green Network. The Green Network includes rural areas and provides access to nature, oftentimes requiring environmental protection to preserve natural resources. The Green Network includes sensitive natural features that



Metro Planning Commission Meeting of 8/13/2026

can be disturbed and/or destroyed by development or that pose health or safety risk when disturbed and/or destroyed by development. Because the study area will remain in the Rural Transect, the requested community character policy change from T2 RM to T2 NC will not change the study area's designation as part of the Green Network on the Growth and Preservation Concept Map.



Community Character Policy

There are 14 Community Plans that provide the development vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual, which defines a framework of policy types that help guide appropriate land use, development patterns, and community form.

The study area is located within the Joelton Community Plan area. The Joelton Community Plan applies community character policies to ensure that limited growth and change occur in a manner consistent with the community's desired vision and existing values. This approach reinforces the preservation of Joelton's existing rural character while allowing for some context-sensitive development and growth that aligns with community expectations.

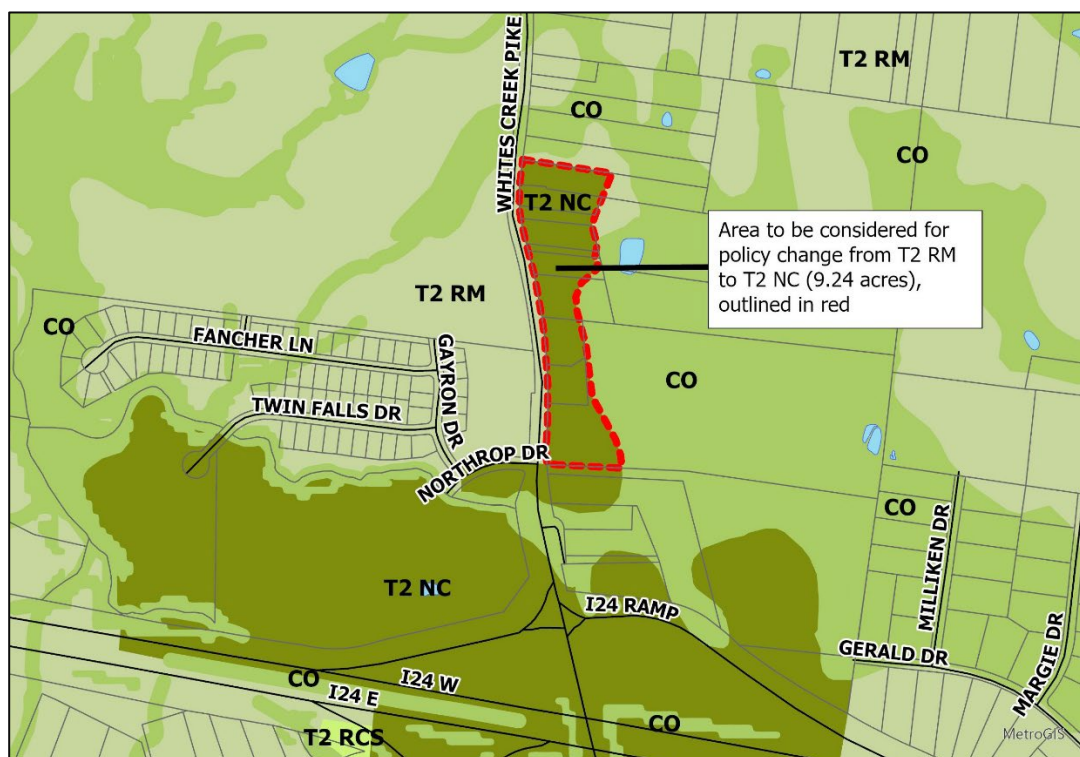
The current community character policy, Rural Maintenance (T2 RM), is intended to maintain the general character of rural neighborhoods with their varying lots sizes and setbacks as well as agricultural uses. T2 RM was applied to the site with the intention of maintaining its established rural residential character. The requested Rural Neighborhood Center (T2 NC) community character policy is intended to maintain, enhance, and create rural neighborhood centers that provide a mix of uses for the surrounding rural areas. Staff purposely drew the study area to focus on proximity along



Metro Planning Commission Meeting of 8/13/2026

the corridor rather than changing the policy on the entirety of large lots. This delineation will allow sensitive natural features to remain in CO policy.

The applicant proposes changing the study area's policy from T2 RM to T2 NC to allow for the northward extension of existing T2 NC policy applied near the Interstate 24 – Whites Creek Pike interchange. Applying T2 NC policy to the study area would provide the opportunity for the study area to develop in a manner that meets the growing demand for commercial uses and services by local area residents. The Whites Creek corridor in Joelton has a rural character with limited suburban residential development located near Interstate 24. Applying T2 NC to the site is appropriate given its proximity to the existing nearby T2 NC area and the Interstate 24 – Whites Creek Pike interchange. The following image shows how the Joelton Community Plan map would appear if the proposed policy change is approved.



Community Character Policy Map with Proposed Policy Change North ▲

Natural Features

While hillsides and steep slopes are prominent throughout the Joelton community, the study area itself is relatively flat. Conservation (CO) policy applies to sloped areas and unstable soils present in the area and particularly east of the study area. CO policy would remain in place.

Current Land Uses and Zoning

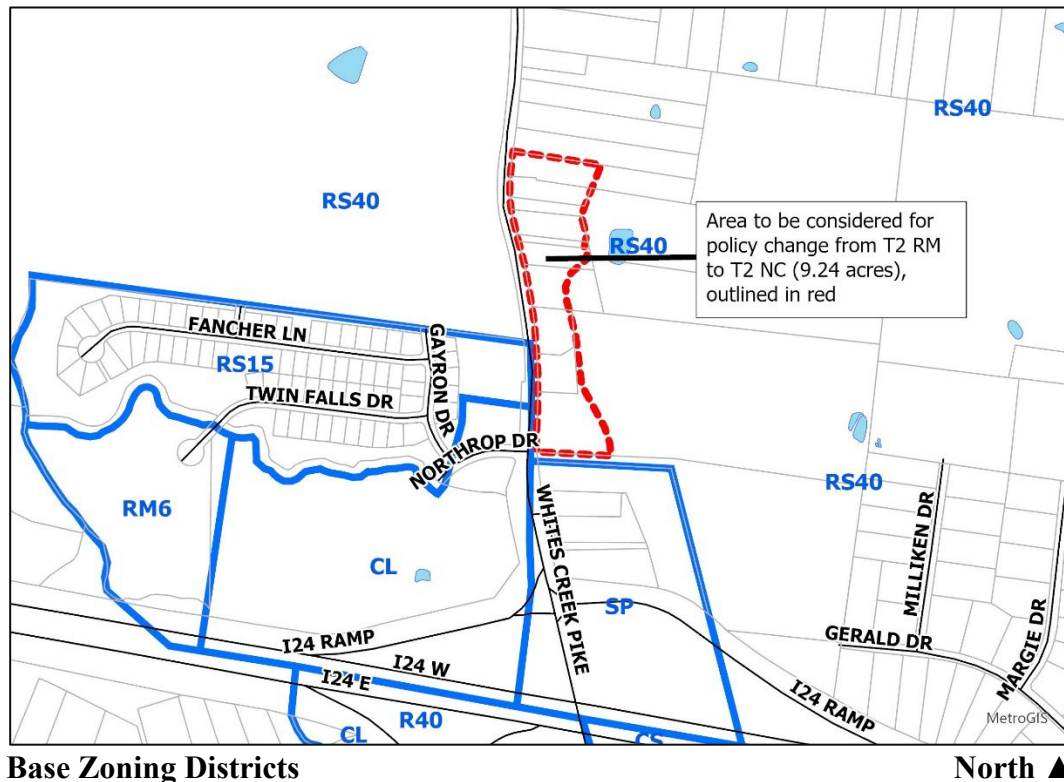
The study area consists mostly of large lots with single-family residential homes and vacant property. North of the study area are single-family homes located on large lots, a development pattern that continues northward along Whites Creek Pike. In addition, a suburban residential



Metro Planning Commission Meeting of 8/13/2026

subdivision with 71 single-family homes is located west of the site. To the east and northwest of the site are agricultural lands and mature woodlands.

As shown on the following map, the study area is zoned Single-Family Residential (RS40). RS40 zoning also applies to properties to the north, northeast, and northwest. Zoning districts present to the south and southwest of the study area include Commercial Limited (CL), Single-Family Residential (RS15), and Specific Plan (SP).



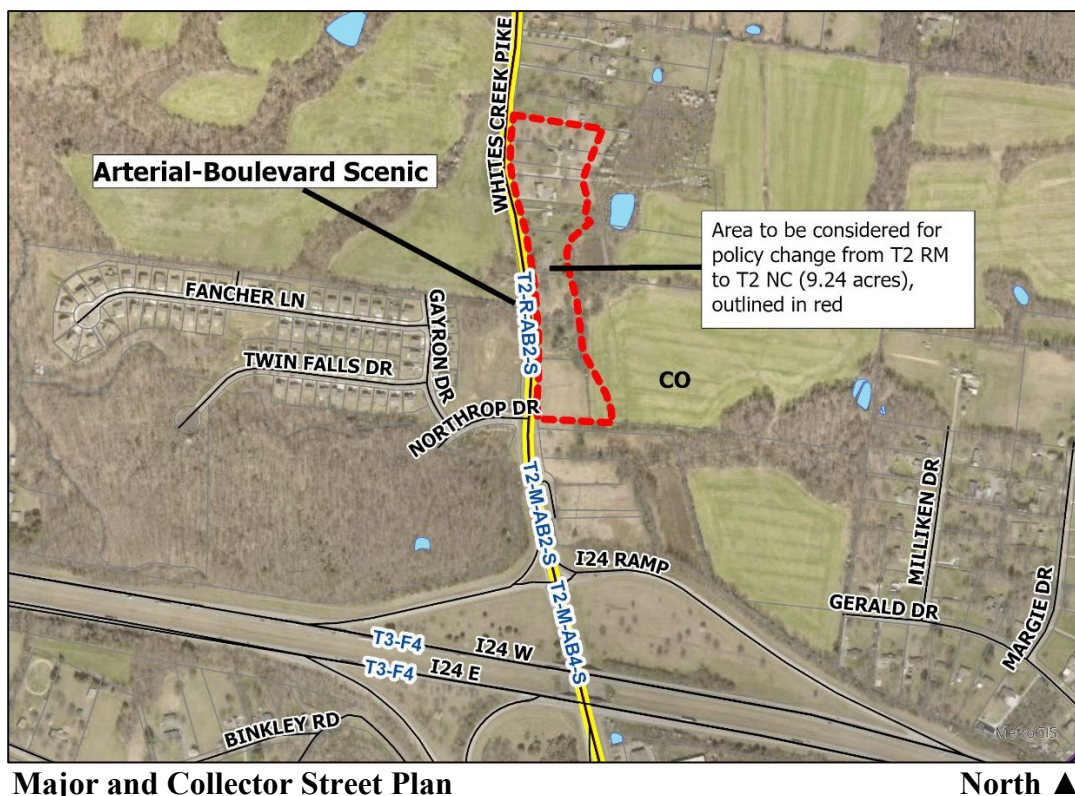
T2 NC policy is appropriate, in part, due to existing development and zoning patterns in the area—particularly the presence of commercial zoning south of the study area. While there is no current rezoning request for the study area, the requested T2 NC policy could potentially support mixed use zoning and a mix of land uses.

Mobility and Connectivity

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. T2 NC areas feature low to moderate levels of connectivity with rural roads and multi-use paths. As shown on the following map, the study area has frontage along Whites Creek Pike, classified as an arterial-boulevard scenic, and is located approximately 0.25 miles from the Interstate 24 – Whites Creek Pike interchange.



Metro Planning Commission Meeting of 8/13/2026



Infrastructure for pedestrians and bicycles, such as sidewalks and bikeways, are absent as is typical in rural areas. Public transit service is provided by the WeGo #89 Springfield Express Service bus route. This route travels between Springfield and Downtown Nashville via a combination of U.S. Route 431 and Interstate 24, offering a limited number of stops. The closet stop for this route is at the Joelton Plaza Park and Ride lot, located approximately 0.50 miles south of the site.

Analysis Summary

The community plan amendment area is located along Whites Creek Pike and is surrounded by single-family homes, farmland, and vacant land. The site has adequate vehicle access to Interstate 24 and the Joelton commercial corridor, located south of the site across Interstate 24. The site's access to Whites Creek Pike, proximity to the Joelton commercial corridor, and the presence of T2 NC policy immediately south of the study area are among the factors that support extending T2 NC policy to the study area. Staff finds that the proposed policy change from T2 RM to T2 NC would be appropriate.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Rural Maintenance (T2 RM) policy to Rural Neighborhood Center (T2 NC) policy.



SEE NEXT PAGE



NO SKETCH



Metro Planning Commission Meeting of 8/13/2026

Item #3	Text Amendment 2026Z-013TX-001
Project Name	Adult and Child Care Amendments
Council Bill No.	BL2026-1433
Council District	Countywide
School District	Countywide
Requested by	Councilmember Joy Styles

Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. A public hearing was held and closed on July 23, 2026.
------------------	--

Staff Reviewer	Shane
Staff Recommendation	<i>Approve with a substitute ordinance.</i>

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 amendment as filed 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. A proposed substitute is included in the staff report for review.

BACKGROUND AND ANALYSIS

This ordinance as filed 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 both day care uses. Outside of Title 17, amendments to the code include both ensuring child care is entitled to the same expedited review process that affordable housing projects are and that references to distance requirements for short-term rentals and beer permits are updated to apply specifically to child care facilities.

At the July 23, 2026, Planning Commission public hearing, staff presented the item, and the public hearing was opened and closed. The Commissioners asked whether the functional distinctions between adult and child day care warrant creating separate uses within the zoning code and whether it was necessary to limit zoning permissions that the uses currently have in common. Staff conducted a survey of peer cities with inconclusive results as it varied widely between the cities. A seemingly equal number of cities either combine or separate the uses, with some cities that separate the two uses still giving them the same or similar permissions and others that separate them regulating and permitting them differently. The changes amongst peer cities may also be impacted by state regulations. Based on their similar zoning impacts, staff finds that there is no clear warrant



Metro Planning Commission Meeting of 8/13/2026

for removing certain permissions from adult day care that the uses are currently entitled to in the code. Staff therefore is proposing a substitute ordinance that separates the uses definitionally but regulates them identically within Title 17. While the ordinance as filed contained many similar provisions, the filed ordinance removed the home accessory option from adult day care and the Code's existing provision allowing the zoning administrator to waive certain day care standards for large multi-family developments incorporating an adult day care use. The substitute ordinance restores a home accessory option for adult day care and gives adult day care the same potential for exemptions when included with large multi-family developments. These changes would retain the provisions for adult day care uses in the code today, and create a separate land use.

Despite the similarities between adult and child day care, retaining the separate definitions proposed by the original bill for the two uses does provide greater clarity for users of the Zoning Code. This is because the Code refers applicants to the corresponding state regulations for each use. Conflating the uses could lead to the mistaken notion that the state permits and regulates the two uses identically, which is not the case. Internally to a site, the uses do function somewhat differently. For example, outdoor recreational areas will be arranged differently. Also, adult day care generally has more clinical requirements as required by the State, such as more stringent educational requirements for staff and individualized plans of care for dependents. In separating the uses, the Code ensures that users are referencing the correct set of state regulations.

The changes to Titles 2, 6, and 7, which affect expedited permitting procedures and beer permit- and short term rental-spacing for child day care, are left unchanged in the substitute.

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 was deferred from August 4, 2026, to September 1, 2026. Third reading is scheduled to be held on September 15, 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 was held on July 23, 2026. This item was then deferred to the August 13, 2026, Planning Commission meeting following a suspension of the rule requiring a two meeting-deferral to allow for the Planning Commission's recommendation to be transmitted to Metro Council before public hearing on September 1, 2026.

STAFF RECOMMENDATION

Staff recommends approval with a substitute.



Metro Planning Commission Meeting of 8/13/2026

PROPOSED SUBSTITUTE 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 8/13/2026

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 8/13/2026

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

1. Accessory to a single-family dwelling: Up to four individuals;
- ~~12.~~ Adult day services home-Small: Five through seven individuals;
- ~~23.~~ Adult day services home-Large: Eight through twelve individuals;
- ~~34.~~ Adult day services center-Up to 50: Thirteen through fifty individuals;
- ~~45.~~ 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. 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.
- ~~34.~~ 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.



Metro Planning Commission Meeting of 8/13/2026

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.
 34. 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.
 2. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
 3. Multi-Family Buildings. The zoning administrator may waive the above standards for multi-family housing developments of two hundred or more units if compliance would disqualify an otherwise reasonable location.
- D. 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.
 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.
- 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.



Metro Planning Commission Meeting of 8/13/2026

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.
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



Metro Planning Commission Meeting of 8/13/2026

- 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:
- 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
 - d. The adult day services center is within a large multifamily housing development of two hundred or more dwelling units.
- 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.



Metro Planning Commission Meeting of 8/13/2026

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~~, D, and E and renumbering subsequent subsections appropriately:

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.



Metro Planning Commission Meeting of 8/13/2026

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.

D. Adult Day Services Home-Small.

1. Applicability. The use shall only be permitted in an occupied residence or as an accessory to another institutional use.
2. 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.
3. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
4. Lot Area. An adult day services 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.

E. Adult Day Services home-Large

1. Applicability. The use shall only be permitted in an occupied residence or as an accessory to another institutional use.
2. 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.
3. State Regulations. All requirements of the state that pertain to the use and operation of the facility shall be met.
4. Lot Area. An adult day services 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 adult day services home - large use shall locate on the same local street's block face or opposing block face within 600 feet of 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.

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 8/13/2026

INTRODUCED BY:

Joy Styles
Member of Council



Metro Planning Commission Meeting of 8/13/2026

Substitute Exhibit A

	AG	Residential							Mixed Use				Office				Commercial				Downtown (DTC)					Shopping Center			Industrial				
Key: P—Permitted PC—Permitted w/conditions* SE—Special exception* A—Accessory* O—Overlay * Refer to Chapter 17.16 for standards	AG and AR2a	RS80 through RS3.75-A	RS0 through R6-A	RM2 through RM20-A-NS	RM40 through RM100-A-NS	RN1 and RN2	RL1, RL2	MHP	MUN, MUN-NS, MUN-A, and MUN-A-NS	MUL, MUL-NS, MUL-A, and MUL-A-NS	MUG, MUG-NS, MUG-A, and MUG-A-NS	MUI, MUI-NS, MUI-A, and MUI-A-NS	ON	OL	OG and OG-NS	OR20 through OR40-A-NS	ORI, ORI-NS, ORI-A, and ORI-A-NS	CN, CN-NS, CN-A, and CN-A-NS	CL, CL-NS, CL-A, and CL-A-NS	CS, CS-NS, CS-A, and CS-A-NS	CA and CA-NS	CF and CF-NS	North	South	East	West	Central	SCN and SCN-NS	SCC and SCC-NS	SCR and SCR-NS	IWD	IR	IG
Adult day services center (Up to 50)	SE	SE	SE	PC	PC	PC***	PC***	SE	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
Adult day services center (Over 50)	SE	SE	SE	PC	PC	PC***	PC***	SE	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
Adult day services home— Large	PC	A	A	PC	PC	PC***	PC***	SEPC	PC	PC	PC	PC	PC			PC	PC					PC	P	P	P	P	P						
Adult day services home— Small	PC	A	A	PC	PC	PC***	PC***	SEPC	PC	PC	PC	PC	PC			PC	PC					PC	P	P	P	P	P						
Day Child care center (Up to 50)	SE	SE	SE	PC	PC	PC***	PC***	SE	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
Day Child care center (Over 50)	SE	SE	SE	PC	PC	PC***	PC***	SE	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	P	P	P	P	P	PC	PC	PC	PC	PC	
Day Child care home—Large	PC	A	A	PC	PC	PC***	PC***	PC	PC	PC	PC	PC	PC			PC	PC					PC	P	P	P	P	P						
Day Child care home—Small	PC	A	A	PC	PC	PC***	PC***	PC	PC	PC	PC	PC	PC			PC	PC					PC	P	P	P	P	P						
Day care — Parent's Day Out	A	A	A	A	A	A***	A***	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
School day child care	A	A	A	A	A	A***	A***	A	A	A	A	A		A	A	P	P	A	A	A		P	P	P	P	P	P						



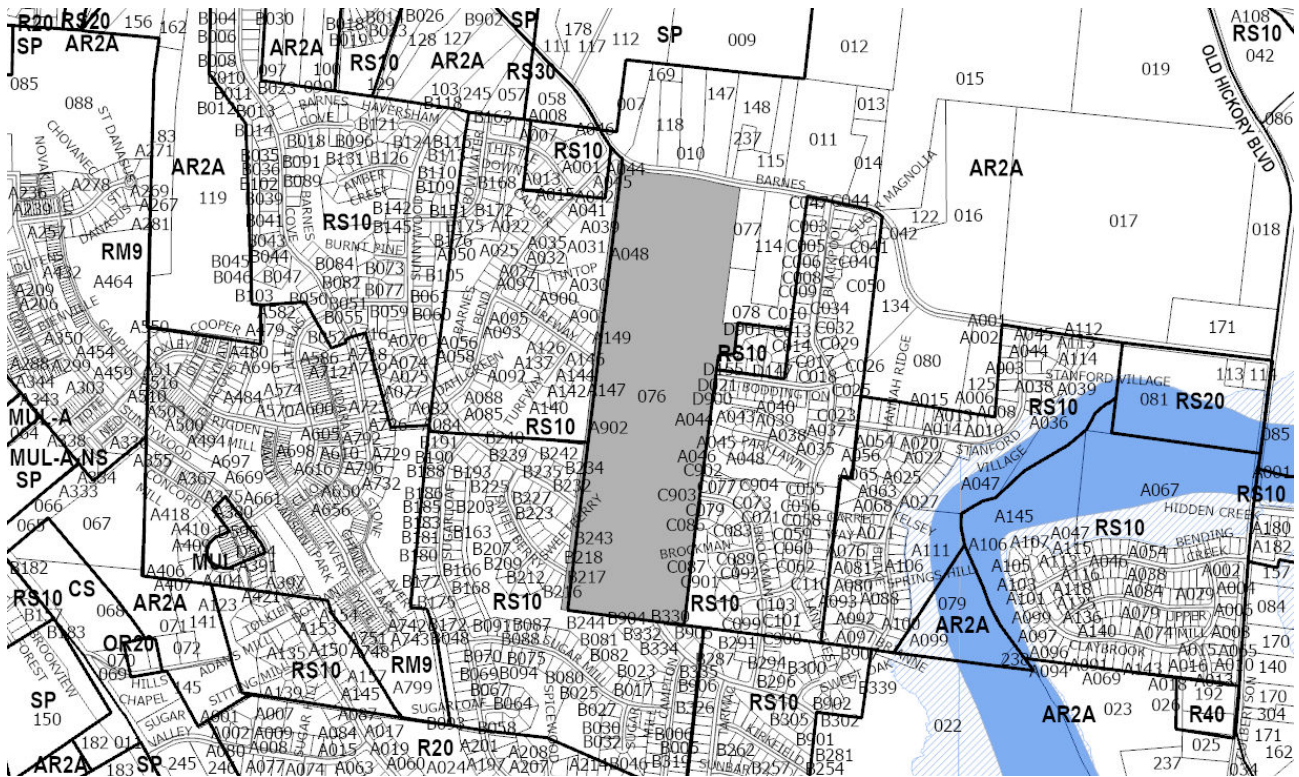
Metro Planning Commission Meeting of 8/13/2026

Exhibit B

Institutional Land Uses	
<u>Adult day services center</u>	<u>1 space for each 6 individuals accommodated, up to 30 individuals; for more than 30 individuals accommodated, 5 spaces plus 1 space per 12 individuals</u>
<u>Adult day services home – Large</u>	<u>2 spaces; where an adult day services home is an accessory use, 2 spaces plus principal use minimum</u>
<u>Adult day services home – Small</u>	<u>1 space; where an adult day services home is an accessory use, 1 spaces plus principal use minimum</u>
Day <u>Child</u> care center	1 space for each 6 individuals accommodated, up to 30 individuals; for more than 30 individuals accommodated, 5 spaces plus 1 space per 12 individuals
Day <u>Child</u> care home – Large	2 spaces; where a day <u>child</u> care home use is an accessory use, 2 spaces plus principal use minimum
Day <u>Child</u> care home – Small	1 space; where a day <u>child</u> care home use is an accessory use, 1 spaces plus principal use minimum



Metro Planning Commission Meeting of 8/13/2026



2026SP-018-001

ELAM STATION

Map 173, Parcel(s) 076

12, Southeast

31 (John Rutherford)



Metro Planning Commission Meeting of 8/13/2026

Item #4	Specific Plan 2026SP-018-001
Project Name	Elam Station
Council District	31 – Rutherford
School District	02 – Elrod
Requested by	Land Solutions Company, LLC applicant; Elam Family Trust, owners.
Deferrals	This item was deferred at the July 23, 2026 Planning Commission meeting. No public hearing was held.
Staff Reviewer	Garland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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.

Existing Zoning

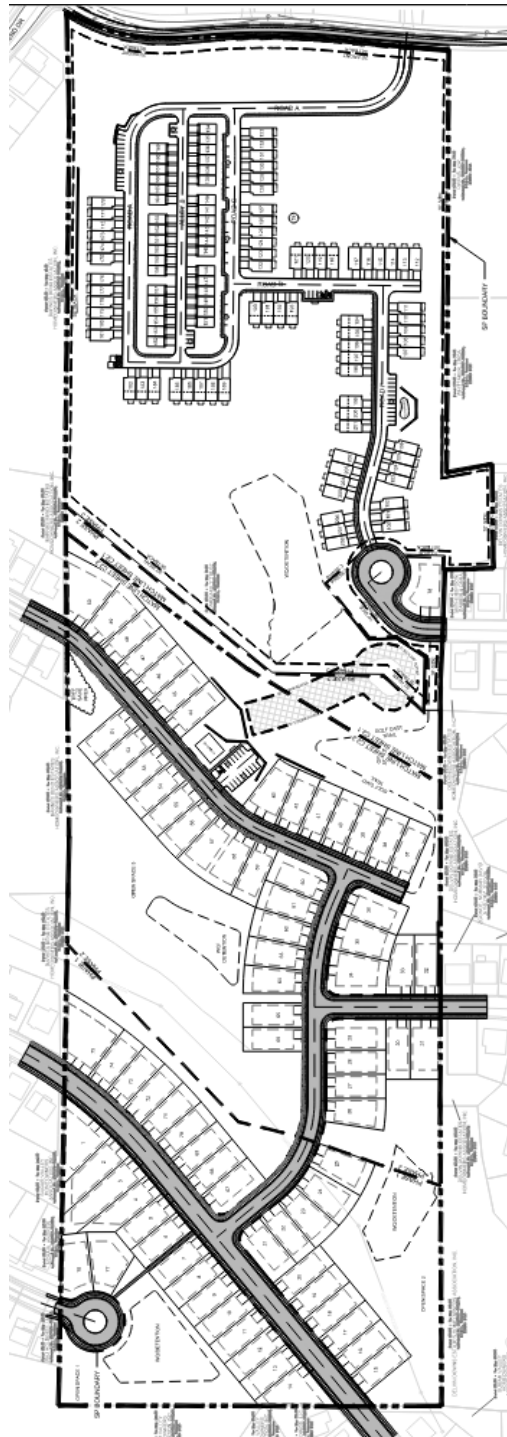
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit 27 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

Specific Plan-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 multi-family and single-family residential building types.*



Metro Planning Commission Meeting of 8/13/2026





Metro Planning Commission Meeting of 8/13/2026

SOUTHEAST 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 underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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.

SITE

The approximately 55.6-acre site is located on the south side of Barnes Road, just north of Mill Creek Park. The subject site has frontage on Barnes Road, which is classified as a Collector-Avenue in the Major and Collector Street Plan (MCSP). Surrounding zoning districts include Single-Family Residential (RS10, RS20, RS30), AR2a, Multi-Family Residential (RM9), One and Two Family Residential (R20), and Specific Plan (SP) with surrounding land uses including residential and vacant.

The SP (2022SP-065-001/BL2022-1621) to the north of the site was approved by Metro Council in 2022 for 16 single-family units and 136 detached multi-family units on approximately 54 acres. There are additional SPs on the northern side of Barnes Road approved for various single-family and multi-family residential units.

PLAN DETAILS

The plan proposes a total of 110 multi-family residential units and 77 single-family lots across the site. The multi-family units are proposed on the north side of the property and the south portion of the property contain the proposed single-family lots. Vehicular access to the northern portion of the site, the multi-family portion, is through a private road, labeled as Road A on the site plan. The southern portion of the site, with the single-family lots, contains multiple public road connections. Along the eastern portion of the site are planned connections to Sunnywood Drive and Brockman Lane. The plan proposes to extend Boddington Lane into the site and terminates into a cul-de-sac that connects to Road F as shown on the plan. The plan also shows Turfway Lane extending east through the site ending in a stub out for future connection. The plan shows Sweetberry Drive extending into the site and terminating into a cul-de-sac.



Metro Planning Commission Meeting of 8/13/2026

There are two different unit types proposed, single-family lots and multi-family units. The single-family lots are proposed with front loaded units with a maximum height of 35 feet in two stories. The multi-family units are front and rear loaded. There is one private alley proposed in the multi-family portion, Alley B, where the townhomes will be rear loaded. The townhomes proposed along Road D will also be rear loaded and fronting open space. The height of the multi-family units are proposed at a maximum of 35-feet ranging from two to three stories. All proposed structures are orientated towards a street or open spaces.

The proposed development will be constructed in three phases, beginning with the southern portion of the site (Phase One), followed by the central portion (Phase Two), and concluding with the northern portion (Phase Three). The development includes transportation improvements by completing the planned collector avenue, Sunnywood Drive, identified in the MCSP, and other connections to existing public streets. The proposed site plan also includes a few recreational amenities, such as a golf cart trail, clubhouse, and playground.

Stormwater management will be accommodated through four detention areas located throughout the development. The proposal preserves approximately 9.68 acres of existing tree canopy, representing roughly 26 percent of the site, and maintains the required stream buffer.

ANALYSIS

The subject site is located within the Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The intent of the T3 NE policy is to create and enhance suburban neighborhoods by providing greater housing choice, improved connectivity, and more innovative and environmentally sensitive development patterns. The CO policy area primarily consists of steep slopes and a stream located along the eastern portion of the site. The development preserves these environmental features through the retention of the stream buffer and approximately 9.68 acres of preservation area including existing tree canopy and steep slopes.

The proposed development is consistent with the goals of the T3 NE policy by introducing a mix of housing types while improving street connectivity and enhancing the pedestrian network throughout the development. This pedestrian network is especially important in a development where environmentally sensitive features, including slopes and streams, influence the site design.

The subject property is considered an infill subdivision, as the T3 NE policy encourages development of undeveloped land within the existing suburban fabric. Redevelopment of this vacant site increases housing diversity while extending the street and pedestrian network. The proposed site design also responds to the surrounding neighborhood context by locating the multi-family development on the northern portion of the property adjacent to Barnes Road, while the single-family lots are concentrated on the southern portion of the site adjacent to existing single-family neighborhoods.

Although both residential components are part of the same planned development, the multi-family and single-family areas function largely independently. A substantial area of preserved tree canopy and a stream buffer separates the multi-family and single-family portions of the development, creating a natural buffer between the two residential areas. The private street network serving the



Metro Planning Commission Meeting of 8/13/2026

multi-family development does not connect to the public streets serving the single-family neighborhood. Instead, the multi-family portion is accessed from Barnes Road, with Road F providing a connection to the proposed cul-de-sac at the extension of Boddington Lane.

The southern portion of the site is proposed for single-family residential lots, each with a minimum lot size of 6,000 square feet. This lot size provides a compatible transition to the surrounding Single-Family Residential (RS10) zoned neighborhood. Locating the single-family homes in the southern portion of the site also allows the proposed street network to connect with existing roads, completing the local street network and improving neighborhood connectivity.

The T3 NE policy supports buildings ranging from one to three stories which is proposed with the development. The proposed development meets the goals of the policy to provide increased residential density with a variety of building types near an evolving corridor, therefore staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 8/13/2026

- All approvals are conditional pending full review of building construction documents. Changes to site or building construction may be required to comply with fire and/or building code requirements.

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed. (Water & Sewer Capacity Fee Permit No's. T2025099814 & T2025099822).

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,-254, -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. Submit exhibits w/ final, for reference. 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 out 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/ NDOT (NDOTstreetlights@nashville.gov) 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). Submit waste/recycle disposal plan with final SP. Note: No watering irrigation lines will be permitted



Metro Planning Commission Meeting of 8/13/2026

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. (cont.) On final site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".

- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Per review of the MMTA, the applicant shall provide a left turn lane at the site access on Barnes Rd with a minimum of 50' of storage and appropriate taper length within the available ROW per AASTHO. Further coordination with NDOT will be required at Final SP on the design of the pavement markings and cross-section along the frontage between the site access and the Western property line.
- The applicant shall provide the MCSP half section of 31' ROW on Barnes Road. However, in order to accommodate the left turn lane at the site access, the width of the furnishing zone will need to be modified in order to provide appropriate lane widths along the frontage.
- The applicant shall relocate utilities accordingly along the frontage to accommodate the cross-section on Barnes Rd.
- All internal roadways and intersections shall be designed with the appropriate traffic control and signage.
- With the extension of Sunnywood drive, the applicant shall continue to coordinate with NDOT at Final SP to address the long block length, with appropriate traffic calming measures.
- The applicant shall provide parking per metro code requirements.
- The applicant shall comply with NDOT roads conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from AR2a to SP is estimated to have an increase of 427 daily weekday trips, including 20 additional AM peak hour trips and 25 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 3 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 24 Elementary 18 Middle 16 High

The proposed SP-R zoning is expected to generate 51 additional students than the existing AR2a. Students would attend May Werthan Shayne Elementary School, William Henry Oliver Middle School, and John Overton High School. May Werthan Shayne Elementary School is identified as exceedingly over capacity. William Henry Oliver Middle School is identified as being exceedingly under capacity while John Overton High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.



Metro Planning Commission Meeting of 8/13/2026

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

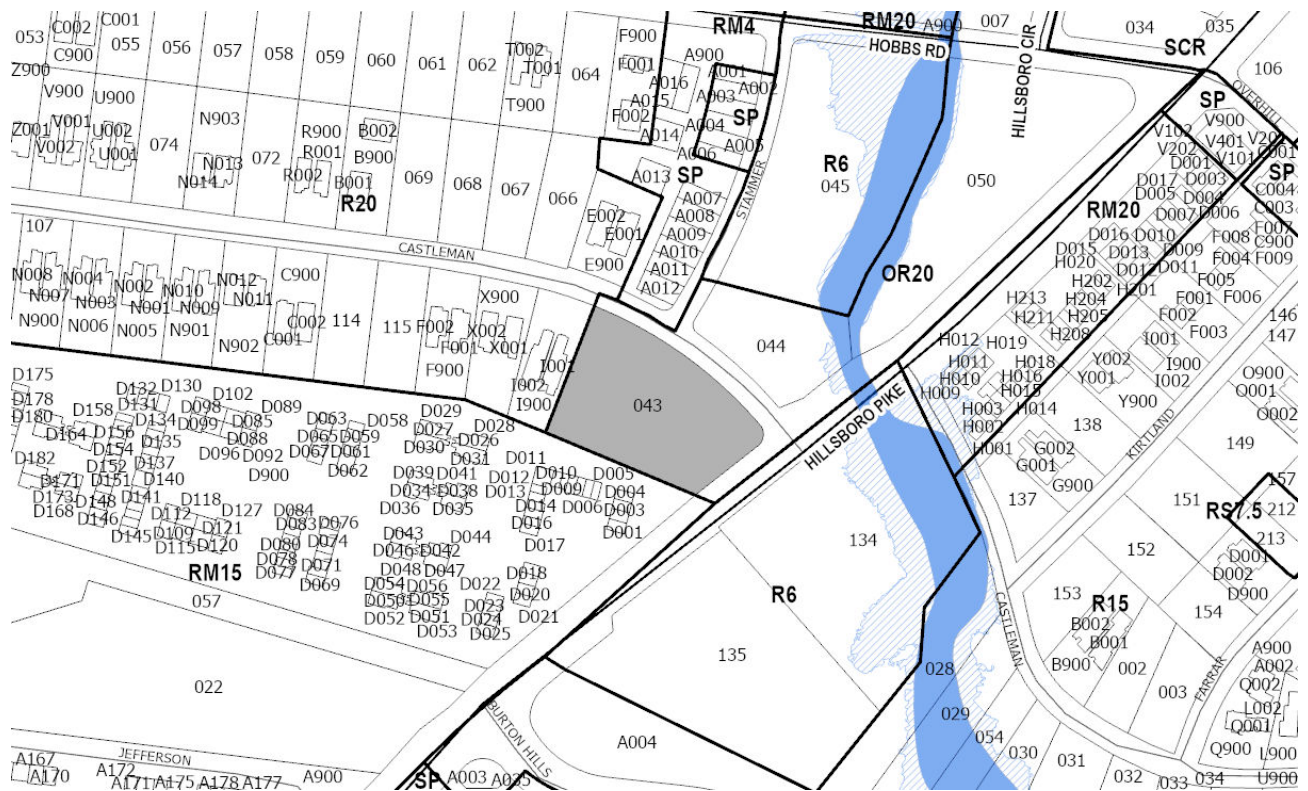
1. Permitted uses shall be limited to a maximum of 77 single-family lots and 110 multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited.
2. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
3. With the submittal of the final site plan, all elevations shall meet the architectural standards including providing a minimum of 15 percent glazing on the elevations.
4. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code. Buffer details to be reviewed with the landscape plan provided with the final site plan.
5. Any changes to the preliminary grading plan shall be reviewed and subject to staff approval with the final SP, including any changes that result in the removal of the existing tree canopy.
6. Existing tree canopy areas located outside of areas identified for stormwater detention and grading shall be preserved to the greatest extent practicable.
7. 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.
8. 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.
9. 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.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM6 zoning district for the multi-family portion of the site and R6 for the single-family portion of the site, as of the date of the applicable request or application.
12. 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.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



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 8/13/2026

Item #5	Specific Plan 2026SP-028-001
Project Name	4301 Hillsboro Pike SP
Council District	34 - Ewing
School District	05 – O’Hara Block
Requested by	Smith Gee Studio, applicant; Continental Plaza Office Bldg., owner.
Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Marton
Staff Recommendation	<i>Defer to the August 27, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

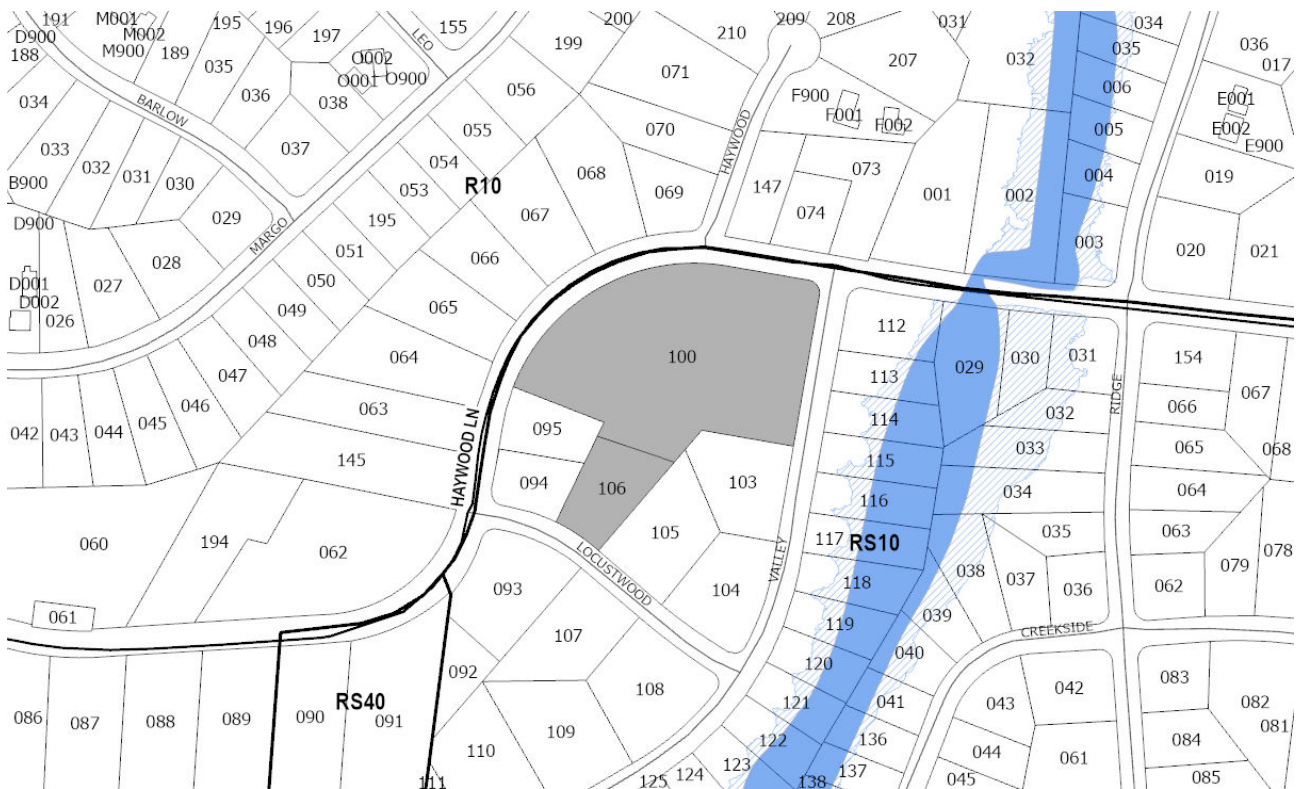
A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning for property located at 4301 Hillsboro Pike, located at the corner of Castleman Drive and Hillsboro Pike, to permit a mixed-use development (2.23 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 8/13/2026



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 8/13/2026

Item #6	Final Plat 2026S-103-001
Project Name	274 Locustwood Drive & 255 Haywood Lane
Council District	27 – Nash
School District	07 – Player
Requested by	Blue Ridge Surveying, applicant; Haywood Hills Baptist Church, owner.

Deferrals This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.

Staff Reviewer Marton
Staff Recommendation *Approve with conditions, including exceptions to Section 3-5.2.*

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) (4.31 acres).

SITE DATA AND CONTEXT

Location: The site consists of two properties which include the property at 274 Locustwood Drive (Parcel 106) and the property at 255 Haywood Lane (Parcel 100).

Street Type: Parcel 106 has frontage onto Locustwood Drive which is a local street. Parcel 100 has frontage on both Haywood Lane, which is classified as an arterial boulevard, and West Valley Drive which is a local street.

Approximate Acreage: 4.31 acres or approximately 187,693 square feet.

Parcel/Site History: The site consists of two existing lots. Parcel 100 was created by plat in 2020 and is identified as Lot 1 of the Haywood Hills Baptist Church Subdivision (202004010035189), while Parcel 106 was created by the same plat as Lot 2.

Zoning History: Both properties have been zoned Single-Family Residential (RS10) since 2013.

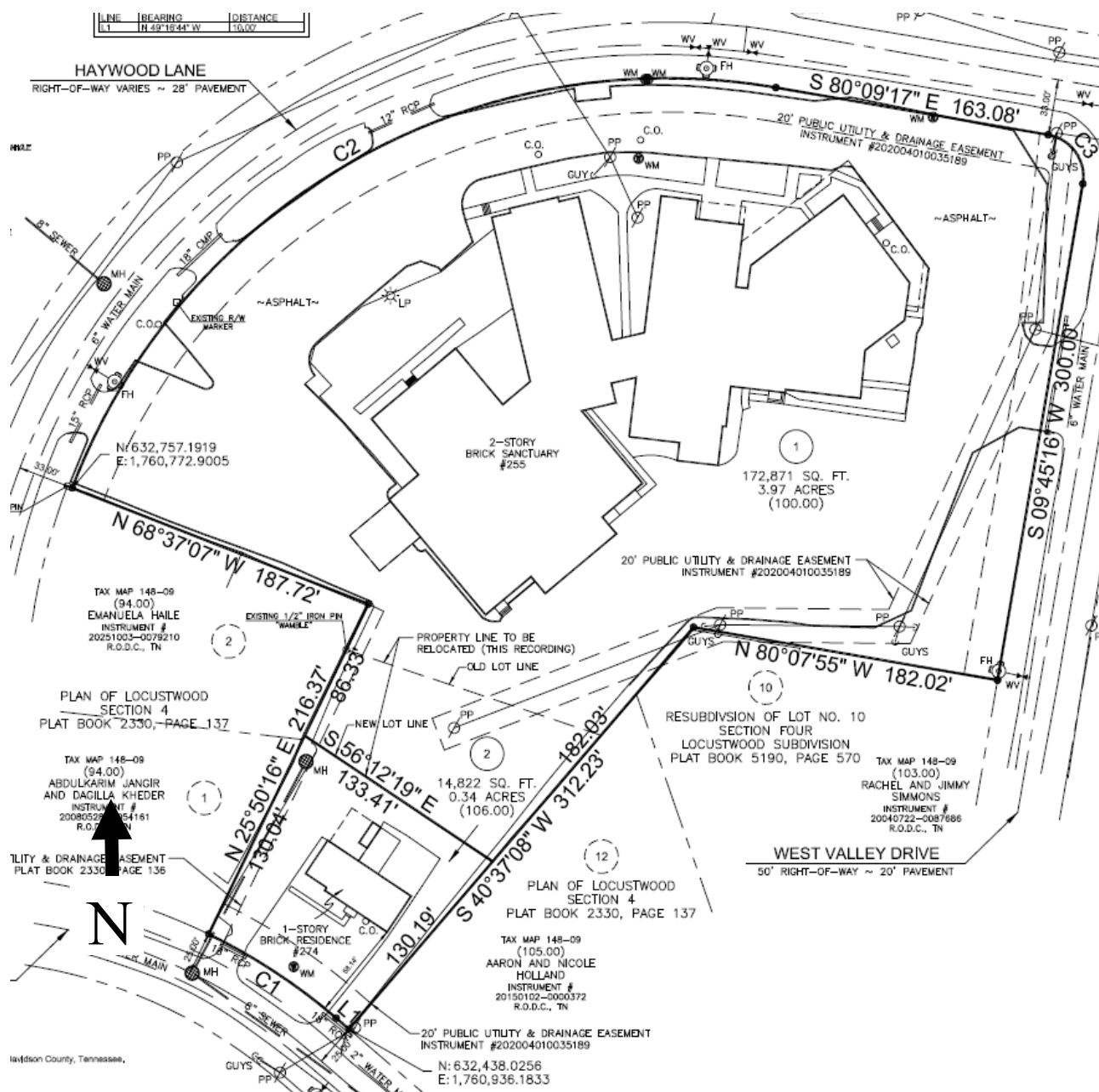
Existing Land Use: Parcel 100 currently contains a church while parcel 106 contains a single-family land use.

Surrounding Land Use and Zoning:

- North: Single Family Residential/R10
- South: Single Family Residential/RS10
- East: Single Family Residential/RS10
- West: Single Family Residential/R10



Metro Planning Commission Meeting of 8/13/2026



Proposed Final Plat



Metro Planning Commission Meeting of 8/13/2026

Zoning: One and Two-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 40' per Metro Zoning Code for Lot 1. A contextual setback would be required for Lot 2.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 has a lot size of 172,871 square feet (3.97 acres) while proposed Lot 2 has a lot size of 14,822 square feet (0.34 acres).

Access: Lot 1 will retain existing access from Haywood Lane and West Valley drive. Lot 2 will retain access from Locustwood Drive.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria for Lot 2 for lot frontage and lot size.

APPLICABLE SUBDIVISION REGULATIONS

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

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

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.



Metro Planning Commission Meeting of 8/13/2026

3-3 Suitability of the Land

Lot 1 contains a small area of steep slopes in the southeast corner; however, it has previously developed with an existing church and associated parking areas and there is sufficient area for future building on areas outside of the steep slopes.

3-4 Lot Requirements

Lot 1 and Lot 2 comply with the minimum standards of the zoning code. The lots exceed the 10,000 square foot minimum lot size of the RS10 zoning district. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. Lot 1 and Lot 2 will be accessed via public streets.

3-5 Infill Subdivisions

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

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

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 lots have 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 T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS10 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



Metro Planning Commission Meeting of 8/13/2026

The proposed Lot 1 has a frontage width of 684.29 feet along Haywood Lane while proposed Lot 2 has a frontage width of 100.26 feet along Locustwood Drive.

The required lot frontage along Haywood Lane per the compatibility criteria is 102 feet. The required lot frontage along Locustwood Drive is 157 feet. Proposed Lot 1 complies with the required frontage along Haywood Lane, however proposed Lot 2 does not comply with the required frontage along Locustwood Drive.

Per Section 3-5.2, in cases where lots do not meet the required minimum lot frontage, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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 172,871 square feet (3.97 acres), and the proposed Lot 2 has an area of 14,822 square feet (0.34 acres).

The required lot size along Haywood Lane per the compatibility criteria is 17,015 square feet (0.39 acres). The required lot size along Locustwood Drive per the compatibility criteria is 32,375 square feet (0.74 acres). Proposed Lot 1 complies with the required lot size along Haywood Lane, however, proposed Lot 2 does not comply with the required lot size along Locustwood Drive.

Per Section 3-5.2, in cases where lots do not meet the required minimum lot size, the Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility. More information is provided in the Variance/Exceptions Analysis section below.

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

The existing building on lot 1 is to remain. With future development on Lot 1 new buildings will be required to meet the 40-foot setback required for collector/arterial streets. The existing home on Lot 2 is to remain and has an existing setback of 58 feet. With future development on Lot 2 new buildings will be required to meet the contextual setback.

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

Lot 1 is oriented to Haywood Lane and Lot 2 is oriented to Locustwood Drive which is in keeping with the lot orientation of surrounding parcels.

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



Metro Planning Commission Meeting of 8/13/2026

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).*

Lot 2 does not meet the compatibility requirement for minimum lot frontage and lot size. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The following section discusses the exception for lot frontage and lot size.

Variances/Exceptions Analysis

In cases where proposed lots do not meet compatibility requirements, Section 3-5.2 of the Subdivision Regulations allows the Planning Commission to grant exceptions to compatibility requirements by considering other relevant information, including the development pattern of an area. This request requires exceptions from Section 3-5.2 pertaining to lot frontage and lot size.

Lot Frontage

The proposed Lot 2 frontage is approximately 100 feet, while compatibility criteria required 157 feet. When evaluating a larger area to analyze lot frontage, staff considered additional parcels along the west side of Haywood Lane. Within the larger area, frontages range from 90 to 115 feet. The lot frontage width is not changing for proposed Lot 2, and the width of 100 feet is similar to nearby parcels in the larger area. Therefore, the proposed frontage is not uncharacteristic of the area.

Lot Size

The proposed Lot 2 size is approximately 14,822 square feet, while compatibility criteria required 32,375 square feet. When evaluating a larger area to analyze lot frontage, staff considered parcels 094 and 095 to the west of proposed Lot 2. The lot sizes for parcels 094 and 095 range from 17,015 square feet to 19,279 square feet. While the proposed lot size for Lot 2 is slightly smaller than these parcels, the lot depth is not as visually perceptible from the street compared to the lot frontage. Therefore, the proposed Lot 2 would still visually meet the characteristics of the surrounding lots.

Staff finds that the proposed lot layout has appropriate lot frontage, lot size, setbacks, and orientation to provide for harmonious development. Given this information, staff finds the proposed lots to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.



Metro Planning Commission Meeting of 8/13/2026

- 3-5.3 *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.*
Not applicable to this case.
- 3-5.4 *Criteria for Determining Compatibility for Designated Historic Districts.*
Not applicable to this case.
- 3-5.5 *Infill Subdivision Frontage*
Not applicable to this case.
- 3-5.6 *Reasonable Conditions*
Not applicable to this case.
- 3-6 Blocks**
Not applicable. No new blocks are being created.
- 3-7 Improvements**
No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.
- 3-9 Requirements for Streets**
Not applicable. 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**
Haywood Lane is classified by the MCSP as an arterial boulevard which has a total right-of-way width of 66 feet. The plat shows an existing right-of-way of 33' which meets the standard half right-of-way per the MCSP. Locustwood Drive is classified as a local street and the plat shows an existing right-of-way of 25' which meets the standard for local streets.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable. No private streets are proposed.



Metro Planning Commission Meeting of 8/13/2026

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.

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

With the exception for the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

POLICY CONSIDERATIONS

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether 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 T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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 T3 NM policy include single-family residential, one and two-family residential, open space, and institutional uses.

According to the T3 NM policy, density is secondary to the form of development; however, these areas are meant to be low- to moderate-density. Since T3 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure.



Metro Planning Commission Meeting of 8/13/2026

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL 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.)

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

- No objection to lot line shift.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including exceptions to Section 3-5.2.

CONDITIONS

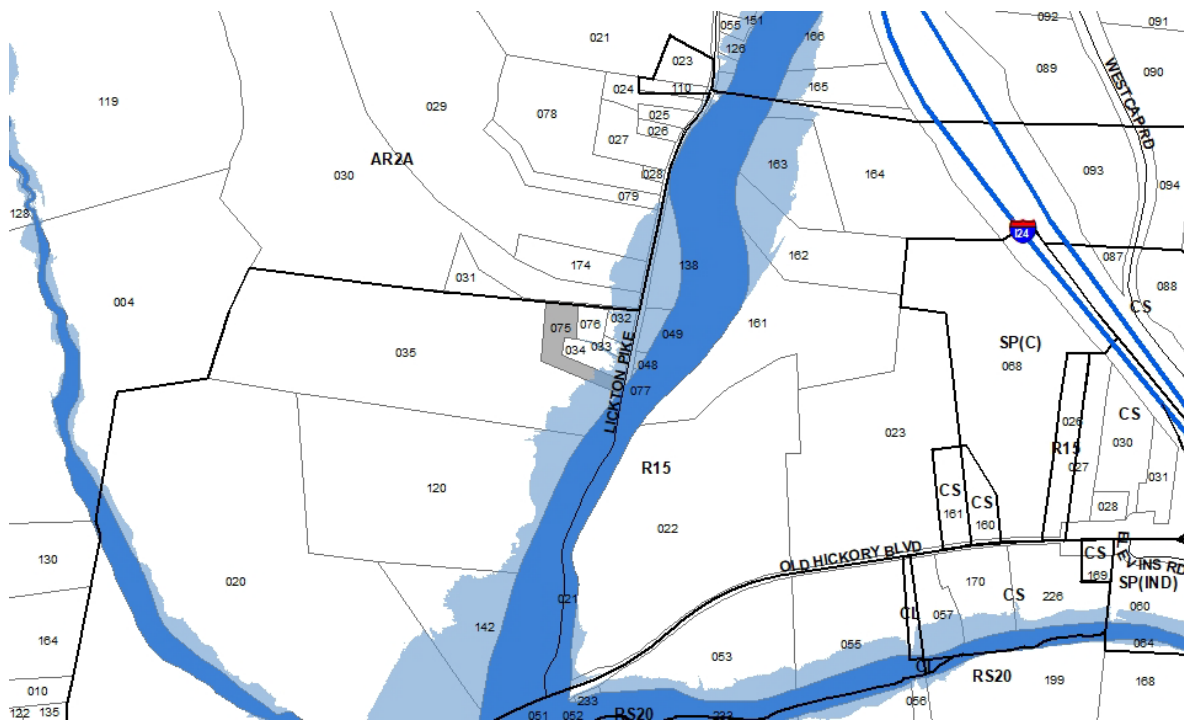
1. On the corrected copy, move the Lot 2 number as well as the associated square footage, acreage and parcel number to the face of Lot 2.
2. On the corrected copy, provide the curve length for "C1", along the Locustwood frontage, in the Curve Table.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-103-001 with conditions including exceptions to Section 3-5.2 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 the staff recommended conditions.



Metro Planning Commission Meeting of 8/13/2026



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 8/13/2026

Item #7	Final Plat 2026S-105-001
Project Name	4686 Lickton Pike
Council District	01 – Kimborough
School District	01 – Taylor
Requested by	Jesse Walker Engineering, applicant; Daniel Wayne Raike, owner.
Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Defer to August 27, 2026, Planning Commission meeting.</i>

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 27, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/13/2026



2026Z-046PR-001

Map 119-01, Parcel(s) 443

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 8/13/2026

Item #8	Zone Change 2026Z-046PR-001
Council District	16 – Welsch
School District	07 – Player
Requested by	Real Tree Mgt LLC, applicant and owner.
Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Dhital
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

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).

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.*

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, including 25 percent duplex lots, 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.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.18 acres located on Valeria Street, south of Oriol Avenue, approximately 560 feet west of the intersection with Valeria Street and Burbank Avenue. The property has frontage along Valeria Street, which is a local street that connects to Wickson Avenue. This property has been zoned RS5 since 2004. The property was previously zoned One and Two-Family Residential (R6). The property is located within the Urban Zoning Overlay (UZO). The site has been developed with single-family residential use, with an improved alley, Alley #1860, along the rear of the parcel. The surrounding land uses are predominantly single-family residential and scattered one-and two-family residential, zoned RS5 and R6-A.



Metro Planning Commission Meeting of 8/13/2026

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to maintain urban residential development patterns and provide for additional intensity as appropriate based on locational context. The subject site is located approximately a quarter mile from Nolensville Pike, where two WeGo bus stops are located. The property is also located less than a quarter mile from Foster Avenue, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The area includes one- and two-family uses. There is a property recently rezoned to R6-A (308 Peachtree Street) to the southeast of the site on the opposite side of Alley #1860 (Case 2025Z-092PR-001; BL2025-1173), nearby other properties that have developed with two-family residential uses along Peachtree Street.

The proposed zone change to R6-A aligns with policy goals by maintaining the existing residential character, while increasing density modestly consistent with the surrounding urban residential context. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. There is an improved alley to the rear of the site that would be required to be utilized for access to the site to meet the Alternative (-A) standards. Staff recommends approval of the requested rezoning.

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

STAFF RECOMMENDATION

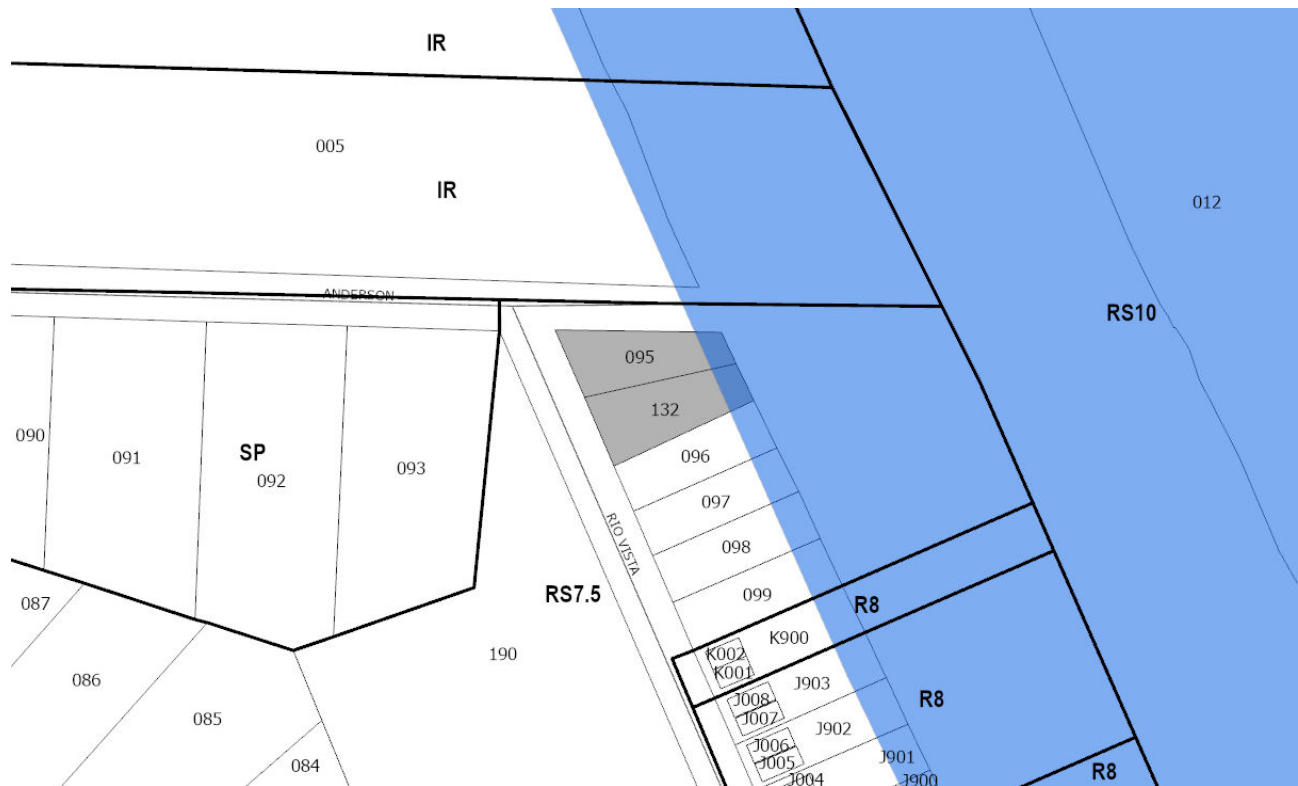
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



2026Z-051PR-001

Map 043-07, Parcel(s) 095, 132

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 8/13/2026

Item #9	Zone Change 2026Z-051PR-001
Council District	09 – Hancock
School District	03 – Young
Requested by	Dale & Associates, applicants; March Egerton, owner.
Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Disapprove RM20-A-NS and approve R8.</i>

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 property located at 388 and 392, Rio Vista Drive, located at the corner of Anderson Lane and Rio Vista Drive (0.38 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum of 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre. *Based on acreage alone, RS7.5 would permit a maximum of two single family lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

Multi-Family Residential-Alternative-No Short-Term Rental (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *Based on acreage alone, RM20-A-NS would permit a maximum of eight units.*

MADISON 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



Metro Planning Commission Meeting of 8/13/2026

habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The conservation policy identified on the site consists of floodway, floodplain, and steep slopes associated with the Cumberland River.*

ANALYSIS

The application consists of two parcels totaling 0.38 acres located on the east side of Rio Vista Drive. The properties are currently vacant. Surrounding properties are zoned RS7.5, Industrial Restrictive (IR), and Specific Plan (SP). There have been some recent rezonings to R8 along Rio Vista Drive to the south. Surrounding uses include two-family residential, single family residential, multi-family residential, vacant residential land and industrial land owned by the Metro Government.

The property is located within the Suburban Neighborhood Maintenance (T3 NM) and Conservation (CO) policy areas. The T3 NM policy intends to maintain the general character of developed suburban residential neighborhoods and support low to moderate density residential development. The CO policy is intended to preserve environmentally sensitive land features through protection and remediation. More than half of the rear portion of the site contains steep slopes, floodway and associated buffers, and floodplain areas. These constraints limit the site's ability to support higher-intensity development. Previous parcels along Rio Vista Drive have received setback variances to avoid building into the rear portion of the sites with the environmentally sensitive areas. The requested RM20-A-NS zoning district is intended for higher-intensity residential development, and on the higher end of what the T3 NM policy supports. Based on acreage alone, RM20-A-NS could allow up to eight units. Given the extent of the environmental features on the site, such intensity would likely increase disturbance to sensitive environmental features and would not align with the CO policy's intent to preserve and protect these areas.

A number of parcels along Rio Vista Drive are vacant or currently developing, primarily with single-family and two-family residential land uses. The T3 NM policy is not reflecting a historical development pattern but rather recognizing that the development potential is limited on these properties given the size of the lots and environmental constraints.

A lower-intensity district such as R8 would be more consistent with the emerging development pattern along Rio Vista Drive and could limit potential disturbance to the environmental features on the site. The recommended R8 could allow up to four units across the site, which better reflects the site's physical constraints and the surrounding residential context along the east side of Rio Vista Drive.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS7.5 to RM20-A-NS is estimated to have an increase of 14 daily weekday trips, including a decrease of four AM peak hour trips and two additional PM peak hour trips. For a full traffic table, please contact the Planning Department.



Metro Planning Commission Meeting of 8/13/2026

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A-NS zoning is anticipated to generate 3 additional students beyond what is generated under the current RS7.5 zoning. Students would attend Amqui Elementary (K-8), and Hunters Lane High School. Amqui Elementary School is identified as exceedingly overcapacity, while Hunters Lane High School is identified as exceedingly under capacity. This information is based upon the 2025- 2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval of RM20-A-NS and approval of R8.



Metro Planning Commission Meeting of 8/13/2026



2026CP-014-001

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

Map 086, Parcel(s) 055-056, 224

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



Metro Planning Commission Meeting of 8/13/2026

Item #10a Project Name

Major Plan Amendment 2026CP-014-001 Donelson – Hermitage – Old Hickory Community Plan Amendment

Council District
School District
Requested by

14 – Huffman
04 – Nabaa McKinney
Vulcan Materials Company; Vulcan Land, Inc. and Susan
Basham, owners.

Staff Reviewer
Staff Recommendation

McCaig
Approve.

APPLICANT REQUEST

Amend the Donelson – Hermitage – Old Hickory Community Plan to add a supplemental policy.

Major Plan Amendment

A request to amend the Donelson – Hermitage – Old Hickory Community Plan by adopting a Supplemental Policy Area (SPA), with existing base Community Character Policies of Suburban Neighborhood Evolving (T3 NE), Suburban Community Center (T3 CC), and Conservation (CO) to remain in place, for properties located at 4186 and 4107 Dodson Chapel Road and Dodson Chapel Road (unnumbered) (15.08 acres).

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

Current Policies

Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development with moderate setbacks and spacing between buildings. Successful infill and redevelopment in existing neighborhoods need to consider 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 the impact on area streams and rivers.

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

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats,



Metro Planning Commission Meeting of 8/13/2026

wetlands, and unstable or problem soils. In the study area, CO policy applies to a small stream that runs through the property and some areas of steep slopes, although some slopes are artificially created. CO policy will remain in place.

Requested Policy

Supplemental Policy Area (SPA 14-T3-NE-01) is proposed as an overlay policy to allow limited uses along with a landscape berm and community memorial in the quarry's buffer area, buffering adjacent residential and other uses along Dodson Chapel Road and Old Hickory Boulevard in Hermitage.

BACKGROUND

The study area consists of three properties that wrap the corner at Old Hickory Boulevard and Dodson Chapel Road in Hermitage. Part of the study area was the home of Dodson Chapel United Methodist Church, built in 1906, which served the community for decades. In March of 2020, the church was directly hit by a tornado that tore across Davidson County, striking Hermitage as an EF3. Numerous buildings were destroyed or damaged in this area.

Vulcan Materials Company (Vulcan) has operated a quarry on adjacent properties to the west for decades. For the three properties that comprise the study area, various uses, ranging from daycare to multi-family residential, have been proposed in recent years; however, none of those uses have come to fruition. In 2022, Vulcan acquired 4186 Dodson Chapel Road (7.2 acres) and 4107 Dodson Chapel Road (4.3 acres). They also have a long-term lease agreement to use the property along Old Hickory Boulevard (3.6 acres). Currently these three properties are vacant.

COMMUNITY PARTICIPATION

District 14 Councilmember Jordan Huffman has worked closely with his constituents and Vulcan generating ideas for these properties while mitigating community concerns. The Councilmember has shared ideas and plans with community members.

Notices regarding the Supplemental Policy Area (SPA) addition (deemed a major plan amendment) were mailed to approximately 470 property owners in a 1,300 foot buffer area.

ANALYSIS

The study area is located along the west side of Dodson Chapel Road and the southwestern corner of its intersection with Old Hickory Boulevard, a major city thoroughfare. The Old Hickory Boulevard corridor contains shopping, services, and residential uses in the surrounding area. Across Dodson Chapel Road to the east is the Chapelwood neighborhood with houses built in the late 1970s and the Steeplechase Condominiums built in the 1980s. Adjacent to the southwest are the Hermitage Community Center, Police Precinct, and Library.

Development under the current Suburban Neighborhood Evolving (T3 NE) policy has not come to fruition. Vulcan now controls the three properties and desires to create a buffer area between the quarry and adjacent uses; Vulcan does not intend to expand quarry uses into the study area. Instead, Vulcan proposes to build a berm planted with native plants, trees, and wildflowers that will visually shield the adjacent residential and commercial properties from the quarry. The berm will provide a beneficial transition that will help mitigate noise and dust from the quarry. The landscaped area will



Metro Planning Commission Meeting of 8/13/2026

also include a memorial to Dodson Chapel United Methodist Church, using the original church bell. In addition to the berm, part of the properties will be used for an employee building with possible other uses, screened from view, in the future.

The Hermitage community does not want to see additional industrial policy expansion in the area. Since the properties will not be used for quarrying, staff determined applying a Supplemental Policy Area (SPA) over the existing policies is the preferred option. The proposed SPA covers 15.08 acres and allows for the buffer area to contain a berm, memorial, and limited business uses outlined in the accompanying Specific Plan (SP) zoning. The base T3 NE, T3 CC, and CO policies will remain in place along with the SPA, if adopted, applied over them.

Adding a Supplemental Policy

The following Supplemental Policy Area (SPA) text is proposed to be added to the Hermitage – Donelson – Old Hickory Community Plan to recognize a berm and limited uses in the buffer area.

Begin exact text:

SPA 14-T3-NE-01 – Vulcan Quarry Site

Vulcan Materials operates a rock quarry on approximately 170 acres located along Old Hickory Boulevard and Central Pike in the Donelson – Hermitage – Old Hickory community planning area. Vulcan owns or leases three additional parcels totaling approximately 15 acres located along Dodson Chapel Road and Old Hickory Boulevard. These parcels are identified on the map below as Supplemental Policy Area (SPA) 14-T3-NE-01. The intent of this SPA is to allow certain nonresidential uses that are ancillary to the existing rock quarry while providing a landscape buffer between the quarry and neighboring residential areas. In the SPA, the following guidance applies. Where the SPA is silent, the guidance found in the underlying Suburban Neighborhood Evolving (T3 NE) and Suburban Community Center (T3 CC) policies apply.



Metro Planning Commission Meeting of 8/13/2026



1. Zoning
 - a. Specific Plan (SP) zoning is appropriate in the Supplemental Policy Area. The SP should specify permitted uses, bulk and massing standards, and landscaping standards that are consistent with this Supplemental Policy.
2. Land Uses
 - a. Uses that are ancillary to mineral extraction (including office, outdoor storage, parking, and heavy equipment service) may be appropriate in the Supplemental Policy Area. Fuel storage and service may be appropriate in the Supplemental Policy Area, consistent with all local, state, and federal regulations, including all distance/proximity requirements.
 - b. Enclosed structures may be appropriate near street frontages, consistent with setbacks, height restrictions, and other design, landscaping, bulk, and massing standards established in the SP.
 - c. Outdoor storage uses should be screened and not visible from the Dodson Chapel Road or Old Hickory Boulevard frontages.
 - d. Mineral extraction is not appropriate in the Supplemental Policy Area.
3. Access
 - a. Additional street connections are not appropriate. The property located within the Supplemental Policy Area should be accessed from existing street connections. Internal drives between parcels may be added or relocated, consistent with the SP.
4. Bulk, Massing, and Height
 - a. Buildings visible from Dodson Chapel Road should have massing and height that are consistent with the surrounding context.



Metro Planning Commission Meeting of 8/13/2026

- b. Buildings located within 100 feet of the Dodson Chapel Road street frontage should not exceed two stories in height, consistent with the residential neighborhood located on the opposite side of the street.
 - c. Buildings may be internally oriented on the site; in such cases, service areas should not be prominent along the Dodson Chapel Road frontage.
 - d. Buildings visible from Dodson Chapel Road should have regular façade breaks to prevent long, monotonous walls that are not consistent with the character of the residential area on the opposite side of the street.
5. Landscaping
- a. A grass berm with minimum height of six feet (measured from street grade) is appropriate along the Dodson Chapel Road and Old Hickory Boulevard frontages. The berm should reduce visibility of the rock quarry and any outdoor storage areas. Wildflowers, trees, and other plantings are appropriate on and near the berm, with a focus on native plants.
 - b. Existing landscape screening along Old Hickory Boulevard should be retained where practicable to allow for a berm to be constructed and expanded along the Old Hickory Boulevard frontage to Dodson Chapel Road.
 - c. Monuments may be appropriate within the SPA, consistent with the SP.
6. Additional Provision
- a. At the conclusion of the Supplemental Policy Area's use as support for mineral extraction operations, commercial uses at the corner of Old Hickory Boulevard and Dodson Chapel Road (Tax Map 086, Parcel 224.00) may be appropriate. The landscaped berm may be removed or relocated to accommodate such uses. Relocated or additional access points may be appropriate to serve any commercial uses on this parcel; appropriate access locations should be shown on an amended SP and should be consistent with Metro regulations.

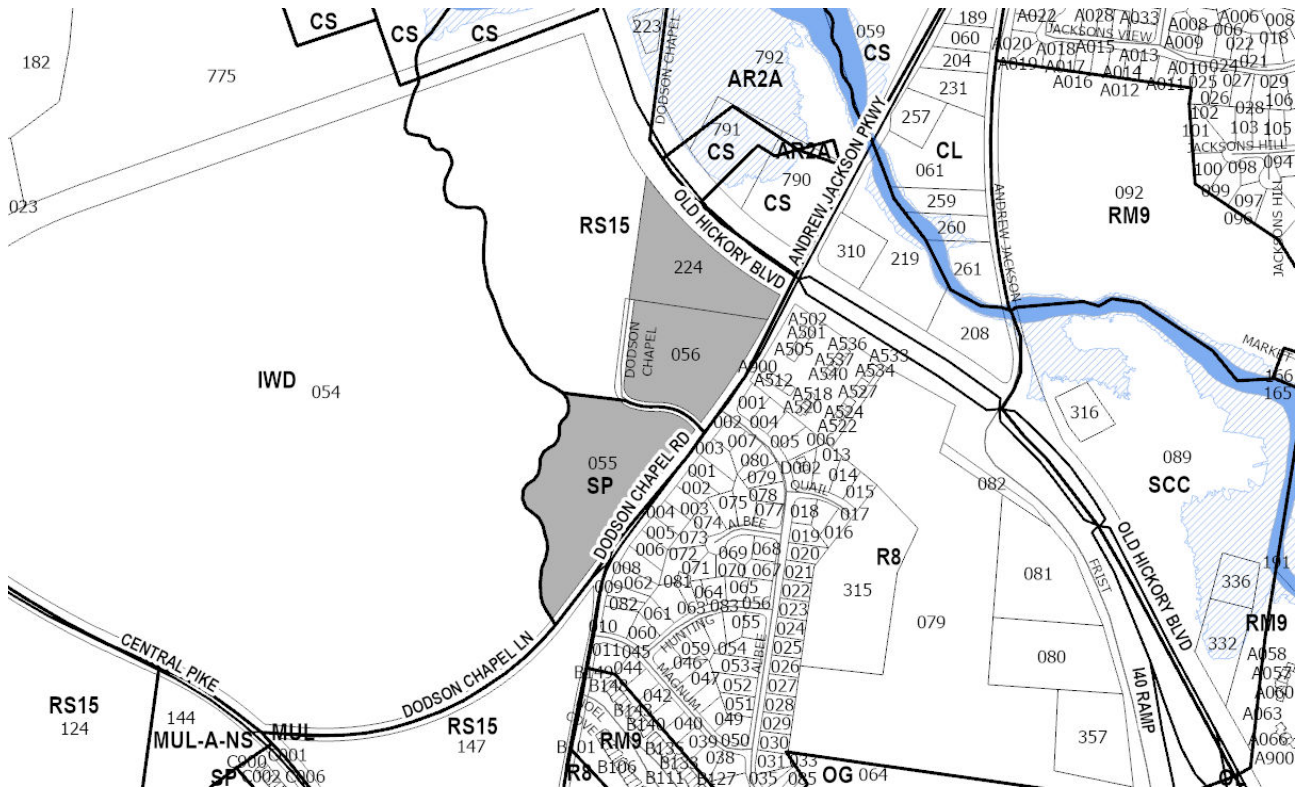
End exact text.

STAFF RECOMMENDATION

Staff recommends approval of adding a Supplemental Policy Area (SPA) to this portion of Dodson Chapel Road in Hermitage.



Metro Planning Commission Meeting of 8/13/2026



2026SP-033-001

VULCAN MATERIALS COMPANY

Map 086, Parcel(s) 055-056, 224

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



Metro Planning Commission Meeting of 8/13/2026

Item #10b

Project Name

Council District

School District

Requested by

Specific Plan 2026SP-033-001

Vulcan Materials Company

14 – Huffman

04 – Nabba-McKinney

Vulcan Materials Company, applicant; Susan Basham and Vulcan Lands Inc., owners.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions if the supplemental policy is approved.

Disapprove if the supplemental policy is not approved.

APPLICANT REQUEST

Preliminary SP to permit accessory uses to mineral extraction.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) and Specific Plan (SP) to Specific Plan zoning for properties located at 4107 and 4186 Dodson Chapel Road and Dodson Chapel Road (unnumbered), at the southwest corner of Old Hickory Boulevard and Dodson Chapel Road, (15.30 acres), to permit accessory uses to mineral extraction.

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. *Approximately 8.1 acres of the site is zoned RS15. Based on acreage alone, RS15 would permit a maximum of 23 lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

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.

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 accessory uses to mineral extraction.*



Metro Planning Commission Meeting of 8/13/2026

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.

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

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

Vulcan Quarry Site Supplemental Policy 14-T3-NE-01 the intent of this SPA is to allow nonresidential uses that are ancillary to the existing rock quarry while providing a landscape buffer between the quarry and neighboring residential areas. *This supplemental policy is tracking concurrently with this proposed SP (2026CP-014-001).*

Proposed Site Plan

The approximately 15.30 acre site is located on the corner of Old Hickory Boulevard and Dodson Chapel Road. The subject site has frontage on Old Hickory Boulevard to the north, which is classified as an arterial-boulevard in the Major Street and Collector Plan (MCSP), and frontage on Dodson Chapel Road to the east, classified as an arterial-boulevard in the MCSP. The existing Vulcan quarry is locating northwest of the subject site. Hermitage Park and Hermitage Library are located south of the site. Surrounding zoning districts include One and Two-Family (R8), Multi-Family Residential (RM9), Commercial Service (CS), Commercial Limited (CL), Specific Plan (SP), Shopping Center Community (SCC) and Mixed-Use limited -Alternative No Short-term rental (MUL-A-NS, MUL). Surrounding land uses including residential, vacant, industrial, commercial and office



Metro Planning Commission Meeting of 8/13/2026

PLAN DETAILS

The subject site is currently vacant and zoned RS15 and SP (2014SP-006-001/BL2015-30) to permit a daycare. The plan proposes uses associated with mineral extraction, including office space and outdoor fuel storage for Vulcan Materials Company that is operating at the quarry on the abutting parcel. The proposed SP would not permit mineral extraction uses on the site. The outdoor storage is proposed to be screened and not visible from Dodson Chapel Road or Old Hickory Boulevard. The plan proposes the maximum building height of 2 stories in 30-feet. Vehicular access to the site is internal only, permitted through the current quarry property entrance along Old Hickory Boulevard. No vehicle access is proposed along Dodson Chapel Road. Dodson Chapel Court, existing right-of-way that located through the site, is proposed to be abandoned. A mandatory referral for a permanent street closure has been submitted to Nashville Department of Transportation (NDOT). There are currently no sidewalks along the frontage of Dodson Chapel Road or Old Hickory Boulevard and none are proposed with this plan.

The site also has berm surrounding the property along Dodson Chapel Road and Old Hickory Boulevard. A 10-foot B-3 landscape buffer is proposed along the property boundary fronting Old Hickory and a 30-foot D-3 landscape buffer is proposed along Dodson Chapel Road. A 30-foot and a 60-foot riparian buffer is shown along the western property boundary where the creek is located. The plan notes that the berm may be removed or relocated to accommodate future uses once the mineral extraction operations ceases to exist. This plan also includes a proposed memorial site for the Dodson Chapel Church previously located on the site.

ANALYSIS

The majority of the subject site is located within the T3 NE policy area. This policy is intended for greater housing choice, improved connectivity, and more moderate-density development patterns. The CO policy is along the western boundary where a creek runs through the site. The northern portion of the property fronting Old Hickory Boulevard is in the T3 CC policy. The T3 CC policy is intended for mixed use areas that are compatible with the general character of suburban neighborhoods.

The site is within the proposed Supplemental Policy (SPA), 14-T3-NE-01, (2026CP-014-001). This SPA is tracking concurrently with this case. The SPA outlines the subject parcels to allow certain nonresidential uses that are ancillary to the existing rock quarry while providing a landscape buffer between the quarry and the neighboring residential areas. Where the SPA is silent, the guidance found in the underlying T3 NE and T3 CC policies apply.

The plan proposes office, storage, maintenance and repair, vehicle fueling, vehicle parking, and uses associated with mineral extraction. These proposed uses are consistent with the intent of the SPA. The plan also includes extensive landscaping along existing streets and tree preservation. In addition, the existing landscape berm will be retained and seeded. Together, these landscaping elements will help screen the rock quarry and outdoor storage areas from Dodson Chapel Road and Old Hickory Boulevard, consistent with the goals of the SPA.

The SPA specifically states that no additional street connections are appropriate and that properties within the SPA should be accessed from existing streets. Consistent with this guidance, the plan does not propose any new access points and will close the existing access from Dodson Chapel



Metro Planning Commission Meeting of 8/13/2026

Court. Access to the site will instead be provided internally through the existing rock quarry to the north.

The plan contains a note that once mineral extraction operations have ceased, the site may develop under CL zoning. However, only parcels within the T3 CC policy will be able to develop under CL zoning. Any future uses on the T3 NE portion of the site will need to be captured with a SP amendment.

The proposal is consistent with the guidance in the SPA for land use, access, and screening objectives, therefore staff recommends approval with conditions and disapproval without all conditions.

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. Fire hydrant will be required in proximity of proposed building.

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. Provide dimensions(half-of-ROW CL) for any ROW dedications along frontages required by planning.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.



Metro Planning Commission Meeting of 8/13/2026

- Case specific comments/conditions: Prelim site plan proposes grading into existing ROW(Dopson Chapel Court) which is currently maintained by NDOT.
- A mandatory referral(MR) approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW.
- For general reference, ROW abandonment requests need 3 council readings for an approval. (cont.) Final NDOT SP approval will be dependent on MR approval following the 3rd reading at council.

WEGO RECOMMENDATION

Approve with Conditions

- Development shall note that prior to any CL uses being allowed within this SP, WeGo will request that safe, continuous, and convenient sidewalks be provided between the principal doors of those uses and the crosswalk over Old Hickory Blvd at Dodson Chapel Rd.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS15 and SP to SP is estimated to have an increase of 761 daily weekday trips, including 61 additional AM peak hour trips and 104 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the supplemental policy is approved. Disapproval if the supplemental policy is not approved.

CONDITIONS

1. The permitted uses across the site are limited to uses associated with mineral extraction. Once mineral extraction operations have ceased, the uses of District 1 shall be limited to the uses of the CL zoning district with the exception of the prohibited uses as outlined on the plan, and the uses of District 2 shall be limited to those of the RS15 zoning district with the exception of short term rental property, owner occupied and not owner occupied, shall be prohibited.

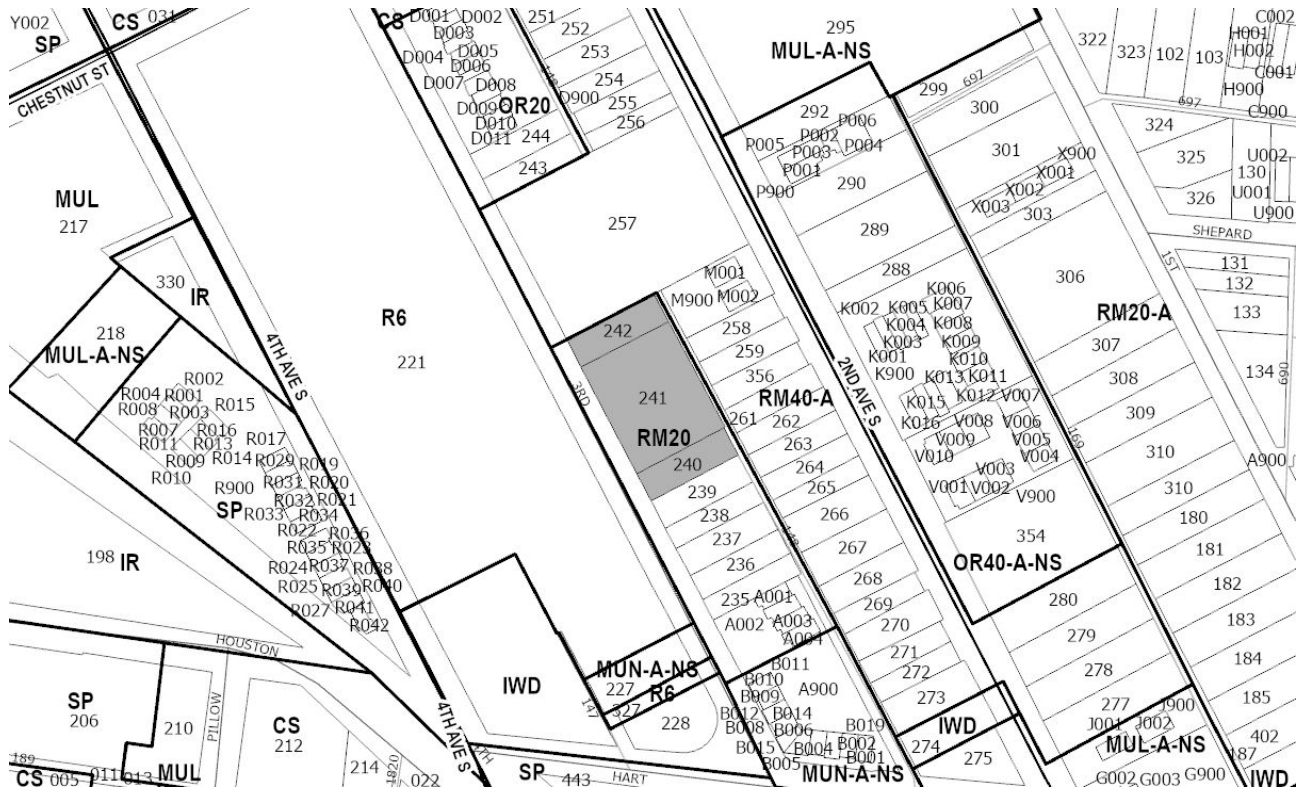


Metro Planning Commission Meeting of 8/13/2026

2. If the site redevelops with uses other than those associated with mineral extraction, including but not limited to residential or commercial, sidewalks along street frontages and internal to the site may be required with a final site plan submittal.
3. The berm shall be located outside of any areas of right-of-way dedication.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The 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 IWD zoning district, 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.



Metro Planning Commission Meeting of 8/13/2026



2026SP-034-001

SAFE HAVEN FAMILY SHELTER SP

Map 105-03, Parcel(s) 240-242

11, South Nashville

17 (Terry Vo)



Metro Planning Commission Meeting of 8/13/2026

Item #11

Project Name

Council Bill No.

Council District

School District

Requested by

Specific Plan 2026SP-034-001

Safe Haven Family Shelter SP

BL2026-1510

17 – Terry Vo

05 – Fayne

Councilmember Terry Vo, applicant; Safe Haven Family Shelter, Inc., owner.

Staff Reviewer

Staff Recommendation

Ordonez

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change from RM20 to SP.

Zone Change

A request to rezone from Multi-family Residential (RM20) to Specific Plan (SP) on properties located at 1232, 1234 and 1250 3rd Avenue South, approximately 422 feet north of Hart Street (0.65 acres), to permit a mixed-use development.

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *Based on acreage alone, RM20 would permit a maximum of 13 multi-family residential 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.

SOUTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 8/13/2026

Proposed Regulatory SP

SP Name: Safe Haven Family Shelter

Case Number: 2026SP-034-001

SP Address: 1232, 1234, 1250 3rd Avenue S

Map: 105-03, Parcel(s) 240–242

Council District: 17, Terry Vo

Fallback Zoning: OR20

Uses Permitted within this SP: General Office; Day Care Center (up to 75 children), and Recreation Center.

Conditions:

1. The existing building shall remain. No new construction is proposed. All development will occur within the existing structure, and no additions or demolition are planned.
2. The existing residential use shall not be maintained.
3. Parking for the development shall comply with all UZO code requirements.
4. The SP request and permitted uses are consistent with the NashvilleNext Community Character Plan's Neighborhood Evolving Policy, as the nonprofit Safe Haven Family Shelter functions as an institutional use with office and community-facing spaces similar to a church. The existing building will remain and will not be demolished or rebuilt.
5. Prohibited uses: Short-term rental property, owner-occupied; and short-term rental property, non-owner-occupied.
6. The final site plan/building permit site plan shall depict all required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within these areas. Prior to issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. Landscaping and tree density requirements shall meet Metro Zoning Code standards. A complete landscape plan is required with the Final SP submittal.



Metro Planning Commission Meeting of 8/13/2026

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. *The CO policy is in place due to existing and altered slopes at the northern portion of the site.*

SITE CONTEXT

The subject site consists of three parcels totaling 0.65 acres, located approximately 422 feet north of Hart Street. The properties have been zoned RM20 since 1998 and currently contain a one-story structure used for the Safe Haven Family Shelter. Surrounding properties are zoned Mixed Use Neighborhood (MUN), Industrial Warehousing/Distribution (IWD), Multi-Family Residential (RM20), and Office/Residential (OR20), while surrounding land uses include office, industrial, residential, community institutional, and utility uses. The properties have frontage along 3rd Ave South, which is a local street.

PLAN DETAILS

The proposed SP is regulatory and would allow General Office use, a Day Care Center (up to 75 children), and a Recreation Center. General office use shall be limited to a total of 16,000 square feet. No residential land uses are proposed with the SP and short-term rental uses, both owner-occupied and not owner-occupied, are prohibited.

All permitted uses shall take place entirely within the existing structure. No additions to the existing building, no exterior alterations, and no changes to the existing landscaping are permitted by this SP. No new streets or parking areas are proposed.

ANALYSIS

The site is located within the Urban Neighborhood Evolving (T4 NE) policy area, which supports the continued development of walkable urban neighborhoods with residential and institutional uses. The proposed regulatory SP aligns with the intent of the T4 NE policy by continuing to provide institutional like neighborhood serving uses in an urban area. An expansion of the permitted uses to include more intense or a wider range of commercial or non-residential uses would not likely be appropriate with the policy guidance; however, given that the proposed uses are lower intensity and limited in size and scale, both by square footage and the provision to use the existing structure, the proposal is consistent with the policy guidance.

The site is approximately 0.12 miles south from Chestnut Street which is identified as a Collector - Avenue, and approximately 0.13 miles northwest from 2nd Avenue South, an Arterial-Boulevard, as identified in the Major and Collector Street Plan (MCSP). The property is served by an existing sidewalk network that provides strong pedestrian connectivity to the surrounding area. The property is also approximately a five-minute walk from WeGo Route 52, supporting access to transit and multimodal transportation options to support the institutional use as proposed. Given the combination for adaptive reuse of the existing structure, high connectivity, and proximity to transit, and ability to provide for institutional like neighborhood services in an urban area, staff recommends approval.



Metro Planning Commission Meeting of 8/13/2026

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. 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. 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.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RM20 to SP-MU is estimated to have an increase of 121 daily weekday trips, including 38 additional AM peak hour trips and 15 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.



Metro Planning Commission Meeting of 8/13/2026

METRO SCHOOL BOARD REPORT

This regulatory SP does not permit residential uses; therefore, there is no anticipated impact on schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to General Office, Day Care Center (up to 75 children), and Recreation Center. Short term rental property, owner occupied and not-owner occupied shall be prohibited.
2. The proposed development will occur within the existing structure on the site, and no additions or demolition of the existing structure is permitted.
3. No final site plan shall be required unless exterior changes, vehicular access, or changes to the parking are proposed, which may require the approval of a final site plan.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the OR20 zoning district, as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. No master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.



Metro Planning Commission Meeting of 8/13/2026



2026SP-039-001

MCCANN STREET

Map 093-15, Parcel(s) 399

11, South Nashville

17 (Terry Vo)



Metro Planning Commission Meeting of 8/13/2026

Item #12

Project Name

Council District

School District

Requested by

Specific Plan 2026SP-039-001

300 McCann Street

11 – Vo

05 – Fayne

TDB Acquisitions LLC, applicant; Motosound Group LLC, owner.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 311 multi-family residential units.

Preliminary SP

A request to rezone from Core Frame (CF) to Specific Plan (SP) zoning on property located at 300 McCann Street and 3rd Avenue South, to permit 311 multi-family residential units (0.69 acres).

Existing Zoning

Core Frame (CF) is intended for a wide range of parking and commercial service support uses for the central business District.

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 live/work uses.*

SOUTH 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.

Wedgewood-Houston Chestnut Hill Small Area Plan (11-WHCH-4a)

Typical development in this character area is small-scale light industrial strip uses, such as auto repair, equipment rental, and building supply companies. This area should redevelop with a mixture of uses based on the subdistrict guidance. Development should be sensitive to Dudley Park and Nashville City Cemetery which are important green spaces in this area. This subdistrict (4a) has significant topography and is bounded on the north by the interstate and the south by the Nashville City Cemetery. Increased height is appropriate along the interstate as a transition from Downtown, but should step down in height to the cemetery. A mixture of uses is appropriate throughout the subdistrict.





Metro Planning Commission Meeting of 8/13/2026



View from southeast corner



View from northeast corner



Metro Planning Commission Meeting of 8/13/2026

SITE CONTEXT AND PLAN DETAILS

The subject site consists of a 0.69-acre parcel located at the intersection of McCann Street and 3rd Avenue South. The property is currently developed with one structure. This structure is proposed to be demolished and a 360,943 square foot multi-family residential building with live-work units is being proposed. The building is proposed to be 16-stories with 308 residential units and three live-work units for a total of 311 units. live-work units may also be used solely as a residential unit.

The site has frontage along McCann Street and 3rd Avenue South, which are local streets. The subject parcel has been zoned Commercial Core Frame (CF) since 1998. Surrounding zoning districts include CF, Industrial Warehouse/Distribution (IWD), Commercial Service (CS), Specific Plan (SP), One and Two-Family Residential (R6), Mixed-Use Limited – Alternative No Short Term Rental (MUL-A-NS) (MUL-A), and Industrial Restrictive (IR). Surrounding land uses include industrial, commercial, single-family and two-family residential development, and vacant properties. City Cemetery is located nearby at 401 Oak Street. A parking lot borders the western boundary of the subject site.

The proposed SP would permit multi-family residential development and live-work uses. The live-work, lobby, and amenities will be on the bottom floor on the south and east side of the building. There are four levels of garage parking screened by a perforated metal screening. Additional architectural treatments include highlighting volumes with differences in materials, color, texture, or window patterns. An open courtyard is located on the fifth level creating open space for the residences. Street trees and ground plantings are shown along McCann Street and 3rd Avenue South.

ANALYSIS

The subject site is located within the Urban Mixed-Use Neighborhood (T4 MU) policy area, which is intended to maintain, enhance, and create walkable neighborhoods that integrate a diverse mix of residential, commercial, office, and light industrial uses. The property is also located within the Wedgewood Houston Chestnut Hill (WHCH) Small Area Plan (SPA), adopted in 2019. The WHCH SPA provides guidance regarding building height, noting that increased height may be appropriate adjacent to the interstate as a transition from downtown and when paired with exceptional architectural design and enhanced streetscape improvements.

The proposed development has a maximum height of 16 stories including 4 levels of parking. The building features a curated materials palette including decorative metal cladding, tile and stucco organized into distinct geometric sections. The building is accentuated by vibrant accent colored window framing and varying vertical rhythms while gold accents anchor the corners. The street frontage incorporates ground floor live-work unit spaces with a significant amount of glazing on the ground floors facing McCann Street and 3rd Avenue to promote pedestrian engagement. The streetscape design shows street trees on McCann Street and 3rd Avenue as well as ground plantings. The plan also proposes improved 5-foot sidewalks and 4.5-foot grass strips. The proposal also includes two new crosswalks at the intersection of McCann Street and 3rd Avenue, improving pedestrian safety and connectivity. A WeGo bus stop is located approximately 435 feet east of the site, providing convenient access to public transportation. Vehicular access is limited to 3rd Avenue into the parking garage, which is consistent with the T4 MU policy which prefers access from side streets.



Metro Planning Commission Meeting of 8/13/2026

The proposed mixed-use development is consistent with policy guidance that encourages moderate to higher-intensity residential and mixed-use development along major corridors and at key intersections. Sidewalks and planting strips are provided along McCann Street and 3rd Avenue. A WeGo bus transit stop is located to the east along McCann. The surrounding area includes a developed sidewalk network for pedestrian connectivity which allows residents and visitors to access nearby destinations. The proposal is also consistent with the WHCH SPA. Given the site's location adjacent to the interstate, the proposed height provides an appropriate transition from downtown. Additionally, the building's architectural design, active ground-floor uses, and enhanced public realm improvements satisfy the SPA's expectation that increased height be accompanied by exceptional design and streetscape enhancements.

Based on the proposed architectural design, enhanced streetscape, pedestrian connectivity, transportation accessibility, and consistency with the T4 MU policy and WHCH SPA, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

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

- Developer shall liaise and reach agreement with WeGo
Robert.Johnson@Nashville.gov about all WeGo Conditions prior to next case approval.



Metro Planning Commission Meeting of 8/13/2026

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- A mandatory referral (MR) approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW. Note: A private hauler will be required for waste/recycle disposal.
- Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). There are to be no vertical (poles, meter lids, etc.) obstructions in new public sidewalks.
- Coordinate w/ utility companies and revise plan, to have encroaching obstructions relocated to grass/furnishing zones or provide access easements on site. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.
- Case specific comments/conditions: Provide a minimum 5/4 ft. public sidewalks/grass strip along each ROW frontage. (cont.) Reduce existing pavement for a 4 ft grass strip, if necessary on 3rd Ave South.
- Provide an 'eyebrow' paved, circular turn-a-round, in the ROW, at the terminus of 3rd Ave South. Provide post curb for eyebrow. (cont.)
- The terminus for 3rd Ave South shall be signed and striped 'no parking'.
- Any damage (or missing) TDOT interstate control access fencing will need to be repaired and/or replaced. Comply w/ NDOT traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Per MMTA final site plan shall include the following developer mitigations at the identified intersections:
- 2nd Avenue / McCann Street - restripe pavement markings where applicable, install W4-2 signage and merge lane markings if applicable for eastbound traffic along Lafayette Street within the drop lane as appropriate, consistent with TDOT standard drawing T-M-2
- 3rd Avenue / McCann Street - install detectable warning mats on NE, NW, and SE corners, and restripe pavement markings where applicable
- 4th Avenue / McCann Street - install crosswalk on the WB approach of McCann Street, and restripe pavement markings where applicable
- 3rd Avenue / Driveway A - install 'Watch for Pedestrian' signage on the egress approach of Driveway A
- Oak Station Outbound Transit Stop - upgrade the transit stop to include bench, if feasible within existing ROW, with continued coordination with WeGo.
- Parking for this development shall be per metro code for multifamily in UZO.

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 8/13/2026

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from CF to SP-MU is estimated to have a decrease of 3,980 daily weekday trips, including a reduction of 31 AM peak hour trips and a reduction of 442 PM peak hour trip. For a full traffic table, please contact the Planning Department.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

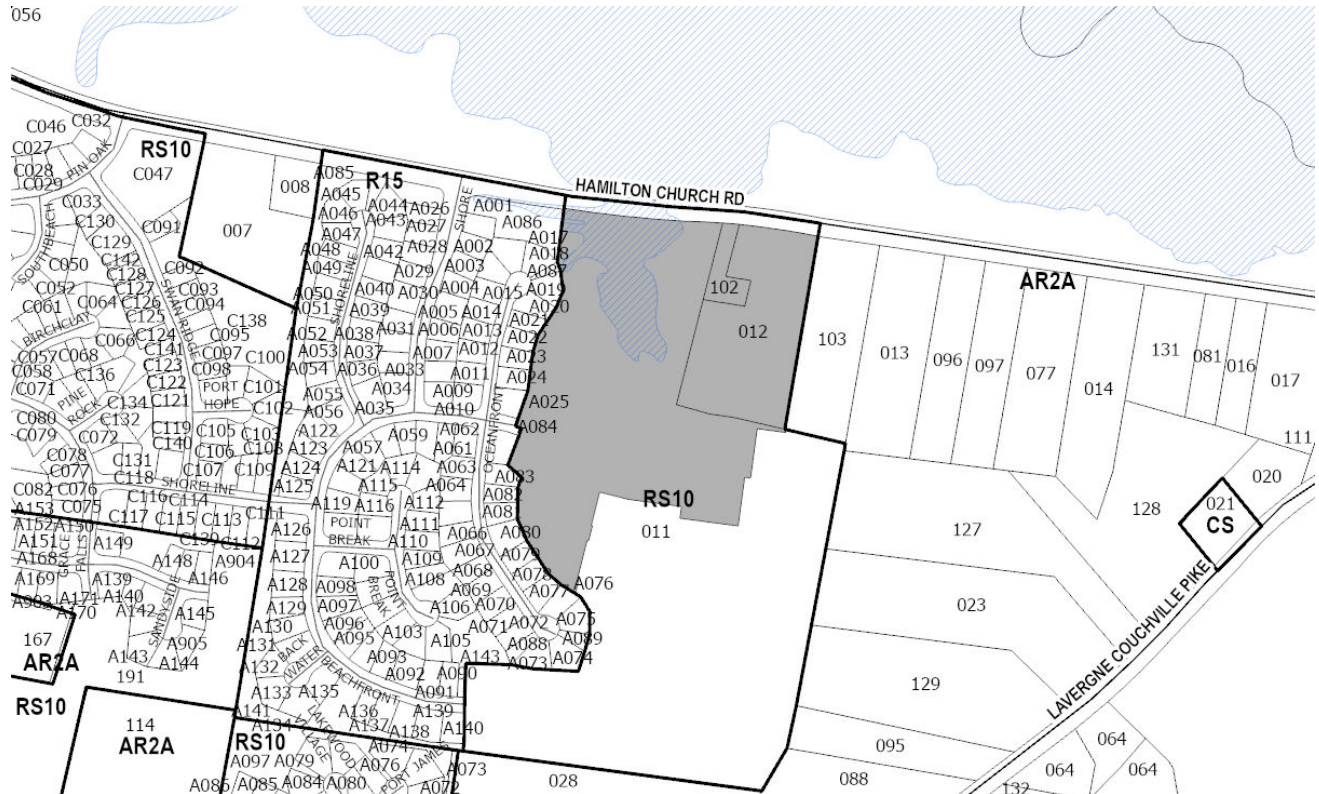
CONDITIONS

1. Permitted land uses shall be limited to 311 multi-family residential units, including a maximum of three live-work units. Short term rental property, owner occupied and not owner occupied, is prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. 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.
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. 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 CF zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. 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.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.



Metro Planning Commission Meeting of 8/13/2026

056



2024S-116-003

HAMILTON RESERVE PHASE 1

Map 165, Parcels(s) 012, 102, Part of Parcel(s) 011

13, Antioch Priest Lake

08 (Denote Harrell)



Metro Planning Commission Meeting of 8/13/2026

Item #13

Project Name

Council District

School District

Requested by

Final Plat 2024S-116-003

Hamilton Reserve Phase 1

08 – Harell

06 – Mayes

requested by Thomas and Hutton, applicant; M/I Homes of Nashville, LLC, owner.

Staff Reviewer

Dhital

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 46 lots.

Final Plat

A request for final plat approval to create 46 lots utilizing the compact development standards on properties located at 3807 and 3817 Hamilton Church Road and a portion of Hamilton Church Road (unnumbered), at the terminus of Beach Front Avenue, zoned Single-Family Residential (RS10) (18.25 acres).

CASE HISTORY

The site consists of properties located at 3807, 3817 Hamilton Church Road and portion of Hamilton Church Road (unnumbered). The site has been zoned Single-Family Residential (RS10) since 2022. The concept plan to create 129 residential lots utilizing the compact development standards was approved by Metro Planning Commission on November 14, 2024 (Case 2024S-116-001). The final site plan to create 129 residential lots utilizing the compact development standards was approved administratively on October 8, 2025 (Case 2024S-116-002). The proposed plat includes Phase One of the development, located on the northwestern portion of the property, and comprises 46 lots and four open spaces. The proposed plat is consistent with both the concept plan and final site plan.

SITE DATA AND CONTEXT

Location: The site consists of two parcels located at 3817 and 3807 Hamilton Church Road and a portion of a parcel located at Hamilton Church Road (unnumbered), approximately 1,127 feet south of Lavergne Couchville Pike.

Approximate Acreage: Phase One comprises 18.25 acres, or approximately 794,970 square feet. The entire subdivision development comprises approximately 37.10 acres. The previously approved plans included a minimum open space requirement of 15% (5.57 acres), with 5% designated as usable open space (1.86 acres). Phase One comprises 8.27 acres of total open space, including approximately 1.14 acres of usable open space.



Metro Planning Commission Meeting of 8/13/2026





Metro Planning Commission Meeting of 8/13/2026

PROPOSAL DETAILS

Number of Lots: 46

Subdivision Variances or Exceptions Requested: None

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

- Prior to platting contribution for sidewalk along Hamilton Church Road is to be received.
- 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.
- Plans on file with NDOT under 3807 Hamilton Church Road – 2024S-116-002

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Coordinate with NDOT on the delivery of the \$90k contribution towards the sidewalk gap between the Western property line and South Shore Drive.
- Confirm offsite improvements from the MMTA are included in phase or coordinate with NDOT traffic reviewer on phasing plan for traffic improvements.



Metro Planning Commission Meeting of 8/13/2026

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on July 24, 2026) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 25SL0031 and 25WL0013. A bond amount of \$370,000.00 is assigned to 25SL0031 and an amount of \$290,000.00 is assigned to 25WL0013.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the mylar, add a note to the notes section: Setbacks per approved Final Site Plan 2024S-116-002.
2. HOA instrument is required prior to recording.
3. On the mylar, fill out blank spaces on note #22 and in the ownership certificate with correct instrument numbers.
4. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. 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.
7. 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. 2024S-116-003 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 8/13/2026

Item #14	Concept Plan 2026S-125-001
Project Name	3241 Kings Lane
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	Harpeth Civil, Inc., applicant; Grant Ventures, LLC, owner.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan to create eight lots.

Concept Plan

A request for concept plan approval for properties located at 3241 Kings Lane, approximately 953 feet west of Tucker Road, to permit eight lots utilizing compact development standards, (2.45 acres) zoned Single-Family Residential (RS10).

SITE DATA AND CONTEXT

Location: The site is located on the southern side of Kings Lane approximately 935 feet west of Tucker Road.

Street Type: The site has frontage onto Kings Lane, which is a collector avenue in the Major and Collector Street Plan (MCSP). The plan proposes a new local street and draws access from Kings Lane.

Approximate Acreage: 2.45 acres or 106,930 square feet

Parcel/Site History: This site is comprised of one parcel that was created by deed in 1968 (Book 4277, Page 482).

Zoning History: The site is zoned Single-Family Residential (RS10) since 1998.

Existing land use: The property previously had a single family home and is now vacant.

Surrounding land use and zoning:

- North: Single-Family Residential (RS40)
- South: Single-Family Residential (RS10)
- East: Single-Family Residential (RS10)
- West: Single-Family Residential (RS10)



Proposed Concept Plan



Metro Planning Commission Meeting of 8/13/2026

Zoning: Single-Family Residential (RS10)

- Min. lot size: 10,000 square feet
- Min. lot coverage: 0.40
- Min. rear setback for all properties: 20 feet
- Min. side setback for all properties: 5 feet
- Max. height: 2.5 stories
- Min. street setback: Per Code

PROPOSAL DETAILS

This proposal is for a subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This proposal utilizes the by-right Compact Development standards of Section 17.12.080 of the Metro Zoning Code.

Number of lots: Eight single-family lots

Lot sizes: Lots range in size from 7,500 square feet to 8,887 square feet

Access: The lots have frontage onto the proposed local street, and the site draws access from Kings Lane. Proposed Lot 1 has frontage on both Kings Lane and the proposed local street. A condition has been added that Lot 1 take access from the local street frontage.

Open space: 0.39 acres of open space are proposed. Usable open space comprises 0.25 acres of this total.

Subdivision Variances or Exceptions Requested: None

COMPACT DEVELOPMENT

Plan Requirements (Section 17.12.080)

The concept plan establishes that compact development is proposed and displays the layout of all lots and common areas. This compact development subdivision proposal includes only single-family lots. The concept plan delineates the alternative lot sizes to be employed and describes the land areas required to satisfy open space requirements.

Minimum Area Required to be Eligible (Section 17.12.080.A)

This property is utilizing the Proximal Option for minimum site area. Property located within 0.25 miles of any MCSP-classified arterial or collector street shall have a minimum site area of no less than five times the minimum lot area for the base zoning district. The site is zoned RS10, which has a minimum lot area of 10,000 square feet. The minimum area within a proximal option compact development subdivision in the RS10 district is 50,000 square feet. The site contains approximately 106,930 square feet and exceeds the minimum area requirement to be eligible to utilize the compact development proximal option.

Maximum Lot Yield (Section 17.12.080.B)

The compact development option includes specific standards for calculation of maximum lot yield within a compact development subdivision that ensure that the maximum number of lots does not exceed what is permitted by the existing base zoning. The Zoning Code specifies that the lot yield



Metro Planning Commission Meeting of 8/13/2026

shall be based on dividing eighty percent of the gross acreage by the minimum lot size of the base zoning district.

The gross area of this site is approximately 2.45 acres or 106,930 square feet. The minimum lot size of the existing zoning district, RS10, is 10,000 square feet.

$$\begin{aligned} 106,930 \text{ square feet} \times 0.80 &= 85,544 \text{ square feet (80 percent of the gross site area)} \\ 85,544 \text{ square feet} / 10,000 \text{ square feet} &= 8 \text{ lots} \end{aligned}$$

Design Flexibility (Section 17.12.080.C)

In order to accomplish the purpose of this section, flexibility in lot sizes may be proposed in exchange for the creation of open space. Lots within a compact development subdivision may reduce in size from the minimum required by the base zoning district an equivalent of two smaller zoning districts. This subject site is zoned RS10, so the application proposes to reduce lot sizes from the 10,000-square foot minimum of the RS10 zoning district to the 7,500-square foot minimum of the RS7.5 zoning district.

A minimum of fifteen percent of the site shall be placed in open space. If additional usable open space is provided beyond the minimum requirement, a subdivision may reduce the minimum lot size by an equivalent percentage beyond the two-zoning district reduction. In no case shall the minimum lot size be reduced below 3,750 square feet. The application proposes an additional 0.13 acres of additional usable open space; however, no further lot size reductions are requested.

The bulk standards of the zoning district which most closely resembles the alternative lot sizes chosen for any given phase of the development shall be employed for that phase of the subdivision. In this case, the standards of the RS7.5 zoning district apply. As proposed, all bulk standards meet this requirement.

A twenty-foot standard B landscape buffer yard per Chapter 17.24 Article III shall be required along the perimeter of the development when perimeter lots abutting a conventional R/RS subdivision are reduced in size from the minimum lot size required by the base zoning district. Lot 5 through Lot 8 along the eastern portion of the site abut a conventional subdivision and include the required landscape buffer yard. For the portions of the buffer yard that fall within lots, a landscape buffer yard access easement is shown on the plans.

Open Space Standards (Section 17.12.080.D)

The required fifteen percent open space of a compact development may contain usable open space and stormwater features as required and described in this section. A minimum of five percent of a compact subdivision's total area shall be usable open space. One usable feature shall be installed for subdivisions containing between four and ninety-nine total residential units, plus an additional usable feature for every one hundred residential units, or portion thereof, in excess of the first ninety-nine units. Usable features shall not be located in regulatory no-disturb stormwater buffers or floodway as determined by metro water services. Examples of usable open space include paved greenway trails, walking or hiking trails, reflective passive areas, playgrounds, dog parks, etc. These open spaces are to be convenient and accessible to all residents. Usable features may include stormwater mitigation facilities such as bioretention, bioswale, or rain garden, designed as an



Metro Planning Commission Meeting of 8/13/2026

amenity and provided in conjunction with other usable features mentioned in this section; a stormwater feature alone shall not count as usable open space.

This application proposes one usable open space, totaling 10,842 square feet or 0.25 acres, which meets the five percent minimum required of all compact subdivisions (2.45 acres x 0.05 = 0.12 acres). These open spaces are convenient to all residents of the proposed subdivision (being less than 270 feet along an accessible path from each lot). The usable open space features a mulched path with seating areas and benches. Tree density and street tree planting are required per the zoning code and the applicable regulations of Metro Government. A note indicates landscaping and street tree requirements will be met with the submittal of the final site plan.

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 sites within the T3 Suburban transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

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.

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



Metro Planning Commission Meeting of 8/13/2026

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the Zoning Code as permitted by the compact subdivision regulations. Any development proposed on the resulting lots will be required to meet the bulk and landscaping standards of a comparable zoning district which most closely resembles the alternative lot sizes (RS7.5 zoning, in this instance) proposed for any given phase of development at the time of building permit. All proposed lots have frontage on the new public streets.

3-5 Infill Subdivisions

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

Proposed Lot 1 has frontage on Kings Lane and exceeds the minimum frontage requirement of 50 feet of frontage per the T3 NE standards of the compatibility requirements.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

3-7 Improvements

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

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

Sidewalks are required in association with new streets. The proposed subdivision includes one new public street. The proposed concept plan includes sidewalks along the new street per the local street standard requirements. Although not required by the subdivision regulations, the plan also indicates sidewalks along Kings Lane consistent with the Major and Collector Street Plan (MCSP) cross section.

3-9 Requirements for Streets

The application proposes one new local street drawing access from Kings Lane and provides a road stub-out to the western boundary, the subject site to enable future connectivity.

Public street requirements are reviewed by NDOT. NDOT has reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

The application proposes to dedicate the necessary right-of-way for the new proposed streets and additional right-of-way to be dedicated along Kings Lane to meet the MCSP standards.



Metro Planning Commission Meeting of 8/13/2026

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, 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 reviews street names and signage requirements for public roads and has recommended approval of this concept plan. See comments in the recommendations from all agencies section below.

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

Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations for a major subdivision and the standards of the Metro Zoning Code. Staff recommends approval with conditions.

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.

The Community Character Manual (CCM) policy applied to the site is Suburban Neighborhood Evolving (T3 NE). T3 NE areas are predominately residential areas with neighborhoods featuring shallow and consistent setbacks and closer building spacing. T3 NE areas within the suburban transect are intended to provide greater housing choice and improved connectivity.



Metro Planning Commission Meeting of 8/13/2026

Moderate to high levels of connectivity with street networks and sidewalks are a key feature of T3 NE areas. The policy speaks to vehicular connections with new development providing for multiple route options to destinations, reducing congestion on primary roads. Lot sizes within the broader policy can vary and zoning districts ranging from RS7.5 up to RM20-A are supported depending on context.

The site is located within an area of T3 NE policy and on a policy seam with Suburban Neighborhood Maintenance (T3 NM). The proposed concept plan has lots that are moderately smaller than the lots in the surrounding area providing as a transition from the larger to smaller lots and between the policy areas. The proposed concept plan also contributes to street connectivity with the inclusion of a new public local street and a street stub to the western property line. The vehicular and pedestrian connectivity proposed with the new street align with policy goals of higher levels of connectivity and limiting access on Kings Lane, a collector avenue.

COMMENTS FROM OTHER REVIEWING AGENCIES

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.

NASHVILLE DOT ROADS 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.
- All public sidewalks along the roadway shall follow the grade of the roadway and shall not be adjusted to meet private sidewalk connections. The adjustments shall be made outside of the ROW.
- All ped ramps are to be ADA compliant and have ‘safety yellow’ detectable tactile dome warning mats.
- 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.
- Drainage from site shall not flow over the public walk.
- Ensure all boxes, meters, cleanouts, etc. are located behind the public walk and outside of the public ROW.
- C&G installed may be tested to verify positive flow to the storm drain system. Drainage shall not pool in roadways.
- 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 8/13/2026

On construction drawings include following notes on site plan sheet

- 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, 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>
- For utility street cuts, see the Nashville Department of Transportation standards details ST-270 through ST-276a, <https://www.nashville.gov/departments/transportation/developers/details-and-specifications>

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.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Parking is to be provided on site for individual lots per the Metro Zoning code.
- Provide appropriate stop control at intersections.
- New residential concrete access ramps to be per NDOT ST-322. Access to parcels is to be per code of ordinance and NDOT Department regulations.

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.



Metro Planning Commission Meeting of 8/13/2026

CONDITIONS

1. With the final site plan and final plat, Lot 1 shall take access from the new local road.
2. Where the buffer yard is located within lot area, a landscape buffer yard access easement shall be recorded with or prior to the approval of the final plat.
3. Comply with the requirements of all Metro Agencies.
4. Changes to the amount and type of open space shall be prohibited. 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.
5. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
6. 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.

RECOMMENDED ACTION

Motion to approve with conditions proposed subdivision Case No. 2026S-125-001 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 8/13/2026

Item #15a

Associated Case

Council District

School District

Requested by

Zone Change 2026Z-058PR-001

15-82P-003

32 – Styles

06 – Mayes

Tune, Entrekin & White, P.C., applicant; various owners.

Staff Reviewer

Dhital

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from AR2a to IWD.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 3014, 3001, 3026, 3048, 3034, 3025, 3041, and 3021 Owen Drive, and 12966 Old Hickory Boulevard, approximately 122 feet northwest of Firestone Parkway (36.46 acres), and located within a Planned Unit Development Overlay District.

Existing Zoning

Agriculture/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. *The underlying PUD would regulate the uses at this site. The current uses in this PUD are not typically permitted in the AR2a zoning district; however, under the previous zoning code, Planned Unit Developments did not require a base zone change, while the permitted uses are those uses outlined on the PUD plan approved by the Metro Council in the enacting ordinance.*

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

Proposed Zoning

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

ANTIOCH-PREIST LAKE 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



Metro Planning Commission Meeting of 8/13/2026

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 nine properties totaling 36.46 acres, located east of I-24 on the west side of Old Hickory Boulevard. The properties are located on Owen Drive, at its intersection with Old Hickory Boulevard. The site has been zoned Agricultural/Residential (AR2a) since 1974 and has been within a Commercial PUD overlay since 1983 (Case 15-82-G). The PUD is developed as an industrial business park with commercial, warehouse, and light industrial uses. The surrounding land uses are commercial and industrial to the south and east. The adjacent property to the north is owned by Metro and is part of the Mill Ridge Southeast Regional Master Park Plan, which spans multiple properties in the area, zoned AR2a. The surrounding zoning includes AR2a to the east, Industrial Restrictive (IR), and Commercial Limited (CL) to the south. The site is accessed from Old Hickory Boulevard, which is identified as a Scenic Arterial-Boulevard in the Major and Collector Street Plan (MCSP).

The site is located within the District Industrial (D IN) policy which is intended to maintain, enhance, and create industrial districts in appropriate locations. These areas typically have a highly connected internal street network adequate for the movement of freight traffic, and enhanced access to external interstate systems and arterial-boulevards. The site has direct access from Old Hickory Boulevard well as proximity to I-24, which further aligns with the goals of D IN for highly connected street networks. 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 subject site is already developed with light industrial uses and other nonresidential uses per the approved PUD. The associated case, 15-82P-003, proposes to cancel the PUD. Absent the PUD being intact, the current AR2a zoning would not be consistent with the policy, and the proposed IWD zoning would be appropriate. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding developed context. For these reasons staff recommend approval.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from AR2a to IWD is estimated to have an increase of 2,097 daily weekday trips, including an additional 185 AM peak hour trips and additional 203 PM peak hour trips. For a full traffic table, please contact the Planning Department.



Metro Planning Commission Meeting of 8/13/2026

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a districts: 4 Elementary 3 Middle 3 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 AR2a zoning. Students would attend Cane Ridge Elementary School, Antioch Middle School, and Cane Ridge High School. Antioch Middle School and Cane Ridge High School are identified as at capacity. Capacity information was not available for Cane Ridge Elementary School. This information is based upon 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/13/2026



15-82P-003

JACKSON BUSINESS PARK (CANCELATION)

Map 175, Parcel(s) 143-146, 148-150, 160, 183

13, Antioch-Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 8/13/2026

Item #15b

Project Name

Associated Case

Council District

School District

Requested by

Planned Unit Development 15-82P-003

Jackson Park Business Park (Cancellation)

2026Z-058PR-001

32 – Styles

06 – Mayes

Tune, Entrekin & White, P.C., applicant; various owners.

Staff Reviewer

Dhital

Staff Recommendation

*Approve if the associated rezone is approved and
disapprove if the associated rezone is not approved.*

APPLICANT REQUEST

Cancel a Planned Unit Development.

PUD Cancellation

A request to cancel a Planned Unit Development Overlay District for properties located at 3014, 3001, 3026, 3048, 3034, 3025, 3041, and 3021 Owen Drive, and 12966 Old Hickory Boulevard, approximately 122 feet northwest of Firestone Parkway (36.46 acres), zoned Agriculture/Residential (AR2a) and located within a Planned Unit Development Overlay District..

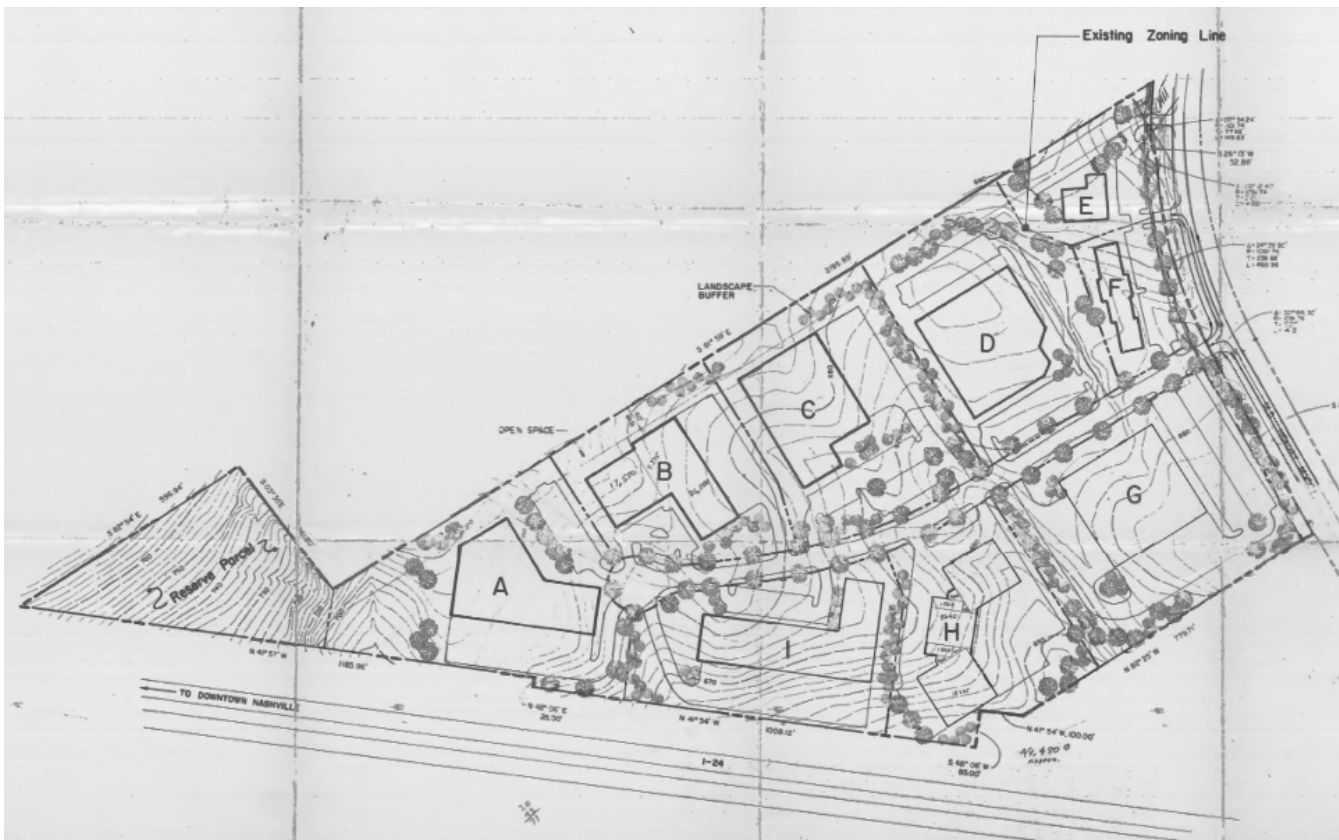
Existing Zoning

Agriculture/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. *The underlying PUD would regulate the uses at this site. The current uses in this PUD are not typically permitted in the AR2a zoning district; however, under the previous zoning code, Planned Unit Developments did not require a base zone change, while the permitted uses are those uses outlined on the PUD plan approved by the Metro Council in the enacting ordinance.*

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



Metro Planning Commission Meeting of 8/13/2026



Approved PUD Plan



Metro Planning Commission Meeting of 8/13/2026

ANTIOCH-PREIST LAKE 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 D IN are also found.

PLANNED UNIT DEVELOPMENT OVERLAY HISTORY

The site has been located within a Commercial PUD since 1983. The Jackson Park Business Park PUD was originally approved under the previous zoning code, COMZO for 788,000 square feet of various commercial, warehousing, and light industrial uses. The PUD has been revised a handful of times over the years, including a recent revision in 2013, where a PUD revision and final was approved for a portion of the PUD to permit a 32,000 square feet addition to an existing 60,484 square feet distributive/wholesale business. All properties within the PUD have been developed with various nonresidential uses, including commercial, warehousing, and light industrial uses.

ANALYSIS

This application is associated with a rezoning case, case number 2026Z-058PR-001. The associated rezone proposes to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) in conjunction with the proposed request to cancel the PUD. The site is located within the District Industrial (D IN) policy area which intends to maintain, enhance, and create industrial districts in appropriate locations.

The PUD is currently developed with various nonresidential uses, including commercial, warehousing, and light industrial uses. The standards established by the PUD are not dissimilar to the standards that would be applied under IWD zoning, if the PUD is cancelled. The PUD required a landscape buffer along the northern boundary adjacent to the park property. While cancellation of the PUD would remove this standard, the proposed IWD zoning would still require a Type D buffer along the northern boundary adjacent to the AR2a-zoned property. Therefore, removal of the PUD would not diminish the expected transition along the northern boundary. The PUD also established a maximum floor area ratio (FAR) of 0.45, which is less than the maximum FAR of 0.80 for IWD. Although this would be an increase to the FAR, the site contains no conservation (CO) features or known environmental constraints that may warrant limitations on development area. Allowing the property to develop under the standard FAR permitted by IWD is appropriate in areas where there no environmental features present, such as this site. The cancellation of the PUD will allow the site to develop in a manner aligned with the proposed IWD zoning standards without undermining the intent of the original development conditions.

Since staff finds that cancelation of the PUD in conjunction with the associated rezone is consistent with the D IN land use policy. However, should the associated rezone not be approved, staff recommend that the existing PUD remain in place.



Metro Planning Commission Meeting of 8/13/2026

STAFF RECOMMENDATION

Staff recommendation is to approve if the associated rezone is approved and disapprove if the associated rezone is not approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



2026Z-039PR-001

Map 133-01, Parcel(s) 331

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 8/13/2026

Item #16

Council District

School District

Requested by

Zone Change 2026Z-039PR-001

16 – Welsch

07 – Player

Sofia Deeanna, applicant and owner.

Staff Reviewer

Webster

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One- and Two-Family Residential-Alternative (R6-A) zoning for property located at 227 Raymond Street, at the northeast corner of Keystone Avenue and Raymond Street (0.17 acres).

Existing Zoning

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

Proposed Zoning

One- and Two-Family Residential - Alternative (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.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.17 acres, located on the northeast corner of Raymond Street and Keystone Avenue. The property has been zoned Single-Family Residential (RS7.5) since 2004. Additionally, the parcel is located within the Urban Zoning Overlay District (UZO) which was adopted in 2007. Prior to that, the property was zoned One- and Two-Family Residential (R8) in 1974. Currently, 227 Raymond Street is developed with a single-family residence, with frontage along three rights-of-way including two local streets, Raymond Street and Keystone Avenue, as well as an alley (Alley #1914), which runs along the northern property line of the subject site.



Metro Planning Commission Meeting of 8/13/2026

The application proposes to rezone the property from RS7.5 to R6-A. Zoning surrounding the subject site consists primarily of RS7.5; however, there is a parcel located across Keystone Avenue from the subject property (parcel 13301031600) which was rezoned in 2025 to the R6-A zone district. The surrounding land uses are primarily single-family residential with some two-family residential in the area as well as office/commercial uses to the east along the Nolensville Pike corridor.

The subject property is located within the T4 Urban Neighborhood Maintenance (T4 NM) policy area, which supports moderate- to high-density residential development. The T4 NM policy focuses on preserving residential character, while accommodating new growth that fits within the existing character. The pattern of development on the street consists primarily of single-family lots with some duplex lots. The subject site being located on a corner lot fronting three rights-of-way with duplexes located in proximity indicates that this site is appropriately scaled to support a slightly higher density to accommodate new growth while maintaining the existing character of the area.

Based on acreage alone, the proposed R6-A zone district could allow up to one duplex lot for a total of two units on the subject parcel, which is a slight increase in intensity from the existing RS7.5 zone district that currently permits one unit on the site. The subject property is located less than a quarter mile from Nolensville Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP) and is within a five-minute walk of a WeGo transit stop along Nolensville Pike, which currently serves as an all-access/Bus Rapid Transit (BRT) route. When considering the location of the site in relation to higher connectivity and transit opportunities as well as the existing neighborhood characteristics, additional density may be appropriate in this location.

The Alternative (-A) designation provides additional guidelines for access/driveways and garages, and includes a minimum raised foundation requirement, in alignment with urban development standards as outlined in the T4 NM policy. The site has access to an improved alley at the rear, and the -A standards would require access to future development on the parcel from the alley, therefore limiting access points along Raymond Street and Keystone Avenue, promoting an urban form. Overall, the -A standards would ensure that future development on the site has an urban form consistent with T4 NM policy guidance.

Given that the existing development pattern in the area consists of a mixture of single-family and duplex lots, as well as the site's proximity to a major transit corridor, the proposed R6-A zone district increases density modestly to support missing middle housing while maintaining consistency with the general character of the surrounding urban residential neighborhood, in alignment with the goals of T4 NM policy area. Staff therefore recommends approval of the requested R6-A zone district.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS7.5 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 trip. For a full traffic table, please contact the Planning Department.



Metro Planning Commission Meeting of 8/13/2026

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 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 RS7.5 zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary and Jere Baxter Middle School are both identified as under capacity. Maplewood High School is identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/13/2026



2026Z-048PR-001

Map 092-10, Parcel(s) 137

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 8/13/2026

Item #17

Council District

School District

Requested by

Zone Change 2026Z-048PR-001

21 – Taylor

05 – Fayne

Daniel Karshenas, applicant; Naser and Daniel Karshenas, owners.

Staff Reviewer

Konigstein

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential–Alternative (R6-A) zoning for property located at 611 28th Avenue North, at the southwest corner of Torbett Street and 28th Avenue North (0.18 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 one lot.*

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance, and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or 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. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

ANALYSIS

The application consists of one 0.18-acre parcel located at the southwest corner of the intersection of 28th Avenue North and Torbett Street that has a single-family use. Surrounding zoning districts include RS5, R6-A, Commercial Service (CS), and Specific Plan (SP). There are a wide variety of land uses surrounding the subject site including one and two-family residential, commercial, community or institutional and vacant land.

The property has frontage along 28th Avenue North, an arterial-boulevard as identified by the Major and Collector Street Plan (MCSP). Alley 1203 abuts the northern property line. The site is also less than a quarter mile from Clifton Avenue, a collector-avenue, and bus stops serviced by



Metro Planning Commission Meeting of 8/13/2026

existing WeGo Route 77. There are existing bikeways and sidewalks in the area as well. The incremental density proposed on the site in conjunction with the site's proximity to existing higher-capacity roads, mass transit service, and active transportation infrastructure aligns with T4 Residential Corridor (T4 RC) 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.

While the R6-A zoning district is less intense than the zoning districts listed as appropriate under the T4 RC policy, it is appropriate in this case given that the area west of 26th Avenue North is largely single-family. 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

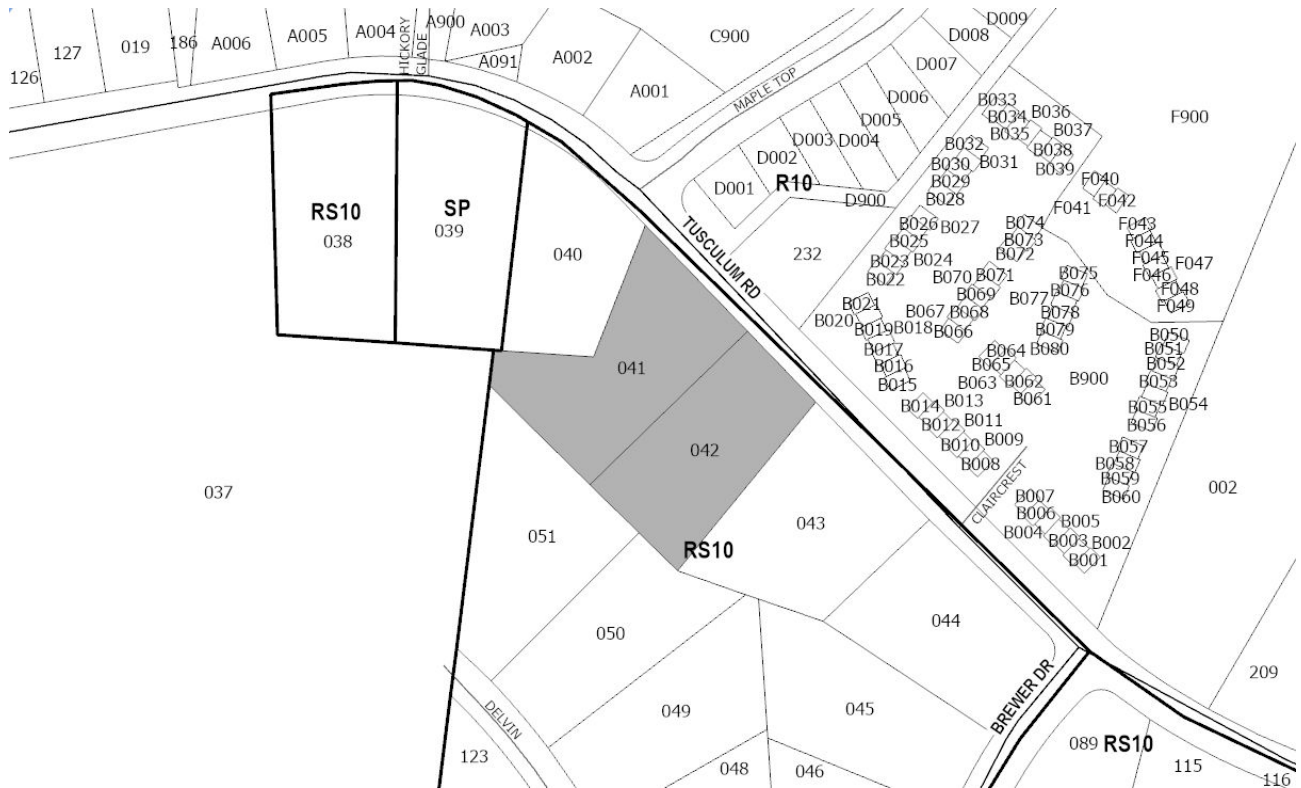
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



2026Z-053PR-001

Map 162-01, Parcel(s) 041-042

12, Southeast

27 (Robert Nash)



Metro Planning Commission Meeting of 8/13/2026

Item #28

Council District

School District

Requested by

Zone Change 2026Z-053PR-001

12 – Nash

02 – Elrod

A&G Construction, Inc, applicants; Carlos Arzate and Ana Maria Dominquez Lopez, owners.

Staff Reviewer

Commey

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for properties located at 277 and 281 Tusculum Road, approximately 470 feet northwest of Brewer Drive (1.96 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 eight single-family 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 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre. *Based on acreage alone, R10 would permit a maximum of eight duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

SOUTHEAST 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.

ANALYSIS

The subject property consists of two parcels totaling 1.96 acres located on the southwestern side of Tusculum Road. This property has been zoned Single-Family residential (RS10) since 2014, and both parcels have been developed with a single-story single family residential use. The property was previously zoned One and Two-Family Residential (R10). The surrounding parcels are zoned Single Family Residential (RS10), One and Two Family Residential (R10) and Specific Plan (SP) while surrounding uses include family residential, two-family residential and educational uses. The



Metro Planning Commission Meeting of 8/13/2026

property to the southeastern corner is Metro-owned Pitts Park which is used as a recreational facility.

The proposed R10 zoning is consistent with the T3 Suburban Neighborhood Maintenance (T3 NM) policy at this location. The T3 NM policy focuses on preserving the existing residential character, while accommodating new growth that fits within the character. There are existing one- and two-family uses established in this area, which align with the policy to provide moderate levels of density. The proposed rezone to R10 could allow the site to develop with two family residential uses, which is a slight increase in density. Properties in T3 NM policy areas including those in the R10 zoning district will typically have good access to arterial streets. This site meets that criterion, as it has frontage on Tusculum Road which is classified as an arterial boulevard in the Major and Collector Street Plan (MCSP). The site is also located within 0.1 miles of Brewer Drive to the west which is classified as a collector avenue in the MCSP. Based on the location in relation to high levels of connectivity, additional density may be appropriate on the subject site.

Staff finds this zoning district appropriate as the proposed zoning district would provide for one and two-family uses consistent with the surrounding land uses, while accommodating additional growth as envisioned by the policy. As the proposed request aligns with the goals of T3 NM policy, staff recommends approval.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS10 to R10 is estimated to have an increase of 91 daily weekday trips, including five additional AM peak hour trips and eight additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 1 Elementary 1 Middle 1 High

Projected student generation proposed R10 district: 2 Elementary 1 Middle 1 High

The proposed R10 zoning is anticipated to generate one additional student beyond what is generated under the current RS10 zoning. Students would attend Cole Elementary School, Antioch Middle School, and Cane Ridge High School. Cole Elementary School is identified as overcapacity, while Antioch Middle School, and Cane Ridge 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

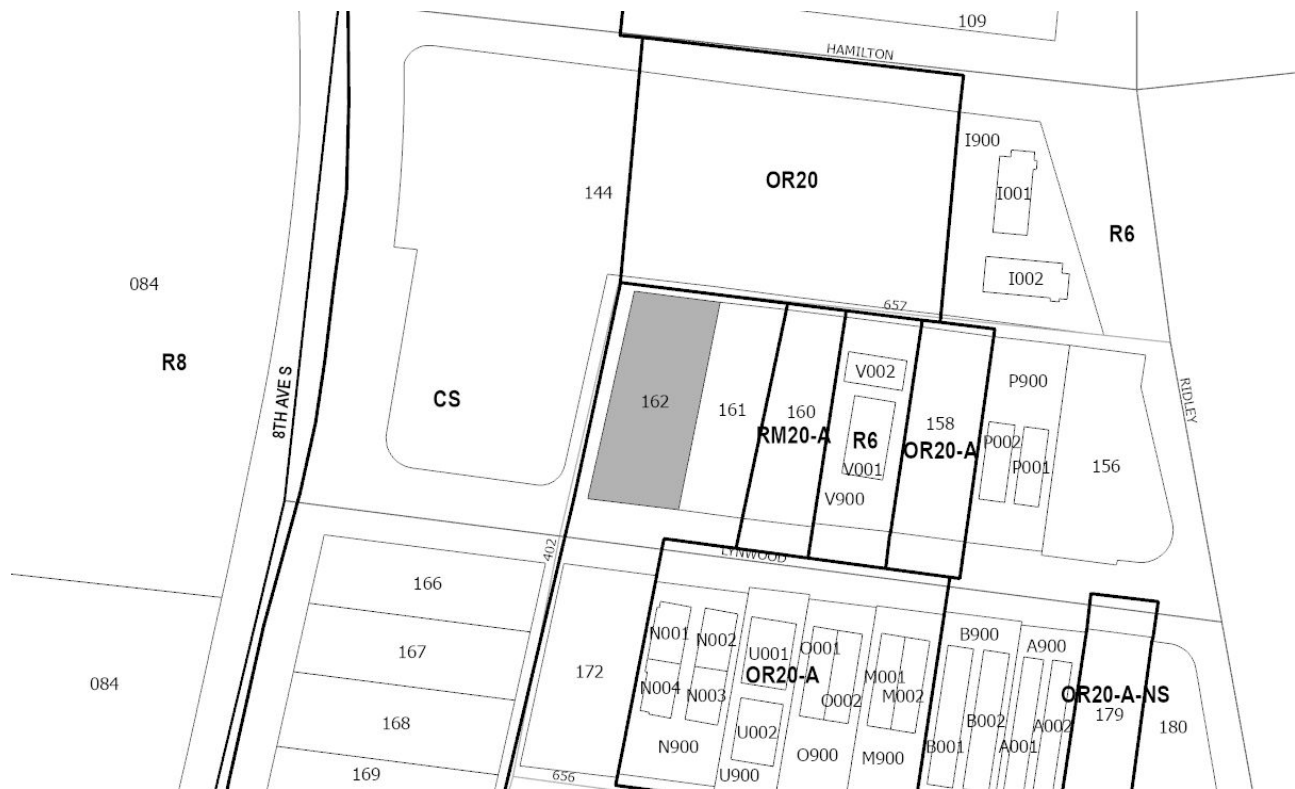
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/13/2026



2026Z-056PR-001

Map 105-06, Parcel(s) 162
10, Green Hills - Midtown
17 (Terry Vo)



Metro Planning Commission Meeting of 8/13/2026

Item #19

Council District

School District

Requested by

Zone Change 2026Z-056PR-001

17 – Vo

05 – Fayne

William Smallman, applicant; Magness Group 762, GP, owner.

Staff Reviewer

Webster

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R6 to OR20-A-NS.

Zone Change

A request to rezone from One- and Two-Family Residential (R6) zoning to Office/Residential – Alternative – No Short-Term Rental (OR20-A-NS) for property located at 762 Lynwood Avenue, approximately 200 feet east of 8th Avenue South (0.17 acres).

Existing Zoning

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

Proposed Zoning

Office/Residential – Alternative – No Short-Term Rental (OR20-A-NS) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district. *Based on acreage alone, OR20-A-NS would permit a maximum of three units.*

GREEN HILLS-MIDTOWN COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood Policy (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.

Edgehill 7C Supplemental Policy

The subject site is located within the Edgehill 7C Supplemental Policy, which was approved and adopted by the Metropolitan Planning Commission on August 22, 2024. The Edgehill Neighborhood Plan promotes a diversity of housing typologies to encourage housing affordability, as well as commercial and office spaces to support corridor growth and increase retail, amenities, and job opportunities.



Metro Planning Commission Meeting of 8/13/2026

ANALYSIS

The application consists of one parcel totaling 0.17 acres, located on the northeast corner of Lynwood Avenue and an alley (Alley #402). The property has been zoned One- and Two-Family Residential (R6) since 1974. Additionally, the parcel is located within the Urban Zoning Overlay District (UZO) which was adopted in 2007.

Currently, 762 Lynwood Avenue contains a vacant lot with frontage along Lynwood Avenue, an alley (Alley #402) along the western property line, as well as an alley (Alley #657) along the northern property line. The subject property abuts R6 zoning to the east and south, OR20 zoning to the north, and Commercial Service (CS) zoning to the west. The surrounding area contains a mix of zone districts including R6, Multi-Family Residential-Alternative (RM20-A), OR20-A, OR20-A-NS, and CS. The surrounding land uses are primarily office and commercial to the north and west, and one- and two-family residential to the south and east. The 8th Avenue South corridor located west of the subject property contains commercial and non-residential uses as well as Reservoir Park on the western side of the 8th Avenue South.

The subject property is located within the T4 Mixed Use Neighborhood (T4 MU) policy area, which supports moderate- to high-density residential development, mixed-use commercial, light industrial, and institutional uses. The T4 MU policy focuses on creating neighborhoods with a diverse mix of moderate- to high-density residential, commercial, office, and light industrial land uses. The subject property is also located within the Edgehill 7C Supplemental Policy, which promotes a diversity of housing typologies with an emphasis on high-density, mixed-use growth to support transit-oriented development along the 8th Avenue South corridor. The T4 Urban Mixed Use Corridor (T4 CM) policy area is directly adjacent to the subject property to the west along the 8th Avenue South corridor. The T4 CM policy area is intended to enhance urban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor. While the existing R6 zoning designation only allows for residential development, the OR20-A-NS zone district allows for a mix of uses, including office and residential uses, in closer alignment with the pattern of mixed-use development in the area, the goals of the T4 MU policy area, and neighboring T4 CM policy area.

Based on acreage alone, the proposed OR20-A-NS zone district could allow up three units on the subject parcel, which is a slight increase in intensity from the existing R6 zone district that currently permits one duplex for a total of two units. The subject property is located less than 200 feet from 8th Avenue South, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP). Additionally, the property is within less than a five-minute walk of a WeGo transit stop along 8th Avenue South and is well within walking distance of Reservoir Park. When considering the location of the site in relation to higher connectivity transit opportunities and the existing neighborhood characteristics, additional density as well as a mix of uses are appropriate in this location.

The Alternative (-A) designation in the OR20-A-NS zoning district provides additional guidelines for access/driveways and garages and includes a minimum raised foundation requirement for residential development, in alignment with urban development standards as outlined in the T4 MU. The site has access to an improved alley along the western portion of the property, and the -A standards would require access to future development on the parcel from the alley (to be determined



Metro Planning Commission Meeting of 8/13/2026

by Metro Codes) therefore limiting access points along Lynwood Avenue, promoting an urban form. In addition, the No Short-Term Rental (-NS) designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district. Overall, the -A standards and -NS regulation would ensure that future development on the site has an urban form consistent with the character of the surrounding area and T4 MU policy.

Given the existing development pattern in the area consisting of a mix of uses including office/institutional/commercial uses and one and two-family residential, as well as the site's proximity to a transit corridor, the proposed OR20-A-NS district increases density modestly and is consistent with the general character of the surrounding area, aligning with the goals of the T4 MU policy area. Furthermore, the -A and -NS designations provide enhanced standards to promote compatibility in urban form and consistency with the existing character of the surrounding area. Staff therefore recommends approval of the requested OR20-A-NS zone district.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from R6 to OR20-A-NS is estimated to have a decrease of two daily weekday trips, including 21 additional AM peak hour trips and one additional PM peak hour trip. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed OR20-A-NS district: 0 Elementary 0 Middle 0 High

The proposed OR20-A-NS zoning is not expected to generate any additional students than the existing R6 zoning. Students would attend Waverly-Belmont Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. Waverly-Belmont Elementary is identified as at capacity. John Trotwood Moore Middle School and Hillsboro High School are both 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.