Metropolitan Planning Commission



Staff Reports

November 12, 2026

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

SEE NEXT PAGE

NO SKETCH

Item #1	**Text Amendment 2026Z-016TX-001**
Project Name	**Downtown Code Amendment – Midtown East Subdistrict**
Council Bill	BL2026-1640
Council District	19 - Kupin
School District	01 - Gentry
Requested by	Metro Planning Department
Deferrals	This item was deferred at the October 22, 2026, Planning Commission meeting. A public hearing was held on October 22, 2026, and remains open.
Staff Reviewer	Lange
Staff Recommendation	Approve a substitute ordinance.

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 bill as filed codifies the addition of the Midtown East Subdistrict to the Downtown Code (DTC), establishing the development standards, permitted uses, and bonus height incentives for the subdistrict, which includes a new Voluntary Attainable Housing Incentive (VAHI) Bonus Option.

Proposed changes in the bill – as articulated through the substitute ordinance – include:

- Enabling the following existing Bonus Height Program Bonus Options within the proposed Midtown East Subdistrict:
  - Neighborhood Support Space Bonus made available to all uses, and
  - Elevated Green Building Certification Bonus Option made available to office uses only.
- Reducing the eligibility for the VAHI Bonus Height Maximum for ≤ 80% AMI from 10% of total units to 9% of total units.

The full details of these proposed changes are elaborated on throughout this report.

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.

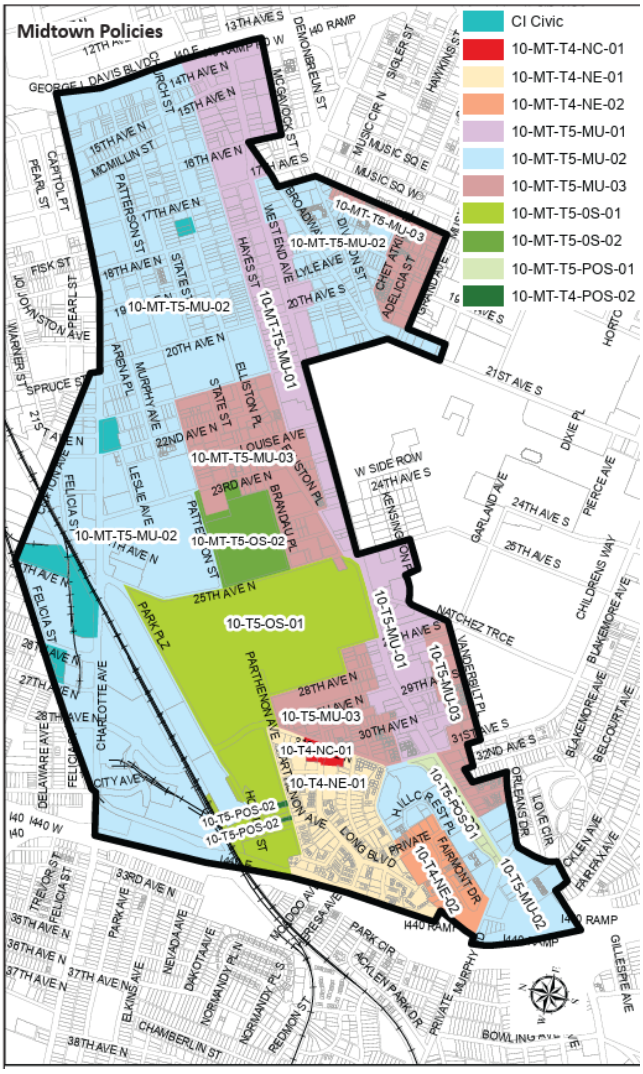


Figure 1: Midtown Study Policy Map

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.

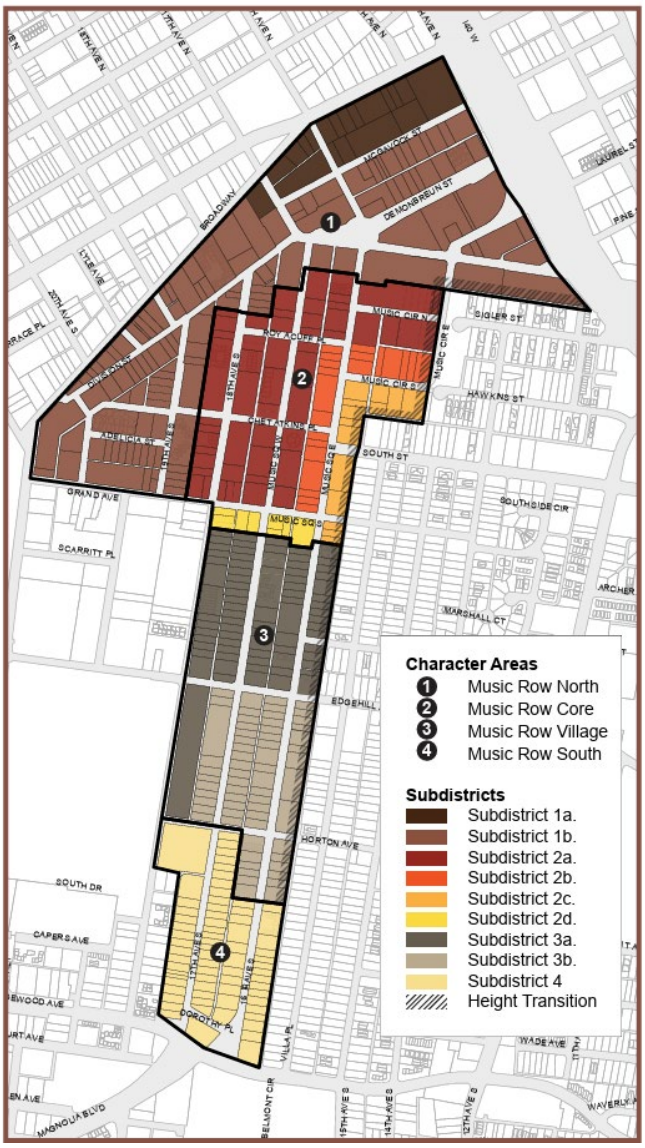


Figure 2: Music Row Vision Plan Policy Map

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.

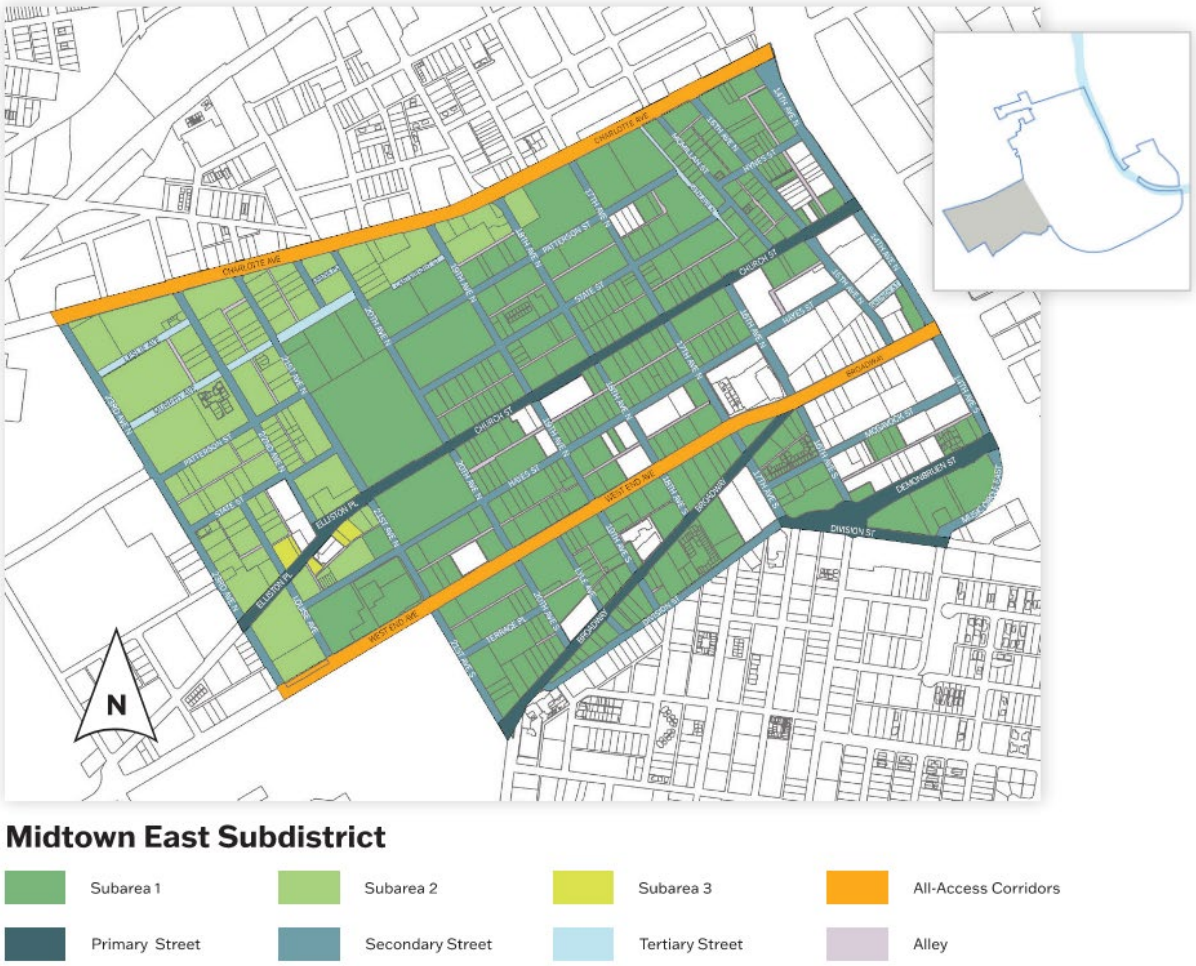


Figure 3: Proposed Midtown East Regulating Plan

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 Zoning

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

Zoning District	Percent of Total Midtown East Subdistrict Land Area	Existing Base Entitlements
MUI-A	62%	Max. height of 15 stories in 150', 5.00 FAR
MUG-A	22.5%	Max. height of 7 stories in 105', 3.00 FAR
CF	11.5%	Max. height of 65' at setback line, 1.5 to 1 HCP, 5.00 FAR
ORI	2.5%	Max. height of 65' at setback line, 1.5 to 1 HCP, 3.00 FAR
MUL-A	< 1%	Max. height of 4 stories in 60', 1.00 FAR
CS	< 1%	Max. height of 30' at setback line, 1.5 to 1 HCP, 0.60 FAR

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 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.

Downtown Code (DTC)

The Downtown Code (DTC), adopted in 2010, 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.

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*.

The DTC's Bonus Height Program (BHP) was adopted as part of the original DTC in 2010. The BHP is a voluntary program that allows property owners to earn height beyond a site's maximum base height by providing specific, pre-determined public benefits. By including any combination of these Bonus Options within a development plan, a proposal can yield a corresponding amount of bonus height. When adopted in 2010, these Bonus Options reflected the identity and needs of Downtown Nashville ("Downtown") at the time as a central business and entertainment district, alongside emerging residential neighborhoods.

The BHP was amended in 2025, after nearly two years of stakeholder engagement and analysis, to modernize the program and other related sections. The Council-adopted version includes a menu of incentives and public benefits that respond to current public and private needs.

As a part of that effort, in April 2023, Planning staff released a survey to gauge stakeholders' current and future priorities related to Downtown development. The survey was open from April 4, 2023, to May 5, 2023. Respondents were asked to allocate 100 points across various priorities according to their view of the relative importance of each. In total, there were 118 respondents. The survey's results are summarized in Figure 4, below. Notably, the number one response – "Homes for All Nashvillians" – received the highest average number of points. However, affordable and attainable housing incentives had been pre-empted and prohibited by the State at the time – and continued to be until the State passed new enabling legislation in Spring 2024.

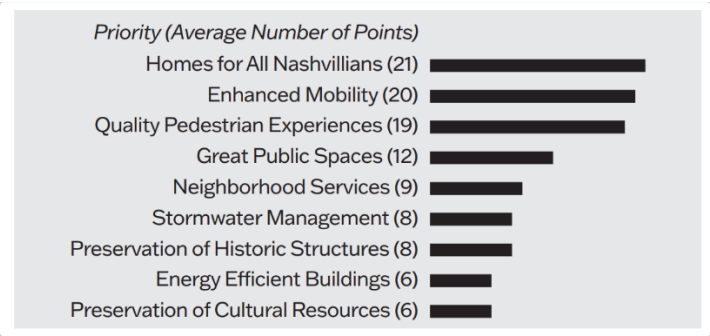


Figure 4: Priorities for Downtown's Built Form Survey Results

Informed by recommendations from a comprehensive market study and entitlements analysis, the recalibration of Bonus Options within the program aligned public and policy priorities with the highest incentives for developers seeking additional height – all calibrated based on development feasibility. The removal of overutilized, low-priority Bonus Options complemented these recalibrations to ensure that a wider variety of benefits are provided. The 2025 version of the BHP is now the standing version and is proposed to be amended in a few ways as part of this text amendment.

Attainable Housing

In April 2025, the Metropolitan Government of Nashville and Davidson County (Metro) released Nashville's first *Unified Housing Strategy* (UHS). The UHS is Metro's comprehensive roadmap for addressing the city's housing challenges, and it sets out strategies and actions to expand access to safe, stable, and affordable housing for all Nashvillians. A key finding of the UHS was a lack of housing choice and that much of the existing income-restricted or naturally occurring affordable housing exists outside of the urban core. It is difficult to build income-restricted housing in the urban core due to the cost of land and competition for market-rate development. Strategy C, Action 14 of the UHS directs Metro to "implement voluntary zoning incentives for attainable housing" to encourage the inclusion of income-restricted units within new market-rate developments by offering development benefits, such as additional building height, in exchange.

In Spring of 2024, the Tennessee General Assembly authorized local governments to offer voluntary zoning incentives for attainable housing. The legislation, codified at Tenn. Code Ann. § 13-3-601 et seq., establishes a prescriptive process by which a municipality may create a Voluntary Attainable Housing Incentive (VAHI) program and review applications for qualifying projects. Eligibility is limited to multi-family housing.

Immediately following the Tennessee General Assembly's passing of this legislation, the Metro Planning Department began exploring where local VAHI could be offered, how to calibrate said bonuses, and what would be needed from a programmatic and administrative standpoint. It was during this time when Planning staff began exploring the possibility of adding VAHI to the Downtown Code's Bonus Height Program.

In February 2026, the Metropolitan Council adopted BL2025-1008[1], which established Metro's local VAHI program. The ordinance defines attainable housing as residential units that are income-restricted (via a deed restriction) for a period of thirty (30) years. These units must be made available to households earning no more than the Area Median Income (AMI) limit established for the applicable zoning district, and in no case more than 120 percent of AMI.

Following the adoption of the local VAHI ordinance, and alongside the publication of the findings of the D&DS project's *Existing Conditions and Trends report* in September 2026, Planning staff refined the initial draft of the VAHI Bonus Option based on consultant recommendations. The Department's D&DS consultant was asked to review the initial VAHI Bonus Option draft, and to confirm and calibrate the incentives offered specific to Midtown East and more broadly within the DTC. The consultant's analysis suggested further refinements to the Department's approach and recommended providing bonus height in a manner that scales with the size of the project footprint and providing ample room for additional height beyond the drafted Bonus Height Maximums to make the VAHI Bonus Option attractive against other available Bonus Options.

PROPOSED TEXT AMENDMENT

The proposed text amendment creates the Midtown East Subdistrict within the Downtown Code (DTC) and establishes its development standards, permitted uses, and bonus height incentives. 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.

The proposed Midtown East Subdistrict does not include properties that include a site-specific Urban Design Overlay (UDO), properties that are zoned Specific Plan (SP), nor properties that have received Special Exceptions to height standards from the Board of Zoning Appeals (BZA).

The first draft of the proposed text amendment was published on September 30, 2026, to the D&DS project website. The first draft included the proposed subdistrict boundaries, subdistrict standards, permitted uses, and several adjustments to the DTC's general standards. Staff notified stakeholders involved in the D&DS project and developers/property owners within the Midtown East area of the proposal by email.

<u>Design Review Process</u>

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.

[1] As adopted, BL2025-1008 makes VAHI incentives available only to parcels zoned Residential Limited (RL). Because BL2025-1008 currently applies only to the RL district, it must be amended to make the DTC eligible for the VAHI program. Planning staff plan to file a resolution with Metro Council to reflect this need following the adoption of this text amendment and before any rezoning proposals are approved.

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.

Midtown East Subdistrict Standards

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:
    - Subarea 1: 15 stories, 5.00 FAR
    - Subarea 2: 7 stories, 3.00 FAR
    - Subarea 3: 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:

Proposed Subareas	Proposed Entitlements	Existing Base Zoning	Existing Base Entitlements
Subarea 1	15 stories, 5.00 FAR	MUI-A	Max. height of 15 stories in 150', 5.00 FAR
		CF	Max. height of 65’ at setback line, 1.5 to 1 HCP, 5.00 FAR
Subarea 2	7 stories, 3.00 FAR	MUG-A	Max. height of 7 stories in 105’, 3.00 FAR
		ORI	Max. height of 65’ at setback line, 1.5 to 1 HCP, 3.00 FAR
		MUL-A	Max. height of 4 stories in 60’, 1.00 FAR
Subarea 3	3 stories	CS	Max. height of 30’ at setback line, 1.5 to 1 HCP, 0.60 FAR

Within the proposed Subarea 3, no maximum FAR is required due to the availability of Adaptive Residential Development (17.16.030 F) in commercial zoned properties.

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.

Pathways for Additional Height and Density

The DTC includes built-in processes for development to achieve additional height and density through the Bonus Height Program (BHP) and Overall Height Modification (OHM) tools. A property owner seeking to utilize these tools will be required to meet all DTC requirements 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. In this proposal, utilization of the BHP and OHM tools would remove FAR maximums to allow greater flexibility in design with the permitted additional height.

The BHP proposal for Midtown East features a more limited menu of Bonus Options compared to other DTC subdistricts. These include the existing Historic Preservation, Privately-Owned Public Spaces (POPS), Elevated Green Building Certification (available to office uses only), and Neighborhood Support Space Bonus Options, as well as a new Voluntary Attainable Housing Incentive (VAHI) Bonus Option. The intent behind a more limited menu of bonus options comes from consultant recommendations from current and previous work related to the BHP that states that a more limited menu centered on top priorities will result in more even uptake across those priorities. These specific menu options were selected for Midtown East based on the findings of the *D&DS Existing Conditions and Trends* report, feedback from the public, stakeholders, and Planning Commissioners, and the recent availability of Metro's local VAHI program, adopted by Metro Council in February 2026. Participation in the Bonus Height Program within the proposed Midtown East Subdistrict will be required to meet the BHP's Baseline Requirements as is standard for all DTC Subdistricts.

The OHM tool – which is available to most DTC subdistricts and is proposed to be available within the Midtown East Subdistrict – allows property owners to achieve height above the BHP's bonus height maximums as approved by the Metropolitan Planning Commission. As a reminder, the process for an Overall Height Modification is outlined in the DTC as follows:

1) The Executive Director of the Planning Department shall determine whether the development has exhausted efforts to pursue all appropriate bonuses available in the Bonus Height Program.
2) The applicant shall hold a community meeting providing notices to all property owners within 300 feet.
3) The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, contribution to the skyline, improvement of the project's relationship to surrounding properties, and improvement to the character of the neighborhood. In some instances, consideration may be given where a project results in implementation of significant community improvements (e.g. quality open space, upgrading public infrastructure, or others determined by the policies of Metro departments) and/or contributes to the implementation of community improvements determined by the policies of Metro departments.

Voluntary Attainable Housing Incentive (VAHI) Bonus Option

Planning staff published a refined version of the VAHI Bonus Option as part of the second draft of this text amendment on the D&DS project website on October 23, 2026, notifying stakeholders by email. Between then and the publication of this staff report, Planning staff engaged a range of stakeholders to assess the feasibility of, and interest in, using the bonus option as proposed. This engagement included the mixed-income and market-rate housing development community in addition to the broader development community, including developers, property owners, and industry professionals, who provided input on financial feasibility and market conditions. This engagement informed the version of the VAHI Bonus Option reflected in the proposed substitute. The VAHI Bonus Option is proposed for use only within the Midtown East Subdistrict. Key components of the VAHI Bonus Option include:

- Eligibility: Developments in accordance with BL2025-1008 that provide attainable units as a percentage of total new units and meet the project requirements for the Voluntary Attainable Housing Incentive (VAHI) program shall be eligible for this bonus.
- Bonus Height Calculation: Bonus height shall be awarded based on the average AMI (Area Median Income) level of total attainable units provided. The bonus height awarded shall be:

AMI Level	Stories Awarded for 5% of Attainability	Stories Awarded for Each Percent above 5%
≤ 60%	4.0	1.00
≤ 80%	3.0	0.75
≤ 100%	1.0	0.20
≤ 120%	0.5	0.10

- Each story of bonus height shall be equal to the Typical Bonus Floorplate Area (in square feet) of the proposal.
- Exemptions: Developments that provide attainable units greater than or equal to the following percentages per AMI level shall be exempt from the single transfer of Transfer-Eligible Bonus Height restriction (see page 112) and shall be able to transfer a total of two times.
    - 10% of total units averaging 60% AMI
    - 15% of total units averaging 80% AMI
    - 20% of total units averaging 100% AMI
    - 25% of total units averaging 120% AMI
- VAHI Bonus Height Maximum: The height (in stories) a site can build by utilizing the VAHI Bonus Option. Only Earned Bonus Height from the VAHI Bonus Option can be utilized to achieve this height. Only developments providing attainable units greater than or equal to the following percentages shall be eligible for the VAHI Bonus Height Maximum:
    - 5% of total units averaging 60% AMI
    - 9% of total units averaging 80% AMI
    - 15% of total units averaging 100% AMI

  All other developments providing VAHI in accordance with this section shall only be eligible for the site's Bonus Height Maximum.

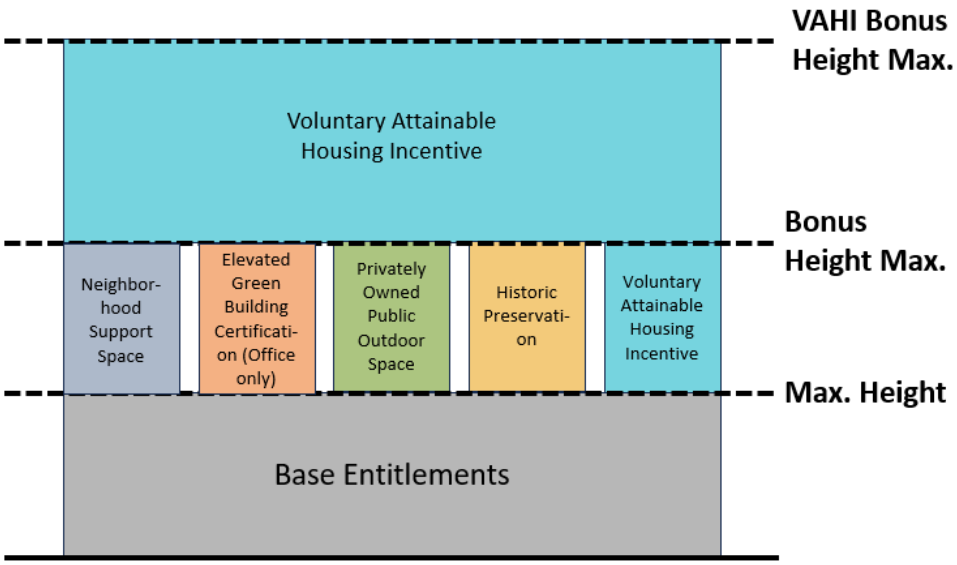


Figure 5: Diagram showing which Bonus Options can be used to achieve the various building heights in Midtown East Subdistrict

BHP Bonus Height Chart

Proposed bonus height maximums for the Midtown East Subdistrict are as follows:

	Proposed Base Entitlements	Proposed Bonus Height Maximum	Proposed VAHI Bonus Height Maximum
Subarea 1 General	15 stories	20 stories	28 stories
Subarea 1, fronting All-Access Corridors	15 stories	25 stories	32 stories
Subarea 1, fronting Primary Streets	15 stories	22 stories	30 stories
Subarea 2 General	7 stories	10 stories	18 stories
Subarea 2, Fronting All-Access Corridors	7 stories	15 stories	23 stories
Subarea 3	3 stories	5 stories	7 stories

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.

Bonus Height Program and Bonus Height Maximums

The proposed menu of bonus options for the Midtown East Subdistrict reflects public priorities gathered through several years of engagement, identified policy priorities, and responds to the needs

identified in the D&DS *Existing Conditions and Trends* report. The subdistrict's bonus height maximums are also calibrated so that entitlements align with existing supplemental policies.

Those recommendations vary across the proposed subdistrict. Along the West End Avenue corridor, the currently adopted planning policy – *The Midtown Study* – recommends heights of 20 or more stories. To the north, policy recommends 20 stories, with greater height appropriate at prominent locations such as Church Street and Charlotte Avenue, which this amendment designates as a Primary Street and an All-Access Corridor, respectively. Both corridors are intended to support high levels of pedestrian activity and transit. West of 21st Avenue, policy recommends a maximum of 8 stories, again with greater height at prominent locations, and the bonuses are calibrated accordingly. South of West End Avenue, the *Music Row Vision Plan* – the currently adopted planning policy for this area – recommends heights of 15 to 25 stories and notes that greater height may be appropriate in exchange for benefits such as historic preservation.

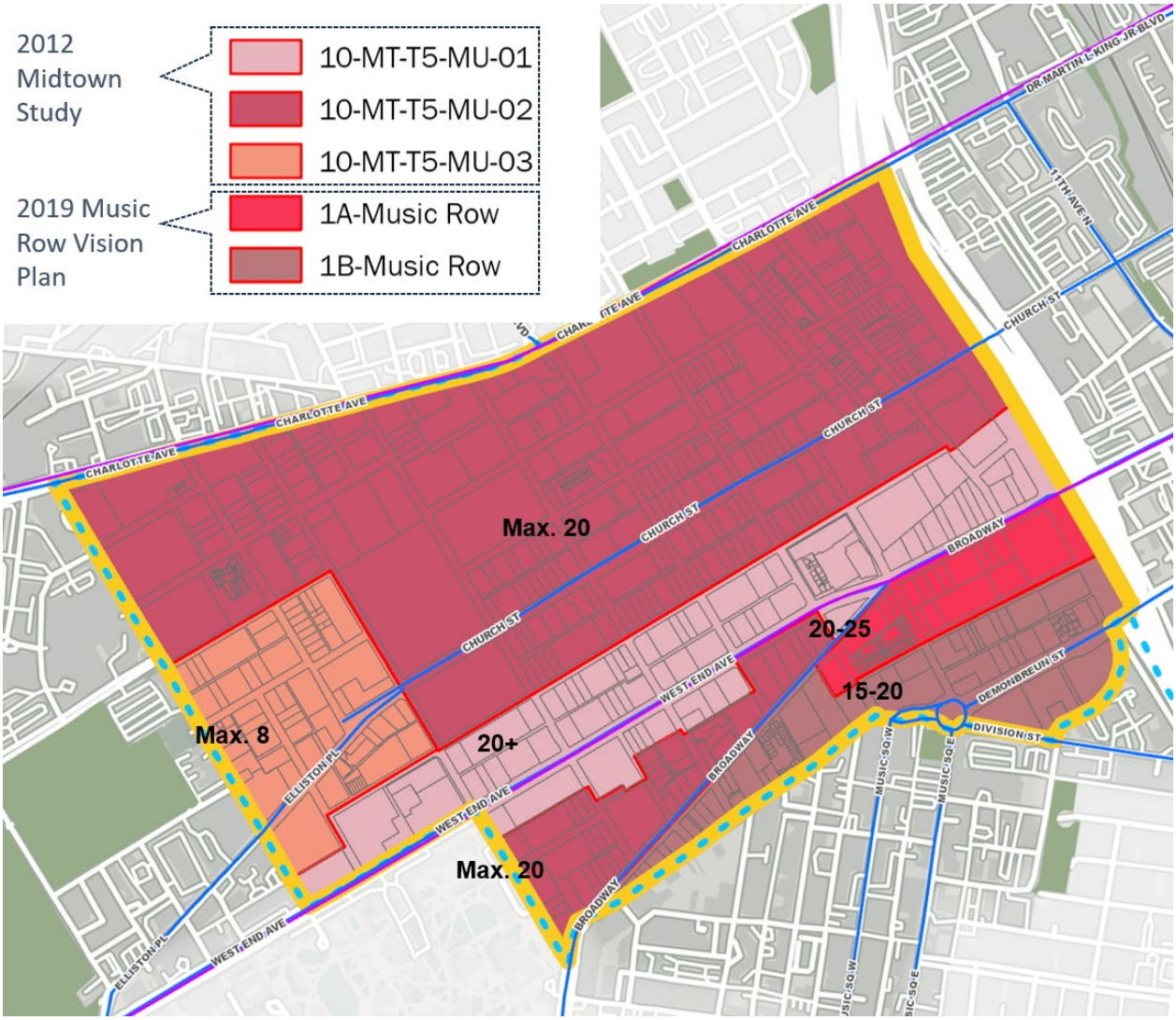


Figure 6: Midtown East Policy – Maximum Height Designations

Voluntary Attainable Housing Incentive (VAHI) Bonus Option

The introduction of a VAHI Bonus Option within the proposed Midtown East Subdistrict responds to the need for more affordable housing identified by the *Unified Housing Strategy,* development and housing communities, and the public through multiple avenues of engagement over the last few years. The building heights enabled by this proposed bonus are a result of careful calibration by Planning staff and a real estate and economic development consultant team, and through conversations and collaboration with the development and housing communities. This collaboration aimed to make the VAHI Bonus Option viable and attractive across properties in the subdistrict, both as a standalone incentive or when combined with the other available bonus options.

The VAHI Bonus Option is intended to offset the rent loss associated with income-restricting a portion of a project's units. For the bonus option to be effective, the bonus height awarded must be sufficient to close that gap and provide meaningful value to the project. In the analysis conducted with the consultant team, Staff found that while the VAHI Bonus Option may be financially attractive on its own, its value diminishes when compared against, or combined with, other available Bonus Options. In these cases, the proposed Bonus Height Maximums may prevent a project from fully using the bonus height it has earned.

Staff therefore has proposed a VAHI Bonus Height Maximum, with additional building height above the proposed Bonus Height Maximum, for projects that use the VAHI Bonus Option. This change would allow the full awarded bonus height to be realized rather than cut off by the Bonus Height Maximum, making the VAHI Bonus Option more competitive as an alternative, or in combination with the other Bonus Options.

Preservation Bonus Option

The D&DS *Existing Conditions and Trends* report found that the D&DS study area contains some of Nashville's oldest and most culturally significant resources. At the same time, it experiences the highest concentration of redevelopment activity, creating sustained friction between preservation goals and market-driven growth. Preservation tools operate unevenly across subareas. Downtown benefits from multiple historic overlays and incentive structures, while parts of Midtown rely more heavily on individual designations, easements, or voluntary participation. The DTC BHP is an important tool available to developers to gain additional height through the preservation of a historic asset.

The Midtown area contains a concentration of nationally listed, eligible and locally important structures that reflect major themes including the historic healthcare industry, turn-of-the-20th century detached homes and apartment buildings, the music industry, and the evolution of the restaurant industry. Currently, there are 103 historic assets located within the proposed Midtown East Subdistrict boundary: three on the National Register (with one more in the process to be listed on the NR), 26 National Register Eligible, and 64 classified as Worthy of Conservation; many of which are unprotected by local zoning.

The availability of the DTC BHP Preservation menu option within the proposed Midtown East Subdistrict would unlock an incentive for preservation currently unavailable to property owners and developers in the area. It would also reinforce the strength of this tool in both Midtown East and

Downtown, by expanding the geographic area to therefore include more eligible historic assets and more receiving sites for transferring Preservation Bonus Height.

Privately Owned Public Spaces (POPS) Bonus Option

The D&DS study area is Nashville's most urbanized area, with dense mixed-use development and resulting impervious surfaces. Still, it holds important environmental assets, including the Cumberland River, significant parkland, and pockets of tree canopy that offer ecological and recreational value. The *Existing Conditions and Trends* report found that, although redevelopment has brought new stormwater management, high impervious coverage still drives elevated heat exposure, increased runoff, and localized flooding, especially in the Downtown, Midtown, and East Bank subareas. Tree canopy trends vary widely. Downtown and the East Bank have seen notable gains, while Midtown and Music Row have seen substantial losses, reflecting differences in development patterns, street trees, and open space investment.

Privately Owned Public Spaces (POPS) have become a meaningful part of the public realm, particularly Downtown – where they have been incentivized through the BHP since 2010. This has shown how regulatory incentives and strong design review can leverage private development to deliver public outdoor space. How well these spaces work depends largely on access, visibility, and clarity of public use. Well-designed, clearly accessible outdoor space is central to supporting livability and density across the study area.

Midtown is a notable outdoor space access deficiency area within the D&DS study boundary (see Figure 5). Enabling the POPS incentive within the proposed Midtown East Subdistrict will provide a clear pathway for developers and property owners to provide these essential spaces in exchange for additional building height.

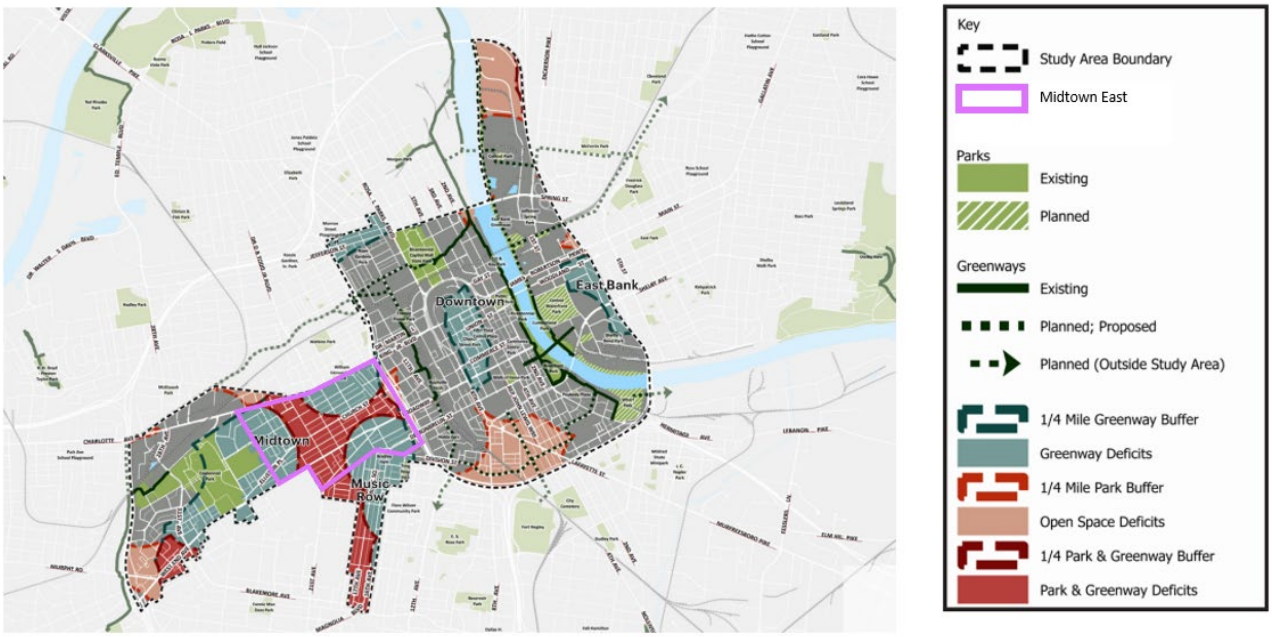


Figure 7: Gaps in Existing and Planned Public Outdoor Spaces within the D&DS Study Area

Neighborhood Support Space Bonus Option
Throughout D&DS engagement, stakeholders and members of the public have called for complete neighborhoods in the urban core, consistent with the long-term vision of *NashvilleNext*. In a complete neighborhood, residents can meet their daily needs close to home, so space for the services, amenities, and businesses that meet those needs is essential. The existing Neighborhood Support Space Bonus Option grants additional height in exchange for this kind of space: space that serves residents and visitors, strengthens the surrounding community, and houses community-serving organizations.

The D&DS *Existing Conditions and Trends* report found a concentration of institutional and entertainment uses in the proposed Midtown East Subdistrict. Making the Neighborhood Support Space Bonus Option available there would encourage complementary uses that help weave these regional destinations into complete neighborhoods. The bonus is intentionally flexible rather than prescriptive, so applicants can propose the uses they believe will best serve the surrounding community.

Elevated Green Building Certification Bonus Option
During engagement on this text amendment, stakeholders asked for more bonus pathways for office development, because the VAHI Bonus Option cannot be utilized by office uses. Making the Elevated Green Building Certification Bonus Option available to office uses in the proposed Midtown East Subdistrict would give them an additional path to earn more height through the BHP. Because the green building certification often requires elements of sustainable design, construction, and operations, the bonus also supports the longevity of the urban core's building stock and advances Metro's sustainability goals.

ZONING ADMINISTRATOR RECOMMENDATION
No exception taken.

FISCAL IMPACT RECOMMENDATION
There is no fiscal impact identified with this proposal.

COUNCIL
The proposed text amendment passed first reading 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.

Following a public hearing at the October 22, 2026, meeting, this item was deferred to the November 12, 2026, Planning Commission meeting. At the October 22 MPC meeting, three members of the public spoke on this proposal, and the Commission posed clarifying questions to Planning staff. Commissioners questions and Planning staff's responses included:

- How does the Midtown East Subdistrict's proposed bonus height menu differ from the menu available to other DTC subdistricts? At the time of the October 22 MPC meeting, properties in the Midtown East Subdistrict were proposed to have been limited to the Preservation, Privately Owned Public Spaces (POPS), and Voluntary Attainable Housing Incentive (VAHI) Bonus Options. All other bonus options would have been ineligible for use in the Midtown East Subdistrict. Now, however, based on questions from the Commission and public input, the proposed substitute ordinance (as covered in this report) adds the Neighborhood Support Space, and Elevated Green Building Certification (office uses only) Bonus Options to the menu for Midtown East properties.
- What is needed to help small and local business owners afford retail space within the DTC – is this something that the DTC can incentivize? Staff will take a closer look at this through the Design and Development Strategy planning process for the larger area, including Midtown East.
- Is it required that the bonus height earned from the POPS Bonus Option be used on the same site as the POPS? The DTC does not prohibit a property owner from transferring the bonus height earned from the POPS Bonus Option to another site.
- Does staff have visualizations of what a block may look like at these building heights? Planning staff will provide visualizations during the November 12 MPC presentation.
- What is the height of the SPs on Broadway closer to Downtown? Several buildings on the Broadway/West End corridor have been approved at heights exceeding 30 stories and upwards of 45 stories through the SP rezoning process or through the establishment of an Urban Design Overlay.
- Are the existing approved building heights on Broadway/West End a reason to think about additional height by-right on West End? Many of the buildings of taller height approved via the SP rezoning process or other conditional approvals included enhanced additional design standards (such as entirely underground parking, tower controls, provision of open space, and/or site permeability) and/or commitments to on- and/or off-site infrastructure improvements to offset the increase in trip demand contributed by the development. These buildings achieved their approved heights via Metro Council or Board of Zoning Appeal actions. Within the DTC zoning district, similar building heights would be able to be achieved through the use of the BHP and OHM tools. The BHP – which outlines clear requirements that must be fulfilled in order to achieve a specific amount of bonus height – is a regulatory process administered by staff, and no public hearing is required. Whereas an OHM – which allows property owners to propose their desired building height and proposed justification (through exceptional design as defined in the DTC) – is a regulatory process that must be noticed and approved, after a public hearing, by the Planning Commission.
- Can a developer get the same height bonus across all three bonus options? Each bonus option within the BHP has its own unique calculation methodology which scales with the level of effort invested by the property owner.
- Can a POPS be fully paved and what are the design considerations for a POPS? In 2025, as part of the update to the Downtown Code's Bonus Height Program, Planning staff updated the general standards for public outdoor spaces in the DTC. The DTC now features extensive standards for public outdoor spaces – including type-specific requirements (for the operations and maintenance of unique outdoor space types (ex: playground, plaza, dog park, etc.)) and design standards (covering site context and response; site design and layout;

fixtures and furnishings; and materiality). These design standards would also apply to the Midtown East Subdistrict.

- After a rezoning, would a property owner's use of the BHP come back to the MPC for consideration? Prior to obtaining building permits, any project seeking Bonus Height must submit a Bonus Height Certification application for review. This application is certified by the Metropolitan Planning Commission at their regular meetings as an administrative action. The BHP is regulatory process administered by staff, and no public hearing is required.
- Why does this proposal only add the VAHI Bonus Option to the Midtown East Subdistrict? Staff have been developing the VAHI Bonus Option for the entirety of the DTC over the past couple of years. With the near-term implementation of the Midtown East subdistrict, it became an opportunity to prioritize Midtown East's VAHI calibration so that it could be adopted as part of the subdistrict establishment. Planning staff anticipate updating the DTC more broadly in the coming months to add VAHI to other subdistricts.
- What is the thought process around the proposed Bonus Height Maximums within the Midtown East Subdistrict? Staff is proposing to generally align the subdistrict's Bonus Height Maximums with the maximum building heights allowed by existing land use policies in *The Midtown Study* and *The Music Row Vision Plan*.
- How do the proposed Bonus Height Maximimus for the Midtown East Subdistrict compare to the recently approved heights in the Vanderbilt Innovation Neighborhood SP? The majority of the Innovation Neighborhood SP allows up to 25 stories – except for on West End Avenue where 30 and 35 stories are permitted. Midtown East includes similar heights (including taller heights on West End Avenue and other major thoroughfares) through the BHP, which have been calibrated to the guidance of the existing land use policy.
- Are there any other incentives that we should be considering for properties along West End considering the transit improvements coming through Choose How You Move (CHYM)? In collaboration with the Mayor's Office's CHYM team, Metro Planning will soon be undertaking a Transit-Oriented Development (TOD) study. It is anticipated that this study will make recommendations for incentivizing this kind of development.

The Commissioners kept the public hearing open to let members of the public speak on new and revised components of the proposal at the November 12 MPC meeting, per Staff's recommendation.

In addition to the Commission's questions, the public provided public comment at the MPC meeting and afterward – via written communication and public engagement opportunities. The most frequent comments on the proposal were:

- The move to DTC (form-based zoning) with design review is supported
- The Midtown East area should support high-density, walkable, urban development with a mix of uses supporting livability – this kind of development should be supported throughout the area but emphasized around the West End Avenue and Charlotte Avenue All-Access Corridors
- The subdistrict's proposed maximum building heights are too low
- The limitation of the BHP menu to Preservation, POPS, and VAHI is too restrictive – especially for office buildings which will not be able to utilize VAHI
- Align the VAHI Bonus Height Maximum eligibility to yield a round number of bonus floors

CHANGES IN SUBSTITUTE

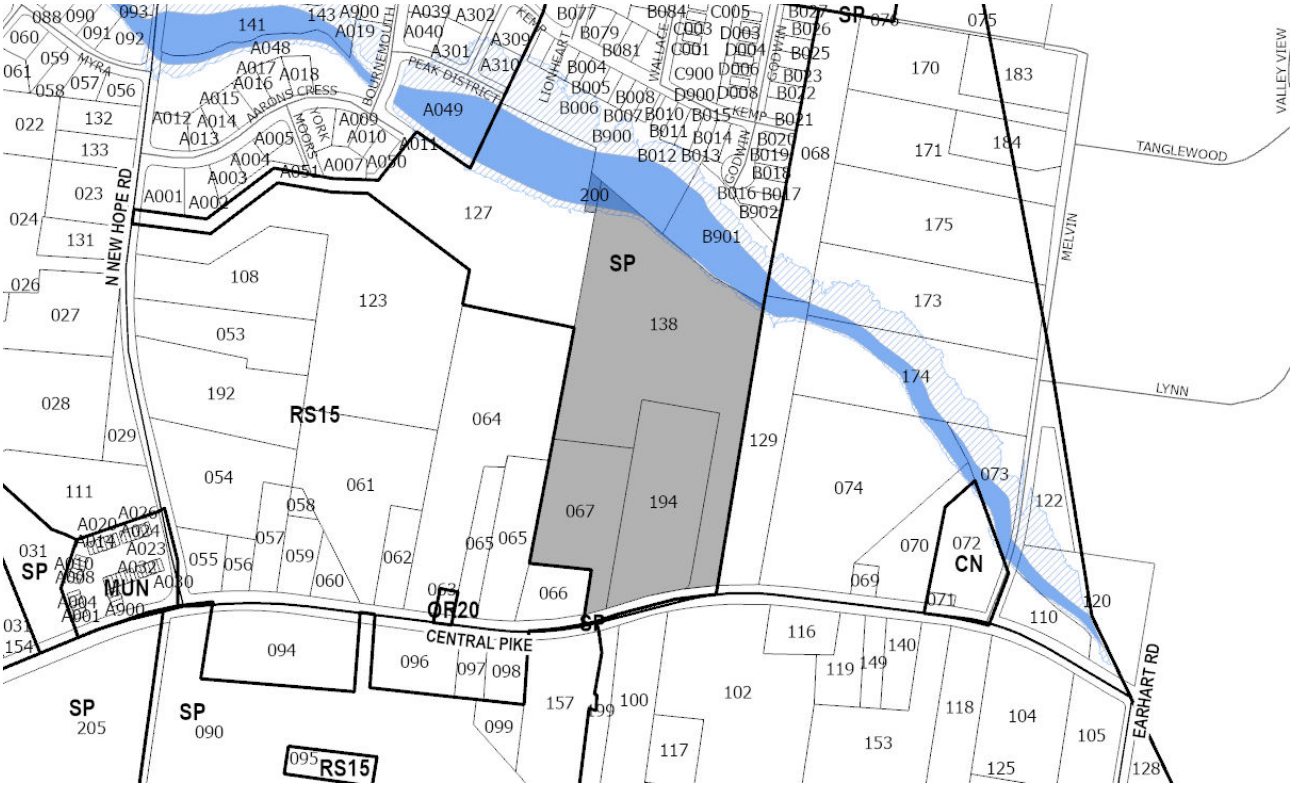
Staff recommends the following changes to the proposed text amendment filed with the Metro Council office in response to recent public feedback obtained:

- Enable the following existing Bonus Height Program Bonus Options within the proposed Midtown East Subdistrict:
    - Neighborhood Support Space Bonus Option
        - At the October 22, 2026 Planning Commission meeting, Planning Commissioners expressed interest in staff exploring ways that zoning tools could help create retail and office spaces that are accessible to small or new businesses, as well as non-profits and other community organizations. This existing bonus menu option awards bonus height for the following:
            - Spaces that fulfill an individual's daily or weekly needs
            - Spaces that strengthen the surrounding community
            - Spaces for non-profits or other organizations that directly serve a community

          This existing bonus option also allows applicants to propose uses with similar functions for approval.
    - Elevated Green Building Certification Bonus Option
        - Stakeholders have expressed interest in additional bonus options that could be pursued for office uses. The existing Elevated Green Building Certification Bonus Option provides bonus height for green building certification at levels above the BHP's Baseline Requirement. Traditionally, green building certification is significantly easier for office towers (compared to residential and hotel towers) because they feature highly uniform, centralized building systems and predictable operational schedules, whereas other uses are heavily compartmentalized with more water connections and are subject to individual user behaviors.
- Reduce the eligibility for the VAHI Bonus Height Maximum for averaging 80% AMI from 10% of total units to 9% of total units.
    - This reduction enables projects pursuing the VAHI Bonus Height Maximum to achieve a round number of stories if providing the minimum percentage of attainable units to qualify for the VAHI Bonus Height Maximum. For example, the provision of 10% of total units averaging 80% AMI would earn 6.75 stories, whereas 9% of total units averaging 80% would earn 6 stories. This change makes it so that the threshold required to have access to the VAHI Bonus Height Maximum for a development averaging 80% AMI results in a round number of bonus height: 6 stories. In order to accommodate this, the percentage of units required to average 80% AMI has been scaled down accordingly from 10% to 9%. It is important to note that this change does not prohibit developers from providing 10% of units at an average of 80% AMI nor does it decrease that award – which would still be 6.75 stories.

STAFF RECOMMENDATION

Staff recommend approval of substitute ordinance.



2019SP-031-006
4307 CENTRAL PIKE (AMENDMENT)
Map 087, Parcel(s) 067, 138, 194, 200
14, Donelson – Hermitage – Old Hickory
12 (Erin Evans)

Item #2	**Specific Plan 2019SP-031-006**
Project Name	**4307 Central Pike (Amendment)**
Council District	12 – Evans
School District	04 – Nabaa-McKinney
Requested by	Dale and Associates, applicant; Wise Group, Inc., owner.
Deferrals	This item was deferred at the October 22, 2026, Metro Planning Commission meeting. No public hearing was held.
Staff Reviewer	Garland
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

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

SP Amendment

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, to permit a maximum of 264 units consisting of single-family lots and multi-family residential units (18.59 acres).

Existing Zoning

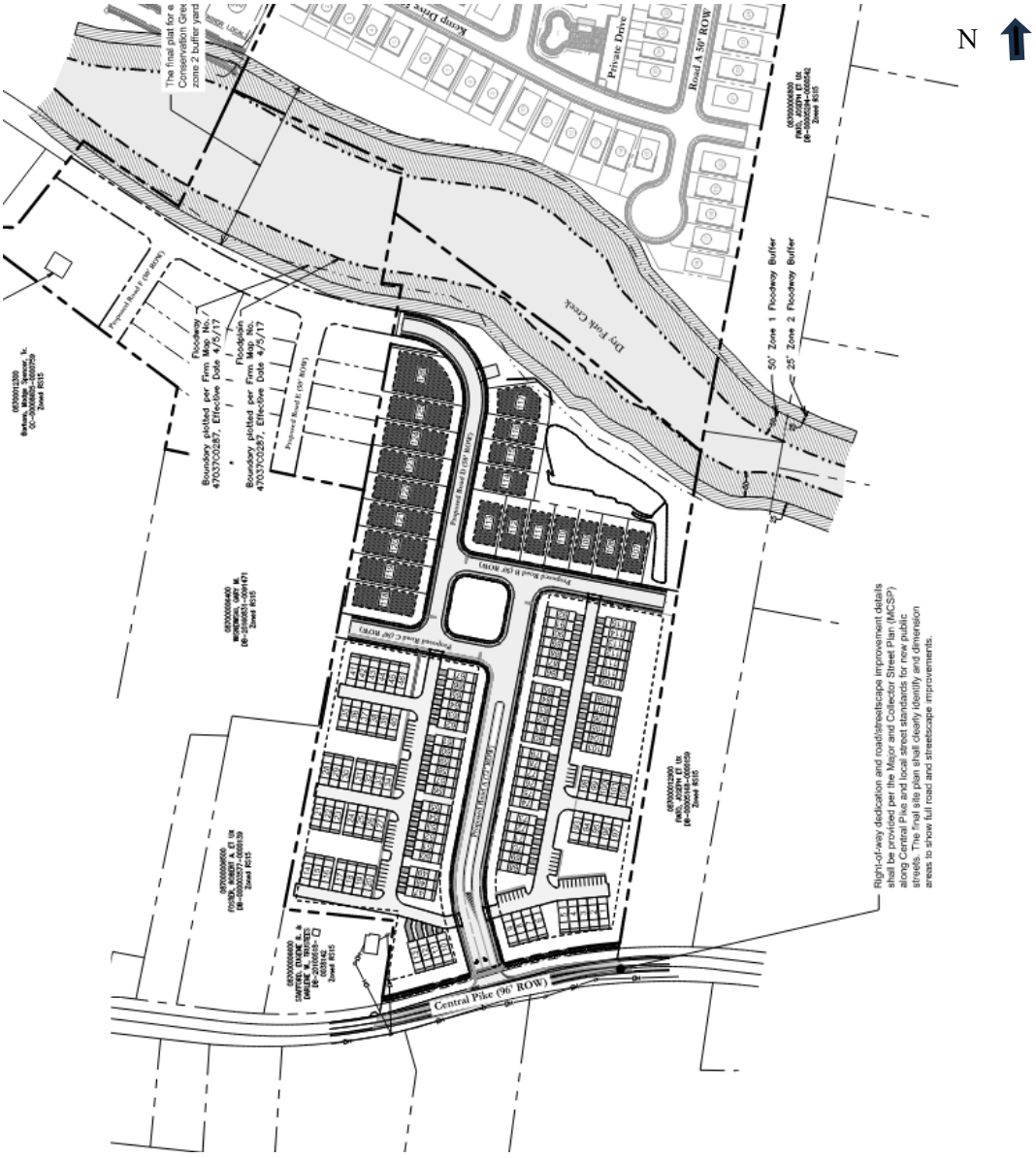
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The existing Specific Plan includes a mix of residential building types.*

Proposed Zoning

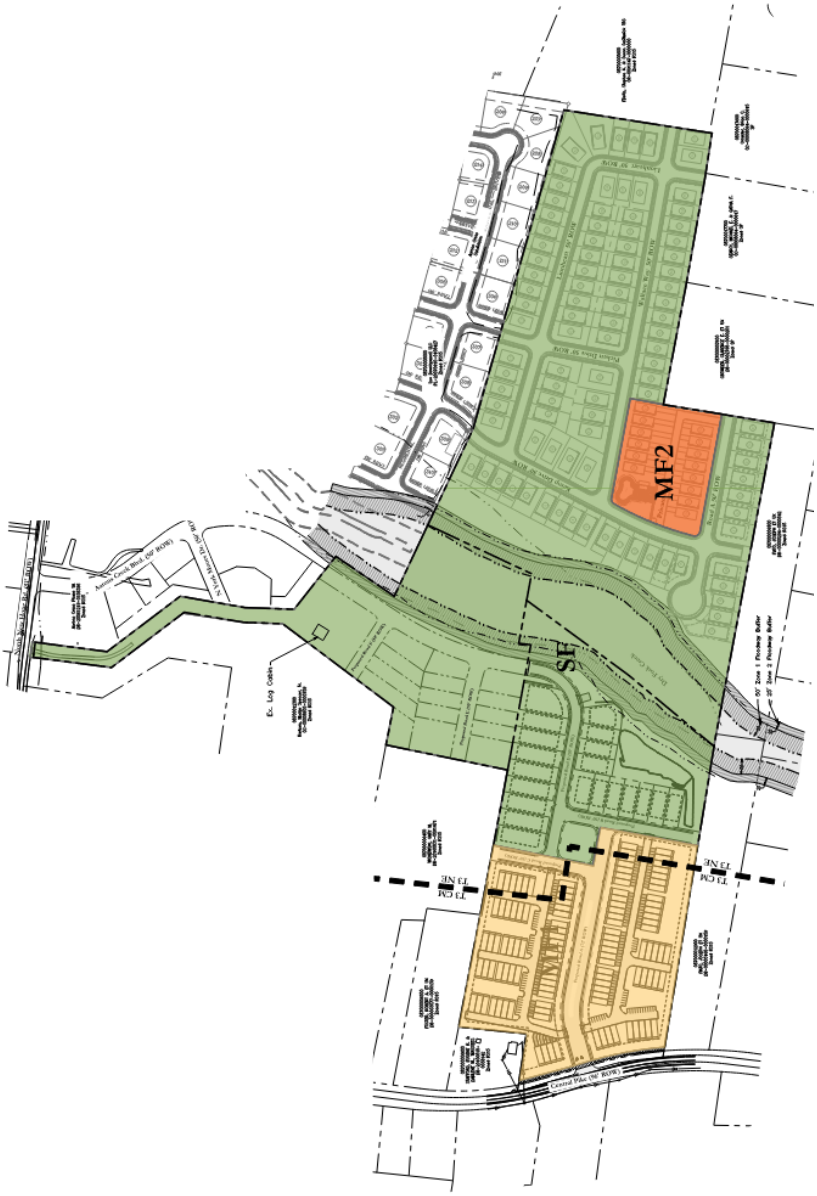
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DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



Proposed Plan (above)



District	Proposed Use
Multi-Family District 1	Multi-Family Residential up to 115 units
Multi-Family District 2	Multi-Family Residential but not stacked flats or apartments, up to 14 units
Single Family District	Single Family up to 135 lots/units

District Plan

T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

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

SITE CONTEXT

The subject site consists of four parcels totaling 18.59 acres, located north of Central Pike. The properties are currently within the 4307 Central Pike SP (2019SP-031-001/BL2019-1692) which includes additional properties to the north and west for a total SP area of 61.08 acres. The SP was approved in 2019. The approved plan included four districts which allowed different uses: to allow for 23,000 square feet of all uses of MUL in a Commercial District, 80 multi-family units in Multi-family District 1, 74 multi-family units (stacked flats prohibited) in Multi-family District 2, and 110 single-family units. Several final SPs have been approved for the portions of the SP that are north of Dry Fork Creek with a total of 97 single-family lots and 14 multi-family residential units approved to date.

PLAN DETAILS

The proposed SP amendment seeks to amend a portion of the SP shown on the previous plan as the Commercial District, Multi-Family District 1, and Multi-Family District 2. The commercial component of the approved plan has been removed. Multi-Family District 1 has been expanded to include the area previously shown as the commercial district and to permit a total of 115 multi-family residential units. The area previously shown as Multi-Family District 2 has been reduced to a smaller area of 14 multi-family units. The Single-Family District has been expanded to include area previously shown as Multi-family District 2, and increases the number of single-family units permitted to 135 lots. The attached townhome units in Multi-Family District 1 are oriented towards Central Pike, the proposed public streets, and common open spaces. The public street network that was previously approved, with the exception of the creek crossing which was previously removed due to environmental impacts, remains. The other proposed public street connections will be retained with this amendment with connections shown to the north, east, and western property boundaries.

ANALYSIS
Staff finds that the proposed SP amendment is consistent with the T3 NE and T3 CM policy areas. The plan would allow a total of 135 single-family lots and 129 multi-family residential units at a density of approximately 4.25 units an acre, which is a similar density that is allowed on the site currently. The SP amendment primarily replaces multi-family residential building types with additional single-family lots on a portion of the plan which is appropriate given the T3 NE policy which supports various forms of residential building types including single-family, townhomes, house courts, and flats. The proposed amended portion within the T3 CM policy is removing the mixed-use portion and increasing the multi-family units in this area with four additional units . These additional units match the pattern of the previously approved units in this Multi-Family District 1. The units are oriented towards Central Pike with access from the proposed public road . The T3 CM policy encourages a greater mix of higher-density residential and mixed-use development along the corridor. Multi-Family residential buildings are preferred along corridor segments between intersections. This site is served by connected street networks and internal sidewalks.

Overall, the SP amendment advances the goals of T3 NE policy to create more housing choices with moderate density in appropriate locations, especially on an Arterial-Boulevards such as Central Pike. The T3 NE policy states that density is secondary to form of development and that T3 NE areas are intended to be moderate density with smaller lots and more diverse housing types which is what this development is proposing. Staff recommends approval with conditions and disapproval without all conditions.

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.
- 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 Road Design Standards and specifications. Reference the following details: ST-200,-210,-215,-249,-252,-253, -320,-324. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail).
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps. Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- New public road intersections require ISD to be met, per AASHTO. Submit plan and profile exhibits prior to final submittal for NDOT to review.
- 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.
- 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.
- Additional comments: The square intersection will need to be analyzed for stop control. Provide spacing dimensions and a stop control scheme for traffic flow around square open space.

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- Per MMTA, & Preliminary SP Requirements: Prior to final building permit approval, the owners/developers shall provide a total contribution of $250k to NDOT, with each contributing $125k. This contribution shall be utilized for traffic, infrastructure, and/or multimodal improvements within the vicinity of the development.
- All Previous NDOT Traffic and Parking Conditions Apply.
- Prepare a traffic control scheme to be included in final SP submittal that details internal roadway routing and traffic control assumptions. May require additional traffic analysis to be coordinated with NDOT to determine appropriate measures.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.

STORMWATER RECOMMENDATION
Approve

WATER SERVICES RECOMMENDATION
Approve with conditions

- Approved as a Preliminary SP only.
- Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed.
- Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.

- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

METRO SCHOOL BOARD REPORT
Projected student generation existing SP district: 24 Elementary 18 Middle 17 High
Projected student generation proposed SP district: 36 Elementary 26 Middle 21 High

METRO SCHOOL BOARD REPORT
The proposed SP district is expected to generate 24 more students than the existing SP district. Students would attend Dodson Elementary School, DuPoint Tyler Middle School, and McGavock High School. Chadwell Elementary School is identified as over capacity, Jere Baxter Middle School is identified as at capacity, and Maplewood High School is identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

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

CONDITIONS
1. Permitted uses within the entirety of the SP shall be limited to a maximum of 264 units including 135 single-family lots as shown in the Single-Family District, a maximum of 115 multi-family residential units in Multi-Family District 1, and a maximum of 14 multi-family residential units in the Multi-Family District 2. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. All conditions of BL2019-1692 shall apply with the exception of the use condition and conditions 6 and 7.
3. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. 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.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners’ Association.
9. No master permit/HPR shall be recorded prior to final SP approval.
10. Final plat may be required prior to permitting.

11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

SEE NEXT PAGE



2026SP-043-001
4311 & 4319 SIDCO SP
Map 132-15, Parcel(s) 057-058
11, South Nashville
26 (Courtney Johnston)

Item #3a	**Specific Plan 2026SP-043-001**
Project Name	**4311 & 4319 Sidco SP**
Associated Case	155-79P-001
Council District	26 – Johnston
School District	07 – Player
Requested by	Paradym Studio, PLLC, applicant; 4319 Bedford, LLC and Shiv Shakti Music City, LLC, owners.
Deferrals	This item was deferred at the October 22, 2026, Metro Planning Commission meeting. No public hearing was held.
Staff Reviewer	Webster
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

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

Preliminary SP
A request to rezone from Commercial Limited (CL) to Specific Plan (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.

Existing Zoning
Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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

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.*


ELYSIAN FIELDS DR
(50' ROW)
I-65
BUILDING C
16 STORIES (188')
190,000 SF
10 STORIES (122')
BUILDING A
340,000 SF
12 STORIES (163')
16 STORIES (191')
BUILDING B
5 STORIES (72')
100,000 SF
1 STORY PODIUM (22')
OPEN SPACE PLAZA
PRIVATE DRIVE
SIDCO DRIVE (77' ROW)
EXISTING BUSINESS TO REMAIN
BELOW GROUND PARKING GARAGE ENTRANCE
ST-324 COMMERCIAL DRIVE RAMP
NEW SIDEWALK PER METRO STANDARDS
15' LANDSCAPE BUFFER
EXISTING INTERSTATE BUFFER
BUILDING SERVICES AREA/SOLID WASTE STORAGE
NEW WATER METER
PROPOSED GREASE INTERCEPTOR
NEW WATER LINE
CONCRETE CURB & GUTTER PER METRO STANDARD DETAILS (TYP.)
PROPOSED SEWER LINE
PROPOSED EXTENSION OF SANITARY LINES
EXISTING MAN HOLE COVER
EXISTING SIDEWALK
NEW CONTROLLED INTERSECTION
NEW SIGNAL POLL
FUTURE BUS STOP FOR NEW ROUTE WITH 35' X 8' BUS STOP WITH REQUIRED APPURTENANCES.
FIRE HYDRANT, TYP
LOADING ZONE/BUILDING SERVICES AREA/SOLID WASTE STORAGE
ABANDON SEWER EASEMENT AND CAP
EXISTING SEWER LINE
CONNECT TO EXISTING GAS LINE
TIE NEW WATER LINE INTO EXISTING LINES
EXISTING WATER LINE
10'-15' BUILD TO ZONE
BUS STOP FOR SOUTH BOUND ROUTE WITH REQUIRED APPURTENANCES
NEW 8' WIDE SIDEWALK PER METRO STANDARDS
NEW WATER LINE FOR CONTINOUS TO BUILDING IN GARAGE
ROCKET (TYP.)
PROPOSED DOMESTIC LINE
OPEN SPACE
CONCRETE CURB & GUTTER PER METRO STANDARD DETAILS (TYP.)
TIE EXISTING SANITARY LINE INTO NEW PROPOSED SANITARY LINE
NEW 8' SIDEWALK LOCATION
EXISTING WATER LINE
HARDING PL

Proposed SP

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

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

SITE CONTEXT
The subject site consists of two parcels, totaling 3.79 acres, located on the southwest corner of Sidco Drive and Elysian Fields Road, and east of Interstate 65. The site has frontage on Sidco Drive, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP), Elysian Fields Road, a local street, and I-65, a major interstate. The properties are also proximate to the intersection of Sidco Drive and Harding Place to the south. Harding Place is also classified as an Arterial-Boulevard in the MCSP. The site has been zoned CL since 1998 and was previously zoned One- and Two- Family Residential (R40) since 1974. The subject properties are also located within a Commercial Planned Unit Development (PUD) that was adopted by Metro Council in 1980. The site currently contains a La Quinta Inn hotel and event venue. Surrounding properties are zoned CL to the north and south, and Industrial Restrictive (IR) to the east across Sidco Drive, including a large rail yard. Surrounding land uses are largely commercial and industrial. Properties across I-65 are located within the City of Oak Hill, a Satellite City, and are primarily single-family residential.

The site is also located within a Commercial PUD that is proposed to be cancelled for the two subject parcels associated with this SP (155-79P-001).

PLAN DETAILS
The SP proposes a mixed-use development in the form of three buildings including a 12-story mixed-use residential building with a 16-story tower containing approximately 15,000 square feet of non-residential floor area and 325,000 square feet of residential floor area in the form of stacked flats (Building A), a five-story mixed-use residential building containing approximately 12,000 square feet of non-residential floor area and 88,000 square feet of residential floor area in the form of stacked flats (Building B) as well as a 10-story hotel with a 16-story tower containing a maximum of 205 rooms (Building C). In total, the SP proposes a maximum of 275 multi-family residential units, 205 hotel rooms, and approximately 42,000 square feet of non-residential floor area. Uses are proposed in accordance with the MUL-A zone district including multi-family

residential, commercial/retail uses, and a hotel with associated ancillary uses. Short-term rental, not owner-occupied and owner-occupied uses are proposed to be prohibited as part of the SP request. The site currently has vehicular access from two driveway cuts along Sidco Drive and one driveway cut along Elysian Fields Road. The plan proposes to retain all existing access points, including two along Sidco Drive and one access point along Elysian Fields Road. Elysian Fields Road is proposed to terminate into a cul-de-sac at the western boundary. A turnaround between Buildings A and B is proposed off of a private drive that connects to Elysian Fields.

The proposed plan includes an improved sidewalk system along Sidco Drive with an eight-foot sidewalk and six-foot planting strip per MCSP requirements for Arterial-Boulevards. Internal sidewalk connectivity between the three buildings as well as an open space plaza and pocket park central to the site between Buildings A and B are also proposed. Along the northern property line, the plan provides a 15-foot, modified B-3 landscape buffer that includes an eight-foot masonry wall between the development and the I-65 corridor. The plan includes a build-to-zone standard along Sidco Drive of 10 to 15 feet, exclusive of building overhangs. A proposed overhang for Building B is located along Sidco Drive where a new WeGo bus stop is proposed. The maximum height within the build-to-zone is limited to one story. Maximum height for buildings outside of the build-to-zone varies. The maximum building height for Building A includes a 16-story tower in 191 feet and a maximum of 12 stories and under on the remaining building footprint with lower heights reflected on the site plan, including a one-story podium that the tower is proposed to sit on. Building B includes a maximum of five stories in 75 feet outside of the build-to-zone. Building C includes a 16-story tower in 188 feet and a maximum of 10 stories in 122 feet and under on the remaining building footprint with lower heights reflected on the site plan. Staff would note that portions of the one-story component on Building B extend beyond the 10-15 foot standards as currently written on the plan, and staff has therefore included a condition for the standard to be updated to reflect the plans accordingly.

Parking is proposed to be primarily located below-ground in a structured parking garage spanning across the three mixed-use buildings with one entrance to the below-grade parking per building. Approximately 609 parking spaces are proposed to be provided in the below-grade structured parking while 15 surface parking spaces are proposed along the western façade of Building A for back-of-house staff for a total of 624 proposed parking spaces. The 15 surface parking spaces are proposed to be primarily covered by the upper floors of Building A. The total parking count is proposed to be shared and is not provided explicitly for each individual use within the development in part based on the assumption that different uses have different peak hours of parking demand and require parking at different hours of the day.

ANALYSIS

The majority of the site is within the T3 Suburban Community Commercial (T3 CC) policy area. The T3 CC policy is intended for mixed use areas that are compatible with the general character of suburban neighborhoods, noting that increased height may be appropriate at major intersections along Arterial-Boulevard streets. Consideration of taller building heights includes but is not limited to proximity to other policy areas, the contribution of the development to creating pedestrian-friendly streetscapes, plazas, and open space, the provision of light and air between buildings, and capacity of the block structure to accommodate intensity.

The development proposes a maximum of 275 multi-family residential units, 205 hotel rooms, and approximately 42,000 square feet of non-residential floor area within three mixed-use buildings. Maximum heights vary both between and within each building, promoting additional light and air on the site and visual breaks within the development. Building A, located along I-65, proposes a recessed 16-story tower in 191 feet situated on top of a one-story podium as well as articulation and massing variations, changes in roof lines, building heights, and façade treatments to visually break up the building length into three distinct architectural volumes. Building B, located along Sidco Drive, is proposed to be a maximum of one story within a 10- to 15-foot build-to-zone off of Sidco Drive and then increases to a maximum of five stories in 75 feet outside of the build-to-zone. The maximum height of five stories as well as the one-story build-to-zone restriction provides a gradual decrease in scale towards Sidco Drive, promoting a more pedestrian-friendly scale closer to the street. Building C, located along Elysian Fields Drive, proposes a 16-story tower in 191 feet and a maximum of 10 stories and below for the remaining building footprint. The ground floor of each building within the development is proposed to be activated by retail and commercial uses with a minimum glazing requirement of 25% on the ground floor, providing an enhanced pedestrian experience. The streetscape design along Sidco Drive includes an eight-foot sidewalk and six-foot planting strip, as well as a new WeGo bus stop, providing convenient access to public transportation.

The T3 CC policy generally allows for building heights between one to three stories tall, noting that taller buildings may be found at major intersections along arterial-boulevards streets that are sufficiently wide to avoid the effect of a building overshadowing the street. Overall, appropriate height within the T3 CC policy is based on building type, surrounding context, architectural elements, and location. The location of the proposed development being situated at the intersection of two Arterial-Boulevards, proximate to industrial land uses to the east, including a large rail yard, and I-65 to the west, aligns with policy guidance that permits higher intensity mixed-use development along major corridors and at key intersections. The elevations included with the preliminary SP plan provide detailed architectural elements in each of the three buildings, including step-backs, recessed façades, enhanced glazing, façade articulation, changes in rooflines, as well as height restrictions within build-to-zones, contribute to an overall enhanced urban form while maintaining a consistent architectural language. The landscaping and public realm elements, including the proposed sidewalks, planting strip, centralized open space plaza, pocket park, and landscape buffer between the development and I-65, promote pedestrian-oriented design and connectivity.

Given the site's location between the rail yard and the interstate, the proposed heights in addition to the architectural, landscape, and open space elements, satisfy the policy's overall intent that increased height be accompanied by exceptional design and public realm enhancements. The plan also meets general design goals for the T3 CC policy by orienting buildings to the corridor, consolidating access, and providing transit improvements including a WeGo transit stop and sidewalk improvements.

Based on the proposed architectural design, enhanced public realm, pedestrian connectivity, open space, transportation accessibility, and consistency with the T3 CC policy, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION
Approve with conditions

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

WEGO RECOMMENDATION
Approve with conditions

- The bus stop passenger waiting pads must be a minimum of 35 ft x 8 ft x 6 in concrete behind tangent curb.
- Bus stop with appurtenances must be shown on plans prior to Final SP submittal.
- Bus stop must be completed prior to any occupancy or use of first phase to be constructed.
- Developer must liaise and reach agreement with WeGo philip.randall@nashville.gov 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 (ROADS) RECOMMENDATION
Approve with conditions

- Comply w/ NDOT traffic comments and 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, drainage and utility data. Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- Provide sight distance triangles at all site access points of the existing ROW. Sight triangles should be free and clear of proposed grade, vegetation, monuments, building foot prints and other large obstructions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov.
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. Extents to be coordinated in field with NDOT inspector.
- Case specific comments/conditions: Provide half-section along Sidco Dr ROW frontage, per MCSP. Any pavement widening shall be per ST-253 schedule. Elysian Fields Court shall be built to a ST-252 standard w/ the terminus built to a ST-331 standard. Any private drives off the ROW shall be shown as ST-324 ramps w/ private/public sign delineation.

NASHVILLE DOT (TRAFFIC) RECOMMENDATION
Approve with conditions

- (1) At Final, if the site plan does not align with the trip distribution and assignment assumptions presented in the September 2026 MMTA as determined by the NDOT Traffic

Engineer, the plan shall be revised and designed to ensure the Project traffic is encouraged to utilize the Elysian Fields Road / Sidco Drive proposed traffic signal as the primary point of access. If not all Project traffic can be directed to this primary access through site plan revisions, additional analysis within the MMTA will be required. NDOT has the following recommendations to maintain the MMTA assumed trip distribution and assignment to minimize the potential for MMTA revisions:

  - (1A) No parking garage access taken from the proposed private drive depicted along the southern boundary of the site adjacent to the Cracker Barrel. This ensures minimal required coordination with the Cracker Barrel, and minimizes any disruption to the existing business.
  - (1B) Parking garage access for Building A be from the proposed private drive along the western boundary of the site adjacent to I-65.
  - (1C) Parking garage access for Building B be from the proposed plaza traffic circle, and not taken from the existing drive aisle shared with the Waffle House. Additional physical restrictions (curb/bollards on Project property) that differentiate Project traffic from existing Waffle House traffic should be installed to deter direct access from the shared driveway onto Sidco Drive into the Project site. This ensures minimal required coordination with the Waffle House, and minimizes any disruption to the existing business.

- Per the September 2026 MMTA, Final site plan shall depict the following recommended mitigations to be implemented by the Project:
  - Install a traffic signal at Sidco Drive / Elysian Fields Road including directional curb ramps, detectable warning mats, pedestrian push buttons, and high visibility crosswalk on all corners and approaches.
  - Reconstruct Elysian Fields Road to include two outbound lanes at Sidco Drive / Elysian Fields Road.
  - Adjust signal timing at Harding Place / Sidco Drive and Harding Place / Trousdale Drive.
  - Install WeGo transit stops in the southeast and southwest corners of the Sidco Drive / Elysian Fields Road intersection.
  - Install directional curb ramp in the southwest corner of Sidco Drive / Existing Cracker Barrel Shared Driveway.
  - Install sidewalks per MCSP along the west side of Sidco Drive between Harding Place and the Existing Cracker Barrel Shared Driveway, and along Project frontage of Sidco drive. NDOT understands there may be feasibility constraints associated with the construction of sidewalks per the MCSP between along Sidco Drive between Harding Place and the Existing Cracker Barrel Shared Driveway. Please coordinate with NDOT at the time of design on this segment.
- In the event that changes to the MMTA are required, any changes to the findings and recommendations will require further coordination with NDOT.
- Final SP will require licensed engineer stamp and should include traffic signal design for the traffic signal at Sidco Drive / Elysian Fields Road.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed

public roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards.
- Comply with NDOT Roads comments.

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

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

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from CL to SP is estimated to have an increase of 3,271 daily weekday trips, including 368 additional AM peak hour trips and 211 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing CL district: 0 Elementary 0 Middle 0 High
Projected student generation proposed SP district: 28 Elementary 21 Middle 17 High

METRO SCHOOL BOARD REPORT
The proposed SP district is expected to generate 66 more students than the existing CL district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary School is identified as over capacity, Wright Middle School is identified as exceedingly under capacity, while 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 with conditions and disapproval without all conditions.

CONDITIONS
1. Permitted uses shall be limited to a maximum of 275 multi-family residential units, 205 hotel rooms, and 42,000 square-feet of non-residential uses per MUL-A-NS zoning, with prohibited uses as specified on the plan. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.

2. On the corrected copy, update the permitted uses to reflect the Permitted Uses condition. Remove "Permitted uses per MUL-A" on all applicable sheets.
3. On the corrected copy, update Fallback zoning to MUL-A-NS.
4. On the corrected copy, label the base of the western side of the podium on Building A closest to I-65 as "1 story".
5. On the corrected copy, update and increase the build-to-zone standard for Building B as needed to reflect the boundaries of the one-story component along Sidco Drive consistent with the preliminary SP elevations.
6. On the corrected copy, include the following sentence under the Maximum Height Requirements for Building B: "Lower heights as specified on the site plan."
7. Glazing on the portion of Building B above the pedestrian breezeway facing Sidco Drive shall be clear and fully transparent. Use of spandrel glass or similar material shall be limited along primary pedestrian pathways but may be used to screen mechanical and similar spaces.
8. A minimum of 50% of the ground floor of Buildings A and B shall include non-residential uses. Residential amenities are not to be considered "non-residential."
9. Building heights shall not exceed maximum heights in feet and stories identified on the preliminary SP plan.
10. Vehicular points into the site, including garage access points, to be reviewed and approved by Planning and NDOT with any final SP submittal.
11. The final SP shall maintain the vertical articulation and massing variations shown on the preliminary elevations. Specifically, the distinct changes in rooflines, building height, and facade treatments (including shifts in materials and window patterns) that visually break Building A into three distinct architectural volumes using recessed facades, while maintaining a consistent shared architectural language, must be retained.
12. With the final site plan, the location and screening details of all dumpsters and mechanical equipment to be provided and reviewed by Staff.
13. 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.
14. 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.
15. Comply with all conditions and requirements of Metro Reviewing Agencies.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
18. 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.

19. No master permit/HPR shall be recorded prior to final SP approval.
20. Final plat may be required prior to permitting.

SEE NEXT PAGE



155-79P-001
SIDCO DRIVE PUD (CANCELATION)
Map 132-15, Parcel(s) 057-058
11, South Nashville
26 (Courtney Johnston)

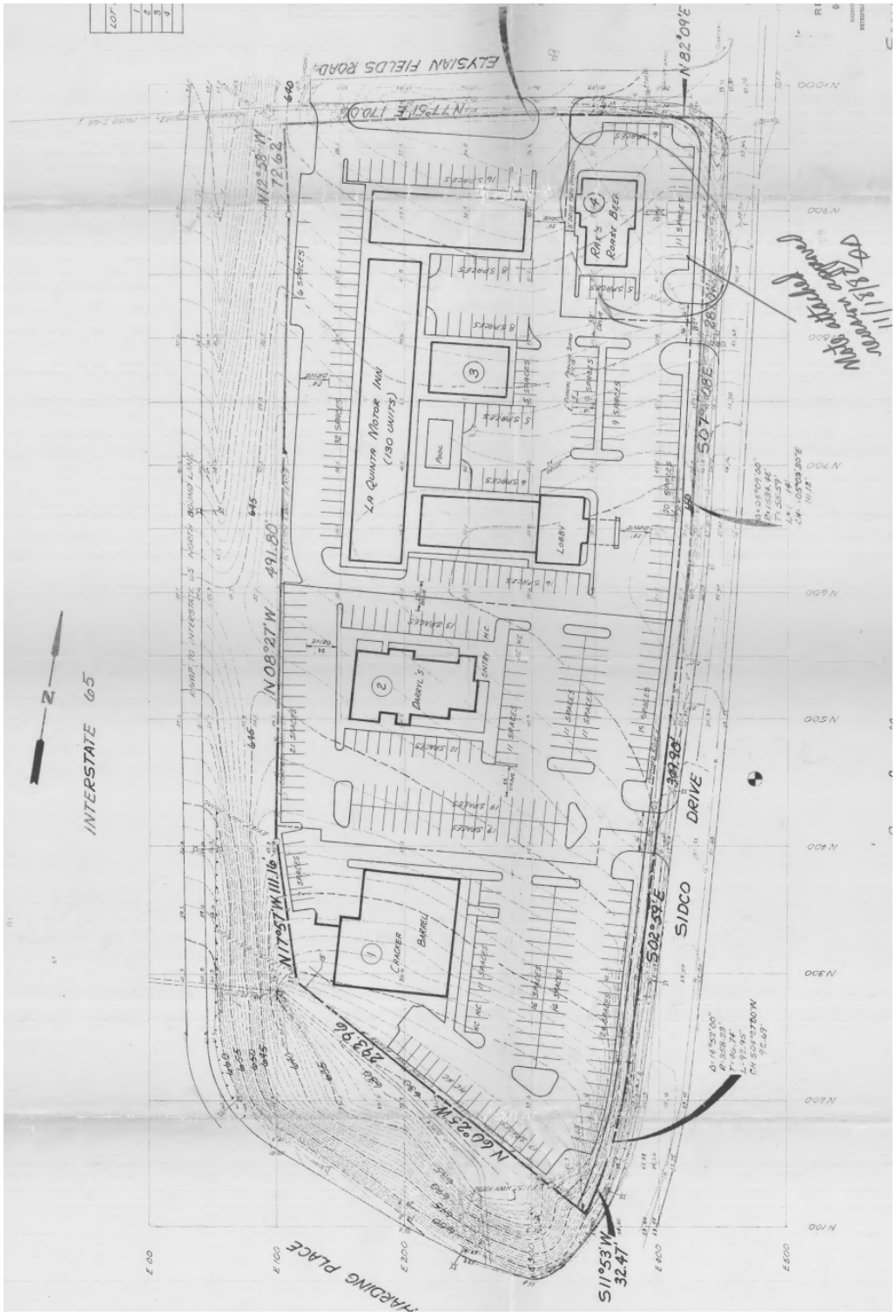
Item #3b	**Planned Unit Development 155-79P-001**
Project Name	**Sidco Drive PUD (Cancelation)**
Associated Case	2026SP-043-001
Council District	26 – Johnston
School District	07 – Player
Requested by	Paradym Studio, PLLC, applicant; 4319 Bedford, LLC and Shiv Shakti Music City, LLC, owners.
Deferrals	This item was deferred at the October 22, 2026, Metro Planning Commission meeting. No public hearing was held.
Staff Reviewer	Webster
Staff Recommendation	*Approve if the associated Specific Plan is approved and disapprove if the associated Specific Plan is not approved.*

APPLICANT REQUEST
Cancel a portion of a Planned Unit Development.

PUD Cancelation
A request to cancel a portion of a Commercial 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 Commercial Limited (CL).

Existing Zoning
Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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



Approved PUD Plan

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

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

PLANNED UNIT DEVELOPMENT OVERLAY HISTORY
The site has been located within a Commercial PUD since 1980. The Commercial PUD was originally approved under the previous zoning code, COMZO, to construct a hotel containing 130 rooms as well as three freestanding restaurants. All properties within the PUD have been developed with various commercial and retail uses including hotel, restaurant, and event venue uses.

ANALYSIS
The T3 CC policy is intended for mixed use areas that are compatible with the general character of suburban neighborhoods. A Specific Plan (SP) rezoning (2026SP-043-001) has been filed to develop properties located at 4311 and 4319 Sidco Drive with a mixed-use development. The cancelation of the PUD for the two subject properties would permit the subject properties to develop in a manner that is aligned with the policy guidance of the T3 CC policy area. The existing PUD would remain for the two other parcels, 4301 and 4323 Sidco Drive, located at either end of the existing PUD, that are currently developed with restaurants. Since staff finds that cancelation of the PUD in conjunction with the associated SP is consistent with the T3 CC policy area. Should the associated SP not be approved, staff recommends that the existing PUD remain in place.

STAFF RECOMMENDATION
Staff recommends approval if the associated Specific Plan is approved and disapproval if the associated Specific Plan is not approved.



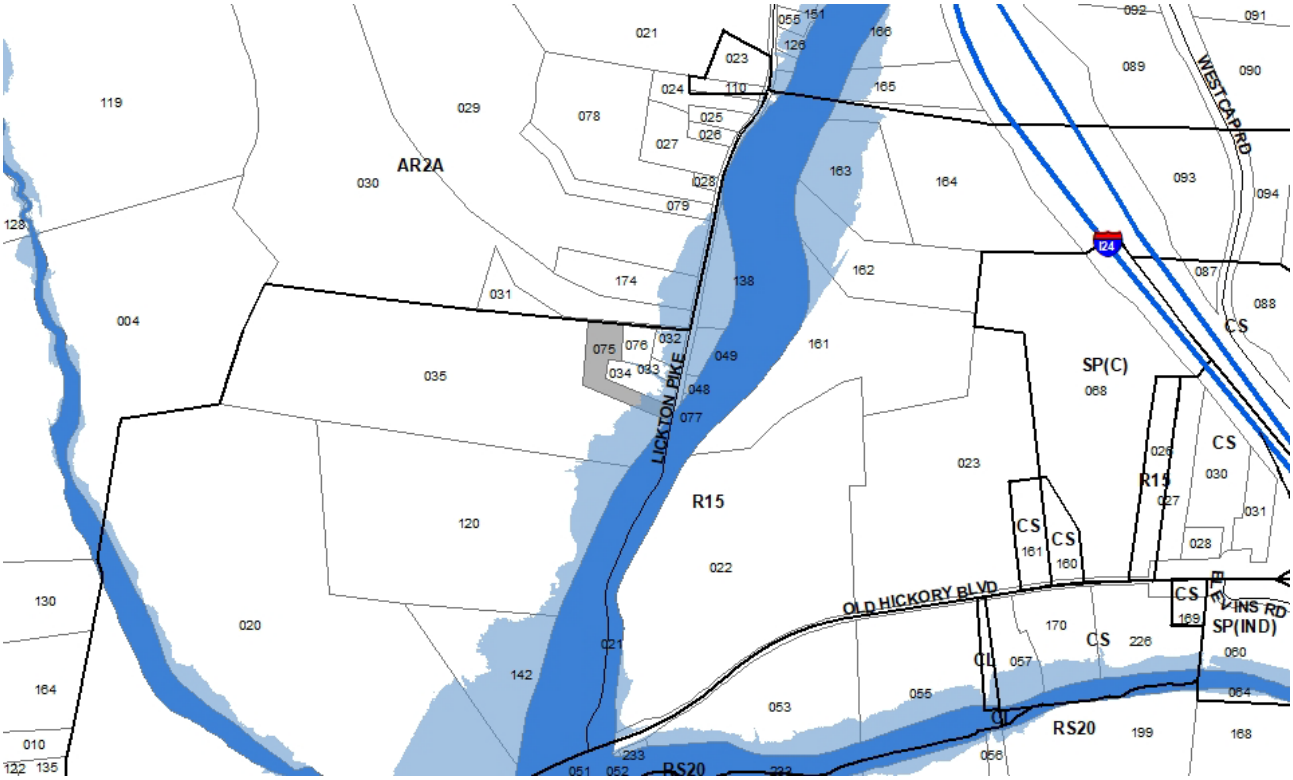
2026SP-046-001
LAKEWOOD ESTATES SP
Map 165, Parcel(s) 023,129
Antioch- Priest Lake
08 (Deonte Harrell)

Item #4	**Specific Plan 2026SP-046-001**
Project Name	**Lakewood Estates SP**
Council District	08 – Harrell
School District	06 – Mayes
Requested by	Stone Ridge Engineering, LLC, applicant; St. James Grant and Copeland Properties, LLC, owner.
Deferrals	This item was deferred at the October 22, 2026, Metro Planning Commission meeting. No public hearing was held.
Staff Reviewer	Ordonez
Staff Recommendation	*Defer to December 10, 2026, Planning Commission meeting.*

APPLICANT REQUEST
Preliminary SP to permit 27 single-family lots and 8 two-family lots.

Preliminary SP
A request to rezone from Agricultural Residential (AR2a) to Specific Plan zoning for properties located at 4058 and 4070 Lavergne Couchville Pike, approximately 1,540 feet south of Hamilton Church Road, to permit 27 single-family lots and 8 two-family lots (10.86 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the December 10, 2026, Planning Commission meeting.



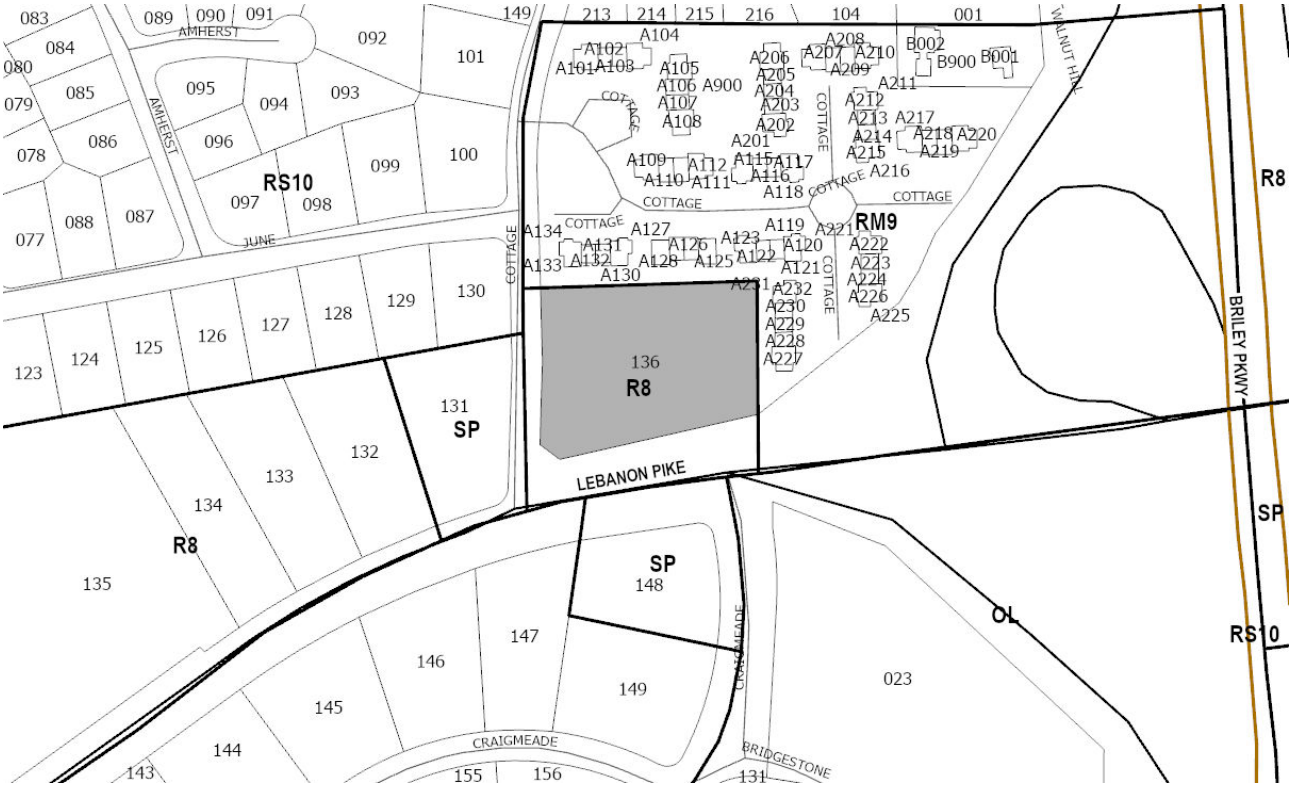
2026S-105-001
4686 LICKTON PIKE
Map 031, Parcel(s) 075
03, Bordeaux - Whites Creek - Haynes Trinity
01 (Joy Kimbrough)

Item #5	**Final Plat 2026S-105-001**
Project Name	**4686 Lickton Pike**
Council District	01 – Kimborough
School District	01 – Taylor
Requested by	Jesse Walker Engineering, applicant; Daniel Wayne Raike, owner.
Deferrals	This item was deferred at the July 23, 2026, August 13, 2026, August 27, 2026, September 10, 2026, and October 22, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	*Defer to the December 10, 2026, Planning Commission meeting.*

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

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

STAFF RECOMMENDATION
Staff recommends deferral to the December 10, 2026, Planning Commission meeting.



2026S-138-001
115 COTTAGE LANE
Map 095-02, Parcel(s) 136
14, Donelson – Hermitage – Old Hickory
15 (Jeff Gregg)

Item #6	**Concept Plan 2026S-138-001**
Project Name	**115 Cottage Lane**
Council District	15 – Gregg
School District	04 – Nabaa-McKinney
Requested by	Dale and Associates, applicant; Dary Taheri and Mohammad Rahimi, owners.
Deferral	This item was deferred at the August 27, 2026, September 24, 2026, and October 22, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Konigstein
Staff Recommendation	*Approve with conditions.*

APPLICANT REQUEST
Request for concept plan approval to create five lots.

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

SITE DATA AND CONTEXT
Location: The site is located at the northeast intersection of Lebanon Pike and Cottage Lane with frontage along both streets.

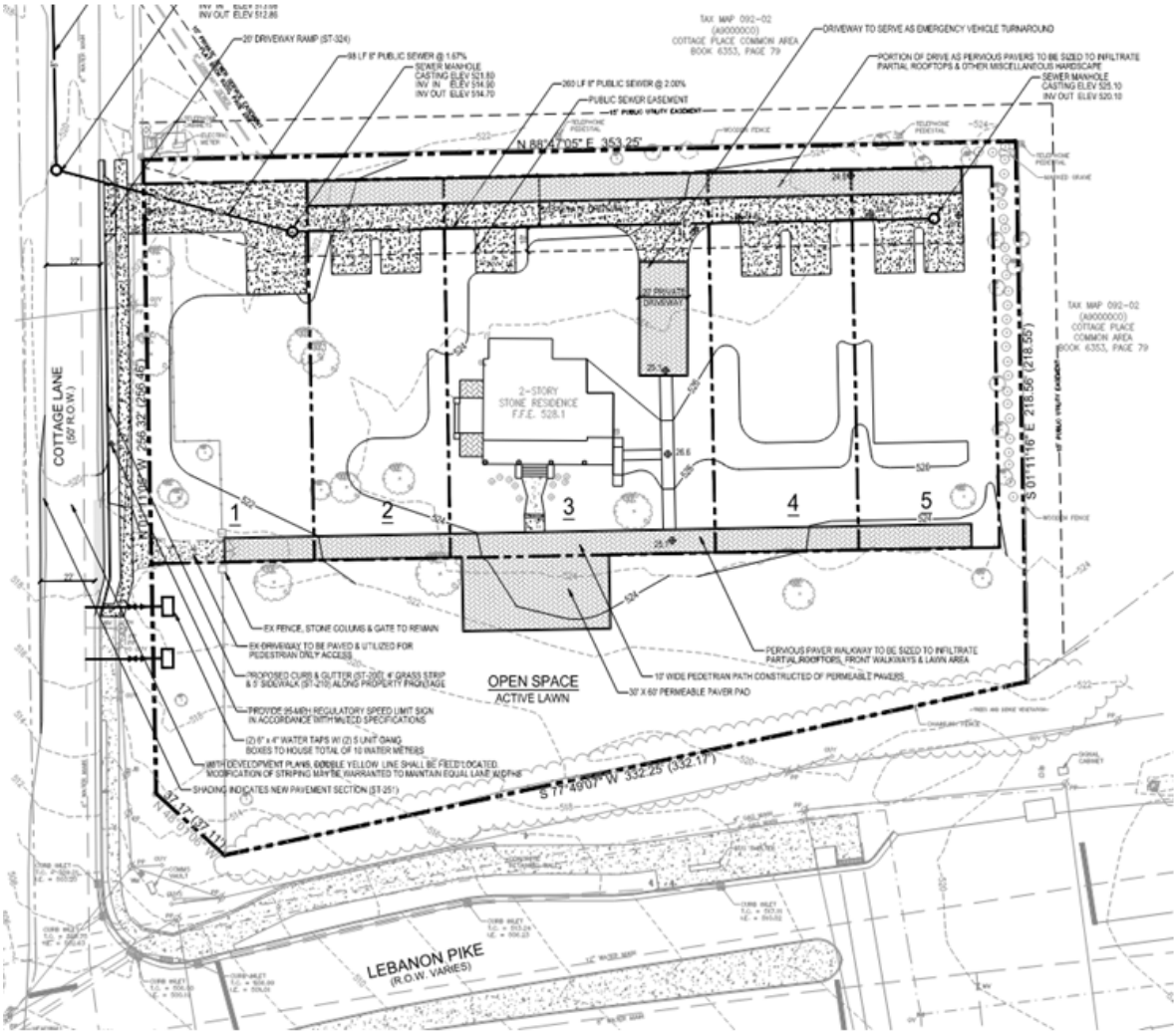
Street Type: The site has frontage on Lebanon Pike which is an arterial-boulevard as identified by the Major and Collector Street Plan (MCSP). The site also has frontage on Cottage Lane, a local street.

Approximate Acreage: 2.04 acres or approximately 88,948 square feet.

Parcel/Site History: This site is comprised of one lot that was platted in October 1984 (Book 6250, Page 288).

Zoning History: The site has been zoned R8 since 1974. The Historic Landmark Overlay District was applied to the site in 2019.

Existing land use: The site has a single-family residential use. The circa 1920 stone American Foursquare house is historic and classified as eligible to be listed in the National Register of Historic Places.



Proposed Concept Plan

Surrounding land use and zoning:

- North: Multi-family Residential (RM9)/Planned Unit Development Overlay
- South: Specific Plan (SP)
- East: Multi-family Residential (RM9)/Planned Unit Development Overlay
- West: Specific Plan (SP)

Zoning: One and Two-Family Residential (R8)

- Min. lot size: 8,000 square feet
- Min. building coverage: 0.45
- Min. rear setback: 20 feet
- Min. side setback: 5 feet
- Min. street setback: Per Zoning Code
- Max. height: 2.5 stories

PROPOSAL DETAILS

Number of lots: 5

Subdivision Variances or Exceptions Requested: None

Lot sizes: Lots range from 8,477 square feet to 10,121 square feet in size.

Access: All lots draw access from a cross access easement that is accessed from Cottage Lane. No driveway access onto Lebanon Pike is permitted.

Open space: One 36,116 square foot open space is proposed between the lots and the Lebanon Pike frontage.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

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

Subdivision Regulations that include standards for specific transects. For sites within the Transition transect, the conventional regulations found in Chapter 3 are utilized.

3-1 General Requirements
Staff finds that all standards are met.

3-2 Monument Requirements
Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

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

Staff finds that the land is suitable for development.

3-4 Lot Requirements
All proposed lots comply with the minimum lot size, 8,000 square feet, of the R8 zoning district in the Zoning Code. The site is located within a Historic Landmark District and any development proposed on the resulting lots will be required to be reviewed by the Metro Historic Zoning Commission (MHZC) regarding bulk standards and all other applicable regulations prior to the issuance of building permits. Section 3-4.2.b. requires frontage for single-family and two-family residential lots to have frontage onto a public street, or where permitted onto a common open space where each lot has a pedestrian connection between the unit and sidewalk and has vehicular access from an abutting alley or shared driveway easement. This plan includes lots that have frontage on an open space with a shared driveway easement for vehicular access.

3-5 Infill Subdivisions
In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists for Determining Compatibility for Designated Historic Districts.
Not applicable to this case.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.
Not applicable to this case.

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

a. *As defined in Chapter 7, Designated Historic Districts shall include all Historic Overlay Districts adopted in accordance with Chapter 17 of the Metropolitan Zoning Code and any National Historic Register districts officially listed on the National Register of Historic Places as designated by the National Park Service.*
Complies. The subject site is located in a Historic Landmark Overlay District.
b. *All minimum standards of the zoning code are met.*
Complies. All lots meet the minimum standards of the Zoning Code.
c. *The proposed lots are consistent with the design character of the district. To assist the Commission with this determination, the Metropolitan Historical Commission or its designee shall provide a recommendation for the consideration of the Commission as to whether or not the proposed subdivision is consistent with the historical development pattern of the district and compatible with the character of the district in terms of lot size, lot frontage and lot orientation.*
The MHZC has recommended approval with the condition that the design and siting of new construction is reviewed and approved by the MHZC.
d. *The current standards of all reviewing agencies are met.*
Complies. All agencies have recommended approval or approval with conditions.

3-5.5 Infill Subdivision Frontage
Not applicable to this case.

3-5.6 Reasonable Conditions
Not applicable to this case.

3-6 Blocks
No blocks are proposed with this concept plan.

3-7 Improvements
Construction plans for any required public or private improvements (stormwater facilities, water and sewer, public roads, etc.) will be reviewed with the final site plan.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities
The proposed subdivision does not include any new streets.

3-9 Requirements for Streets
Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements
No right-of-way dedication is required with this project.

3-11 Inspections During Construction
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after approval of a final site plan approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets
NDOT will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

3-13 Street Names, Regulatory and Warning Signs for Private Streets
Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed concept plan and found it to comply with all applicable standards of this section. Metro Stormwater recommends approval with conditions.

3-15 Public Water Facilities
Metro Water Services has reviewed the proposed concept plan for water and has recommended approval with conditions.

3-16 Sewerage Facilities
Metro Water Services has reviewed the proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities
Utilities are required to be located underground whenever a new street is proposed. All utilities for the proposed subdivision will be located underground.

PLANNING STAFF COMMENTS
The proposed subdivision meets the standards of the Metro Subdivision Regulations for a major subdivision and the standards of the Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code and new construction will be reviewed by the Metro Historic Zoning Commission. Staff recommends approval with conditions.

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

The Community Character Manual (CCM) policy applied to the site is Transition (TR). Transition (TR) areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy

categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types. TR areas may be used in situations where it would otherwise be difficult to provide a transition between higher-intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly-scaled office and/or residential uses.

FIRE MARSHAL RECOMMENDATION
Approve with conditions

- Emergency vehicle turnaround to be marked as fire lane.

METRO HISTORIC RECOMMENDATION
Approve

- Recommend approval with the condition that the design and siting of new construction is reviewed/approved by the MHZC.

STORMWATER RECOMMENDATION
Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION
Approve with conditions

- There is to be a minimum 22' pavement along Cottage Lane, see NDOT paving schedule found in ST-251.
- Remove existing gravel/ drive access from ROW. With connecting 9' pedestrian path to ROW sidewalk, it is to meet public walk elevation and there is to be no pavers within ROW.
- The 30'x 60' paver pad within open space is not to be for any vehicle or vehicular access and is to be noted/ labeled on plan for clarity.
- On construction plan set - Provide a 24' ST-324 commercial concrete new construction ramp for site.
- On construction plan set - Provide DSYL location along existing pavement. Pavement markings may need to be shifted to provide equal lane widths.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Provide a 25 mph regulatory speed sign per MUTCD specifications in planting strip on Cottage Lane.

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

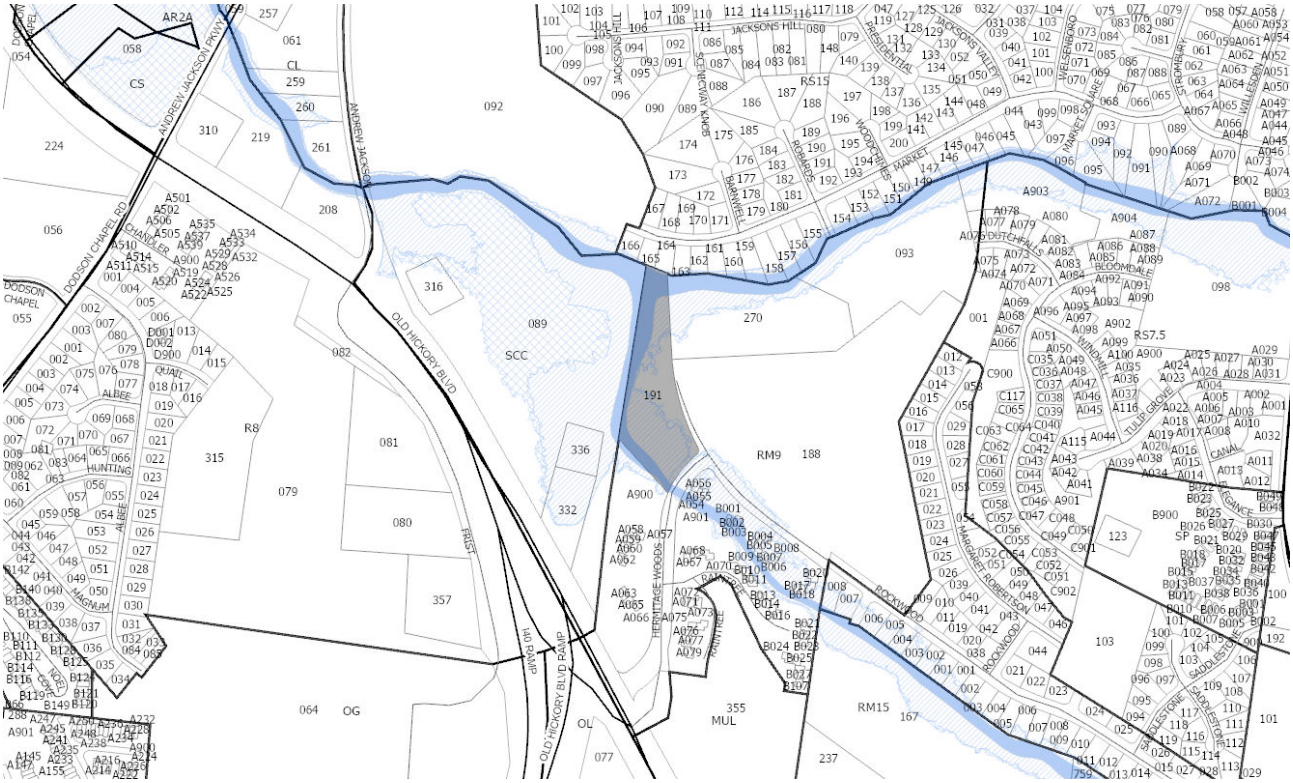
- Approved as a Concept Plan only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study must take place and the required capacity reserved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

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS
1. Vehicular access is limited to the shared drive at the northern property boundary. No other vehicular access points are permitted.
2. No parking is permitted between the structures and Lebanon Pike. The proposed paver area shall not be used for parking.
3. Pursuant to 2-2.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval of a concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

RECOMMENDED ACTION
Motion to approve with conditions proposed subdivision Case No. 2026S-138-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

SEE NEXT PAGE



154-73P-001
ROCKWOOD TOWNHOMES (REVISION)
Map 086, Parcel(s) 191
12, Donelson-Hermitage-Old hickory
12 (Erin Evans)

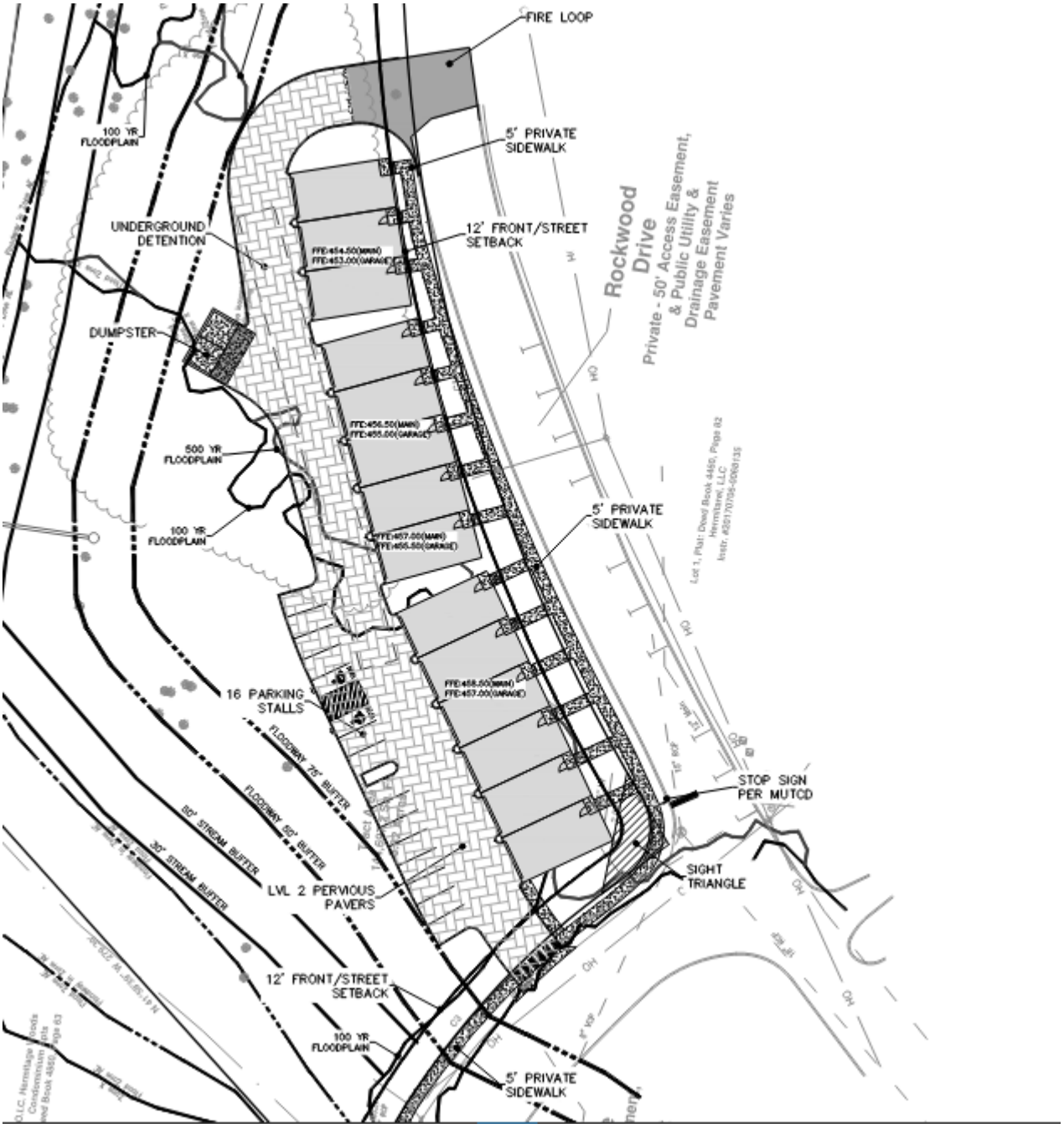
Item #7	**Planned Unit Development 154-73P-001**
Project Name	**Rockwood Townhomes (Revision)**
Council District	12 – Evans
School District	04 – Nabba-McKinney
Requested by	Ingram Civil Engineering, applicant; Gordon McCammon, owner.
Staff Reviewer	Garland
Staff Recommendation	*Approve with conditions.*

APPLICANT REQUEST
Revise a portion of a preliminary PUD to permit 14 multi-family residential units.

PUD Revision and Final
A request to revise a portion of a Planned Unit Development (PUD) Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 14 multi-family residential units.

Existing Zoning
Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *Based on acreage alone, RM9 would permit a maximum of 29 units.*

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



Proposed Site Plan

PUD HISTORY

The PUD received approval from Metro Council in 1973 and permitted a total of 1,701 single-family and multi-family residential units in sixteen separate phases across 215.97 acres. Several portions of the PUD have been amended since 1973. At the November 28, 1979, Planning Commission meeting, northern portions of the PUD along Old Lebanon Dirt Road were amended to change the residential unit type from multi-family residential to single-family residential. This amendment did not alter the number of residential units permitted in the PUD. In 2005, the PUD was amended to remove a portion of the PUD for a different parcel and reduce the number of residential units permitted by 74 units, providing for a total of 1,627 residential units allowed within the PUD. In 2026 the PUD was amended (154-73P-002/BL2026-1337) to permit 77 multi-family residential units and to modify access points. Currently, 1,070 residential units have been constructed within the PUD.

SITE CONTEXT AND PLAN DETAILS

The subject site is located at the southwest corner of Rockwood Drive and Hermitage Woods Drive, both of which are private drives. The site consists of approximately 3.32 acres and is currently undeveloped. Neighboring properties are zoned Multi-Family Residential (RM9) and Shopping Center Community (SCC) and have developed with commercial, multi-family residential, and single-family residential uses.

The plan proposes a total of 14 multi-family residential units. All units are rear loaded and are oriented towards Rockwood Drive. The plan proposes two driveway accesses, one from Hermitage Woods Drive on the southern portion of the site and one from Rockwood Drive on the northern portion of the site. The internal drive is a private drive. The plan includes standards for maximum height and elevations are provided within the site plan. Along the southern and western portions of the site are areas within a floodway and floodplain that are outside of the development footprint.

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 of the criteria of Section 17.40.120.G, which 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 approved PUD plan identifies this site as undeveloped area, which necessitates the PUD revision, as the proposed plan changes the approved PUD plan for this parcel. The parcel is also zoned RM9, which permits multi-family residential use. The proposed density of the site, with 14 units proposed, is consistent with the underlying zoning district. Additionally, the PUD is currently approved for more units than what is currently built, and the plan does not propose more units above the maximum allowed units in the PUD.

This application was originally submitted as a PUD amendment. Upon further review of the existing PUD, including allowed uses and residential units, staff determined that this application could be considered as a revision. The proposed plan meets the criteria to be considered a PUD revision, as the plan does not change the allowed uses in the PUD or the total number of residential units permitted within the PUD. Since this application was filed as a PUD amendment, the proposal was noticed as an amendment out of abundance of caution.

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve with conditions

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

WATER SERVICES RECOMMENDATION
Approve with conditions

- Approved as a Preliminary PUD 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.
- A minimum of 30% of W&S Capacity must be paid before issuance of building permits. (See Capacity fee Permit #'s T2025040932 & T2025040940).Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

NASHVILLE DOT ROADS RECOMMENDATION
Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All private infrastructure (sidewalks and ramps) should be constructed to an NDOT public standard.
- In general, Any proposed public roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details.
- Comply w/ NDOT traffic comments/conditions of approval.

NASHVILLE TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

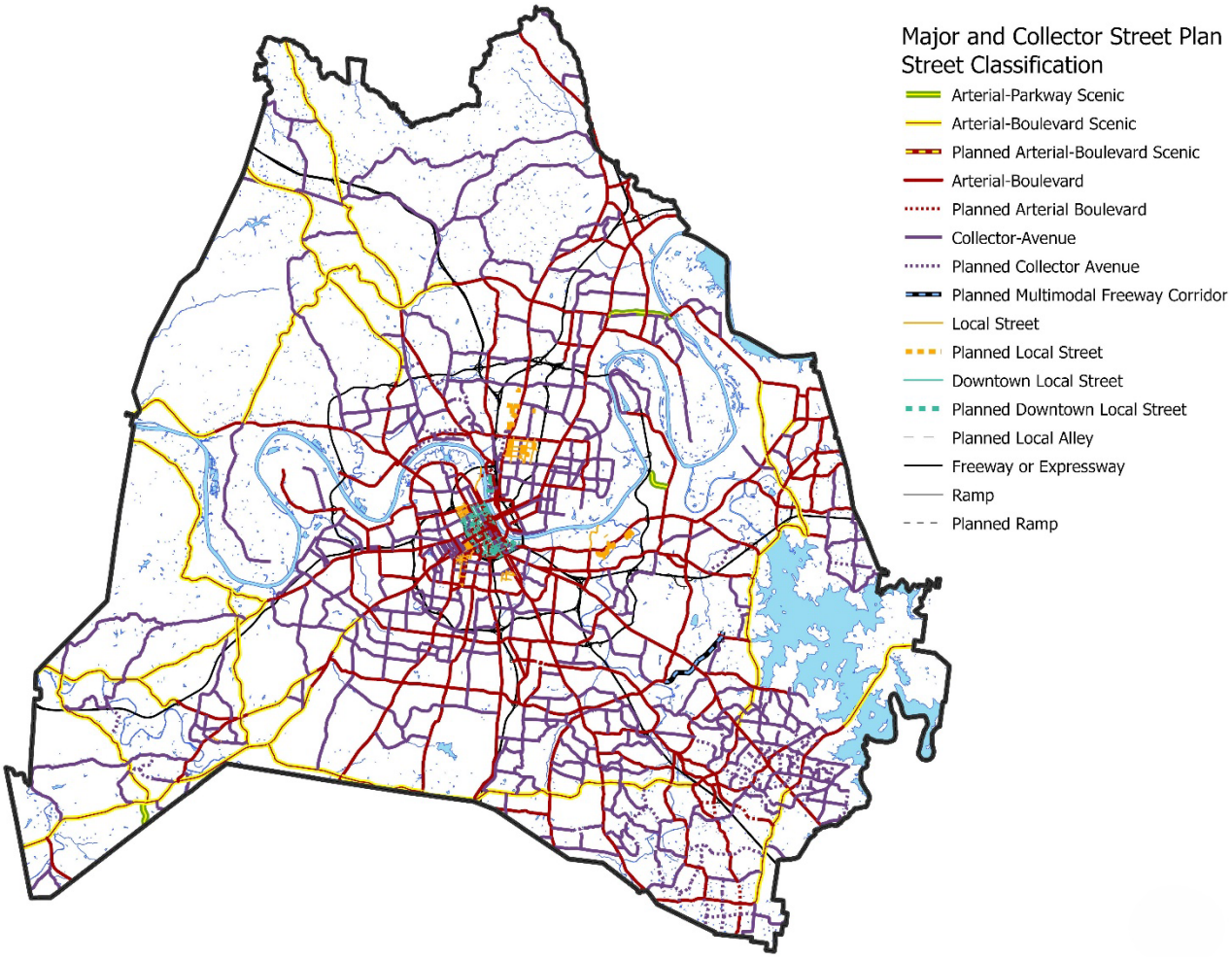
- Install an ADA pedestrian curb ramp on the NW corner of the intersection of Rockwood Dr & Hermitage Woods Dr (Property Frontage).
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS

1. A maximum of 14 multi-family residential units shall be permitted on this parcel.
2. Prior to final site plan approval, an access easement agreement from neighboring parcel shall be provided to staff.
3. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. 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.

SEE NEXT PAGE



2026CP-000-004
COUNTYWIDE MAJOR AND COLLECTOR STREET PLAN AMENDMENT
Countywide

Item #8	**Major and Collector Street Plan Amendment 2026CP-000-004**
Project Name	**Countywide Major and Collector Street Plan Amendment**
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Department, applicant.
Staff Reviewer	Anthony
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Amend the Major and Collector Street Plan (MCSP).

Major and Collector Street Plan Amendment
A request to amend the Major and Collector Street Plan (MCSP) to update street classifications and alignments throughout Davidson County.

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

The MCSP is amended from time to time to reflect changes in community needs and development patterns. This proposed MCSP amendment would update the MCSP map to do the following:

- Accurately reflect existing street conditions;
- Clearly identify where future major streets and connections are needed; and
- Indicate practical and achievable street alignments.

Streets in the MCSP generally fall into three categories: arterial-boulevard; arterial-parkway; and collector-avenue. Typically, local streets are not included in the MCSP, however, local streets in the Downtown area are included in the MCSP due to being important contributors to a well-functioning urban street grid. This amendment mostly affects streets designated as collector-avenues, though changes to some arterial-boulevards and local streets are proposed as well.

Note that amending the Major and Collector Street Plan will not change any base policies, supplemental policies, zoning, or entitlements for any property.

Multimodal Mobility Master Plan
In 2025, the Metro Planning Department, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), and WeGo began working together and in consultation with other Metro departments to modernize and better coordinate Metro's various transportation plans

and policies. Upon completion, this effort—currently known by the working title *Multimodal Mobility Master Plan (3MP)*—will include updates to Metro's countywide streets plan (the Major and Collector Street Plan or MCSP) and transit plan (nMotion).

Improvements planned as part of Choose How You Move (CHYM)—the multimodal transportation initiative approved by Davidson County voters in November 2024—are being fully integrated into the updated streets plan and transit plan. Planning, NDOT, and WeGo continue working with consultants on 3MP and anticipate presenting the completed 3MP document, including the updated streets plan, to the Planning Commission in 2027.

Proposed Changes to the MCSP
While Metro staff and consultants continue working on new street types, right-of-way needs, and implementation strategies as part of the 3MP effort, certain aspects of the streets plan are completed and ready for adoption and integration into the MCSP at this time. This amendment proposes the following changes to the MCSP:

- Part A: Completed Streets and Connections. Where a planned street has been constructed as planned, or desired connectivity has been achieved via some alternative means, remove the planned status from the street in the MCSP map and show the existing connectivity and alignment.
- Part B: Planned Streets Proposed for Removal. Where a planned street is either impractical or unnecessary (as discussed later in this report), remove the planned street from the MCSP map.
- Part C: Planned Streets Proposed for Realignment. Where the planned route of a street is impractical (as described later in this report), realign the street in the MCSP map as necessary.
- Part D: Classification Adjustments for Consistency. Where existing street segments are associated with planned streets or segments listed in Parts A, B, or C (above), adjust the classification of the existing segments accordingly.

If adopted, the proposed changes to the MCSP will better reflect existing conditions and establish clear practical directions for future streets. The amended MCSP map will benefit applicants and Metro plan reviewers by clearly identifying Metro's street needs and providing guidance that is up-to-date and achievable.

PROPOSED MCSP AMENDMENT
As part of the 3MP effort, Metro staff and consultants completed an assessment of the planned/future streets shown in the MCSP. This assessment focused on determining constructability/feasibility, evaluating alignments, and assessing practical needs. The results of that analysis produced the revisions shown in the following sets of maps.

Part A: Completed Streets and Connections
The following map series shows streets that have been built, either by Metro or by private developers. In most cases, the alignment is slightly different than what originally appeared in the MCSP. In other cases, a continuous street was not built, but the desired connectivity was achieved

through a network of streets. In all cases, these streets will be edited in the current MCSP layer to reflect that they are now existing streets and to show the actual alignment.

Completed Connection 1: Avondale Park Boulevard
As shown on the following map, a portion of Avondale Park Boulevard between McCrory Lane on the south and Gloucester Lane on the north has been completed. The MCSP should be updated to show this connection.



Completed Connection in Bellevue: Avondale Park Boulevard

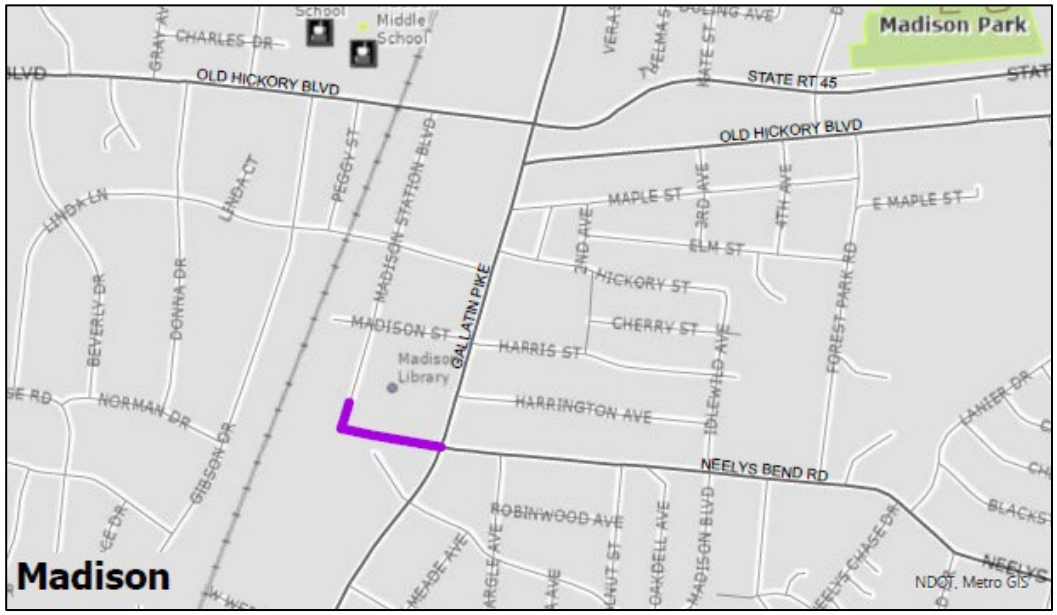
Completed Connection 2: Jo Johnston Avenue
As shown on the following map, a portion of Jo Johnston Avenue, a planned Downtown local street, between 1st Avenue North on the east and 2nd Avenue North on the east has been completed. The MCSP should be updated to show this connection.



Completed Connection in Downtown: Jo Johnston Avenue

Completed Connection 3: Madison Station Boulevard

As shown on the following map, a portion of Madison Station Boulevard between Gallatin Pike on the east and Madison Station Boulevard on the northwest has been completed. The MCSP should be updated to show this connection.



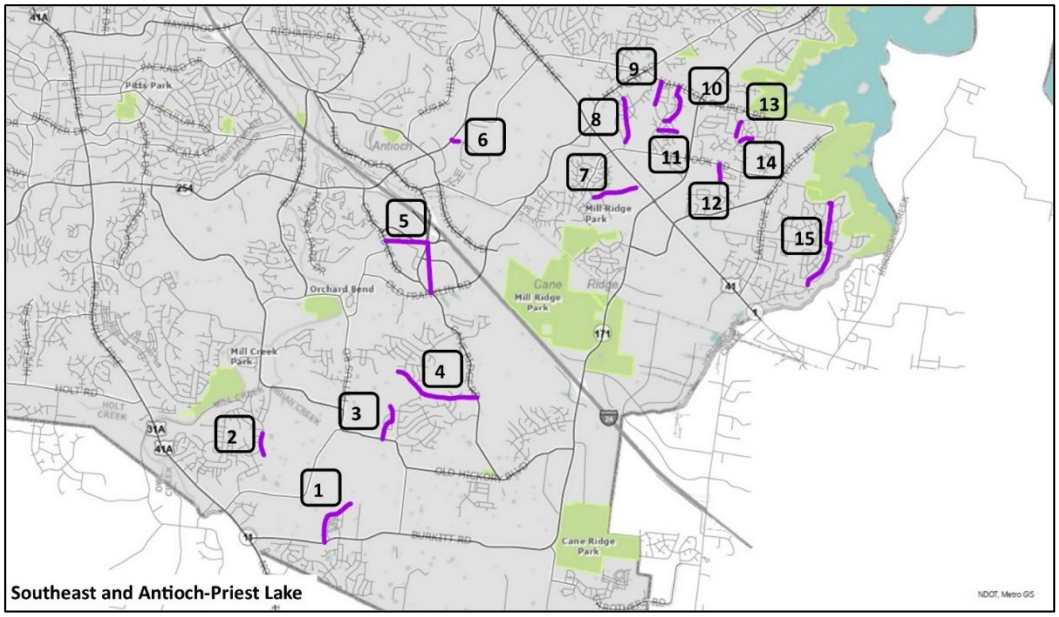
Completed Connection in Madison: Madison Station Boulevard

Completed Connections 4: Southeast, Antioch – Priest Lake, and Surrounding Area

As shown on the following map, several street connections in the Southeast, Antioch – Priest Lake community plan areas and surrounding neighborhoods have been completed. These include:

1. Ben Hill Drive, north of Burkitt Road
2. Calderwood Drive, south of Old Hickory Boulevard
3. Emerson Hills Boulevard, north of Old Hickory Boulevard
4. Blairfield Drive, west of Cane Ridge Road
5. Cane Ridge Parkway, north of Old Franklin Road
6. Eagle View Boulevard, southeast of Bell Road
7. Mountain Springs Road, west of Murfreesboro Pike
8. Bradburn Village Drive, north of Pin Hook Road
9. Sparrowgap Trail, south of Hamilton Church Road
10. Hamilton Hill Drive and Highwater Drive, south of Hamilton Church Road
11. Harvest Groe Drive, east of Hobson Pike
12. Post Oak Drive, south of Pin Hook Road
13. Pin Oak Drive, north of Lakewalk Drive
14. Lakewalk Drive, east of Pin Oak Drive
15. Hickory Woods Drive, north of Maxwell Road

The numbers in the list above correspond to the numbers shown on the following map. The MCSP should be updated to show these connections.



Completed Connections in Southeast, Antioch – Priest Lake, and Surrounding Area

Part B: Planned Streets Proposed for Removal

The following map series shows planned/future streets that are proposed to be removed from the MCSP. Where a planned street is recommended for removal, it is due to one or more of the following factors:

- Slopes/topography, and environmental factors (wetlands, streams, protected land, etc.) make the planned street highly impractical;
- The planned street conflicts with existing or planned development;

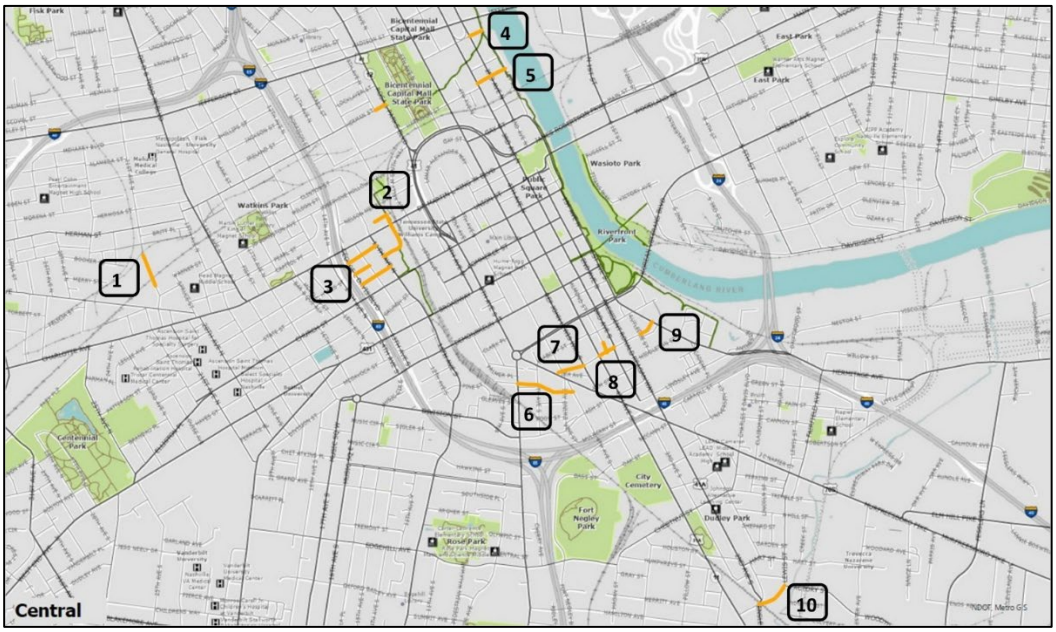
- The location of the planned street has unique factors—such as major railroad crossings—that would make construction cost prohibitive;
- The planned street crosses a large number of parcels, thereby requiring coordinated development across properties that is unlikely to occur;
- The density of planned collector streets in an area is not consistent with land use policy; and/or
- The planned connection is no longer relevant or necessary.

Removal of these planned/future streets does not necessarily indicate that improved connectivity is either undesirable or impossible with new development. In many cases, connectivity can still be achieved via local street networks with private development, even though the MCSP will not prescribe a specific alignment.

Proposed for Removal 1: Downtown and Surrounding Area
As shown in the following map, several planned streets in the Downtown area and surrounding neighborhoods should be removed from the MCSP. These include:

1. Portion of 21st Avenue North, north of Clifton Avenue
2. Hynes Street Extension, east of George L. Davis Boulevard
3. Portion of Hynes Street and parallel Downtown local streets, east of George L. Davis Boulevard
4. Portion of Junior Gilliam Way, east of 2nd Avenue North
5. Harrison Street Extension, east of 3rd Avenue North
6. Drexel Street Realignment and Extension, east of 8th Avenue South
7. Lea Avenue Realignment, west of 5th Avenue South
8. Lea Avenue and Almond Street Realignments, east of 4th Avenue South
9. Lea Avenue Realignment, east of Rutledge Street
10. Lewis Street Extension between Factory Street on the northeast and 2nd Avenue South on the southwest

The numbers in the list above correspond to the numbers shown on the following map.



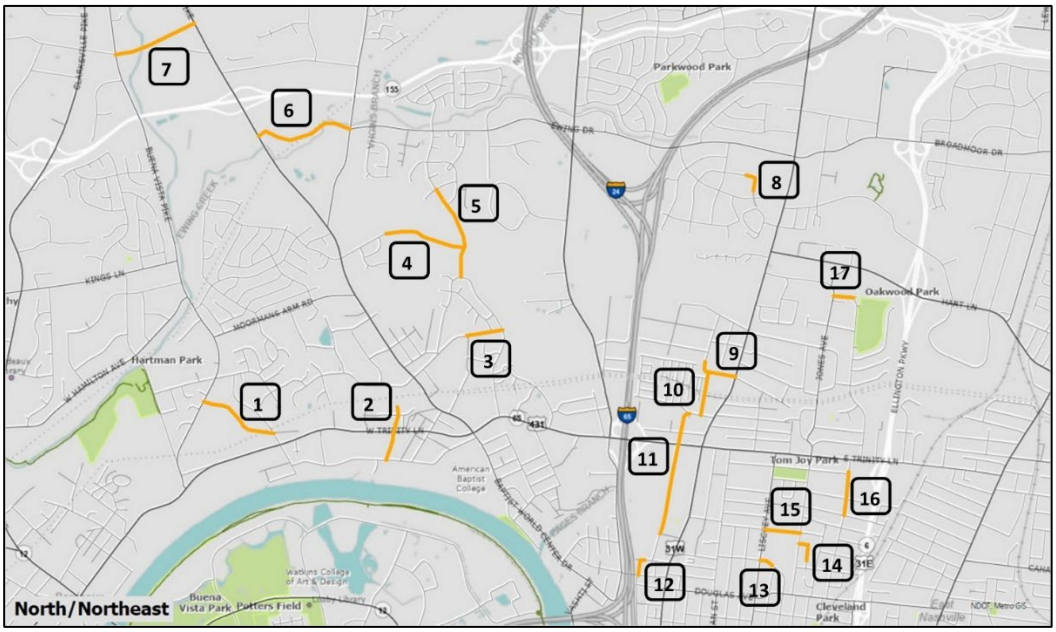
Planned Streets for Removal: Downtown and Surrounding Area

Proposed for Removal 2: North Nashville and Surrounding Area

As shown in the following map, several planned streets in North Nashville and surrounding neighborhoods should be removed from the MCSP. These include:

1. Portion of planned collector between Buena Vista Pike and Old Buena Vista Pike
2. Portion of planned collector perpendicular to West Trinity Lane west of Whites Creek Pike and Baptist World Center Drive
3. East Nocturne Drive Extension, west of Old Matthews Road
4. Revels Drive Extension, east of Whites Creek Pike
5. Planned collector connecting Vista Lane on the north to Old Matthews Road on the south
6. Ewing Drive Extension, west of Knight Drive
7. Brick Church Lane Extension, east of Buena Vista Pike
8. Stanwyck Drive Extension, east of Rich Acres Drive
9. Hart Street Extension, north of Grizzard Avenue
10. Donald Street Extension, west of Dickerson Pike
11. Planned collector connecting Grizzard Avenue on the north and Elmhurst Avenue on the south
12. Planned collector connecting Lucille Street on the north and Fern Avenue on the south
13. North 5th Street Extension, east of Lischey Avenue
14. Crockett Court Extension, east of Jones Avenue
15. Gatewood Avenue Extension, east of Lischey Avenue
16. Montgomery Avenue Extension, north of Chickasaw Avenue
17. Oakwood Avenue Extension, east of Jones Avenue

The numbers in the list above correspond to the numbers shown on the following map.



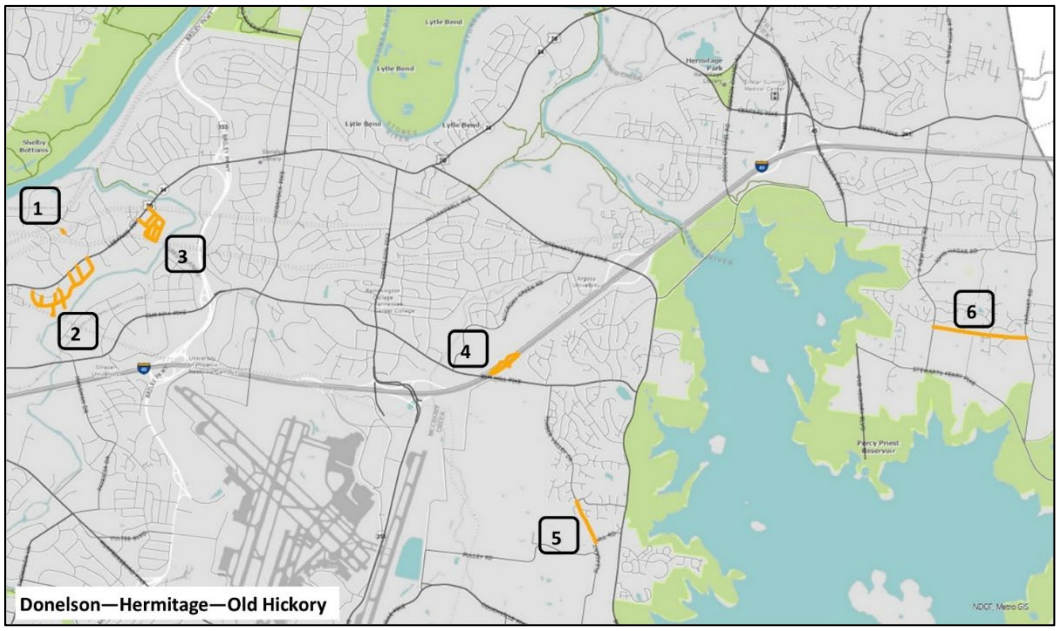
Planned Streets for Removal: North Nashville and Surrounding Area

Proposed for Removal 3: Donelson and Surrounding Area

As shown in the following map, several planned streets in Donelson and surrounding neighborhoods should be removed from the MCSP. These include:

1. Gann Drive Extension, north of Lebanon Pike
2. Planned local street network, south of Lebanon Pike and east of Spence Lane
3. Planned local street network, south of Lebanon Pike and east of Quinn Circle
4. Planned ramp along Interstate 40, north of Elm Hill Pike
5. Timber Valley Drive Extension, north of Pleasant Hill Road
6. Hessey Road Extension, east of South New Hope Road

The numbers in the list above correspond to the numbers shown on the following map.



Planned Streets for Removal: Donelson and Surrounding Area

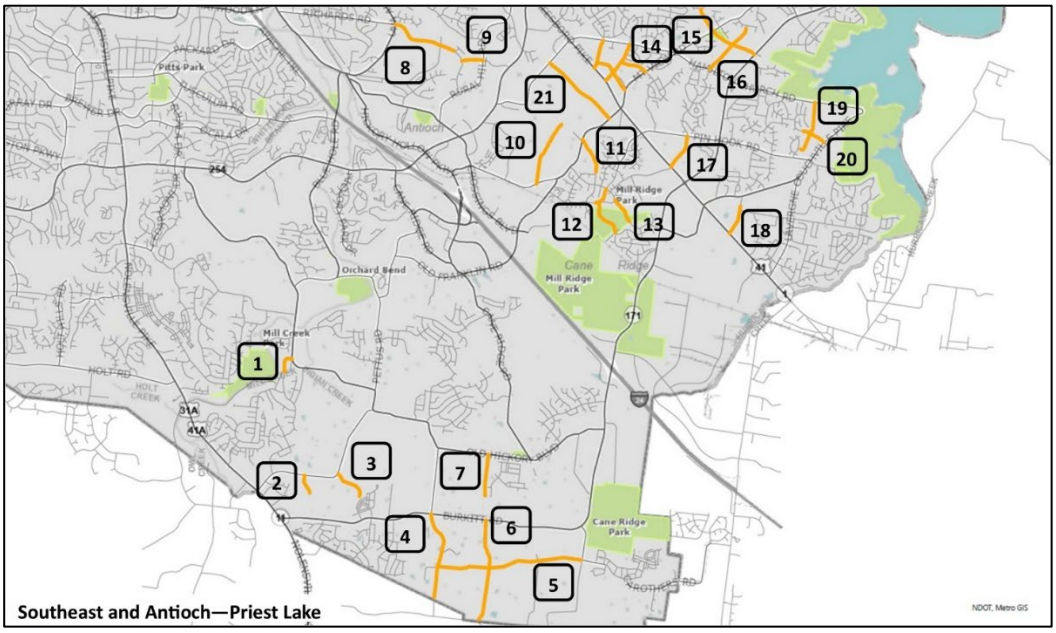
Proposed for Removal 4: Southeast, Antioch – Priest Lake, and Surrounding Area

As shown in the following map, several planned streets in the Southeast and Antioch – Priest Lake community plan areas and surrounding neighborhoods should be removed from the MCSP. These include:

1. Calderwood Drive Extension, southwest of Old Hickory Boulevard
2. Calderwood Drive Extension, south of Pettus Road
3. Planned collector between Pettus Road on the north and Burkitt Road to the south
4. Planned collector connecting Whittemore Lane on the north and Fann Road on the south
5. Planned collector between Burkitt Road on the north and Battle Road on the south
6. Planned collector west of Battle Road
7. Planned collector between Old Hickory Boulevard on the north and Burkitt Road on the south
8. Planned collector between Murfreesboro Pike on the west and Took Drive on the east
9. Hickory Highlands Drive Extension, west of Rural Hill Road
10. Planned collector north and west of Mt. View Road
11. Murphywood Crossing Extension, east of Mt. View Road
12. Preserve Boulevard Extension, south of Monroe Crossing
13. Asheford Trace Extension, south of Treehaven Place
14. Planned collector network, south of Hamilton Church Road and northeast of Mt. View Road
15. Planned collector between Towne Village Road on the northwest and Hobson Pike on the southeast
16. McCumber Drive Extension, northeast of Hamilton Church Road
17. Grovedale Trace Extension between Pin Hook Road on the north and Murfreesboro Pike on the south
18. Planned collector between Maxwell Road on the north and Murfreesboro Pike on the south

19. Dupree Point Drive Extension, south of Hamilton Church Road
20. Beachfront Avenue Extension, east of Lavergne Couchville Pike
21. Planned collector between Hamilton Church Road on the northwest and Mt. View Road on the southwest

The numbers in the list above correspond to the numbers shown on the following map.



Planned Streets for Removal: Southeast, Antioch – Priest Lake, and Surrounding Area

Proposed for Removal 5: Bellevue and Surrounding Area

As shown in the following map, four planned streets in Bellevue should be removed from the MCSP. These include:

1. Avondale Park Boulevard Extension between Newsom Station Road on the northwest and existing Avondale Park Boulevard on the southwest
2. Newsom Station Road Realignment, north of Interstate 40
3. Planned collector, east of McCrory Lane
4. Planned collector between Poplar Creek Road on the north and Collins Road on the southeast

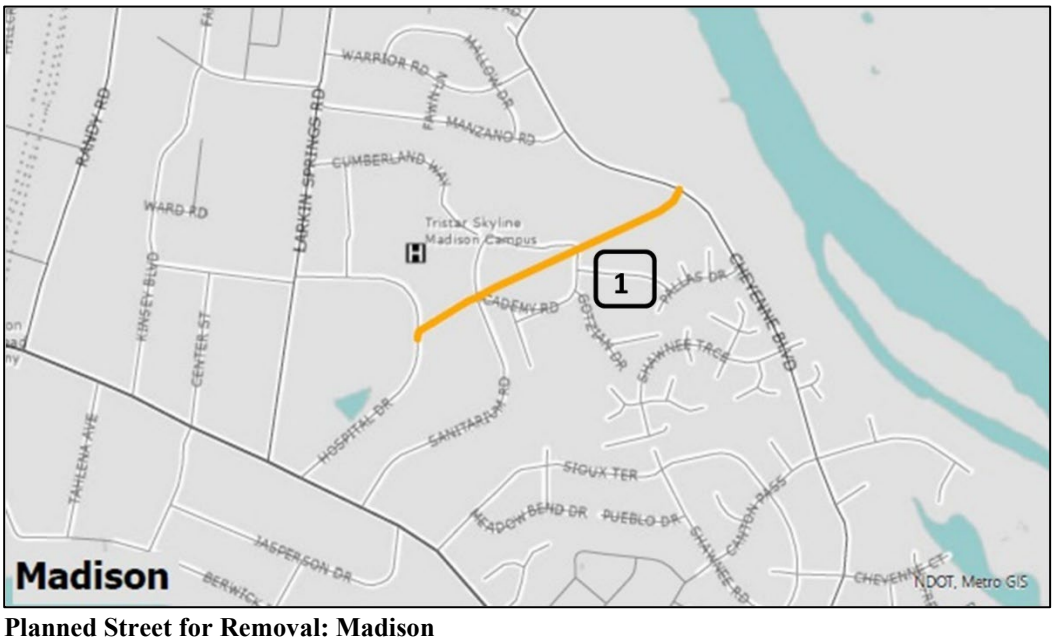
The numbers in the list above correspond to the numbers shown on the following map.



Planned Streets for Removal: Bellevue

Proposed for Removal 6: Madison

As shown in the following map, Hospital Drive Extension—located west of Cheyenne Boulevard in Madison—should be removed from the MCSP.



Planned Street for Removal: Madison

Proposed for Removal 7: South Nashville

As shown in the following map, two planned streets in South Nashville should be removed from the MCSP. These include:

1. Armory Drive Extension between an existing CSX railroad on the west and Mays Street on the east
2. Trousdale Drive Extension, north of Veritas Street

The numbers in the list above correspond to the numbers shown on the following map.



Planned Streets for Removal: South Nashville

Part C: Planned Streets Proposed for Realignment

The following map series shows planned/future streets where Planning and NDOT recommend alignments that differ from those currently shown in the MCSP. Where a revised alignment is proposed, it is due to one or more of the following factors:

- Slopes/topography or other environmental factors;
- Newly constructed streets nearby that change alignments or logical connection points;
- Desire to reduce impact on existing development; and/or
- Desire to reduce number of parcels impacted.

While the revised alignments are intended to be more feasible to build, they are not fully engineered plans and may still change. They are intended to be illustrative of the desired future connections.

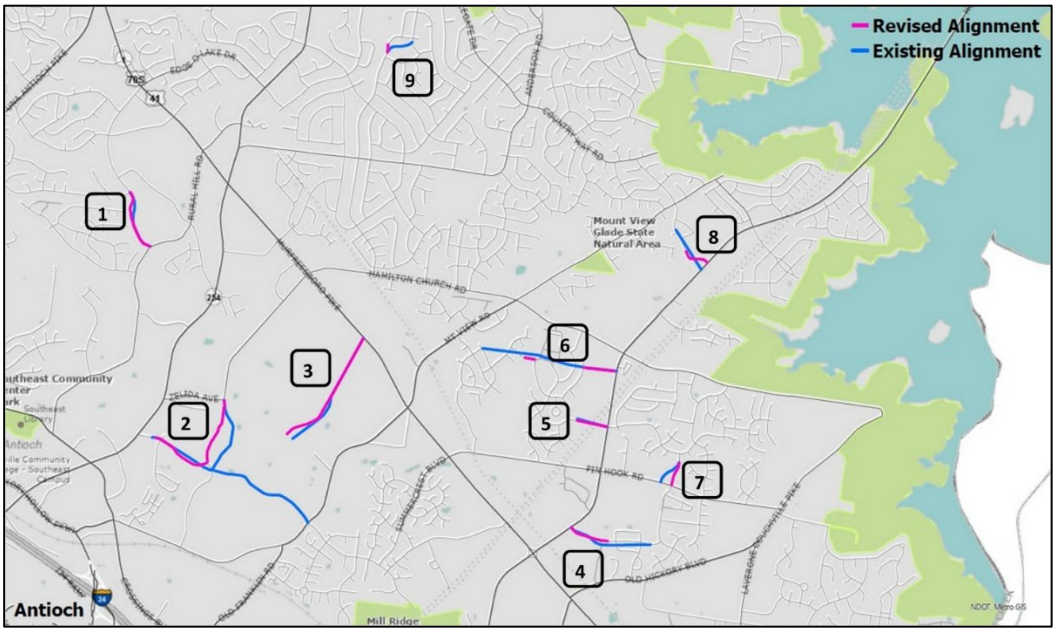
Proposed for Realignment 1: Antioch – Priest Lake and Surrounding Areas

As shown in the following map, several planned streets in Antioch – Priest Lake and surrounding neighborhoods should be realigned. These streets include:

1. Edge O Lake Drive, north of Rural Hill Road
2. Asheford Trace Extension and Baby Ruth Lane Extension, southeast of Bell Road
3. Planned collector southwest of Murfreesboro Pike
4. Peaceful Brook Drive Extension, east of Hobson Pike
5. Harvest Grove Drive Extension, west of Hobson Pike
6. Planned collector, west of Hobson Pike and south of Hamilton Church Road

7. Pinelake Drive Extension, north of Pin Hook Road
8. Park Royal Lane Extension, west of Hobson Pike
9. Planned collector between Butler Road on the northeast and Owendale Drive on the southwest

The numbers in the list above correspond to the numbers shown on the following map.



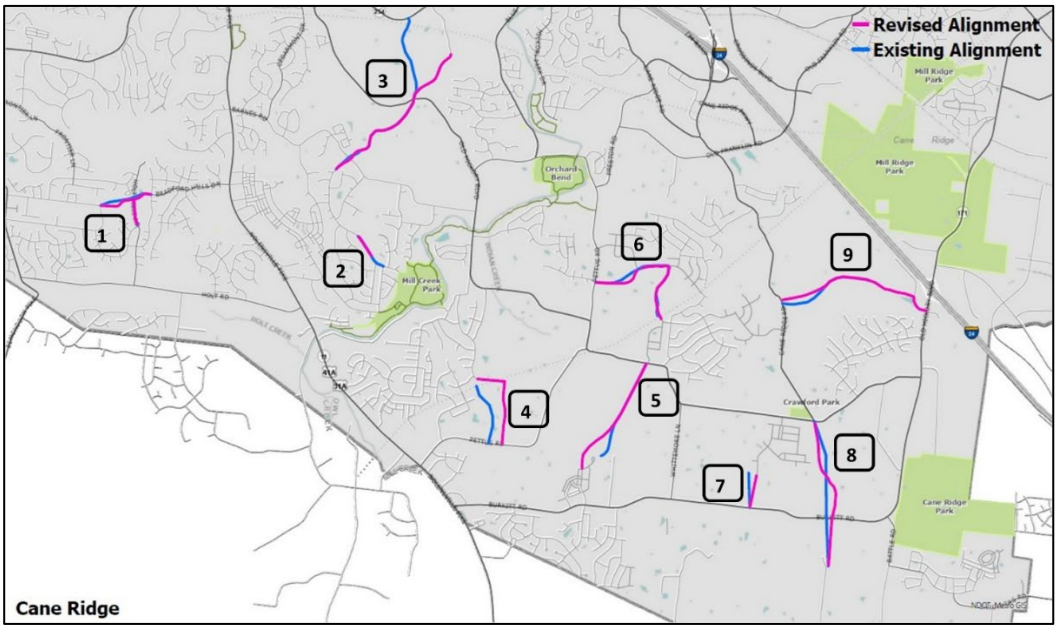
Planned Streets for Realignment: Antioch – Priest Lake and Surrounding Areas

Proposed for Realignment 2: Cane Ridge and Surrounding Areas

As shown in the following map, several planned streets in the Cane Ridge area and surrounding neighborhoods should be realigned. These streets include:

1. Mt. Pisgah Road Extension and Holt Hills Road Extension, west of Bradford Hills Drive
2. Sunnywood Drive Extension, northwest of Tarmac Way
3. Sunnywood Drive Extension, near Barnes Road
4. Calderwood Drive Extension, north of Pettus Road
5. Planned collector northeast of Rotorura Drive
6. Planned collectors east of Pettus Road and north of Old Hickory Boulevard
7. Planned collector north of Burkitt Road
8. Cane Ridge Road Extension, south of Old Hickory Boulevard
9. Planned collector between Cane Ridge Road on the west and Old Hickory Boulevard on the west

The numbers in the list above correspond to the numbers shown on the following map.



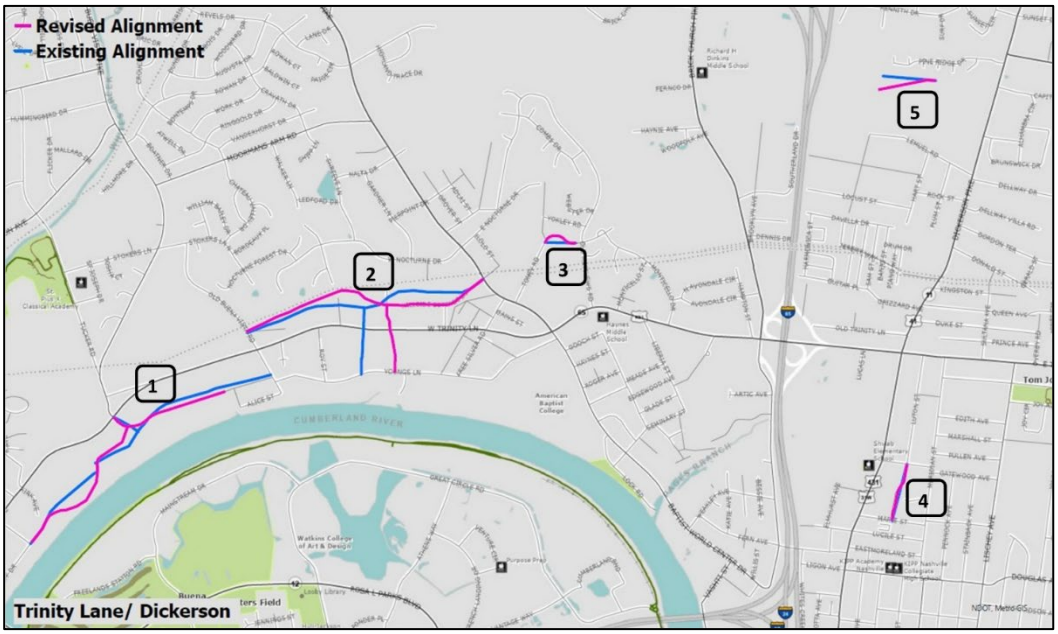
Planned Streets for Realignment: Cane Ridge and Surrounding Areas

Proposed for Realignment 3: Haynes Trinity and Surrounding Areas

As shown in the following map, several planned streets in the Haynes Trinity area and surrounding neighborhoods should be realigned. These streets include:

1. Planned collector network south of West Trinity Lane and west of Youngs Lane
2. Planned collector network, north of West Trinity Lane and southward to Youngs Lane
3. Planned collector, northeast of Toney Road and west of Old Matthews Road
4. Luton Street Extension, north of Marie Street
5. Alahambra Circle Extension, west of Dickerson Pike

The numbers in the list above correspond to the numbers shown on the following map.



Planned Streets for Realignment: Haynes Trinity and Surrounding Areas

Part D: Classification Adjustments for Consistency

In many cases, the changes recommended in Parts A, B, and C (above) have direct impacts on existing street segments. In such cases, the classifications of the existing street segments should be adjusted to maintain consistency with the changes recommended in Parts A, B, and C. For example, if a planned collector-avenue segment is listed in Part B as appropriate for removal from the MCSP, and a portion of the street has already been constructed, the constructed portion should be reclassified from collector-avenue to local street. The table below lists instances where existing streets or street segments should be reclassified to better align with the recommendations set forth in Parts A, B, and C.

Street	From	To	Classification Change
21st Ave N	Herman St	Clifton Ave	Collector-Avenue to Local
Armory Drive	Sidco Dr	Radnor Yards	Arterial-Boulevard to Local
Asheford Trace	Summercrest Blvd	Southern terminus	Collector-Avenue to Local
Barnbrook Cv	Cottage View Ln	Claycreek Pt	Collector-Avenue to Local
Beachfront Ave	Shoreline Lane	Southern terminus	Collector-Avenue to Local
Calderwod Dr	Culbertson Rd	Katz Ln	Collector-Avenue to Local
Collins Rd	Highway 100	Western terminus	Collector-Avenue to Local
Cottage View Ln	Barnbrook Cv	Mt View Rd	Collector-Avenue to Local
E Nocturne Dr	Whites Creek Pike	Western terminus	Collector-Avenue to Local
Elgin Street	Nolensville Pk	Mays St	Arterial-Boulevard to Local
Grovedale Trce	Pin Hook Rd	Rockglade Run	Collector-Avenue to Local
Harvest Grove Drive	Eastern Terminus	Western terminus	Collector-Avenue to Local
Hessey Rd	EarHart Rd	Eastern terminus	Collector-Avenue to Local
Highwater Drive	Rockglade Run	Hamilton Hill Dr	Collector-Avenue to Local
Hospital Ln	Neelys Bend Rd	Academy Rd	Collector-Avenue to Local
Lakewalk Drive	Hobson Pike	Grace Falls Drive	Collector-Avenue to Local
Lakewood Village Dr	Pin Hook Rd	Dupree Point Dr.	Collector-Avenue to Local
McCumber Dr	Mt View Ridge Dr	Southern terminus	Collector-Avenue to Local
Monticello Dr	Trinity Hills Pkwy	W Trinity Lane	Collector-Avenue to Local
Mt View Ridge Dr	Mt View Rd	McCumber Dr	Collector-Avenue to Local
Murphywood Xing	Asheford Trace	Northern terminus	Collector-Avenue to Local
Old Matthews Rd	W Trinity	MacLaurin Ct	Collector-Avenue to Local
Preserve Blvd	Hobson Pike	Mill Ridge Park	Collector-Avenue to Local
Revels Dr	Whites Creek Pike	Eastern terminus	Collector-Avenue to Local
Rockglade Run	Highwater Drive	Northern terminus	Collector-Avenue to Local
Saddlecreek Way	Hobson Pike	Mill Ridge Park	Collector-Avenue to Local
Shoreline Lane	Grace Falls Dr	Beachfront Ave	Collector-Avenue to Local
Took Dr	Rural Hill Rd	Samwise Ln	Collector-Avenue to Local
Trinity Hills Pw	Monticello St	Old Matthews Dr	Collector-Avenue to Local
Trousdale	Veritas St	Allied Dr	Arterial-Boulevard to Local
Vista Ln	Ewing Dr	Woodland Star Way	Collector-Avenue to Local
Youngs Lane	Future Collector	Eastern terminus	Collector-Avenue to Local

Proposed Classification Changes for Existing Streets and Street Segments

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Metro Planning and NDOT staff conducted a virtual community meeting on Thursday, October 29, 2026, from 6:00 PM to 7:00 PM. Multiple notices were emailed to all 35 district Councilmembers, who were asked to publicize the meeting with their constituents. Additionally, notice was posted on the Metro events calendar. Notices were emailed and posted two weeks prior to the meeting, and instructions on how to join the meeting were included in all meeting announcements. Approximately two members of the public and one district Councilmember attended the meeting. Planning and NDOT staff provided an overview of the MCSP amendment process and discussed the proposed changes to the MCSP. Attendees had no questions or comments following the presentation. At the time of publication of this report, no written comments have been received by the Planning Department.

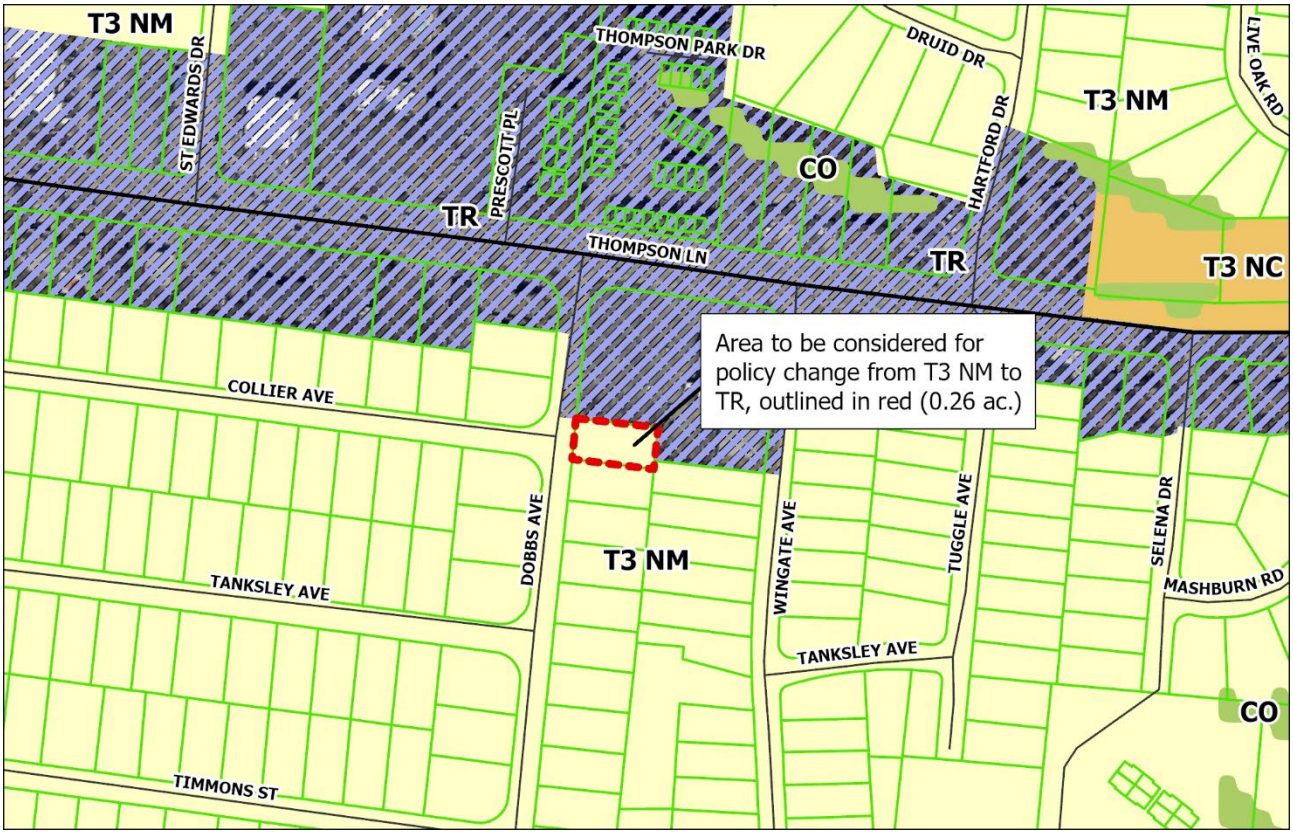
SUMMARY

Throughout the 3MP process, Metro staff have focused largely on the practicality of planned streets shown in the MCSP. Due to topography, evolving development patterns, and other factors, staff have found that some planned streets would be difficult—if not impossible—to implement as shown in the MCSP. The proposed MCSP amendment would remove, reclassify, and realign planned streets to better reflect existing conditions and challenges to successful implementation. The proposed MCSP amendment will result in clearer direction for Metro reviewers, who often must find creative solutions when on-the-ground conditions do not match the MCSP's guidance. Further, the proposed amendment will establish clearer expectations for applicants whose projects are affected by the MCSP.

As part of Metro's broader transportation planning and coordination efforts, the Planning Department and NDOT continue to work with consultants and other partners on an updated streets plan. The updated streets plan will establish new street typologies, rights-of-way, and street elements that better align with CHYM and Metro's multimodal transportation goals. While that work is still underway with completion anticipated in 2027, Planning and NDOT staff recommend that the Planning Commission adopt the proposed MCSP amendment at this time. If adopted, the amendment will provide updated guidance for Metro staff and applicants that is practical and achievable.

STAFF RECOMMENDATION

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



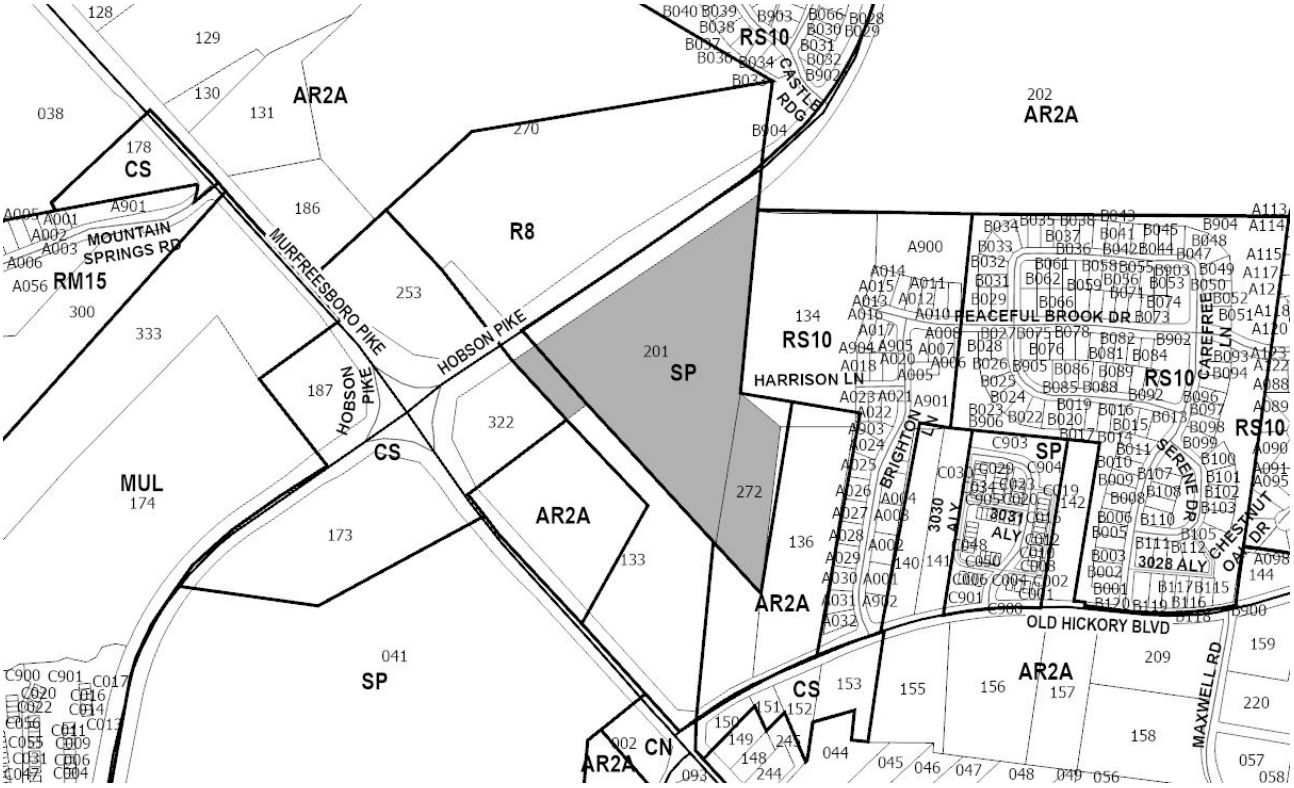
2026CP-011-001
SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT
Map 119-14, Parcel 150
11, South Nashville
16 (Ginny Welsch)

Item #9	**Minor Plan Amendment 2026CP-011-001**
Project Name	**South Nashville Community Plan Amendment**
Council District	16 – Welsch
School District	07 – Player
Requested by	Mehmet Atlas, applicant and owner.
Staff Reviewer	Pokhrel
Staff Recommendation	*Defer to the December 10, 2026, Planning Commission meeting.*

APPLICANT REQUEST
Amend the South Nashville Community Plan to change the policy.

Minor Plan Amendment
A request to amend the South Nashville Community Plan by changing the community character policy from Suburban Neighborhood Maintenance (T3 NM) to Transition (TR) policy for property located at 2906 Dobbs Avenue (0.26 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the December 10, 2026, Planning Commission meeting.



2009SP-024-003
HOBSON PIKE TOWNHOMES SP (AMENDMENT)
Map 164, Parcel(s) 201, 272
13, Antioch – Priest Lake
08 (Deonté Harrell)

Item #10	**Specific Plan 2009SP-024-003**
Project Name	**Hobson Pike Townhomes SP (Amendment)**
Council District	08 – Harrell
School District	06 – Mayes
Requested by	Land Solutions Company, applicant; Hobson Townhomes Ventures, LLC, owners.
Staff Reviewer	Garland
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Amend a Specific Plan to permit 127 multi-family residential units.

Amend SP

A request to amend a Specific Plan (SP) for property located at Old Hickory Boulevard (unnumbered) and Hobson Pike (unnumbered) approximately 375 feet east of Murfreesboro Pike (15.76 acres), to permit 127 multi-family residential units.

Existing Zoning

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

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.*

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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


MAP 184, PARCEL 134.00
HABITAT FOR HUMANITY OF GREATER NASHVILLE
DEED INSTRUMENT NUMBER 20241121-0091013
R.O.D.C.T.
MAP 184, PARCEL 136.00
M. LEE BARRETT, JR
DEED BOOK 6234, PAGE 014
R.O.D.C.T.
TOWNHOME UNITS 32-37, 66-81, 85-105, & 112-127 ARE REAR LOADED
TYPICAL REAR LOADED TOWNHOMES
NOT TO SCALE
PRIVATE ROAD
TOWNHOME UNITS 1-31, 38-65, 82-84, & 106-111 ARE FRONT LOADED
TYPICAL FRONT LOADED TOWNHOMES
NOT TO SCALE
NOTE: FRONT LOADED UNIT NUMBERS ARE IN CIRCLES AND REAR LOADED UNIT NUMBERS ARE IN SQUARES
UNDERGROUND STORAGE
DETENTION/WATER QUALITY
MAILBOXES
PLAYGROUND

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.

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 CONTEXT AND PLAN DETAILS

The subject site is located along Hobson Pike, near the intersection of Murfreesboro Pike and Hobson Pike. The surrounding properties are zoned One and Two-Family Residential (R8), Single-family Residential (RS10), Agricultural/Residential (AR2a) Commercial Service (CS), Mixed-Use Limited (MUL), Multi-Family Residential (RM15), and SP. The surrounding land uses are vacant land, one- and two-family residential uses, single-family residential uses, office/medical uses and commercial land uses. Mt. View Elementary School is located south of the subject site fronting Murfreesboro Pike and Antioch High School is north of the subject site.

The Hobson Pike Townhomes SP was approved by Council in 2010 (2009SP-024-001/BL2009-596) to permit 112 residential units and 20,000 square feet of retail and office uses in two structures. The final SP (2009SP-024-002) was approved administratively earlier this year to permit 98 multi-family residential and retail/office uses. The proposed amendment would permit 127 multi-family residential units, and the retail and office uses would no longer be permitted.

The boundary of the SP is not being modified with this amendment and no changes to the vehicular access is permitted with this amendment. The units along Hobson Pike are rear loaded and oriented towards the street. The other units throughout the site are rear loaded and front-loaded units are proposed on private streets with all internal units fronting a private street or open space. The units are proposed at a maximum height of 33 feet in 2 stories. There is a sidewalk network shown throughout the development with each unit showing a pedestrian connection to the sidewalk. The plan also proposes sidewalks on Hobson Pike as well as a bike lane that is consistent with the Major and Collector Street Plan (MCSP).This amendment includes approximately 6.6-acres of opens space featuring a playground and a gazebo. There is a planned collector avenue shown in the northeast corner of the site which provides a connection to an approved development adjacent to the subject site.

ANALYSIS
The plan proposes 127 multi-family units with access from Hobson Pike, an Arterial-Boulevard as classified in the Major and Collector Street Plan (MCSP). The T3 CC policy supports development or redevelopment as intense mixed-use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building for, land use, and associated public realm.

The proposed multi-family units provide additional housing in this community center policy near the prominent intersection of arterial streets. The subject site provides a transition from higher intensity commercial and mixed use at the intersection to the lower intensity residential neighborhood just south of the subject site in the Suburban Neighborhood Evolving (T3 NE) policy. The T3 CC policy can support solely residential buildings providing a transition from commercial and mixed-use to lower intensity residentials areas. This development provides an internal street, and alley system that allows for strong building frontages and a sidewalk network within the site. An interior network of private streets and alleys allows most of the proposed townhouses to have alley-loaded parking, which preserves the continuity of sidewalks and strengthens the street frontage of the townhouse buildings. The T3 CC policy supports strong pedestrian connectivity. The multi-family units provide residential density appropriately adjacent to the intersection of Murfreesboro Pike and Hobson Pike. Murfreesboro Pike and Hobson Pike are also identified as Choose How You Move (CHYM) corridors.

The proposed amended plan is consistent with the policy guidance for T3 CC policies, which supports higher density residential uses with highly connected street networks, sidewalks, and existing or proposed mass transit. Therefore, staff would recommend approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION
Approve
- 1,000GPM minimum fire flow requirement w/ 2hr fire-rated demising walls between units.

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.

METRO 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

- With final, submit full civil plan set for review.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards. Any public roadway sections, (access and ADA)ramps, sidewalks, curb & gutter, etc. shall be constructed per NDOT detail standards and specs.
- Show 'Now Entering Private Drive' signage where applicable off public roads. Provide internal stop control(and bars) at intersections.
- Provide stopping sight distance exhibits at any relevant intersections and accesses.
- Provide adequate sight distance spacing at all access ramps and public streets with on-street parking, if applicable.
- Dimension ROW pavement widths for clarity. Label assumed truck and bus routes around and/or through the site-internal or along ROW frontage(s).
- Coordinate w/ WeGo on new transit stops if required. Provide a loading/unloading plan for each aspect of the development.
- Provide any truck turning exhibits relevant to loading/unloading activities-at intersections, site access points.
- Provide waste disposal plan for the site. Note: A private hauler will be required for waste/recycle disposal. Comply w/ NDOT traffic comments.

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- Per coordination with NDOT following proposed land use adjustment to only residential land use - provide the MCSP frontage along Hobson Pike and construct a two-way center left-turn lane along the Hobson Pike frontage with appropriate signing and striping per the MUTCD.
- Comply with NDOT Roads comments.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from SP-MU to SP-R is estimated to have a decrease of 113 weekday daily trips, including 38 less AM peak hour trips and 17 less PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing SP-MU zoning district: 15 Elementary 11 Middle 9 High
Projected student generation proposed SP-R district: 19 Elementary 14 Middle 12 High

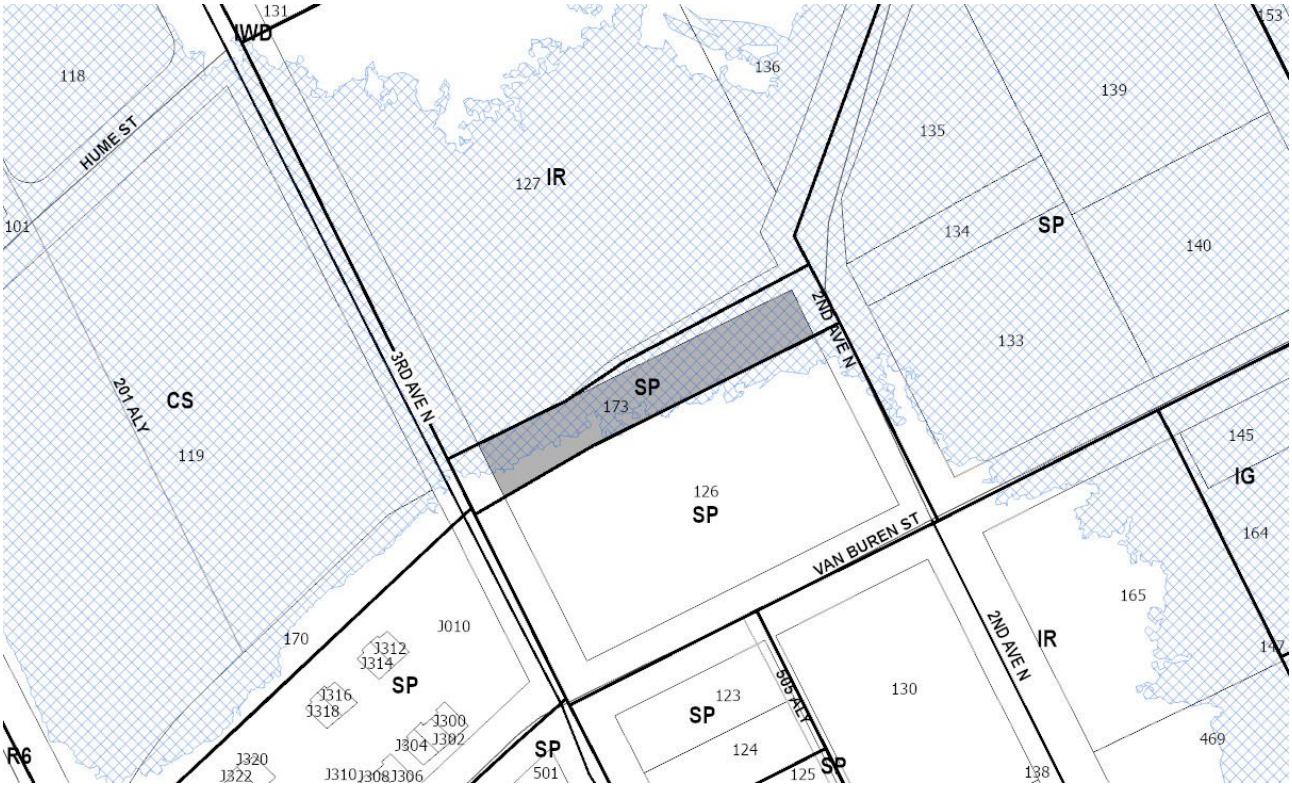
The proposed SP-R zoning is expected to generate ten more students than what is typically generated under the existing SP-MU zoning. Students would attend Mt. View Elementary School, John F. Kennedy Middle School, and Antioch High School. Mt. View Elementary is identified as exceedingly over capacity. John F. Kennedy Middle School and Antioch High School are identified

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

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

CONDITIONS
1. Permitted uses shall be limited to a maximum of 127 multi-family residential units. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited for the entire development.
2. With the final site plan, add the mail kiosk location(s).
3. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
4. The Preliminary SP plan amendment is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. No Master permit/HPR shall be recorded prior to final SP approval.
11. Final plat may be required prior to permitting.

SEE NEXT PAGE



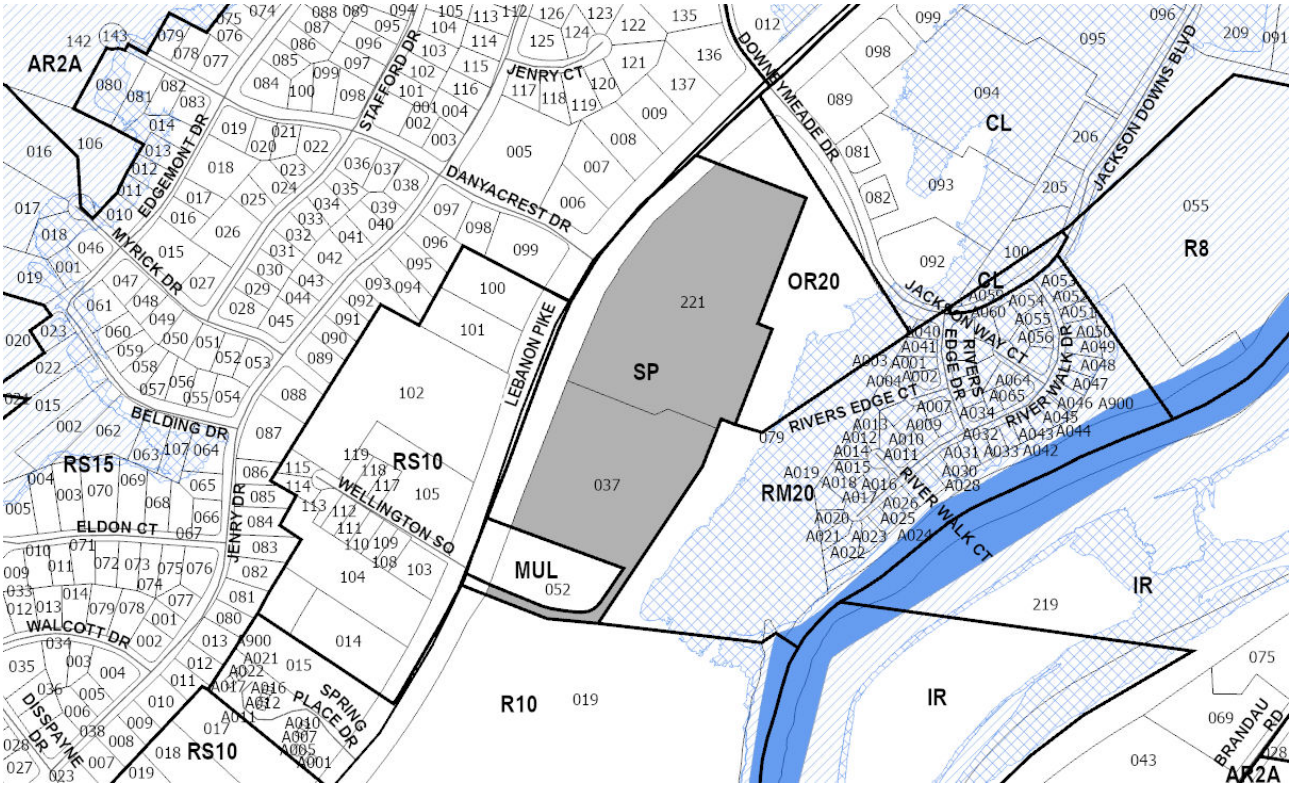
2021SP-044-003
GERMANTOWN GREEN (AMENDMENT)
Map 82-05, Parcel(s) 173
08, North Nashville
09 (Jacob Kupin)

Item #11	**Specific Plan 2021SP-044-003**
Project Name	**Germantown Green (Amendment)**
Council District	19 – Kupin
School District	05 – Fayne
Requested by	Dale & Associates, applicant; Jeff Zeitlin, owner.
Staff Reviewer	Konigstein
Staff Recommendation	*Defer to the December 10, 2026, Planning Commission meeting.*

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

SP Amendment
A request to amend a Specific Plan on property located at 3rd Avenue North (unnumbered), approximately 150 feet north of Van Buren Street, zoned Specific Plan (SP) (0.37 acres), to permit a maximum of eight residential units or six residential units and 3,200 square feet of non-residential uses.

STAFF RECOMMENDATION
Staff recommends deferral to the December 10, 2026, Planning Commission meeting.



2025SP-041-002
DONELSON CORPORATE CENTER (AMENDMENT)
Map 085, Parcel(s) 037, 221
14, Donelson-Hermitage-Old Hickory
14 (Jordan Huffman)

Item #12	**Specific Plan 2025SP-041-002**
Project Name	**Donelson Corporate Center (Amendment)**
Council District	14 – Huffman
School District	04 – Nadaa-McKinney
Requested by	Centric Architecture, applicant; HP Lebanon Pike, LLC, owner.
Staff Reviewer	Webster
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

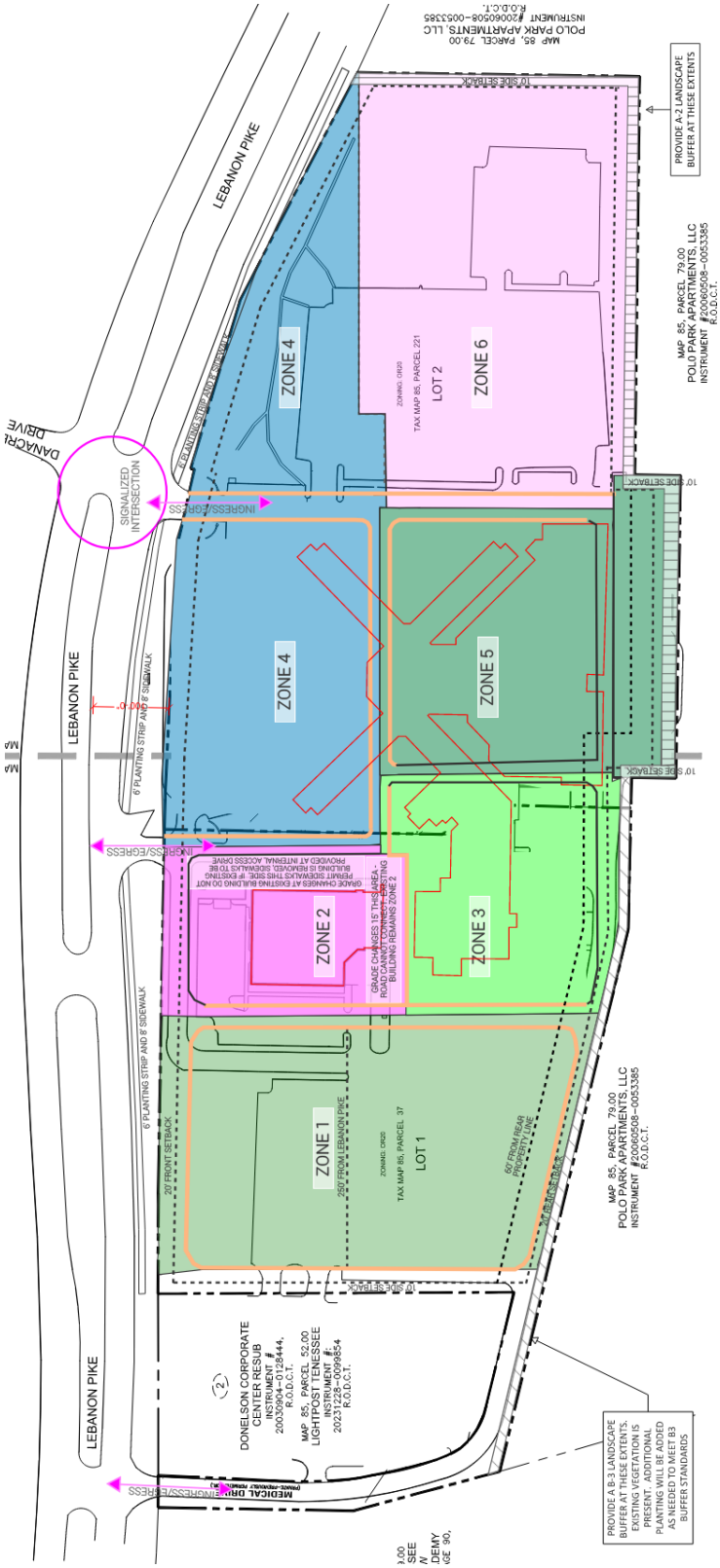
APPLICANT REQUEST
SP Amendment to permit a mixed-use development.

SP Amendment
A request to amend a Specific Plan (SP) for properties located at 3055 Lebanon Pike and Lebanon Pike (unnumbered), approximately 305 feet west of Jackson Downs Boulevard (21.91 acres), to permit a mixed-use development.

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

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

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


LEBANON PIKE
ZONE 1
ZONE 2
ZONE 3
ZONE 4
ZONE 5
ZONE 6
LOT 1
LOT 2
SIGNALIZED INTERSECTION
INGRESS/EGRESS
6' PLANTING STRIP AND 8' SIDEWALK
20' FRONT SETBACK
10' SIDE SETBACK
PROVIDE A-2 LANDSCAPE BUFFER AT THESE EXTENTS
PROVIDE A B-3 LANDSCAPE BUFFER AT THESE EXTENTS. EXISTING VEGETATION IS PRESENT. ADDITIONAL PLANTING WILL BE ADDED AS NEEDED TO MEET B3 BUFFER STANDARDS
MAP 85, PARCEL 79.00 POLO PARK APARTMENTS, LLC INSTRUMENT #20060508-0053385 R.O.D.C.T.
DONELSON CORPORATE CENTER RESUB INSTRUMENT # 20030904-0128444. R.O.D.C.T.
MAP 85, PARCEL 52.00 LIGHTPOST TENESSEE INSTRUMENT # 20231220-0098654 R.O.D.C.T.
MEDICAL DRIVE

Proposed SP

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 CONTEXT

The subject site consists of two parcels, totaling 21.91 acres, located east of Lebanon Pike. The site is developed with several buildings, ranging in heights from three to five stories, and currently contains general office uses. The site has frontage on Lebanon Pike, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP).

Surrounding properties have a range of zoning districts including Office/Residential (OR20) and Commercial Limited (CL) to the north, OR20 and Multi-Family Residential (RM20) to the east, Mixed Use Limited (MUL) and One- and Two-Family Residential (R10) to the south, and Single-Family Residential (RS10 and RS15) to the west across Lebanon Pike. There are a variety of surrounding uses, including a PUD, permitting a multi-family residential development to the north and east of the site, and civic, institutional, and general commercial uses located to the south and west. Across Lebanon Pike, adjacent parcels are developed with single-family residential, one- and two-family residential, and office uses.

In February 2026, Metro Council approved a preliminary SP (2025SP-041-001; BL2025-1184) to permit a maximum of 600 multi-family residential units and 165,000 square feet of non-residential uses as specified on the SP plan, with short-term rental property owner-occupied and short-term rental property not owner-occupied prohibited. The SP, as currently adopted by Metro Council, is regulatory and divides the site into six separate subdistricts, each permitting different uses and bulk standards, including building height, setbacks, and parking requirements. The adopted plan allows for a maximum of 600 multi-family residential units, 100,000 square feet of office and medical office uses, and 65,000 square feet of restaurant, retail, personal care, personal instruction, commercial amusement, inside and outside, veterinarian, and grocery store uses.

Architectural standards, including requirements for pedestrian orientation, minimum façade glazing, building materials, and parking garage standards are included in the approved regulatory SP. Additionally, the plan allows, as an option, for some of the existing structures to be retained and adaptively reused. The plan identifies access from three existing driveway cuts along Lebanon Pike, including an existing signalized access at the northern portion of the site. The SP document included an internal vehicular and pedestrian access network showing circulation between each subdistrict. Landscaping standards, including landscaping buffers along the rear property boundary are also defined as part of the regulatory SP.

PLAN DETAILS

The SP amendment proposes a change to the permitted uses within the SP only. The amendment incorporates additional uses in Zones 1-5 including: day care centers up to 75 individuals and over 75 individuals, business school, vocational school, financial institution, leasing/sales office, business service, medical appliance sales, medical lab, outpatient clinic, and furniture store. The SP

amendment also proposes to expand the personal instruction use that is currently permitted in Zone 1 to also include Zone 2. No changes to the Zone boundaries from the currently adopted SP are proposed. The proposed additional and expanded uses are reflected **in bold** in the list below:

Zone 1 – 4.5 acres
- Multi-Family Residential, Restaurant, Retail, Personal Care Services, Personal Instruction, Office
- **Day Care Center up to 75 and over 75**

Zone 2 – 2.0 acres
- Office, Medical Office
- **Day Care Center up to 75 and over 75, Business School, Personal Instruction, Vocational School, Financial Institution, Leasing/Sales Office, Business Service, Medical Appliance Sales, Medical Lab, Outpatient Clinic**

Zone 3 – 2.3 acres
- Multi-Family Residential, Community Education, Office
- **Day Care Center up to 75 and over 75, Business School, Personal Instruction, Vocational School, Financial Institution, Leasing/Sales Office, Business Service, Medical Appliance Sales, Medical Lab, Outpatient Clinic**

Zone 4 – 4.67 acres
- Office, Retail, Restaurant, Personal Instruction, Personal Care Services, Commercial Amusement (Inside and Outside), Veterinarian, Grocery Store
- **Day Care Center up to 75 and over 75, Furniture Store, Financial Institution, Leasing/Sales Office, Business Service**
- **Car wash is currently proposed in this zone; see Analysis for further information**

Zone 5 – 3.58 acres
- Multi-Family Residential, Grocery Store, Restaurant, Retail, Personal Care Services, Office
- **Day Care Center up to 75 and over 75, Business School, Personal Instruction, Vocational School, Furniture Store, Financial Institution, Leasing/Sales Office, Business Service, Medical Appliance Sales, Medical Lab, Outpatient Clinic**

Zone 6 – 4.68 acres
- Multi-Family Residential

ANALYSIS
The proposed SP amendment continues to meet the goals of the T3 CC policy. The proposed amendment permits or expands additional commercial, office, medical, and institutional uses while maintaining the same amount of maximum non-residential square footage and maximum building heights originally permitted. Staff would note that the proposed amendment currently proposes including car wash as a permitted use in Zone 4; however, staff is conditioning this proposed use be removed as agreed upon by the applicant, as this use does not appear to be in keeping with the

intent of the SP to provide a pedestrian-friendly mix of commercial and residential uses that enhance the corridor, consistent with T3 CC policy goals. Short-term rental property owner-occupied and short-term rental property non-owner-occupied remain prohibited uses with the proposed amendment. No other changes to the SP are proposed other than the incorporation of additional uses and expansion of the previously permitted personal instruction use. The proposed mix of uses, including a range of commercial, office, medical, institutional, and residential uses, is consistent with T3 CC policy goals of creating and enhancing suburban community centers. The plan's design guidelines include provisions for building entrances, massing, and setbacks that are consistent with a suburban development form, including the use of moderate setbacks, standards for building articulation towards streets and internal driveways, and pedestrian scale development. The proposed plan is also consistent with the CO policy, by generally avoiding areas of steep slopes along the property boundaries. Overall, staff finds that the proposed SP amendment continues to align with the goals of the T3 CC and CO policy in this location. Staff would also note that the currently-approved SP included several Council BL conditions related to clarifications needed on the corrected copy of the preliminary SP (BL2025-1184). These corrected copy conditions have been addressed on the proposed amendment, which is why there are fewer Planning Commission conditions proposed with the amended plan.

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 shall provide a minimum of two pairs (four) far-side, in-lane, Frequent Service bench type bus stops on Lebanon Pike, meeting the latest WeGo Design Guidelines and with appurtenances specified by WeGo. All bus stops shall be farside of their intersections. All bus stops shall be linked by convenient crosswalks and continuous PROWAG-compliant Pedestrian Access Routes to all zones of the development. All bus stops shall be behind tangent curb, with PROWAG-compliant passenger waiting areas min. 65ft x 8ft x 6in thick concrete, flush with curb and flush with sidewalks. At a minimum, bus stops shall be provided as follows:
    - Two bus stops shall be located at the intersection of Lebanon Pike & Wellington Square/Medical Dr/Driveway C intersection.
    - Two bus stops shall be located at the intersection of Lebanon Pike & Danyacrest Dr/Driveway A.
- Developer shall include WeGo in TDM planning. TDM plans are expected to exceed the proposals in the MMTA. Developer shall obtain WeGo concurrence prior to finalization of any TDM plan.
- WeGo conditions shall be complete before Occupancy or Use of any part of this development.

- All WeGo conditions, including pedestrian access routes, shall be illustrated on Final SP.
- Development shall liaise and reach agreement about all WeGo conditions with WeGo Robert.Johnson@Nashville.gov prior to Final SP approval.

NASHVILLE DOT RECOMMENDATION
Approve with conditions

- Comply with preliminary roads approval conditions. Refer to traffic MMTA approval conditions of amendment.

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- Per approved MMTA Final SP to include the following improvements:
  - Lebanon Pike & Danyacrest Drive: Signalized crosswalks on the northbound approach of Lebanon Pike westbound approach of Driveway - Restripe the eastbound approach to include a left-turn lane and a left/thru/right lane - Signal phasing should be converted to split phasing on the minor street approaches.
  - Lebanon Pike & private drive B: Provide a crosswalk on the westbound approach of Driveway B.
  - Lebanon Pike & Wellington Square/Medical Drive: Improve Pedestrian infrastructure - Install a northbound right turn lane on Lebanon Road - Install a westbound right turn lane on Medical Drive.
  - Sidewalk should be installed/upgraded to meet MCSP standards.
  - Upgrade the existing bus stop to include an ADA Landing Pad.
- The MMTA is valid for five (5) years and applies to the proposed development of: 54,000 Sq. Ft. of office space, 80 single-family houses, 500 multifamily residential units, 15,000 Sq. Ft. of retail space, and a 40,000 Sq. Ft. supermarket. Any significant changes at Final SP to the number of units and/or land use may require further coordination with NDOT to provide a revision to the MMTA. Any revision to the MMTA Shall be required prior to Final SP Approval.
- All Previous NDOT Traffic and Parking Conditions Apply.

STORMWATER RECOMMENDATION
Approve

WATER SERVICES RECOMMENDATION
Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS
The previously approved SP zone district resulted in an estimated increase of 5,948 daily weekday trips, including 371 additional AM peak hour trips and 507 additional PM peak hour trips. The proposed SP amendment is not estimated to result in any increase or decrease of daily weekday trips. For a full traffic table, please contact the Planning Department.

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

METRO SCHOOL BOARD REPORT
The proposed SP amendment is not expected to generate any more or fewer students than the existing SP district. Students would attend Hermitage Elementary School, Donelson Middle School, and McGavock High School. Hermitage Elementary School is identified as over capacity, and Donelson Middle School and McGavock High School are both identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

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

CONDITIONS
1. Permitted uses shall be limited to a maximum of 600 multi-family residential units and 165,000 square feet of non-residential use as specified by the SP. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, remove “car wash” as a permitted use and from the General Standards Note #4.
3. On the corrected copy, remove the 60-foot rear setback line.
4. A new multi-modal transportation analysis (MMTA) may be required with any final site plan depending on final use breakdown.
5. Road improvement details shall be identified on the final site plan consistent with the Major and Collector Street Plan (MCSP) requirements. Final design details to be reviewed further by Planning and NDOT at final site plan.
6. All buildings along the Lebanon Pike frontage shall have a primary pedestrian entrance facing Lebanon Pike.
7. Landscape buffers consistent with those shown on the preliminary SP shall be included with any final SP submittal.
8. 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.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The 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.
11. Comply with all conditions and requirements of Metro Reviewing Agencies.

12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district for Zones 1 – 5 and RM20-A-NS for Zone 6 as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
14. 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.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.

SEE NEXT PAGE



2026SP-052-001
1216 – 1220 3RD AVENUE NORTH
Map 082-09, Parcel(s) 353-355
08, North Nashville
19 (Jacob Kupin)

Item #13	**Specific Plan 2026SP-052-001**
Project Name	**1216 – 1220 3rd Avenue North**
Council District	19 – Kupin
School District	05 - Fayne
Requested by	Dale & Associates, PLLC, applicant; William L Taylor Jr Marital Trust, owner.
Staff Reviewer	Konigstein
Staff Recommendation	*Approve with conditions and disapprove without all conditions*.

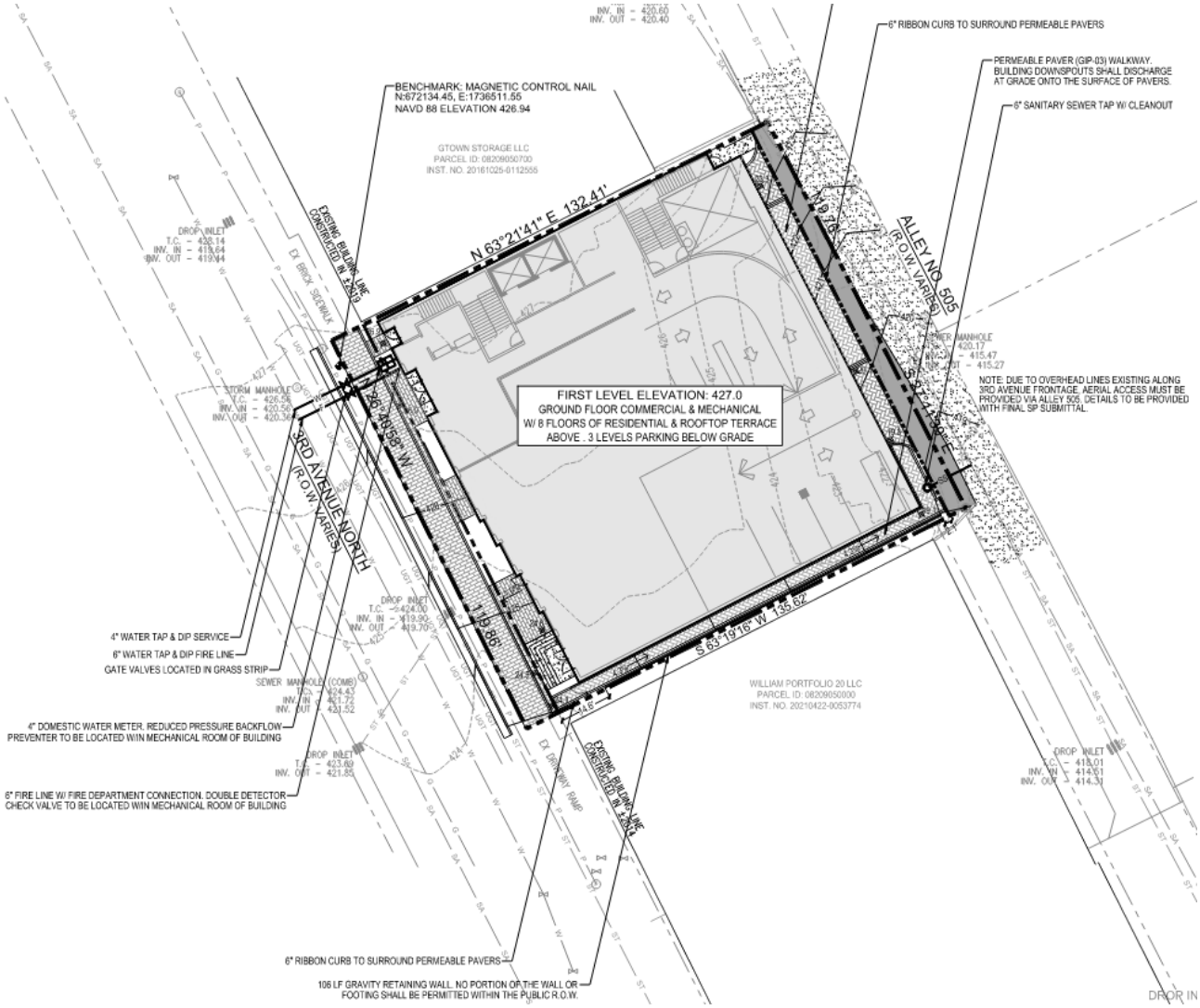
APPLICANT REQUEST
Preliminary SP to permit a mixed-use development.

Preliminary SP
A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for properties located at 1216, 1218 and 1220 3rd Avenue North, approximately 230 feet south of Monroe Street (0.38 acres), to permit a mixed-use development.

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

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

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



Proposed Preliminary SP

DETAILS
The 0.37-acre site is located midblock on the northern side of 3rd Avenue North between Madison Street and Monroe Street. The site is developed with a parking lot. The site has frontage on 3rd Avenue North and Alley 505 abuts the rear property line. The surrounding area is primarily comprised of industrial, commercial, multi-family, and mixed-use developments. A majority of the multi-family and mixed-use developments were permitted through Specific Plan (SP) zoning. Other surrounding zoning districts within and around the site include Mixed-Use Neighborhood (MUN) and IR.

The proposed SP would permit a maximum of 75 multi-family residential units and between 8,500 and 10,000 square feet of non-residential uses within one building. There are three levels of underground parking that are accessed by the alley along the rear property line. Vehicular access for the development is limited to the alley. The SP permits non-residential uses, limited to the ground floor of the building. The 75 residential units are located in the eight stories above the ground floor. The building is limited to nine stories above grade in 117 feet. The roof is proposed to have amenities. A condition has been added that the roof not be covered.

The proposed elevations show varying, substantial stepbacks on the southern portion of the building. From the building façade along 3rd Avenue North, beginning at the second floor and stair stepping to the northwestern property line of the sixth story, are fairly consistent stepbacks. Stories seven to nine are approximately half the width of the building if viewing from the front and expand to the southeast portion of the site. Additional architectural standards for specific building materials and glazing percentages are provided within the architectural standards in the proposed SP. More specifically, street and southern facing façades shall have a minimum of 50 percent glazing, glazing along the alley is a minimum 20 percent and the northern elevation on floors eight and nine have 30 percent glazing. Additionally, there is a standard for façade articulation to avoid blank walls. Staff has added a condition that the architectural elevations provided at final comply with all architectural standards and conceptual elevations outlined on the preliminary SP.

Areas of ROW dedication are proposed to be dedicated along the 3rd Avenue North frontage and along the alley consistent with the surrounding development. While the amount of dedication is less than the required amount by the Major and Collector Street Plan (MCSP), the dedications provided are consistent with the adjacent SPs and include an eight-foot sidewalk and four-foot grass strip along 3rd Avenue North.

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

The T4 MU policy indicates that building heights are generally one to five stories but may be taller in limited instances. Consideration of taller heights is based on several factors including the context in which a building is situated in a mixed-use neighborhood relative to the heights of other buildings and the use of increased building setbacks and/or building stepbacks to mitigate increased building heights. Prominence of a particular intersection or street segment, proximity to transit, and

proximity to other policy areas where the building could act as a transition is also evaluated. Additionally, a building's ability to provide light and air between buildings, contribution to the public realm through pedestrian-friendly streetscapes, public art, open space, and innovative stormwater management techniques is reviewed.

For several reasons, the proposed SP meets the criteria for a taller height than the general guidance provided by the policy. Situated within this T4 MU policy are several SPs with varying heights, including buildings ranging in height from four to seven stories. The preliminary SP at 1205 2nd Avenue North located diagonally from the subject site was recently approved for ten stories with a stepback at the top two stories (2026SP024-001/BL2026-1474). For many of the similar considerations as those listed below, staff was supportive of the proposed height given the context and design. Many of the nearby buildings are predominantly mixed-use including residential and non-residential first floor uses. The proposed building has three stories of below grade parking, ground floor non-residential uses, and nine stories of residential above and a roof with amenities for a total of nine stories above grade. The inclusion of non-residential uses in the SP is an integral part of staff's consideration of additional height on this site, where there is a focus on contributing to the pattern of mixed-use development in the T4 MU area and the inclusion of long-term housing and non-residential uses. The ground floor non-residential uses in the SP also provide an active streetscape and contribute to the pedestrian-oriented intent of mixed-use neighborhoods.



Rendering of Front Elevation Along 3rd Avenue North

There are several stepbacks and façade articulations at different levels of the proposed building, as well as higher quality materials such as masonry which provides visual interest along 3rd Avenue North and a unique façade that meets the consideration for taller height by providing light and air between buildings and in the public realm of streets.

The T4 MU policy guidance emphasizes structured parking for mixed-use buildings be located behind, beside or beneath the primary building. The SP limits vehicular access to the alley at the rear of the site into an underground parking structure. With vehicular access being limited to the alley, curb cuts are not permitted on 3rd Avenue North, contributing to an overall safer pedestrian environment along 3rd Avenue North. Locating the parking underground and limiting access to the rear alley is another integral part of staff's support for additional height. These elements also increase pedestrian permeability at the street and provide for an enhanced building design.

The subject site is between the intersection of 3rd Avenue North with Madison Street and Monroe Street. Third Avenue North is designated as an arterial-boulevard by the Major and Collector Street Plan (MCSP). The site frontage is proximate to a bus stop serviced by WeGo Route 9. There are two WeGo bus stops within a quarter mile of the subject site, aligning with policy guidance that additional height may be supported on sites proximate to transit.

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- High-rise building. Alley 505 will be a required fire department access road and must meet all requirements for fire department access.

WEGO RECOMMENDATION

Approve with conditions

- Developer shall upgrade the 3rd Ave N & Madison St northbound bus stop to be an in-lane local service flag type bus stop, as per the latest WeGo Transit Design Guidelines, and as follows:
    - The 8ft x 5ft bus stop passenger boarding area shall be located such that a 40 ft bus stopped at the bus stop is clear of driveways and crosswalks. The bus stop passenger boarding area shall be PROWAG-compliant, flush with adjacent curb and sidewalk, and free of vertical obstructions.
    - The upgraded bus stop may be located on project frontage, or may be located approx. 70ft north of the crosswalk over 3rd Ave N at Madison St, where there is an existing concrete pad in the existing furnishing zone.
    - The bus stop design may be constrained by RoW availability.
- Bus stop shall be provided prior to any Occupancy or Use of this development.
- Bus stop shall be shown on plans of next SP case.

- Developer shall reach agreement with WeGo about all WeGo Conditions prior to approval of any MMTA.
- Developer shall reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo Conditions prior to next SP Case submission.

STORMWATER RECOMMENDATION
Approve with conditions

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

NASHVILLE DOT ROADS RECOMMENDATION
Approve with conditions

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

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Prior to final building permit approval, the applicant shall provide a contribution of $125,000 to NDOT as a fee-in-lieu of completing an MMTA. This Contribution shall be utilized for the analysis and implementation of safety and/or operational improvements within in the Germantown Neighborhood.

WATER SERVICES RECOMMENDATION
Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from IR to SP is estimated to have an increase of 1,096 daily weekday trips, including 79 additional AM peak hour trips and 101 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing IR districts: 0 Elementary 0 Middle 0 High
Projected student generation proposed SP-MU district: 3 Elementary 3 Middle 2 High

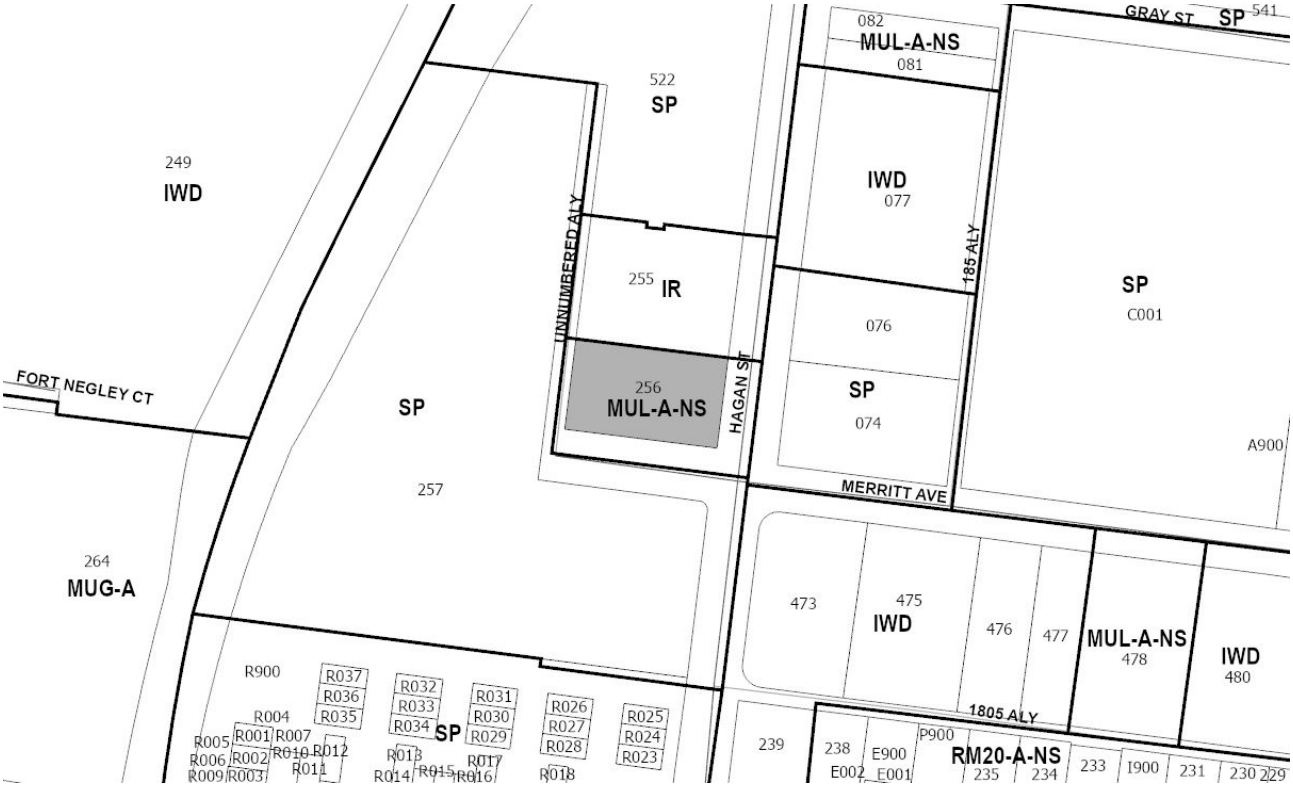
The proposed SP-MU zone district is anticipated to generate eight more students than the existing IR zoning. Students would attend Jones Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools are identified as being exceedingly under capacity. This information is based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

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

CONDITIONS
1. Permitted uses shall be limited to 75 multi-family residential units and a minimum of 8,500 and a maximum of 10,000 square feet of non-residential uses as shown on the plan. Short term rental properties, owner occupied and short term rental properties, not-owner occupied shall be prohibited.
2. Non-residential uses shall be limited to the ground floor.
3. If the final site plan shows a reduction in non-residential uses under 8,500 square feet or if parking is shown above grade, an SP amendment will be required.
4. On the corrected copy, provide floor plans for levels B2 and B3.
5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. Rooftop amenities shall not have a roof or built structure over them.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

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

SEE NEXT PAGE



2026SP-053-001
HAGAN HOUSING SP
Map 105-06, Parcel(s) 256
11, South Nashville
17 (Terry Vo)

Item #14	**Specific Plan 2026SP-053-001**
Project Name	**Hagan Housing SP**
Council District	17 - Vo
School District	05 – Fayne
Requested by	Nashville Planning Department, applicant; Metro Government, owner.
Staff Reviewer	Shane
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

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

Preliminary SP
A request to rezone from Mixed Use Limited-Alternative-No Short Term Rental (MUL-A-NS) to Specific Plan (SP) zoning for property located at Hagan Street (unnumbered), located at the corner of Hagan Street and Merritt Avenue (0.3 acres), to permit a mixed-use development.

Existing Zoning
Mixed Use Limited-Alternative-No Short Term Rental (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.*

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

Bulk Standards	
FAR	7.0
ISR	1.0
Max Height	7 Stories
Stepback	No Stepback Required
Minimum Façade Length	
Along Hagan Street	80% in 0-15'
Along Merritt Avenue and the alley	50% in 0-15'
Build-to Zones and Setbacks	
Build-to Zone Along Hagan Street	0-15'
Build-to-Zone Along Merritt Avenue	0-15'
Build-to-Zone Along Alley	0-15'
Setback Along Internal lot line	0'
Glazing along Street Frontages, including alleys	
First Floor (Non-Residential Uses)	50%
Upper Floors (Non-Residential Uses)	35%
Residential Uses	35%

Note 1: First floor glazing requirements shall be measured from finish grade at the setback to finish floor elevation of the second floor.

Note 2: If vehicular access is present along the alley, 30% glazing shall be required for the first floor of the alley facade not occupied by the garage. All other floors shall be required to meet glazing requirements within the bulk standards.

Proposed Regulatory SP Bulk Standards

PLAN DETAILS
The site is located on the northwestern corner of the intersection of Hagan and Merritt Streets. The site also abuts an unnumbered alley that extends along the rear property line to the west. The site consists of one parcel that is currently classified as vacant industrial land owned by Metro Government. The site slopes up slightly to the north. Surrounding uses include warehousing to the north zoned Industrial Restrictive (IR), multi-family residential to the west and south zoned Specific Plan (SP), and a small warehouse, an autobody shop and a distribution warehouse zoned SP and Industrial Warehousing/Distribution (IWD) to the east.

Regulatory Plan
This regulatory SP establishes a development framework for the Hagan Housing Specific Plan (SP), limiting uses to those permitted in the Mixed Use Limited-Alternative (MUL-A) zoning district while prohibiting short-term rental properties (owner-occupied and not owner-occupied), bars and nightclubs, alternative financial services, and beer and cigarette markets. The plan includes urban design standards requiring active street frontage facades, minimum glazing percentages, high-quality exterior materials, and screening of structured parking to promote a pedestrian-oriented environment.

Bulk standards permit a maximum FAR of 7.0, an ISR of 1.0, and building heights up to seven stories, with build-to zones along Hagan Street, Merritt Avenue, and the alley. Vehicular access is restricted to the alley, with no access permitted from Hagan Street or Merritt Avenue. Street trees are required along street frontages, parking must meet Metro Code requirements, and any standards not expressly modified by the SP shall follow the underlying MUL-A-NS zoning district regulations.

SOUTH NASHVILLE COMMUNITY PLAN
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 purpose changes. This recognizes that locating sites for new public facilities will become more difficult 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.

SUPPLEMENTAL POLICY
The site is located within the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan, specifically the SPA 11-WHCH-1 supplemental policy area. The WHCH Plan describes this area, called North Wedgewood-Houston, as containing a wide variety of commercial and small-scale light industrial uses. In line with the neighborhood's long-term vision, this area is home to a rising number of houses and small and larger scale artisan and maker uses. The urban grid, variety of uses, and new dense housing create a vibrant walkable commercial neighborhood that adds services to the broader community.

ANALYSIS
The proposed SP would replace the existing MUL-A-NS zoning with a site-specific development framework. The primary intent of CI policy is to preserve and enhance existing publicly owned

properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. A secondary intent of the CI Policy is to provide guidance for rezoning of sites if it is ultimately determined that the property in question will not be used for a direct government land use, but will instead be utilized to achieve broader government goals. That is the case in this situation. The property is located in a transitional area between newer residential uses and older institutional, office, and utility uses. The proposal maintains the mixed-use development pattern envisioned for the area while establishing additional standards related to permitted uses, building design, access, and site layout.

The plan includes enhanced urban design standards requiring active ground-floor frontages, minimum glazing percentages, high-quality building materials, street trees, and screening of structured parking. These standards support future housing provision, advance a pedestrian-oriented form of development, and reinforce the urban character envisioned by the surrounding policy guidance.

The proposed SP is consistent with the vision of the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan for North Wedgewood-Houston as a vibrant, walkable mixed-use neighborhood that integrates housing, commercial activity, and maker-oriented uses. By permitting a broad range of mixed-use development while incorporating urban design standards that promote active street frontages, pedestrian activity, and high-quality building design, the SP supports the area's transition from its historic industrial character to a more urban, mixed-use district.

As the SP is consistent with the mixed-use character anticipated by adopted planning policy, incorporates urban design standards that promote a high-quality pedestrian environment, and provides a clear framework for future redevelopment of the site, staff recommends approval.

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

NASHVILLE DOT ROADS RECOMMENDATION
Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov.
- There are to be no vertical obstructions in new public sidewalks. Coordinate w/ utility companies, to have encroaching obstructions relocated to grass/furnishing zones.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW.
- Additional comments/conditions with final SP:
    - Alley (all vehicle access per SP condition 7): identify the alley number and width. Widen any dedicated portion of alley frontage to meet NDOT standard detail ST-263. Provide mill and overlay to alley centerline (10' from new property line).
    - Hagan Street and Merritt Avenue half-sections required per MCSP. Include sidewalks for MCSP requirements.
    - Garage entrance on the alley: with a 0' alley build-to zone, recess (or chamfer) the entrance as needed for sight distance between alley traffic and pedestrians. If gating, allow entering vehicles some storage to mitigate queuing back into the alley.
    - Loading and solid waste: show the loading and refuse collection area on site, outside the alley travel way. A private hauler is required.
    - No balconies, canopies, awnings, shoring, or tiebacks over or within the ROW without mandatory referral approval, and no doors swinging into the ROW.

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Final SP Site Plan shall comply with MCSP Collector Requirements.
- No vehicular access is to be taken from Merrit Street or Hagan Street. All Vehicular access is to take place from the public alley.
- Final SP shall require a Multimodal Transportation Analysis (MMTA) if site plan at Final SP meets the warrants established in Metro Code 17.20.140.
- Comply with NDOT Roads Conditions of Approval.

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from MUL-A-NS to SP-MU is estimated to have an increase in 5,123 daily weekday trips, including 291 more AM peak hour trips and 457 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

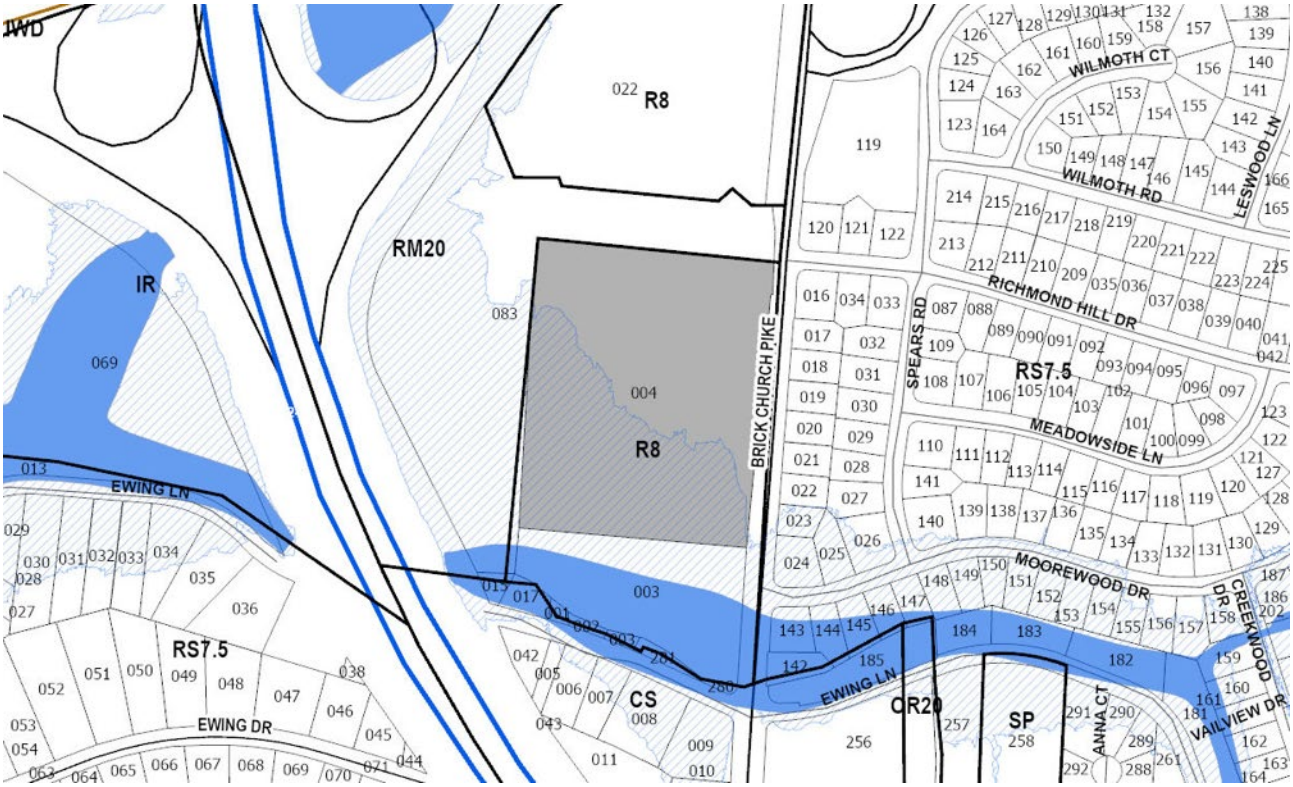
METRO SCHOOL BOARD REPORT
Given the mix of uses permitted by the MUL-A-NS and SP-MU zoning districts, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students generated by future development would attend Fall-Hamilton Elementary School, Margaret Allen Middle School, and Glencliff High School. Fall-Hamilton Elementary

School and Glencliff High School are identified as being under capacity while Margaret Allen Middle 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.

CONDITIONS
1. Permitted uses shall be limited to all uses per the MUL-A-NS zoning district, except for prohibited uses as specified in the plan.
2. 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.
3. 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. No master permit/HPR shall be recorded prior to final SP approval.
9. Final plat may be required prior to permitting.

SEE NEXT PAGE



2026SP-054-001
BRICK CHURCH PIKE COMMUNITY CAMPUS SP
Map 060, Parcel(s) 004
02, Parkwood – Union Hill
03 (Jennifer Gamble)

Item #15	**Specific Plan 2026SP-054-001**
Project Name	**Brick Church Pike Community Campus SP**
Council District	03 – Gamble
School District	01 – Taylor
Requested by	Nashville Planning Department, applicant; Metropolitan Government General Services, owner.
Staff Reviewer	Webster
Staff Recommendation	*Approve with conditions and disapprove without all conditions.*

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

Preliminary SP
A request to rezone from One- and Two-Family Residential (R8) to Specific Plan (SP) zoning for property located at 3230 Brick Church Pike, approximately 120 feet north of Moorewood Drive (10.44 acres), to permit a mixed-use development.

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 56 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides 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 institutional uses in addition to office, recreational, and residential uses.*

PARKWOOD – UNION HILL COMMUNITY PLAN
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 purpose changes. This recognizes that locating sites for new public facilities will become more difficult 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 guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

SITE CONTEXT
The subject site consists of one parcel, totaling 10.44 acres, located approximately 120 feet north of Moorewood Drive. The property has been zoned R8 since 1974 and currently contains the former Nashville Academy of Computer Science (NACS) middle school, which permanently closed in 2020, merging with two other middle schools, Liberty Collegiate Academy and Nashville Prep. Since closing, the building has operated as an inclement weather shelter for the community.

Surrounding properties are currently zoned Multi-Family Residential (RM20) to the north and west, Commercial Service (CS) to the south, and Single-Family Residential (RS7.5) to the east. Surrounding land uses include multi-family and single-family residential uses as well as areas of industrial/commercial land uses to the north and south. The subject site has frontage along Brick Church Pike, which is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP), and is proximate to I-24, a major interstate, to the west, Briley Parkway, a major highway, to the north, and Ewing Drive, classified as a Collector-Avenue in the MCSP, to the south.

Proposed Regulatory SP

The Fallback zoning is proposed to be Mixed-Use Neighborhood-Alternative-No Short-Term Rental (MUN-A-NS).

Land Uses
Development at this site shall be limited to the following land uses and subject to the definitions provided below:

- Recreation Center; Inclement weather shelter permitted as an accessory use
- Library
- Park or Open Space
- General office
- Multi-family Residential; minimum of three units and a maximum of 25 units, to be constructed following permitting for the Library
- Bulk standards: FAR is based on MUN-A-NS (0.6)

Note: Library use is defined as cultural center in the Zoning Code.

"Inclement weather shelter" means a temporary residential facility providing overnight accommodations and incidental services for people experiencing homelessness, or families, on a short-term basis.

Phasing
Development of the site is subject to the phasing listed below:

Phase 1 – Recreation center with accessory inclement weather shelter
Phase 2 – Library
Phase 3 – Park or Open Space
Phase 4 – Multi-family residential; minimum of three units and maximum of 25 units

PLAN DETAILS
The proposed SP is regulatory, and would permit certain institutional, office, recreational, and residential uses. Specifically, the Regulatory SP limits development to the following uses: recreation center, with inclement weather shelter permitted as an accessory use, library, park/open space, general office, and multi-family residential up to a maximum of 25 units. "Inclement weather shelter" is defined in the Regulatory SP as "…a temporary residential facility providing overnight accommodations and incidental services for people experiencing homelessness, or families, on a short-term basis." Short-term rental owner-occupied and non-owner-occupied uses are prohibited.

The Regulatory SP proposes to demolish the existing building on-site and construct a new mixed-use development in phases. Phase 1 includes construction of a recreation center with accessory inclement weather shelter, similar to the current use of the site. Phase 2 includes construction of a library, which was identified as a community need in this location. Phase 3 includes the development of a park/open space, with the last phase, Phase 4 including the construction of multi-family residential housing. The Regulatory SP states that, while construction of different phases may be done at the same time, no Use or Occupancy Permits may be issued for the multi-family residential development (Phase 4) prior to issuance of Use and Occupancy Permits for the recreation center and library (Phases 1 and 2).

For any standards not included as part of this Regulatory SP, development on the site would follow the regulations of the mixed-use MUN-A-NS zone district. Overall development on the site is proposed to be limited to a maximum FAR of 0.6, which reflects the FAR requirement of the MUN-A-NS zone district, A build-to-zone of 0 – 80 feet is required with maximum height in the build-to-zone limited to three stories in 45 feet and maximum height outside of the build-to-zone limited to four stories in 60 feet with a minimum step-back of 15 feet. Type B landscape buffers would be required between the subject property and the abutting RM20 zone district to the north and west. Sidewalk improvements, landscaping, and parking requirements are proposed to be consistent with MCSP and Metro Code requirements.

The Alternative (-A) designation in the MUN-A-NS zoning district provides additional guidelines for required building entrances, an enhanced glazing requirement of 40% on the first floor for nonresidential uses and 25% for residential uses, with a minimum 25% glazing requirement on the upper floors along any public street frontage, as well as a minimum raised foundation requirement for residential development, in alignment with urban development standards. In addition, the No Short-Term Rental (-NS) designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner-Occupied uses from the SP. Overall, the -A standards and -NS regulation would ensure that future development on the site has an urban form consistent with the character of the surrounding area.

ANALYSIS
The northern half of the site is located within the Civic (CI) policy area. The primary intent of CI policy is to preserve and enhance publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific purpose they serve or the manner in which they serve them change. A secondary intent of the CI policy is to provide guidance for rezoning of sites if it is ultimately determined that the property in question will not be used for a direct government land use, but will instead be utilized to achieve broader government goals. The

southern half of the site is located within the Conservation (CO) policy area identifying the presence of the 100-Year Floodplain.

The proposed Regulatory SP intends to enhance the existing use of the property as an inclement weather shelter by demolishing the existing former middle school building and constructing a recreation center that may better serve the needs of the community while maintaining use as an inclement weather shelter, in alignment with the goals of the CI policy. Additionally, the SP proposes to serve additional public purposes through the development of a library, park or open space, as well as multi-family residential units to support community services as well as housing in the surrounding area, consistent with policy guidance. There is no site plan at this time, further evaluation on the siting of the development footprint will be evaluated upon review of a Final SP for the subject property with the intent to balance development of the property with the enhancement of environmentally sensitive land and natural features on the southern portion of the site, in alignment with CO policy guidance.

The site is currently across the street from a WeGo bus stop along Brick Church Pike and is a little over a 5-minute walk to two WeGo bus stops along Ewing Drive. The location of the site along Brick Church Pike, a major Arterial-Boulevard, proximate to I-65 to the west, Briley Parkway to the north, and Ewing Drive, an Arterial-Collector, to the south, as well as the existing transit infrastructure, and proximity to existing multi-family and single-family neighborhoods supports multimodal community access to public services at this site, promoting transit-oriented development principles.

Based on the location of the site, access to transit, consistency with CI and CO policy goals, and opportunity to provide new and enhanced public services, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION
Approve

WEGO RECOMMENDATION
Approve with conditions

- Developer shall provide a pair of in-lane local service shelter-type bus stops with appurtenances on Brick Church Pike. The bus stops shall be PROWAG-compliant, as per latest WeGo Design guidelines, and as follows:
    - Bus stop passenger waiting areas shall be min. 35ft x 8ft x 6in thick concrete. Bus stop passenger waiting areas shall be behind tangent curbs, flush with curbs and adjacent sidewalks, and free of vertical obstructions.
    - Appurtenances shall be as specified by WeGo.
- The bus stops shall be connected by safe, convenient and direct Pedestrian Access Routes to the development and the surrounding sidewalk network, including via crosswalks. Bus stops shall preferably be integrated with crosswalks.
- The exact location of the bus stops shall be determined via liaison and agreement with WeGo Robert.Johnson@Nashville.gov prior to Final SP Case.
- Developer shall liaise and reach agreement with WeGo about all WeGo Conditions during project phasing discussions and prior to Final SP submission.

- Developer shall show all WeGo Conditions on the Final SP Case.

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. Submit any ROW dedications to NDOT, in tandem with building permit plans. Additional 1-1/2' mill and overlay may be required to cover full extents of any road widening work for half-sections and/or utility work in public ROW.

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- Continue to coordinate with NDOT on appropriate phasing for mitigations. Per MMTA, the Mitigations to be included in subsequent Final SPs are as follows:
  - A new sidewalk on west side of Brick Church Pike along the Property Frontage.
  - A new sidewalk on west side of Brick Church Pike from the south boundary of the site to the existing sidewalk North of Ewing Lane.
  - Pedestrian landings, a crosswalk, and a pedestrian signal on Brick Church Pike near Richmond Hill Drive to provide access to WEGO Stop.
- Proposed New Driveways are to Comply with NDOT's Access Management Manual.
- Parking is to be provided per Code.

STORMWATER RECOMMENDATION
Approve

WATER SERVICES RECOMMENDATION
Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R8 to SP is estimated to have an increase of 1,709 daily weekday trips, including 208 additional AM peak hour trips and 194 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

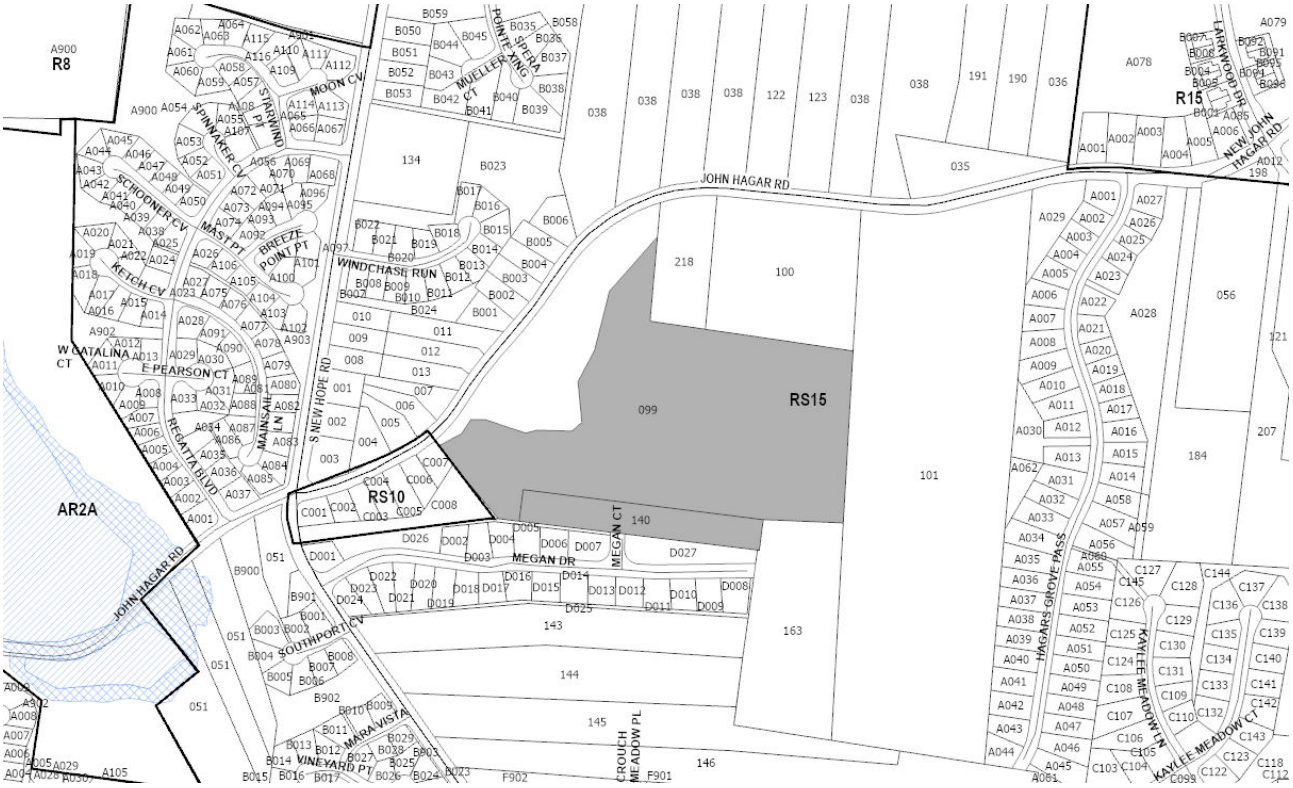
METRO SCHOOL BOARD REPORT
Projected student generation existing R8 district: 10 Elementary 7 Middle 8 High
Projected student generation proposed SP district: 3 Elementary 2 Middle 2 High

METRO SCHOOL BOARD REPORT
The proposed SP district is expected to generate 18 fewer students than the existing R8 district. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary School is identified as over capacity, Jere Baxter Middle School is identified as under capacity, and Maplewood High School is identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

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

CONDITIONS
1. Permitted uses shall be limited to the uses as specified and defined on the regulatory plan. Short-term rental property, owner occupied and short-term rental property, not owner occupied, shall be prohibited within the entire development.
2. 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.
3. Comply with all conditions and requirements of Metro Reviewing Agencies.
4. 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 MUN-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. 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.
6. 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. No master permit/HPR shall be recorded prior to final SP approval.
8. Final plat may be required prior to permitting.

SEE NEXT PAGE



2021S-220-004
KINGSLEY PARK PHASE 2
Map 098, Parcels(s) p/o 099,140
14, Donelson – Hermitage – Old Hickory
12 (Erin Evans)

Item #16	**Final Plat 2021S-220-004**
Project Name	**Kingsley Park Phase 2**
Council District	12 – Evans
School District	04 – Nabaa-Mckinney
Requested by	Dale and Associates, Inc., applicant; M/I Homes of Nashville, LLC, owner.
Staff Reviewer	Konigstein
Staff Recommendation	*Approve with conditions*

APPLICANT REQUEST
Request for final plat approval to create 45 lots.

Final Plat
A request for final plat approval to create 45 cluster lots for part of property located at 5047 John Hagar Road and property located at John Hagar Road (unnumbered), approximately 460 feet east of South New Hope Road, zoned RS15 (18.98 acres), requested by Dale and Associates, Inc., applicant; M/I Homes of Nashville, LLC, owner.

CASE HISTORY
The site consists of two parcels. The site has been zoned RS15 since 1998. The concept plan (2021S-220-001) was approved for 60 cluster lots and received approval with conditions by the Metro Planning Commission on December 9, 2021. The development plan for 60 lots was approved administratively in September 2025. The final plat for Phase 1 included 15 lots, was approved earlier this year and recorded in September 2026 (Inst Number: 20260924-0088839). The proposed plat for Phase 2 includes the remaining 45 lots and is consistent with the approved development plan.

SITE DATA AND CONTEXT

Location: The site consists of a portion of a parcel located at 5047 John Hagar Road and an adjacent unaddressed parcel at 0 John Hagar Road. The site is approximately 460 feet east of South New Hope Road.

Approximate Acreage: Phase two comprises 18.98 acres, or approximately 826,768 square feet. Approximately 7.7 acres are reserved for open space



Proposed Final Plat

PROPOSAL DETAILS

Number of Lots: 45

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, development plan, and all requirements of Chapter 3.

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

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

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions
- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots.

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 26SL0054 and 26WL0017.

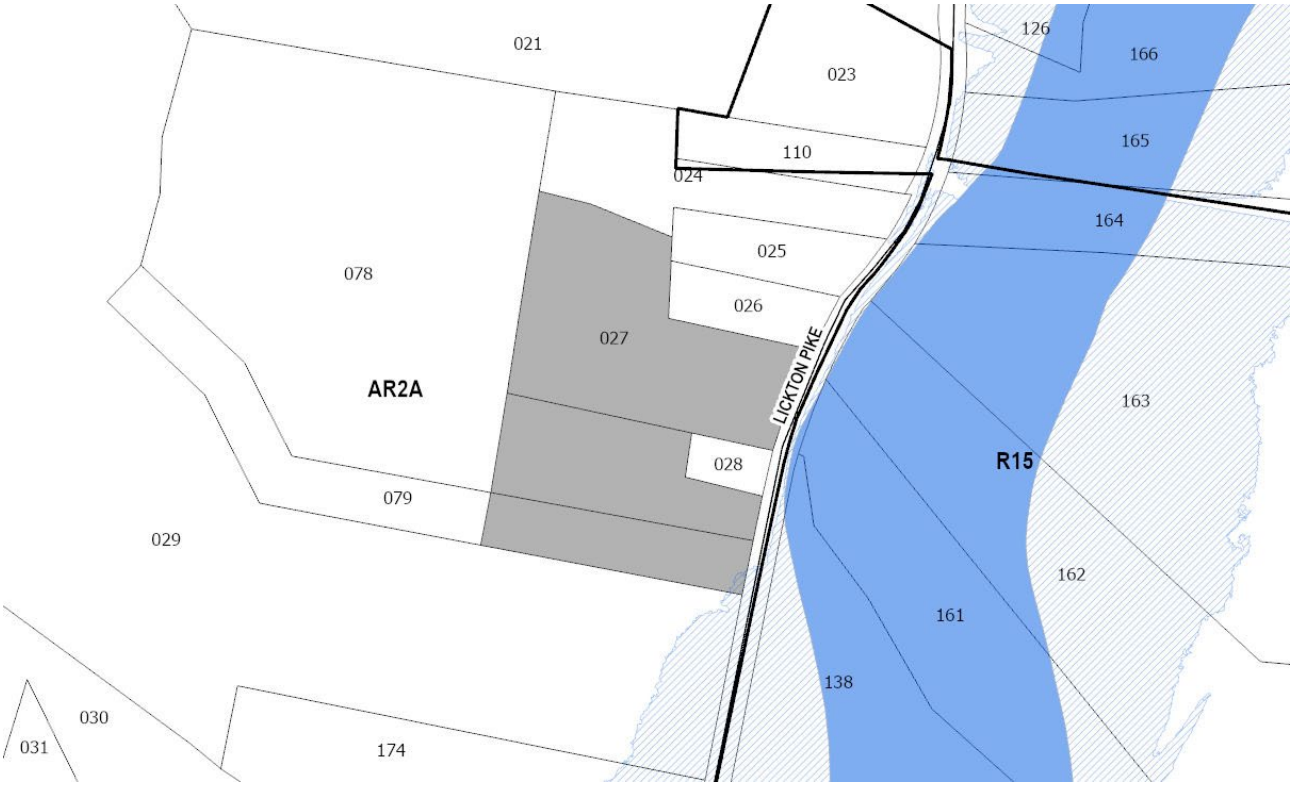
- A bond amount of $410,000.00 is assigned to 26SL0054 and an amount of $290,000.00 is assigned to 26WL0017.

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. 2021S-220-004 with conditions, based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

SEE NEXT PAGE



2026S-148-001
FINAL PLAT LICKTON PIKE LOTS 1 & 2
Map 031, Portions of Parcel(s) 027, 078-079
03, Bordeaux - Whites Creek - Haynes Trinity
01 (Joy Kimbrough)

Item #17	**Final Plat 2026S-148-001**
Project Name	**Final Plat Lickton Pike Lots 1 and 2**
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	David Young, applicant; Ben and Katie Jumper, owners.
Staff Reviewer	Konigstein
Staff Recommendation	*Approve with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.*

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

Final Plat
A request for final plat approval to create two lots on properties located at 4742, 4748 and 4758 Lickton Pike, approximately 3,620 feet north of Old Hickory Boulevard, zoned Agricultural/Residential (AR2a) (5.5 acres).

SITE DATA AND CONTEXT
Location: The site consists of portions of three parcels located on the west side of Lickton Pike, approximately 3,620 feet north of Old Hickory Boulevard.

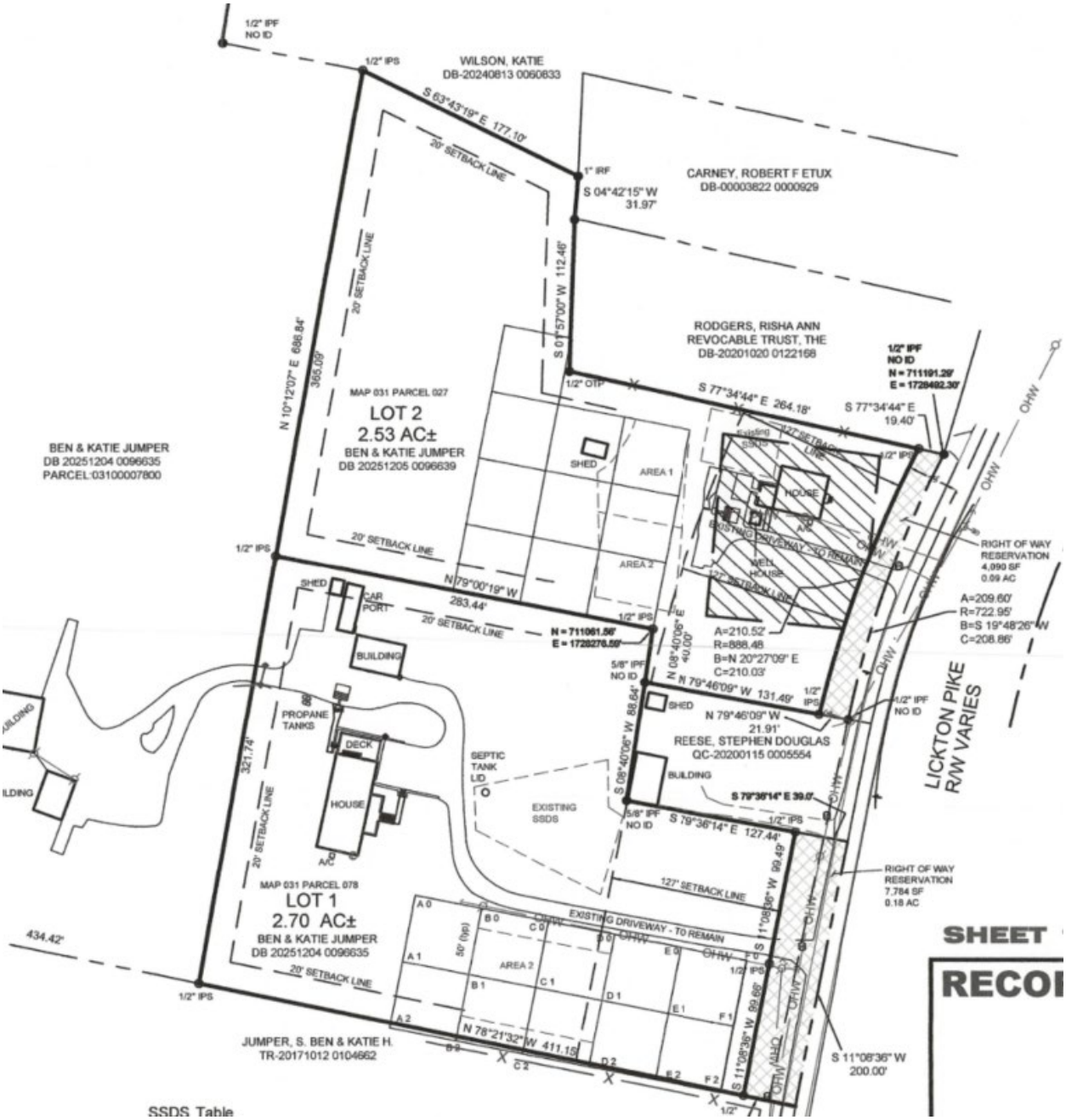
Street Type: The site has frontage on Lickton Pike, a collector avenue as identified in the Major and Collector Street Plan (MCSP). Lickton Pike has an existing right-of-way width of approximately 50 feet.

Approximate Acreage: 5.5 acres, or approximately 239,580 square feet.

Parcel/Site History: The site consists of portions of three parcels. The northernmost parcel, Parcel 027 (4758 Lickton Pike), is approximately 3.85 acres and was the remainder of a 5.31 acre parcel that was conveyed by deed in September 2020 (Inst. 20200928-0111035). The middle parcel, part of Parcel 078 (4748 Lickton Pike) was documented as a tract of land in October 1967. It has been conveyed multiple times since then in its current configuration which contains approximately 14 acres (Book 4197, Page 822). The southernmost 3.16-acre parcel, part of Parcel 079 (4742 Lickton Pike), was conveyed by deed in its current configuration in September 1968 (Book 4279, Page 1) as part of property of record in Book 1969, Page 251.

Zoning History: All parcels have been zoned Agricultural/Residential (AR2a) since 1974.

Existing land use and configuration: Parcel 079, 4742 Lickton Pike, is classified as vacant rural land. Parcels 027 and 078, 4758 and 4748 Lickton Pike are classified with single-family residential uses.



Proposed Final Plat

Surrounding land use and zoning:

- North: Agricultural/Residential (AR2a)
- South: Agricultural/Residential (AR2a)
- East: One and Two-Family Residential (R15)
- West: Agricultural/Residential (AR2a)

Zoning: One and Two-Family Residential (R80)
Min. lot size: 2 acres
Max. building coverage: 0.20
Min. rear setback: 20 feet
Min. side setback: 20 feet
Max. height: 3 stories
Min. street setback: 215 feet per the Subdivision Regulations

PROPOSAL DETAILS
Number of Lots: 2

Lot sizes: Lot 1 is 2.70 acres and Lot 2 is 2.53 acres.

Access: Lots have existing driveways proposed to remain that take access from Lickton Pike.

Subdivision Variances or Exceptions Requested: Variances to Sections 4-2.5.a.1.a., 4-2.5.a.1.b., and Section 4-2.5.a.1.3.c. are required for building setback, lot depth, and lot size.

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

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

There are several subdivision options within the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.

4-2. Development Standards

4-2.1 Identification of Primary Conservation Land

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

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

4-2.2 Preservation of Conservation Land

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

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

4-2.3 Development Footprint

The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.

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

4-2.4 Building Placement

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

Lots 1 and 2 are both developed with a single-family residential structures, and the structures are identified to remain. A building envelope has been identified on Lot 2, however, staff has a condition of approval that they remove the building envelope as the existing structures are noted as to remain and the proposed building envelope conflicts with the required setback.

4-2.5 Rural Character Design

a. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.

a. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, "surrounding parcels" is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Lot 1 is located along an existing street and were reviewed against (a) through (d) below.

a. *Building Setback along existing public streets*.
Does not comply. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of the

two parcels abutting either side is more than the minimum required street setback established by the zoning. The average front setback of the abutting parcels is approximately 215 feet, which is greater than the required 40 feet per the AR2a zoning district. A front setback of 127 feet is shown on the plat and was requested by the applicant. *Since the front setback shown is less than the required minimum building setback, a variance is required and will be discussed below.*

b. *Lot Depth along existing public streets*.
Does not comply. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires an approximately 515-foot lot depth. As proposed, the lot depth for is approximately 422 feet for Lot 1 and 455 feet for Lot 2, which is less than the required minimum depth. *A variance is required and will be discussed below.*

c. *Lot size along existing public streets*.
Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70 percent of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 17.13 acres (476,402 square feet). The area of the proposed lots are 117,612 square feet (2.7 acres) for Lot 1 and 110,206 square feet (2.53 acres) for Lot 2. The proposed lots do not meet the 17.13-acre minimum lot size. *A variance is required and will be discussed below.*

d. *Lot frontage abutting existing public streets.*
Does comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required along Lickton Pike is approximately 111 feet. The frontage of Lot 1 is approximately 200 feet while Lot 2 has approximately 209 feet of frontage. Both frontages are above the required minimum.

e. *Street lights.*
Not applicable for this case.

Subdivision Variances or Exceptions Requested: Yes. This request requires a variance from *4-2.5.a.1.a.* for minimum building setback, *4-2.5.a.1.b.* for minimum lot depth, and *4-2.5.a.1.c.* for minimum lot size.

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

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

Variance Analysis

Variance Request-Minimum Building Setback

Section 4-2.5.a.1.a. requires the minimum front setback to be the average setback of the abutting parcels. The average front setback of the abutting two parcels on either side of the subject site – not including parcel 03100002800 which is in the middle as a gap parcel - is approximately 215 feet, which is greater than the minimum front setback based on the AR2a zoning district and corresponding road classification. Per Code, the AR2a zoning district would require a front setback of 40 feet on a collector avenue. The parcels that were used to compare had front setbacks of approximately 47, 60, 354, and 401 feet which average to 215 feet.

The applicant has requested a variance from the required minimum setback of 215 feet to a setback of 127 feet. They have stated that this situation is unique and carrying out the strict letter of the Subdivision Regulations would result in a hardship of having to comply with the 215-foot setback. If the gap parcel was included in the calculations for the street setback for Lot 2, the average would be reduced to 127 feet and more closely aligned, if not further back, than most other homes in this area.

Typically, when existing structures are not meeting the required setback of the rural regulations, the setback is platted for future redevelopment. Complying with the 215 foot setback pushes the building footprint back towards the rear of the lots, where the steep slopes are located. Additionally, the requested variance to permit a 127 foot setback, also pushes the building footprint towards the steep slopes. Staff considered the broader area including surrounding parcels on both sides of Lickton Pike. There is a wide variety of building setbacks in the area ranging from approximately 48 feet to 500 feet. The majority of parcels on Lickton Pike have shallower setbacks than the minimum required 215-foot setback per the regulations. Staff has a condition to remove the platted 127 foot setback on the plat and only show setbacks based on the existing structures. When considering the range of setbacks along Lickton Pike, the existing structures, and the intent of the regulations to provide variation in setbacks, staff finds that a variance for minimum building setback would not conflict with the intent of the Rural Subdivision Regulations to have varying building setbacks and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Depth
Section 4-2.5.a.1.b. requires the minimum lot depth to be the building setback required by Sec 4-2.5(a) plus 300 feet. The approximate proposed lot depths of 422 and 455 feet, which is less than the 515-foot lot depth required. When considering the lot depth pattern in the broader area along the same block as Lickton Pike, the parcels used in the compatibility analysis have a range of lot depths from 185 feet to over 4,600 feet, with several parcels along the same block that have lot depths between 260 and 930 feet. While the proposed lot depth is less than what is required for the average, when considering the wide range of lot depth of the nearby parcels, staff finds that a variance for minimum lot depth would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

Variance Request-Minimum Lot Size
Section 4-2.5.a.1.c. requires the minimum lot size along existing public streets to be equal to or greater than 70 percent of the average size of surrounding parcels or equal to or greater than the smallest parcel, whichever is greater. In this case, the minimum required lot size for the proposed lot is approximately 17.13 acres or 476,402 square feet. As proposed, the area of the proposed lots are 117,612 square feet for Lot 1 and 110,206 square feet or 2.53 acres for Lot 2 which does not meet the 17.13-acre minimum lot size. When considering the lot size pattern of the broader area along Lickton Pike, several existing parcels have varying lot sizes and several are less than the size of the proposed lots, including lot sizes of 0.33, 0.27, and 1.12 acres. Additionally, the compatibility analysis includes a nearby parcel with a size of approximately 3,108,711 square feet or 72.4 acres, which is considerably larger than other nearby lots. Due to the range of lot sizes in the surrounding area, and existing lot sizes less than the size of this proposed lot, Staff finds that a variance for minimum lot size would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

PLANNING STAFF COMMENTS
Except for the variances listed above, the proposed lot meets the standards of the Metro Subdivision Regulations and Metro Zoning Code.

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. Staff finds that the proposed subdivision meets the intent of the T2 RM policy to provide rural residential lots as maintaining the general character of rural neighborhoods.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

NASHVILLE DOT RECOMMENDATION
Approve

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

WATER SERVICES RECOMMENDATION
Return for corrections

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 16, 2026) on which we have noted our comments and recommend approval for Water only defer to Metro Health Department for Septic Systems.

METRO HEALTH RECOMMENDATION
Approve

STAFF RECOMMENDATION
Staff recommends approval with conditions, including a variance from Sections 4-2.5.a.1.a., 4-2.5.a.1.b., and 4-2.5.a.1.c, of the Metro Subdivision Regulations

RECOMMENDED ACTION
Motion to approve proposed subdivision Case No. 2026S-148-001 with conditions, including variances to Section 4-2.5 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.

CONDITIONS

1. On the mylar, remove all setbacks aside from the platted street setback and plat setbacks based on the existing structures.
2. On the mylar, remove note 15.
3. On the mylar, remove the building envelope.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The mylar shall be approved and signed by the Metro Health Department prior to recording.
6. 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.

SEE NEXT PAGE



2026S-163-001
332 PULLEN AVENUE
Map 071-11, Parcel(s) 181
05, East Nashville
05 (Parker)

Item #18	**Final Plat 2026S-163-001**
Project Name	**332 Pullen Avenue**
Council District	05 – Parker
School District	01 – Taylor
Requested by	Delta Associates, applicant; Marlin Chapman, owner.
Staff Reviewer	Pudney
Staff Recommendation	*Approve with conditions, including an exception to 3-5.2 for lot area and lot frontage.*

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

Final Plat
A request for final plat approval to create two lots on property located at 332 Pullen Avenue, approximately 360 feet west of Lischey Avenue, zoned Single-Family Residential (RS5) (0.36 acres), and located within a Detached Accessory Dwelling Unit Overlay.

SITE DATA AND CONTEXT
Location: The site consists of one lot located on Pullen Avenue, approximately 360 feet west of Lischey Avenue.

Street Type: The site has frontage on Pullen Avenue, which is classified as a local street.

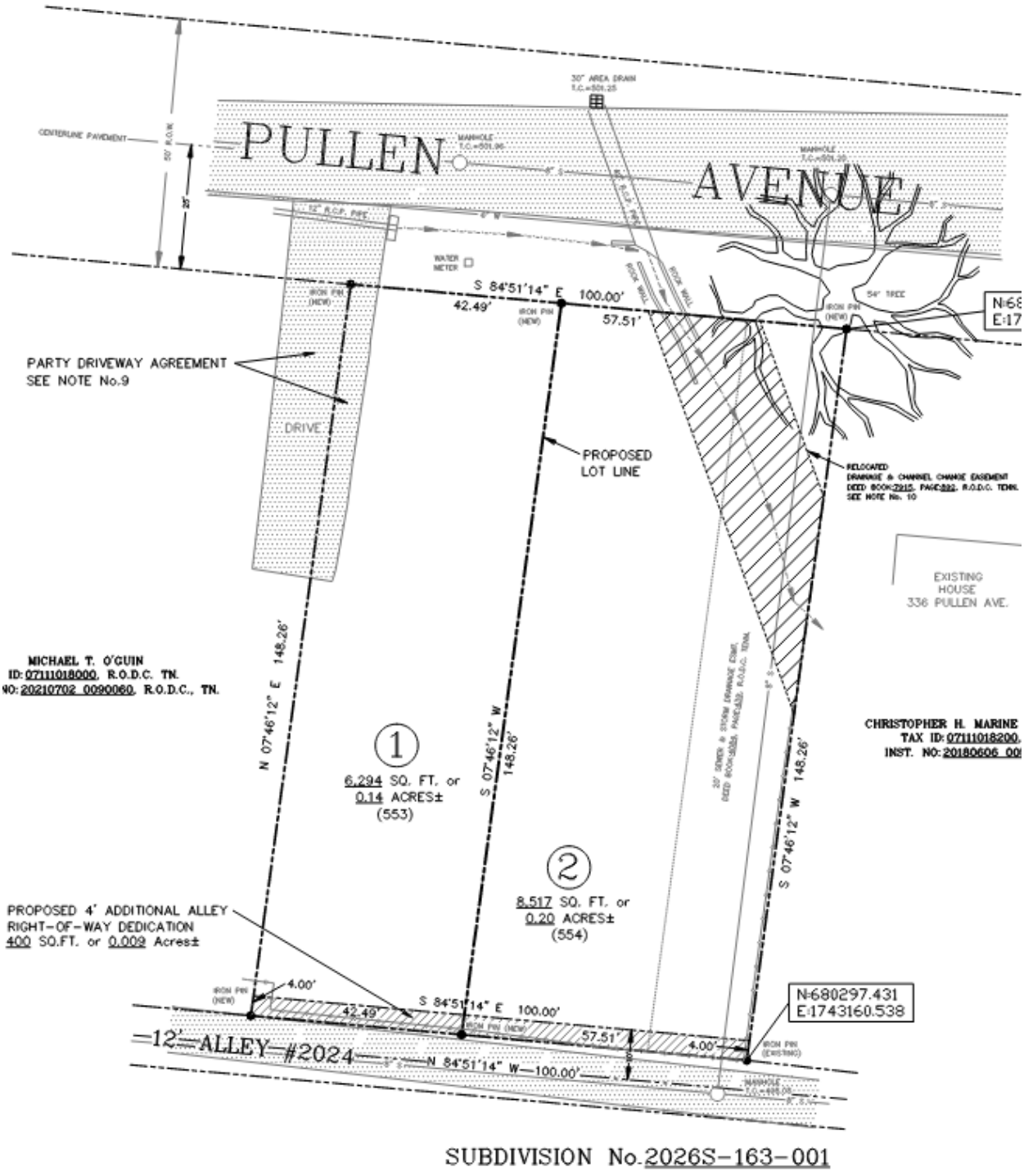
Approximate Acreage: 0.36 acres or approximately 14,758 square feet.

Parcel/Site History: Parcel 181 is described according to a 1951 deed as the Easterly half of Lot 26 and the westerly half of Lot 17 on the Plan of Trinity Heights (Plat Book 161, Page 38).

Zoning History: Parcel 181 has been zoned Single-Family Residential (RS5) since 1998 and within the DADU Overlay District since 2021.

Existing land use and configuration: The parcel is vacant and had a single-family home and two accessory buildings that were issued demolition permits in in May of 2026.

Surrounding Land Use and Zoning:
- North: Single-Family Residential (RS5)
- South: Single-Family Residential (RS5)
- East: Single-Family Residential (RS5)
- West: Single-Family Residential (RS5)



Proposed Final Plat

Zoning: Single-Family Residential (RS5)
Min. lot size: 5,000 square feet
Max. building coverage: 0.50
Min. rear setback: 20’
Min. side setback: 5’
Max. height: 2.5 stories
Min. street setback: Contextual per Zoning or the required Zoning district setback, whichever is greater.

PROPOSAL DETAILS
Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately 0.14 acres, or 6,294 square feet, proposed Lot 2 is approximately 0.20 acres, or 8,517 square feet.

Access: The property currently has a driveway from Pullen Avenue that is shared with the neighboring parcel to the west. No new access from Pullen Avenue is proposed to Lot 1.Lot 2 will be accessed from improved Alley #2024 in the rear.

Subdivision Variances or Exceptions Requested: Exceptions are required for lot area and lot frontage for proposed Lot 1.

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

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

3-1 General Requirements
The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

Proposed lot 1 and 2 comply with the minimum standards of the Zoning Code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS5 zoning at the time of building permit. Lot 1 is in the RS5 district and is greater than 5,000 square feet in size. Lot 2 is also in the RS5 district and is greater than 5,000 square feet. All proposed lots have frontage on a public street, Pullen Avenue

3-5 Infill Subdivisions

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

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

All minimum standards of the zoning code are met.

The proposed two lots exceed the minimum square footage requirement of the zoning district. Proposed Lot 1 (RS5) is 6,294 square feet and Lot 2 (RS5) is 8,517 square feet.

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

   Both proposed lots have frontage on a public street, Pullen Avenue.

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

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

c. *The proposed lots are consistent with the community character of the surrounding parcels as determined below:*
    1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.*
    The subject properties are on Pullen Avenue, therefore the three lots to the east along the south side of Pullen Avenue and the five lots to the west on the south side of Pullen Avenue were used to measure lot frontage compatibility for Lots 1 and 2. The frontage width of proposed Lot 1 is 42.49 feet and does not meet the minimum frontage requirement of 50.00 feet. The frontage width of proposed Lot 2 is 57.51 feet and does meet the minimum frontage requirement of 50.00 feet.
    2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.*
    The subject properties are on Pullen Avenue, therefore the three lots to the east along the south side of Pullen Avenue and the five lots to the west on the south side of Pullen Avenue were used to measure lot frontage compatibility for Lots 1 and 2. Proposed Lot 1 is 0.14 acres (6,294 square feet) and does not meet the minimum lot area requirement of 0.16 acres (7,091 square feet). The proposed size of Lot 2, 0.20 acres (8,517 square feet), does meet the minimum lot area requirement.
    3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used.*
    New structures will be required to meet the contextual setback standards per the Metro Zoning Code. The street setback required per this section is in line with the approximate zoning contextual setback of 25 feet, therefore a setback has not been platted and will not be required on the plat.

    Orientation of the proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.
    The proposed lots are oriented towards Pullen Avenue, which is consistent with the existing development pattern.

d. *The current standards of all reviewing agencies are met.*
    All agencies have recommended approval or approval with conditions.

e. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the*

subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

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

Variances/Exceptions Analysis

Lot Frontage

Proposed Lot 1 does not comply with the minimum lot frontage required by the compatibility requirements, and an exception is needed. Staff considered surrounding properties, the existing pattern, and the presence of an easement which is unique to this site, in our analysis for consideration of the exception that is needed for lot frontage.

There is an existing 20-foot sewer and drainage channel easement on the northern and eastern property line of proposed lot 2, which is the catalyst for Lot 1 having reduced frontage. The new lot line is shifted to be further away from the easement, to provide more space on the front of the lot for future development. Due to the location of the easement, the frontage of Lot 2 is increased to 57.51 feet and the frontage of Lot 1 is decreased to 42.49 feet.

In the Trinity Heights neighborhood along Pullen Avenue, the predominant lot frontage pattern includes 50-foot wide lots. There are a few adjacent parcels to the south that have slightly smaller frontages. Although the site currently has a total frontage of 100 feet and could otherwise allow for two lots with 50 feet of frontage each, the presence of the easement would significantly reduce the buildable area at the front of the site on Lot 2 without increasing its frontage along the street, which would result in a frontage reduction of Lot 1.

Although the frontage is reduced, the plat limits any additional access along Pullen Avenue, maintaining the existing driveway pattern along the street. Lot 1, which currently shares a driveway with an adjacent property to the west, will be limited to its existing access along Pullen Avenue or otherwise utilize the rear alley. Access to Lot 2 will be limited to the rear alley, restricting any additional curb cuts to that lot.

On balance, given that the frontage of one lot would be larger, and one lot would be smaller, than surrounding lots, staff does not find the reduced frontage of Lot 1 to result in a consequential reduction along the street. The property is much larger than surrounding lots, and a 2-lot subdivision

would be in keeping with the established pattern of the block face. In addition, the larger frontage at Lot 2 will allow the future building envelope to be more in line with the contextual setbacks along the street. Given these factors and the unique easement situation, staff is supportive of an exception to the lot frontage requirement at Lot 1.

Lot Size
As proposed Lot 1 does not meet the minimum compatibility requirements for lot size, staff considered the same factors presented above in our evaluation for lot area. With the lot frontage being reduced at Lot 1, the lot area would naturally be smaller. It would not be possible to increase the lot area without shifting the new lot line, as the block face is bounded by Pullen Avenue to the north and a rear alley to the south.

When evaluating a larger area to analyze lot size, staff considered the existing lot configuration in the area. Regarding the size of Lot 1, the neighboring parcel 180 to the west, is 0.16 acres in size (7,096.35 square feet) and has existed in that configuration since 1930. The parcels along the southern block face of Pullen Avenue range from 7,091 square feet to 7,490 square feet, which is roughly 800 square feet larger than proposed Lot 1 of 6,294 square feet. Although this is smaller, the proposed decreased lot size would not meaningfully change the appearance from Pullen Avenue, and with the increased lot size of Lot 2 at approximately 8,517 square feet, would not drastically impact the minimum area requirement along the block face. The proposed lot area of 6,294 square feet for Lot 1 will still provide sufficient area for development, and given that no new access from Pullen Avenue is proposed, the buildable area would not be reduced due to any new driveways.

Given this information, staff finds the proposed lot area for Lot 1 to be consistent with the larger area, and that an exception to the compatibility requirements would be appropriate for lot area for the proposed Lot 1.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

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

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks
Not applicable. No new blocks are being created.

3-7 Improvements
No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines, and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities
For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.

3-9 Requirements for Streets
Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements
Sufficient right-of-way exists along Pullen Avenue (a local street) such that no dedications of property are warranted. An additional 4 feet of ROW is being dedicated for the rear alley.

3-11 Inspections During Construction
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets
Not applicable. No new streets are proposed.

3-13 Street Names, Regulatory and Warning Signs for Private Streets
Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed final plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities
Metro Water Services has reviewed this proposed final plat for water and has recommended approval.

3-16 Sewerage Facilities
Metro Water Services has reviewed this proposed final plat for sewer and has recommended approval.

3-17 Underground Utilities
There are no new utilities proposed.

PLANNING STAFF COMMENTS
The plat proposes to create two new lots of record. The proposed lots meet several standards of the Metro Subdivision Regulations and the Metro Zoning Code with the exception to compatibility for lot size and frontage for Lot 1. Staff is supportive of the exceptions due to the unique situation present at this site regarding the easement as presented in the analysis above Therefore, staff recommends approval.

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T4 Urban Neighborhood Maintenance. The intent of T4 NM policy is to maintain the general character of developed 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 have an established development pattern consisting of moderate- to high-density residential development and institutional land uses. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

If the Commission can find that the proposed final plat is meeting the intent of the T4 NM policy, the Commission could apply greater weight to this portion of the adopted General Plan (Nashville Next) and may approve the subdivision with the requested exceptions.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

NASHVILLE DOT ROADS RECOMMENDATION
Approve

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

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

WATER SERVICES RECOMMENDATION
Approve with Conditions

- The W&S Capacity fees must be paid prior to service connections.

STAFF RECOMMENDATION
Staff recommends approval with conditions, including an exception to 3-5.2 for lot area and lot frontage.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Provide a corrected copy that updates the zoning note to reference that the property is within the Detached Accessory Dwelling Unit Overlay.
3. On the corrected copy, remove Note 6. This appears to be in error.
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-163-001 with conditions, including an exceptions to Section 3-5.2 for lot area and lot frontage, based upon finding that the subdivision does comply with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

SEE NEXT PAGE



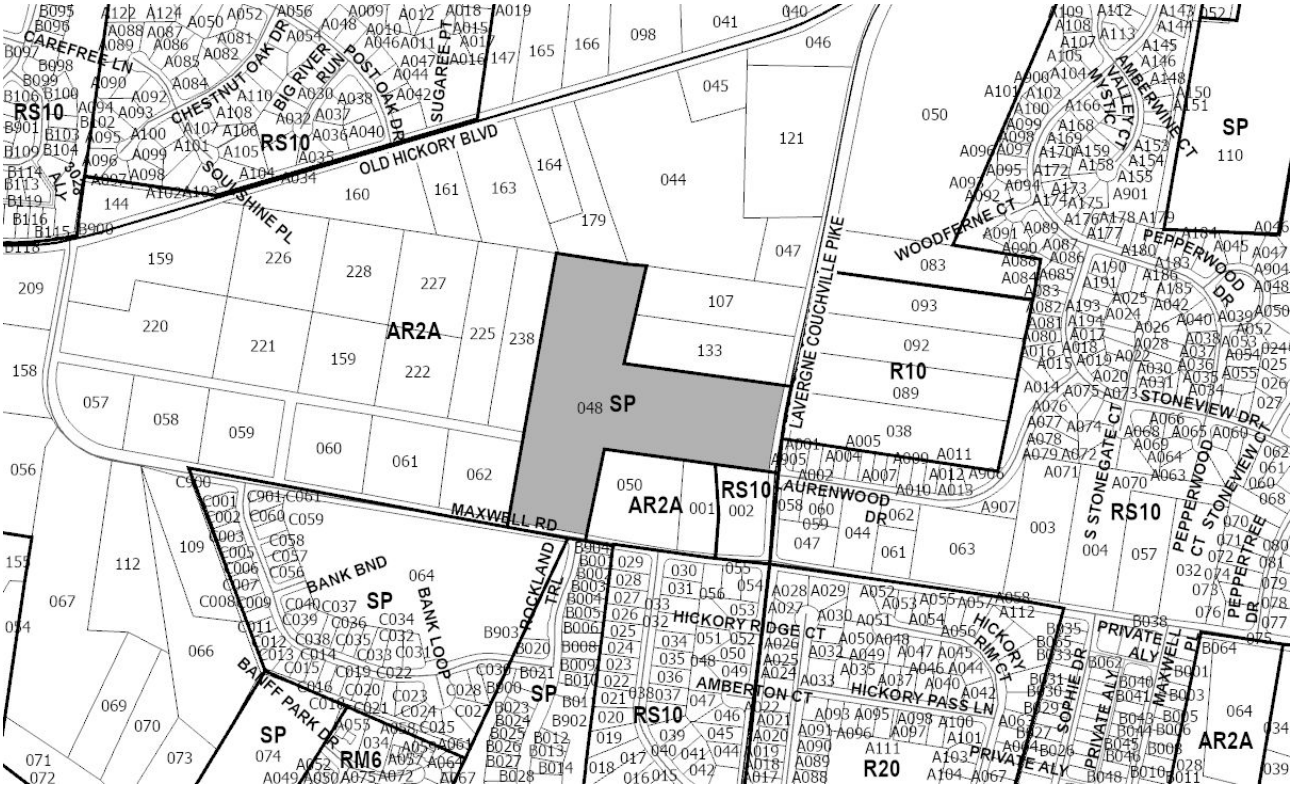
2026S-181-001
2544 MCGINNIS DRIVE
Map 073, Parcel(s) 024
05, East Nashville
07 (Emily Benedict)

Item #19	**Final Plat 2026S-181-001**
Project Name	**2544 McGinnis Drive**
Council District	07 – Benedict
School District	03 – Young
Requested by	Colliers Engineering and Design, applicant; William Lee Colley, owner.
Staff Reviewer	Ordonez
Staff Recommendation	*Defer to the December 10, 2026, Planning Commission meeting.*

APPLICANT REQUEST
Request for final plat approval to remove a reserve status.

Final Plat
A request for final plat approval to remove the reserve status on property located at 2544 McGinnis Drive, at the southwest corner of McGinnis Drive and Moss Rose Drive, zoned Single-Family Residential (RS10) (0.92 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the December 10, 2026, Planning Commission meeting.



2026S-182-001
MARTINS GROVE
Map 165, Parcel(s) 048
13, Antioch - Priest Lake
08 (Deonté Harrell)

Item #20	**Final Plat 2026S-182-001**
Project Name	**Martins Grove**
Council District	08 – Harrell
School District	06 – Mayes
Requested by	Wilson and Associates, applicant; Century Communities of Tennessee, LLC, owner.
Staff Reviewer	Commey
Staff Recommendation	*Approve with conditions.*

APPLICANT REQUEST
Request for final plat approval to create 46 lots.

Final Plat
A request for final plat approval to create 46 residential lots on property located at 4316 Lavergne Couchville Pike, approximately 1,612 feet south of Old Hickory Boulevard, zoned Specific Plan (SP) (13.27 acres).

CASE HISTORY
The site is located within an SP zoning district that was approved by Metro Council in 2025 (2024SP-045-001/BL2025-733). The final site plan to permit 46 lots was approved administratively on April 3, 2026 (2024SP-045-002). The final plat includes 46 lots, five open spaces and public roads. The proposed plat is consistent with both the preliminary SP and final site plan.

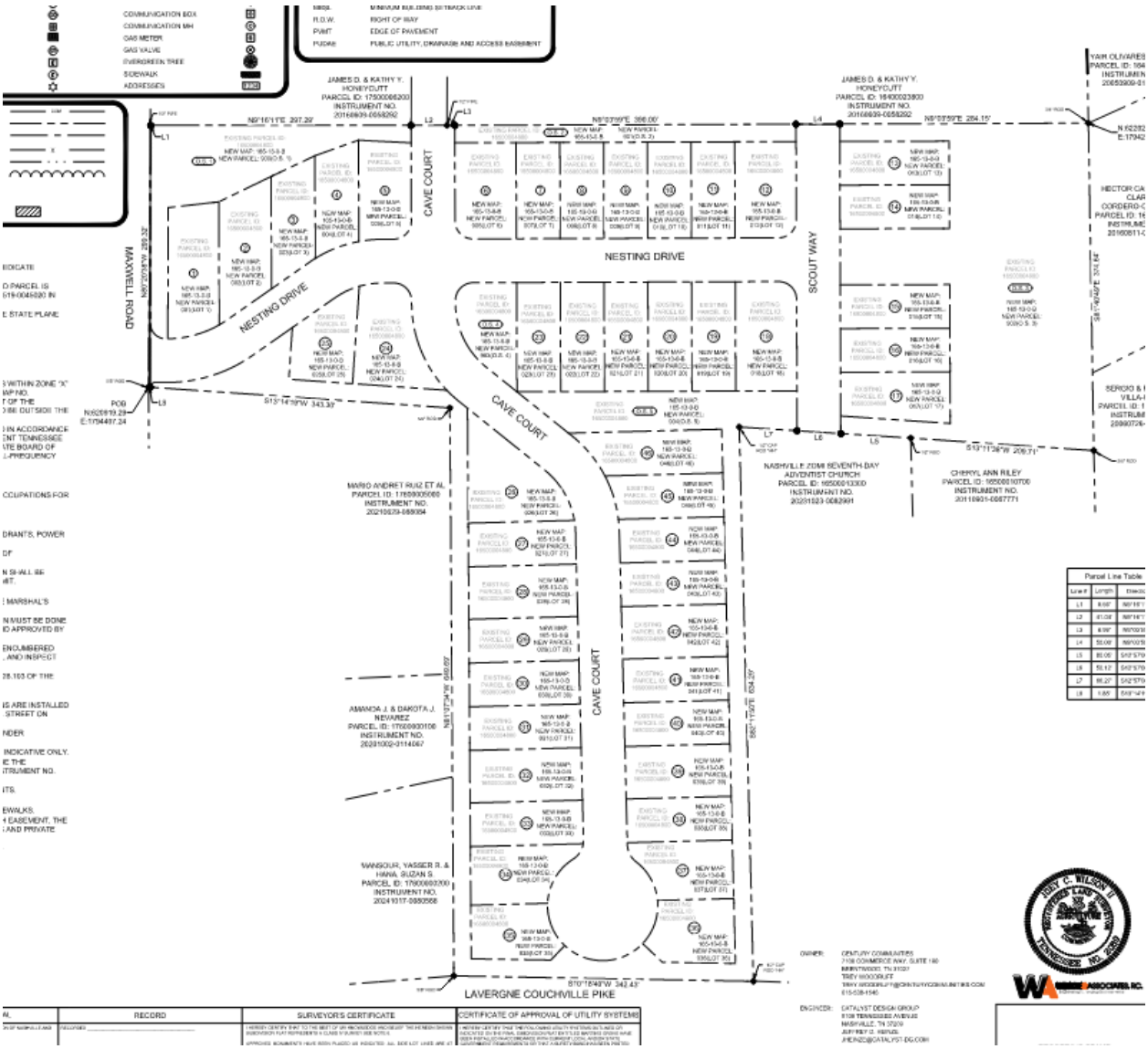
SITE DATA AND CONTEXT
Location: The site is located along the north side of Maxwell Road and west of Lavergne Couchville Pike.

Approximate Acreage: 13.27 acres or approximately 578,041 square feet.

PROPOSAL DETAILS
Number of lots: 46

Subdivision Variances or Exceptions Requested: None.

UPDATED FINAL PLAT RULES AND PROCEDURES
At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee 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.



Proposed Plat

The subject site received preliminary plan approval in 2024 and final site plan approval in 2026. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve with conditions
- Update plat to include instrument number for Stormwater Maintenance Agreement.

NASHVILLE DOT RECOMMENDATION
Approve with conditions.
- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.
- Plans on file with NDOT under '4144 Maxwell Rd_Martin's Grove_2024SP-045-002_NDOT Approved plans_11-20-25'.

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

WATER SERVICES RECOMMENDATION
Approve with conditions.
- Attached is a copy of the above-referenced subdivision (uploaded by Planning on September 30, 2026) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 25SL0123 and 25WL0054. A bond amount of $500,000.00 is assigned to 25SL0123 and an amount of $300,000.00 is assigned to 25WL0054.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

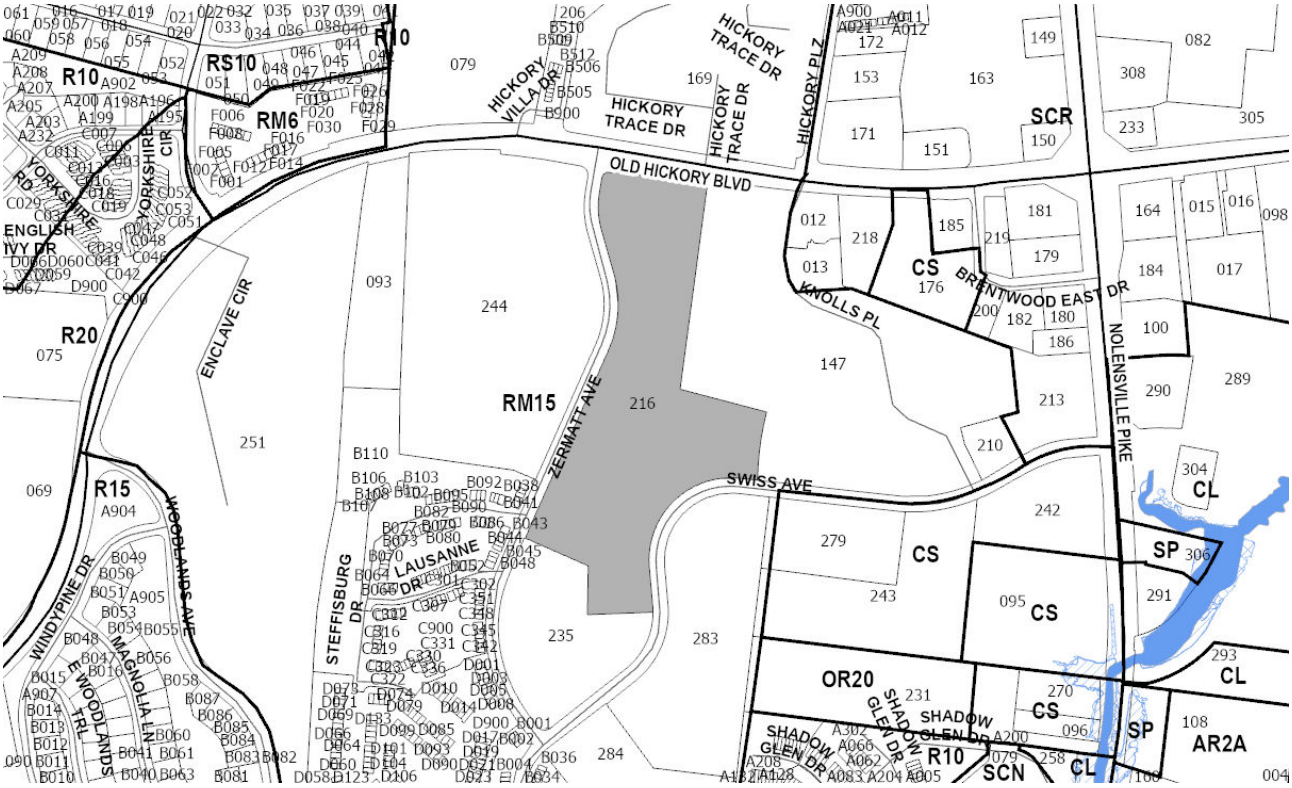
CONDITIONS
1. On the mylar copy, remove setback details from the face of the plat.

2. On the mylar copy, remove the typical lot layout diagram.
3. On the mylar copy, provide the full name of the LLC in the ownership certificate.
4. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of $750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. 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-182-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

SEE NEXT PAGE



53-84P-008
HICKORY HEIGHTS VILLAS (REVISION)
Map 161, Parcel(s) 216
12, Southeast
04 (Mike Cortese)

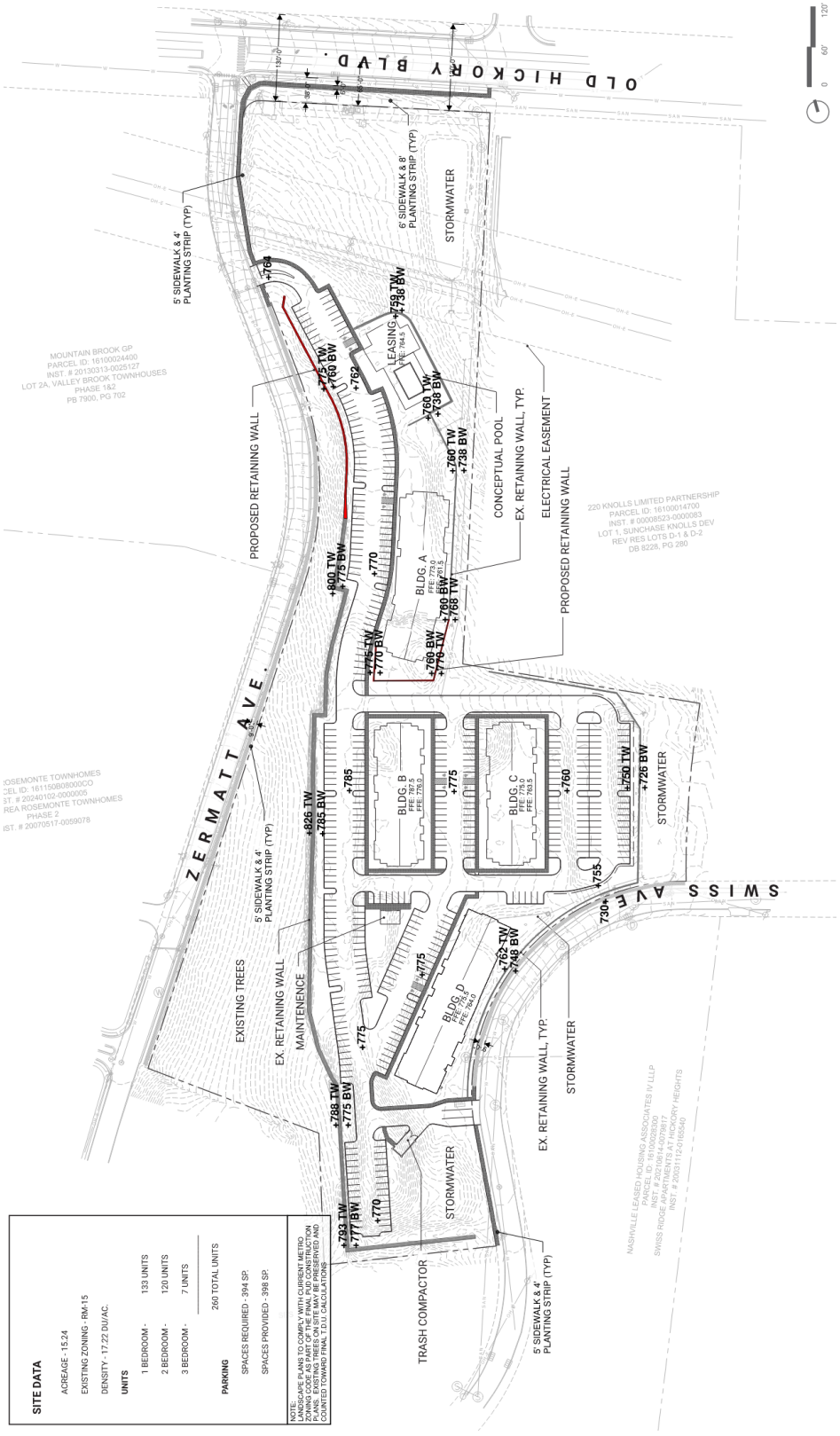
Item #21	**Planned Unit Development 53-84P-008**
Project Name	**Hickory Heights Villas PUD (Revision)**
Council District	04 – Cortese
School District	02 – Elrod
Requested by	Catalyst Design Group, applicant; Lakewood Management Services, LLC, owner.
Staff Reviewer	Webster
Staff Recommendation	*Approve with conditions.*

APPLICANT REQUEST
Revise preliminary PUD to permit a multi-family residential development.

PUD Revision
A request to revise the preliminary plan for a Planned Unit Development Overlay District on property located at 101 Zermatt Avenue, at the southeast corner of Zermatt Avenue and Old Hickory Boulevard, zoned RM15 (15.24 acres), to permit 260 multi-family residential units.

Existing Zoning
Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *Residential density is per the approved PUD.*

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



Proposed Site Plan

PUD History
This PUD was originally approved in 1984 to permit a total of 1,464 residential units across multiple properties. To date, approximately 657 multi-family residential units are built within the PUD with approximately 807 approved multi-family residential units remaining. The subject site, located at 101 Zermatt Avenue, was originally approved for 260 multi-family residential units. In 2017, the PUD was revised to permit 233 multi-family residential units on the subject site in a revised layout. The subject application proposes to permit the originally approved 260 multi-family residential units on the subject site with a revised layout.

SITE CONTEXT
The subject site consists of one parcel, totaling 15.24 acres, located south of Old Hickory Boulevard and east of Zermatt Avenue. The parcel is zoned RM15 and is located within a PUD overlay and Airport Impact Overlay District. The site is currently vacant but has some retaining walls and partial sidewalks along Zermatt Avenue and Swiss Avenue, that are proposed to remain as part of the proposed site plan. The site has frontage on Old Hickory Boulevard, which is classified as a Scenic Arterial-Boulevard in the Major and Collector Street Plan (MCSP), as well as on Zermatt Avenue and Swiss Avenue, which are both local streets. Abutting parcels are also zoned RM15 with adjacent land uses primarily containing multi-family residential.

The most recent application for this phase of the PUD was for a combined PUD revision and final site plan (53-84P-005), that was approved by the Planning Commission in 2018 and included a total of 233 multi-family residential units on the site within six residential buildings. Maximum height was proposed to be a four/five story split, consistent in character with nearby multi-family residential developments. The 2018 PUD revision and final site plan proposed six fewer structures that originally permitted to allow more of the site to remain undisturbed, particularly in the southwest corner of the site where steep slopes are present. The plan included sidewalks along Old Hickory Boulevard, including a six-foot sidewalk and eight-foot planting strip, consistent with MCSP requirements, as well as a five-foot sidewalk and four-foot planting strip along Zermatt Avenue and Swiss Avenue.

PLAN DETAILS
The PUD revision proposes to revert the permitted maximum density on the subject site back to the originally approved 260 multi-family residential units with a revised site plan. The site plan proposes a total of four residential buildings, two less than the 2018 revision, as well as an associated leasing office with amenities. A total of 4.40 acres of existing vegetation are proposed to remain consistent with the 2018 revision, and a total of 9.76 acres of open space are proposed as part of the revised layout, an increase from the previously approved 9.53 acres of open space in the 2018 revision. The overall floor-area-ratio (FAR) for the site is proposed to decrease compared to the 2018 revision, from 0.51 FAR to 0.49 FAR, consistent with the decrease in overall building area and increase in open space. A large portion of the site that is proposed to remain undisturbed is located in the southwest corner of the site, where steep slopes are present. Stormwater mitigation areas are located throughout the site consistent with the previously approved plan, as well as sidewalks to provide interior pedestrian circulation and connection to sidewalks along Zermatt Avenue and Swiss Avenue.

Access is proposed to remain from Zermatt Avenue and Swiss Avenue with sidewalk improvements proposed along Old Hickory Boulevard, including a six-foot sidewalk and eight-foot planting strip, consistent with MCSP requirements as well as a five-foot sidewalk and four-foot planting strip along Zermatt Avenue and Swiss Avenue, that will extend to the existing network. Parking is proposed to be a minimum of 394 spaces; an increase of approximately six parking spaces compared to the 2018 revision.

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 criteria in Section 17.40.120.G, 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 proposed plan requests the original density approved by Council in 1984 and does not propose to increase floor area or maximum building heights. The proposed increase in density from 233 to 260 multi-family residential units from the previously approved 2018 revision permits the same maximum density that was established by the original PUD, allowing this to be a PUD revision rather than a PUD amendment. The proposed use and site layout are consistent with the plan approved by Metro Council. This plan does not alter the basic development concept established by the approved PUD plan. Staff therefore recommends approval with conditions as the plan meets all criteria of Section 17.40.120.G.

FIRE MARSHAL RECOMMENDATION
Approve

WEGO RECOMMENDATION
Approve with conditions

- Developer shall show on plans for the Final PUD continuous sidewalk networks that include linking all principal doors of the development to both Old Hickory Blvd via Zermatt Ave and Nolensville Pike via Swiss Ave, including crosswalks.
- Developer shall provide a pair of in-lane Frequent Service bus stops with appurtenances on Nolensville Pike at Swiss Ave, as per latest WeGo Design Guidelines.
- In a revised MMTA Developer shall provide details of the access and pair of proposed bus stops on Nolensville Pike at Swiss Ave, including crosswalks.
- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo conditions prior to MMTA approval.
- Developer shall show all WeGo conditions on plans for the Final PUD.
- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov about all WeGo conditions prior to Final PUD approval.
- All WeGo conditions shall be complete before any occupancy or use of this development.

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.
- Submit any retaining wall documentation (design, calcs, reports) for the CIP retaining wall installed along Swiss.
- Submit any retaining wall documentation (design, calcs, reports) for the retaining walls installed along OHB.
- The public sidewalks installed along Zermatt were installed with steep (>3:1) side slope grades. (cont.) The sidewalks will require additional slope stabilization to mitigate undermining, and the sidewalks may require handrail, if an adequate flat buffer zone is not provide off the back of the sidewalks, prior to side slopes into the site.
- Portions of the private drive aisle along retaining walls may need guardrail. Please confirm, prior to final review submittal.

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- All previous NDOT conditions apply.
- The proposed number of units has not changed from previous NDOT approval. Given the elapsed time since previous approval, a revised MMTA to evaluate the changes of traffic patterns, and to provided updated mitigations to reflect the current environment. MMTA is to be reviewed and finalized prior to Final PUD Approval.

- Continue to coordinate with NDOT on updated developer mitigations.

STORMWATER RECOMMENDATION
Approve

WATER SERVICES RECOMMENDATION
Approve with conditions

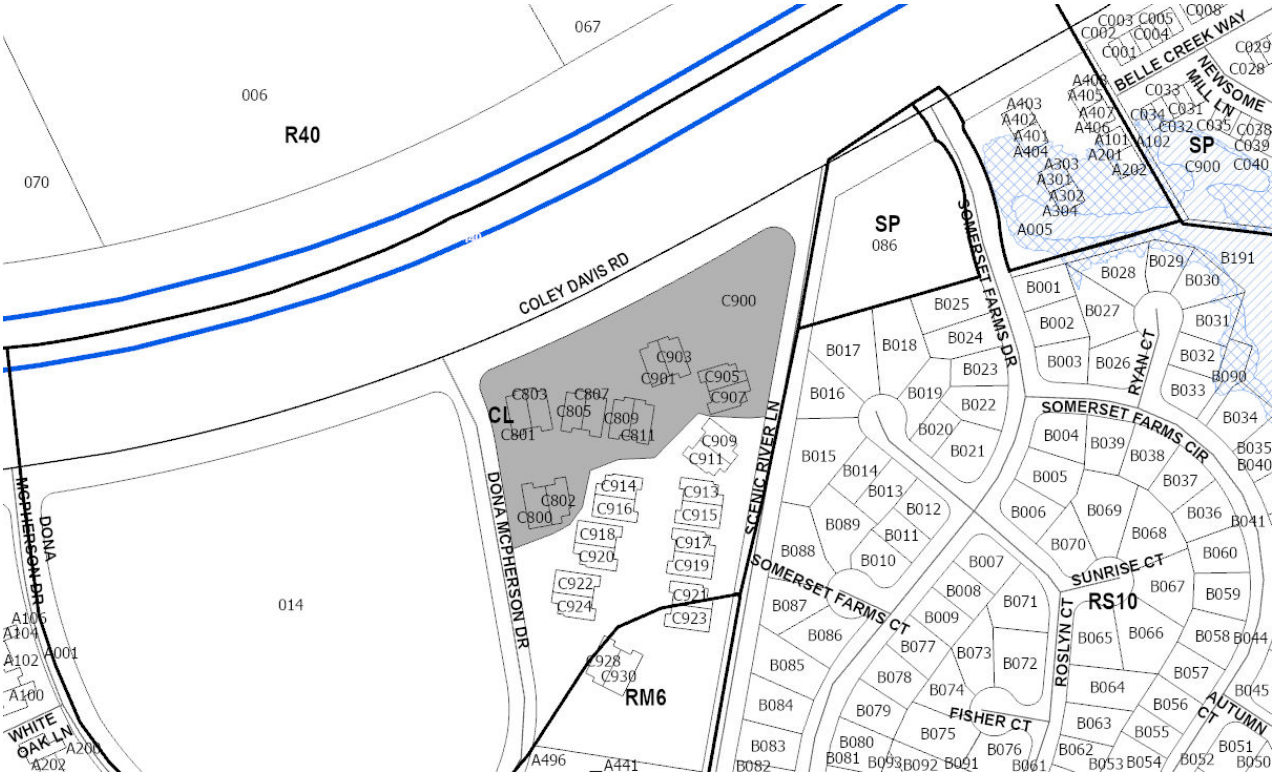
- Approved as a Preliminary PUD only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the 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.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS
1. Permitted uses shall be limited to a maximum of 260 multi-family residential units and associated amenities.
2. With the final site plan, the location and screening details of all dumpsters and mechanical equipment shall be provided and reviewed by Staff.
3. Landscape screening shall be included between retaining walls and public right-of-way, including but not limited to the retaining wall along Swiss Avenue and northward between the retaining wall and proposed stormwater facility. Landscaping that is evergreen and tall in height, is preferred. Landscape details to be reviewed and approved by staff with the landscape plan included with the final site plan.
4. A minimum 10-foot B-3 landscape buffer between the retaining walls located along the frontage and drive aisles/parking spaces is required. Additional landscaping may be required in these areas depending on final location of drive aisles and parking areas. Staff may also require a fence or guardrail along or within the buffer area. Landscape plans to be reviewed by staff with the final site plan.
5. On the final site plan, identify Old Hickory Boulevard frontage per the Scenic Arterial Boulevard requirements in the Major and Collector Street Plan
6. Road improvement details shall be identified on the final site plan consistent with the Major and Collector Street Plan (MCSP) and/or local street requirements. Final design details to be reviewed further by Planning and NDOT at final site plan.
7. Comply with all conditions and requirements of Metro Reviewing Agencies.
8. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

10. 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.
11. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

SEE NEXT PAGE



93-86P-003
LAKESHORE MEADOWS PUD (REVISION)
Map 141-07-0-C, Parcel(s) 800-803, 805, 807, 809, 811, 900, 901, 903, 905, 907
06, Bellevue
22 (Sheri Weiner)

Item #22	**Planned Unit Development 93-86P-003**
Project Name	**Lakeshore Meadows PUD (Revision)**
Council District	22– Weiner
School District	09 – Tylor
Requested by	FCG Civil, applicant; Lake Shore Estates, Inc., and O.I.C. Meadows Sec. (Phase) 5, owners.
Staff Reviewer	Dhital
Staff Recommendation	*Approve with conditions.*

APPLICANT REQUEST
Revise a portion of the PUD to permit 10 multi-family units.

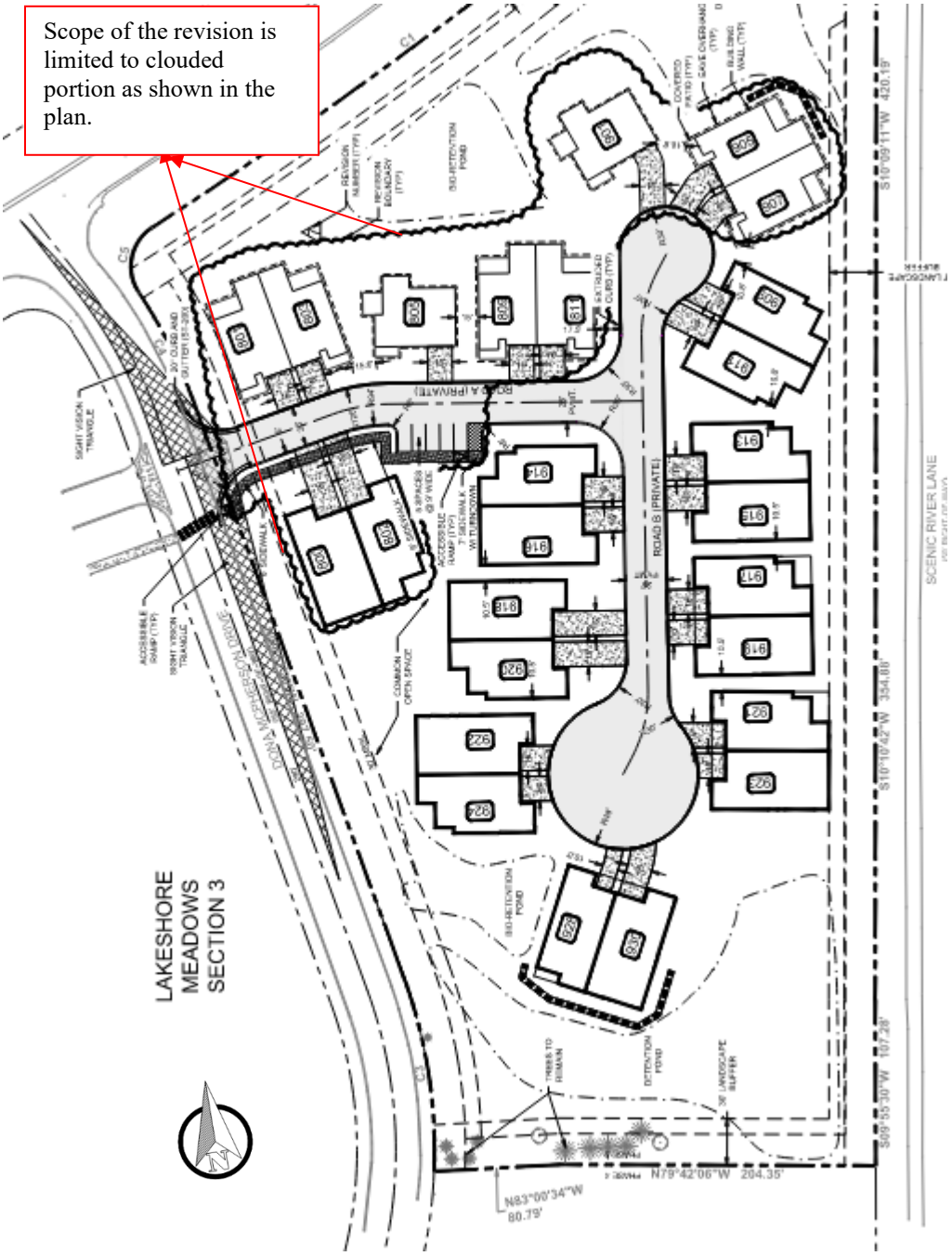
PUD Revision
A request to revise a portion of a Planned Unit Development Overlay District on properties located at 800, 801, 802, 803, 805, 807, 809 and 811 Pine Tree Place and 901, 903, 905 and 907 Tulip Poplar Lane and a portion of property located at 800 B Pine Tree Place, located at the corner of Scenic River Lane and Coley Davis Road, zoned CL and RM6 (7.01 acres), within a Planned Unit Development Overlay District (PUD), to permit 10 multi-family units (3.02 acres of 7.01 total acres).

Existing Zoning
Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses. *Permitted uses and development entitlements are governed by the PUD Overlay.*

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre*. Permitted uses and development entitlements are governed by the PUD Overlay.*

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.

PUD History
The site is a portion of an approximately 7-acre property and is located south of Coley Davis Road and west of Scenic River Lane. The site is a phase of a 43.34 acre PUD that was approved in 1986 to allow for a 105,200 square foot nursing home, a 10,000 square foot commercial building, and 144 multi-family units on several properties. The PUD underwent a series of amendments. The recent PUD revision for this site was approved in 2019 to permit 28 multi-family units in 14 duplex style buildings.



Proposed Site Plan - Overall

Later that same year, a PUD final was approved to permit 14 duplex buildings for a total of 28 multi-family residential units. The approved plan provided an option for the 14th building to be a clubhouse in lieu of a duplex building. The southern portion of the property, which includes eight duplex buildings (16 units) has been developed. The current application is a request to revise the unbuilt northwest portion of the property. The revised portion proposes ten units, including four duplexes and two detached units.

SITE CONTEXT AND PLAN DETAILS

The 7.01-acre subject site is located at the corner of Scenic River Lane and Coley Davis Road. The site is currently accessed from Dona McPherson Drive and has frontage on Coley Davis Road. The parcel is zoned CL and RM6 and is within a PUD. There is an existing nursing home facility to the west of the subject site which is part of this PUD Overlay. Adjacent zonings include CL, RM6, Single-Family Residential (RS10), and Specific Plan (SP) with adjacent land uses including single-family and multi-family residential uses.

The southern portion of the subject site has developed with eight duplex buildings (16 units). The northwest portion of the site is currently undeveloped. The application proposes to revise this portion of the site to include ten units, including four duplexes plus two detached units and the removal of the clubhouse on the northwest portion of the site. This revision is limited to the undeveloped portion of the site.

The proposed revision calls for four duplex style buildings and two detached units for total of ten units to be constructed on private streets. The private streets tie into Dona McPherson Drive and have been developed. The plan proposes to remove the clubhouse that was approved as an option on the previous final site plan and convert it to a duplex unit, which is identified as units 800 and 802 on the proposed plan. The plan removes ten surface parking spaces located in front of this building from the previously approved plan**.** These units are proposed to utilize garage parking, resulting in a total of five remaining surface parking spaces.

The proposed sidewalk configuration still includes a sidewalk connection to the crosswalk that was approved along Dona McPherson. The proposed site plan is consistent with the setbacks, parking and general design of previously approved plan. The plan will result in a total of 26 multi-family units, which is less than the previously approved 28 multi-family units.

ANALYSIS

Section 17.40.120.F 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.F and is provided below for review.

F. Changes to a Planned Unit Development District.

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

a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);

b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;

c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or

d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or

e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.

f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.2.

2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.

3. Addition of Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.

4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.

5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

Staff finds the proposal to meet all the limitations of a minor modification. The plan reduces the intensity of development by replacing two attached multi-family units with two detached units, reducing the total unit counts from 28 to 26 multi-family units. The proposed revision is consistent with the previously approved plan. 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.F.

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. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT detail standards. There are to be no vertical obstructions in 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. Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. Provide 'Now entering private' signs off Dona Mc Pherson ROW into subdivision**.**

TRAFFIC & PARKING RECOMMENDATION
Approve with conditions

- Comply with NDOT Roads Comments.

STORMWATER RECOMMENDATION
Approved 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
Not Applicable

- Harpeth Valley Water and Sewer Utility District.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to ten multi-family residential units, including four attached duplexes and two detached units on the unbuilt portion of the PUD. With this revision, the total number of units permitted on the 7.01-acre property is 26.
2. A complete landscape plan shall be required with the final PUD Plan for review of all landscaping and buffer yard details.
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.



2026Z-065PR-001
Map 162-08, Parcel(s) 063
12, Southeast
33 (Antoinette Lee)

Item #23	**Zone Change 2026Z-065PR-001**
Council District	33 – Lee
School District	02 –Elrod
Requested by	Lawrence Morera, applicant; Tusculum Road TN Trust, owner.
Staff Reviewer	Dhital
Staff Recommendation	*Approval of R8 zoning.*

APPLICANT REQUEST
Zone change from RS10 to R10.

Zone Change
A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 34 Tusculum Road, located approximately 240 feet west of Shacklett Lane Court (0.21 acres).

Existing Zoning
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of one lot. Staff would like to note, based on Metro's records, that this property does not meet the minimum lot size requirement of 10,000 square feet.*

Proposed Zoning
One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.36 dwelling units per acre. *Based on acreage alone, R10 would permit a maximum of one lot. R10 would require a minimum lot size of 10,000 square feet for a duplex lot.*

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

ANALYSIS
The application consists of one parcel totaling 0.21 acres located less than a quarter mile west of Blue Hole Road. The property is a legal lot of record and has been zoned RS10 since 2015 and was previously zoned R10. The site is developed with single-family residential use. The surrounding land uses are predominantly single-family residential and some vacant properties zoned RS10 to the north, east and west. There is an existing auto convenience use, that is zoned RS10, located to east of Shacklett Lane Court. Properties to the south of subject site include RS and R zoned properties with single-family residential, institutional, and multifamily residential zoned R10, Agriculture/Residential (AR2a), One and Two-Family Residential (R8) and Multifamily Residential

(RM15). The subject site has frontage on Tusculum Road, which is classified as Arterial Boulevard in Major and Collector Street Plan (MCSP). The site is currently accessed from a circular driveway from Tusculum Road.

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. Rezoning this property to a one and two-family district would be slight increase in density.

The site is approximately 9,600 square feet, containing slightly less area than the 10,000 square feet minimum that would be required by R10 zoning for duplex entitlements. Based on the existing lot size and given that the intent of this rezone is for a duplex lot, staff recommends approval of R8 zoning, which requires a minimum lot size of 8,000 square feet. Rezoning to R8 would still permit only one duplex lot at this property.

Rezoning to a one and two-family district aligns with T3 NM policy goals by maintaining the existing residential character, while increasing density modestly consistent with the surrounding suburban residential context. A portion of the surrounding area at the corner of Tusculum Road and Blue Hole Road to the east of the subject site has been zoned R8 since 1984 and an area across the site on the south side of Tusculum Road has been zoned R10 since 1998.

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 Tusculum Road and less than a quarter mile from Blue Hole Road, both of which are classified as Arterial Boulevards in the MCSP. The site is also located approximately 240 feet west of Blue Lake Circle, where sidewalks are available. Given the site's location and connection to busy arterial streets, a slight increase in intensity may be appropriate for the context.

The subject property directly across the street from Suburban Neighborhood Evolving (T3 NE) policy area to the south of Tusculum Road where multi-family uses are established. The site's proximity to this higher density policy area helps support an increase in density on the site to provide a transition between the corridor and the neighborhood. Rezoning to permit two-family residential at this location could provide some variation in housing, as characterized by the policy. Given the varied land use pattern in the area, and that no additional entitlements would be permitted under R8 than R10, staff recommends approval of R8 zoning.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from RS10 to R10 is estimated to have no increase on daily weekday trips, including no additional AM peak hour trips and no additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students than the existing RS10 zoning district. Students would attend Henry Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Henry Maxwell Elementary School is identified as overcapacity. Marshall Middle School is identified as exceedingly under capacity. Cane Ridge High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval of R8 zoning.



2026Z-083PR-001
Map 148-02, Parcel(s) 114
13, Antioch - Priest Lake
28 (David Benton)

Item #24	**Zone Change 2026Z-083PR-001**
Council District	28 – Benton
School District	07 – Player
Requested by	Living Development Concepts, Inc, owner & applicant.
Staff Reviewer	Ordonez
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from R10 to R6.

Zone Change
A request to rezone from One and Two-Family Residential (R10) to One and Two-Family Residential (R6) zoning for property located at 3370 Ezell Road, approximately 170 feet east of Wharton Drive (0.14 acres).

Existing Zoning
One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre. *Based on acreage alone, R10 would permit a maximum of 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
One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre. *Based on acreage alone, R6 would permit a maximum of one duplex lot . This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

ANTIOCH- PRIEST LAKE 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, along the south side of Ezell Road. The parcel has been zoned One and Two-Family Residential (R10) since 1974. The property is currently a vacant lot. Surrounding properties are zoned R10, while land uses include single-family residential and two-family residential uses.

The property is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy. The T3 NM policy goal is to maintain the general character of established residential neighborhoods and support compatible infill that reinforces existing development patterns The subject property is undersized relative to the minimum lot area required by the existing R10 district, limiting its ability to develop in a manner consistent with the intent of the current two-family zoning. The surrounding area is characterized by a mix of single-family and two-family residential uses, including duplexes on properties directly east and west of the site along Ezell Road. Given the established residential character of the area and the presence of nearby two-family residential development, the requested rezoning to R6 would be consistent with the existing land use pattern.

The proposed zone change to R6 aligns with policy goals by maintaining the existing residential character, while increasing density modestly consistent with the surrounding urban residential context. Staff recommends approval of the requested rezoning.

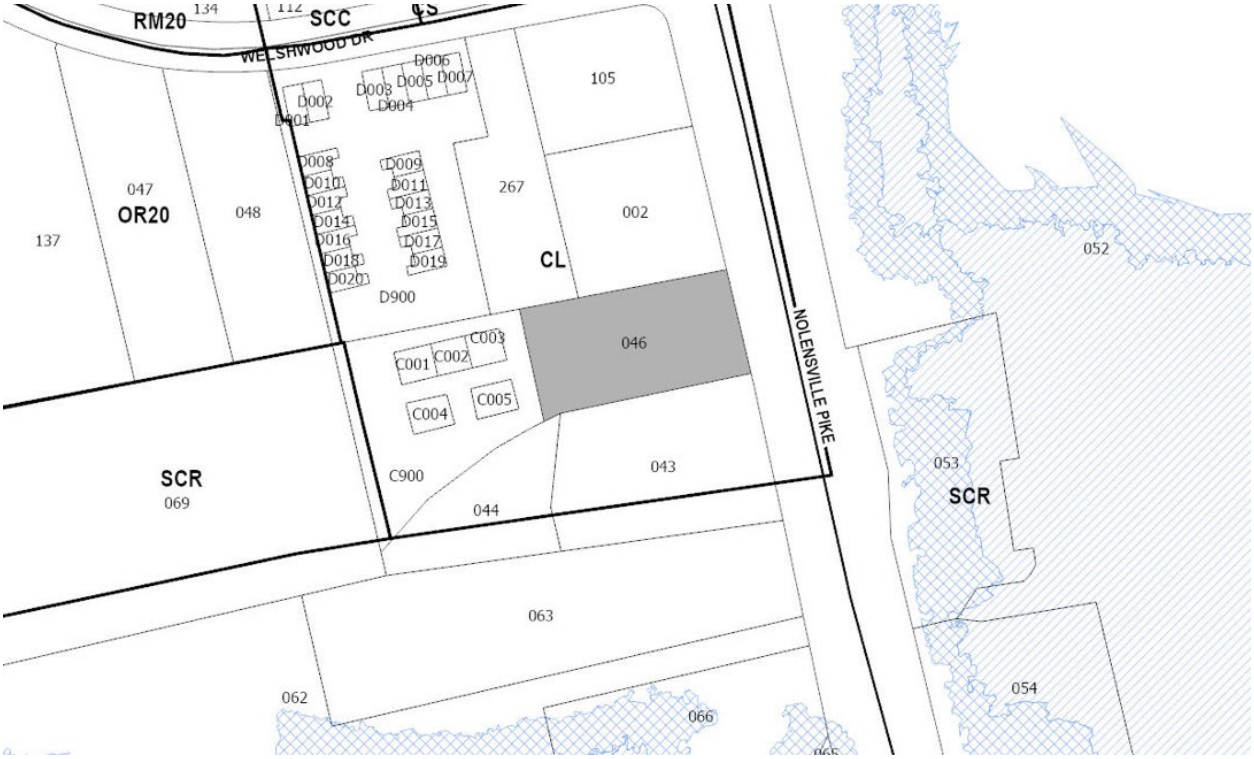
ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R6 to R10 is estimated to have an increase in 13 daily weekday trips, including 2 more AM peak hour trips and 1 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6 district: 0 Elementary 0 Middle 0 High

The proposed R6 zoning is not expected to generate any additional students than the existing R10 zoning district. Students would attend J. E. Moss Elementary School, Apollo Middle School, and Antioch High School. J. E. Moss Elementary School is identified as over capacity; Apollo Middle School and Antioch High School are identified at capacity.

STAFF RECOMMENDATION
Staff recommends approval.

SEE NEXT PAGE



2026Z-086PR-001
Map 147-03, Parcel(s) 046
12, Southeast
26 (Courtney Johnston)

Item #25	**Zone Change 2026Z-086PR-001**
Council District	26 – Johnston
School District	07 – Player
Requested by	Litson, PLLC, applicant; Murray Partners, owner.
Staff Reviewer	Pudney
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from CL to MUL-A-NS.

Zone Change
A request to rezone from Commercial Limited (CL) to Mixed Use Limited- Alternative-No STRP (MUL-A-NS) zoning for property located at 4043 Nolensville Pike, approximately 275 feet south of Welshwood Drive (0.53 acres) and within the Corridor Design Overlay District.

Existing Zoning
Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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.

Proposed Zoning
Mixed Use Limited-Alternative-NS (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.*

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

ANALYSIS
The application consists of one parcel (Map 147-03, Parcel 046) totaling 0.53 acres, on the west side of Nolensville Pike, located 275 feet south of Welshwood Drive, a local street.

The property has been zoned Commercial Limited (CL) since 1998 and was previously zoned Commercial Service (CS). The property is also located within the Corridor Design Overlay District since 2019. The site is developed with an existing single-story retail building. The surrounding land uses are predominantly commercial and office use with some multi-family residential approximately 0.25 miles to the west. The property has frontage along Nolensville Pike, an arterial boulevard as classified in the Major and Collector Street Plan (MCSP). Nolensville Pike is served by existing WeGo Route 52, with stops located within approximately 120 feet of the site. There is an existing sidewalk and bikeway in front of the site along Nolensville Pike.

The property is located within the Urban Community Center (T4 CC) policy area, which is intended to maintain, enhance, and create urban community centers, where development is a mix of uses and services that meet the needs of the larger surrounding urban area. The development pattern in the area varies with commercial, shopping center, and office uses, which aligns with the T4 CC policy. Development entitlements of the proposed MUL-A zoning district are consistent with the T4 CC policy goals and appropriate for sites located along major corridors, such as this site.

The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance, while the -NS standards prohibit short term rentals. The proposed MUL-A-NS district allows for moderate density and aligns with the goals of the land use policy. Therefore, staff recommends approval of the requested MUL-A-NS zoning district.

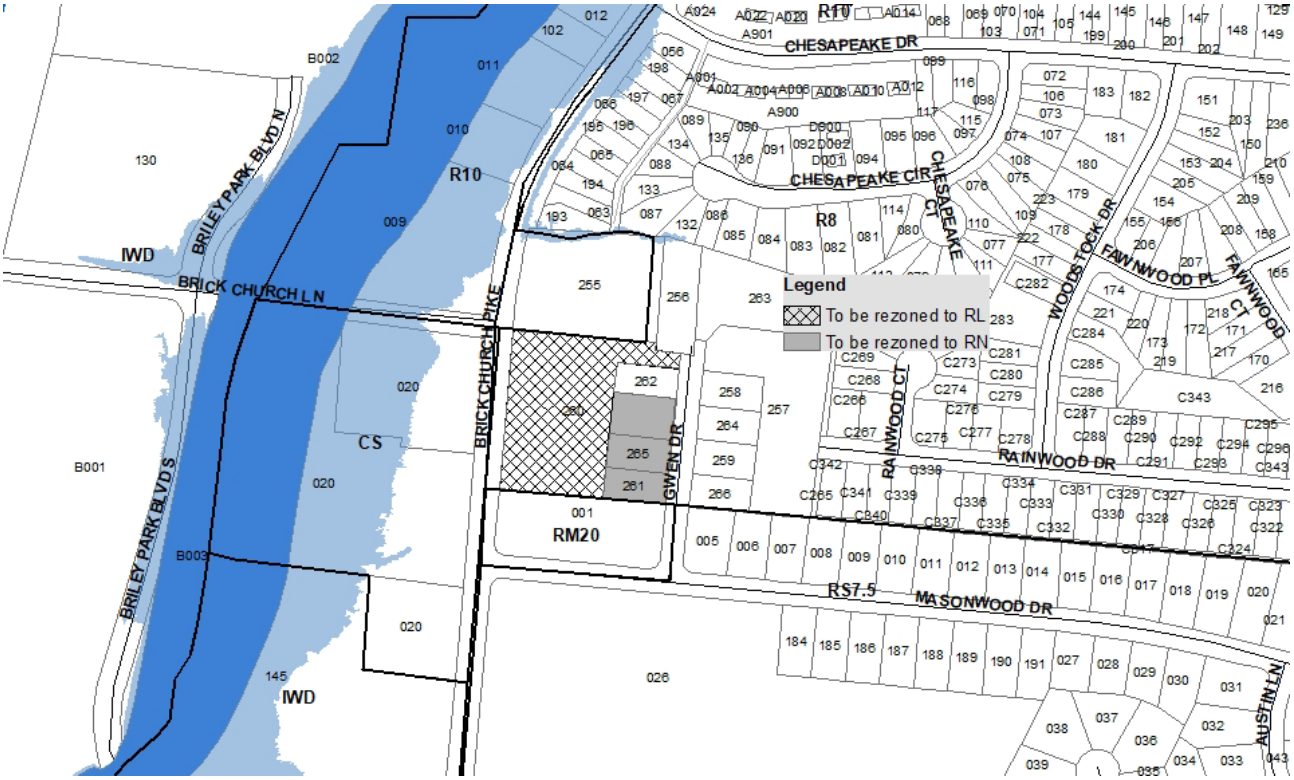
FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from CL to MUL-A-NS is estimated to have an increase of 406 daily weekday trips, including an increase by 54 AM peak hour trips and 32 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
The proposed MUL-A-NS zoning includes a mix of uses that could vary, and any assumption of school impacts at this point is premature.

STAFF RECOMMENDATION
Staff recommends approval.

SEE NEXT PAGE



2026Z-087PR-001
Map 050-10, Parcel(s) 260-261, 265
02, Parkwood – Union Hill
03 (Jennifer Gamble)

Item #26	**Zone Change 2026Z-087PR-001**
Council District	03 – Gamble
School District	01 – Taylor
Requested by	Pillars Development, LLC applicant; Erik Nakravan, owner.
Staff Reviewer	Garland
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from R8 to RL1 and RN1.

Zone Change
A request to rezone from One and Two-Family Residential (R8) to Residential Limited (RL1) zoning for property located at 3309 Brick Church Pike (2.00 acres) and to rezone from R8 to Residential Neighborhood (RN1) zoning for a portion of property located at 3309 Brick Church Pike and properties at 3405 and 3409 Gwen Drive (0.73 acres), approximately 158 feet north of Masonwood Drive.

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 14 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
Residential Neighborhood (RN1) is intended for residential development, generally in the form of houses or townhouses, with private or shared open space.

Residential Limited (RL1) is intended for residential development, generally in the form of houses, townhouses, and small apartment buildings, with private or shared open space.

PARKWOOD - UNION HILL 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 site consists of three parcels totaling 2.73 acres located on the west side of Gwen Drive with additional frontage along Brick Church Pike. The properties have been zoned One and Two-Family Residential (R8) since 1974. The parcels have been developed with residential structures. The

surrounding properties are zoned Multi-Family Residential (RM20), One and Two-Family (R8, R10), Commercial Service (CS), Industrial Warehouse Distribution (IWD), and Single-Family Residential (RS7.5). RePublic High School is located south of the site on the corner of Brick Church Pike and Masonwood Drive. Surrounding land uses are residential, institutional, vacant, and industrial. Parcel 260 has a majority of its frontage on Brick Church Pike, which is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP). Parcels 261, 265, and a portion of parcel 260 have frontage on Gwen Drive, which is a local street.

The RN and RL districts were adopted in 2026 (BL2025-1005) and 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 requested RN1 zoning district would permit single-family, two-family, townhouse, house court, townhouse court, and plex house building types. RL districts are intended for residential development, generally in the form of houses, townhouses, and small apartment buildings, with private or shared open space. The requested RL1 zoning district would permit single-family, two-family, townhouse, house court, townhouse court, plex house, manor house, multiplex, and low-rise courtyard flat building types.

The subject site is located within the T3 NM policy area which intends to maintain the general character of developed suburban residential neighborhoods. The requested RL1 zoning district on parcel 260 is appropriate because it has a majority of its frontage on Brick Church Pike, an arterial boulevard and sidewalks are present along this frontage. There is an existing multi-family structure south of the subject site, at the corner of Brick Church Pike and Masonwood Drive. The requested RN and RL zoning districts can provide a transition between the existing multi-family development and surrounding lower intensity development.

The adjacent policy on the west side of Brick Church Pike is Suburban Community Center (T3 CC) which is intended to create and enhance community centers encouraging development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods. With parcel 260 having frontage along an arterial boulevard, adjacent to a higher intensity policy, and existing sidewalks, more density is appropriate on this portion of the site. The requested RN1 on parcels 261and 265 is appropriate because it has frontage on a local street that terminates into a dead-end. RN1 will provide a less intense building typology that is more likely to be consistent with the developed houses on this street. Further application of RL along Gwen Drive would not be appropriate, however given the primary frontage of the site along Brick Church Pike, the rezoning to RL on this property is appropriate.

There are WeGo bus stops on Brick Church Pike within walking distance of the subject site. A sidewalk network exists along Brick Church Pike all the way to the WeGo bus stops. This WeGo bus stop is also outside of RePublic High School. The T3 NM policy supports low to moderate density with moderate levels of connectivity with street networks, sidewalks, and mass transit. When considering the site's location in relation to higher classification streets, walkability, community amenities, and transit opportunities, additional density may be appropriate in this location.

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 RL1 for parcel 260 and the requested RN1 for parcels 261, 625, and a portion of 260 would support the policy's intent to a greater degree by providing the opportunity for a variety housing types in a suburban area. As such, recommends approval of the requested RL1 and RN1 zoning districts.

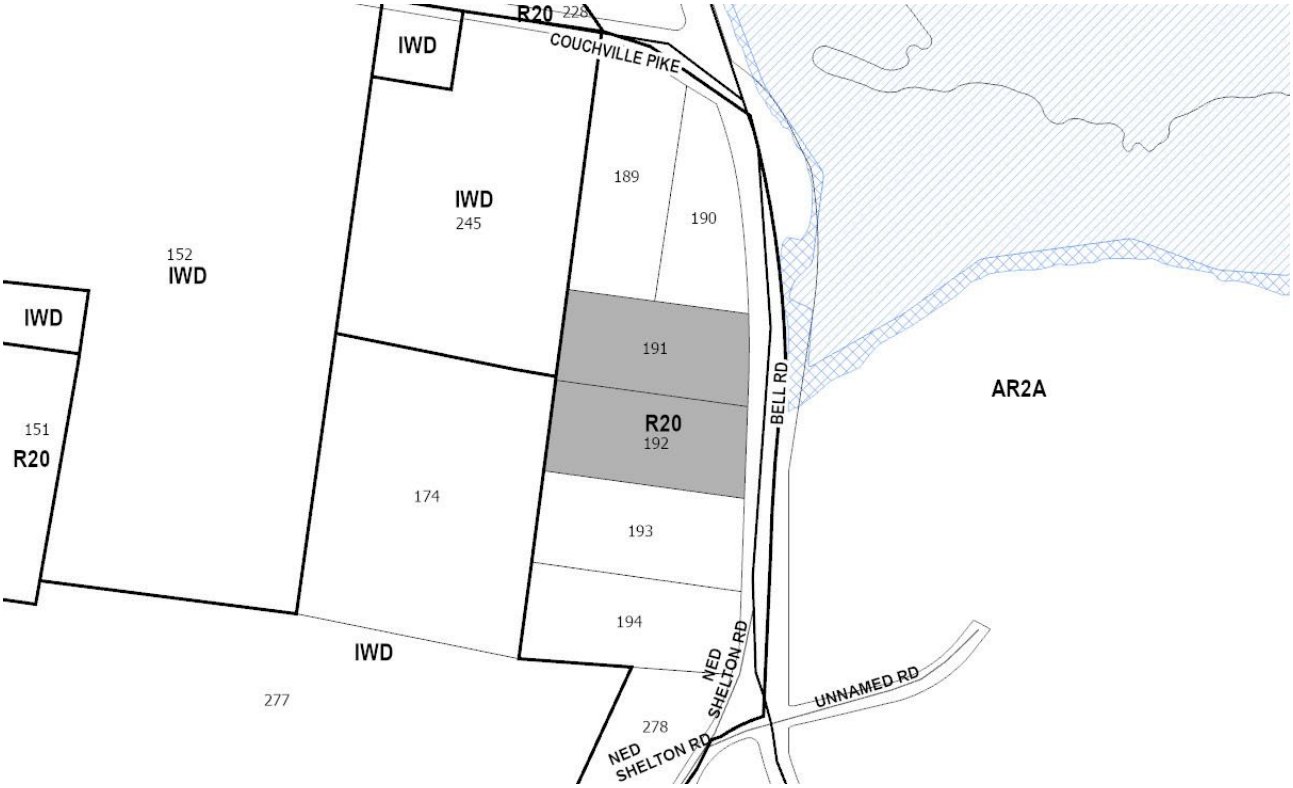
FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R8 to RN1 and RL1 is estimated to have an increase of 155 daily weekday trips, including 7 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: 2 Elementary 2 Middle 2 High
Projected student generation proposed RN1 & RL1 district: 4 Elementary 3 Middle 3 High

The proposed zoning may generate three additional students than existing R8 zoning district. Students would attend Bellshire Elementary School, Madison Middle School and Hunters Lane High School. Bellshire Elementary is identified as being at capacity. Madison Middle School and Hunters Lane High School are both identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval.



2026Z-088PR-001
Map 121, Parcel(s) 191-192
13, Antioch-Priest Lake
13 (Russ Bradford)

Item #27	**Zone Change 2026Z-088PR-001**
Council District	13 – Bradford
School District	07 – Player
Requested by	Liberty Acres Land, LLC, applicant; David and Sherry Cox & The Peaceful Acres Land Trust, owners.
Staff Reviewer	Commey
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from R20 to IWD.

Zone Change
A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning for properties located at Bell Road (unnumbered), approximately 547 feet North of Ned Shelton Road (5.6 acres) and located within a Corridor Design Overlay.

Existing Zoning
One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre. *Based on acreage alone, R20 would permit a maximum of 12 duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

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.

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

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5

Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. *The conservation policy on the site is associated with some steep slopes and a stream that runs through the site. However, there is ample space on the site for development.*

Supplemental Policy Area (SPA) Couchville Pike Area
Antioch-Priest Lake's T3 Suburban Neighborhood Evolving (T3 NE) Supplemental Policy Area (SPA) 13-T3-NE-01 applies to residential areas in the Couchville Pike Study Area. The subject site is not located within the residential policy areas of the SPA boundaries.

ANALYSIS
The rezoning application is for two parcels located along the west side of Bell Road. This property has been zoned R20 since 1974 and is vacant. Surrounding properties are zoned Industrial Warehouse/Distribution (IWD), One and Two-Family Residential (R20), and Agricultural/Residential (AR2a). The surrounding land uses are vacant, industrial, single family residential, and one and two-family residential. The property to the east is Hamilton Creek Park which is used as a recreational facility.

The requested IWD zoning district would permit light industrial and warehouse uses, which meets the goals of the District Industrial (D IN) policy. The D IN policy intent is to maintain, enhance, and create districts that are dominated by one or more industrial activities. The proposed IWD zoning district permits uses supported by the D IN policy, including non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and nonindustrial uses. The proposed IWD district at the subject site is consistent with the D IN policy goals and fits in with the surrounding context of other IWD zoned and developed properties. The conservation policy area is only a portion of this site and would likely not impact the buildable area on the site. For these reasons staff recommends approval.

FIRE RECOMMENDATION
Approve

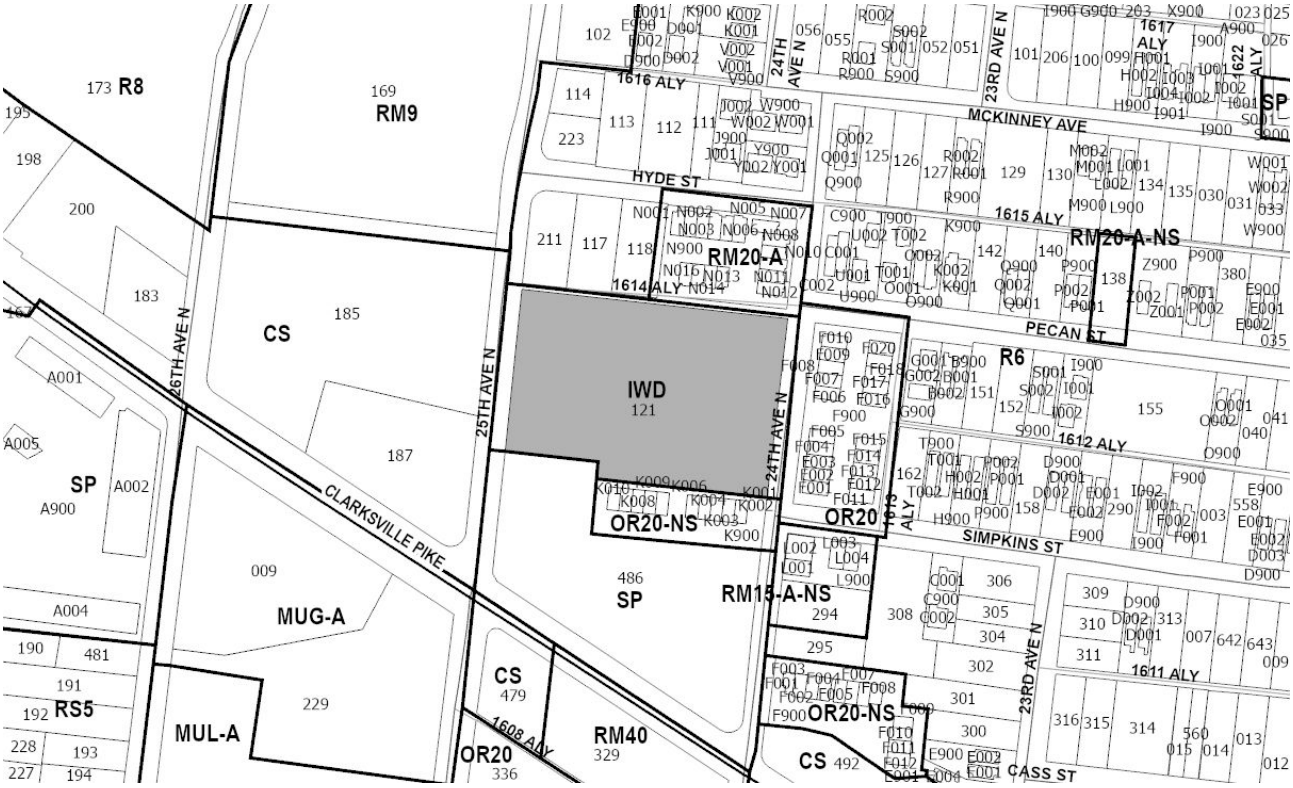
ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from R20 to IWD is estimated to have an increase in 74 daily weekday trips, including13 more AM peak hour trips and 11 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing R20 district: 3 Elementary 2 Middle 2 High
Projected student generation proposed IWD district: 0 Elementary 0 Middle 0 High

The proposed IWD zoning district is not anticipated to generate any additional students than the existing R20 zoning district. Students would attend Una Elementary School, Apollo Middle School, and Antioch High School. Una Elementary School has been identified as being exceedingly over capacity whiles Apollo Middle School and Antioch High School have been 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.



2026Z-089PR-001
Map 081-02, Parcel(s) 121
08, North Nashville
02 (Kyonzté Toombs)

Item #28	**Zone Change 2026Z-089PR-001**
Council Bill No.	BL2026-1644
Council District	02 – Toombs
School District	05 – Fayne
Requested by	Nashville Planning Department, applicant; Metro Government BT Back Tax Sale, owner.
Staff Reviewer	Shane
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from IWD to RL2.

Zone Change
A request to rezone from Industrial Warehousing/Distribution (IWD) to Residential Limited (RL2) zoning for property located at 2119 24th Avenue North, approximately 25 feet south of Pecan Street (2.88 acres).

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

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.

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

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

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 subject site consists of 2.88 acres and is currently zoned Industrial Warehousing/Distribution (IWD). The site is also located within a Corridor Design Overlay (CDO). Surrounding land uses include a mix of institutional, commercial, and residential development variously zoned Multifamily Residential-Alternative (RM20-A), Office/Residential (OR20), Office/Residential-No Short Term Rental (OR20-NS), Specific Plan (SP), Commercial Service (CS), and One- and Two-Family Residential (R6). The property has frontage on local public streets with existing sidewalk infrastructure along both frontages.

The new Residential Neighborhood (RN) and Residential Limited (RL) districts take a form-based approach to enable gentle density to transition from corridors to neighborhoods through middle housing opportunities. The RL and RN districts are intended for areas that have or are expected to have a high level of walkability to services and transit, and where the form matches the surrounding character, while transitioning to built-up areas close to transit.

The subject site is located within the T4 Urban Neighborhood Evolving (T4 NE) policy area, which is intended to create and enhance neighborhoods by including greater housing choice, improved connectivity, and opportunities for residential density in walkable locations. A small portion of the site is also identified as Conservation (CO) policy due to the presence of limited areas of steep slopes. The requested RL2 district is consistent with the overall intent of the T4 NE policy by providing a wider variety of housing types while maintaining a neighborhood-oriented development pattern. The RL2 zoning district would permit ten building types.

The site is located approximately 250 feet from Clarksville Pike, a Choose How You Move All-Access Corridor, and benefits from an existing sidewalk network along both street frontages that provides direct pedestrian connectivity to the corridor. The site's proximity to a major transit-supportive corridor and existing pedestrian infrastructure supports the policy objective of concentrating additional housing opportunities in locations with multimodal transportation options. Given the site's access to sidewalks, transit opportunities, and surrounding urban services, additional residential density is appropriate at this location.

The requested RL2 district is also compatible with the existing Corridor Design Overlay on the property. The form-based standards of the RL2 district emphasize building placement, pedestrian orientation, and neighborhood-scaled development patterns that support the urban design objectives of the overlay. Given the size of the subject parcel, it is likely that a design site under the RL zoning will be required prior to issuance of building permits.

Staff finds that the requested RL2 zoning district would support the intent of the T4 Urban Neighborhood Evolving policy by providing opportunities for additional housing supply and a variety of residential building types in a location with strong pedestrian connectivity and convenient access to transit. Staff recommends approval of the requested RL2 zoning district.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from IWD to RL2 is estimated to have an increase in 121 daily weekday trips, including 3 more AM peak hour trips and 9 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing IWD district: 0 Elementary 0 Middle 0 High
Projected student generation proposed RL2 district: 3 Elementary 2 Middle 2 High

The proposed zoning may generate seven more students than the existing IWD zoning district. Students would attend Robert Churchwell Elementary School, John Early Museum Magnet Middle School and Pearl-Cohn High School. All three schools are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval.



2026Z-090PR-001
Map 072-05, Parcel(s) 177
05, East Nashville
05 (Sean Parker)

Item #29	**Zone Change 2026Z-090PR-001**
Council Bill No.	BL2026-1645
Council District	05 – Parker
School District	01 – Taylor
Requested by	Nashville Planning Department, applicant; Metro Government PW Public Works, owner.
Staff Reviewer	Shane
Staff Recommendation	*Approve.*

APPLICANT REQUEST
Zone change from IR to RL2.

Zone Change
A request to rezone from Industrial Restrictive (IR) to Residential Limited (RL2) zoning for property located at 3010 Ambrose Avenue, approximately 330 feet south of North Hill Drive (0.34 acres).

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

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

EAST NASHVILLE COMMUNITY PLAN
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 purpose changes. This recognizes that locating sites for new public facilities will become more difficult 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.

ANALYSIS
The site is located midblock on the eastern side of Ambrose Avenue, north of its intersection with East Trinity Lane. The site consists of one parcel that is currently classified as institutional land. The subject site abuts the parcel containing the East Convenience Center operated by Metro Government. The property currently contains a residential structure. Surrounding land uses include commercial, residential, office, industrial, and institutional/utility uses, variously zoned Industrial Restrictive (IR) and Mixed Use Limited-Alternative-No Short Term Rental (MUL-A-NS).

The application proposes to rezone the property from IR to Residential Limited (RL2). The new Residential Neighborhood (RN) and Residential Limited (RL) districts take a form-based approach

to enable gentle density to transition from corridors to neighborhoods through middle housing opportunities. The RL and RN districts are intended for areas that have or are expected to have a high level of walkability to services and transit, and where the form matches the surrounding character, while transitioning to built-up areas close to transit. The RL2 zoning district permits a range of building types, including single-family homes, two-family homes, townhouses, house courts, townhouse courts, plex houses, manor houses, multiplexes, and low-rise courtyard flats.

The property is within the T4 Urban Civic (CI) policy area. The primary intent of CI policy is to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. A secondary intent of the CI Policy is to provide guidance for rezoning of sites if it is ultimately determined that the property in question will not be used for a direct government land use, but will instead be utilized to achieve broader government goals. That is the case in this situation. The property is located in a transitional area between newer residential uses and older institutional, office, and utility uses.

The site is located approximately 280 feet from WeGo Bus Route No. 71 and benefits from an existing sidewalk network that provides direct pedestrian connectivity to the corridor. The site's proximity to a transit-supportive corridor and existing pedestrian infrastructure supports the T4 urban transect policy objective of concentrating additional housing opportunities in locations with multimodal transportation options. Given the site's access to sidewalks, transit opportunities, and surrounding urban services, additional residential density is appropriate at this location.

FIRE RECOMMENDATION
Approve

ANTICIPATED TRIP CALCULATIONS
The proposed rezoning from IR to RL2 is estimated to have an increase in 20 daily weekday trips, including 4 more AM peak hour trips and 6 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT
Projected student generation existing IR district: 0 Elementary 0 Middle 0 High
Projected student generation proposed RL2 district: 1 Elementary 1 Middle 1 High
The proposed zoning may generate three more students than the existing IWD zoning district. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School and Maplewood High School. Hattie Cotton Elementary School and Jere Baxter Middle School are identified as being under capacity while Maplewood High School is identified as being exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION
Staff recommends approval.