METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

October 22, 2026
4:00 p.m. Regular Meeting

700 President Ronald Reagan Way
(Between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:
Greg Adkins, Chair
Jessica Farr, Vice Chair
Dennie Marshall
Councilmember Rollin Horton
Leah Dundon
Aria Dang
Edward Henley
Kathy Leslie

Staff Present:
Lisa Milligan, Deputy Director
Bob Leeman, Assistant Director of Land Development
Hannah Zeitlin, Legal Counsel
Amelia Gardner, Planning Manager II
Abbie Rickoff, Planning Manager I
Anita McCaig, Planner III
Jared Islas, Planner III
Celina Konigstein, Planner II
Emily Lange, Planner II

Commissioners Absent:
Matt Smith
Asia Allen

Lucy Alden Kempf
Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
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Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of most months at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 President Ronald Reagan Way. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the Planning Commission Website.

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are posted online and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am - 4 pm at the Planning Department office in the Metro Office Building at 800 President Ronald Reagan Way. Subscribe to the agenda mailing list

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, streamed online live, and posted on YouTube.

Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by 3pm on the Tuesday prior to the meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 President Ronald Reagan Way, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, and then by community members wishing to speak.

Community members may speak for two minutes each. Applicants may speak for eight minutes, with the option of reserving two minutes for rebuttal after public comments are complete. The eight minutes includes all members of the applicant team. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that Item, with no time limit.

For actionable items on the agenda that do not have a required public hearing, the Planning Commission will reserve time for public comment at the beginning of each meeting. The public comment period is limited to 20 minutes total and each speaker is allowed up to two minutes to speak. The Commission will take all practicable steps to ensure that opposing viewpoints are given time during the public comment period.

Persons wishing to speak during the public comment period must sign up prior to the meeting on the sign-up sheet provided. The sign-up sheet will be available 30 minutes prior to the meeting start time. Items set for consent or deferral will be listed at the start of the meeting. Meetings are conducted in accordance with the Commission's Rules and Procedures.

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.

The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Randi Semrick, ADA Compliance Coordinator, at (615) 880-7230 or e-mail her at randi.semrick@nashville.gov for Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640. If any accommodations are needed for individuals with disabilities who wish to be present at this meeting, please request the accommodation at this link request ADA accommodation or by calling (615) 862-5000. Requests should be made as soon as possible, but 72 hours prior to the scheduled meeting is recommended.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:02 p.m.

B: ADOPTION OF AGENDA

Councilmember Horton moved, and Vice Chair Farr seconded the motion to adopt the agenda. (8-0)

C: APPROVAL OF SEPTEMBER 24, 2026 MINUTES

Ms. Leslie moved and Ms. Dundon seconded the motion to approve the meeting Minutes for September 24, 2026. (8-0)

D: PUBLIC COMMENT PERIOD (PER AMENDED RULES)

Pursuant to Section 8-44-112 of Tennessee Code Annotated, the Planning Commission will reserve time for public comment at the beginning of each meeting where there are actionable items on the agenda.

1. The public comment period is limited to 20 minutes total and each speaker is allowed up to two minutes to speak.
2. The public comment period is limited to items on the agenda that do not have a required public hearing per Section VIII of these Rules or for items with a required public hearing where the item was deferred after the required public hearing was held and closed.
3. Persons wishing to speak during the public comment period must sign up prior to the meeting on the sign-up sheet provided. The sign-up sheet will be available 30 minutes prior to the meeting start time.
4. The Commission will take all practicable steps to ensure that opposing viewpoints are given time during the public comment period.

No one from the public spoke at this time.

E: RECOGNITION OF COUNCILMEMBERS

Councilmember Kupin spoke in regard to Item #7 (2026Z-016TX-001).

Councilmember Huffman spoke in regard to Items 6a (2026CP-014-002) and 6b (2026SP-016-001).

Councilmember Cash spoke in regard to Item #1 (2026CP-010-001).

F: ITEMS FOR DEFERRAL / WITHDRAWAL: 4, 5, 8, 10a, 10b, 12

Mr. Henley moved, and Councilmember Horton seconded the motion to approve the Deferred and Withdrawn items. (8-0)

G: CONSENT AGENDA ITEMS: 22, 26

Mr. Marshall moved, and Mr. Henley seconded the motion to approve the Consent Agenda. (8-0)

Tentative Consent Item: Items noted below as On Consent: Tentative will be read aloud at the beginning of the meeting by a member of the Planning Staff to determine if there is opposition present. If there is opposition present, the items will be heard by the Planning Commission in the order in which they are listed on the agenda. If no opposition is present, the item will be placed on the consent agenda.

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

H: ITEMS TO BE CONSIDERED

1. 2026CP-010-001

GREEN HILLS - MIDTOWN COMMUNITY PLAN AMENDMENT
Council District: 18 (Tom Cash)
Staff Reviewer: Anita McCaig

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, Vanderbilt Place, Marlborough Avenue, and Acklen Avenue, between Alleys 912 and 914 on the northwest, Marlborough Avenue on the southwest, and 26th Avenue North on the east (approximately 62 acres), requested by Metro Planning Department, applicant; various owners.
Staff Recommendation: Approve and suspend MPC Rules and Procedures Section VIII.A.4 regarding noticing.

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, Vanderbilt Place, Marlborough Avenue, and Acklen Avenue, between Alleys 912 and 914 on the northwest, Marlborough Avenue on the southwest, and 26th Avenue North on the east (approximately 62 acres).

GREEN HILLS – MIDTOWN COMMUNITY PLAN
Current Policies
T4 Urban Neighborhood Maintenance (T4 NM) policy is intended to maintain the general character of established urban residential neighborhoods. T4 NM areas will experience some changes over time primarily as buildings are expanded or replaced. When this occurs, efforts should be made to maintain the established character of the area as characterized by a moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM policy will remain in place.

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. In the study area, CO policy applies to a small area of steep slopes along 32nd Avenue South. CO policy will remain in place.

Requested Policy
Supplemental Policy Area (SPA 10-T4-NM-01) is proposed as an overlay policy to emphasize and support continued residential uses in the neighborhood lying adjacent to the Innovation Neighborhood Specific Plan (2026SP-004-001/BL2026-1446) near the Vanderbilt University Campus.

BACKGROUND
Planning staff has studied applying a supplemental policy area (SPA) to support continued residential uses in the neighborhood adjacent to the Innovation Neighborhood Specific Plan (SP) project near the Vanderbilt University campus. The supplemental policy was directed by the Metro Planning Commission as part of its recommendation of approval for the Innovation SP (2026SP-004-001) at its April 23, 2026, meeting.

The Innovation SP—approved by Metro Council on September 1, 2026—supports a broad mix of intense uses, building heights, and other form elements. The proposed SP includes standards governing building heights, tower massing, articulation, open space, and street typologies. These limits concentrate the tallest development along the northern portion of the site near West End Avenue, tapering heights as the plan transitions south toward 31st Avenue South/Blakemore Avenue and the adjacent residential areas. (See BL2026-1446 for additional information about the Innovation SP.)

The SPA is proposed for a portion of one of Nashville's most historic neighborhoods, Hillsboro – West End. It stretches along the south side of 31st Avenue South from Vanderbilt Place to 26th Avenue South and south to Acklen Avenue. In the larger area, there are numerous historic overlays intended to preserve the existing character. The SPA is situated within the Hillsboro West End Historic District. The neighborhood's origin and early building boom were sparked by the 1910 completion of the Hillsboro streetcar line ending at Blair Boulevard.

The Hillsboro-West End Neighborhood Association was founded in 1975 to preserve and improve the residential quality of the neighborhood. Today, the neighborhood retains the majority of its historic homes, mature trees and vegetation, and walkable character. The neighborhood remains dedicated to preserving the area's history and character, and residents are concerned about future expansion pressures from the Innovation project into the residential area.

COMMUNITY PARTICIPATION
District 18 Councilmember Tom Cash has worked closely with his constituents and Vanderbilt University on the Innovation SP and mitigating the community's concerns. Planning staff had an opportunity to assist Councilmember Cash and the neighborhood with the creation of the SPA to address a main concern of future pressure to expand the Innovation SP into the Hillsboro – West End Neighborhood. This was deemed a minor amendment to the Green Hills – Midtown Community Plan.

A community meeting was held on July 16, 2026, at Eaken Elementary School located at 2500 Fairfax Avenue. Meeting notices were mailed to approximately 475 property owners within and adjacent to the study area. Additionally, the District Councilmember shared meeting details via mailing lists and social media. Approximately 70 people attended the meeting; however, there were several topics ahead of the SPA discussion and there was not sufficient time to discuss it and gather input.

A follow-up virtual community meeting was held on September 30, 2026, with notice provided via the district Councilmember and Planning's web site. Approximately five people attended. Attendees were generally supportive of the SPA, though some community members and the Councilmember asked that the SPA boundaries be expanded.

Following review by staff, the original SPA boundaries were expanded on the southwest to Marlborough Avenue and on the south to Acklen Avenue. The expanded SPA boundaries exceed those included in the public notice for this item. However, because the expansion was requested by community members and the district Councilmember at the second community meeting, Planning staff recommends a waiver of the public notice requirement. This would allow the MPC to approve the SPA without sending updated notices. To waive the notice requirement, the MPC would need to suspend Section VIII.A.4. (Minor Amendments) of the MPC Rules and Procedures.

ANALYSIS
Planning staff analyzed the area to determine a boundary for this SPA. The recommended SPA boundary covers approximately 62 acres and encompasses properties approximately three blocks south and southwest of the Innovation SP site. Two busy corridors, West End Avenue and 21st Avenue South, frame the Hillsboro – West End Neighborhood on the west and east sides respectively. Vanderbilt University is adjacent to the north. Today, the area contains primarily single-family houses with some duplexes also present. Along 31st Avenue, condominiums and a low-rise apartment complex are present. A church is also located within the area.
Much of the Green Hills – Midtown Community Plan is comprised of mature, established neighborhoods. The proposed SPA's underlying policy is Urban Neighborhood Maintenance (T4 NM) with a small area of steep slopes shown in Conservation (CO) policy. T4 NM policy is applied because the study area is part of an established, built-out, residential area. The T4 NM and CO policies will remain in place along with the SPA, if adopted, applied over them.

Most of the area is zoned Single-Family Residential (RS7.5) with two pockets of One and Two-Family Residential (R8) zoning. The entire study area has a historic overlay recognizing the Hillsboro – West End Historic District, covering a neighborhood whose character has remained largely intact despite development pressures in this part of the city. The proposed Supplemental Policy supports continued residential uses in the area and reiterates the guidance of the T4 NM policy. The SPA clarifies that higher education and related uses as well as other non-residential and non-institutional uses are not supported in the area. The policy is intended to reinforce the historic residential nature of the Hillsboro – West End neighborhood.

Adding a Supplemental Policy
The following Supplemental Policy Area (SPA) text is proposed to be added to the Green Hills— Midtown Community Plan to reinforce the historic and residential integrity of this area.

Begin exact text:
SPA 10-T4-NM-01 – 31st Avenue South area of Hillsboro – West End Neighborhood
The boundaries of the Green Hills – Midtown Supplemental Policy Area (SPA) 10-T4-NM-01 are shown on the following map. The SPA includes properties along 31st Avenue South, 32nd Avenue South, Blakemore Avenue, Belcourt Avenue, Wellington Avenue, Dudley Avenue, Vanderbilt Place, Marlborough Avenue, and Acklen Avenue. Alleys 912 and 914 (near West End Avenue) are the northwestern boundary, Marlborough Avenue is the southwestern boundary, and 26th Avenue North is the eastern boundary.

This SPA lies adjacent to the Vanderbilt University campus and Vanderbilt's Innovation Neighborhood SP, the latter of which includes a mix of uses and building heights and intensities that will greatly exceed those of the neighborhoods included in the SPA. The SPA is intended to support continued residential uses while limiting the expansion of higher education and related uses into the existing neighborhoods. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T4 NM policy applies.

Land Uses
Within SPA 10-T4-NM-01, residential uses supported by the underlying Urban Neighborhood Maintenance (T4 NM) policy are appropriate. Institutional uses are generally appropriate. However, uses associated with higher education are not appropriate in this SPA. These uses may include: business school; college or university; and vocational school. Ancillary uses such as dormitory and fraternity/sorority house are also not appropriate in this SPA. Additionally, consistent with the underlying T4 NM policy, non-residential and non-institutional uses (including commercial uses) are not appropriate in the SPA.
End exact text.

STAFF RECOMMENDATION
Staff recommends approval of adding a Supplemental Policy Area (SPA) to this portion of the Hillsboro – West End Neighborhood along 31st Avenue South. Additionally, staff recommends that the Commission suspend MPC Rules and Procedures Section VIII.A.4. to allow expansion of the noticed policy area without additional public notice.

Approve and suspend MPC Rules and Procedures Section VIII.A.4 regarding noticing. (7-0-1) Ms. Dundon recused.

Resolution No. RS2026-209

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026CP-010-001 is approved. (7-0-1)

2. 2026CP-012-001

CANE RIDGE SUPPLEMENTAL POLICY AMENDMENT
Council District: 33 (Antoinette Lee) 31 (John Rutherford)
Staff Reviewer: Anita McCaig

A request to amend the Cane Ridge Study Supplemental Policy Area (SPA) to provide additional guidance on development consideration for properties located partially in a county adjacent to Davidson County and/or where infrastructure is provided by non-Metro entities, requested by Barge Design Solutions, applicant; various owners.
Staff Recommendation: Approve.

APPLICANT REQUEST
Amend the Cane Ridge Supplemental Policy Area (SPA) in the Southeast Community Plan to provide additional guidance.

Minor Plan Amendment
A request to amend the Cane Ridge Study Supplemental Policy Area (SPA) to provide additional guidance on development considerations for properties located partially in a county adjacent to Davidson County and/or where infrastructure is provided by non-Metro entities.

SOUTHEAST COMMUNITY PLAN
Current Policy
Cane Ridge Supplemental Policy Area (SPA 12-CO-01). The Cane Ridge Supplemental Policy Area (SPA) is an outcome of the Cane Ridge – Antioch Small Area Study, which was adopted by the Metro Planning Commission in April 2026. This SPA is intended to support the preservation, maintenance, and enhancement of the natural environment and historic resources found throughout Cane Ridge while allowing for context-sensitive development. The Cane Ridge SPA overlays various community character policies throughout the Cane Ridge area. Base community character policies are not proposed to change with this amendment.

Requested Policy
Cane Ridge Supplemental Policy Area (SPA 12-CO-01). Additional language is proposed for the SPA to address development considerations for properties located partially in a county adjacent to Davidson County and/or where infrastructure is provided by non-Metro entities.

BACKGROUND
Cane Ridge is a thriving community situated at the seam of rural and suburban development patterns. Cane Ridge has experienced extraordinary population growth over the last several decades. This growth—paired with similar

growth patterns in neighboring counties to the south—has placed tremendous strain on the area's infrastructure, particularly its streets. Sustained growth in Cane Ridge has generated many concerns and challenges for the area.

While its rolling hills, narrow roadways, and large, pastoral lots suggest an agrarian past, new residential and mixed use developments demonstrate a clear shift to contemporary suburban patterns. Residents have grappled with finding what it means for a community to be situated at the intersections of rural and suburban, history and change, and preservation and growth. Community Plans staff members have worked with the community to find creative ways to address future housing and transportation demands while preserving sensitive natural and historical features.

In 2025 and 2026, Planning staff worked with community stakeholders on the Cane Ridge – Antioch Small Area Study, which resulted in a Supplemental Policy Area (SPA) for Cane Ridge being adopted by the MPC. The SPA works to support the preservation, maintenance, and enhancement of the natural environment and historic resources found throughout Cane Ridge while allowing for context sensitive development. The SPA provides guidance for three general areas within the Cane Ridge community: Area 1 includes properties that contain mapped natural features; Area 2 includes properties that contain mapped historic resources; and Area 3 includes properties that do not contain mapped natural features or historic resources.

COMMUNITY PARTICIPATION
Over the last several months, the applicant has worked closely with the District Councilmember and the community on a rezoning and development proposal for 1010 Battle Road. The applicant has met with community members multiple times to obtain community support for the proposal. In addition to holding community meetings, the applicant sent notices about the proposed SPA amendment request and rezoning request to approximately 30 property owners in the project's surrounding buffer area. Planning staff spoke with community leaders about the need to add additional language to the SPA to support the project's design. Considering the meetings already conducted by the applicant and the large number of meetings held in 2025 as part of the Cane Ridge – Antioch Small Area Study process, community leaders and Planning staff determined that a community meeting focused solely on the SPA amendment was not necessary.

ANALYSIS
A rezoning and development proposal for a property at 1010 Battle Road prompted the request to re-evaluate how the SPA treats properties partially located in other jurisdictions and/or having infrastructure provided by other jurisdictions. The property at 1010 Battle Road is situated partially within Davidson County and partially within Williamson County. The project proposes to tie into and complement approved suburban development south of Battle Road in Williamson County. However, the proposed development within Davidson County is denser than the development types anticipated in the SPA. To better meet SPA guidelines, the proposed project was revised to support more preservation on the site and native plant restoration along Battle Road in Davidson County, thereby presenting a more rural, pastoral view along Battle Road.

In studying the proposed project, Planning staff determined that additional language should be added to the SPA to allow for development considerations where: 1) a property is partially located in an adjacent county; and/or 2) infrastructure for a property is provided by a non-Metro entity.

Adding language to the Supplemental Policy Area
The following additional text is proposed to be added to SPA 12-CO-01 as part of the text under the section titled "Public Infrastructure – General Applicability." The additional text would apply to all three areas within the SPA.

Begin exact text:
A property that is partially located within an adjacent county and/or is served by infrastructure provided by a non-Metro jurisdiction may be developed in a manner similar to adjacent properties in the other county/jurisdiction, within a T3 Suburban residential framework, subject to all applicable Metro standards (including zoning, subdivision, and stormwater standards, among others). The guidance for the preservation of natural and historic features and consultation with community groups set forth in this Supplemental Policy still applies.
End exact text.

STAFF RECOMMENDATION
Staff recommends approval of adding language to the Cane Ridge Supplemental Policy Area to provide additional guidance for future development in the Cane Ridge area.

Ms. McCaig presented the staff report with the recommendation to approve additional language to the supplemental policy.

Ron Yearwood, applicant, spoke in support of the proposal.

Twana Chick, spoke in support of the proposal.

Chair Adkins closed the Public Hearing.

Ms. Leslie requested clarification on boundary lines.

Ms. McCaig stated that staff will review the portion that is in Davidson County that would be a little bit more intense and that we do not have jurisdiction over the portion in Williamson County.

Vice Chair Farr stated this seems very positive and that she supports it.

Mr. Henley stated he sees the benefit to an approach like this and is in support.

Ms. Leslie moved, and Mr. Marshall seconded the motion to approve (8-0)

Resolution No. RS2026-210

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026CP-012-001 is approved. (8-0)

3. 2026SP-023-001

COURTYARDS AT BATTLE GROVE
Council District: 33 (Antoinette Lee)
Staff Reviewer: Savannah Garland

A request to rezone from AR2a to SP zoning for properties located at 1010 and 1002 Battle Road, approximately 298 feet north of Kidd Road (82.37 acres), to permit 109 single-family residential lots, requested by Barge Design Solutions, applicant; Janette and Ronald J. Haislip, owners.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Preliminary SP to permit a 109 single-family residential lot development.

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

Existing Zoning
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *Based on acreage alone, AR2a would permit a maximum 41 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

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

SOUTHEAST NASHVILLE COMMUNITY PLAN
T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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.

Cane Ridge Supplemental Policy is intended to support the preservation, maintenance, and enchancement of the natural environment and historic resources throughout Cane Ridge while allowing for context sensitive development.

SITE CONTEXT
The approximately 82.37-acre site is located north of Battle Road in Nolensville and includes two parcels, parcels 18700001500 and 18700003500. Parcel 150 referred to as Subdistrict One, is located in both Williamson County and Davidson County. The front portion (approximately 9 acres) of the site is within Williamson County and the rest of the site is within Davidson County. Subdistrict One has frontage on Battle Road and the development will be on this parcel. Subdistrict Two, parcel 035, does not have road frontage and will be reserved as a conservation parcel. Subdistrict One has a conservation trail easement on the western boundary to access Subdistrict Two. Surrounding zone districts include Agricultural/Residential (AR2a) and Specific Plan (2009SP-031-001). The surrounding land uses include residential and vacant properties.

PLAN DETAILS
The plan proposes a total of 109 single-family lots located in Subdistrict One. Subdistrict Two does not contain any development and is to be set aside as a conservation area. Vehicular access to the site is from Battle Road, which is in Williamson County. The county line is approximately 600 feet north into the site. This area located in Williamson County encompasses both vehicular access points into the site, active community space, community garden, a walking trail, mail kiosk, and the stormwater management area. This development will need to be reviewed and receive approval from the Williamson County Regional Planning Commission (WCPC) as well as the Highway Commission. A non-residential site plan for the amenity area will also need to be reviewed by the WCPC. The remainder of the development is within Davidson County. This plan has not received a recommendation from WCPC or the Highway Commission. Williamson County was contacted during this review process and indicated that it needed to be approved in Davidson County prior to their consideration.

The development is accessed by two entry points from Battle Road, with all internal roads proposed as public streets. A primary public street runs through the site and includes a driveway access along the eastern boundary to serve the adjacent property. There are two north/south roads, which provide access to east/west street connections that provide internal connectivity. This road extends deeper into the development and terminates in stub-outs at both the eastern and western boundaries. All lots are designed with front-loaded access from public streets. Buildings are limited to a maximum height of two stories in 30 feet.

The development proposes a minimum lot size of 7,000 square feet, with an average lot size of 8,150 square feet. Proposed lots line the property boundaries, with some lots clustered toward the center of the parcel. A 40-foot landscape buffer is provided along the rear portions of the lots along the eastern and western property lines. Sidewalks and walking trails are incorporated throughout the development.

An amenity pond with an 8-foot walking trail is centrally located within the site. Total open space in Subdistrict One is six acres and Subdistrict Two is approximately 22 acres for a total open space of 28 acres. This area includes passive open space, the primary amenity area, and a conservation area at the northern end of the parcel. The northern portion of Subdistrict One contains steep slopes and Indian Creek, which is protected by a 60-foot stream buffer. An access easement trail is shown connecting Subdistrict One to Subdistrict Two. A conservation easement encompassing the entirety of Subdistrict Two will be established prior to final site plan approval.

ANALYSIS
The subject site is located within the T2 RM and CO policy areas. This site is also within the Cane Ridge Supplemental policy (SPA) that is being amended to add language for sites that are partially located within an adjacent county and/or is served by infrastructure provided by a non-Metro jurisdiction.

A Cane Ridge Supplemental Policy Amendment (2026CP-012-001) is currently tracking with this case. The amdendment is adding the language, “A property that is partially located within an adjacent county and/or is served by infrastructure provided by a non-Metro jurisdiction may be developed in a manner similar to adjacent properties in the other county/jurisdiction, within a T3 Suburban framework, subject to all applicable Metro standards (including zoning, subdivision, and stormwater standards, among others). The guidance for the preservation of natural and historic features set forth in this Supplemental Policy still applies.” The amended language for the SPA, 2026CP-012-001, clarifies that lots located within an adjacent county and/or is served by infrastructure provided by a non-Metro jurisdiction may be developed in a manner similar to adjacent properties in the other county/jurisdiction and reviewed within the T3 Suburban framework. Therefore, given that a portion of this site is located within Williamson County and this portion is served water from Williamson County, it will be reviewed against the T3 policy.

The T3 Suburban transect category is the bridge between the Rural and Urban transect areas. Development within the T3 Suburban policy is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. This policy supports preserving the existing vegetation. The balance of nature and buildings tips more toward nature with more open space and vegetation framing the street. This plan provides active community space at the front of the development framing Battle Road. The site also preserves approximately 36.77 acres of vegetation at the rear of the site. There is also open passive space in the middle of the development with a pond and a walking trail. This plan provides a sidewalk network throughout the development, a walking trail throughout the open space areas, and a 40-foot landscape buffer around the east and west property lines. These are all included in the scope of Subdistrict One. Given the site's adjacency to T2 Rural and CO policy area and goals of these policy areas, staff is recommending that the proposed stub streets labeled as "future connection" at the eastern and western boundaries be removed if the land use policies are T2 Rural and CO at the time of final site plan submittal. Easements for individual driveway access may be provided to any abutting parcels that are land-locked.

Subdistrict 2, encompassing 23 acres, is being preserved. This subdistrict functions as a conservation tract that limits development intensity while allowing passive recreation, ecological management, and agricultural activities. This subdistrict has a Conservation Greenway Easement that will permit conservation of open space, passive recreation (walking trails, seating areas, greenway and related amenities), and habitat restoration areas. A planned collector street is currently identified by the Major and Collector Street Plan (MCSP) but is expected to be removed with the streets plan update, allowing the conservation tract to be utilized as intended.

Across Battle Road, in Williamson County, there are several developments under construction. One is developing 484 residential units and a public park. Another is developing 154 residential units and another one 735 residential units. Given the proposed 109 lots for the subject site, it is consistent with the surrounding density in Williamson County. Given the consistency with the amended Cane Ridge SPA and the Conservation policy staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION
Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the 2024 International Fire Code and local amendments.
- Fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet.
- Aerial fire apparatus access roads shall have a minimum unobstructed width of 24 feet and comply with IFC Appendix D105
- Dead-end fire apparatus access roads exceeding 150 feet, or where required by the fire code official, shall be provided with an approved fire apparatus turnaround.
- Fire apparatus access roads shall be constructed of an all-weather driving surface capable of supporting fire apparatus weighing 87,000 pounds.
- An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are constructed.
- Fire hydrants shall be provided and spaced in accordance with 2024 International Fire Code Appendix C. No portion of the building shall exceed 500 feet from a fire hydrant.
- All construction and developments shall meet the fire-flow requirements listed in 2024 International Fire Code Appendix B.
- Fire Department Connections (FDC) for sprinkler systems and standpipes shall be located within 100 feet of a fire hydrant. FDC locations shall be approved by the fire code official.
- Where two separate and approved fire department access roads are required, they shall be placed a distance apart equal to not less than one-half the maximum overall diagonal dimension of the property or area to be served.
- The maximum grade for fire apparatus access roads shall not exceed 12%.
- Approach and departure angles for fire apparatus access roads shall not exceed 1 foot of drop in 20 feet.
- Gates across fire apparatus access roadways shall comply with NFD policy. Electrically operated gates shall be equipped with "Click-2-Enter" operating system. Manual gates shall have a Knox key box or Knox padlock.
- All approvals are conditional pending full review of building construction documents. Changes to site or building construction may be required to comply with fire and/or building code requirements.

STORMWATER RECOMMENDATION
Approve with conditions

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

WATER SERVICES RECOMMENDATION
Approve with conditions

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

NASHVILLE DOT RECOMMENDATION
Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- 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, NDOT typical parallel parking detail. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail). 25 ft. driveway spacing(edge-to-edge) shall be met, otherwise shared driveways are required between lots.
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps. Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements, otherwise additional MUTCD warning signs may be required by traffic.
- Coordinate w/ NDOT traffic on preferred speed calming infrastructure on public roads proposed, specifically, speed humps. Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT ST- standard details. If the project is in the Urban Services Tax District(USD-see city GIS interactive maps) a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) 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. Comply w/ NDOT traffic comments/conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- The applicant shall continue to coordinate with NDOT on improvements to the horizontal curves on Battle Road East of the proposed development, within the bounds of Davidson County. The Final SP submittal shall include a sheet reflecting the improvements.
- NDOT is generally supportive of the recommended infrastructure improvements from the MMTA along the site's frontage and within the bounds of Williamson County.
- Applicant shall comply with all NDOT Roads comments/Conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

GREENWAYS RECOMMENDATION
Approve with conditions

- Subdistricts 1 and 2 must be processed as a single final site plan submittal.
- Metro may close the existing path and remove the existing bridge within the Conservation Greenway Easement, including the connection to the access easement trail to the conservation parcel, once the greenway trail is constructed.

- The owner may maintain any existing walking paths within the Conservation Greenway Easement until the greenway trail is constructed. Metro may close or alter any existing walking paths within the Conservation Greenway Easement when the greenway trail is constructed.
- The property owner must dedicate a Conservation Greenway Easement over the entirety of Subdistrict 2, Map and Parcel 18700003500.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks Conservation Greenway Easement Agreement (CGEA), including two exhibits: a legal description and a boundary survey of the easement.
- These exhibits are to be provided by the property owner. The CGEA must be signed by the property owner, notarized, submitted with the exhibits, and approved by Greenways prior to final plat approval of any area within Subdistrict 1.
- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deeds prior to the sale of any lot created by the subdivision of Subdistrict 1, or prior to any use and occupancy or issuance of the first use and occupancy letter for new construction in Subdistrict 1.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Parks Board and Metro Council approval.
- The greenway trail must be open to the public 365 days per year in accordance with Metro Parks' approved operating hours, except during periods of routine maintenance where temporary closure is required for public safety.
- Maintenance within the Conservation Greenway Easement is to be performed by the owner until the greenway is built, unless otherwise approved by Metro in writing.
- The owner may maintain the existing path and bridge within the Conservation Greenway Easement, including the connection to the access easement trail to the conservation parcel, until the greenway trail is constructed, subject to receipt of any other necessary approvals.
- The owner may design, construct, and maintain a connection from the access easement trail to the paved greenway trail within the Conservation Greenway Easement.
- This connection, which may include a bridge, must be ADA-compliant and approved by Greenways and any other required reviewing entities.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from AR2a to SP is estimated to have an increase of 696 daily weekday trips, including 51 additional AM peak hour trips and 70 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: 8 Elementary 6 Middle 6 High
Projected student generation proposed SP-R district: 22 Elementary 17 Middle 18 High

The proposed SP-R zoning is expected to generate 37 additional students than the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A.Z. Kelley Elementary School is identified as exceedingly overcapacity, Thurgood Marshall Middle School is identified as exceedingly undercapacity, and Cane Ridge High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommend approval with conditions and disapproval without all conditions.

CONDITIONS
1. Permitted uses shall be limited to a maximum of 109 single-family residential lots. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited.
2. Prior to final site plan approval, Williamson County shall approve the access to the property and approve the portion of the plan in Williamson County.
3. At the time of final site plan submittal, if the surrounding land use policy is T2 Rural Maintenance and Conservation, then the three stub-streets labeled as "future connection" shall be removed. The remainder of the roads in the plan shall remain as public. Easements for individual driveway access may be provided, in-lieu of the stub-streets, to any abutting, surrounding land-locked parcels only.
4. The access easement instrument number shall be recorded prior to the approval of the final SP or established with the final plat.
5. On the final SP, include the glazing percentage with the elevations.
6. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.

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 RS10 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.
10. 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.
11. 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.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. 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.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2026-211

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026SP-023-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 109 single-family residential lots. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited.
2. Prior to final site plan approval, Williamson County shall approve the access to the property and approve the portion of the plan in Williamson County.
3. At the time of final site plan submittal, if the surrounding land use policy is T2 Rural Maintenance and Conservation, then the three stub-streets labeled as "future connection" shall be removed. The remainder of the roads in the plan shall remain as public. Easements for individual driveway access may be provided, in-lieu of the stub-streets, to any abutting, surrounding land-locked parcels only.
4. The access easement instrument number shall be recorded prior to the approval of the final SP or established with the final plat.
5. On the final SP, include the glazing percentage with the elevations.
6. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
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 RS10 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.
10. 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.
11. 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.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. 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.
14. No master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.

4. 2026S-105-001

4686 LICKTON PIKE
Council District: 01 (Joy Kimbrough)
Staff Reviewer: Jeremiah Commey

A request for final plat approval to create three lots on property located at 4686 Lickton Pike, approximately 2,240 feet north of Old Hickory Boulevard, zoned R15 (3.0 acres), requested by Jesse Walker Engineering, applicant; Daniel Wayne Raike, owner.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2026S-105-001 to the November 12, 2026, Planning Commission meeting. (8-0)

5. 2026S-138-001

115 COTTAGE LANE
Council District: 15 (Jeff Gregg)
Staff Reviewer: Celina Konigstein

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 R8, and within a Historic Landmark Overlay District (2.04 acres), requested by Dale and Associates, applicant; Dary Taheri and Mohammad Rahimi, owners.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2026S-138-001 to the November 12, 2026, Planning Commission meeting. (8-0)

6a. 2026CP-014-002

DONELSON HERMITAGE OLD HICKORY COMMUNITY PLAN AMENDMENT
Council District: 14 (Jordan Huffman)
Staff Reviewer: Akriti Pokhrel

A request to amend the Donelson - Hermitage - Old Hickory Community Plan by adopting a Supplemental Policy Area (SPA) with existing base Community Character Policies of Rural Maintenance (T2 RM) and Conservation (CO) to remain in place, for properties located at 3139, 3145, 3163, 3165 Brandau Road, Brandau Road (unnumbered) and a portion of 3087 Brandau Road (47.08 acres), requested by Councilmember Jordan Huffman and Metro Planning Department, applicants; various owners.
Staff Recommendation: Approve.

APPLICANT REQUEST
Amend the Donelson – Hermitage – Old Hickory Community Plan to add a Supplemental Policy.

Minor Plan Amendment
A request to amend the Donelson – Hermitage – Old Hickory Community Plan by adopting a Supplemental Policy Area (SPA) with existing base Community Character Policies of Rural Maintenance (T2 RM) and Conservation (CO) to remain in place, for properties located at 3139, 3145, 3163, 3165 Brandau Road, Brandau Road (unnumbered) and a portion of 3087 Brandau Road (47.08 acres).

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

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. 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. In the study area, CO policy applies to buffers and floodplains along Stoners Creek and areas of steep slopes. CO policy will remain in place.

Requested Policy
Supplemental Policy Area (SPA 14-T2-RM-01) is proposed as an overlay policy to support various farm and rural tourism uses on various properties along Brandau Road.

BACKGROUND
At the request of Councilmember Jordan Huffman (District 14), planning staff initiated a study to add a Supplemental Policy for various properties located along the south side of Brandau Road. The study area includes Copperline Ranch, an existing event venue and filming location. The study included review of a zoning and development proposal for Copperline Ranch and surrounding properties to accommodate a range of farm and rural tourism uses.

Copperline Ranch has a significant history in the area and includes the historic Odum Aqueduct (part of an adjacent property), historic homes, and other features associated with the property's rural and cultural history. The property was formerly owned by country music artist Kenny Rogers, who used it as a private estate and recording location and led to music industry demand continuing today. The ranch includes open fields, wooded areas, ponds, agricultural areas, and equestrian-related features. The property currently accommodates private events, equestrian-related activities, and music industry uses. The Nashville & Eastern Railroad (NERR), also the route for the WeGo Star, runs along the northern edge of the study area, adjacent to Brandau Road. The Stones River is located across Brandau Road to the north and west; Stoners Creek, a tributary of the Stones River, runs through the ranch.

Along with the community plan amendment request, the applicant has submitted an application to rezone the property to Specific Plan (SP). Note that the rezoning application will be considered separately by the Planning Commission.

COMMUNITY PARTICIPATION
District 14 Councilmember Jordan Huffman has worked closely with his constituents and property owners, generating ideas for the subject site while mitigating community concerns. The Councilmember has shared ideas and plans with community members and hosted one community meeting. The ranch owner also hosted an open house for neighbors in the Magnolia Hills subdivision to come to see the ranch and find out more about their plans.

Although no Planning-facilitated community meeting took place as part of the planning process, residents continue to have opportunities to participate and provide input. Community members are encouraged to submit public comments to the Planning Department and the Planning Commission. Additionally, residents are welcome to attend the Planning Commission meeting where the policy amendment will be considered. At the time of staff report publication, the department had not received any comments or concerns from the public.

ANALYSIS
The study area is located along the south side of Brandau Road, with Central Pike to the east and Lebanon Pike further to the north. The surrounding area includes established suburban residential neighborhoods, rural properties, and civic uses, including a library, community center, and police precinct. Activity centers are found along Central Pike and Lebanon Pike, west and north of the study area respectively. Stoners Creek, Stones River, and surrounding environmentally sensitive areas to the north are designated Conservation (CO). Several nearby subdivisions were once part of large farms that were located along Hoggett Ford Road; suburban residential uses were developed in the 2010s.

Copperline Ranch is proposing to expand and formalize its existing operations to include additional recreational, hospitality, and rural tourism uses. The proposal includes expanded event and gathering spaces, equestrian uses and trails, lodging, visitor amenities, and other ranch-related activities. The proposal also includes preservation of the historic Odum Aqueduct, fed by a spring. The property is located along Brandau Road with access to nearby Central Pike which connects to Lebanon Pike, Old Hickory Boulevard, and Interstate 40.

The existing Rural Maintenance (T2 RM) policy supports rural uses but lacks specific guidance for the range of recreational, hospitality, and tourism activities proposed for the property. Staff determined that applying a Supplemental Policy Area (SPA) over the existing T2 RM and CO policies is an appropriate approach to provide guidance for the proposed uses while retaining the underlying policy framework.

Adding a Supplemental Policy
The following Supplemental Policy Area (SPA) text is proposed to be added to the Hermitage – Donelson – Old Hickory Community Plan to support various farm and rural tourism uses in the study area.

Begin exact text:

SPA 14-T2-RM-01 – Copperline Ranch

Copperline Ranch, located along Brandau Road, covers approximately 50 acres. The land's history goes back generations and includes the historic Odum Aqueduct. The property was once home to country music star Kenny Rogers where he wrote and recorded music. To increase the range of offerings, the ranch wants to add uses across the property. The SPA allows for ranch growth and additional activities tied to the ranch's creative, cultural, and rural tourism focus. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T2 RM policy applies.

Land Uses
In addition to uses commonly found on rural properties such as barns, trails, horseback riding, fire pit areas, and open fields, this property offers additional activities such as indoor and outdoor event spaces, event barns, an equestrian center, fire pits, a pool, tennis courts, writing retreats, music production studio, RV areas, rental cabins, a general store, café and similar uses.

End exact text.

STAFF RECOMMENDATION
Staff recommends approval of adding a Supplemental Policy Area (SPA) to this portion of Brandau Road in the Donelson – Hermitage – Old Hickory Community Plan.

Approve. (8-0)

Resolution No. RS2026-212

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026CP-014-002 is approved. (8-0)

6b. 2026SP-016-001

3145 BRANDAU ROAD
Council District: 14 (Jordan Huffman)
Staff Reviewer: Dustin Shane

A request to rezone from RS15 to SP zoning for properties located at 3139, 3145, 3163, 3165 Brandau Road, Brandau Road (unnumbered) and a portion of 3087 Brandau Road, approximately 1,528 feet northeast of Hoggett Ford Road (47.08 acres), to permit a mixed-use development, requested by Councilmember Jordan Huffman, applicant; Brandau Estates, LLC, Copperline Ranch Agricenter, LLC, William Edwards, and Paul and JoAnn Odum-Trust, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions, if the associated case is approved. Disapprove if the associated case is not approved.

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

Preliminary SP
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for properties located at 3139, 3145, 3163, and 3165 Brandau Road, Brandau Road (unnumbered), and a portion of 3087 Brandau Road, approximately 1,528 feet northeast of Hoggett Ford Road (47.08 acres), to permit a mixed-use development.

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 136 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 for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses*.

PLAN DETAILS
The 47.08-acre assemblage of properties (Copperline Ranch) is located along Brandau Road in Hermitage, immediately east of the Stones River and west of the residential neighborhoods extending toward Old Hickory Boulevard. The site contains a mix of existing rural, residential, agricultural, recreational, and hospitality-related uses, including multiple residences, an event barn, studios, maintenance structures, a tennis court, ponds, pastures, and a historic spring-fed aqueduct. These uses are distributed across several parcels and are accessed

from Brandau Road, which serves as the only roadway frontage for the property. The topography varies, with wooded areas, open fields, ponds, and a creek corridor that drains toward the Stones River.

Adjacent uses include low-density residential properties and agricultural land zoned Single-Family Residential (RS15), a light manufacturing use across Brandau Road to the north zoned Industrial Restrictive (IR), and a single-family residential subdivision directly to the south zoned Specific Plan (SP). The surrounding development pattern is predominantly rural in form, with scattered homes, open pasture, and limited commercial activity. Largely paralleling Brandau Road to the north is the Nashville and Eastern Railroad.

Regulatory Plan
This regulatory SP establishes a development framework for the Copperline Ranch property, applying modified Commercial Attraction (CA) use standards to allow continuation of existing cultural, agricultural, hospitality, and recreational uses while prohibiting certain auto-oriented and incompatible commercial activities. The plan identifies permitted and prohibited uses, including allowances for event venues, lodging, studios, equestrian facilities, and food and beverage operations, while excluding day care, alternative financial institutions, auto sales and services, car washes, outpatient clinics, and similar uses.

Bulk standards are included, and the maximum permitted building area is 120,000 square feet across the site. Four access points to Brandau Road are identified on the conceptual site layout, and no new internal public streets are proposed. Any new access provided into the site would be reviewed by NDOT at the time of final SP. Architectural standards are included with the material standards and maximum heights, and staff has recommended conditions to simplify some of these standards.

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN
T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of one dwelling unit/two acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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 proposed SP establishes a regulatory framework that maintains the rural character of the Brandau Road corridor while allowing agritourism, cultural, and hospitality-related uses appropriate to the site's history and the surrounding development pattern. The intent of the SP is to preserve the site's low-intensity form, existing rural structures, and open space resources, consistent with the intent of T2 Rural Maintenance (RM). The plan limits building height to three stories in 40 feet and the low permitted floor-area-ratio (FAR) of 0.1 is intended to provide for a smaller development footprint relative to the areas of open space on site. With the added condition requiring a Type B landscape buffer and masonry wall along the Magnolia Farms boundary to the south, the SP further enhances transitions to adjacent residential development.

An associated community plan amendment (Case No. 2026CP-014-002), is currently tracking with this case. It proposes a supplemental policy (SPA 14-T2-RM-01) that is intended to support uses appropriate for the site and its rural character, including special events, farm-related activities, and other expanded activities in a rural setting. The allowable uses have been refined through staff's proposed conditions to align the SP with existing Zoning Code classifications. Auto-oriented commercial uses, alternative financial institutions, and other incompatible activities are prohibited, while uses that support agritourism, special events, artisan production, and food and beverage service are permitted, consistent with the plan's intent to provide agritourism uses in a rural setting.

Staff's proposed conditions include revising the purpose note, updating allowable use language, and refining some of the development standards for clarity. Noise-related conditions—including adherence to commercial noise standards, an 8:00 p.m. cutoff for live or amplified music, and decibel limits— are appropriate to minimize impacts on the surrounding rural and suburban setting.

Copperline Ranch already contains a mix of cultural, agricultural, and event-related uses, and the SP formalizes and regulates and expands some of these activities with clear limits. The supplemental policy supports these uses in a rural context that is unique to this site. The SP establishes a Floor Area Ratio (FAR) of 0.10, limiting the overall

square footage and development footprint which is appropriate given the site's natural setting and intent to preserve the site's open space.

The SP is intended to appropriately balance the site's established functions with the long-term preservation of rural character and provide a regulatory structure that maintains compatibility with surrounding development. Given the SP's development standards, strengthened conditions of approval, and the associated supplemental policy supporting appropriate agricultural and agritourism-related uses, staff finds that the proposal is consistent with the policy.

FIRE MARSHAL RECOMMENDATION
Approve

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 SP approval. The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

NASHVILLE DOT ROADS RECOMMENDATION
Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions:
  - Any public access point (ramps, drives) off existing ROW shall meet AASHTO stopping sight distance requirements.
  - For reference and if required by metro planning, provide call outs on the final site plan for MCSP requirements along the existing ROW frontage. At final, call out and dimension any ROW dedications that are to accommodate aforementioned ROW frontage requirements.
- In general, with a final:
  - Any proposed public roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
  - A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW.
  - There shall be no earthen retaining walls installed in the public ROW.
  - There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Otherwise, provide minimum 5 ft. of clear travel around sidewalk obstructions.
  - Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
  - Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.
- Additional road comments/conditions forthcoming, following compliance with NDOT traffic regulatory conditions.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Prior to Final SP Approval, Per MetroCode 17.20.140, a Multimodal Transportation Analysis (MMTA) shall be completed and finalized if the warrants established within 17.20.140 are met by what is proposed within the Final SP.
- Any Developer Mitigations derived from the analysis within the MMTA shall be reflected on the Final SP Site Plan. These mitigations may include and are not limited to:
  - Vehicular Traffic Improvements.
  - Pedestrian improvements.
- Any proposed new access onto Public ROW shall comply with the NDOT Access Management Manual.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	47.08	2.90 F	136 U	1,380	101	136

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	47.08	0.1	120,000 SF	4,350	113	457

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,970	+12	+321

METRO SCHOOL BOARD REPORT
Projected student generation for existing RS15 district: 10 Elementary 8 Middle 8 High

Given the mix of uses permitted by the SP-MU zoning district, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend Tulip Grove Elementary School, DuPont Tyler Middle School, and McGavock High School. Tulip Grove Elementary School is identified as being over capacity while DuPont Tyler Middle School is identified as being at capacity and McGavock High School is identified as being exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval with conditions and disapproval without all conditions if the associated case is approved. Disapproved if the associated case is not approved.

CONDITIONS
1. Permitted uses shall be limited to all uses per the CA zoning district, except for added and prohibited uses as specified in the plan.
2. The development shall be limited to a maximum FAR of 0.1 and 120,000 square feet of building floor area.
3. Prior to the U/O of any use permits, a Type B Landscape Buffer Yard with a 6-foot-tall masonry wall shall be constructed along the property line abutting the Magnolia Farms subdivision to the south.
4. A final site plan shall be submitted to Planning if buildings are expanded, a new use is constructed, or if a new access point is added or an existing access is widened.
5. The following case number is added to the plans: 2026SP-016-001.
6. The existing purpose note is deleted and the following purpose note is substituted on Sheet 1: “The purpose of this Preliminary SP is approval for 120,000 square feet of residential and nonresidential uses as specified in the plan below.”
7. The existing “Allowable Uses (Intent)” section on Sheet 1 is deleted and replaced with the following to align with current classified zoning code uses: “This SP shall allow all uses under CA (Commercial Attraction) except: Day Care Center (Up to 75), Day Care—Parent’s day out, Business School, Vocational School, Alternative Financial Services, Financial Institution, Outpatient Clinic, Automotive Convenience, Automotive Sales new, Automotive Sales used, Automotive Services, Beer/Cigarette Market, Car Wash, Mobile Storage Unit, and Donation Center Crop Off, which shall be prohibited. The SP shall additionally allow these uses - Agricultural Activity, Temporary Festival, Airport/heliport, Artisan Distillery, Tasting Room, and Bar or nightclub.”
8. Within the “Regulatory Specific Plan Development Summary” on Sheet 1, the existing “Uses” rows are changed to match the “Allowable Uses (Intent)” text as stated in the above condition.
9. The following text is inserted after “INTENT” on Sheet 1: “Uses for each property that follow are more detailed descriptions or possible specific examples of the broader zoning uses listed above under ‘Allowable Uses’ and are fully subsumed by those zoning code-defined uses.”
10. Within the “INTENT” section for 0 Brandau Road on Sheet 1, “3087 Brandau Road” is added because the aqueduct is on this property.

11. In the Development Summary table on Sheet 1, under Property Information, “P/O 3139” is replaced with “P/O 3087.”
12. The entire "SIGNAGE" section on Sheet 1 is replaced with the following: “No digital, video, or billboard signage. Otherwise, all signage standards are per the MUN-A zoning district.”
13. The “Allowable Uses (Intent)” section is removed from Sheet 3.
14. Architectural Note 1 is removed from Sheet 1.
15. Property to meet the commercial noise standards of Section 9.20.040 of Metro Code.
16. Live and amplified music is required to end no later than 8:00 p.m.
17. Decibel level output shall be limited to 96db at the soundboard location for the stage.
18. Stories shall be defined per the “Story” definition in the Metro Zoning Code.
19. No master permit/HPR shall be recorded prior to final SP approval.
20. Final plat may be required prior to permitting.
21. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
22. 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.
23. 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.
24. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
25. Comply with all conditions and requirements of Metro reviewing agencies.
26. 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 CA zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
27. 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.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2026-213

“BE IT RESOLVED by The Metropolitan Planning Commission that 2026SP-016-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to all uses per the CA zoning district, except for added and prohibited uses as specified in the plan.
2. The development shall be limited to a maximum FAR of 0.1 and 120,000 square feet of building floor area.
3. Prior to the U/O of any use permits, a Type B Landscape Buffer Yard with a 6-foot-tall masonry wall shall be constructed along the property line abutting the Magnolia Farms subdivision to the south.
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24. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
25. Comply with all conditions and requirements of Metro reviewing agencies.
26. 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 CA zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
27. 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.

7. 2026Z-016TX-001

DOWNTOWN CODE AMENDMENT – MIDTOWN EAST SUBDISTRICT

Council District: 19 (Jacob Kupin)
Staff Reviewer: Emily Lange

A request to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to make various changes to the Downtown Code (DTC), all of which is described herein (Proposal No. 2026Z-016TX-001).

Staff Recommendation: Hold the public hearing and defer to the November 12, 2026, Planning Commission meeting.

APPLICANT REQUEST

A request to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to make various changes to the Downtown Code (DTC), all of which is described herein (Proposal No. 2026Z-016TX-001).

PROPOSED AMENDMENT

The proposed text amendment codifies the addition of the Midtown East Subdistrict to the Downtown Code (DTC), establishing the development standards and permitted uses for the subdistrict.

EXISTING POLICIES

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed-use neighborhoods. These areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers that represent several sectors of the economy including health care, finance, retail, the music industry, and hospitality as well as areas that are expected to evolve in a similar form and function.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific public purpose changes. The policy recognizes that locating sites for new public facilities will become more difficult over time as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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 application of CO guidance for preserving or enhancing these features varies by Transect and the condition of land and sensitive features.

The Midtown Study supplemental policy provides planning guidance at the neighborhood level for an area bounded by I-40 to the east, Broadway/21st Avenue/West End Avenue to the south, I-440 to the west and Charlotte Avenue and Clifton Avenue to the north. The proposed Midtown East Subdistrict includes 10-MT-T5-MU-01, 10-MT-T5-MU-02, and 10-MT-T5-MU-03 Special Policy designations. 10-MT-T5-MU-01 applies to properties generally fronting West End Avenue between 31st Avenue North and I-40 and recommends building heights of 20+ stories.

10-MT-T5-MU-02 applies to properties along Charlotte Avenue between I-440 and I-40, along West End Avenue and Murphy Road adjacent to I-440, along Park Circle, along Broadway and Division Streets and 21st Avenue South, properties in the Grand Avenue/18th Avenue South area; and between Charlotte Avenue and Pierce Street east of 21st Avenue North. 10-MT-T5-MU-02 recommends mid-rise development of between 8-20 stories.

10-MT-T5-03 applies to properties in three areas: surrounding West End Avenue between I-440 and 31st Avenue North, properties in the Elliston Place/State Street area; and properties in the Grand Avenue/18th Avenue South area. The policy recommends lower building heights of 2-8 stories in these areas due to the prevalence of residential sized lots.

The Music Row Vision Plan identifies the significance of and pressures facing Music Row and contains a broad range of recommendations and action steps to pursue. The overarching theme of the *Music Row Vision Plan* is to ensure that Music Row remains a vital hub of music business and innovation and a unique creative cluster within Nashville. It is a planning document, but also a call to action for the public and private sectors, neighbors, and developers, and all those who support and strengthen the Row. The purpose of the *Music Row Vision Plan* is to guide and inform the preparation and consideration of implementation tools and development proposals.

The proposed Midtown East Subdistrict encompasses properties within the Music Row North character area of the *Music Row Vision Plan*, which is envisioned to serve as a gateway to the Gulch, Midtown, and Downtown. It is intended to promote growth with high-rise development containing a mixture of uses and commercial activity. The area offers a high-energy urban experience, with towers activated by engaging and inviting ground-floor retail. A diverse mix of office, residential, retail, hotel, restaurants, and bars make this area a center of activity at all times of day.

The Music Row North character area is further broken down into Subdistricts 1A and 1B, both of which include properties within the proposed Midtown East Subdistrict. Subdistrict 1A is composed of lots fronting 14th Avenue South, McGavock Street, 17th Avenue South, and Broadway. This subdistrict has the greatest flexibility in land use, building height, and intensity within the *Music Row Vision Plan* boundary. This subdistrict encourages a mix of uses with active retail, bars and restaurants, office, hotels, and residential that will maximize activity in this area. It is recommended for large-scale, mixed-use development, up to 20 stories by right and 25 stories in exchange for providing public benefits such as the preservation of historic assets.

Subdistrict 1B within the Music Row North character area is primarily comprised of properties fronting Broadway, Division, Demonbreun, and 19th Avenue South. These areas are recommended for mid- to high-rise development with similar land use recommendations as Subdistrict 1A, with the addition of live music venues. This subdistrict recommends building heights of 15 stories by right with up to 20 stories in exchange for providing public benefits such as the preservation of historic assets.

BACKGROUND

The proposed text amendment is based on the findings of the Design and Development Strategy (D&DS) *Existing Conditions and Trends Report* (September 2026). The D&DS is a Metro Nashville Planning Department initiative to evaluate how current policies, zoning, design standards, and development processes are shaping growth in Nashville's rapidly changing urban core. The project aims to improve predictability in development while supporting livable, human-centered places, protecting historic and cultural assets, and aligning growth with the long-term vision of *NashvilleNext*.

The report pointed to a near-term need to address significant development pressure and rezoning trends as well as inconsistent design review processes and resulting urban design outcomes within the proposed Midtown East Subdistrict boundary.

Existing base zoning within the proposed Midtown East Subdistrict consists of the following base zoning districts and bulk regulations:

The report found that tools originally intended for unusual circumstances have become standard practice across the study area. Specific Plan (SP) rezonings, variances, and developer-initiated overlays are now the main way property owners obtain the height and density needed to develop a financially feasible project. The market has demanded more yield than what any existing base zoning district within the Metro Zoning Code allows. While the 2012 Midtown Study led to a comprehensive rezoning of roughly 450 acres in Midtown, the recommended Urban Design Overlay for the West End corridor was never adopted. Without that overlay, development projects pursued SPs and variances to achieve height and density above the base zoning – usually one site/project at a time.

Since 2006, there have been 15 SPs approved within the boundary extents of the proposed Midtown East Subdistrict, with nine approved between 2019-2023. Nine of the 15 were rezoned from MUI-A, five from CF, and one was rezoned from both MUI-A and CF (as it was split-zoned). While, each SP sets its own massing and architectural design standards, by-right projects (that develop under MUI-A, CF, or other non-DTC/SP zoning districts do not. The result is an uneven review process and inconsistent urban design outcomes from one site to the next.

This text amendment is the first implementation step of the broader D&DS project, launched in March 2026 to examine how Nashville's development rules shape growth in its most urban areas. Full recommendations from the study are still being developed. Staff is advancing this DTC amendment now because the Existing Conditions and Trends report found conditions in the area urgent enough to warrant immediate action. Additional recommendations for Midtown East and the remainder of the D&DS study area will come to this Commission in the coming months.

PROPOSED TEXT AMENDMENT

The proposed text amendment creates the Midtown East Subdistrict within the Downtown Code (DTC) and establishes its development standards and permitted uses. A text amendment adds or edits standards in the zoning code; it does not change any specific property's zoning. Adopting it would therefore not rezone any properties within the subdistrict boundaries. Rezoning would be a separate step, requiring its own Metro Planning Commission recommendation and Metro Council approval, and could occur only after Council approves this amendment. Staff has not yet filed a rezoning application for Midtown East but anticipates doing so in the near future.

The Downtown Code (DTC) is a form-based code comprised of 17 subdistricts, each of which specifically regulates built form based on the policy context, with bulk regulations governing build-to zone, building height, required step-backs, and various other standards. It also includes general design standards for site design, materiality, massing, outdoor spaces, access, and structured parking.

The proposed Midtown East Subdistrict does not include properties in the Beaman Automotive Urban Design Overlay (UDO), properties that are zoned Specific Plan (SP), nor properties that have received Special Exceptions from the Board of Zoning Appeals (BZA).

<u>Design Review Process</u>

Development proposals within the DTC submit concept plans to be reviewed by a Design Review Committee (DRC) – an appointed body primarily made up of design professionals that reviews design quality according to the standards of the DTC and supplemental guidance such as the *Downtown Code Design Guidelines*. Properties located in the Arts Center Redevelopment District will continue to be reviewed by the MDHA DRC, while all other properties will be reviewed by the DTC DRC.

The text amendment proposes that the Midtown Business Improvement District (MBID) and the District Council Member each appoint a voting member to the DTC DRC for matters within the Midtown East Subdistrict.

If properties located within the proposed Midtown East Subdistrict are ultimately rezoned to DTC, a DRC will be required to review and approve a concept plan application, in accordance with the requirements of the DTC.

<u>Midtown East Subdistrict Standards</u>

Proposed key bulk standards specific to the Midtown East Subdistrict include:

- Build-to Zones for All-Access Corridor, Primary, Secondary, and Tertiary Street classifications, with Storefront, Stoop, and Porch frontage types allowed based on street classification.
- Minimum Building Depth: 20 feet from building façade on the ground floor
- Maximum Height and Density:
  - Subdistrict General: 15 stories, 5.00 FAR
  - Subarea 1: 7 stories, 3.00 FAR

- Subarea 2: 3 stories

- Façade Width:
  - All-Access Corridor: 80% of lot frontage
  - Primary Street: 80% of lot frontage
  - Secondary Street: 80% of lot frontage
  - Tertiary Street: 60% of lot frontage
- Maximum façade length:
  - Podium: 300 feet
  - Tower: 250 feet
- Tower Spacing:
  - Same block: 60 feet
  - Across rights-of-way (exclusive of alleys): 100 feet

Generally, the proposed maximum height and density for this subdistrict was determined based on existing base zoning entitlements:

Within the proposed Subarea 2, no maximum FAR is required due to the availability of Adaptive Residential Development (17.16.030 F) in commercial zoned properties.

Pathways for Additional Height and Density
The proposed text amendment would enable the DTC Bonus Height Program (BHP) and Overall Height Modification (OHM) tools within the Midtown East Subdistrict. A property owner seeking to utilize these tools will be required to meet the requirements set forth within the DTC to obtain the desired additional height and density.

Unique to the Midtown East Subdistrict versus other DTC subdistricts, FAR maximums are included in the subdistrict bulk standards. Utilization of the BHP and OHM tools enables FAR maximums to be removed to allow greater flexibility on design and greater entitlements within height maximums.

Planning staff is developing the Bonus Height Program for the Midtown East Subdistrict. Staff anticipates that the subdistrict's bonus height maximums will match the existing maximum heights guidance that the area's supplemental policies set. In addition to the bonus options the Downtown Code already offers, staff will introduce a Voluntary Attainable Housing Incentive (VAHI) Bonus Option for Midtown East properties. The current draft under consideration does not include the VAHI bonus; staff, however, will add it before the Planning Commission makes its final recommendation to Metro Council on the text amendment at the November 12, 2026 meeting. Staff recommends a second public hearing be held at this meeting in order to allow public comments on the VAHI standards.

West Use Area
The DTC utilizes “use areas” to specify the land uses permitted within certain areas of DTC. The existing five use areas are North, South, East, West, and Central. The proposed Midtown East Subdistrict will be added to the West use area.

However, uniquely, the proposed Midtown East Subdistrict will prohibit certain commercial uses (specifically: automobile convenience, automobile repair, automobile sales (new), automobile service, mobile storage unit, self-service storage, and vehicular sales and services (limited)) that are permitted by-right or with conditions in the remainder of the West use area. The proposed text amendment does not alter existing use permissions for the other subdistricts within the West use area (Gulch North and Gulch South).

Adjustments to General Standards
This text amendment proposes several changes to the DTC General Standards section:
- Street Character:
  - Street Types: adds All-Access Corridor and Major Pedestrian Thoroughfare to the list of street type classifications. The Major Pedestrian Thoroughfare classification does not appear within the Midtown East Subdistrict but was added as a housekeeping amendment as it is referenced in the existing East Bank Subdistrict.
  - Street Trees: changes the spacing of street tree planting in the public right-of-way along the length of the lot frontage within the Midtown East Subdistrict from 50 feet, which applies to most DTC subdistricts, to 30 feet to match more recently adopted subdistricts’ standards.
- Lots and Frontages:
  - Frontages: adds All-Access Corridor to the top of the street type hierarchy for determining a Principal Frontage when a lot fronts more than one street.
  - Active Use: adds All-Access Corridors to the list of street types that require ground floor active use and prohibit residential units, short term rental property units, and hotel units on the ground floor. Along All-Access

Corridor frontages, hotel and residential lobby uses may occupy no more than 50% of the linear ground floor frontage, measured within the first 20' of building depth from the frontage line.
    - Auto-oriented canopies and awnings: prohibits auto-oriented canopies and awnings along All-Access Corridors unless otherwise approved by Planning and NDOT.
    - Industrial frontage: prohibits the Industrial Frontage type along All-Access Corridors.
- Parking and Access:
    - Adds All-Access Corridors as the last street type that shall be considered for vehicular access on sites adjacent to alleys where both Planning and NDOT have determined alley access to be infeasible.
    - Adds All-Access Corridors and Church Street within the Midtown East Subdistrict to the list of areas within the DTC that require upper-level habitable liners.

ANALYSIS
Adding the Midtown East Subdistrict to the DTC would enable properties within the Midtown East area to be rezoned in order to utilize the proposed Midtown East Subdistrict standards for building height, form, and urban design. Furthermore, if rezoned, these properties may utilize the DTC's uniform development review process and pathways to additional height and density through the Bonus Height Program (BHP) and Overall Height Modification (OHM) tools.

These changes would enable properties in Midtown East to be rezoned to DTC, addressing the D&DS Existing Condition and Trends report's call for more consistent built outcomes and approval processes in the area.

COUNCIL
The proposed text amendment is anticipated to be introduced at Metro Council on November 5, 2026. Metro Council is anticipated to hold the public hearing on this bill at the December 1, 2026 meeting after receiving a recommendation from the Planning Commission on November 12, 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), and then final consideration at a second meeting.

The Planning Commission public hearing is scheduled for October 22, 2026. Per the rules and procedures of the Planning Commission, this item will then need to be deferred to the November 12, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION
Staff recommends holding the public hearing and deferring the item to the November 12, 2026, Planning Commission meeting.

Ms. Lange presented the staff report with the recommendation to hold the Public Hearing and defer to the November 12, 2026, Planning Commission meeting.

Bill McKnight, CB Ragland, spoke in opposition to the application.

Michael Hayes, CB Ragland, spoke in opposition to the application.

Frederick Grace, spoke in opposition to the application.

Chair Adkins closed the Public Hearing.

Vice Chair Farr requested clarification on bonus/maximum height.

Ms. Lange stated that preservation will also be included in bonus height.

Ms. Kempf stated if there are things staff need to consider around a mix of uses, they can discuss it.

Ms. Islas discussed bonus height program.

Vice Chair Farr discussed public open space and preservation. She stated that they need to think about the range of land uses that are going to go into this area. Vice Chair Farr stated she would like to see a visualization of what a block might look like.

Ms. Milligan stated that there are already some of those standards, like tower separation, that are built into the base standards of this. She stated that the "extras" are the bonus height.

Ms. Lange stated that the way they are calibrating the bonus height would correspond to all access corridor, primary streets, similar to Gluch south subdistrict, where more intensity is allowed at key intersections.

Ms. Dundon requested clarification on the three incentives.

Ms. Lange stated that they are working on properly calibrating the bonuses so that all three options are attractive, potentially more heavily incentivizing the attainable housing and being able to stack the bonuses together.

Ms. Dundon requested clarification on height departures.

Mr. Islas stated if this is approved, there is no immediate impact to any of the properties, there would have to be another application filed to review a rezoning, and can be filed by staff or councilmember, or property by property basis.

Ms. Leslie stated she would like to see a more comprehensive approach with incentives to bring in more commercial. She stated that she would like to see the voluntary attainable housing incentive available everywhere.

Councilmember Horton left the meeting.

Ms. Milligan stated that they are looking into a broader applicability incentive program.

Ms. Dang requested clarification on the height and used the Vanderbilt SP as an example.

Ms. Milligan explained that was a holistic master plan that includes areas of open space and sculpting of the buildings, and specific lower heights in other places, so there is a balance that you're able to consider when you're looking holistically when looking at a large area.

Vice Chair Farr asked if there are any incentives they should be considering specifically on West End to promote the transit oriented.

Ms. Kempf stated that there is an active TOD framework project that is happening with Chime and NDOT.

Chair Adkins stated it's important to make sure that the bonus heights are practically achievable, and that it might be a good idea to incorporate non-profit office space/retail. He stated it is important to incentivize young entrepreneurs and nonprofits in urban cores.

Vice Chair Farr moved, and Ms. Dang seconded the motion to defer to the November 12, 2026, Planning Commission meeting and keep the Public Hearing open for further discussion. (7-0)

8. 2019SP-031-006

4307 CENTRAL PIKE (AMENDMENT)
Council District: 12 (Erin Evans)
Staff Reviewer: Savannah Garland

A request to amend a Specific Plan on properties located at 4307 Central Pike and Central Pike (unnumbered) and Kemp Drive (unnumbered), approximately 1,257 feet east of North New Hope Road, zoned SP (18.59 acres), to permit a mixed-use development, requested by Dale and Associates, applicant; Wise Group, Inc., owner.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-031-006 to the November 12, 2026, Planning Commission meeting. (8-0)

9. 2025SP-040-001

POFF DENTAL
Council District: 23 (Thom Druffel)
Staff Reviewer: Riley Pudney

A request to rezone from R40 to SP zoning for property located at 6970 Highway 70 South, approximately 1,688 feet northeast of Old Hickory Boulevard (2.26 acres), to permit a medical office, requested by Fulmer Lucas Engineering, applicant; Vue Property, LLC, owner.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Preliminary SP to permit a medical office.

Preliminary SP
A request to rezone from One and Two-Family Residential (R40) to Specific Plan (SP) zoning for property located at 6970 Highway 70 South, approximately 1,688 feet northeast of Old Hickory Boulevard (2.26 acres), to permit a medical office.

Existing Zoning
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.09 dwelling units per acre. *Based on acreage alone, R40 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.*

Proposed Zoning
Specific Plan-Office (SP-O) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes medical office uses.*

BELLVUE COMMUNITY PLAN
Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for "missing middle" housing types with small- to medium-sized footprints.
The policy at this site was recently amended from Suburban Neighborhood Maintenance (T3 NM) to Transition (TR) policy at the August 13, 2026, Planning Commission meeting (case 2025CP-006-001). The existing Conservation (CO) policy present at this site was retained with the policy amendment.

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

SITE
The approximately 2.26-acre site is located on the northern side of Highway 70 South, 0.3 miles northeast of Old Hickory Boulevard. The site is directly across the street from the nearest WeGo bus stop along Highway 70 South in front of the Chimney Hill residential development.

Abutting the western property line is an undeveloped portion of an approved SP. Surrounding zoning districts include multi-family residential (RM4, RM6, and RM20), Planned Unit Developments (PUDs) to the north and east and SPs on the southern side of Highway 70 South. The subject site has frontage on Highway 70 South, a scenic arterial boulevard as classified by the Major and Collector Street Plan (MCSP).

The site currently has a single-family home, which will be demolished prior to the start of the proposed development. As the existing structure is identified as Worthy of Conservation, a recommendation has been provided by Metro Historic. The site is heavily wooded and has significant steep slopes in the rear of the property.

PLAN DETAILS
The plan proposes a two-story medical office of 5,000 square feet and 29 parking spaces. The proposed office will have access from Highway 70 South.

The office is proposed with 2 stories and a maximum height of 35 feet measured from the average finished grade to the top of the roofline. The plan includes architectural design standards, including material and glazing standards. The development footprint is located closer to the road to avoid the steeper slopes at the back of the site. The building's entrance is oriented towards the parking area and not Highway 70 South to better work with the topography; however, the proposed glazing standards will provide treatment along the street frontage.

Sidewalk connections are provided internally from all parking spots. There is an existing 6-foot bike path that will remain along Highway 70 South.

The 8-foot planting strip and 12-foot multi-use path per the MCSP is not required as part of this development due to conditions at this site and on adjacent properties that may impact feasibility of a continuous network. However, the existing bikeway will be retained and any additional areas of right-of-way dedication needed for future construction of the multi-use path called are required with this plan. An 8-foot wide scenic landscape easement with a Standard A buffer will be provided along the frontage of the site, slightly modified from a 10' buffer width to avoid steeper slopes.

ANALYSIS
The majority of the subject site is located within a Transition (TR) policy area. TR policy areas are characterized by a transition between higher-intensity uses or major thoroughfares and lower-density residential neighborhoods while providing opportunities for small scale offices while maintaining compatibility with adjacent residential areas.

There are areas in the Conservation (CO) policy area due to the parcel containing sloped terrain, sensitive soils, and an extensive tree canopy. Guidance from the recently approved community amendment provides explains that disturbance is discouraged in the CO policy area, however, the policy recognizes that in some cases, development of a site may not be possible without minor disturbances. The preliminary SP is partially within the CO boundary; however, the site has identified extensive tree preservation on the majority of the site to minimize disturbance within the CO policy areas. The limits of disturbance as identified on the plan indicate approximately 0.50 acres within the LOD boundary.

The site is located along Highway 70 South on a portion that is designated as a scenic arterial boulevard. The landscaping buffer provided along the southern property boundary on Highway 70 South is appropriate to minimize the proposed development's visual impact from Highway 70 South.

Sidewalks are present along the south side of Highway 70 South, providing pedestrian connectivity along the corridor. WeGo Transit Local Route 3B operates along Highway 70 South, offering transit service to the area. The property is located approximately 90 feet from a bus stop adjacent to the site and approximately 130 feet from an additional stop on the opposite side of Highway 70 South, providing convenient access to public transit. The location of the site between a high-capacity transit corridor and a primarily multi-family residential area provides the opportunity for an appropriate transition in density and building type, which is in line with the policy guidance of the Transition (TR) policy on the property. The parcel currently, by right, could support up to two single-family units. The proposed plan provides a more cohesive design on a larger site to serve as a transition from the surrounding residential area neighborhood to the nearby commercial corridor while providing medical services to the surrounding area.

Staff finds the proposed SP zoning district to be consistent with the guidance provided in the Transition and Conservation policies.

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve with conditions
- Preliminary approval only. Final submittal to meet all requirements of the Stormwater Management Manual.

WATER SERVICES RECOMMENDATION
Not Applicable
- Subject property is within the Harpeth Valley Water and Sewer Utility District.

HARPETH VALLEY UTILITY DISTRICT
- Water and Wastewater services are available to the site.

METRO HISTORIC
Approve
- MHC requests, if agreed to by the owner, interior access to the building prior to demolition for photo documentation. Please contact historicalcommission@nashville.gov to schedule.

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).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.
- Additional clearing, grubbing and/or grading will be required along ROW frontage to accommodate line-of-sight between drivers and stopped vehicles at site access. Submit Stopping Sight Distance (include Intersection Sight Distance-ISD as well, turning out from a stop position), per AASHTO (green book). Submit exhibit w/ the following: State what's required versus what's available, be it existing survey and proposed new grades. (cont.) Based on the required sight triangle legs, show profile views w/ line of sight between turning (stopped) and approaching vehicles. Include existing and proposed grades, and any existing sight obstructions on profile view exhibits. Provide available SSD on profile views across proposed site grades and existing roadway grades. On the profile exhibits, any proposed grades and/or vegetation obstructions within the required sight line should be removed to accommodate the required SSD, ISD.

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

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R40 to SP-O is estimated to have an increase of 50 daily weekday trips, including an increase by 7 AM peak hour trips and 14 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing R40 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed SP-O district: 0 Elementary 0 Middle 0 High

The proposed SP-O zoning is not expected to generate any additional students than the existing R40 zoning district. Students would attend Westmeade Elementary School, Bellevue Middle School, and James Lawson High School. 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 medical office. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, update the permitted uses to reflect the Permitted Use condition.
3. On the corrected copy, update the maximum height to Two Stories in 35 feet.
4. On the corrected copy, update the setbacks in the site data to reflect the actual setbacks provided on the site plan. Minor modifications may be permitted by staff with review of the final site plan and final building location.
5. Additional landscaping may be required to screen the visibility of retaining walls, subject to staff review and approval of the landscaping plan submitted with the final SP.
6. Any additional areas of right-of-way dedication required per the MCSP shall be identified on the final site plan.
7. With the final SP, provide tree preservation plan. Areas that are identified to be preserved on the preliminary SP shall include tree protection measures consistent with the requirements of the Metro Zoning Code.
8. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by Staff.
9. Right-of-way dedication areas
10. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
11. 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.

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 Office Neighborhood (ON) district, as of the date of the applicable request or application.
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 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.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2026-214

"BE IT RESOLVED by The Metropolitan Planning Commission that 2025SP-040-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a medical office. Short-term rental properties, owner occupied and short-term rental properties, not owner occupied, shall be prohibited.
2. On the corrected copy, update the permitted uses to reflect the Permitted Use condition.
3. On the corrected copy, update the maximum height to Two Stories in 35 feet.
4. On the corrected copy, update the setbacks in the site data to reflect the actual setbacks provided on the site plan. Minor modifications may be permitted by staff with review of the final site plan and final building location.
5. Additional landscaping may be required to screen the visibility of retaining walls, subject to staff review and approval of the landscaping plan submitted with the final SP.
6. Any additional areas of right-of-way dedication required per the MCSP shall be identified on the final site plan.
7. With the final SP, provide tree preservation plan. Areas that are identified to be preserved on the preliminary SP shall include tree protection measures consistent with the requirements of the Metro Zoning Code.
8. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by Staff.
9. Right-of-way dedication areas
10. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
11. 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.
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 Office Neighborhood (ON) district, as of the date of the applicable request or application.
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 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.

10a. 155-79P-001

SIDCO DRIVE PUD (CANCELATION)
Council District: 26 (Courtney Johnston)
Staff Reviewer: Rebecca Webster

A request to cancel a portion of a Planned Unit Development Overlay District on properties located at 4311 and 4319 Sidco Drive, approximately 450 feet north of Harding Place (3.71 acres), zoned CL, requested by Paradym Studio, PLLC, applicant; 4319 Bedford, LLC, and Shiv Shakti Music City, LLC owners.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 155-79P-001 to the November 12, 2026, Planning Commission meeting. (8-0)

10b. 2026SP-043-001

4311 & 4319 SIDCO DRIVE
Council District: 26 (Courtney Johnston)
Staff Reviewer: Rebecca Webster

A request to rezone from CL to SP zoning for properties located at 4311 and 4319 Sidco Drive, approximately 450 feet north of Harding Place, and within a Commercial Planned Unit Development (3.79 acres), to permit a mixed-use development, requested by Paradym Studio, PLLC, applicant; 4319 Bedford, LLC and Shiv Shakti Music City, LLC owners.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2026SP-043-001 to the November 12, 2026, Planning Commission meeting. (8-0)

11. 2026SP-045-001

3142 OLD FRANKLIN ROAD
Council District: 33 (Antoinette Lee)
Staff Reviewer: Rebecca Webster

A request to rezone from AR2a to SP zoning for property located at 3142 Old Franklin Road, approximately 300 feet east of Cane Ridge Parkway (2.42 acres), to permit 33 multi-family residential units, requested by Dale and Associates, applicant; JP Investment Group, LLC, owner.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Preliminary SP to permit a multi-family residential development.

Preliminary SP
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 3142 Old Franklin Road, approximately 300 feet east of Cane Ridge Parkway (2.42 acres), to permit 33 multi-family residential units.

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

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

SOUTHEAST COMMUNITY PLAN
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially 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.

Cane Ridge Supplemental Policy
The site is located within Area 3 of the Cane Ridge Supplement Policy Area (2025SPA-CO-01) that was adopted by the Planning Commission April 9, 2026. Properties located in Area 3 have limited or no known or mapped natural and/or historic features. Consequently, they may provide greater site design flexibility and support a greater variety of residential building types.

SITE CONTEXT
The subject site consists of one parcel, totaling 2.42 acres, located south of Old Franklin Road. The property has been zoned AR2a since 1974 and currently contains a single-family home. Surrounding properties are zoned SP, AR2a, and Single-Family Residential (RS10). The abutting SP development to the west was approved in 2020 (2019Z-172-001/BL2020-175) to permit a maximum of 330 total multi-family units. A Final SP for the site was approved in 2021. The adjacent SP development to the north, Century Farms, was originally approved in 2015 (2015SP-005-001/BL2015-1037) and has been amended a handful of times, to permit a maximum of 1,600 total multi-family units within a mixed-use development. While some areas of the site are completed, the site has not been fully built out at this time.

PLAN DETAILS
The SP proposes a total of 33 multi-family residential units in the form of attached townhomes. Units 1-7 front Old Franklin Road, while the remaining units are oriented to private drives internal to the site. There is a proposed build-to-zone of 0 to 80 feet with a proposed maximum building height of two stories in 30 feet and three stories in 45 feet outside of the build-to-zone. Site access is proposed via a private drive off of Old Franklin Road.

The specific plan includes sidewalk connectivity to all townhome units as well as an open space courtyard in the northwestern portion of the site. Along the eastern property line, the plan provides a 20-foot C-3 landscape buffer where there is existing vegetation that is identified to be retained where possible. Setbacks for the property include 10-foot side setbacks and a 20-foot rear setback. Each townhome unit includes a two-car garage with additional parking spaces for guests provided along the private drives internal to the site.

ANALYSIS
The site is within the T3 Suburban Neighborhood Evolving (T3 NE) policy area. The T3 NE policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns.

The proposed SP would permit a total of 33 multi-family residential units at a density of approximately 13.63 units per acre, which is within the densities supported by the T3 NE 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 no greater than three stories in 45 feet. Furthermore, the subject area is located within Area 3 of the Cane Ridge Supplemental Policy Area, which identifies the property as containing no known or mapped natural and/or historic features, allowing for greater site design flexibility and a greater variety of residential building types. The proposed SP provides unit types of attached townhomes which will add to the diversity of housing choice in the area. The plan also meets general design goals for both policies by orienting buildings to the corridor, consolidating access, and providing transit improvements including an upgraded WeGo transit stop and sidewalk improvements.

Overall, the proposed plan is consistent with both the T3 NE policy and Cane Ridge Supplemental Policy Area in this location.

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

WEGO RECOMMENDATION
Approve with conditions

- Development to provide eastbound bus stop pad at Old Franklin Road & Cane Ridge Parkway.
- The bus stop passenger waiting pad must be a minimum of 35 ft x 8 ft x 6 in concrete behind tangent curb. Pad must be flushed with curb and sidewalk but may be subject to existing ROW and existing utilities.
- Bus stop pad must be completed prior to any occupancy or use of first phase to be constructed.
- Developer must liaise and reach agreement with WeGo philip.randall@nashville.gov on all WeGo conditions prior to final SP submittal, again prior to building permit issue and again prior to finalization of construction drawings."

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 with 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 with 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% of Water and Sanitary Sewer Capacity & 100% of DAPARC fees must be paid to receive approval. Unless and until 100% of Capacity Charge has been paid, no Water/Sewer Capacity is guaranteed.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from AR2a to SP is estimated to have an increase of 214 daily weekday trips, including 10 additional AM peak hour trips and 20 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 SP district: 3 Elementary 3 Middle 2 High

METRO SCHOOL BOARD REPORT
The proposed SP district is expected to generate eight more students than the existing AR2a district. Students would attend A. Z. Kelley Elementary School, Thurgood Marshall Middle School, and Cane Ridge High School. A. Z. Kelley Elementary School is identified as exceedingly over capacity, Thurgood Marshall Middle School is identified as exceedingly under capacity, while Cane ridge High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 33 multi-family residential units. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. Existing tree canopy that is retained with the required Type C buffer area along the eastern property line may count towards buffer requirements. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
3. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by Staff.
4. On the corrected copy, modify the build-to-zone to be a minimum of 10 feet from the final right-of-way line.
5. On the corrected copy, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro Reviewing Agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.

Approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2026-215

“BE IT RESOLVED by The Metropolitan Planning Commission that 2026SP-045-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to 33 multi-family residential units. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. Existing tree canopy that is retained with the required Type C buffer area along the eastern property line may count towards buffer requirements. Any preserved trees utilized for buffer requirements shall have tree protection measures consistent with the requirements of the Metro Zoning Code.
3. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by Staff.
4. On the corrected copy, modify the build-to-zone to be a minimum of 10 feet from the final right-of-way line.
5. On the corrected copy, add the following note: All mechanical units shall be screened by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro Reviewing Agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor

area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. No master permit/HPR shall be recorded prior to final SP approval.
14. Final plat may be required prior to permitting.

12. 2026SP-046-001

LAKEWOOD ESTATES
Council District: 08 (Deonté Harrell)
Staff Reviewer: Ariana Ordonez

A request to rezone from AR2a to SP zoning for properties located at 4058 and 4070 Lavergne Couchville Pike, approximately 1,540 feet south of Hamilton Church Road (10.86 acres), to permit 27 single-family lots and 8 two-family lots, requested by Stone Ridge Engineering, PLLC, applicant; James Grant and Copeland Properties, LLC, owners.
Staff Recommendation: Defer to the November 12, 2026, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2026SP-046-001 to the November 12, 2026, Planning Commission meeting. (8-0)

13. 2026S-167-001

PARKHAVEN COMMUNITIES PHASE 3 - SECTION 2
Council District: 14 (Jordan Huffman)
Staff Reviewer: Savannah Garland

A request for final plat approval to create 75 lots on a portion of the property located at 2040 Hickory Hill Lane, approximately 840 feet east of Parkhaven Boulevard, zoned SP (29.33 acres), requested by JTA Land Surveying, applicant; Trelb Parkhaven, LLC, owner.
Staff Recommendation: Approve with conditions.

APPLICANT REQUEST
Request for final plat approval to create 75 lots.

Final Plat
A request for final plat approval to create 75 lots on a portion of the property located at 2040 Hickory Hill Lane, approximately 840 feet east of Parkhaven Boulevard, zoned Specific Plan (SP) (29.33 acres).

CASE HISTORY
The site consists of properties located on a portion of property at 2040 Hickory Hill Lane. The site has been zoned Specific Plan (SP) since 2017. The SP (2016SP-046-001/BL2016-408) to create 500 residential lots was recommended for approval by the Metro Planning Commission on August 11, 2016. The proposed plat includes phase three section two of the development, located on the western portion of the property, and comprises 75 lots and five open spaces. The proposed plat is consistent with the approved final SP (2016SP-046-006).

SITE DATA AND CONTEXT

Location: The site consists of a portion of a parcel located at 2040 Hickory Hill Lane abutting the Cumberland River to the north and approximately 840 feet east of Parkhaven Boulevard**.**

Approximate Acreage: Phase three section two comprises 29.33 acres, or approximately 1,277,626 square feet. Approximately 13.13 acres is reserved for open space.

PROPOSAL DETAILS

Number of Lots: 75

Subdivision Variances or Exceptions Requested: None

UPDATED FINAL PLAT RULES AND PROCEDURES
At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more

than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2021 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

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

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

NASHVILLE DOT RECOMMENDATION
Approve with conditions
- Plans on file with NDOT under Parkhaven Communities Final SP 2016SP-046-005 (SWGR #2022039839), approved 6/13/24 (C. Herr).
- Comply with approved plans; plat to match

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions
- SP Condition 11 contribution is received, traffic conditions to be set at the time of final site plan or building permit approval for individual lots

WATER SERVICES RECOMMENDATION
Approve with conditions
- Attached is a copy of the above-referenced subdivision (uploaded by Planning on September 9, 2026) on which we have noted our comments and recommend approval.
- Approval is contingent on construction and completion of MWS Project #'s 22WL0063. A bond amount of $510,000.00 is assigned to 22WL0063.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

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

RECOMMENDED ACTION
Motion to approve proposed subdivision Case No. 2026S-167-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions. (8-0)

Resolution No. RS2026-216

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026S-167-001 is approved with conditions. (8-0)

CONDITIONS

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

14. 2026S-168-001

PARKHAVEN COMMUNITIES PHASE 3 - SECTION 3

Council District: 14 (Jordan Huffman)
Staff Reviewer: Savannah Garland

A request for final plat approval to create 50 lots on a portion of the property located at 2040 Hickory Hills Lane, approximately 840 feet east of Parkhaven Boulevard, zoned SP (12.89 acres), requested by JTA Land Surveying, applicant; Trelb Parkhaven, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 50 lots.

Final Plat

A request for final plat approval to create 50 lots on a portion of the property located at 2040 Hickory Hill Lane, approximately 840 feet east of Parkhaven Boulevard, zoned Specific Plan (SP) (12.89 acres).

CASE HISTORY

The site consists of properties located on a portion of 2040 Hickory Hill Lane. The site has been zoned Specific Plan (SP) since 2017. The SP (2016SP-046-001/BL2016-408) to create 500 residential lots were recommended for approval by the Metro Planning Commission on August 11, 2016. The proposed plat includes Phase three section three of the development, located on the western portion of the property, and comprises 50 lots and two open spaces. The proposed plat is consistent with the approved final SP (2016SP-046-006).

SITE DATA AND CONTEXT

Location: The site consists of a portion of a parcel located at 2040 Hickory Hill Lane abutting the Cumberland river to the north and approximately 840 feet east of Parkhaven Boulevard**.**

Approximate Acreage: Phase three section three comprises 12.89 acres, or approximately 561.679 square feet. Approximately 2.98 acres is reserved for open space.

PROPOSAL DETAILS

Number of Lots: 50

Subdivision Variances or Exceptions Requested: None

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more

than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval. The subject site received preliminary approval in 2021 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

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

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

NASHVILLE DOT RECOMMENDATION
Approve with conditions
- Plans on file with NDOT under Parkhaven Communities Final SP 2016SP-046-005 (SWGR #2022039839), approved 6/13/24 (C. Herr).
- Comply with approved plans; plat to match.

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions
- Contribution is received.

WATER SERVICES RECOMMENDATION
Approve with conditions
- Attached is a copy of the above-referenced subdivision (uploaded by Planning on September 9, 2026) on which we have noted our comments and recommend approval.
- Approval is contingent on construction and completion of MWS Project #'s 22WL0064. A bond amount of $190,000.00 is assigned to 22WL0064.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

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

RECOMMENDED ACTION
Motion to approve proposed subdivision Case No. 2026S-168-001 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions. (8-0)

Resolution No. RS2026-217

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026S-168-001 is approved with conditions. (8-0)

CONDITIONS

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

15. 247-84P-004

SOUTH PLAZA SHOPPING CENTER PUD (REVISION)

Council District: 31 (John Rutherford)
Staff Reviewer: Drishya Dhital

A request to revise a portion of a Planned Unit Development Overlay District on property located at 5520 Nolensville Pike, at the northeast corner of Old Hickory Boulevard and Nolensville Pike, zoned SCR, and within a Corridor Design Overlay District (CD0) (12.54 acres), to permit a take out restaurant, requested by Who Brew TN VII, LLC, applicant; Realty Income Properties 19 LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise preliminary PUD to permit a restaurant.

PUD Revision

A request to revise a portion of a Planned Unit Development Overlay District on property located at 5520 Nolensville Pike, at the northeast corner of Old Hickory Boulevard and Nolensville Pike, zoned Shopping Center Regional (SCR) and within a Corridor Design Overlay District (CDO), (12.54 acres), to permit a take out restaurant.

Existing Zoning

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

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

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

PUD History

The PUD was originally approved in 1984 and consists of 337,063 square feet of various uses. The PUD is currently developed and includes a Lowe's Home Improvement store, along with other retail, office and restaurants. The portion of the site being revised is currently within a surface parking lot for Lowe's. A variance was issued by

the Metropolitan Board of Zoning Appeals, Case No. 2006-127, to permit fewer parking spaces than what was required by the Zoning Code. The proposed modification generates additional parking spaces and removes some existing spaces. A parking study was submitted for review and NDOT has recommended approval of that study.

SITE CONTEXT AND PLAN DETAILS

The 12.54-acre subject property consists of one parcel at the corner of Old Hickory Boulevard and Nolensville Pike and is currently developed with a Lowe's Home Improvement store. The parcel is zoned SCR and is within a PUD overlay and CDO. There are existing fast food restaurants and a financial institution to the southwest of the subject site, with a shopping center to the east of the subject site. Adjacent zoning is SCR with adjacent land uses including fast food and shopping center. The subject portion of the parcel is developed with surface parking. This application proposes to permit a maximum of 748 square feet of restaurant, take out, uses. The proposed restaurant site comprises 0.59 acres of the 12.54-acre parcel.

The site plan includes a one story, 510 square foot take-out restaurant building with a drive thru, a 238 square foot remote cooler/storage building, and associated parking. Access is taken from interior to the existing parking lot and the drive-thru queue begins at the northwestern corner of the subject site. Additional landscaping is provided along the eastern portion of the site to screen the drive-thru lanes from the parking lot. Dumpster screening is provided at the northeastern portion of the site.

ANALYSIS

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

G.Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

1.The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.

2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:

a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;

b. The boundary of the planned unit development overlay district is not expanded;

c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);

d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;

e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;

f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;

g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;

h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;

i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are

otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.

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

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

FIRE MARSHAL RECOMMENDATION
Approve

NASHVILLE DOT RECOMMENDATION
Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

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

STORMWATER RECOMMENDATION
Approved

WATER SERVICES RECOMMENDATION
Approve with conditions

- WS recommends approval, on the following conditions: Approval does not apply to Private Water and Sanitary Sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits before their construction may begin. A minimum of 30% of Water and Sewer Capacity fees must be paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No's T2026073514 and T2026073520). Unless and until 100% of Capacity Charge has been paid, no Water/Sanitary Sewer Capacity is guaranteed.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to maximum of 750 square feet of restaurant, take out uses. The permitted square footage includes the associated cooler/storage building.
2. The final site plan shall comply with the regulations of the Corridor Design Overlay (CDO).
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

Approve with conditions. (8-0)

Resolution No. RS2026-218

"BE IT RESOLVED by The Metropolitan Planning Commission that 247-84P-004 is approved with conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to maximum of 750 square feet of restaurant, take out uses. The permitted square footage includes the associated cooler/storage building.
2. The final site plan shall comply with the regulations of the Corridor Design Overlay (CDO).
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

16. 2026Z-077PR-001

Council District: 25 (Jeff Preptit)
Staff Reviewer: Drishya Dhital

A request to rezone from RS20 to R20 zoning for property located at 4036 Lealand Lane, at the corner of Lealand Lane, at the corner of Lealand Lane and Greerland Drive (0.68 acres), requested by Ronnie Lee Booth III, applicant; Bradley Vaughn & Kamie Hefner, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS20 to R20.

Zone Change
A request to rezone from Single-Family residential (RS20) to One and two-Family residential (R20) zoning for property located at 4036 Lealand Lane, at the corner of Lealand Lane and Greerland Drive (0.68 acres).

Existing Zoning
Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 2.18 dwelling units per acre. *Based on acreage alone, RS20 would permit a maximum of one lot.*

Proposed Zoning
One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre. *Based on acreage alone, R20 would permit a maximum of one duplex lot.*

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

ANALYSIS
The application consists of one parcel totaling 0.68 acres located at the corner of Greerland Drive and Lealand Lane. The property has been zoned RS20 since 2005 and was previously zoned One and Two-Family Residential (R20). The site is developed with single-family residential use. The surrounding land uses are mixed with single-family residential and one-and two-family residential, zoned R20 and RS20. The subject site has frontage on both Greerland Drive, a local street and Lealand Lane which is classified as Collector-Avenue in Major and Collector Street Plan (MCSP). The site is currently accessed from Greerland Drive.

The property is located within the Suburban Neighborhood Maintenance (T3 NM) policy area, which 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. The proposed R20 zoning would allow for one additional unit on the site which is slight increase in density.

The pattern of this T3 NM area is characterized by a mixture of single and one and two-family residential uses. The majority of the areas to the east, north and south are zoned R20. These areas have been zoned R20 since 1974 and many of these properties are developed with two-family uses. The site abuts R20-zoned properties to the north, east, south, and on the opposite side of Lealand Drive, where a rezone to R20 at the subject site would be in keeping with the surrounding pattern.

The proposed zone change to R20 aligns with T3 NM policy goals by maintaining the existing residential character, while increasing density modestly consistent with the surrounding suburban residential context. The T3 NM policy encourages moderate increase of density near where moderate levels of connectivity with street networks, sidewalks, and bikeways are available. The subject site is located along a collector street, where a slight increase in intensity would be appropriate for the context. Staff recommends approval of the requested rezoning.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS20 to R20 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 RS20 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R20 district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students than the existing RS20 zoning district. Students would attend Percy Priest Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. Percy Priest Elementary School is identified as at capacity. John Trotwood Middle School is identified as under capacity. Hillsboro 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.

Approve. (8-0)

Resolution No. RS2026-219

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-077PR-001 is approved. (8-0)

17. 2026Z-078PR-001

Council District: 20 (Rollin Horton)
Staff Reviewer: Drishya Dhital

A request to rezone from R8 to MUN-A-NS zoning for property located at 5608 Obrien Avenue and to RM15-A-NS for property located at 5610 Obrien Avenue, at the northwest and northeast corners of Twin Street and Obrien Avenue (0.42 acres), requested by Michael Ellenbogen, applicant; Michael Ellenbogen and Jamie Kopit, owners.
Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from R8 to MUN-A-NS and RM15-A-NS.

Zone Change
A request to rezone from One and Two-Family residential (R8) to Mixed-Use Neighborhood Alternative-No STRP (MUN-A-NS) zoning for property located at 5608 Obrien Avenue and to Multi-Family Residential-Alternative-No STRP (RM15-A-NS) for property located at 5610 Obrien Avenue, at the northwest and northeast corners of Midland and Obrien Avenue (0.42 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 two lots including 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
Mixed-Use Neighborhood Alternative-No STRP (MUN-A-NS) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through appropriate building placement and bulk standards.

Multi-Family Residential-Alternative-No STRP (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, RM15-A would permit a maximum of four units.*

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

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

Supplemental Policy 07-T4-MU-01 – O'Brien Avenue Eastboro Drive
The 07-T4-MU-01 supplemental policy is intended to maintain residential uses. Residential building types supported by the supplemental policy include House, Detached Accessory Dwelling Units, Plex House, House Court, Low-Rise Townhouse, Manor House, Courtyard Flat, Low-Rise Flat and Mid-Rise Flat (max of six stories). Appropriate building types and intensity depend on location and surrounding context.

For this rezone request, this supplemental policy only applies to the western property located at 5610 Obrien Avenue, which sits on the eastern edge of the supplemental policy area

ANALYSIS
The application consists of two parcels totaling 0.42 acres located at the intersection of Twin Street and Obrien Avenue. The properties have been zoned R8 since 1974. Parcel 09114005300 (5610 Obrien Avenue) is 0.24 acres and is currently developed with a duplex and Parcel 09114007000 (5608 Obrien Avenue) is 0.18 acres and is currently developed with a single-family residential use. Surrounding land uses along Obrien Avenue to the west are predominantly single-family residential and scattered one-and two-family residential, zoned R8. Properties to the east and south include commercial uses zoned Commercial Service (CS). Interstate-40 is located to the north of the subject properties. The subject properties have frontage on Obrien Avenue, a local street. 5610 Obrien Avenue is currently accessed from Twin Street.

5610 Obrien Avenue is the western property and proposed to be rezoned to RM15-A-NS. It is located within the Urban Mixed-Use Neighborhood (T4 MU) policy area, which is intended to maintain, enhance, and create urban, mixed-use neighborhoods. The subject property is also located within a Supplemental Policy Area, SPA 07-T4-MU-01- O'Brien Avenue and Eastboro Drive, which specifically calls for residential uses as being appropriate at this location. The proposed RM15-A-NS zoning could allow for four units on this site which is a moderate increase in density and consistent with the supplemental policy guidance.

5608 Obrien Avenue is the eastern property and proposed to be rezoned to MUN-A-NS. It is located within Urban Community Center (T4 CC) policy area, which is intended to maintain, enhance and create urban community centers or serving as a transition to adjoining Community Character Policies. The subject property is located along a policy seam, with the T4 MU policy area to the west. The proposed MUN-A-NS zoning serves as an appropriate transition between the T4 MU policy area with the commercially zoned properties in the T4 CC policy area to the east. The T4 CC policy encourages development that supports meeting the daily needs of residents within a five-minute drive or a five- to ten-minute walk. Existing commercial uses in the surrounding area include retail and hotel uses within walking distance of the site. The proposed MUN-A-NS zoning district is appropriate at this

location because it supports a mixture of uses in proximity to nonresidential uses located near and along the corridor.

T4 MU and T4 CC policies encourage high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The subject properties are located approximately 600 feet away from two WeGo bus stops on Charlotte Pike to the south, and approximately 0.10 miles from White Bridge Pike to the east. Both of these roads are classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). The requested rezonings to MUN-A-NS and RM15-A-NS are appropriate at this location given the surrounding context and policy guidance, as well as proximity to busy arterial connections where additional intensity would be appropriate.

The -NS designation, which prohibits Short Term Rental Property – Owner Occupied and Short-Term Rental Property – Not-Owner Occupied uses from the district, is appropriate due to the site's adjacency to residential policy areas. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. Staff recommends approval of the requested rezoning.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R8 to MUN-A-NS and RM15-A-NS is estimated to have an increase of 162 daily weekday trips, including six additional AM peak hour trips and 14 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed RM15-A-NS district: 0 Elementary 0 Middle 0 High

The proposed MUN-A-NS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. The proposed RM15-A-NS zoning is not expected to generate any additional students than the existing R8 zoning district. Students would attend Charlotte Park Elementary School, HG Hill Middle School, and Lawson High School. Charlotte Park Elementary School is identified as overcapacity. HG Hill Middle School is identified as under capacity. Lawson 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.

Approve. (8-0)

Resolution No. RS2026-220

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-078PR-001 is approved. (8-0)

18. 2026Z-079PR-001

Council District: 21 (Brandon Taylor)
Staff Reviewer: Ariana Ordonez

A request to rezone from RS5 to R6-A zoning for property located at 2724 Herman Street, approximately 231 feet west of 27th Avenue North (0.17 acres) and within a Detached Accessory Dwelling Unit (DADU) Overlay District, requested by Danielle Watson, applicant; Danielle Watson, and Daniel and Danicia Hayes, owners.
Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS5 to R6-A.

Zone Change
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential- Alternative (R6-A) zoning for property located at 2724 Herman Street, approximately 231 feet west of 27th Avenue North (0.17 acres), and within the Detached Accessory Dwelling Unit Overlay District.

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

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

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

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

ANALYSIS
The application consists of one 0.17-acre parcel located on the north side of Herman Street and currently contains a single-family structure. The property has been zoned RS5 since 2006. The surrounding land uses are predominantly single-family residential and several one- and two-family residential, zoned RS5, R6-A and Specific Plan (SP).

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area. The T4 NM policy is intended to maintain the general character of existing urban residential neighborhoods. These policy 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. This policy supports moderate- to high-density residential forms with shallow and consistent setbacks, street-oriented building placement, and a mix of housing types that reflect the existing development pattern. The current area contains a mix of uses between single family and two-family residential uses. The request continues this established pattern and aligns with the T4 NM emphasis on maintaining prevailing building form, spacing, and neighborhood character.

The site is proximate to two higher-classification streets. The site is located on Herman Street, which is classified as a collector avenue in the Major and Collector Street Plan (MCSP), and to the west is approximately a one-minute walk from 28th Avenue North, an arterial boulevard identified in the MCSP. Herman Street is served by WeGo Route 16, with multiple stops along the corridor, and 28th Avenue North is served by WeGo Route 77.

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

The proposed zone change to R6-A would allow one additional unit on the site and aligns with policy goals by increasing housing options while remaining sensitive to the surrounding urban residential context. Therefore, staff recommend approval of the zoning change.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS5 to R6-A is estimated to have an increase in 13 daily weekday trips, including 2 more AM peak hour trips and 1 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
The proposed R6-A zoning is not expected to generate additional students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School and Pearl-Cohn High School are identified exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval.

Approve. (8-0)

Resolution No. RS2026-221

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-079PR-001 is approved. (8-0)

19. 2026Z-080PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Ariana Ordonez

A request to rezone from RS5 to R6-A zoning for property located at 103 Evelyn Drive, approximately 75 feet west of Miller Street (0.24 acres), requested by Monica Witkowski, applicant and owner.
Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS5 to R6-A.

Zone Change
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential- Alternative (R6-A) zoning for property located at 103 Evelyn Drive, approximately 75 feet west of Miller Street (0.24 acres).

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

Proposed Zoning
One and Two-Family Residential-Alternative (R6-Alternative) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards*. Based on acreage alone, R6-A would permit a maximum of 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 0.24 acres, located along the south side of Evelyn Drive. The site has been zoned Single-Family Residential (RS5) since 2004. The property has been developed with a single-family structure and has access to an alley at the rear of the parcel. Surrounding properties are zoned RS5 and R6-A, and the predominant land uses consist of one- and two-family residential land uses. There is a rear alley at the back of the site that is improved.

The property is in a T4 Urban Neighborhood Maintenance Policy which is intended to maintain established urban residential patterns such as shallow setbacks, moderate- to high-density housing types, and street-oriented building forms while allowing additional intensity were supported by the location context. There have been recent rezonings in the area to R6-A, reflecting a broader trend of increasing residential density. The site is in proximity to a higher-classification street, located approximately 0.33 miles from Foster Avenue, an arterial boulevard designated in the Major and Collector Street Plan (MCSP).

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

Given the site's context, surrounding zoning pattern, and alignment with the T4 Urban Neighborhood Maintenance Policy, the requested R6-A zoning represents an appropriate and incremental increase in residential intensity. The proposed zoning could support the established mix of one- and two-family residential uses, and reinforces the neighborhood's walkable, urban development pattern, particularly with alley access guiding future site design. For these reasons, staff finds the request compatible with the existing and planned character of the area and supports the proposed zoning change.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS5 to R6-A is estimated to have an increase in 13 daily weekday trips, including 2 more AM peak hour trips and 1 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
The proposed zoning is not expected to generate any additional students. Students would attend John B. Whitsitt Elementary School, LEAD Cameron Middle School, and Glencliff High School. John B. Whitsitt Elementary School is over capacity, LEAD Cameron Middle School is exceedingly under capacity, and 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.

Approve. (8-0)

Resolution No. RS2026-222

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-080PR-001 is approved. (8-0)

20. 2026Z-081PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Riley Pudney

A request to rezone from RS7.5 to R6-A zoning for property located at 519 High Street, approximately 75 feet southwest of Meade Avenue (0.16 acres), requested by Stone Ridge Engineering, PLLC, applicant; Sona Land Company, LLC, owner.
Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS7.5 to R6-A.

Zone Change
A request to rezone from Single-Family (RS7.5) to One and Two-Family-Alternative (R6-A) zoning for property located at 519 High Street, approximately 75 feet southwest of Meade Avenue (0.16 acres).

Existing Zoning
Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre. *Based on acreage alone, the property is currently under the minimum lot size for RS7.5, which could impact future development.*

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

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

ANALYSIS
The application consists of one parcel (Map 133-01, Parcel 211) totaling 0.16 acres, located 75 feet southwest of Meade Avenue, a local street. The property has been zoned Single-Family Residential (RS7.5) since 2004 and was previously zoned One and Two-Family Residential (R8). The property is also located within the Urban Zoning Overlay (UZO). The site is developed with a single-story, single-family residential structure. The surrounding land uses are predominantly single-family residential and one- and two-family residential, with some properties recently rezoned to R6-A. The property has frontage along High Street, a local street, and the rear property boundary adjoins Elgin Street, an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The property is about half a mile from Nolensville Pike, classified as an Arterial Boulevard in the MCSP. Nolensville Pike is served by existing WeGo Route 52, with stops located within approximately 0.5 miles of the site.

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to create moderate to high-density residential development patterns, building forms/types, setbacks, and building rhythms along the street. The development pattern in the area is varied with one and two-family residential uses, which aligns with the T4 NM policy to provide moderate levels of density in urban residential neighborhoods. The site's proximity to the Nolensville Pike corridor and Elgin Street also supports NashvilleNext objectives for residential housing situated near corridors.

The proposed zone change to R6-A aligns with policy goals by accommodating new growth that fits within the character of the existing neighborhood. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. The proposed R6-A district increases density modestly and aligns with the goals of the land use policy. Therefore, staff recommends approval of the requested R6-A zoning district.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS5 to R6-A is estimated to have an increase of 13 daily weekday trips, including an increase by two 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 RS7.5 districts: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate any additional students than the existing RS7.5 zoning. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary is identified as being over capacity. Wright Middle School is identified as being exceedingly under capacity. Glencliff High School is identified as being under capacity. This information is based upon 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval.

Approve. (8-0)

Resolution No. RS2026-223

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-081PR-001 is approved. (8-0)

21. 2026Z-082PR-001

Council District: 16 (Ginny Welsch)
Staff Reviewer: Savannah Garland

A request to rezone from RS7.5 to RN1 zoning for property located at 2921 Southlake Drive, approximately 220 feet south of Thompson Lane (1.35 acres), requested by Stone Ridge Engineering, PLLC, applicant; Robert Walsh, owner.
Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS7.5 to RN1.

Zone Change
A request to rezone from Single-Family Residential (RS7.5) to Residential Neighborhood (RN1) zoning for property located at 2921 Southlake Drive, approximately 220 feet south of Thompson Lane (1.35 acres).

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

Proposed Zoning
Residential Neighborhood (RN1) are intended for residential development, generally in the form of houses or townhouses, with private or shared open space.

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

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

ANALYSIS
The site consists of one parcel totaling 1.35 acres located on the west side of Southlake Drive. The property has been zoned Single-Family Residential (RS7.5) since 2003. The parcel currently has two structures on it. The surrounding properties are primarily zoned Single-Family Residential (RS7.5, RS10), Specific Plan (SP), and One and Two-Family Residential (R8). Surrounding land uses are residential, commercial, and religious. William Coleman Park is located approximately 0.95 miles west of the subject site and John B. Whitsitt Elementary School is approximately 2.25 miles north of the site. The property has frontage on Southlake Drive, which is classified as a collector-avenue in the Major and Collector Street Plan (MCSP).

The new RN and Residential Limited (RL) districts were adopted in 2026 (BL2025-1005) and are intended to take a form-based approach to enable gentle density to transition from corridors to neighborhoods through middle housing opportunities. The RN districts are intended to support additional housing supply in areas that have or are expected to have a high level of walkability to services and transit, and where the form matches the surrounding character, while transitioning to built-up areas close to transit. The RN1 zoning district would permit a variety of unit types including single-family, two-family, townhouse, house court, townhouse court, and plex house building types.

The subject site is located within the T3 NM policy area which intends to maintain suburban neighborhoods as characterized by their moderate to high density residential development pattern. The requested RN1 zoning district on the subject site will provide for additional density at this location, near corridors and community amenities such as schools and parks. The subject site is approximately 300 feet south of Briley Parkway and Thompson Lane intersection, which both are identified as arterial-boulevards in the MCSP. There are WeGo bus stops on Thompson Lane approximately 0.19 miles northwest of the site. A sidewalk network exists south of the site into the neighborhood along Southlake Drive. When considering the site's location in relation to higher classification streets, walkability, and transit opportunities, additional density may be appropriate in this location. T3 NM policy supports moderate levels of connectivity with street networks, sidewalks, bikeways, and mass transit. Given the location of the site is on the edge of the neighborhood bordering a major intersection, the context may support a variety of building typology offered by RN1 zoning.

The maximum height is determined by the building type. However, RN1 has a maximum of two and a half stories which is supported by the policy guidance. Building type standards may further limit height. Staff would like to note that a design site may be required for the subject property and if the requested rezoning is approved, the applicant should continue to coordinate with the Planning Department.

Staff finds that the requested RN1 zoning is consistent with the policy's intent as it provides variety in housing at an appropriate scale based on the suburban context of the area.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS7.5 to RN1 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 RS7.5 district: 1 Elementary 1 Middle 1 High
Projected student generation proposed RN1 district: 1 Elementary 1 Middle 1 High

The proposed zoning may generate the same number of students as the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School and Glencliff High School. Ida B. Wells Elementary is identified as being over capacity, Wright Middle School is identified as exceedingly under capacity, and 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.

Approve. (8-0)

Resolution No. RS2026-224

"BE IT RESOLVED by The Metropolitan Planning Commission that 2026Z-082PR-001 is approved. (8-0)

I: OTHER BUSINESS

22. Update 2027 Filing Deadlines to be 48 hours in advance, replacing 24 hours in advance as previously published

Resolution No. RS2026-225

"BE IT RESOLVED by The Metropolitan Planning Commission that the 2027 Filing Deadline change is approved. (8-0)

23. Historic Zoning Commission Report

24. Board of Parks and Recreation Report

25. Executive Committee Report

26. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2026-226

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report is approved. (8-0)

27. Legislative Update

J: MPC CALENDAR OF UPCOMING EVENTS

November 12, 2026
MPC Meeting
4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

December 10, 2026
MPC Meeting
4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

January 28, 2027
MPC Meeting
4 pm, 700 President Ronald Reagan Way, Howard Office Building, Sonny West Conference Center

K: ADJOURNMENT

The meeting adjourned at 5:43 pm.