

Metropolitan Planning Commission



Staff Reports

September 24, 2026



Metro Planning Commission Meeting of 9/24/2026

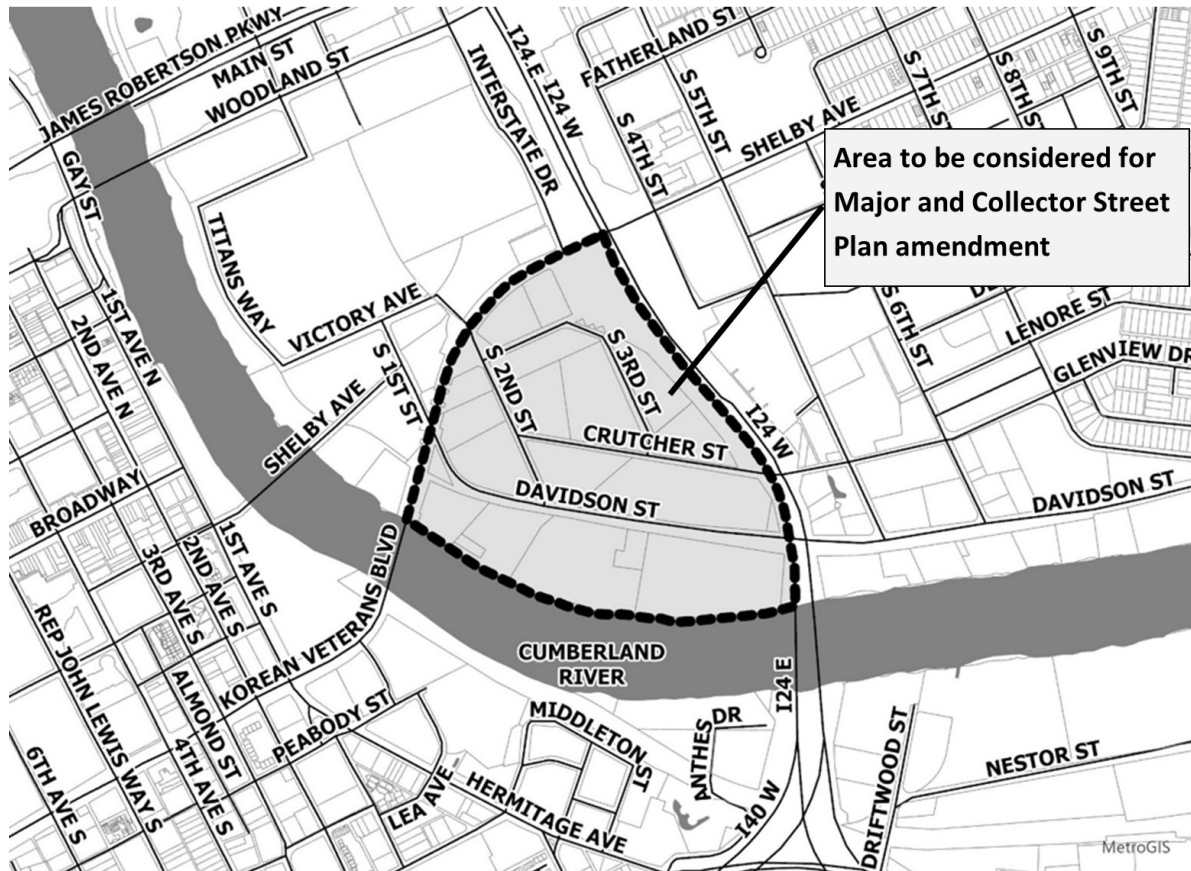
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2026CP-009-002

WASIOTO BEND MAJOR AND COLLECTOR STREET PLAN AMENDMENT

Map 093-03, Parcel(s) 153, 164, 165, 168, 385

Map 093-07, Parcel(s) 004, 010, 012, 014, 015, 019, 021, 025, 028, 030, 032, 033, 042, 043, 045, 056, 059

Map 093-08, Parcel(s) 013

9, Downtown

19 (Jacob Kupin)



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Item #1	Major and Collector Street Plan Amendment 2026CP-009-002
Project Name	Wasioto Bend Major and Collector Street Plan Amendment
Council District	19 – Kupin
School District	01 – Taylor
Requested by	Metro Planning Department, applicant; various owners.
Deferrals	This item was deferred at the September 10, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Anthony
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Major and Collector Street Plan (MCSP).

Major and Collector Street Plan Amendment

A request to amend the Major and Collector Street Plan (MCSP) by adding a street network to the Wasioto Bend area in the Downtown community planning area, bounded by Korean Veterans Boulevard on the west, Shelby Avenue on the north, Interstate 24 on the east, and the Cumberland River on the south (71.66 acres).

BACKGROUND

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets that make up the backbone of the city's transportation system. The MCSP is part of *Volume V: Access Nashville 2040* of Nashville's General Plan, *NashvilleNext*. Streets that are included in the MCSP are identified in the MCSP map; an online version of the MCSP map is available on Metro's Interactive Maps website. The MCSP provides the following details for each included street:

- **Classification.** Streets in the MCSP generally fall into three categories: arterial-boulevard; arterial-parkway; and collector-avenue. Typically, local streets are not included in the MCSP. However, in the Downtown area where local streets are important contributors to a well-functioning urban street grid, many local streets are included in the MCSP.
- **Right-of-way.** Each street in the MCSP has an associated right-of-way width. Appropriate right-of-way width is determined by street type, context (residential or mixed use), and street components.
- **Components.** Each street classification has associated cross-sections, which show the components typically found in the right-of-way. For example, collector-avenues typically



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have five zones: pedestrian; green; bicycle; parking; and vehicular. Components for individual streets may vary based on context and physical constraints.

The MCSP is amended from time to time to reflect changes in community needs and development patterns. The purpose of this MCSP amendment is to add a functional street grid in the Wasioto Bend area and establish street classifications, rights-of-way, and appropriate street components.

When considering MCSP amendments, there are several important factors to keep in mind. These factors were emphasized in all community engagement activities related to this project:

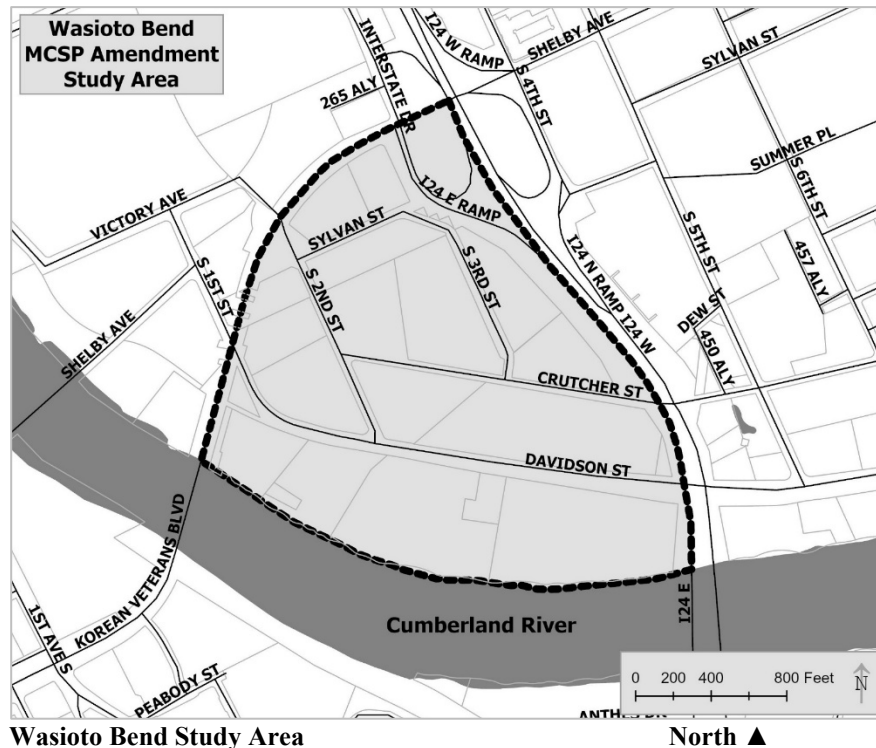
- Because *NashvilleNext* is a long-range plan, it projects growth and development many years into the future.
- *NashvilleNext* provides a policy framework to guide growth and development.
- *NashvilleNext* and its components—including Community Plans and the MCSP—are updated regularly to reflect changing conditions and new opportunities.
- *NashvilleNext* is a policy document, not a regulatory document.
- Entitlements are not created by *NashvilleNext* or its component parts, including Community Plans and the MCSP.
- *NashvilleNext* and its component parts do not condemn or take property; they simply provide guidance for how Nashville should develop over time.

Study Area Description

Wasioto Bend (formerly East Bend and Shelby's Bend) is a 71.66-acre area bounded by Korean Veterans Boulevard on the west, Shelby Avenue on the north, Interstate 24 on the east, and the Cumberland River on the south. *Wasioto is a Shawnee word and the earliest known name of the Cumberland River; Metro Council legislation (BL2026-1273) officially changed the area's name to Wasioto Bend in recognition of this history.* Wasioto Bend includes 23 parcels with seven unique owners. The study area is shown in the following image.



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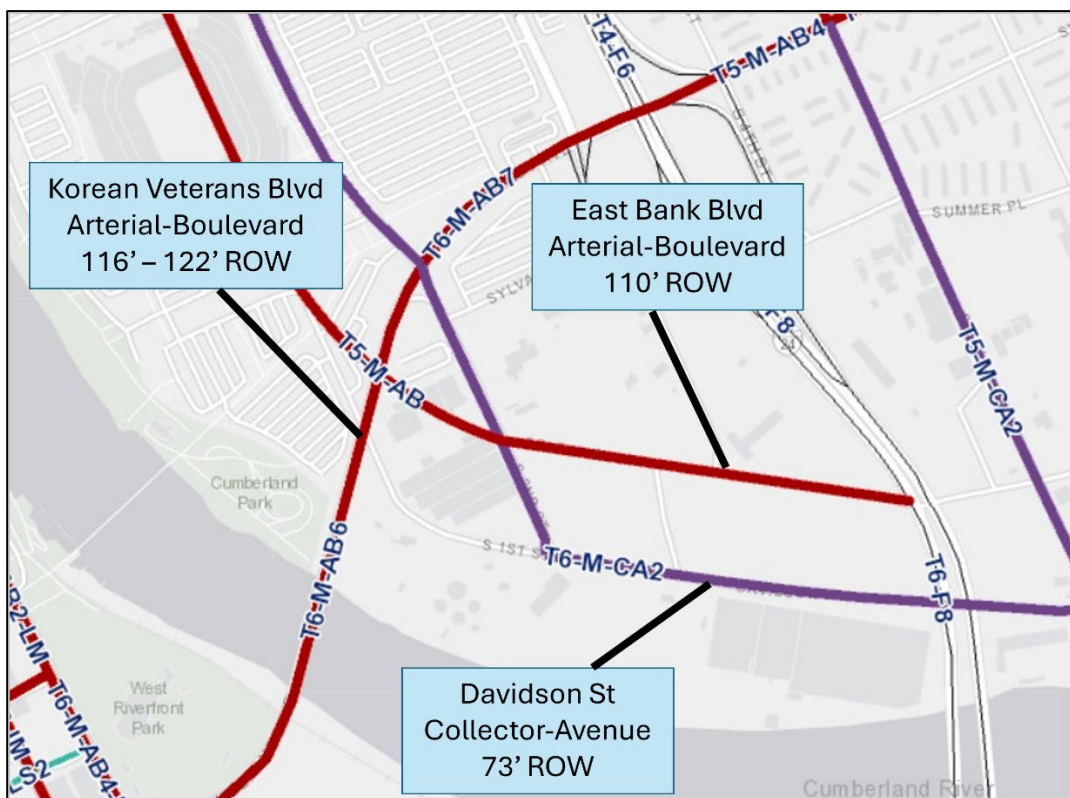
Due largely to its location along Interstate 24 and the Cumberland River, industrial land uses have long been prominent in the area. Current major industrial users in Wasioto Bend include Citgo, which operates a fuel distribution center on Davidson Street, and SA Recycling, which is located along Sylvan Street.

Current MCSP Designations

Presently, the MCSP includes three streets in the study area: Korean Veterans Boulevard, an arterial-collector that forms the western border of the study area; East Bank Boulevard, a proposed arterial-collector; and Davidson Street, an existing collector-avenue. The current MCSP classifications for Korean Veterans Boulevard, East Bank Boulevard, and Davidson Street are shown in the following image.

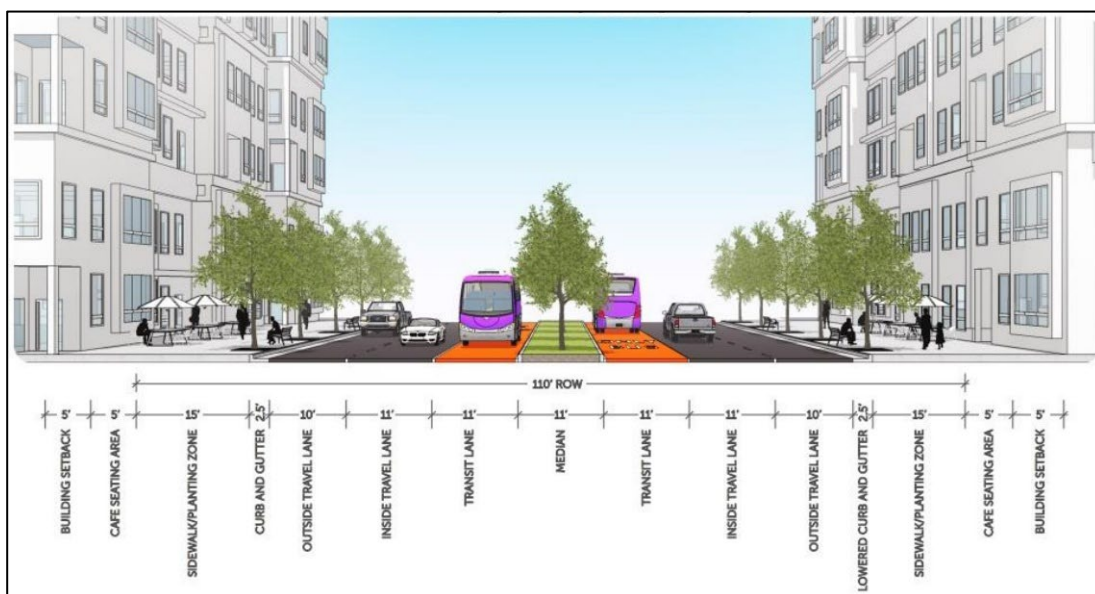


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Current MCSP Designations for Wasioto Bend

East Bank Boulevard is currently designated in the MCSP as an arterial-boulevard and has a prescribed right-of-way of 110 feet. The cross-section for East Bank Boulevard—shown below—includes four travel lanes, two designated bus lanes, a median, and broad sidewalks on both sides of the street.

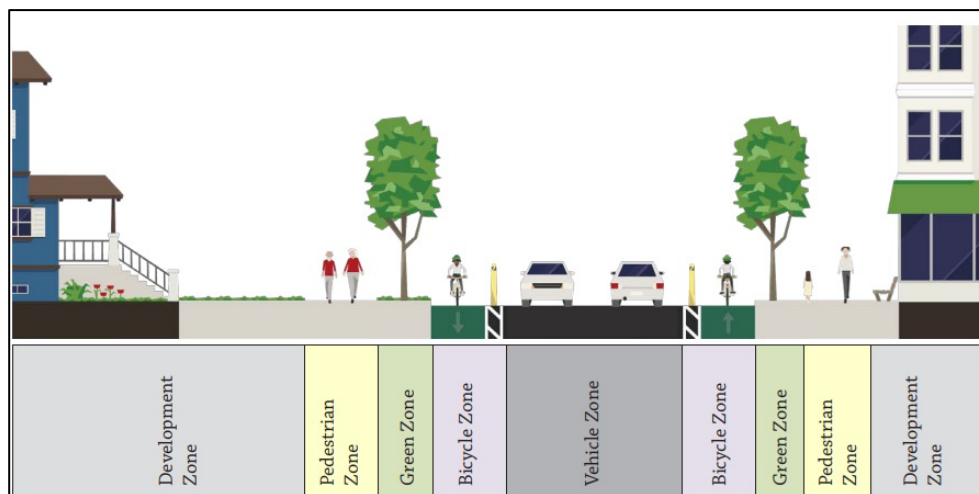


Current MCSP Cross-Section for East Bank Boulevard



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The MCSP currently envisions Davidson Street as a collector-avenue with a 73-foot right-of-way. The current cross-section includes two travel lanes, bike lanes on both sides of the street, and broad sidewalks on both sides of the street. The image below provides a general representation of the elements included in cross-section currently prescribed for Davidson Street.



MCSP Typical Collector-Avenue Cross-Section

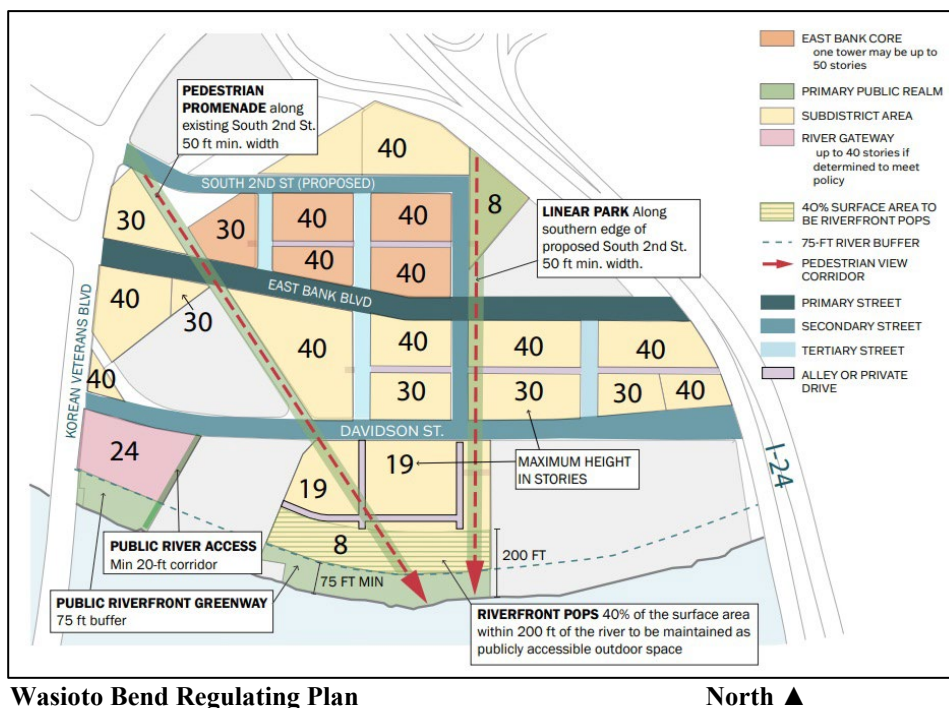
Recent Downtown Code Amendment

At its regular meeting on April 26, 2026, the Metro Council approved on third reading BL2026-1273, which added the Wasioto Bend subdistrict to the Downtown Code (DTC). As part of the legislation, the DTC was amended to include a regulating plan, which established standards for bulk and mass, parking, and other aspects of future development in Wasioto Bend.

Wasioto Bend is envisioned as a vibrant, mixed use, dense neighborhood that is well-connected to the riverfront, Downtown, and the larger East Bank area. As shown in the following image, maximum building heights in Wasioto Bend are envisioned to range from eight to 40 stories (with one building possibly reaching 50 stories). The regulating plan calls for a north-south linear park and a pedestrian promenade, both leading to a riverfront greenway.



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As shown in the preceding image, the Wasioto Bend regulating plan anticipates a network of primary, secondary, and tertiary streets that form an urban street grid within the Wasioto Bend area. East Bank Boulevard would serve as the primary street within the study area. Secondary streets include South 2nd Street and Davidson Street. Tertiary streets include Sylvan Street and unnamed future local streets. The regulating plan also anticipates a network of alleys, which are intended to reinforce the urban street grid.

As part of the DTC amendment legislation, the Planning Department was instructed to work with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) and other relevant departments to prepare a revision to the MCSP to make it consistent with the street network included in the DTC amendment. In addition to directing the Planning Department to prepare an amendment to the MCSP, the Council bill (Amendment M) required that the department consult with both the Vision Zero Advisory Committee (VZAC) and the Bicycle and Pedestrian Advisory Commission (BPAC) on the proposed MCSP amendment and obtain recommendations from both bodies; these recommendations are discussed later in this report.

PROPOSED MCSP AMENDMENT

The proposed MCSP amendment encompasses the 71.66-acre Wasioto Bend area. Staff recommends that the street network, classifications, and cross-sections discussed below be adopted as part of the MCSP.

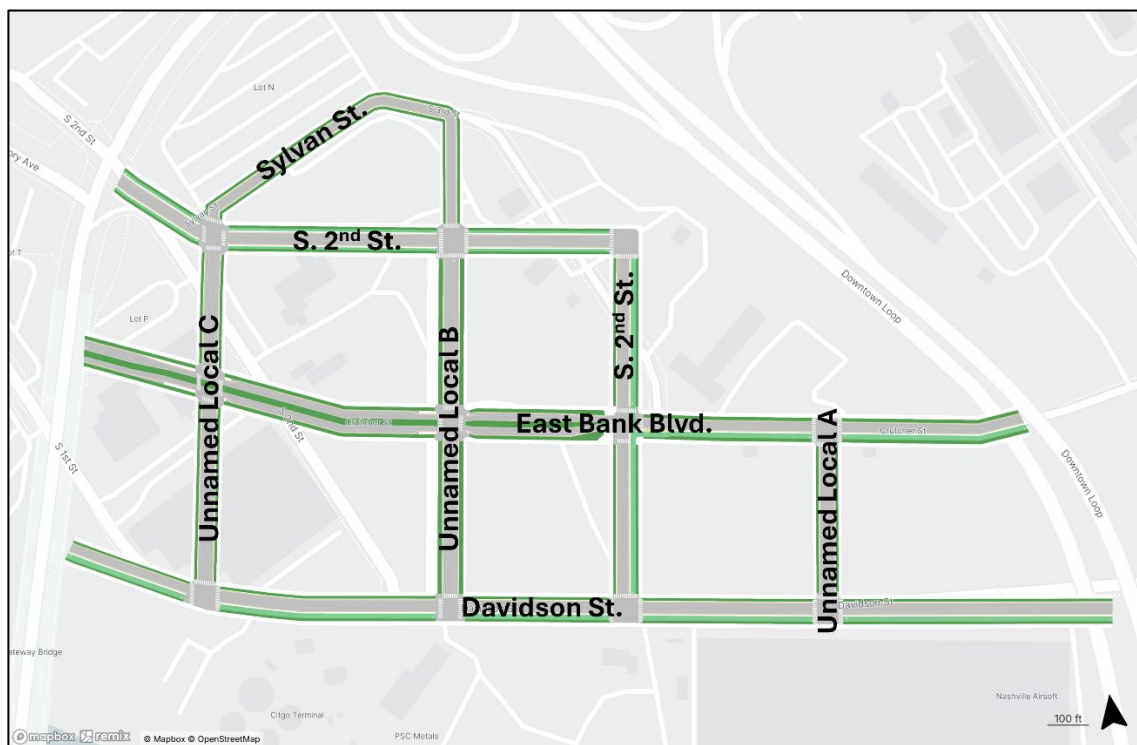
Street Network

The proposed street network for Wasioto Bend is shown in the following image. As proposed, East Bank Boulevard and Davidson Street serve as east-west corridors, while three local streets provide



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north-south routes in the area. South 2nd Street serves as both an east-west and a north-south corridor, making a 90-degree turn east of unnamed local street B.



Proposed Street Layout for Wasioto Bend

Street Classifications

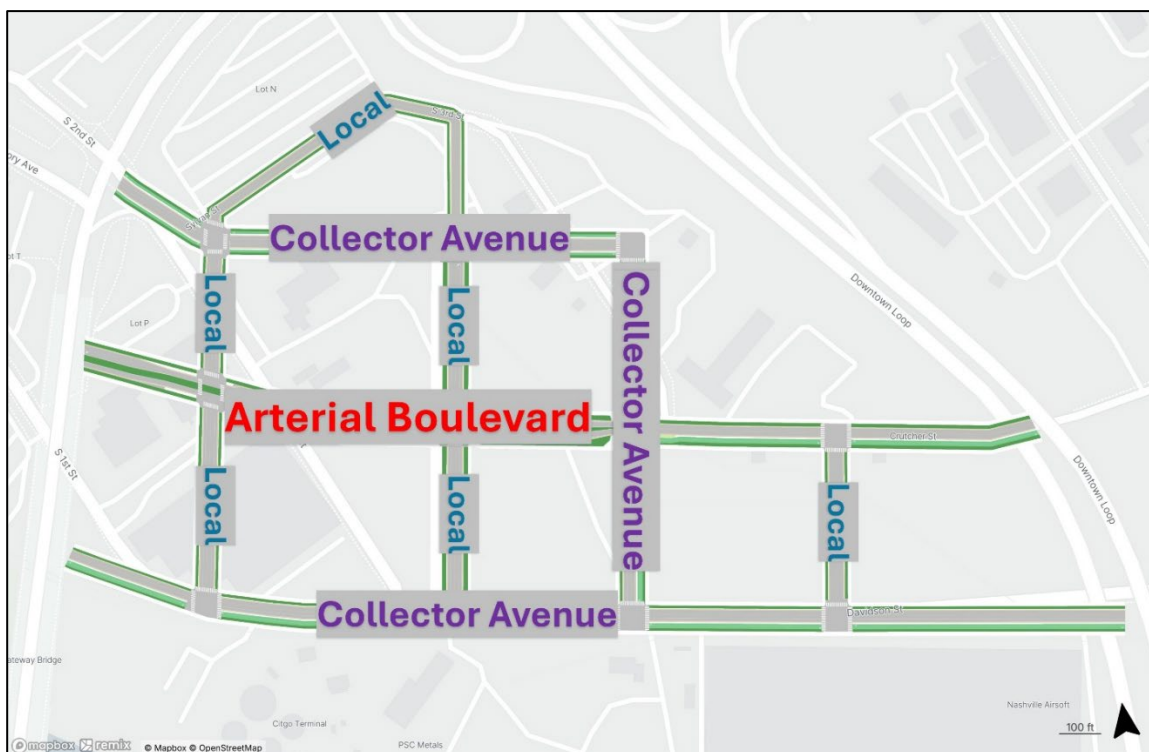
As shown in the following table, the proposed MCSP amendment classifies streets in Wasioto Bend consistent with the classifications adopted by Metro Council as part of the Wasioto Bend regulating plan.

Street	Regulating Plan Classification	Proposed MCSP Classification
East Bank Boulevard	Primary	Arterial-Boulevard
South 2 nd Street	Secondary	Collector-Avenue
Davidson Street	Secondary	Collector-Avenue
Sylvan Street	Tertiary	Local
Unnamed Local Streets	Tertiary	Local

The following image shows the proposed street classifications placed over the proposed street layout.



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Proposed Street Classifications for Wasioto Bend

Cross-Sections

Metro staff considered several important factors in designing proposed cross-sections for streets in Wasioto Bend. These factors—which evolved into project goals—included:

- **Safety:** Streets in Wasioto Bend should be safe for everyone, and a special emphasis should be placed on creating a safe and inviting environment for pedestrians and bicyclists. Protecting residents and visitors is a critical component of a successful street network in this area.
- **Multimodal Transportation:** The street network in Wasioto Bend should accommodate various modes of transportation – walking, cycling, riding transit, and driving.
- **Connectivity:** The street network in Wasioto Bend should provide an efficient means of travel within the neighborhood. Likewise, the street network should align with streets and neighborhoods in surrounding areas, supporting connectivity with the broader Nashville community.

To support the goals of safety, multimodal transportation, and connectivity, Metro staff considered how the Wasioto Bend street framework could emphasize important components such as sidewalks, bike lanes, and on-street parking. As noted below, the proposed cross-sections apply these components throughout the study area, consistent with both the DTC regulating plan and the goals of this project.



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- Pedestrian Zones
 - Wide (10 feet) sidewalks along:
 - South 2nd Street
 - Davidson Street
 - East Bank Boulevard
 - Sidewalks standard along all local streets
- Protected Bike Lanes
 - South 2nd Street
 - Davidson Street
 - Portion of East Bank Boulevard
- On-Street Parking
 - South 2nd Street
 - Davidson Street
 - Local Streets A, B, and C

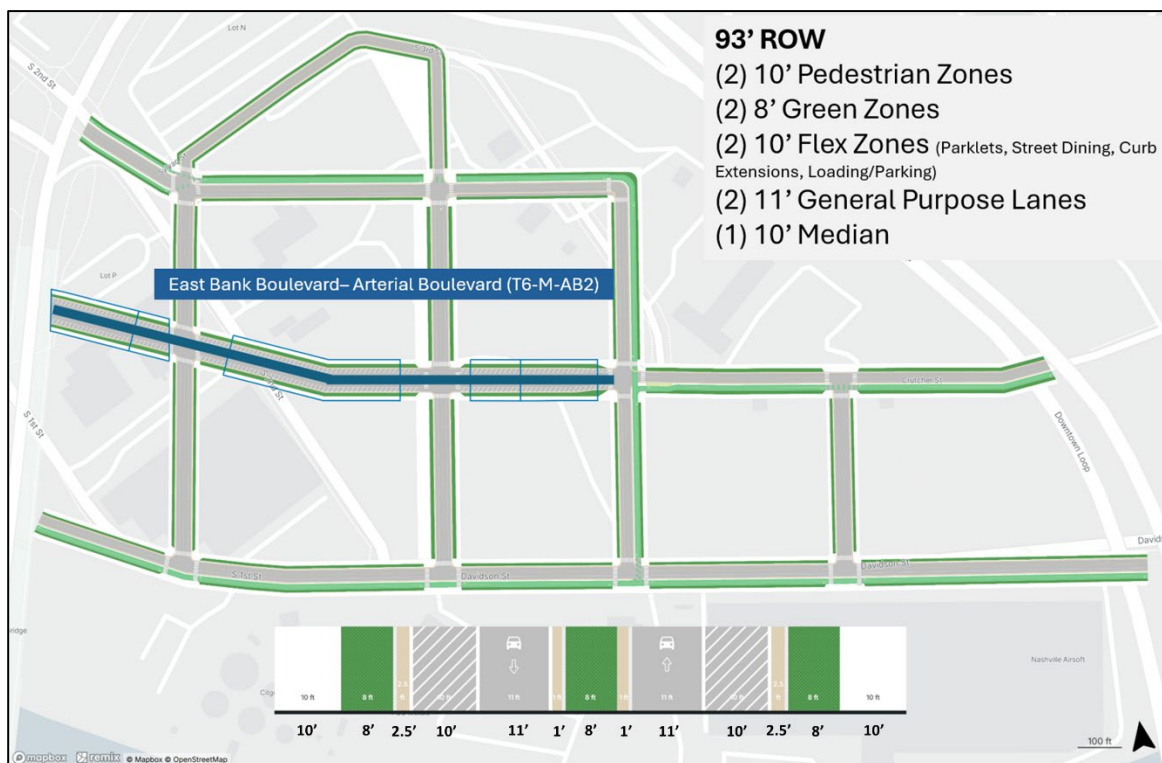
East Bank Boulevard

East Bank Boulevard is classified as an arterial-boulevard in the proposed MCSP amendment and is intended to function as the primary thoroughfare in the broader East Bank area. The proposed right-of-way for East Bank Boulevard ranges from 78 feet on its eastern end to 93 feet on its western end.

As shown in the following proposed cross-section, East Bank Boulevard between Korean Veterans Boulevard and South 2nd Street includes an eight-foot median, two eleven-foot travel lanes, and ten-foot pedestrian zones on both sides of the street. The proposed cross-section includes ten-foot flex lanes on both sides of the street. No specific use is proposed at this time for flex lanes. Flex lanes can be used for a variety of purposes such as: on-street parking when needed; pop-up or vendor space for outdoor events; parklets; street dining; future transit lanes; or the movement of vehicles if needed.



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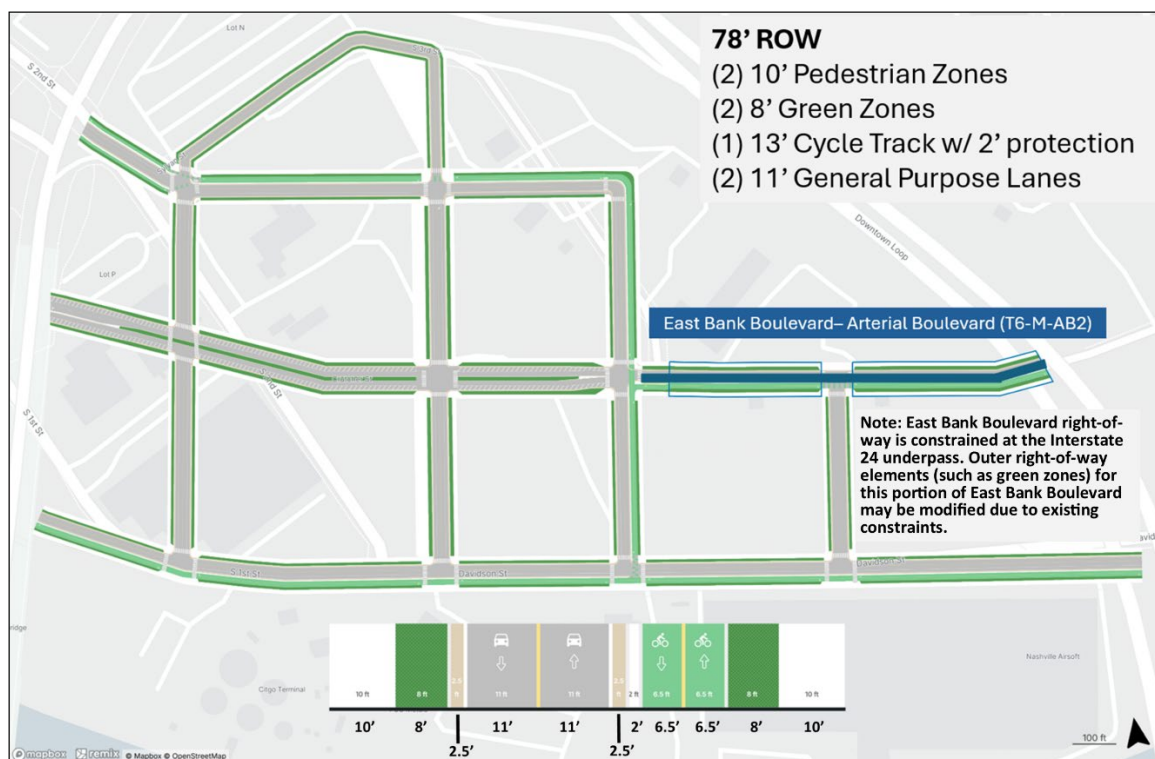


Proposed East Bank Blvd, Cross-Section, Korean Veterans Blvd. to S. 2nd St.

East of South 2nd Street, East Bank Boulevard is proposed to transition to a narrower right-of-way. Flex lanes are not included on this portion of the street. The proposed cross-section includes a protected cycle track intended to provide bicycle connectivity between South 2nd Street and South 5th Street, located east of Interstate 24. This cross-section includes a note indicating that the portion of East Bank Boulevard that passes under Interstate 24 is constrained. The right-of-way for the constrained portion may be modified during the development review process to accommodate existing conditions.



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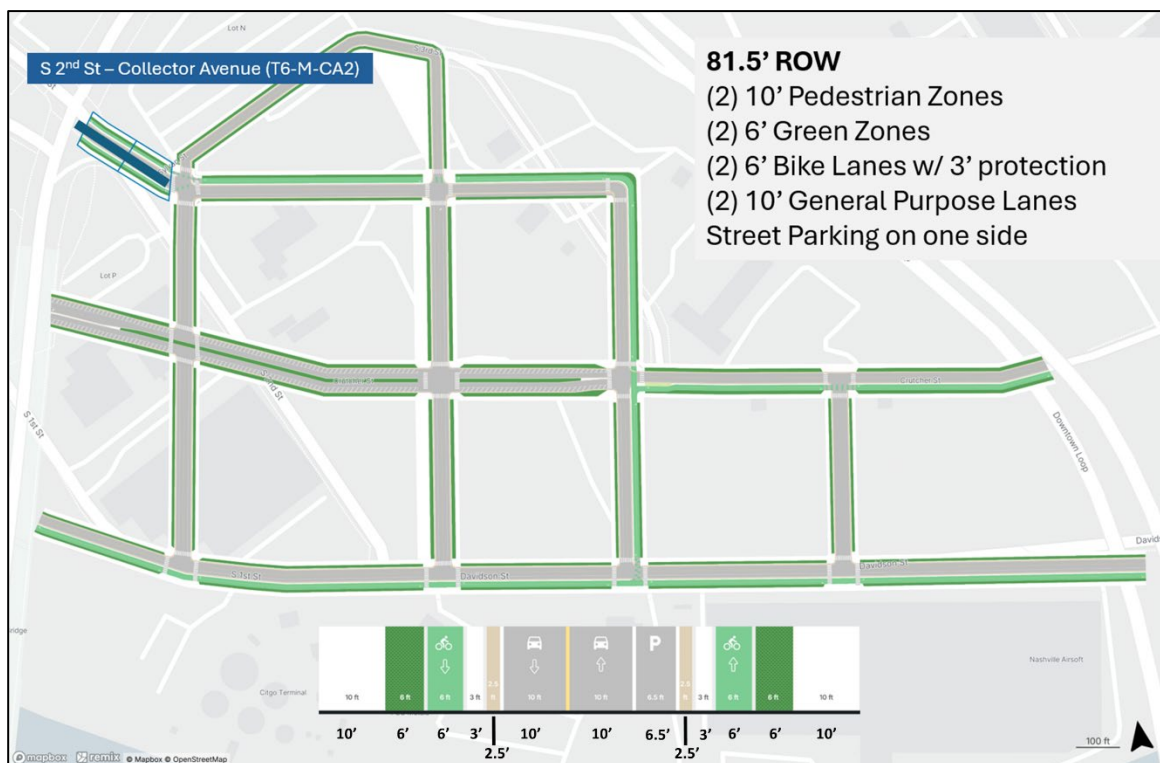
Proposed East Bank Blvd. Cross-Section, S. 2nd St. to Interstate 24

South 2nd Street

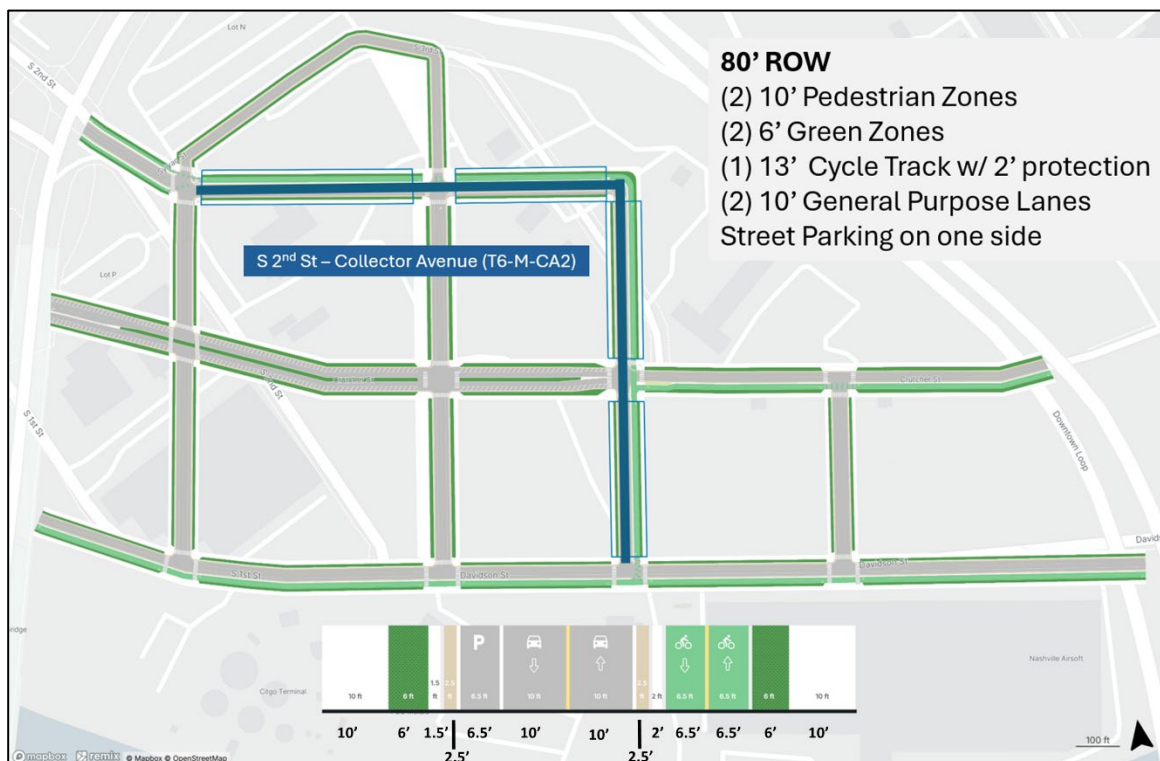
South 2nd Street is classified as a collector-avenue in the proposed MCSP amendment. South 2nd Street is unique in that it functions as both a north-south and east-west corridor due to a 90-degree turn. The proposed right-of-way for South 2nd Street ranges from 80 feet to 81.5 feet. The proposed cross-sections include parking on one side of the street and a protected cycle track. Cross-sections for South 2nd Street are shown in the following images.



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Proposed S. 2nd St. Cross-Section, Korean Veterans Blvd. to Sylvan St.



Proposed S. 2nd St. Cross-Section, Sylvan St. to Davidson St.

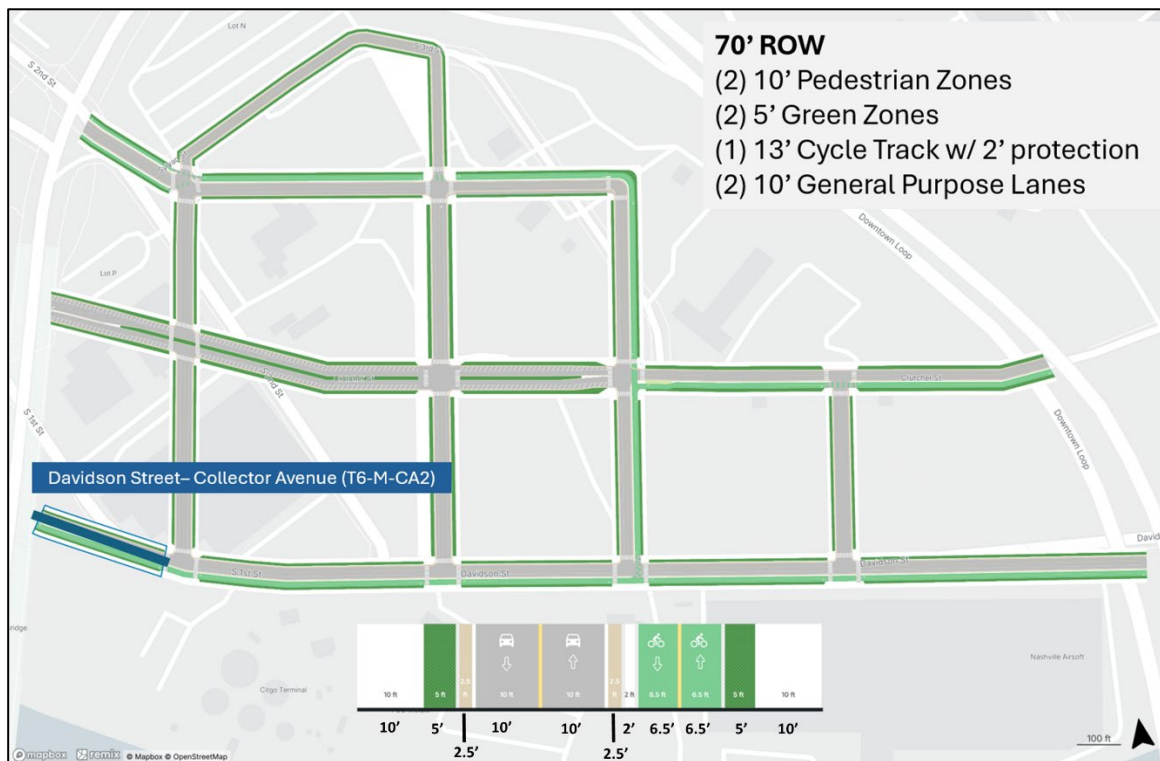


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Davidson Street

Davidson Street is classified as a collector-avenue in the proposed MCSP amendment. Davidson Street serves as an important connection between Shelby Park on the east and the larger East Bank site on the west. The proposed right-of-way for Davidson Street ranges from 70 feet to 80 feet.

As shown in the following image, the proposed cross-section for Davidson Street between Korean Veterans Boulevard and South 2nd Street includes a 70-foot right-of-way with ten-foot travel lanes, a cycle track on one side of the street, and ten-foot pedestrian zones.

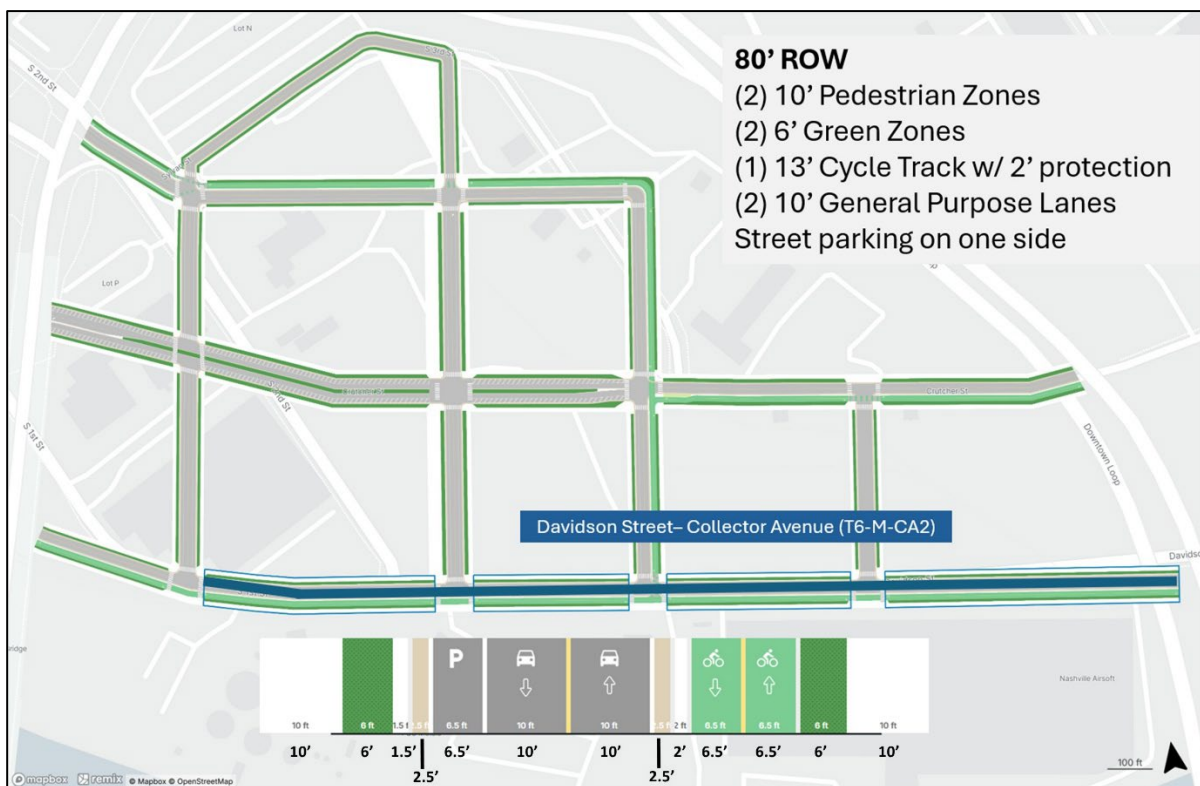


Proposed Davidson St. Cross-Section, Korean Veterans Blvd. to S. 2nd St.

The proposed cross-section for Davidson Street east of South 2nd Street to Interstate 24 expands on the previous Davidson Street section by adding an on-street parking lane. The following image shows this proposed cross-section.



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Proposed Davidson St. Cross-Section, S. 2nd St. to Interstate 24

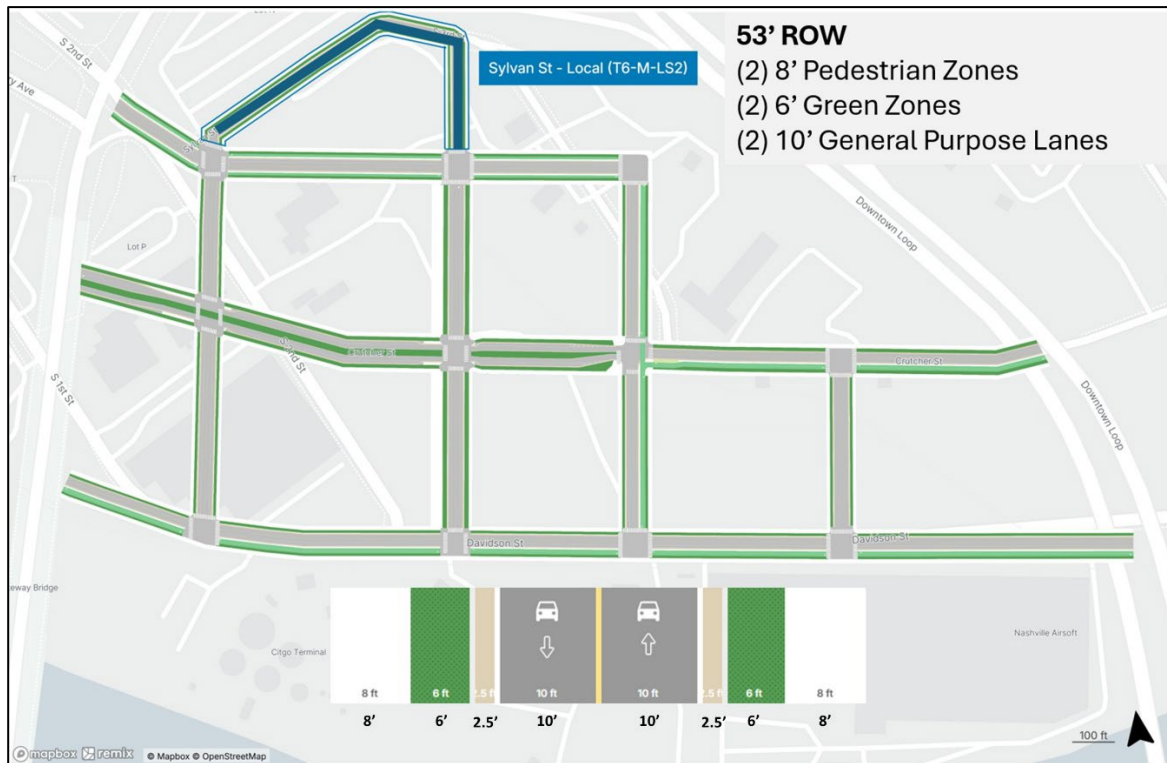
While they are not shown in the proposed MCSP cross-sections, safety elements such as raised pedestrian crossings and the use of different materials to reinforce pedestrian safety may be incorporated along Davidson Street; these elements would be reviewed during the typical development review process. Such elements may be particularly appropriate where the linear park and pedestrian promenade (as shown in the Wasioto Bend regulating plan) cross Davidson Street.

Local Streets

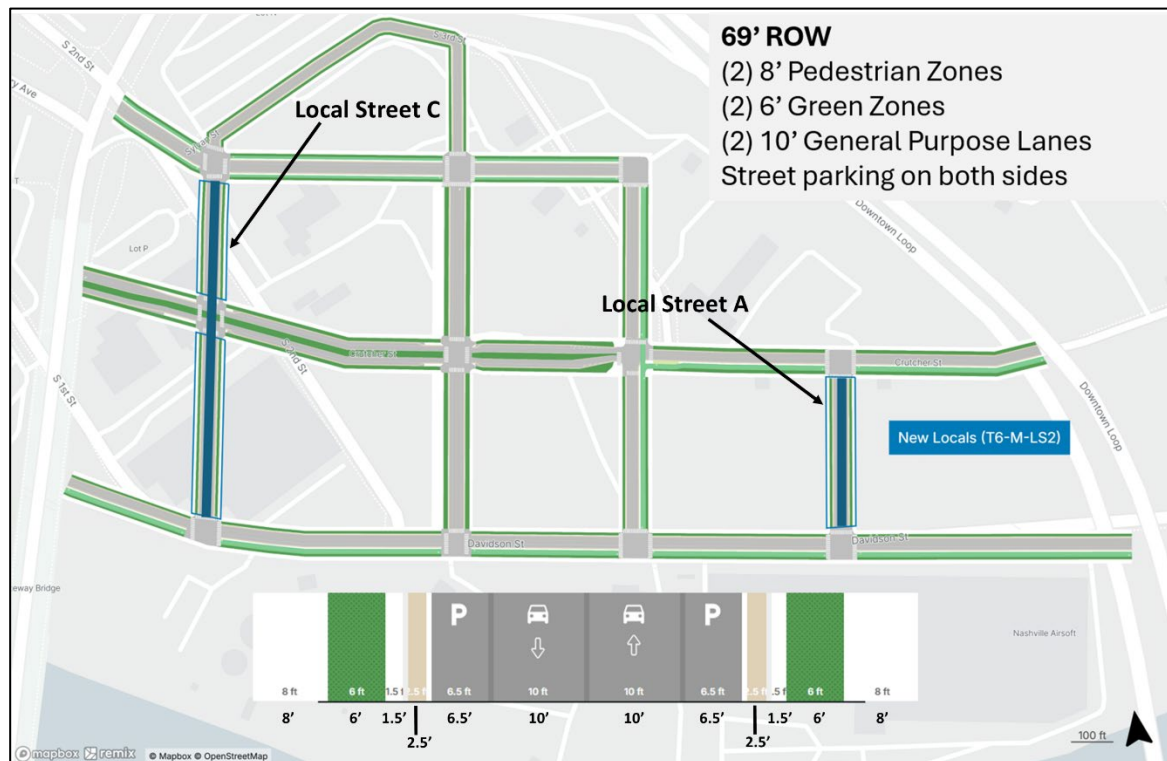
While local streets are typically not included in the MCSP, an exception is made for local streets in the Downtown area. Proposed local streets in Wasioto Bend include Sylvan Street—an existing local street—as well as three unnamed local streets (referred to in this report as *Local Streets A, B, and C*). The proposed cross-sections for all local streets include sidewalks; Local Streets A, B, and C are proposed to include on-street parking as well. Local Street B includes wide green zones on both sides of the street; these green zones are consistent with the linear park envisioned along the street frontage. (See the Wasioto Bend Regulating Plan exhibit in this report.) The proposed cross-sections for local streets are shown in the following images.



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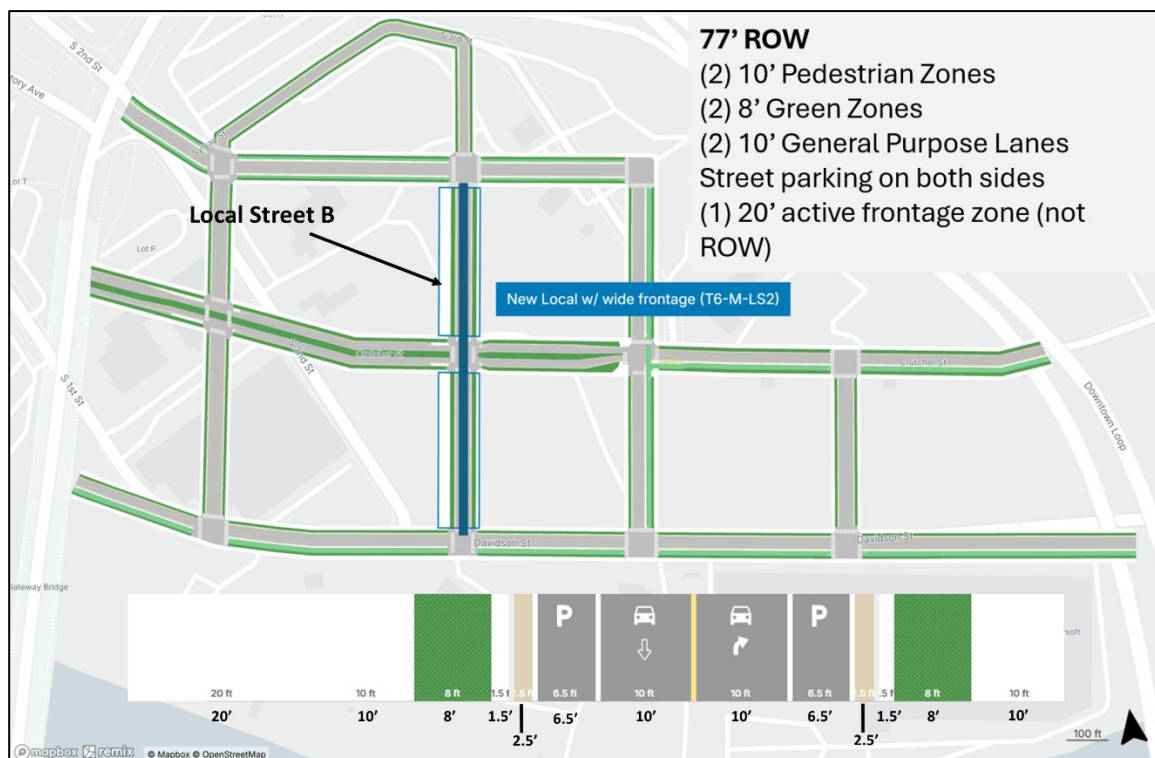
Proposed Sylvan St. Cross-Section



Proposed Local Streets A and C Cross-Section



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Proposed Local Street B Cross-Section

COMMUNITY ENGAGEMENT

Planning staff took a multipronged approach to stakeholder engagement, meeting with interested community members, appointed commissions, and individual property owners. An internal working group led by Planning and consisting of staff from NDOT, Metro Water Services, and the East Bank Development Authority met regularly to review project progress and discuss community outreach and engagement. Specific engagement-related actions taken by Metro staff included the following.

- Planning staff created a webpage for the project on the Engage Nashville website; this website is used by the Mayor's Office, NDOT, the Planning Department, and others as a means of distributing information on projects to the public. The MCSP amendment webpage can be found at <https://engage.nashville.gov/wasiotobend>.
- Planning staff arranged a community meeting, which was held on June 24, 2026, at the Metro Office Building. Meeting invitations were mailed to all property owners within the study area, and meeting information was posted on Metro's events calendar. Meeting invitations were emailed to Vision Zero Action Committee staff, Bicycle and Pedestrian Advisory Commission staff, Walk Bike Nashville, and District Councilmember Jacob Kupin's office. Notice was posted on the Engage Nashville site as well. Approximately 30 individuals attended the community meeting. Staff presented an overview of the MCSP, the



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amendment process, and the proposed Wasioto Bend amendment. Staff answered multiple questions from attendees, and feedback was generally favorable.

- Planning and NDOT staff participated in individual meetings with owners of property located within the study area. Staff listened to and addressed owners' concerns about the proposed street network and how it would affect their individual properties.
- Planning staff presented the proposed amendment at the July 14, 2026, meeting of the Vision Zero Action Committee (VZAC). On August 2, 2026, VZAC provided its recommendation on the proposed amendment to Planning staff. The recommendation is neither wholly favorable or unfavorable; rather, it focuses largely on the proposed East Bank Boulevard 93-foot cross section, deeming it unnecessarily wide. The entirety of VZAC's recommendation has been provided to the MPC.
- Planning staff presented the proposed amendment at the July 20, 2026, meeting of the Bicycle and Pedestrian Advisory Commission (BPAC). On August 20, 2026, BPAC provided its recommendation on the proposed amendment to Planning staff. Like VZAC, BPAC's recommendation focused on the width and function of East Bank Boulevard and questioned the need for the proposed flex lanes. BPAC additionally suggested a cycle track along most of the east-west portion of South 2nd Street, rather than bike lanes on either side of the street as initially proposed by staff. The entirety of BPAC's recommendation has been provided to the MPC.

ANALYSIS

The proposed amendment to the Major and Collector Street Plan (MCSP) builds upon the vision for an urban street network in Wasioto Bend that was first articulated in the *Imagine East Bank Vision Plan* and more fully established in the Wasioto Bend regulating plan as part of the DTC amendment. In the *Imagine East Bank Vision Plan* (2022), an urban street grid was prioritized, and East Bank Boulevard was described as the *backbone* of the East Bank transportation network. A portion of the *Imagine East Bank* streets plan is shown below.



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Imagine East Bank Vision Plan – Streets Plan for Shelby’s (now Wasioto) Bend North ◀

The *Imagine East Bank Vision Plan* prioritized transit, pedestrian access, and connectivity on East Bank Boulevard; bicycle and pedestrian activities were prioritized on South 2nd Street. The plan envisioned a 110-foot right-of-way for East Bank Boulevard to accommodate transit lanes, up to four vehicular lanes, a landscaped median, and broad sidewalks. A rendering of the preferred East Bank Boulevard layout—as shown in the *Imagine East Bank Vision Plan*—is shown below.



East Bank Boulevard Rendering, 2022



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In 2026, Metro Council adopted BL2026-1273, which incorporated Wasioto Bend—including a future streets plan—into the Downtown Code (DTC). The future streets plan in the DTC codifies much of the streets plan included in the *Imagine East Bank Vision Plan*. Like *Imagine East Bank*, the DTC streets plan includes a gridded street network and identifies East Bank Boulevard as the primary street serving Wasioto Bend. The following map shows the street layout envisioned by the DTC.



Wasioto Bend Streets Plan, Downtown Code

North ▲

The street layout proposed in the MCSP amendment is consistent with that envisioned in the *Imagine East Bank Vision Plan* and the Council-approved DTC amendment. The proposed street layout supports an urban street grid consisting of primary, secondary, and tertiary streets. The street grid creates internal connectivity as well as multiple connections to the broader East Bank area. Pedestrian and bicycle access and connectivity are emphasized in the proposed amendment. All proposed streets have sidewalks on both sides of the street, and cycling is supported on both Davidson Street and South 2nd Street.

As envisioned in the DTC streets plan and shown in the proposed Wasioto Bend MCSP amendment, East Bank Boulevard would serve as the *backbone* of Wasioto Bend's transportation network, connecting Wasioto Bend to the larger East Bank area and River North on the north/west and the broader East Nashville community via South 5th Street on the east. East Bank Boulevard is designed with flexibility in mind; space on either side of the street is designated as flex space, available for a wide range of uses including on-street parking and future dedicated transit lanes.

Planning and NDOT staff reviewed comments and recommendations provided by interested community members, property owners, VZAC, and BPAC. In some cases, changes to cross-sections were made following receipt and review of public comments. In others, staff worked directly with



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commenters to provide additional context and answer questions. The owners of one property were concerned about one of the future streets being shown going through their property. As previously noted, Planning staff emphasized throughout the community engagement process that an MCSP amendment does not create entitlements or condemn or take property. The MCSP amendment represents a long-range vision, not an immediate action. The owners of another property indicated concern that they would no longer be able to queue large trucks on Metro-owned streets near their property. NDOT staff worked with this property owner to clarify the needs of the business located on the property and ensure that the property will continue to have access from the public street network.

Both VZAC and BPAC raised concerns about the proposed East Bank Boulevard cross-section, specifically its width. The recommendations provided by both VZAC and BPAC suggest that the street width and flex lanes shown in the proposed amendment are unnecessary. Staff respectfully disagrees. The proposed East Bank Boulevard right-of-way is significantly narrower than that of many arterial-boulevard street types already supported by the MCSP. The proposed street grid itself—with frequent intersections and an emphasis on multimodal travel—can contribute to pedestrian safety in the area. During the street design phase of development, East Bank Boulevard and other streets in Wasioto Bend can be designed to support and enhance a safe pedestrian experience. VZAC, BPAC, and other interested parties are invited to offer suggestions for safety enhancements as development proposals are received.

Wasioto Bend and the larger East Bank area present an unprecedented opportunity to develop a large, underutilized, yet prominent part of Nashville with forethought and intention. It is essential that Metro plan for future growth and transportation needs in Wasioto Bend. While transit lanes, on-street parking, or additional vehicular lanes—among other uses—may not be necessary on East Bank Boulevard in the early stages of development, one or more of these uses may be necessary years or even decades in the future. If Wasioto Bend is fully built-out as supported by the DTC regulating plan, significant demand will be placed on the street network. By obtaining, designating, and designing right-of-way for East Bank Boulevard now, Metro can be better prepared for growth in Wasioto Bend for years to come. Obtaining additional right-of-way and constructing new street elements after lots have been created or after construction has started will be much more difficult and costly than preparing for future growth now.

The proposed MCSP amendment supports a multimodal transportation network that can serve an area envisioned as an active, vibrant, and dense neighborhood. The proposed street grid would support dispersal and connectivity rather than concentration and fragmentation. While Wasioto Bend's unique physical location limits accessibility somewhat, the proposed street network would ensure that Wasioto Bend becomes an integral and well-connected part of the larger East Bank area.

STAFF RECOMMENDATION

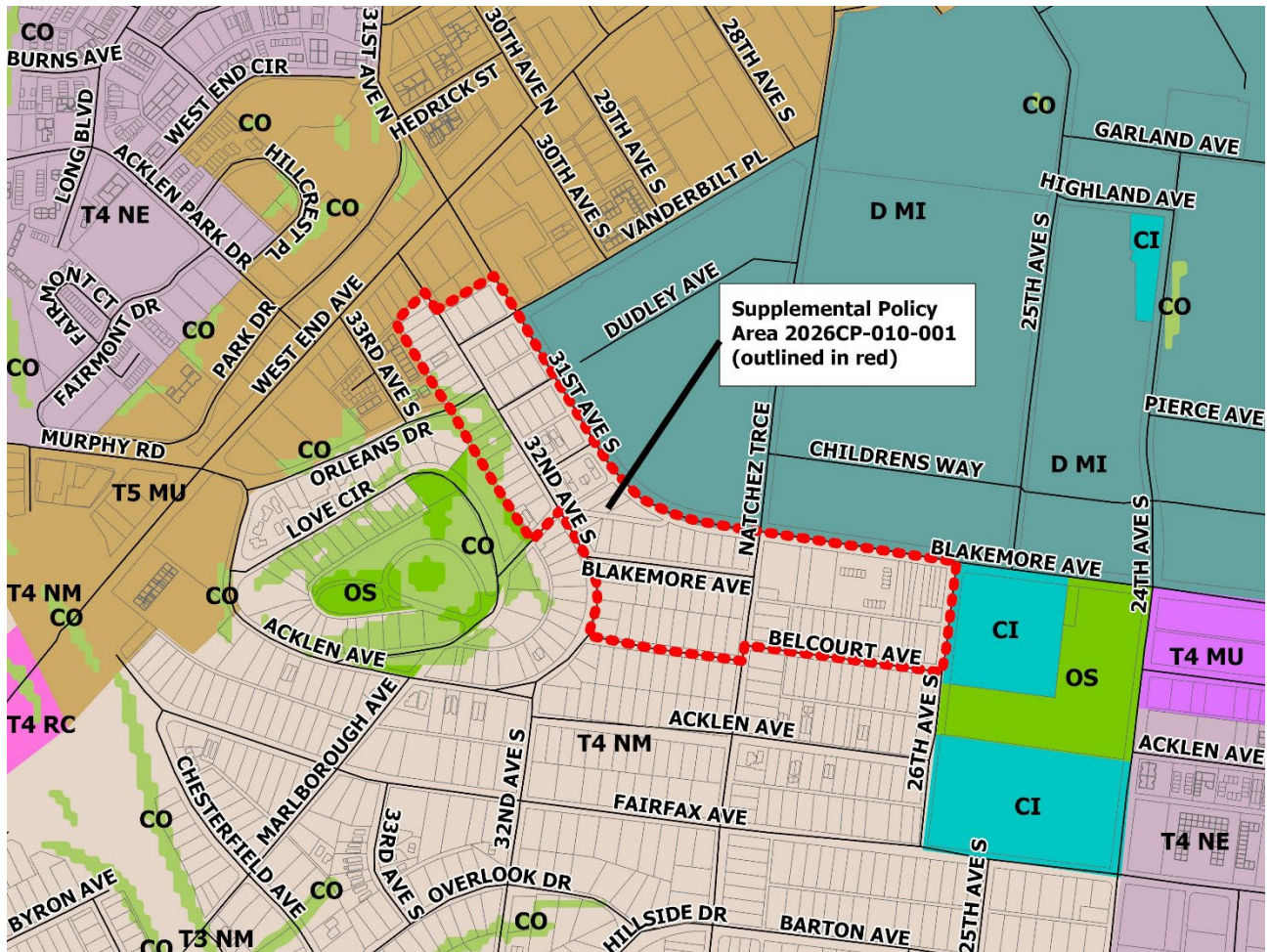
Staff recommends approval of the proposed amendment to the Major and Collector Street Plan (MCSP).



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2026CP-010-001

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Maps 104-06, 106-07, Various Parcels

10, Green Hills – Midtown

18 (Tom Cash)



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Item #2	Minor Plan Amendment 2026CP-010-001
Project Name	Green Hills – Midtown Community Plan Amendment
Council District	18 – Cash
School District	08 – O’Hara-Block
Requested by	Metro Planning Department, applicant; various owners.
Deferral(s)	This item was deferred at the July 23, 2026, and August 27, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	McCaig
Staff Recommendation	<i>Defer to the October 22, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

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

Minor Plan Amendment

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

STAFF RECOMMENDATION

Staff recommends deferral to the October 22, 2026, Planning Commission meeting.



NO SKETCH



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Item #3

Project Name

Council Bill No.

Council District

School District

Requested by

Text Amendment 2026Z-015TX-001

Boarding House Definition

BL2026-1520

Countywide

Countywide

Councilmember Emily Benedict

Deferrals

This item was deferred at the August 27, 2026, Planning Commission meeting. A public hearing was held and closed on August 27, 2026.

Staff Reviewer

Shane

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend Title 17 of the Metropolitan Code to revise the definition for “boarding house.”

PROPOSED AMENDMENT TO TITLE 17

The proposed text amendment revises the definition of “boarding house” within Section 17.04.060 of the Zoning Code. The amendment removes language that describes occupants as requiring shared lodging along with personal services, supervision, or rehabilitative services. The revised definition focuses solely on the temporary accommodation of persons or families in a rooming unit, whether services are provided or if compensation is received.

BACKGROUND AND HISTORY

The proposed modifications to the current definition in the Code for boarding house are shown in strike-through: “a residential facility or a portion of a residential dwelling unit for the temporary accommodation of persons or families in a rooming unit, whether for compensation or not, ~~who are in need of shared lodging and personal services, supervision, or rehabilitative services.~~”

The new definition removes the clause, “who are in need of shared lodging and personal services, supervision, or rehabilitative services.”

Boarding houses permit owners to rent out multiple rooms to tenants on separate leases. Boarding houses are only permitted in multi-family residential, mixed use, office/residential, Core Frame (CF), and downtown zoning districts. They are not permitted in Single-Family or One- and Two-Family Residential zoning districts. The proposed legislation does not make changes to the zoning districts where this use is permitted.

To understand the impact of the proposed legislation, staff participated in conversations with the Zoning Administrator and determined that this amendment is narrowly focused on addressing a current enforcement gap.

- The presence of “services” language in the existing definition has created a loophole allowing operators to avoid boarding house classification by asserting that no services are provided, even when the property otherwise functions as a boarding house (i.e., a residential structure providing room-by-room rentals on separate leases).



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- Boarding houses are generally defined by the practice of renting multiple rooms within a structure under separate leases, regardless of their duration. Short Term Rental Properties (STRPs), are defined by short-term (30-day or shorter) leases during which the entire structure is rented to one party (this can take the form of a room rental as long as the rest of the structure is not being simultaneously rented to other parties).
- Boarding houses fall under the International Building Code (IBC), which requires more robust life-safety standards (sprinklers, accessibility) than the International Residential Code (IRC) used for single-family homes.
- By removing the language that requires boarding houses to provide services, the definition is aligned with longstanding Codes Department practice and improves enforceability.

At the August 27, 2026, Planning Commission meeting, Commissioners asked how boarding houses relate to single-room occupancy (SRO) housing and whether changes to this amendment might help reduce barriers to SROs as a low-cost housing option. Commissioners also asked whether boarding houses and SROs typically involve shared kitchens or bathrooms.

Boarding houses and SROs alike generally feature shared common areas such as kitchens and bathrooms, and SROs are generally treated as an identical use to boarding houses and would be categorized as such by the Metropolitan Code. The amendment does not change where boarding houses are permitted, nor does it create or modify SRO allowances. However, given Commission interest, staff conducted a targeted review of peer-city approaches to boarding houses, rooming houses, and SROs. Although approaches varied somewhat, generally boarding houses and SROs were classified as a single use and were not permitted in single-family residential zoning districts. Peer cities that support boarding houses and SRO-style housing typically do so either through clear operational requirements (such as licensing and nonprofit ownership in Minneapolis, for instance) or through placement in multifamily, commercial, or transit-served districts rather than general single-family zones (as in Memphis and Seattle). Within Metro's existing framework, the definition of "family" allows up to eight unrelated individuals in rehabilitative settings and up to four or five unrelated individuals in typical roommate situations depending on bedroom count and subject to occupancy limitations. These arrangements remain single-family uses when occupants share one lease, but separate leases constitute a boarding house.

ANALYSIS

The proposed amendment to the boarding house definition addresses a specific enforcement gap in Title 17 by removing language that prevents the Codes Department from classifying room-by-room rentals as boarding houses when operators claim no services are offered. Clarifying this definition improves consistency and aligns the definition with longstanding enforcement practices, preserves existing zoning permissions, and helps ensure that boarding-house uses do not function as de facto STRPs outside the established STRP permitting framework.

The Commission expressed interest in expanded permissions for boarding houses and SROs. While this amendment does not change regulations related to SROs or expand opportunities for low-cost rooming-unit housing, staff's peer-city review indicates that further study around operational safeguards would be needed before broader changes are undertaken. Such considerations would be recommended to occur separately after the Commission addresses the present enforcement issue.



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being addressed by this amendment. Staff recommends approval of the proposed amendment as filed.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this amendment.

COUNCIL

The proposed text amendment passed on first reading at the August 18, 2026, Metro Council meeting. The public hearing at Council is scheduled for October 6, 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 August 27, 2026. This item was then deferred to the September 24, 2026, Planning Commission meeting to allow for a two-meeting deferral per the Planning Commission's Rules and Procedures. It is ready for a recommendation to Council.

STAFF RECOMMENDATION

Staff recommends approval.



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ORDINANCE NO. BL2026-1520

An ordinance amending Chapter 17.04 of the Metropolitan Code of Laws to revise the definition for “Boarding house” within the Zoning Code (Proposal No. 2026Z-015TX-001).

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

Section 1. That Section 17.04.060 of the Metropolitan Code is amended by deleting the definition for “Boarding house” in its entirety and replacing it with the following:

"Boarding house" means a residential facility or a portion of a residential dwelling unit for the temporary accommodation of persons or families in a rooming unit, whether for compensation or not.

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

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

INTRODUCED BY:

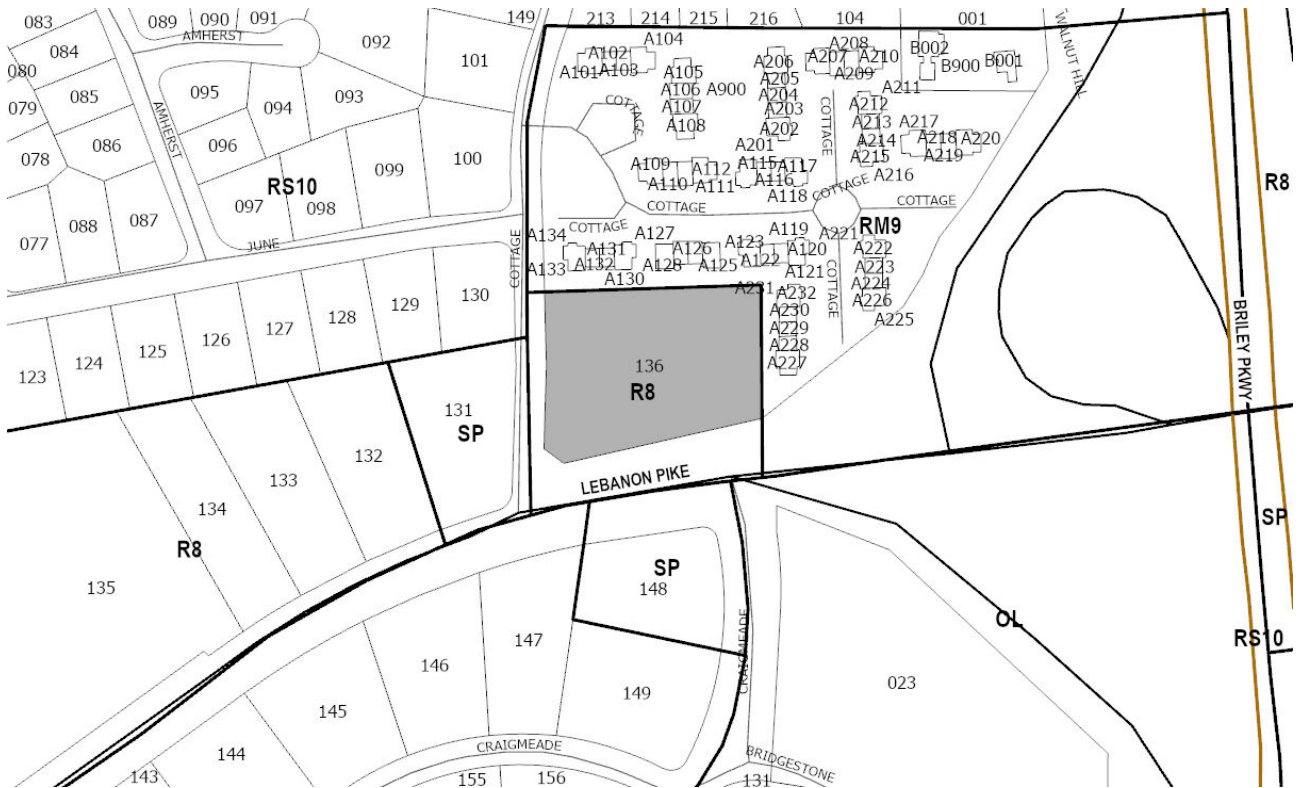
Emily Benedict
Member of Council



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/24/2026



2026S-138-001

115 COTTAGE LANE

Map 095-02, Parcel(s) 136

14, Donelson – Hermitage – Old Hickory

15 (Jeff Gregg)



Metro Planning Commission Meeting of 9/24/2026

Item #4	Concept Plan 2026S-138-001
Project Name	115 Cottage Lane
Council District	15 – Gregg
School District	04 – Nabaa-McKinney
Requested by	Dale and Associates, applicant; Dary Taheri and Mohammad Rahimi, owners.
Deferrals	This item was deferred at the August 27, 2026, Planning Commission meeting.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Defer to the October 22, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for concept plan approval to create eight lots.

Concept Plan

A request for concept plan approval to create five lots on property located at 115 Cottage Lane, located at the corner of Lebanon Pike and Cottage Lane, zoned One and Two-Family Residential (R8), and within a Historic Landmark Overlay District (2.04 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 22, 2026, Planning Commission meeting.



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2026S-151-001

WOODLAWN & SARATOGA RESUBDIVISION

Map 117-01, Parcel(s) 201, 023, 036

10, Green Hills

24 (Brenda Gadd)



Metro Planning Commission Meeting of 9/24/2026

Item #5	Final Plat 2026S-151-001
Project Name	Woodlawn & Saratoga Resubdivision
Council District	24 – Gadd
School District	08 – Block
Requested by	David Brackman Survey, applicant; Eric Mendelsohn Trustee, Jack Stalker and Ginny Stalker, owners.
Deferrals	This item was deferred at the September 10, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Pudney
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Request for final plat approval to shift lot lines and create one new lot.

Final Plat

A request for final plat approval to shift lot lines and create one new lot on properties located at 3106 Woodlawn Drive, and 3615 and 3617 Saratoga Drive, approximately 704 feet east of Bowling Avenue, zoned Single-Family Residential (RS7.5) and Single-Family Residential (RS20) (1.26 acres), and partially located within the Bellwood UDO.

SITE DATA AND CONTEXT

Location: The site consists of three properties, including two existing lots along Saratoga Drive and a larger parcel along Woodlawn Drive, approximately 700 feet east of Bowling Avenue.

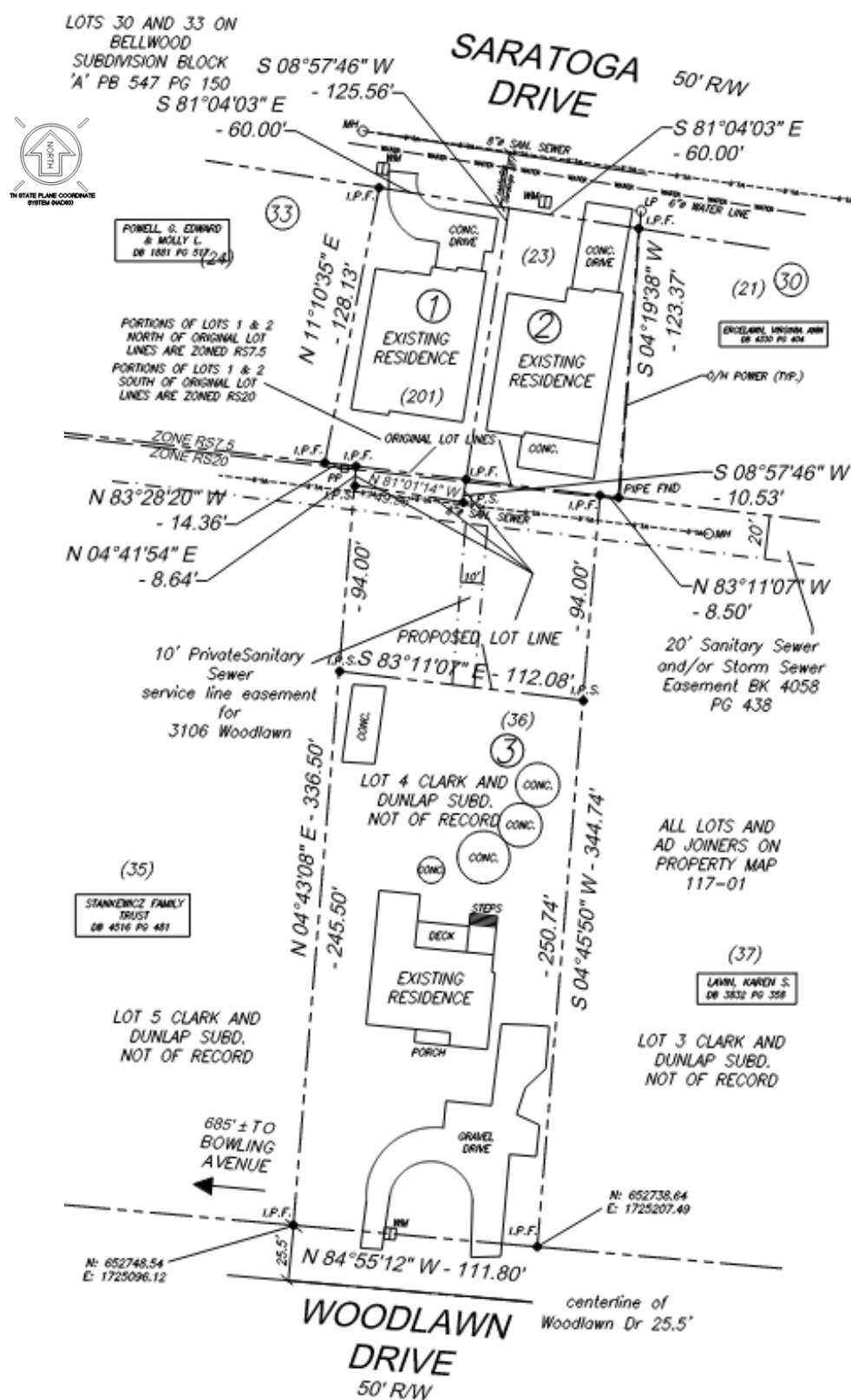
Street Type: The site has frontage on Saratoga Drive, which is classified as a local street, as well as Woodlawn Drive which is classified as a collector-avenue on the Major and Collector Street Plan (MCSP).

Approximate Acreage: 1.26 acres or approximately 54,781 square feet.

Parcel/Site History: Parcels 201 and 023 were platted in 1927 as Lots 31 and 32 within The Plan of Bellwood, Block A, (Plat Book 547, Page 149) while Parcel 036 was described according to survey not of record in 1969 as Lot 4 on the Plan of Clark and Dunlap's Property on Woodlawn Drive (Instrument No. 00004785 0000798). The subject plat proposes to shift the common lot line at the back and create a new lot of record for parcel 036.

Zoning History: Parcel 036 has been zoned Single-Family Residential (RS20) since 2003. Parcels 201 and 023 have been zoned Single-Family Residential (RS7.5) since 2006 and in the Bellwood Urban Design Overlay since 2015.

Existing land use and configuration: All three parcels have existing single-family homes, which are indicated to be retained on the proposed lots.



Proposed Final Plat



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Surrounding Land Use and Zoning:

- North: Single-Family Residential (RS7.5, R8)
- South: Single-Family Residential (RS20)
- East: Single-Family Residential (RS7.5, RS20, R10)
- West: Single-Family Residential/Two-Family Residential (RS7.5, RS20, R20)

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 2.5 stories

Min. street setback: Contextual per Zoning or the required Zoning district setback, whichever is greater.

Single-Family Residential (RS20)

Min. lot size: 20,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20'

Min. side setback: 10'

Max. height: 2.5 stories

Min. street setback: Contextual per Zoning or the required Zoning district setback, whichever is greater.

PROPOSAL DETAILS

Number of lots: 3

Lot sizes: Proposed Lot 1 (201) is approximately 0.19 acres, or 8,398 square feet, proposed Lot 2 (023) is approximately 0.42 acres, or 18,132 square feet, proposed Lot 3 (036) is approximately 0.65 acres, or 28,250 square feet.

Access: Lots 1 and 2 are accessed from Saratoga Drive and Lot 3 is accessed from Woodlawn Drive

Subdivision Variances or Exceptions Requested: Exceptions are required for the compatibility criteria for proposed Lot 1 and Lot 3, as they do not meet the requirement for minimum 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



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development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. The site is located within the Suburban Neighborhood Maintenance (T3 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For sites within the T3 Suburban transect, the regulations found in Chapter 3 are utilized.

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

Land which the Planning Commission finds to be unsuitable for development due to flooding, steep slopes, rock formations, problem soils, sink holes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of inhabitants of the land and surrounding areas shall not be subdivided or developed unless adequate methods to solve the problems created by the unsuitable land conditions are formulated. The three lots do not contain areas of steep slopes and therefore meet the requirements of 3-3.

3-4 Lot Requirements

All lots comply with the minimum standards of the Zoning Code. The boundary of the proposed lots results in two of the three lots becoming split-zoned. RS7.5 zoning would be located on most of Lot 1 and half of Lot 2, while the remainder would be zoned RS20. Lot 2 would meet the minimum area requirement of RS7.5, but would be considered legally nonconforming as it is less than 20,000 square feet, which is the minimum size required by RS20. The properties along Saratoga Drive are also located within Bellwood UDO, which follows the RS7.5 zoning boundary. With the proposed subdivision, application of the UDO would be retained on the RS7.5-zoned areas of the Saratoga Lots.

All proposed lots would have frontage on a public street, Saratoga Drive and Woodlawn Drive. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS7.5 and RS20 zoning at the time of building permit.

3-5 Infill Subdivisions

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



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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. All lots meet the minimum standards of the zoning code. Lot 2 would become a legally nonconforming lot due to the split RS7.5/RS20 zoning. A small portion of Lot 1 would also be zoned RS20 at the back of the lot.

- 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.*

All three lots have frontage on a public street, Saratoga Drive and Woodlawn Drive.

- c. *The resulting density of the 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 this site does not specifically identify an appropriate density; however, the policy supports the underlying RS7.5 and RS20 zoning districts and its prescribed density.

- d. *The proposed lots are consistent with the community character of the 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.*

The proposed Lots 1 and 2 front Saratoga Drive and were therefore evaluated against the surrounding parcels on Saratoga Drive to measure lot frontage compatibility. The frontage width of proposed Lot 1 and Lot 2 is 60 feet and meets the minimum frontage requirement of 59.15 feet.

The proposed Lot 3 (036) fronts Woodlawn Drive and was therefore evaluated against surrounding parcels along Woodlawn Drive measured for lot frontage compatibility. The frontage width of proposed Lot 3 is 111.80 feet and meets the minimum frontage requirement of 111.52 feet. All lots comply with the minimum frontage requirement.

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



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is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.

The proposed Lots 1 and 2 front Saratoga Drive and were therefore evaluated against the surrounding parcels on Saratoga Drive for lot area. Along Saratoga Drive, the minimum lot size is 0.22 acres (9,563.51 square feet). Proposed Lot 1 is 0.19 acres (8,398.16 square feet) and does not meet the minimum lot area requirement. The proposed size of Lot 2 is 0.42 acres (18,132.65 square feet) and meets the minimum lot area requirement.

Proposed Lot 3 fronts Woodlawn Drive, therefore the surrounding lots on Woodlawn Drive were evaluated and measured for lot size compatibility. The minimum area requirement along Woodlawn Drive per the compatibility requirements is 0.87 acres (38,118 square feet). The proposed Lot 3 is 0.65 acres (28,250 square feet) and does not meet the minimum lot area requirement

- f. 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.*

New structures will be required to meet the contextual setback standards per the Metro Zoning Code. Each proposed lot contains an existing structure that is identified to be retained.

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

The proposed lots are oriented towards Saratoga Drive and Woodlawn Drive, which is consistent with the existing development pattern.

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

All agencies have recommended approval or approval with conditions.

- i. 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*



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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).

Section 3-5.2.f. above states that if the compatibility requirements are not met, the Planning Commission may grant an exception by considering other factors including the development pattern of the area. This request requires an exception from 3-5.2.d.2 pertaining to lot area for the proposed Lot 1 along Saratoga Drive and proposed Lot 3 along Woodlawn Drive. The following section discusses these exceptions.

Variances/Exceptions Analysis

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

Lot Size

The proposed size for Lots 1 and 3 do not meet the compatibility criteria for the T3 NM policy for lot area.

The size of Lot 1 is increasing slightly (by approximately 600 feet) and would not have complied with the compatibility criteria under its current configuration, however staff does not find this lot to be inconsistent with the neighboring lots along Saratoga Drive.

When considering an exception for Lot 3, staff evaluated a larger area to analyze the proposed lot size, staff considered the existing lot configuration in the area, including the adjacent properties on Woodlawn Drive, as well as lots on the south side of Saratoga Drive.

Shifting the lot lines as proposed by the plat makes Lot 2 larger and Lot 3 smaller. Along the Woodlawn Drive block face, a decrease in lot size of the proposed Lot 3 would result in a decrease of approximately 10,000 square feet in the minimum requirement for lot size along the Woodlawn Drive block face, reducing the area threshold for any future subdivisions along the block face.

Consequently, the additional 10,000 square feet added to the back of Lot 2 (taken from the square footage of Lot 3) creates an irregular lot pattern in the area and may result in development that would extend back further in the lot than other parcels along Saratoga Drive.

Additionally, the proposed subdivision would result in split zoned lots which creates a complicated zoning situation, in particular for Lot 2, where only the front portion of the lot is in the Bellwood UDO and subject to the UDO standards. Lot 2 would become legally nonconforming with regards to the lot area, as it is under 20,000 square feet. With the application of different development standards across Lot 2, this could result in inconsistent development patterns.

Staff did consider lots on the south side of Woodlawn Drive when looking at the broader area. These lots are not as deep as the lots on the north side of Woodlawn Drive; however, there is a consistent depth applied to those lots that continues to the south. To the east and west of the Woodlawn block face, are previously subdivided lots that have different land uses and different lot patterns.



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Given this information, staff finds the proposed lot line shift to be inconsistent with the surrounding development pattern and does not support the exception to compatibility for Lot 3.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

For infill lots with a street frontage of less than 50 feet in width and where no improved alley exists, these lots shall be accessed via a shared drive. The Planning Commission may grant an exception if existing conditions prevent alley access or shared drive access.

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. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Sufficient right-of-way exists along Saratoga Drive (a local street) such that no dedications of property are warranted. Sufficient right-of-way exists along Woodlawn Drive (a Collector Road) such that no dedications of property are warranted.

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.



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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the general requirements of Chapter 3 in the Subdivision Regulations; however, it does not meet the requirement for 3-5.2. The plat requires exceptions for lot size for Lot 1 and Lot 3. Staff does not find that the exception for lot area is consistent with the surrounding development pattern; therefore staff recommends disapproval.

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to 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. The proposed subdivision creates an irregular development pattern which is inconsistent with the goals of the T3 NM policy.



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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval.

RECOMMENDED ACTION

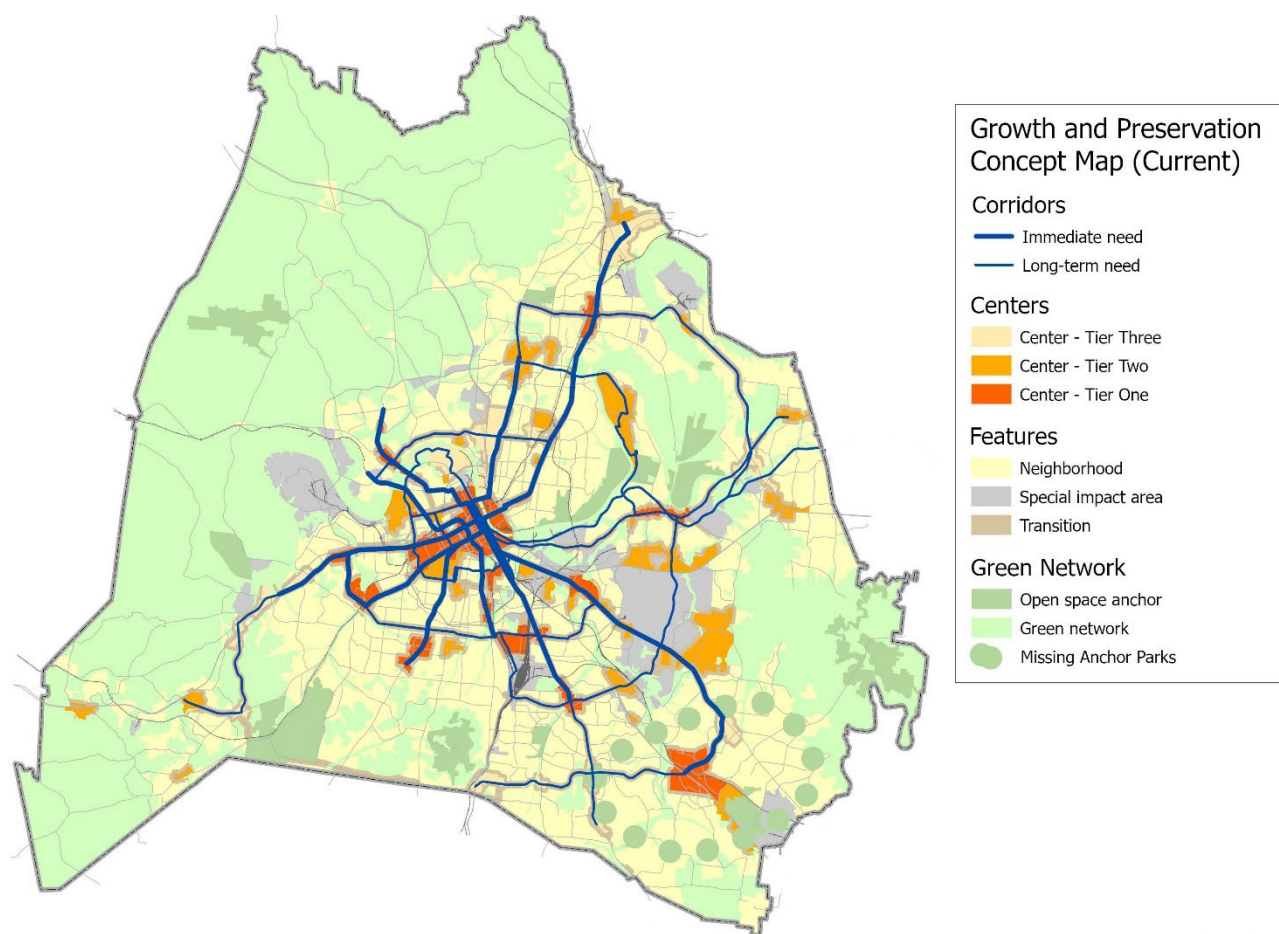
Motion to disapprove proposed subdivision Case No. 2026S-151-001 based upon finding that the subdivision does not comply with the applicable standards of the Metro Subdivision Regulations, and other applicable laws, ordinances and resolutions as noted in the staff report.



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2026CP-000-002

GROWTH AND PRESERVATION CONCEPT MAP UPDATE
Countywide



Metro Planning Commission Meeting of 9/24/2026

Item #6

Major Amendment to NashvilleNext 2026CP-000-002

Project Name

Growth and Preservation Concept Map Update

Council District

Countywide

School District

Countywide

Requested by

Metro Planning Department, applicant.

Staff Reviewer

Anthony

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend NashvilleNext (Volume I: Vision, Trends, and Strategy; Volume II: Elements of the Plan; and Volume III: Communities) to update the Growth and Preservation Concept Map.

Major Plan Amendment

A request to update the Growth and Preservation Concept Map as found in NashvilleNext (Volume I: Vision, Trends, and Strategy; Volume II: Elements of the Plan; and Volume III: Communities) to align with Metro's transportation and development priorities.

BACKGROUND

The Growth and Preservation Concept Map (*Concept Map*) is a component of NashvilleNext, Nashville's general plan. The Concept Map was adopted as part of NashvilleNext in 2015 and amended in 2017 to reflect changes in desired development locations and patterns. As characterized in NashvilleNext, the Concept Map reflects Nashvillians' vision for *how Nashville should grow in the future and what should be preserved*. The Concept Map appears in each of the first three volumes of NashvilleNext and is particularly prominent in Volume III, Communities, which includes the Community Character Manual and the county's 14 community plans.

The Concept Map serves as an overarching framework for community character policy application and is intended to guide land use decisions over the course of 25 or more years. These characteristics distinguish the Concept Map from Nashville's 14 community plans, which apply policies at a more granular level and are intended to have a five to ten-year horizon. The Concept Map uses six broad concepts to categorize long-term desired growth and preservation patterns throughout the county. These concepts include:

- High-capacity transit corridors. NashvilleNext identifies high-capacity transit corridors as transportation corridors where frequent transit service is available or planned and where more intense housing and commercial areas may be appropriate.
- Centers. Activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, and sustain economic activity.



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- **Transition areas.** Transition areas are generally located along major transportation corridors and in-between or immediately around employment centers where infill development is encouraged.
- **Neighborhoods.** NashvilleNext characterizes neighborhoods as the backbone of the community, providing a home for residents at every stage of the life cycle near corridors, centers, and open space.
- **Green network.** The green network provides access to nature, requires environmental protection, and preserves natural resources.
- **Special impact areas.** These areas may include higher impact uses such as industrial areas and airports.

Purpose of Proposed Update

The proposed update to the Concept Map focuses on high-capacity transit corridors and their associated transition areas. As Nashville's long-range transportation plans change, the Concept Map should be updated to reflect those changes. The passage of the Choose How You Move (CHYM) initiative in 2024 has led to a reprioritization of Nashville's long-range transportation plans. The proposed Concept Map update reflects CHYM's goals as well as those set forth in other transportation plans.

Choose How You Move

The Choose How You Move (CHYM) initiative—approved by Davidson County voters in November 2024—dedicates a portion of sales tax collected in the county to various transportation improvements to support greater multimodal functionality. Dedicated bus lanes, longer transit operating hours, transit route expansions, construction of new transit centers, traffic signal upgrades, new sidewalks, and new bike lanes are among the enhancements currently underway and planned with the CHYM program.

For the purposes of the Concept Map update, Planning staff focused on two particular transit-related aspects of CHYM: all-access corridors and frequent routes. All-access corridors include Nashville's ten most heavily traveled roadways where high-frequency bus service will be accompanied by dedicated transit lanes, smart traffic signals, new and improved sidewalks, and safety and accessibility improvements. The frequent service network encompasses additional corridors where CHYM funding will be utilized to establish around-the-clock service and reduce wait times between buses.

Additional Transportation Plans

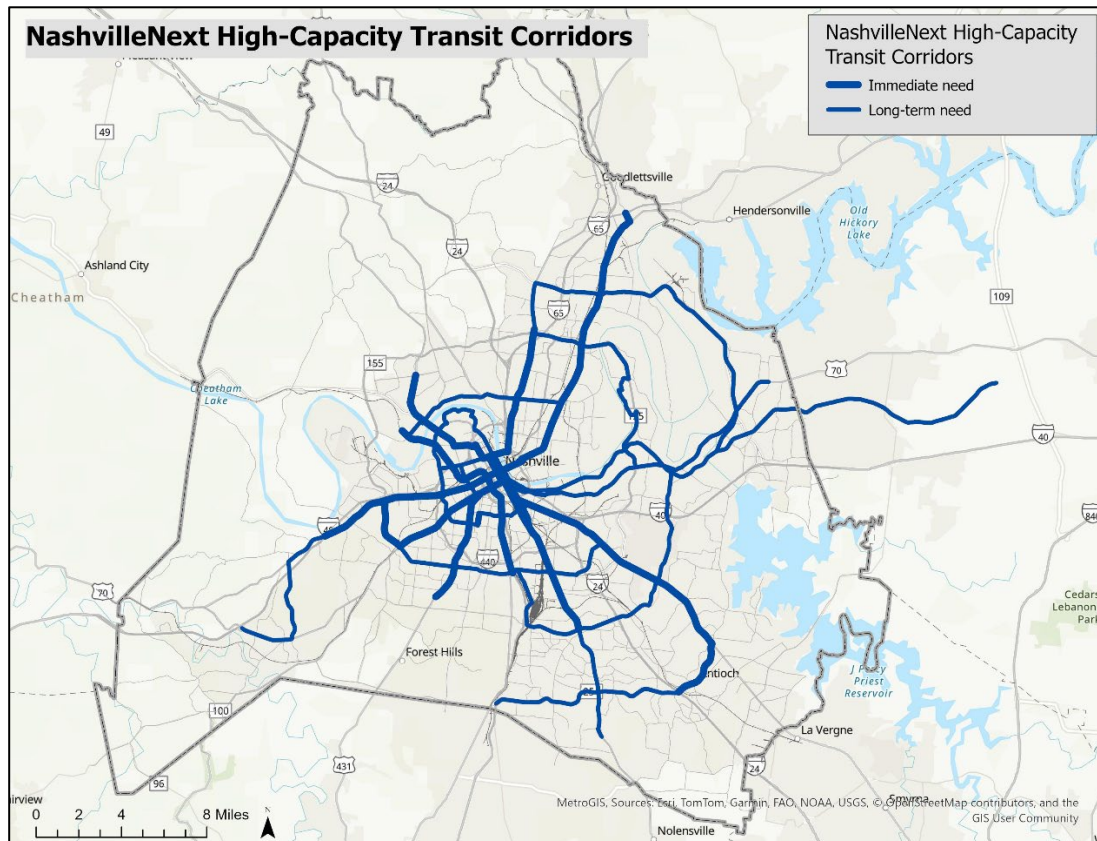
Planning staff also compared the Concept Map to the forthcoming WeGo Forward plan and the Greater Nashville Regional Council's Regional Transportation Plan. WeGo Forward is the transit-focused part of Metro's ongoing multimodal transportation planning project, which also includes an updated streets plan. Though WeGo Forward has not been formally adopted yet, staff reviewed the draft plan to identify potential conflicts with the Concept Map. Likewise, staff reviewed the Regional Transportation Plan, which showed no major conflicts with the current Concept Map.



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ANALYSIS OF PROPOSED CONCEPT MAP AMENDMENT

The Concept Map groups high-capacity transit corridors into two major categories: immediate need and long-term need. Immediate need corridors (also referred to as *priority routes* in NashvilleNext) are those where improvements are anticipated within a ten-year time period, while long-term need corridors are those where improvements are expected to take longer than ten years. As indicated by heavier blue lines on the following map, the city's major transportation corridors—including portions of Gallatin Pike, Dickerson Pike, Murfreesboro Pike, Nolensville Pike, Charlotte Pike, and West End Avenue, among others—are classified as immediate need corridors.



Current Growth and Preservation Concept Map – High-Capacity Transit Corridors

Part 1: Proposed Changes to High-Capacity Transit Corridors

Planning staff utilized an iterative process to determine which, if any, of the high-capacity transit corridors on the current version of the Concept Map should be amended or removed from the map. As part of the mapping process, the following transportation routes were aggregated to help Planning staff find areas of overlap with the current version of the Concept Map:

- CHYM All-Access Corridors;
- CHYM Frequent Routes;
- WeGo High-Capacity Transit Priority Corridors (in upcoming WeGo Forward plan);
- WeGo Transit Priority Corridors (in upcoming WeGo Forward plan); and
- Greater Nashville Regional Council Regional Transportation Plan.

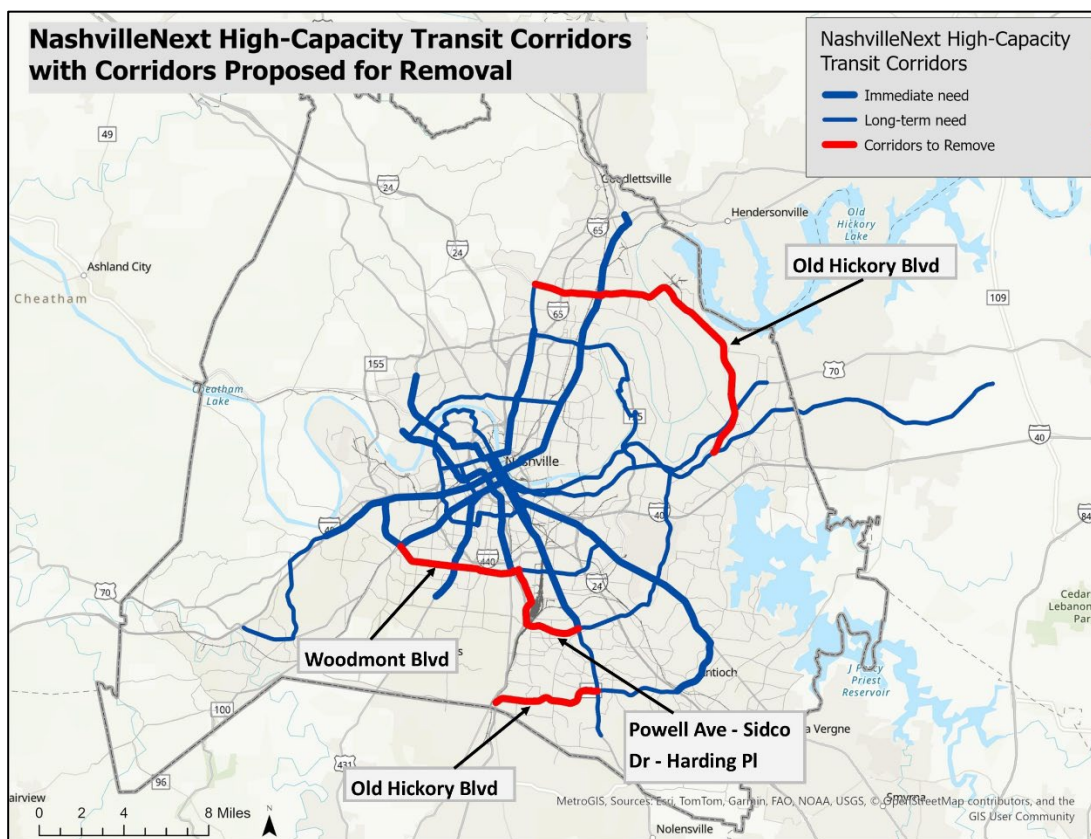


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Accounting for the exceptions listed above, Planning staff identified four streets currently shown as high-capacity transit corridors that should be removed from the Concept Map. These streets include:

- Woodmont Boulevard in its entirety;
- Portions of Powell Avenue, Sidco Drive, and Harding Place between Thompson Lane on the north and Nolensville Pike on the southeast;
- Portion of Old Hickory Boulevard between Franklin Pike on the west and Nolensville Pike on the east; and
- Portion of Old Hickory Boulevard / State Route 45 between Dickerson Pike on the west and Lebanon Pike on the southeast.

In the following map, the streets show in red (and previously listed above) are proposed for removal as high-capacity transit corridors, while the streets shown in blue are proposed to be retained as high-capacity transit corridors.



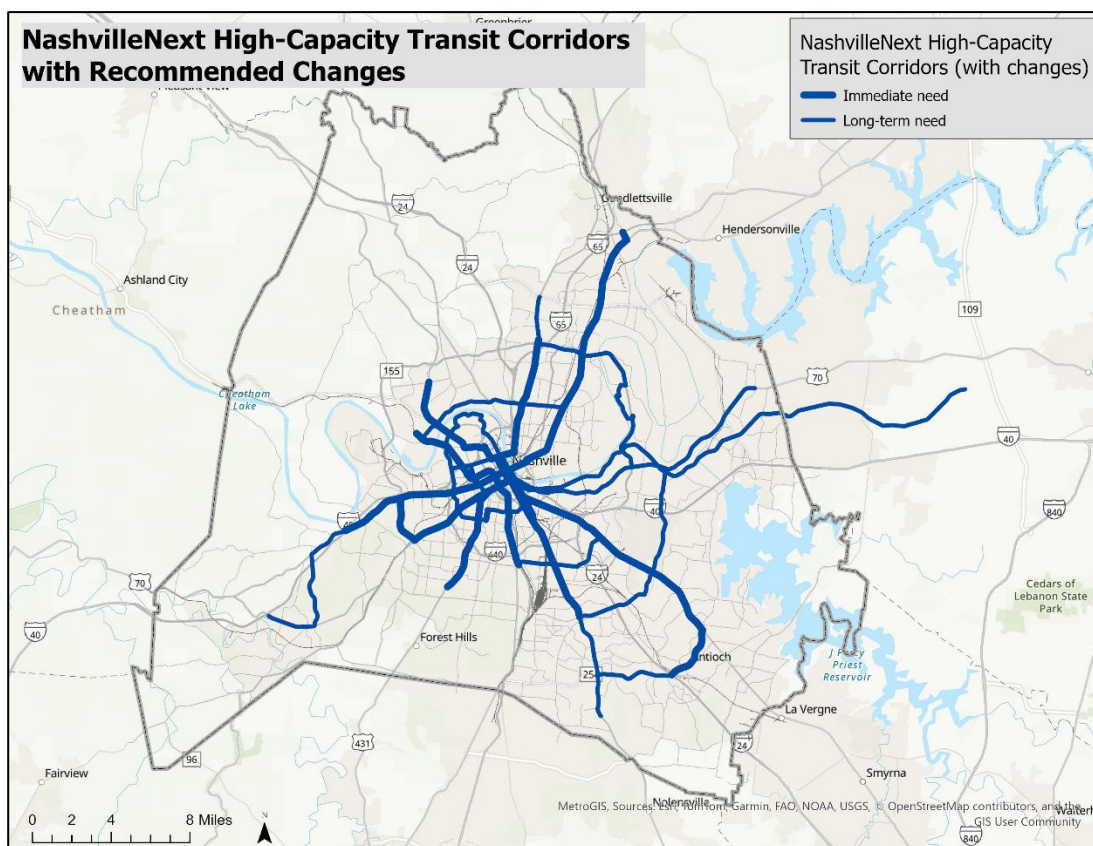
Streets Proposed for Removal as High-Capacity Transit Corridors

Local transit service and/or connector transit service may be present along some of the streets proposed for removal and may continue or even expand along these streets. However, none of these



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streets are targeted for major transit improvements in the plans discussed previously in this report. Therefore, staff recommends that these streets be removed as high-capacity transit corridors from the Concept Map. Upon approval, the high-capacity transit corridor network on the Concept Map will be changed as shown in the following map.



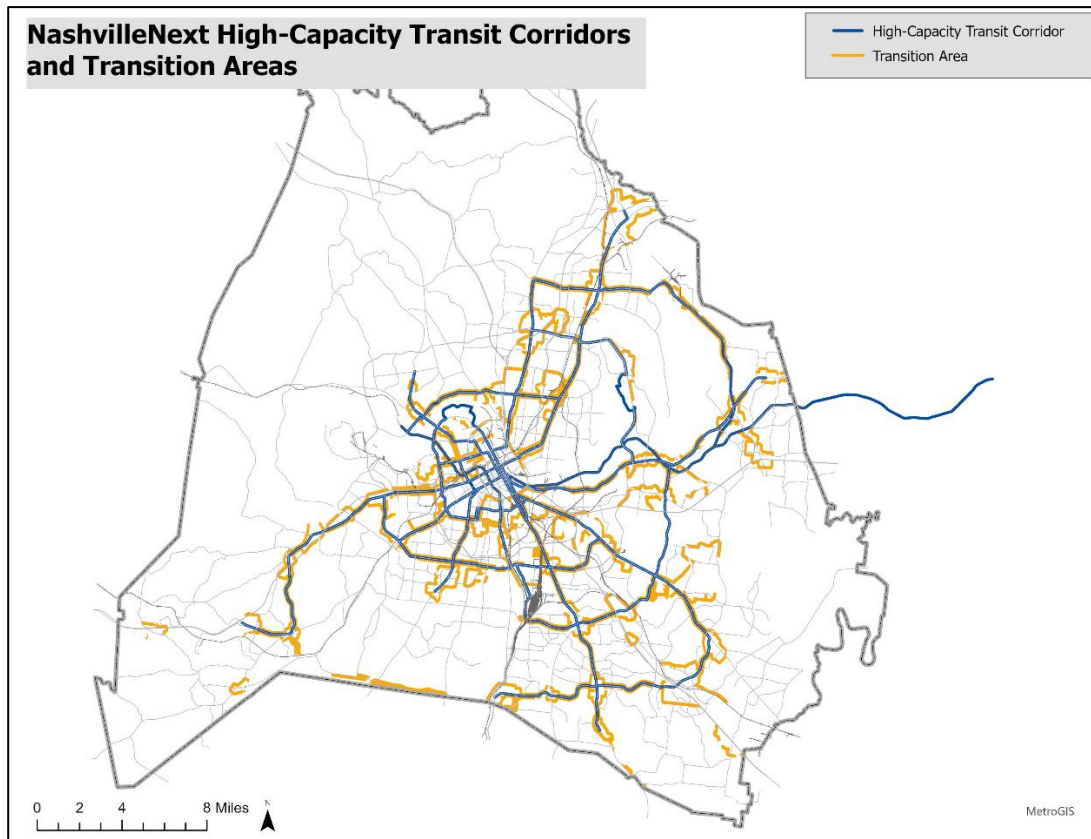
Proposed Revised High-Capacity Transit Corridor Network

Part 2: Proposed Changes to Associated Transition Areas

The Concept Map includes a classification for transition areas. Transition areas (approximately 800 feet in width) are generally applied along major transportation corridors and in-between or immediately around centers where infill development is encouraged. The transition classification closely aligns with high-capacity transit corridors and various levels of centers. The following map shows currently adopted transition areas in relation to high-capacity transit corridors.



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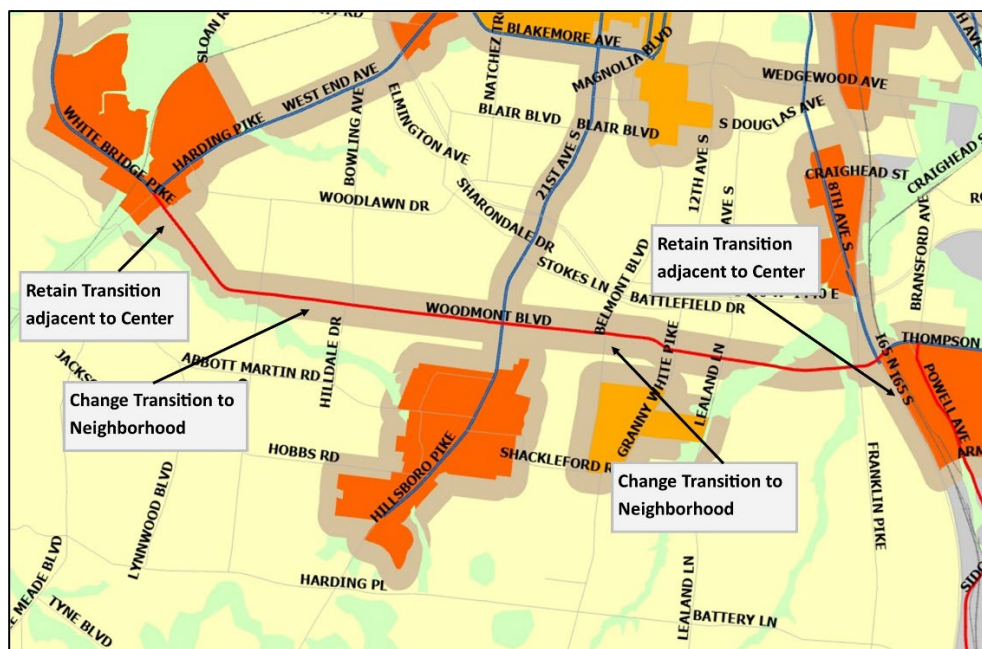
Currently Adopted Transition Areas and High-Capacity Transit Corridors

On the Concept Map, transition areas associated with any high-capacity transit corridors recommended for removal should be removed as well. These transition areas should be reclassified to align with adjacent concepts. In most cases, transition areas proposed for change would become neighborhood areas. However, in a few cases as noted below, more intense classifications may apply.

The following map shows the proposed changes to the transition area along Woodmont Boulevard. As shown in the map, the transition area should change to neighborhood for most of Woodmont Boulevard; however, transition areas adjacent to centers should be retained.



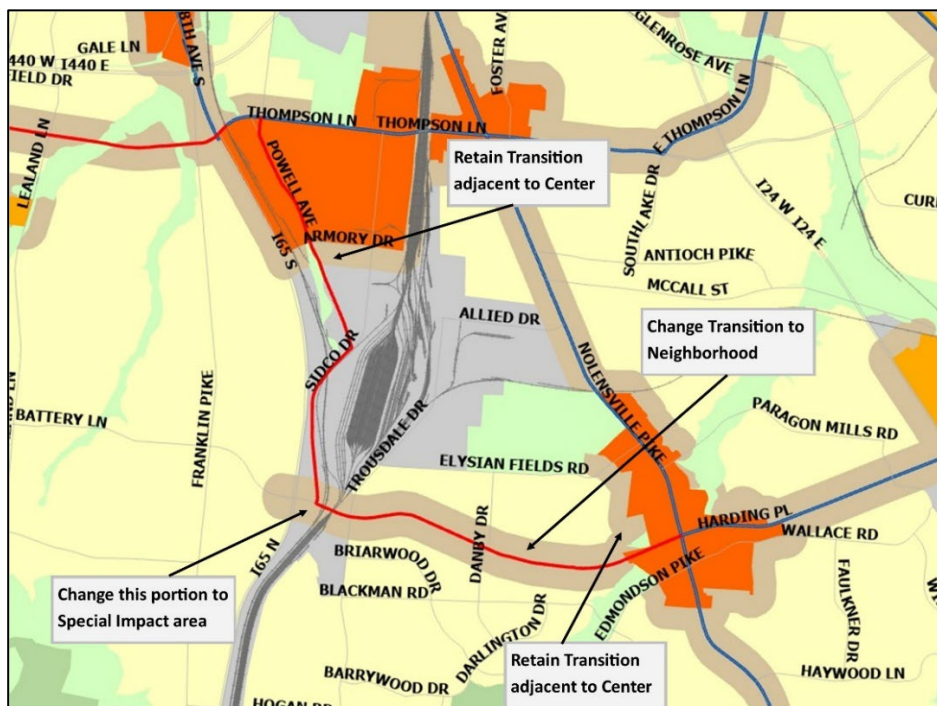
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Proposed Changes to Transition Area – Woodmont Blvd.



The following map shows the proposed changes to the transition area along Powell Avenue, Sidco Drive, and Harding Place. While most of the transition area should change to neighborhood, the portion of the transition area along Armory Drive should remain in place as it is situated between a center and a special impact area. Additionally, the portion of the transition area adjacent to the center at the intersection of Harding Place and Nolensville Pike should be retained.



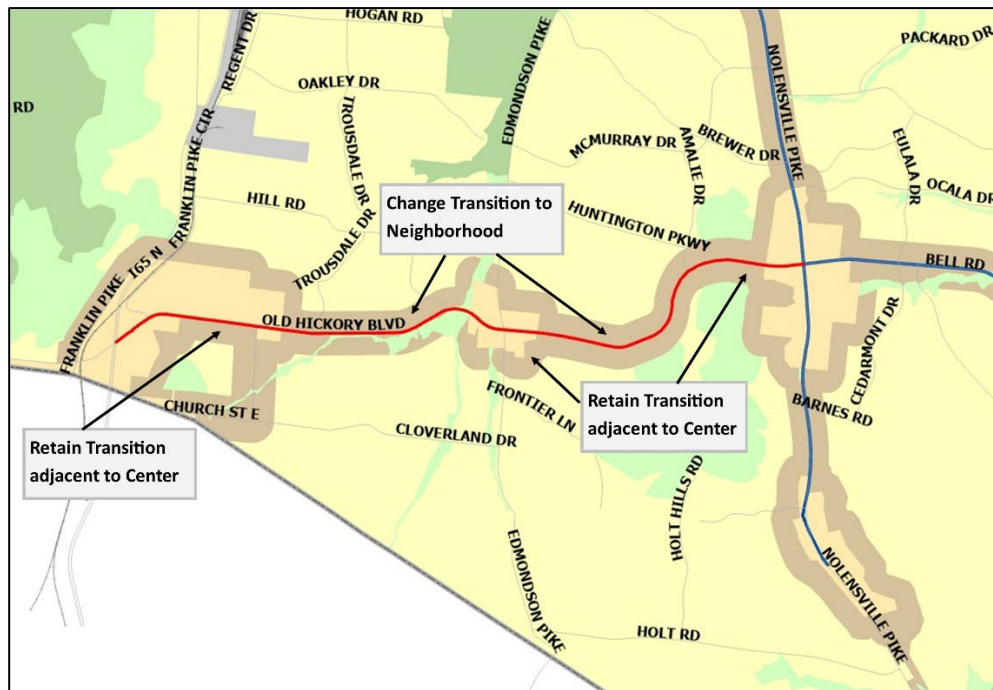
Proposed Changes to Transition Area – Powell Ave, Sidco Dr, Harding Pl





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The following map shows the proposed changes to the transition area along Old Hickory Boulevard between Franklin Pike and Nolensville Pike. Most of the transition area should change to neighborhood; however, the portions of the transition area adjacent to centers at three major intersections (Franklin Pike, Edmonson Pike, and Nolensville Pike) should remain in place.

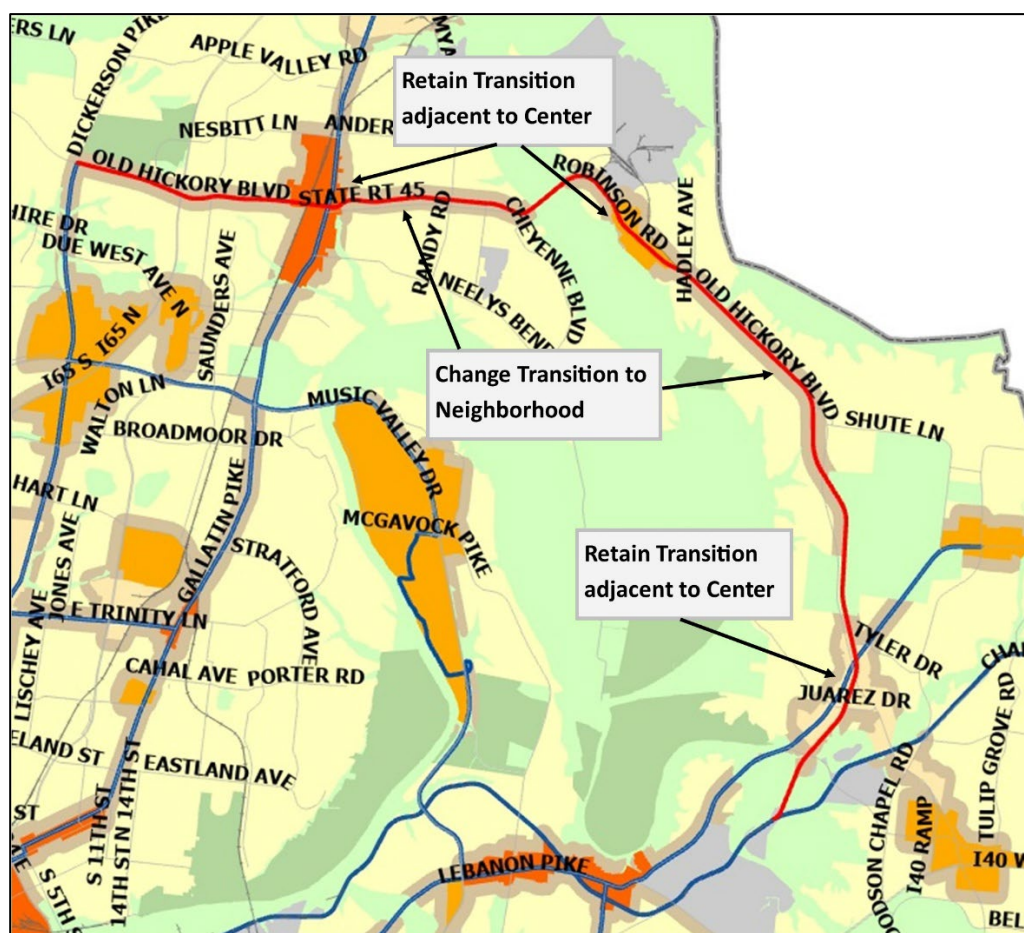


Proposed Changes to Transition Area – Old Hickory Blvd. (Southeast) ▲ N

The following map shows the proposed changes to the transition area along Old Hickory Boulevard between Dickerson Pike and Lebanon Pike. Most of the transition area should change to neighborhood. However, where centers are present—along Gallatin Pike and Lebanon Pike and in the Old Hickory community as depicted on the map—the transition area should remain in place.



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Proposed Changes to Transition Area – Old Hickory Blvd. (Madison/Old Hickory) ▲ N

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Planning staff arranged two public meetings to discuss the proposed changes to the Concept Map. Notice was made available on the Metro events calendar across Metro webpages. Additionally, public meeting notices with explanatory text were emailed to all 13 Metro Councilmembers whose districts included any portion of the affected corridors.

The first public meeting was held in-person on Wednesday, September 2, 2026, at 6:00 PM at the Metro Office Building, located at 800 President Ronald Reagan Way. There were no attendees at the in-person meeting. The second public meeting was a virtual meeting held on Thursday, September 3, 2026, at 6:00 PM. Instructions on how to join the meeting were included in both the posted and emailed versions of the meeting notice. Approximately three individuals attended the virtual meeting. Attendees were invited to submit questions and/or comments to Planning staff during and after the meeting; the only question received related to the timeline for Planning Commission review. At the time of publication of this report, no written comments have been submitted to the Planning Department.



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SUMMARY

Since being adopted in 2015, NashvilleNext and its component parts—including the Growth and Preservation Concept Map—have provided steady guidance on growth, development, and preservation throughout Nashville. The Concept Map provides an overarching framework for how Nashville should grow and what should be preserved. The Concept Map is intended to serve as a long-range, high-level vision for Nashville’s future by using broad concepts to convey large-scale ideas. These concepts influence the community character policies, which are carried out at a granular level via Nashville’s 14 community plans.

The Concept Map has required few major changes since its adoption. Rather, most changes have been relatively minor responses to changing conditions at specific locations. Choose How You Move (CHYM) has significantly altered Nashville’s long-term transportation outlook. With a dedicated source of funding, Metro now has the opportunity to expand access to transit, sidewalks, and bikeways while improving safety and efficiency in the city’s street network.

To maintain consistency with CHYM and other transportation plans, Planning staff reviewed the Concept Map and, through an iterative process, determined that updates to the Concept Map were warranted. Specifically, staff found that four corridors—Woodmont Boulevard; Powell Avenue, Sidco Drive, and Harding Place; Old Hickory Boulevard (Southeast); and Old Hickory Boulevard (Madison – Old Hickory – Hermitage)—are no longer recommended for major transit improvements. Because these streets no longer meet the NashvilleNext definition of a high-capacity transit corridor, staff recommends that these streets be removed from the Concept Map.

Staff also recommends that the transition areas associated with the four corridors be changed to reflect adjacent concepts. In most cases, transition areas should be changed to neighborhood areas. However, transition areas adjacent to existing centers or special impact areas should remain in place.

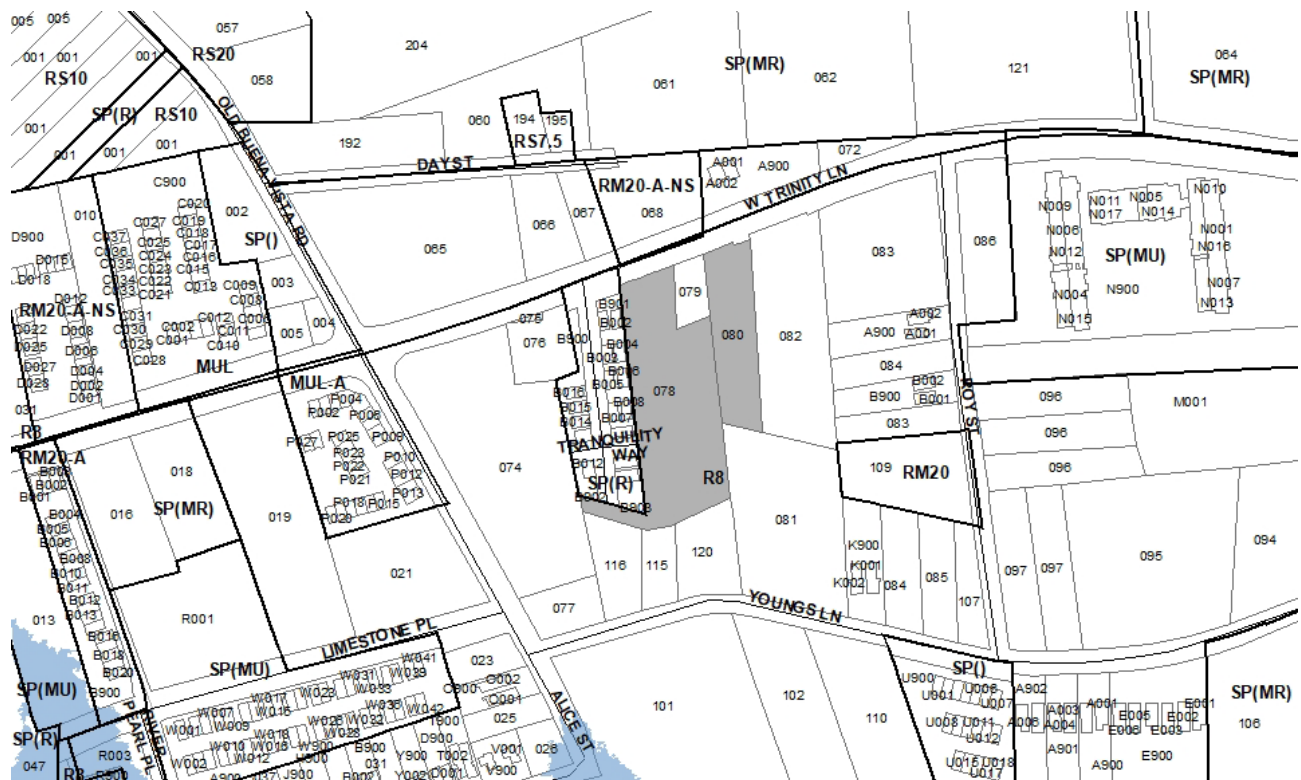
The streets proposed to change designations on the Concept Map continue to play a vital role in Metro’s transportation network. The proposed update does not affect any community plans, community character policies, zoning, or entitlements for any property. Rather, the proposed update will bring the Concept Plan into closer alignment with Metro’s stated immediate and long-range transportation goals.

STAFF RECOMMENDATION

Staff recommends approval of the proposed update to the Growth and Preservation Concept Map.



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2025SP-033-001

916 AND 922 W. TRINITY SP

Map 070-07, Parcel(s) 078, 080

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



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Item #7	Specific Plan 2025SP-033-001
Project Name	916 and 922 W. Trinity SP
Council District	02 – Toombs
School District	01 – Taylor
Requested by	Dale & Associates, Inc., applicant; Longevity Investors, LLC, owners.
Staff Reviewer	Commeey
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two Family Residential (R8) to Specific Plan (SP) zoning for properties located at 916 and 922 W. Trinity Lane, approximately 221 feet west of Old Buena Vista Road, to permit a mixed-use development (2.82 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre. *Based on acreage alone, R8 would permit a maximum of 15 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

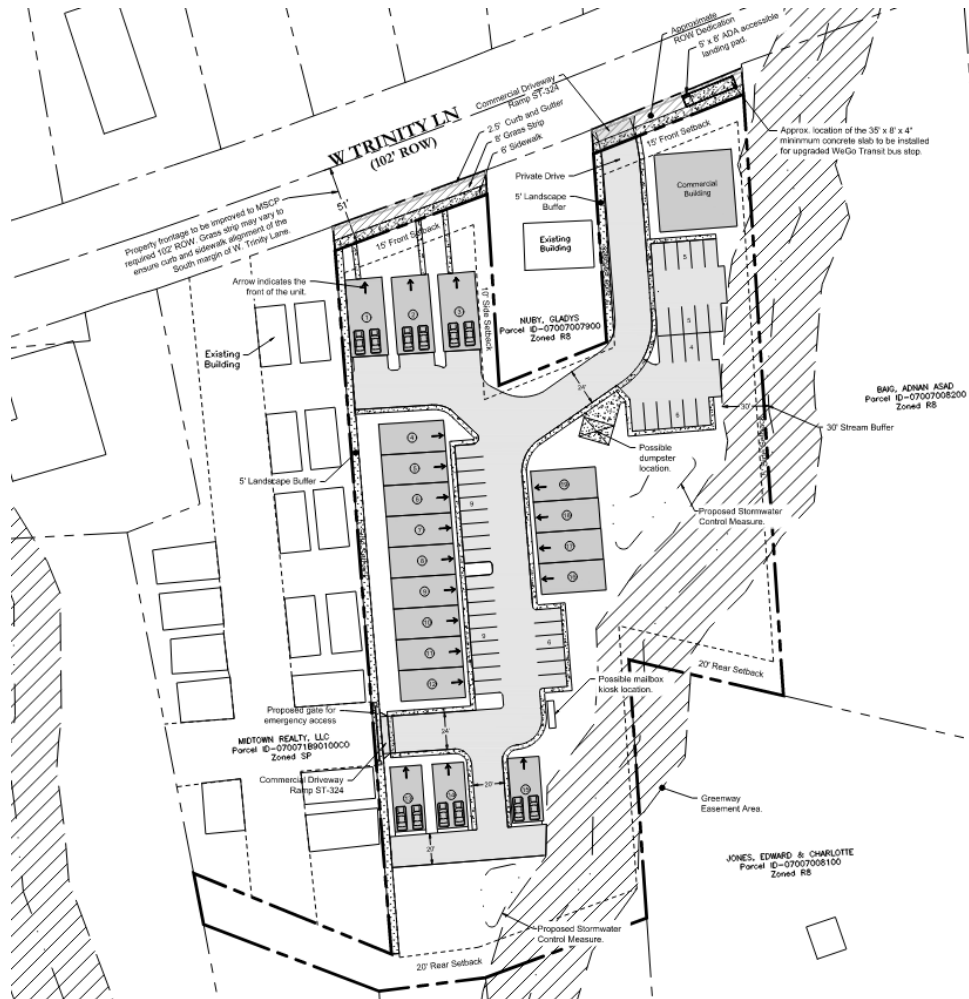
Specific Plan-Mixed Use (SP- MU) is a zoning district category that provides additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to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

BORDEAUX – WHITES CREEK – HAYNES TRINITY 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.



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Proposed SP





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T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. 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. Conservation policy on the site is associated with stream buffers along the eastern and southern property boundaries.

Haynes Trinity Supplemental Policy

The site is within the Haynes Trinity Small Area Plan which includes supplemental policies for the area. The site is within the Haynes Trinity Small Area Plan, which was approved and adopted by the Planning Commission on January 11, 2018. The Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as the establishment of supplemental policies to address mobility, parks, and open space. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

SITE CONTEXT

The subject site consists of two parcels, totaling 2.82 acres, located south of West Trinity Lane. The properties have been zoned One and Two-Family Residential (R8) since 1978. The property at 916 West Trinity Lane (Map 070-07, Parcel 80) contains a single-family home while the property at 922 West Trinity Lane (Map 070-07, Parcel 78) is classified as a vacant residential land. Surrounding properties are zoned R8, Multi-family Residential Alternative No Short-Term Rentals (RM20-A-NS), and SP. The adjacent SP (2018SP-016-001/BL2018-1306) that borders the site to the west, was approved by Council in 2018 and permitted 16 multi-family residential units. A final SP was approved for the site in 2020.

PLAN DETAILS

The SP proposes a total of 19 multi-family residential units and one commercial structure (5,000 square feet) that would allow for restaurant, office, personal care services and retail uses. Community garden uses are also permitted. The multi-family units are shown in the form of attached and detached townhomes. Units 1-3 front West Trinity Lane while the remaining units orient to private drives internal to the site. Along the site's eastern boundary, a non-residential building is shown fronting on West Trinity Lane with parking in the rear. The maximum height for residential units is x stories in 40 feet while the maximum height for the non-residential structure is 36 feet. The site is accessed by a primary drive along West Trinity Lane east of the proposed non-



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residential structure. The plan provides a gated emergency access along the southwestern boundary where the internal private drive meets a public road stub on the existing SP the west. Along the property line between the access drive and the adjacent parcel, 07007007900 (918 West Trinity Lane), the plan provides a 5 foot landscape buffer, A second 5 foot wide landscape buffer is provided along the site's western edge.

ANALYSIS

The site is within the T4 Urban Residential Corridor (T4 RC), T4 Urban Neighborhood Center (T4 NC), and Conservation policy areas. T4 RC policy is applied to the residential portion of the site and is intended to maintain, enhance, and create urban residential corridors. T4 NC policy is applied to the commercial portion of the site is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. This policy was recently approved by the MPC in October 2025, (2025CP-003-003), which changed the designation from T4 RC to T4 NC.

The proposed SP would permit 19 residential units at a density of 6.73 units per acre, which is within the densities supported by the T4 RC policy. The plan provides two unit types in the form of attached and detached townhomes which will add to the diversity of housing choice in the area. For the portion of the site within T4 NC policy, the plan meets the policy goal to create urban neighborhood centers by providing opportunities for commercial and office uses to serve the surrounding neighborhood. The commercial building on the plan is appropriate in scale and height, and the proposed uses are limited to those that could be neighborhood serving. The plan also meets general design goals for both policies by orienting buildings to the corridor, locating parking behind structures, consolidating access, and providing transit improvements including an upgraded WeGo transit stop and sidewalk improvements.

The conservation policy on the site is associated with the stream buffer along the eastern property line. The plan has limited disturbance in this area with the exception of the proposed emergency access from the public road stub from the adjacent SP property. Staff finds the proposed plan is consistent with the T4 RC, T4 NC, and CO policies in this location.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building construction details provided for review. Site plan changes may be required to comply with fire and building codes once building construction plans and details are reviewed.

WEGO RECOMMENDATION

Approve with conditions

- Development shall provide a new in-lane eastbound local service bench style bus stop with appurtenances as per plans and latest WeGo Transit Design Guidelines and as follows:
- Bus stop waiting area shall be ADA-compliant, and flush with adjacent sidewalk and with curb.
- Appurtenances shall be as specified by WeGo.



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- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo conditions prior to any MMTA and NDOT coordination, and again prior to the next SP.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

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. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov.
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.

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



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

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from R8 to SP is estimated to have a decrease of 52 daily weekday trips, including 15 less AM peak hour trips and 4 less PM peak hour trips. For a full traffic table, please contact the Planning Department

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 3 Elementary 3 Middle 3 High

Projected student generation proposed SP district: 4 Elementary 2 Middle 2 High

METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate one less student than the existing R8 district. Students would attend Alex Green Elementary School, Haynes Middle School, and Whites Creek High School. Alex Green Elementary School is identified as exceedingly overcapacity; Haynes Middle School is identified as exceedingly under capacity and Whites Creek High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 19 multi-family residential units and a maximum of 5,000 square feet of retail, restaurant, office, community garden, personal care services, or business services uses. Short term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited.
2. With the final site plan, a landscape type B5 buffer shall be provided along the western property boundary of the commercial development.
3. With the final site plan, the dumpster shall be relocated subject to Planning staff approval.
4. With the final site plan, the 15-foot setback along the commercial development shall be revised to a 10-15 foot build-to-zone.
5. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
6. Comply with all conditions and requirements of Metro Reviewing Agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
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 RM20 zoning district for the residential portion of the site and MUN for the commercial portion of the site as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



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9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.



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Item #8	Specific Plan 2026SP-035-001
Project Name	Frederick's Crossing SP
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	M2 Group, LLC, applicant; Austin T. and Anna Burton, owners.
Staff Reviewer	Konigstein
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) on property located at 4941, 4945 and 4949 Buena Vista Pike, and Sunnyview Drive (unnumbered), approximately 1,200 feet north of Buenaview Boulevard (7.08 acres), to permit 35 multi-family residential units and one single-family residential lot.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of 20 lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

Specific Plan-Mixed Residential (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 a mixture of housing types.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



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

SITE CONTEXT

The subject site consists of four parcels, totaling 7.08 acres, located west of Buena Vista Pike. The properties have been zoned RS15 since 1998. Surrounding properties are zoned RS15 and SP. The adjacent SP to the south, was approved in 2019 (2017SP-064-001/BL2018-1361) to permit a maximum of 42 total units. A final SP for the site was approved in 2023.

The subject site includes one existing single-family home at 4949 Buena Vista Pike (parcel 05900003900) which is a historic structure built prior to 1865 and is listed in the National Register of Historic Places. The property is known as the Frederick Stump House.

PLAN DETAILS

The SP includes a total of 36 units which includes 35 multi-family residential units in the form of attached and detached townhomes and the retained the existing single-family home at 4949 Buena Vista Pike. The townhome units front a new public street and extensions of public streets that are shown to connect with public streets in the SP to the south. All units are accessed via rear loaded garages from private driveways. The proposed maximum building height is three stories in 38 feet.

The plan includes areas of passive and active open space for a total of 1.96 acres. Examples of active open space provided include benches, a playground and a dog park while passive open space includes stormwater management areas and other utility easements.

Along the southern and western borders of the existing historic home parcel (parcel 05900003900), the plan provides a 20-foot C-3 landscape buffer and along the border with the existing single-family home at 4941 Buena Vista Pike, the plan provides a 10' B-3 landscape buffer. The southernmost access point on parcel 05900003900 is proposed to be removed as it would not meet NDOT spacing requirements on Buena Vista Pike with the newly proposed public street. The plan set includes an exhibit showing the future placement of a southern driveway and access point to this parcel should a future access point is established. A condition has been added that with the final site plan access be reviewed by NDOT and Planning.

ANALYSIS

The site is within the T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO) policy areas. The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. The proposed SP would permit a total of 36 residential units at a density of approximately 5.08 units an acre, which is within the densities supported by the T3 NE policy. The plan provides two-unit types in the form of attached and detached townhomes which



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will add to the diversity of housing choice in the area. As the units are proximate to the existing SP to the south, the plan provides compatible orientation for buildings and connects the street networks and sidewalk network across both plans meeting the policy goals for connectivity of extending public streets.

The CO policy on the site is along the northwest boundary of the site and includes part of the stream buffer. The stormwater management area is proposed on this portion of the site and grading is not proposed in the stream buffer area. When balancing T3 NE and CO policy goals, areas identified as CO should remain undisturbed. The plan shows no development in this area, meeting the goals of the CO policy.

The plan meets T3 NE goals for building form and site design by providing moderate density residential development with moderate setbacks, appropriate orientation, and building heights of three stories. Additionally, the plan meets the historic preservation goals of the T3 Suburban policy of preserving important structures through the retainment of the existing historic home, limiting grading on this portion of the site, and providing supplemental landscape buffering between the home and new townhome units.

Overall, the proposed plan is consistent with the T3 NE and CO policies in this location.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Any future gated access shall be coordinated with NFD and comply with fire code access control requirements.

WEGO RECOMMENDATION

Approve with conditions

- Developer shall upgrade the existing pair of bus stops, Buenaview Blvd & Buena Vista Pike Eastbound and Westbound, as per 09/03/2026 revision.
- Developer shall coordinate and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo Notes prior to the next SP submission, and again prior to building permit issue.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- Historic house to be retained on Parcel 05900003900.
- With the final site plan, staff shall review and approve any changes to the proposed grading plan near the historic house on parcel 05900003900.
- Prior to grading, conduct a Phase 1 archaeological survey as this is a documented archaic period, largely undisturbed site. In addition, the property contains remnants of late 18th C and 19th C development. (An archaeological consultant in consultation with the MHC's archaeologist would determine location and number of test sites based on research of the property.) The survey shall be submitted to historicalcommission@nashville.gov, for review and determination of next steps, if any.



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- Final site plan submittal shall contain the plan to conduct archaeology. If significant resources are found, a Phase II request may be made and an archaeologist should monitor for and document resources during site preparation.
- Additional coordination with Metro Historic may be required prior to or with the submittal of the final site plan. It is not the intent of the survey to stop development. Final site plan, not development plan.
- The purpose of this recommendation is to provide documentation for ongoing research on the city, to inform if additional study might be warranted and to advise potential revisions to the site plan or mitigation measures, in consultation with the developer, Planning staff and MHC.

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.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, tie-in profiles, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- Reference the following details: ST-200,-210,-215,-249,-252,-253, -320,-324.
- Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail). All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps.
- Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. Provide w/ final submittal for reference.
- Coordinate w/ Metro Planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called 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/ Teresa Neal teresa.neal@bargedesign.com for street lighting plan approval. Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical 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 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.)



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- On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.
- Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, tie-in profiles, drainage and utility data.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications. Reference the following details: ST-200,-210,-215,-249,-252,-253, -320,-324. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail).
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps.
- Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. Provide w/ final submittal for reference.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called 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/ Teresa Neal teresa.neal@bargedesign.com for street lighting plan approval.
- Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical 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 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 site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.
- Comply w/ NDOT traffic comments/conditions of approval.



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STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS15 to SP is estimated to have a decrease of 33 daily weekday trips, including two less AM peak hour trips and five less PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed SP district: 8 Elementary 4 Middle 4 High

METRO SCHOOL BOARD REPORT

The proposed SP district is expected to generate 10 more students than the existing RS15 district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School are identified as exceedingly under capacity, while Whites Creek High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 35 multi-family residential units and one single-family residential lot. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited.
2. On the corrected copy, remove the required column of the site data table under area tabulations and setbacks.
3. On the corrected copy, update the purpose note to reflect the use condition.
4. On the corrected copy, note "Historic structure to be retained and preserved" on all sheets where applicable.
5. On the corrected copy, note private access easement on parcel 05900003900 across all sheets.



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6. The principal structure known as the Frederick Stump House on parcel 05900003900 shall remain.
7. With the final site plan, secondary access from the new public street to parcel 05900003900 shall be reviewed by NDOT and Planning. The landscape plan shall be adjusted accordingly if disturbances to the landscape buffer is proposed with the access point.
8. With the final site plan, staff shall review and approve any changes to the proposed grading plan near the historic house on parcel 05900003900.
9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
11. 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.
12. Comply with all conditions and requirements of Metro Reviewing Agencies.
13. 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 RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
15. 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.
16. No master permit/HPR shall be recorded prior to final SP approval.
17. Final plat may be required prior to permitting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/24/2026

Item #9	Specific Plan 2026SP-038-001
Project Name	2403 14th Avenue North SP
Council District	02 – Toombs
School District	05 – Fayne
Requested by	C & R Associates, Inc, applicant. Deaundrea Walker, owner.
Staff Reviewer	Commeey
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions</i>

APPLICANT REQUEST

Rezone from R6 to SP to permit two residential units.

Preliminary SP

A request to rezone from One and Two Family Residential (R6) to Specific Plan (SP) zoning on property located at 2403 14th Avenue North, approximately 84 feet north of Kellow Street (0.13 acres), to permit two detached residential units.

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 and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R6 would permit a maximum of one lot. Note: The site is approximately 5,662 square feet which would not meet the minimum lot size required by the zoning district.*

Proposed Zoning

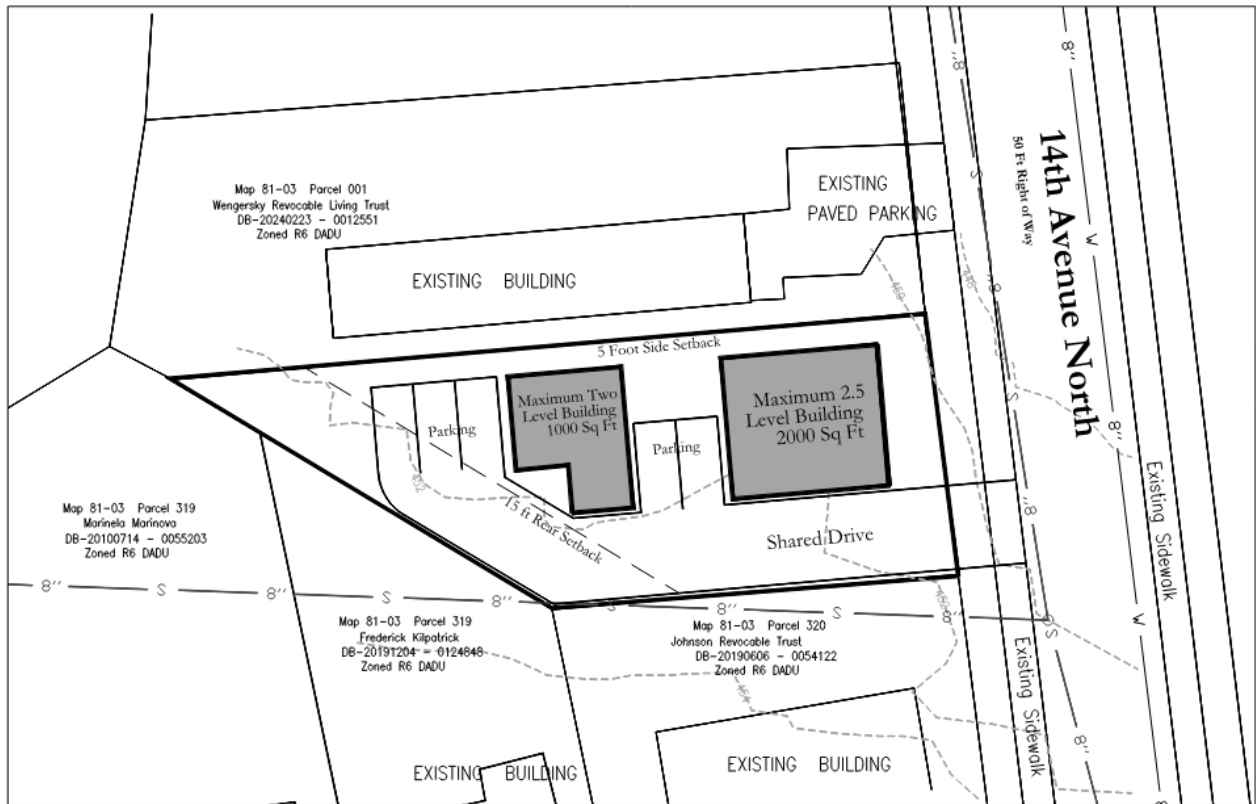
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

NORTH NASHVILLE COMMUNITY PLAN

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



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Proposed SP





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SITE

The approximately 0.13-acre site is located along the west side of 14th Avenue North. The subject site contains a single-story single-family residence. The site has frontage on 14th Avenue North which is classified as a local road. The site is also within a quarter mile of 10th Avenue North to the east which is classified as a collector avenue, in the Major and Collector Street Plan (MCSP). The site is within 0.5 miles of several WeGo transit stops along 10th Avenue North and Cecilia Avenue. The site is surrounded by One and Two Family Residential (R6) zoning district on all sides while surrounding land uses are predominantly one and two-family uses.

PLAN DETAILS

The plan proposes two detached residential units. The front unit is oriented to 14th Avenue North while the rear unit is oriented internal to the site. The proposed units share access from 14th Avenue North. All units have surface parking. The front unit is proposed with a maximum height of two and half stories in 35 feet, while the rear unit is proposed with a maximum height of two stories in 30 feet.

ANALYSIS

The subject site is vacant and located within an Urban Neighborhood Maintenance (T4 NM) policy area. The T4 NM policy areas are characterized by moderate to higher density residential development with an emphasis on a diverse mix of housing types and high levels of connectivity within and around a site. The surrounding neighborhood contains a developing pattern of two-family residential uses that have developed under the base zoning, establishing a built form in which two-family structures are common. Allowing two-family residential on this site would therefore be consistent with the existing development pattern. The proposed SP would introduce two detached residential units that are compatible with the established development pattern in the immediate area. By matching the surrounding development pattern while adding additional density in an area served by sidewalks and transit, the proposal represents an appropriate and context-sensitive infill development.

Pedestrian access to the site is provided by existing sidewalks along the frontage of the site. The site has frontage along 14th Avenue North, and within a quarter mile of 10th Avenue to the east, which is classified as collector avenue and, in the MCSP. The site is within 0.5 miles of several WeGo transit stops along 10th Avenue North and Cass Street. The site's location in relation to high connectivity may support the additional density.

The proposed height of all units is consistent with the policy guidance supporting one- to three-story buildings. The proposal aligns with the policy's intent to support moderate to higher density housing near transit, while maintaining consistency with the surrounding neighborhood pattern. Staff finds that the plan meets the goals of the T4 NM policy and recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve

- 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



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process. Site plans or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final 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 out per NDOT detail standards. Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- See roads

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from SP-R to SP 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 R6 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High

The proposed SP-R zoning is not expected to generate any additional students than the existing R6 zoning district. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. All three schools are identified as being exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of two detached residential units. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, the front unit shall show a sidewalk connection to the public sidewalk.
3. With the final site plan, all mechanical units shall be located on the sides of units and be screened with additional landscaping, subject to Planning Staff review.
4. With the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the R6 zoning district, as of the date of the applicable request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. No master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.



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183-81P-001

GALLATIN PIKE DUTCH BROS (AMENDMENT)

Map 061-03, Parcel(s) 149-150

05, East Nashville

07 (Emily Benedict)



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Item #10

Project Name

Council District

School District

Requested by

PUD Amendment 183-81P-001

Gallatin Pike Dutch Bros (Amendment)

07 - Benedict

03 - Young

Kimley-Horn, applicant; Rare Earth Properties, owner.

Staff Reviewer

Commey

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend a Planned Unit Development.

PUD Amendment

A request to amend a Planned Unit Development Overlay District to property at 5001 Gallatin Pike and 5003 Gallatin Pike, approximately 135 feet south of Joyce Lane, zoned Mixed Use Limited-Alternative (MUL-A) (0.90 acres), to permit non-residential uses including a drive-through restaurant.

Existing Zoning

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

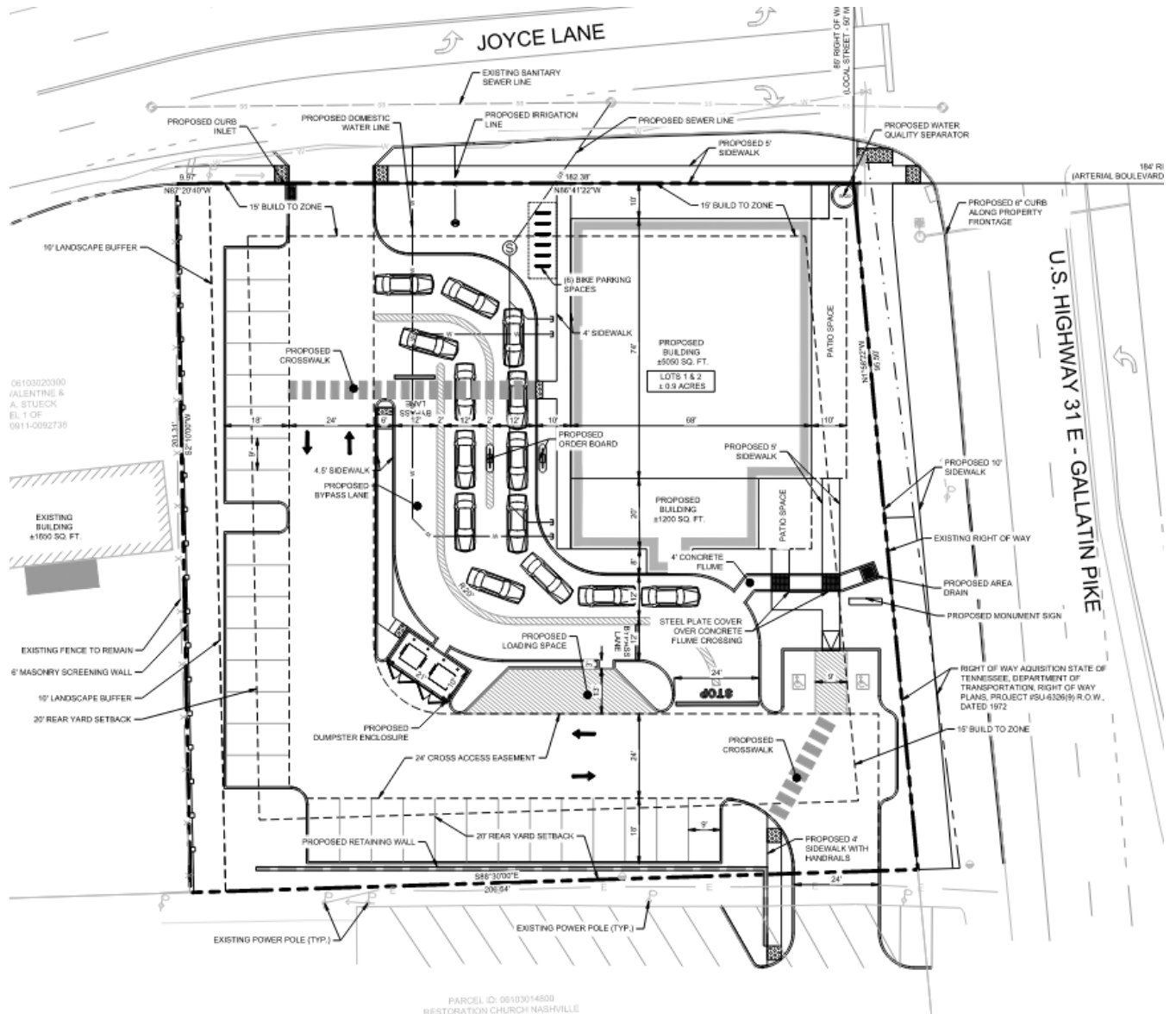
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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.

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a five-minute drive or a five-to-10-minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



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Proposed Site Plan





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SITE CONTEXT AND PLAN DETAILS

The application consists of two parcels totaling 0.90 acres located along at the intersection of Joyce Lane and Gallatin Pike. The property is partially within a PUD (183-81U) originally approved as a Commercial PUD in 1981 for the use of the existing structure as an office use. The wider surrounding area includes properties zoned Single-Family Residential (RS7.5), Single-Family Residential (RS10), Shopping Center Regional (SCR), and Mixed-Use Limited Alternative (MUL-A). The surrounding land uses include single-family residential, religious institution, financial institution, office, and retail uses.

The proposal is to amend the PUD by expanding the PUD boundary to include parcel 149 and to permit a mixed-use structure including a drive-through restaurant. Site access is provided from Joyce Lane. The plan shows a cross-access easement to the southern parcel along Gallatin Pike. Pedestrian access to the site is provided by proposed sidewalks along Joyce Lane and Gallatin Pike. The plan includes a formal landscaping plan showing preliminary compliance with the landscaping requirements per Metro Code. This includes a 10-foot type C landscape buffer on the western property line.

ANALYSIS

The PUD amendment is requesting to expand the PUD boundary and to permit a 6,250 square foot mixed-use structure where a 3,330 square foot office was previously developed. The approved PUD included only one parcel (Parcel 150). The addition of the adjacent parcel (Parcel 149) expands the boundary beyond what was initially approved by Metro Council (per Section 17.40.120.G.b). Therefore, a PUD amendment is required to expand the boundary as requested.

The site is within the T4 Urban Community Center (T4 CC) policy area. The T4 CC policy areas characterized by highly connected street networks, sidewalks, and existing or planned mass transit. The permitted uses: retail, restaurant, personal care services, office, and medical office uses are consistent with the goals of the policy. The plan provides sidewalk along both street frontages and is with a five minute walk of two WeGo stops along Gallatin Pike. Overall, the proposed amendment meets the general goals of the T4 CC policy by providing a walkable mixed-use development and services that provide a draw to the larger community.

The Planning Commission may approve changes to an approved PUD without Council approval if they do not go beyond the standards outlined below in Section 17.40.120.G of the Zoning Code, which specifies what types of changes to a PUD must be approved by Council. Since the proposed amendment expands the boundary of the PUD, this proposal is classified as an amendment to the currently approved plan and requires Council approval.

G. Status of Earlier Planned Unit Developments (PUDs) The proposed amendment meets the criteria in 17.40.120.G of the Metro Zoning Code. The criteria include:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;



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- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial, or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE RECOMMENDATION

Approve with conditions

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



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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 Sanitary Sewer construction plans must be submitted and approved prior to PUD/Final Site Plan/SP approval. The approved construction plans must match the PUD/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% 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. - Water provided by Madison Suburban Utility District.

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 out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov.
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Submit any ROW dedications to NDOT, in tandem with building permit plans. Additional 1-1/2' mill and overlay may be required to cover full extents of roadway and/or utility work in public ROW.
- See NDOT traffic condition on proposed Gallatin access needing TDOT approval when access is close to interstate .

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- NDOT is amendable to the proposed cross-access through the neighboring property (4809 Gallatin Pike), under the condition applicant receives written approval from TDOT due to the increase in vehicular traffic from an existing access point that is within a quarter-mile of the Briley Parkway interchange. If written approval is received, the applicant will be required to record a cross-access easement with the neighboring property prior to Final PUD. If TDOT denies the cross-access, then the site plan will need to be reconfigured to only allow access from Joyce Lane.
- The applicant shall submit a queuing analysis memo to NDOT for the driveway facility prior to Final PUD approval. Further coordination may be required with NDOT at Final PUD.



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- The applicant shall comply with the MCSP requirements on Gallatin Pike and Joyce Lane.
- ST-324 driveway ramp will be required for the access point on Joyce Lane.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

WEGO RECOMMENDATION

Approve with conditions

- Gallatin Pike will be an All Access Corridor with high capacity transit lanes and other multimodal upgrades. Developer is advised that increased non-vehicular multimodal priority, and reduced general traffic priority, is expected along the AAC. WeGo may apply further planning conditions at later development phases.
- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov prior to next case approval.

ANTICIPATED TRIP CALCULATIONS

The proposed PUD amendment is estimated to have an increase of 641 daily weekday trips, including 13 additional AM peak hour trips and 46 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. This PUD is limited to retail, restaurant, personal care services, office, and medical office uses; additional uses will require approval by Council.
2. With approval of the PUD amendment, the overall square footage in the PUD is limited to a maximum of 6,250 square feet.
3. Shared access at the southeastern property line is not approved. As Metro does not have conceptual design for the Gallatin AllAccess Corridor, the applicant with submittal of their final site plan, shall work with applicable Metro Departments to review and analyze their plans to make a final determination as to the appropriateness of the entrance.
4. If the shared access location is permitted by Planning and NDOT, documentation of a recorded access easement must be provided prior to approval of the final site plan.
5. With the final site plan, the landscaping plan shall include street trees along Joyce Lane.
6. On the corrected copy, all references and standards of a UDO shall be removed as they are not applicable to the subject property.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
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.



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10. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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2026Z-064PR-001

Map 069-03, Parcel(s) 062

Map 069-04, Parcel(s) 192

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 9/24/2026

Item #11

Council District

School District

Requested by

Zone Change 2026Z-064PR-001

01 – Kimbrough

01 – Taylor

Inheritance Holdings LLC, applicant; Hawkwood Lane, LLC and Stonegate Acquisitions, LLC, owners.

Staff Reviewer

Webster

Staff Recommendation

Disapprove.

APPLICANT REQUEST

Zone change from RS15 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS15) to One- and Two-Family Residential (R10) zoning for properties located at 3907 and 3908 Southview Drive, approximately 230 feet north of West Hamilton Road (0.88 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.9 dwelling units per acre. *Based on acreage alone, RS15 would permit a maximum of one lot on each side of Southview.*

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 4.36 dwelling units per acre. *Based on acreage alone, R10 would permit a maximum of two duplex lots on property located at 3907 Southview Drive and one duplex lot on property located at 3908 Southview Drive. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY

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 application consists of two parcels totaling 0.59 acres and 0.29 acres, located on the east and west side of Southview Drive respectively, approximately 230 feet north of West Hamilton Road. The properties have been zoned Single-Family Residential (RS15) since 1998 and were previously zoned One- and Two-Family Residential (R15) in 1974. The properties currently contain single-family residences with frontage along Southview Drive, a local street. The existing zoning in the surrounding area is predominantly RS15, with the closest differing zone districts being Commercial (CL) and Specific Plan (SP) located along Clarksville Pike. The surrounding land uses are primarily



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single-family residential, with limited two-family residential uses. There are two two-family residential structures constructed prior to 1998 located along West Hamilton Road south of the subject properties and one two-family structure constructed prior to 1998 located at the corner of Fairview Drive and Milford Road north of the subject properties.

The subject properties are located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area, which supports retaining the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. The T3 NM policy focuses on providing low- to moderate-density residential development. The pattern of development within the broader area consists of single-family lots with a few duplex lots that remain from a previous R15 zoning designation that was in place prior to 1998.

Based on acreage alone, the proposed R10 zone district could allow up to two duplex lots, for a total of four units, on the subject property located at 3907 Southview Drive and one duplex lot, for a total of two units, on the subject property located at 3908 Southview Drive. While this is a moderate increase in intensity from the existing RS15 zone district that currently permits one unit on each existing lot, the T3 NM policy area and surrounding community character in the area supports retaining the existing character, which is primarily single-family. Additionally, the existing zoning designation of RS15 and location of the subject properties within the Urban Services District (USD) permits the use of detached accessory dwelling units (DADUs) by-right, providing an opportunity for a modest increase in density that is contextually appropriate given the surrounding single-family neighborhood.

The subject property is located over a quarter mile from Clarksville Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP) and is within an approximately five-minute walk of a WeGo transit stop along Timothy Drive. Despite this proximity, there are no sidewalks in the subject neighborhood, along Southview Drive, Fairview Drive, or Timothy Drive, to connect the existing transit stops to the subject properties. When considering the location of the site in relation to connectivity and transit opportunities as well as the existing neighborhood characteristics, low density that is complementary to the existing character of the neighborhood is appropriate in this location.

Given that the existing development pattern in the area consists of single-family residences with limited duplex lots constructed prior to the application of the existing RS15 zoning, the proposed R10 zone district will incorporate additional density into the neighborhood in a manner that has the potential to disrupt the suburban character of the area and is inconsistent with the intent of the policy. The existing RS15 zone district in the area spans approximately 1 to 1.5 miles north, south, and west around the subject property and approximately a quarter mile east where the policy area transitions from T3 NM to T3 CC along Clarksville Pike. While the proposed rezone request increases density modestly to support housing, there are no similar One- and Two-Family Residential zone districts in proximity to the subject properties within the T3 NM policy area. Furthermore, if there is a desire to increase density in a manner that is in keeping with the existing character of the area, the incorporation of a DADU on the subject properties achieves a similar goal in alignment with the context and goals of T3 NM policy area. Staff therefore recommends disapproval of the requested R10 zone district.



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FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS15 to R10 is estimated to have an increase of 50 daily weekday trips, including two additional AM peak hour trips and five additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

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

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

The proposed R10 zoning is expected to generate three additional students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary and Haynes Middle School are both identified as exceedingly under capacity. Whites Creek High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2026Z-070PR-001

Map 119-01, Parcel(s) 305

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 9/24/2026

Item #12

Council District

School District

Requested by

Zone Change 2026Z-070PR-001

16 – Welsch

07 – Player

Jeremy Byrd, applicant; Nancy Eckert, owner.

Staff Reviewer

Dhital

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 (R6-A) zoning for property located at 306 Oriel Avenue, approximately 185 feet west of Burbank Avenue (0.23 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 0.23 acres located west of Burbank Avenue. The property has frontage along Oriel Avenue, a local street. The property has been zoned RS5 since 2004 and 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. Alley #1858, an improved alley is located at 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. The surrounding properties also include a Metro Government property used as a health center and a Church to north of the subject site.



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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 proposed R6-A zoning would allow for one additional unit on the site. There have been recent rezonings to R6-A in the surrounding area between 2024-2025, reflecting a trend toward moderately increasing density in the area. 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 T4 NM policy encourages moderate increase of density near where pedestrian, bicycle, and vehicular connectivity exists. The subject site is located approximately 1,884 sq ft 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 proposed R6-A zoning is appropriate at this location given the surrounding context and its proximity to vehicular and pedestrian connectivity.

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.



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Item #13

Council District

School District

Requested by

Zone Change 2026Z-073PR-001

20 – Horton

05 – Fayne

Catalyst Design Group, applicant; St. Luke's Community House Inc, owner.

Staff Reviewer

Ordonez

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RM40-A-NS to OL.

Zone Change

A request to rezone from Multi-Family Residential (RM40-A-NS) to Office Limited (OL) for property located at 5608 California Avenue, approximately 84 feet east of 57th Avenue North (0.19 acres).

Existing Zoning

Multi-Family Residential (RM40-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 40 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, RM40-A would permit a maximum of 7 units.*

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

Proposed Zoning

Office Limited (OL) is intended for moderate intensity office uses.

WEST NASHVILLE COMMUNITY PLAN

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



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ANALYSIS

The application consists of one parcel totaling 0.19 acres, located on the north side of California Avenue. The parcel was rezoned to RM40-A-NS in 2025 as part of the Nations UDO (2025Z-047PR-001/BL2025-830). Prior to that action, the property had been zoned R6 since 1974. The parcel is currently vacant. The surrounding properties are zoned OL, Office/Residential (OR40-A) to the north, RM40-A-NS predominantly to the south and west, and Specific Plan (SP) to the east. Surrounding land uses include single-family residential, industrial, office, one- and two-family residential, as well as several vacant properties.

The current request would rezone the property to OL, consistent with the OL zoning that applies to the rest of the block. The property is within the T4 NM policy area, which supports moderate- to high-density residential development and institutional, community-serving uses. Although the policy does not expressly support the introduction of additional OL zoning at this location, the parcel shares unified ownership with the surrounding properties, all of which are operated by a nonprofit entity. The rezoning would maintain a consistent zoning pattern across the block. Additionally, the site is located within the Neighborhood Center Character Area of the UDO which is intended to provide activated neighborhood centers serving the residents in the area. The UDO standards provide guidance for development in this character area for a mix of uses, including non-residential development.

The property has frontage along California Avenue, a local street. The site is located in proximity to two higher-classification streets. To the north, it is approximately 0.24 miles from Centennial Boulevard, designated as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). To the south, it is approximately 0.26 miles from Morrow Road, identified as Collector Avenue. Morrow Road is served by WeGo Route 19, providing access to public transit within a short walking distance. The proximity to these corridors increases multimodal access and supports the range of uses permitted within the OL district.

The proposed OL zoning would allow the subject property to develop with the same uses permitted on the remainder of the block and align with the intent of the character area of the UDO. Aligning the parcel's zoning with the surrounding OL district supports a cohesive development pattern and ensures consistency across the block. For these reasons, staff recommends approval.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RM40-A-NS to OL is estimated to have an increase in 234 daily weekday trips, including 6 more AM peak hour trips and 23 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

As the proposed OL would not permit residential uses, it is not expected to generate any additional students.

STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-075PR-001

Map 071-05, Parcel(s) 174, 304

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



Metro Planning Commission Meeting of 9/24/2026

Item #14

Council District

School District

Requested by

Zone Change 2026Z-075PR-001

02 – Toombs

01 – Taylor

C&H Properties, LLC, applicant and owner.

Staff Reviewer

Commeys

Staff Recommendation

Disapprove.

APPLICANT REQUEST

Zone change from RS5 to R8-A.

Zone Change

A request to rezone from Single Family Residential (RS5) to One and Two Family Residential-Alternative (R8-A) zoning for properties located at 1812 and 1814 Haynes Street, approximately 345 feet north of Seminary Street (0.43 acres) and located within the Contextual Design Overlay District.

Existing Zoning

Single family Residential-Alternative (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, RS7.5 would permit a maximum of three lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.

Proposed Zoning

One and Two Family Residential-Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R8 would permit a maximum of two duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. *CO policy applies to a stream and the associated buffers that run through the site.*



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Haynes Trinity Supplemental Policy

The site is within the Haynes Trinity Small Area Plan which includes supplemental policies for the area. The site is within the Haynes Trinity Small Area Plan, which was approved and adopted by the Planning Commission on January 11, 2018. The Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as the establishment of supplemental policies to address mobility, parks, and open space. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

ANALYSIS

The application consists of two parcels totaling 0.43 acres, along the west side of Haynes Street. The properties have been zoned RS5 since 1998. The properties are currently vacant. The site is surrounded by Single Family Residential (RS5) zoning on all sides. Other zoning districts include One and Two Family Residential-Alternative (R6-A), while surrounding land uses are single family residential, and a limited number of two-family residential uses. The nearby R6-A parcels were rezoned in 2016, prior to the 2018 policy change from Urban Neighborhood Evolving (T4 NE) to T4 NM. Those parcels also have alley access, which can help to support increases in intensity in urban areas.

The application proposes to rezone the property from RS5 to R8-A. The proposed R8-A zoning could allow up to two duplex lots for a total of four units. The property is located within the T4 NM policy area which intends to maintain the general character of urban residential neighborhoods while accommodating new growth that fits within the character. In 2018 the policy was modified from Neighborhood Evolving to Neighborhood Maintenance, signaling a deliberate shift away from accommodating higher-intensity redevelopment and toward preserving the existing development pattern. The site is also located within the Contextual Design Overlay district (COD) applied in 2023. The contextual overlay district provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. Between the policy change and application of the COD, there is guidance intended to ensure that new development remains consistent with the neighborhood pattern in terms of massing, orientation, and scale.

In addition to these policy considerations, the site contains a wet weather conveyance and associated buffers running through the middle of the property, reflected by the CO policy on the site. This physical constraint limits the developable area and complicates the introduction of additional residential units in a manner that would meet both environmental requirements and contextual design expectations.

Given the intent of the T4 NM policy to maintain the established neighborhood character, the application of the Contextual Design Overlay to preserve the existing development form, the proposed rezoning would introduce a level of intensity that is inconsistent with the policy direction for this area, and staff recommends disapproval.



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FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS5 to R8-A is estimated to have an increase of 13 daily weekday trips, including one additional AM peak hour trips and two additional PM peak hour trip. 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 R8-A district: 0 Elementary 0 Middle 0 High

The proposed R8-A zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Alex Green Elementary School, Haynes Middle School, and Whites Creek High School. Alex Green Elementary School is identified as exceedingly over capacity, Haynes Middle School are both identified as exceedingly under capacity

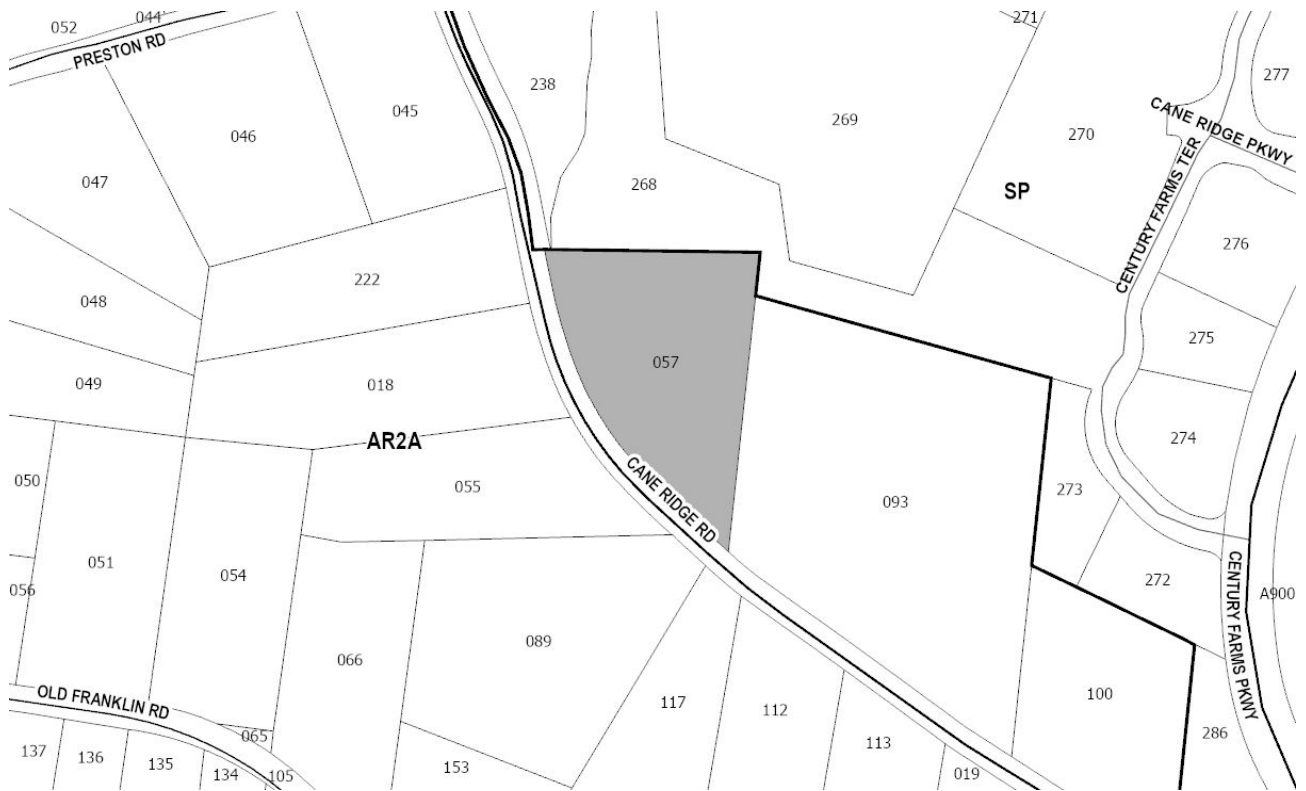
And Whites Creek High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2026Z-076PR-001

Map 174, Parcel(s) 057

12, Southeast

32 (Joy Styles)



Metro Planning Commission Meeting of 9/24/2026

Item #15

Council Bill No.

Council District

School District

Requested by

Owner(s)

Zone Change 2026Z-076PR-001

BL2026-1552

32 – Styles

06 – Mayes

Councilmember Joy Styles

David M. and Willie May Flowers

Staff Reviewer

Garland

Staff Recommendation

Approve a substitute to rezone from AR2a to RM9-NS.

APPLICANT REQUEST

Zone change from AR2a to RM9-NS.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential (RM20) zoning for property located at Cane Ridge Road (unnumbered), approximately 776 feet southeast of Preston Road (3.9 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum one duplex lot. 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 (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 78 units.*

Substitute Zoning

Multi-family Residential - No Short Term Rental (RM9-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *Based on acreage alone, RM9 would permit a maximum of 35 units.*

SOUTHEAST NASHVILLE 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,



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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.

ANALYSIS

The site consists of one parcel totaling 3.9 acres located on the east side of Cane Ridge Road. The property has been zoned Agricultural/Residential (AR2a) since 1974. The parcel is currently vacant. The surrounding properties are zoned AR2a, Single-Family Residential (R15), Multi-Family Residential (RM9), One and Two-Family (R15), and Specific Plan (SP). Surrounding land uses are residential, commercial, office/medical, and utility. The property has frontage on Cane Ridge Road, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP).

The bill was filed as a request to rezone to RM20, however after further discussion with the applicant and sponsor, the request was modified to RM9-NS. Staff's recommendation is approval of a substitute to RM9-NS. The following analysis is based on the updated request to rezone to RM9-NS.

The subject site is located within the T3 NE policy area which intends to create and enhance neighborhoods with greater housing choice and improved connectivity. The requested RM9-NS zoning district on the subject site serves as an appropriate zone for moderate-density development patterns. The SP (2015SP-005-022) to the north permits 300 multi-family residential units. The T3 NE policy areas will have higher densities than classic suburban neighborhoods with a broader range of housing types providing housing choice. The proposed RM9-NS provides a smooth transition in density from the 300 units to the north. The Conservation policy (CO) on the site incorporates a stream that cuts through the front of the subject site as well as some minor slopes on the property. The CO policy is intended to preserve and protect the environmentally sensitive features.

There are sidewalks approximately 250 feet north of the site, but no sidewalks on the frontage of the subject site. Also, the subject site is approximately 0.31 miles south of a Choose How You Move (CHYM) corridor. The T3 NE policy supports vehicular access from an arterial-boulevard, which is what Cane Ridge Road is identified as. Overall, staff find that the requested RM9-NS would support the policy's intent to a greater degree by providing the opportunity for a variety of housing types in a suburban area. As such, recommends approval of the requested RM9-NS zoning district.

FIRE RECOMMENDATION

Approve



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ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from AR2a to RM9-NS is estimated to have an increase of 148 daily weekday trips, including 5 additional AM peak hour trips and 13 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: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM9-NS district: 4 Elementary 3 Middle 3 High

The proposed zoning may generate 10 additional students than existing AR2a zoning district.

Students would attend A. Z. Kelley Elementary School, Thurgood Marshall Middle School and

Cane Ridge High School. A. Z. Kelley Elementary is identified as exceedingly over capacity.

Thurgood Marshall Middle School is identified as exceedingly under capacity and Cane Ridge High

School is identified as at capacity. This information is based upon the 2025-2026 MNPS School

Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval of a substitute ordinance to rezone from AR2a to RM9-NS.