

Metropolitan Planning Commission



Staff Reports

August 27, 2026



Metro Planning Commission Meeting of 8/27/2026

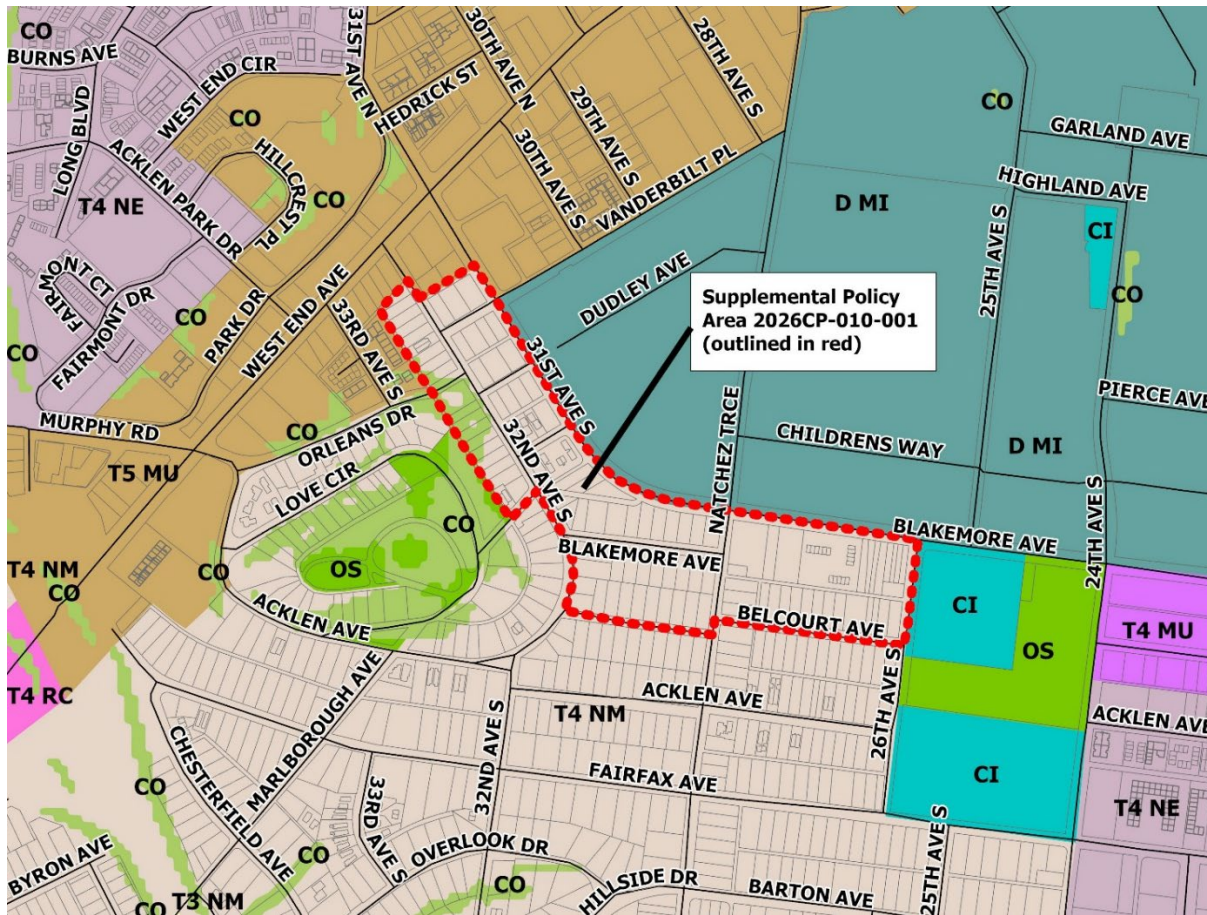
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/2026



2026CP-010-001

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Maps 104-06, 106-07, Various Parcels

10, Green Hills – Midtown

18 (Tom Cash)



Metro Planning Commission Meeting of 8/27/2026

Item #1	Minor Plan Amendment 2026CP-010-001
Project Name	Green Hills – Midtown Community Plan Amendment
Council District	18 – Cash
School District	08 – O’Hara-Block
Requested by	Metro Planning Department, applicant; various owners.
Deferral(s)	This item was deferred at the July 23, 2026, Commission meeting. No public hearing was held.
Staff Reviewer	McCaig
Staff Recommendation	<i>Defer to the September 24, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

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

Minor Plan Amendment

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

STAFF RECOMMENDATION

Staff recommends deferral to the September 24, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026

Item #2	Specific Plan 2020SP-037-003
Project Name	1414 3rd Avenue North (Amendment)
Council District	19 – Kupin
School District	5 – Fayne
Requested by	Smith Gee Studio LLC, applicant; FFN1414 LLC, owner.
Deferrals	This item was deferred at the July 23, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Konigstein
Staff Recommendation	Withdraw.

APPLICANT REQUEST

Amend a Specific Plan.

SP Amendment

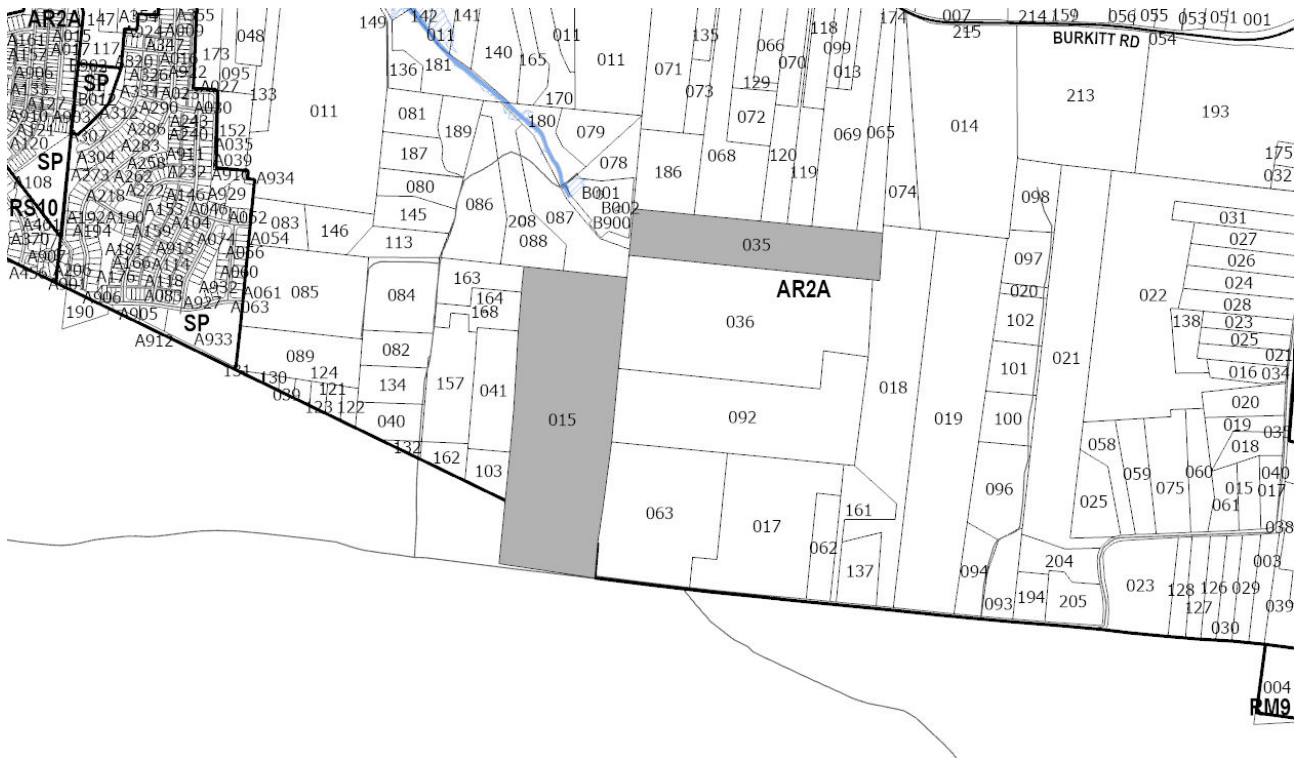
A request to amend a Specific Plan for the property located at 1414 3rd Avenue North, approximately 125 feet southeast of the corner of Van Buren Street and 3rd Avenue North, zoned Specific Plan (SP) (0.95 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



Metro Planning Commission Meeting of 8/27/2026



2026SP-023-001

COURTYARDS AT BATTLE GROVE

Map 187, Parcel(s) 015, 035

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 8/27/2026

Item #3	Specific Plan 2026SP-023-001
Project Name	Courtyards at Battle Grove
Council District	33 – Lee
School District	02 – Elrod
Requested by	Barge Design Solutions, applicant; Janette and Ronald J. Haislip, owners.
Deferrals	This item was deferred at the May 14, 2026, June 25, 2026, and July 23, 2026 Planning Commission meeting. No public hearing was held.
Staff Reviewer	Garland
Staff Recommendation	<i>Defer to the September 10, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit single-family development.

Preliminary SP

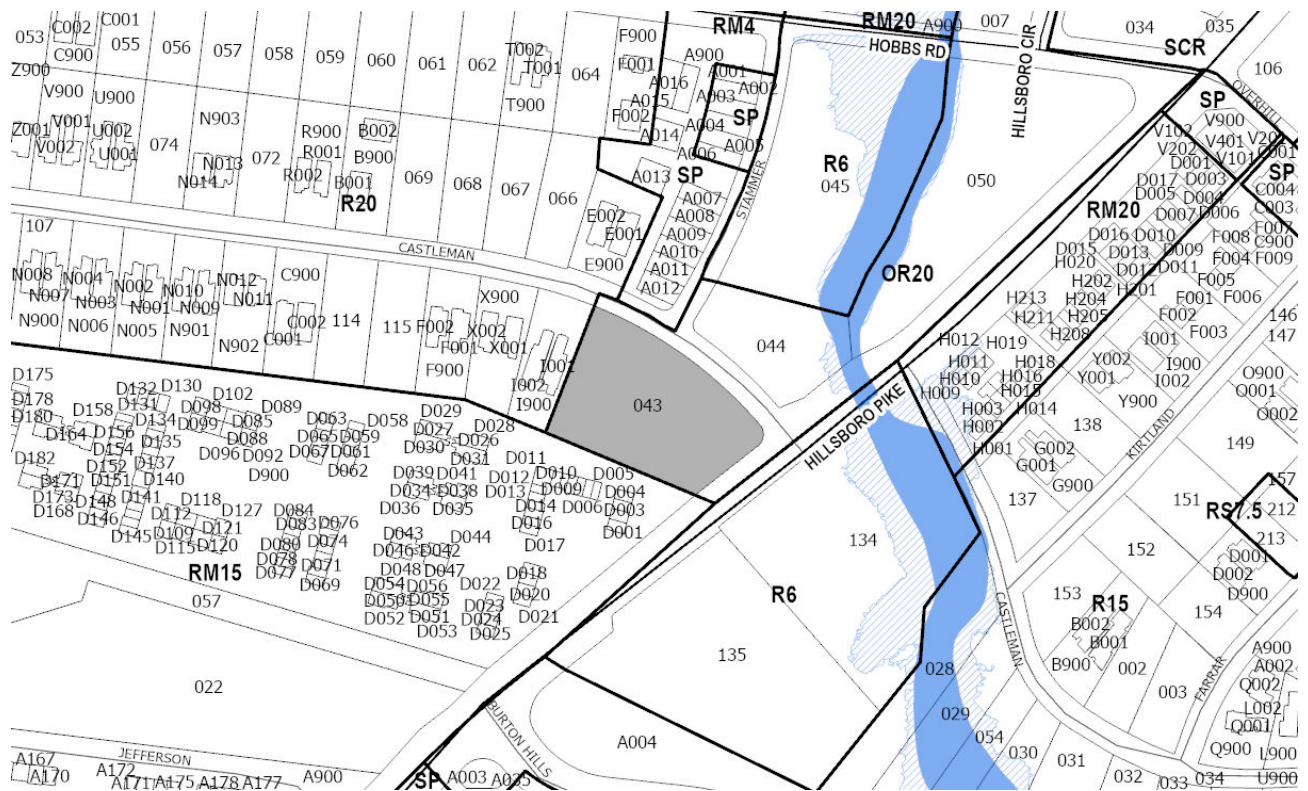
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 1010 and 1002 Battle Road, approximately 298 feet north of Kidd Road (82.37 acres), to permit 112 single-family residential lots.

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026



2026SP-028-001

4301 HILLSBORO PIKE SP

Map 131-02, Parcel(s) 043

10, Green Hills – Midtown

34 (Sandy Ewing)



Metro Planning Commission Meeting of 8/27/2026

Item #4	Specific Plan 2026SP-028-001
Project Name	4301 Hillsboro Pike SP
Council District	34 - Ewing
School District	05 – O’Hara Block
Requested by	Smith Gee Studio, applicant; Continental Plaza Office Bldg., owner.
Deferrals	This item was deferred at the July 23, 2026, and August 13, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Marton
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

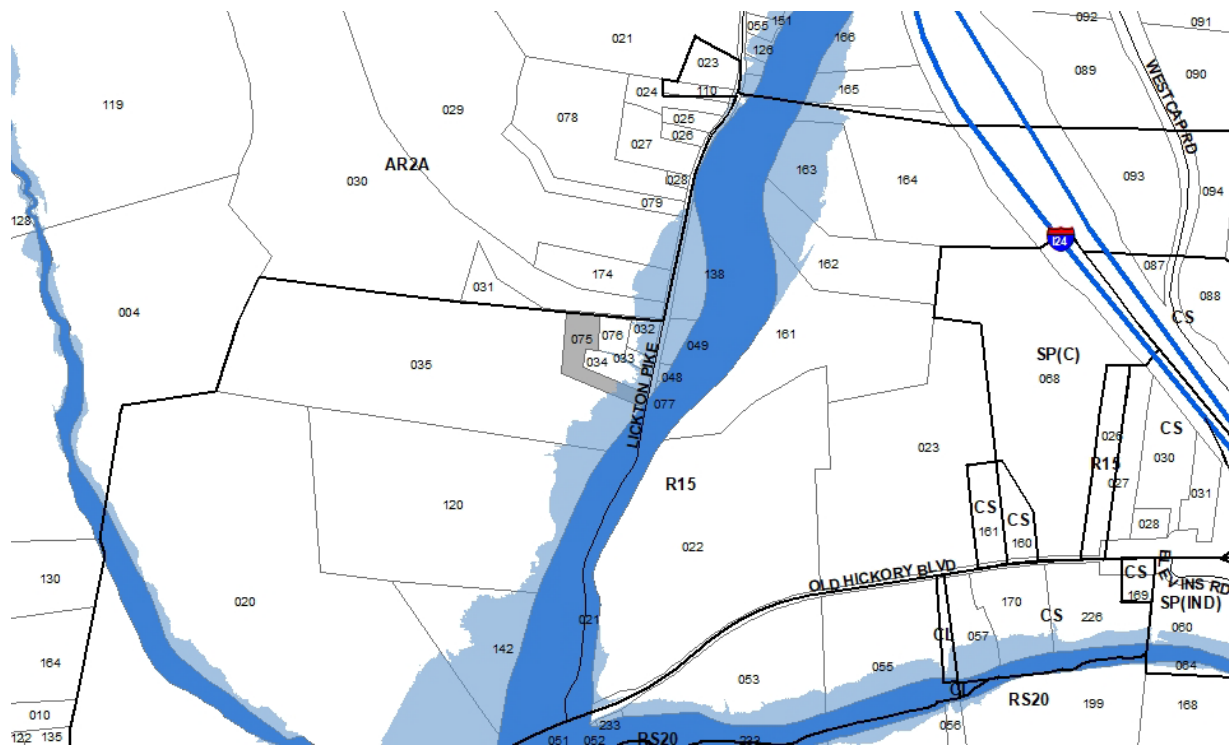
A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning for property located at 4301 Hillsboro Pike, located at the corner of Castleman Drive and Hillsboro Pike, to permit a mixed-use development (2.23 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



Metro Planning Commission Meeting of 8/27/2026



2026S-105-001

4686 LICKTON PIKE

Map 031, Parcel(s) 075

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 8/27/2026

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, and August 13, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Defer to the September 10, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

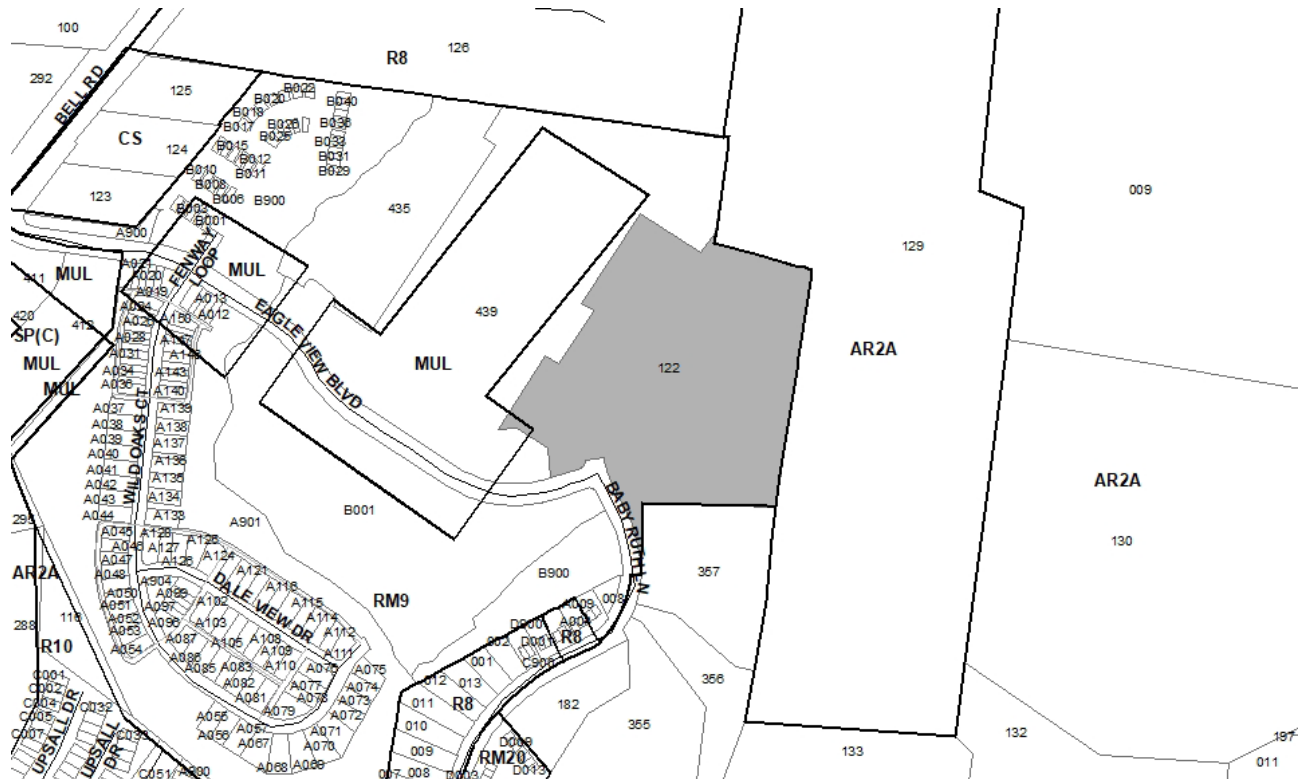
A request for final plat approval to create three lots on property located at 4686 Lickton Pike, approximately 2,240 feet north of Old Hickory Boulevard, zoned One and Two Family Residential (R15) (3.0 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026



2003UD-003-012

RIDGEVIEW UDO, SECTIONS VI & VII (AMENDMENT)

Map 163, Parcel(s) 122

13, Antioch-Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 8/27/2026

Item #6	2003UD-003-012 (Amendment)
Project Name	Ridgeview UDO, Sections VI & VII
Council Bill No.	BL2026-1386
Council District	32 – Styles
School District	06 – Mayes
Requested by	Councilmember Joy Styles, applicant; Missio Ridgeview Land, LLC owners.
Deferrals	This item was deferred at the June 25, 2026, and July 23, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commeys
Staff Recommendation	<i>Defer to the September 10, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend a portion of an Urban Design Overlay.

UDO Amendment

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

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026

Item #7a

Project Name

Associated Case

Council District

School District

Requested by

Major Plan Amendment 2026CP-003-001

Youngs Lane Community Plan Amendment

2026CP-003-002

02 – Toombs

01 – Taylor

Metro Planning Department, applicant; various owners.

Staff Reviewer

Pokhrel

Staff Recommendation

Approve.

APPLICANT REQUEST

Amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan to change the policy.

Major Plan Amendment

A request to amend the Bordeaux – Whites Creek – Haynes Trinity Community Plan and the Haynes Trinity Small Area Plan by changing the community character policies from Urban Mixed Use Corridor (T4 CM) and Urban Mixed Use Neighborhood (T4 MU) to Urban Residential Corridor (T4 RC), Urban Neighborhood Maintenance (T4 NM), and District Major Institutional (D MI), with Conservation (CO) policy to remain, for various properties located along Youngs Lane, Limestone Place, Alice Street, Roy Street, Lathan Court, McKinley Street, Enloe Street, and Baptist World Center Drive (161.19 acres).

BORDEAUX–WHITES CREEK–HAYNES TRINITY COMMUNITY PLAN

Current Policies

The Haynes Trinity Small Area Plan, adopted by the Commission in January, 2018, guides growth in the Haynes Trinity area, part of the Bordeaux – Whites Creek – Haynes Trinity Community Plan. Haynes Trinity stakeholders expressed clearly that they want the area to grow to be a lively, thriving, and complete urban community. This idea was reinforced by the consistent message of support for an integrated mixture of housing within walking distance of neighborhood services and a highly connected street system with sidewalks, bikeways, and transit facilities.

Urban Mixed Use Corridor (T4 CM) policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. T4 CM areas prioritize higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. T4 CM areas are designed to support walkable, transit-oriented development with a connected network for pedestrians, bicyclists, and vehicles.

Urban Mixed Use Neighborhood (T4 MU) policy is intended 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. These areas have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Insufficient or missing transportation infrastructure may require enhancements to improve pedestrian, bicycle, and vehicular connectivity.



Metro Planning Commission Meeting of 8/27/2026

Conservation (CO) policy is intended to preserve, remediate, and enhance environmentally sensitive land. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. CO policy applies to floodplains, waterbodies, and slopes throughout the study area. CO areas will remain unchanged under the proposed community plan amendment.

Requested Policies (Note: Conservation policy to remain in place.)

Haynes Trinity Small Area Plan: Other than this policy amendment and its associated Major and Collector Street Plan change (2026CP-003-002), the Haynes Trinity Small Area Plan remains in place.

Urban Residential Corridor (T4 RC) policy is intended to maintain, enhance, and create urban residential corridors that support predominantly residential land uses and are compatible with the general character of urban neighborhoods. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

Urban Neighborhood Maintenance (T4 NM) policy is intended to maintain urban neighborhoods, characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. T4 NM areas will experience some changes 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 high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

District Major Institutional (D MI) policy is intended to maintain, enhance, and create districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

BACKGROUND

Planning staff conducted a policy review for a portions of the Haynes Trinity Small Area Plan, part of the Bordeaux – Whites Creek – Haynes Trinity Community Plan area, along Youngs Lane, Limestone Place, Alice Street, Roy Street, Lathan Court, McKinley Street, Enloe Street, and Baptist World Center Drive. The purpose was to evaluate whether the existing community character policies continue to reflect the area's existing development pattern and long-term vision. The study area consists of more than 130 parcels totaling approximately 161.19 acres.

When the Haynes Trinity Small Area Plan was adopted in 2018, the community envisioned two primary mixed use corridors, one along West Trinity Lane and the other along Youngs Lane and the Cumberland River. To date, mixed use projects have been and are being developed along West



Metro Planning Commission Meeting of 8/27/2026

Trinity Lane. However, development on Youngs Lane has been largely limited to residential rather than mixed use. Today, policies along the Youngs Lane corridor are guided by mix of Urban Mixed Use Corridor (T4 CM) and Urban Mixed Use Neighborhood (T4 MU). The proposed community plan amendment with Urban Residential Corridor (T4 RC), Urban Neighborhood Maintenance (T4 NM), and District Major Institutional (D MI) policies is intended to better align the community character policies with the area's established residential development pattern while recognizing major institutional uses and preserving environmentally sensitive lands.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the Haynes Trinity Small Area Plan and the Bordeaux – Whites Creek – Haynes Trinity Community Plan, necessitating a community meeting. Community meeting notices were mailed to 697 property owners within a 1,300-foot buffer of the policy amendment area, and details of the community meeting were made readily available on the Planning Department's webpage and were shared with the District Councilmember.

A community meeting was held on Tuesday, August 11, 2026, at Riverside Nashville Church located at 800 Youngs Lane within the study area. Approximately four people attended along with Planning staff. Planning staff discussed the proposed policy amendment and the associated Major and Collector Street Plan (MCSP) amendment and responded to questions from attendees. Discussion centered on safety concerns along Youngs Lane, particularly at the intersection of Youngs Lane and Baptist World Center Drive. Attendees also discussed the future VA medical center within the study area and the potential for increased traffic and activity along Youngs Lane. Overall, attendees were generally supportive of the proposed amendment.

ANALYSIS

Planning staff analyzed the study area to evaluate the appropriateness of the existing Urban Mixed Use Corridor (T4 CM) and Urban Mixed Use Neighborhood (T4 MU) policies as well as the proposed Urban Residential Corridor (T4 RC), Urban Neighborhood Maintenance (T4 NM), and District Major Institutional (D MI) policies. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends near the study area. This review helped determine whether the proposed policies could align with the existing character and context of the larger area while also supporting its long-term stability. Staff concluded that the proposed T4 RC, T4 NM, and D MI policies would be compatible with existing patterns and trends in the area.

NashvilleNext Growth and Preservation Concept Map

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

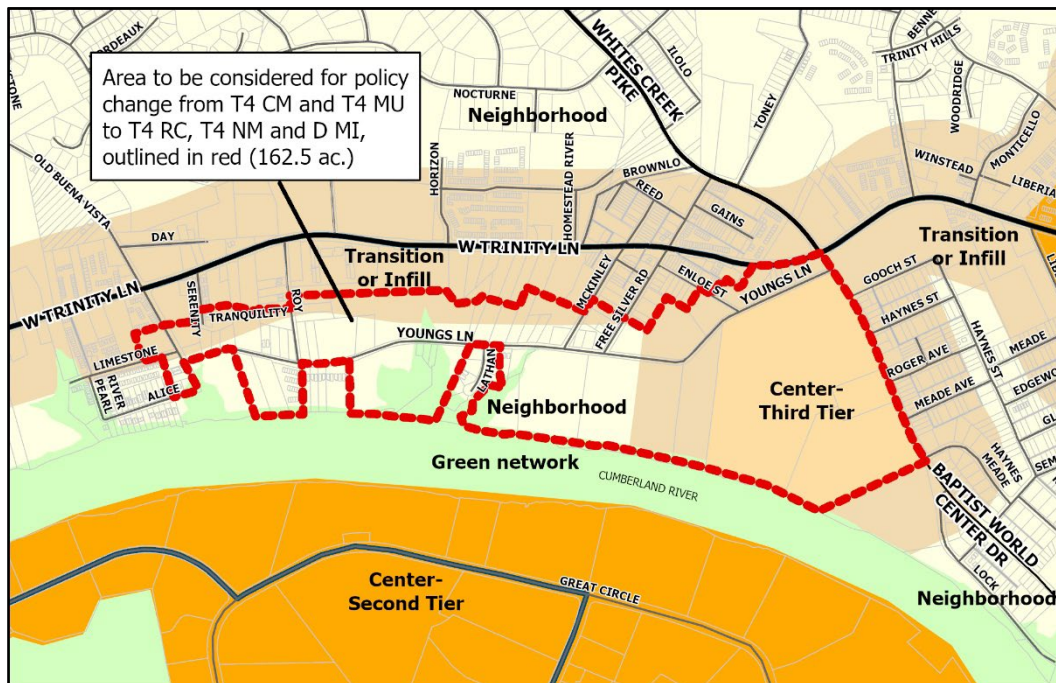
As shown in the following image, the study area is situated within a mix of Neighborhood, Transition and Infill, Green Network, and Center designations on the Concept Map. Neighborhood



Metro Planning Commission Meeting of 8/27/2026

areas support a mix of housing types while maintaining neighborhood character and accommodating smaller-scale civic, employment, and neighborhood-serving uses. Transition and Infill areas provide compatible transitions in building scale, form, and intensity between higher-intensity corridors or centers and adjacent lower-density residential neighborhoods. Green Network areas identify environmentally sensitive lands and natural resources that should be protected and preserved. Centers identify mixed use areas that provide a hub of various uses.

The study area's combination of Neighborhood, Transition and Infill, Green Network, and Center designations reflects an area expected to accommodate incremental change while balancing neighborhood preservation, environmental stewardship, and future investment opportunities. The proposed policy changes respond to these varied growth expectations by refining community character policies to better align with the area's existing development pattern and intended role within the broader Concept Map. The requested change in policies would not alter the study area's designations in the Concept Map.



Growth and Preservation Concept Map

▲ North

Community Character Policy Application

There are 14 Community Plans that provide the development and preservation vision and policy guidance for neighborhoods and communities across Davidson County. These plans utilize the Community Character Manual, which defines a framework of policy types that help guide appropriate land use, development patterns, and community form to apply the Concept Map's designations on a property-by-property basis. The Bordeaux – Whites Creek – Haynes Trinity Community Plan and its additional component, the Haynes Trinity Small Area Plan, apply these Community Character Policy elements to ensure that growth and change occur in a manner consistent with the area's vision and values. Through this approach, both plans reinforce the



Metro Planning Commission Meeting of 8/27/2026

preservation of existing neighborhood character while allowing for context-sensitive development and growth that aligns with community expectations.

The study area is currently guided by a combination of Urban Mixed Use Corridor (T4 CM), Urban Mixed Use Neighborhood (T4 MU), and Conservation (CO) policies. T4 CM is primarily located along the Youngs Lane corridor, T4 MU is concentrated on the eastern portion of the study area, and the Conservation policy applies to land along the Cumberland River and is not proposed to change. The existing T4 CM and T4 MU policies were originally applied because the Youngs Lane corridor was envisioned as an urban mixed use corridor that would accommodate a greater mix of residential, commercial, office, and neighborhood-serving uses adjacent to the Cumberland River. However, while some institutional uses have expanded over time, the corridor has continued to develop predominantly with residential neighborhoods and major institutional uses rather than the broader mix of commercial and mixed use development anticipated by the current policies.

The study area is surrounded by a variety of community character policies that reflect the diverse land use pattern in the area around the Youngs Lane corridor. To the west, the area is adjacent to Urban Mixed Use Corridor (T4 CM) policy, while the southern edge is bordered by Conservation (CO) policy associated with the Cumberland River. Properties north of the study area are primarily guided by Urban Neighborhood Center (T4 NC), Urban Residential Corridor (T4 RC), Urban Mixed Use Neighborhood (T4 MU), and Urban Neighborhood Evolving (T4 NE) policies, reflecting a mix of established residential neighborhoods and areas accommodating moderate levels of change. To the east, the study area is adjacent to District Major Institutional (D MI), Civic (CI), Urban Neighborhood Maintenance (T4 NM), and Urban Neighborhood Evolving (T4 NE) policies. Collectively, these surrounding policies reflect the transition between established residential neighborhoods, major institutional uses, mixed use areas, and environmentally sensitive lands along the Cumberland River, providing an appropriate context for the proposed policy changes.

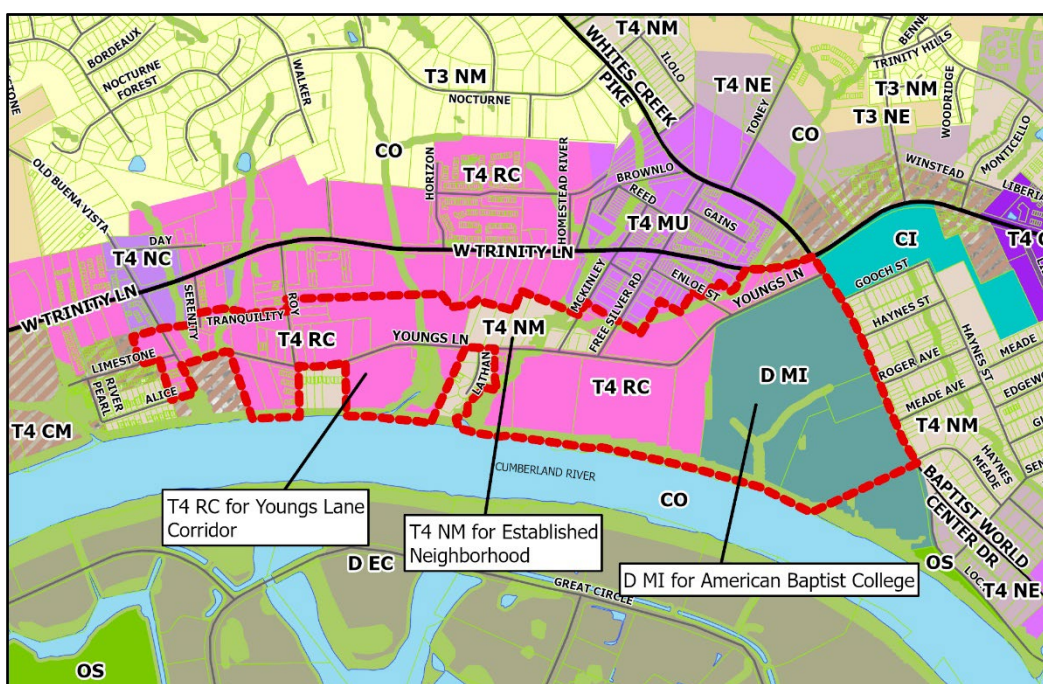
The proposed amendment extends the existing Urban Residential Corridor (T4 RC) policy southward into portions of the study area where the established development pattern is predominantly residential. It also extends the existing District Major Institutional (D MI) policy into the eastern portion of the study area to better reflect the established institutional development pattern of American Baptist College.

Planning staff considered existing neighborhood preservation tools within the study area. Several of the residential properties proposed for Urban Neighborhood Maintenance (T4 NM) are already subject to a Neighborhood Conservation Overlay, reflecting an established planning objective to preserve the area's neighborhood character and development pattern. Applying T4 NM policy to these properties aligns the policy with the existing preservation framework and reinforces the long-term intent of maintaining the established residential and building character.

The following map shows how the Bordeaux – Whites Creek – Haynes Trinity Community Plan would change if T4 RC, T4 NM, and D MI policies were applied to the study area.



Metro Planning Commission Meeting of 8/27/2026



Community Character Policy Map with Proposed Policy Change ▲ North

Current Land Uses and Zoning

The study area is developed primarily with residential and vacant land, particularly along the northern and western portions of the corridor. Larger institutional properties, including the American Baptist College campus, are concentrated in the eastern portion of the study area, while office and medical land uses are located primarily along the southern and eastern portions of the corridor. Overall, the existing development pattern is characterized by established residential neighborhoods with significant institutional uses, including several houses of worship, and limited non-residential development. Surrounding land uses reflect a similar pattern. Residential neighborhoods and vacant land are located north of the study area along West Trinity Lane and to the west. Institutional uses continue east of the study area, while a small area of commercial development is located near the intersection of West Trinity Lane and Baptist World Center Drive. Industrial land uses are present southwest of the study area across the Cumberland River, providing additional diversity of uses in the broader area.

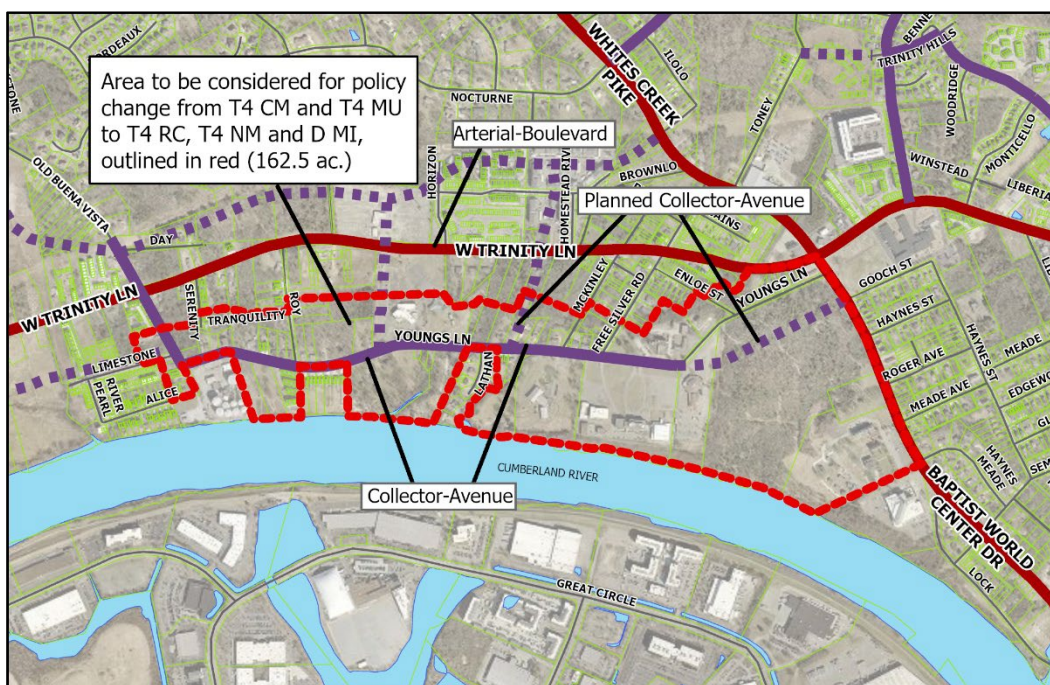
The study area contains a mix of zoning districts that generally reflect the existing development pattern. Residential properties are predominantly zoned Single Family Residential (RS10), One and Two-Family Residential (R8, R6), and Multi-Family Residential (RM20, RM20-A-NS), supporting a mix of single-family and multi-family residential development. Several properties are also zoned Specific Plan (SP), accommodating both residential and institutional uses within the study area. Additional zoning districts within and adjacent to the study area include Office General (OG), commercial (CN, CL, CS), and mixed use (MUN-A, MUL-A-NS), reflecting a range of residential, office, commercial, and institutional zoning along the corridor. Area zoning districts are shown in the following map.



Metro Planning Commission Meeting of 8/27/2026

The surrounding MCSP network also identifies future connections intended to improve local circulation and connectivity in the area. Two planned collector-avenue connections north of the study area are identified to provide additional connections between Youngs Lane and West Trinity Lane. Additionally, Limestone Place, located west of the study area, is identified as a planned collector-avenue, further extending the collector street network and providing additional connectivity to surrounding areas.

A proposed amendment to the MCSP (2026CP-003-002) would remove a planned collector-avenue on the eastern portion of the study area due to practical difficulties, which include the future placement of a VA medical facility along Baptist World Center Drive. The planned collector would have connected Baptist World Center Drive to the existing collector-avenue designation along Youngs Lane. The following map shows the area's street network.



Major and Collector Street Plan

▲ North

Pedestrian infrastructure within the study area is limited. A short segment of sidewalk exists within the central portion of the study area. Sidewalks are present along West Trinity Lane. There are currently no designated bikeways within or adjacent to the study area. Pedestrian and bicycle infrastructure needs improvement in this area to better align with the Urban (T4) Transect objectives of high connectivity.

The area is served by WeGo Public Transit, with Connector Route 71 operating along West Trinity Lane and Local Route 14 operating along Baptist World Center Drive, providing transit access to surrounding neighborhoods and destinations.



Metro Planning Commission Meeting of 8/27/2026

Analysis Summary

The study area is located along the Youngs Lane corridor and is characterized primarily by established residential neighborhoods, major institutional uses, and environmentally sensitive lands. While the area is currently guided primarily by Urban Mixed Use Corridor (T4 CM) and Urban Mixed Use Neighborhood (T4 MU) policies, the corridor has continued to develop largely with residential and institutional uses rather than the broader mix of commercial and mixed use development envisioned by the existing community plan.

The proposed amendment responds to these existing conditions by replacing the mixed use policies with Urban Residential Corridor (T4 RC), Urban Neighborhood Maintenance (T4 NM), and District Major Institutional (D MI) policies that more accurately reflect the area's established development pattern and function today. These policy changes provide a more appropriate framework for future development and redevelopment by supporting investments that are compatible with the surrounding neighborhood context while recognizing existing institutional uses. The amendment also maintains the Conservation (CO) policy, ensuring the continued protection of environmentally sensitive lands.

Overall, the proposed policies better align the community character policies with existing land use, zoning, surrounding policy context, and the long-term vision for the corridor. By recognizing the area's established residential and institutional character while preserving natural resources, the proposed amendment is consistent with the goals of the Haynes Trinity Small Area Plan, the Bordeaux – Whites Creek – Haynes Trinity Community Plan, and NashvilleNext.

STAFF RECOMMENDATION

Staff recommends approval of the policy change from Urban Mixed Use Corridor (T4 CM) and Urban Mixed Use Neighborhood (T4 MU) to Urban Residential Corridor (T4 RC), Urban Neighborhood Maintenance (T4 NM), and District Major Institutional (D MI).



Metro Planning Commission Meeting of 8/27/2026

Item #7b	MCSP Amendment 2026CP-003-002
Project Name	Youngs Lane Major and Collector Street Plan Amendment
Associated Case	2026CP-003-001
Council District	02 – Toombs
School District	01 – Taylor
Requested by	Metro Planning Department, applicant; various owners.
Staff Reviewer	Pokhrel
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

A request to amend a portion of the Major and Collector Street Plan.

MCSP Amendment

A request to amend the Major and Collector Street Plan (MCSP) by removing a planned collector-avenue between Youngs Lane and Baptist World Center Drive within the Haynes Trinity Small Area Plan and the Bordeaux – Whites Creek – Haynes Trinity Community Plan area.

BACKGROUND

Planning staff conducted a review of the Major and Collector Street Plan (MCSP) for the Youngs Lane corridor to evaluate whether the planned street network continues to reflect the area's existing residential development pattern and long-term transportation needs.

The MCSP is a component of NashvilleNext, the General Plan for Nashville and Davidson County, and serves as a comprehensive planning and implementation tool that guides public and private investment in the county's major street network. No changes to the overall structure or vision of NashvilleNext are proposed as part of this amendment.

The planned collector-avenue extends between Youngs Lane and Baptist World Center Drive and traverses two parcels in the eastern portion of the corridor. One property is planned for development of a medical center near the intersection of Youngs Lane and Baptist World Center Drive, and the other property contains a church. The proposed MCSP amendment is associated with Community Plan Amendment Case No. 2026CP-003-001, which proposes changes to the community character policies along the Youngs Lane corridor from mixed use to residential.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment, necessitating a community meeting. Community meeting notices were mailed to 697 property owners within a 1,300-foot buffer of the policy amendment area, and details of the community meeting were made readily available on the Planning Department's webpage.

A community meeting was held on Tuesday, August 11, 2026, at Riverside Nashville Church located at 800 Youngs Lane. Approximately four people attended along with the Planning staff.



Metro Planning Commission Meeting of 8/27/2026

Trinity Lane. Together, these existing and planned facilities provide multiple connections between the local street network and the surrounding arterial system.

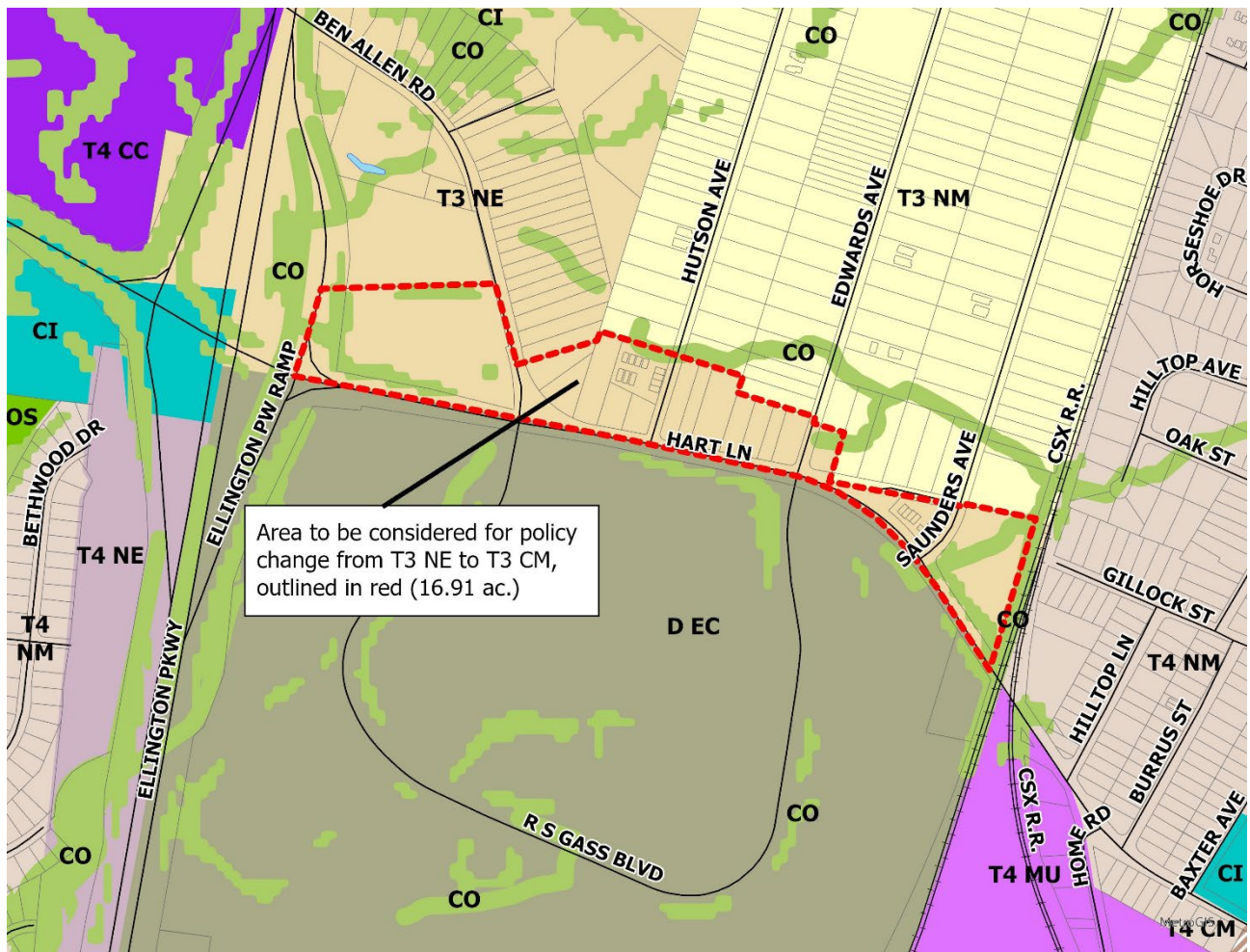
Since adoption of the MCSP, the corridor has continued to develop primarily with residential neighborhoods and established institutional uses rather than the mixed use development originally envisioned. (See 20206CP-003-001 staff report for policy details.) Given the existing transportation network and anticipated development of the affected properties, the planned collector-avenue connection no longer reflects the existing or anticipated development pattern and is not needed to support anticipated transportation needs. The proposed amendment would not remove an existing roadway or eliminate access to surrounding properties. The existing and planned street network continues to provide connectivity between Youngs Lane and the surrounding arterial system. The proposed amendment is also consistent with the companion community plan amendment (2026CP-003-001), which recognizes the established residential and institutional development pattern along Youngs Lane.

STAFF RECOMMENDATION

Staff recommends approval of the requested Major and Collector Street Plan amendment to remove the planned collector-avenue connection between Youngs Lane and Baptist World Center Drive.



Metro Planning Commission Meeting of 8/27/2026



2026CP-005-002

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 061, Parcel(s) 024.08, 038, 099

Map 061-13, Parcel(s) 001

Map 061-14, Parcel(s) 006-010, 021-024, 218

Map 061-14-0-B, Parcel(s) 001-011, 900

Map 061-14-0-F, Parcel(s) 001-008, 900

05, East Nashville

05 (Sean Parker), 07 (Emily Benedict)



Metro Planning Commission Meeting of 8/27/2026

Item #8	Major Plan Amendment 2026CP-005-002
Project Name	East Nashville Community Plan Amendment
Council District(s)	05 – Parker, 07 – Benedict
School District	01 – Taylor
Requested by	Dale & Associates, applicant; various owners.
Staff Reviewer	Clark
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by changing the community character policy from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Mixed Use Corridor (T3 CM) policy for various properties located along Hart Lane, Hutson Avenue, Ben Allen Road, and Saunders Court (16.91 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods— greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

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

Requested Policy (Note: CO policy to remain in place.)

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, prioritizing higher intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. The policy supports a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

BACKGROUND

The proposed community plan amendment is for 16.91 acres located along Hart Lane, Hutson Avenue, and Saunders Court in the East Nashville Community Plan area. The study area is bordered by residential neighborhood areas to the north and east, local and state government uses to the south, and Ellington Parkway to the west. The study area is currently guided by Suburban Neighborhood Evolving (T3 NE) community character policy, which supports moderate-density



Metro Planning Commission Meeting of 8/27/2026

residential and institutional land uses. The proposed change would apply Suburban Mixed Use Corridor (T3 CM) policy to the study area.

COMMUNITY PARTICIPATION

As part of the community plan amendment review process, Planning staff determined that the proposed amendment qualified as a major amendment to the East Nashville Community Plan. A community meeting was required. Community meeting notices were mailed to 154 property owners within a 1,300-foot buffer of the community plan amendment area. The community meeting was held on Monday, August 10, 2026, at the Nashville Public Library-Madison Branch, located at 610 Gallatin Pike South. The community meeting was attended by Councilmember Emily Benedict, the applicant, Community Plans staff, and two property owners. The property owners who attended expressed a desire for policy and zoning that support commercial uses on their property, which is neither located along the Hart Lane corridor nor part of the current study area.

ANALYSIS

Community Plans staff analyzed the community plan amendment to evaluate the appropriateness of the requested Suburban Mixed Use Corridor (T3 CM) community character policy. The analysis included a review of parcel-level data such as lot size, configuration, and development patterns, as well as an evaluation of recent policy and zoning trends near the community plan amendment area. Community Plans staff focused primarily on determining whether the proposed T3 CM policy could align with the existing character and context of the community while also supporting its long-term stability. Based on the factors discussed below, Community Plans staff concluded that Suburban Mixed Use Corridor (T3 CM) policy could be appropriate for the study area.

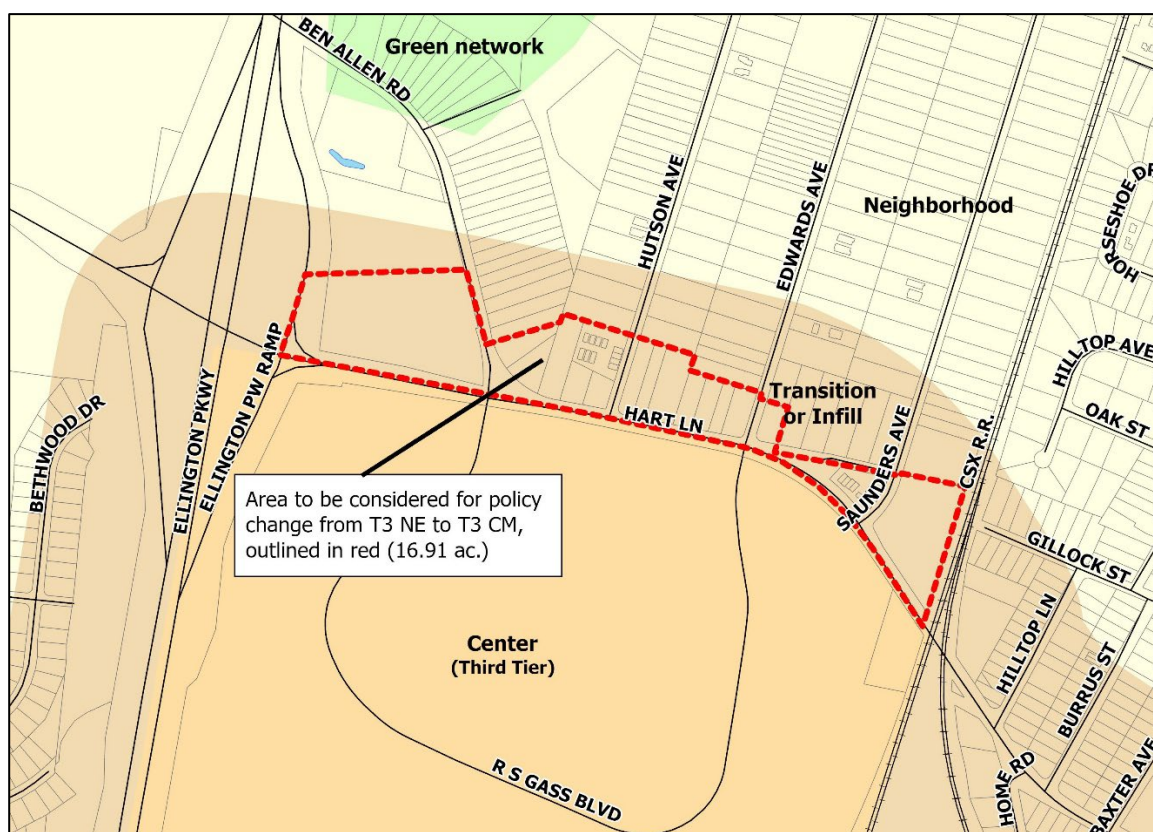
NashvilleNext Growth and Preservation Concept Map

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

As shown in the following image, the study area is classified as Transition and Infill with an adjacent Center area to the south (see map below). Transition and Infill areas are intended to provide moderately dense residential and small-scale office uses near centers and along corridors. The requested community character policy change from T3 NE to T3 CM will maintain the study area's Transition and Infill classification by providing a policy that supports opportunities for future residential and mixed use infill development along Hart Lane, adjacent to a mixed use Center. Centers place growth into hubs of mixed use activity to promote walkability, economic vitality, a range of services, recreation, housing choices, and employment.



Metro Planning Commission Meeting of 8/27/2026



Growth and Preservation Concept Map

▲ North

Community Character Policy

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

The study area is located in the East Nashville Community Plan area. The East Nashville Community Plan applies community character policies to ensure that growth and change occur in a manner consistent with the community's desired vision and existing values. This approach reinforces the preservation of East Nashville's existing historic and distinctive suburban and urban residential neighborhoods while allowing for future development and growth opportunities that align with the community's vision. The study area is located where Suburban (T3) Transect areas meet Urban (T4) Transect areas to the east of the rail line.

The current community character policy, Suburban Neighborhood Evolving (T3 NE), is intended to create and enhance suburban neighborhoods by retaining the best qualities of classic suburban neighborhoods while supporting higher densities and greater housing variety. The requested Suburban Mixed Use Corridor (T3 CM) community character policy is intended to enhance suburban corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher intensity mixed use and commercial uses at



Metro Planning Commission Meeting of 8/27/2026

intersections with residential uses between intersections. Streets are designed to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

T3 NE policy was applied to the study area with the anticipation that it would evolve into a pattern of residential neighborhood development intended to co-exist with the surrounding policy areas, especially the surrounding established neighborhoods. The applicant asked to change the policy from T3 NE to T3 CM to allow additional uses on parcels within the study area. Applying T3 CM policy to the study area will provide opportunities for it to evolve into a mixed use neighborhood with a mixture of residential, office, services, and commercial uses along Hart Lane. Applying T3 CM to the study area is appropriate given the area's proximity to surrounding residential neighborhood areas, the employment center area, and Ellington Parkway. The map below envisions the proposed policy change in relation to other policies in the area.



Community Character Policy Map with Proposed Policy Change ▲North

Natural Features

Conservation (CO) policy applies to a drainage ditch network and sloped terrain present on portions of the properties within the study area. As shown on the previous map, CO policy will remain in place.

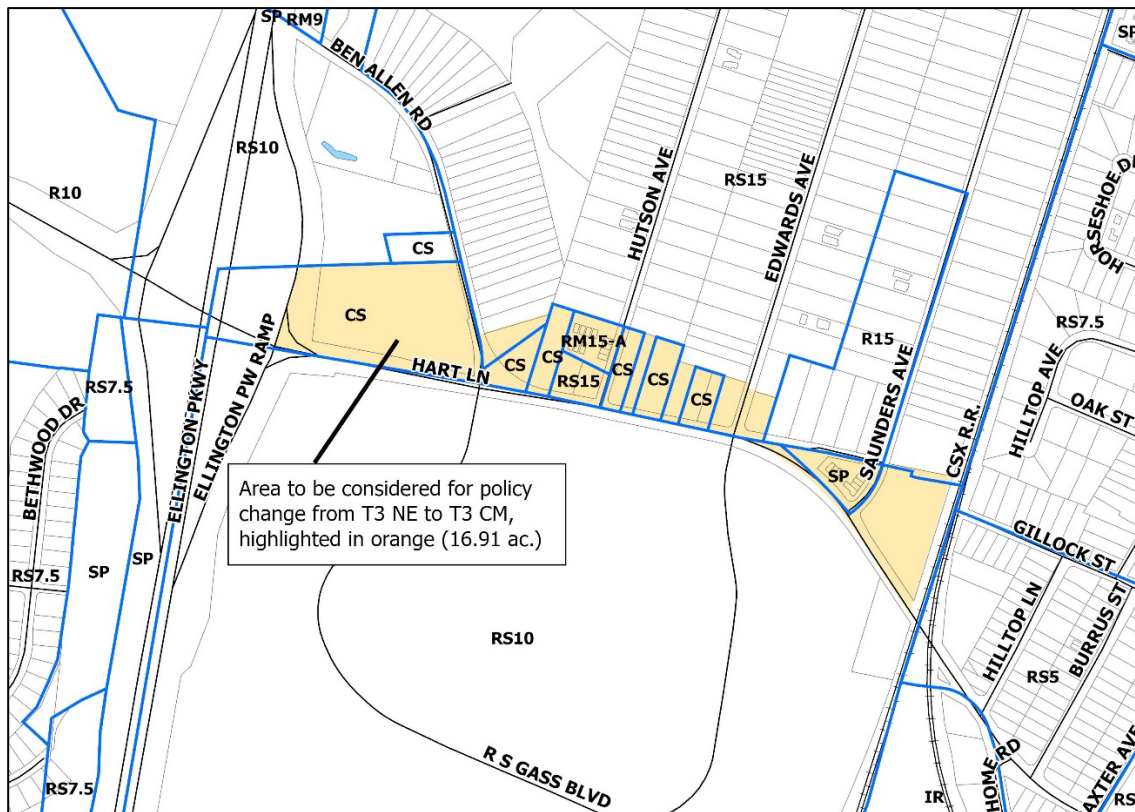
Current Land Uses and Zoning

The study area consists of commercial and residential zoning districts. Zoning districts present within the study area include: Commercial Services (CS); Single-Family Residential (RS10, RS15);



Metro Planning Commission Meeting of 8/27/2026

Multi-Family Residential (RM15-A); and Specific Plan (SP). Additionally, a broad mix of zoning districts is present in the area surrounding the study area. T3 CM policy is appropriate due to the existing commercial zoning within the study area and the area's frontage along Hart Lane, a collector-avenue. The map below shows current zoning for the study area and surrounding areas.



Base Zoning Districts

▲ North

Mobility and Connectivity

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (arterial-boulevards, arterial-parkways, and collector-avenues) that make up the backbone of the city's transportation system. Hart Lane is a well-traveled collector-avenue roadway that provides an east-west link between Dickerson Pike, Ellington Parkway, and Gallatin Pike, all of which are recognized as prominent roadways that provide access to various parts of East Nashville and other areas of Nashville and Davidson County. MCSP designations for area streets are shown on the following map.

Sidewalk infrastructure for pedestrians is present in the study area; however, infrastructure designated for bicycling is absent. Public transit service is provided by the WeGo #34 Opry Mills bus route. This route travels through East Nashville between the Opryland/Opry Mills area and Downtown Nashville. This bus route has several stops along Hart Lane between Ellington Parkway and Gallatin Pike.



Metro Planning Commission Meeting of 8/27/2026



Major and Collector Street Plan

▲ North

Analysis Summary

The community plan amendment area is located along Hart Lane and is surrounded by residential neighborhood areas to the north and an employment center area to the south. The study area is designated as a Transition and Infill area on the Growth and Preservation Concept Map, meant to spur opportunities for infill development along a prominent corridor. Several properties within the study area already have commercial zoning. The study area has connectivity to prominent roadways such as Dickerson Pike, Ellington Parkway, and Gallatin Pike and to the commercial and office uses located along those corridors. The study area has adequate access to sidewalks and public transit services, though area bicycle infrastructure needs improvement.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy change from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Mixed Use Corridor (T3 CM) policy.



SEE NEXT PAGE



NO SKETCH



Metro Planning Commission Meeting of 8/27/2026

Item #9**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2026Z-015TX-001****Boarding House Definition**

BL2026-1520

Countywide

Countywide

Councilmember Emily Benedict

**Deferral/ MPC Rules
and Procedures**

Defer to the September 24, 2026, Planning Commission meeting per the Planning Commission Rules and Procedures.

Staff Reviewer

Shane

Staff Recommendation

Hold the public hearing and defer to the September 24, 2026, Planning Commission meeting.

APPLICANT REQUEST

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

PROPOSED AMENDMENT TO TITLE 17

The proposed text amendment revises the definition of “boarding house” within Section 17.04.060 of the Zoning Code. The amendment removes language that describes occupants as requiring shared lodging along with personal services, supervision, or rehabilitative services. The revised definition focuses solely on the temporary accommodation of persons or families in a rooming unit, whether for compensation or not.

SUMMARY

The proposed ordinance would make two changes to the current definition of boarding house to reflect its intended role within the Zoning Code: a residential facility or a portion of a dwelling unit where rooms are rented on a temporary basis. From information shared by the Department of Codes, “Renting by the room is and has been considered by the Codes Department since the adoption of this zoning code in 1998 as boarding house. The proposed change is intended to align the definition with the enforcement which has been occurring over the past 28 years.”

The current definition in the Code for boarding house is “a residential facility or a portion of a residential dwelling unit for the temporary accommodation of persons or families in a rooming unit, whether for compensation or not, who are in need of shared lodging and personal services, supervision, or rehabilitative services.”

The proposed definition reads: “a residential facility or a portion of a residential dwelling unit for the temporary accommodation of persons or families in a rooming unit, whether for compensation or not.”

By removing language linking the use to personal services or rehabilitative needs, the definition becomes more consistent with how boarding houses have historically been regulated by the Codes Department, which is as a room for rent. The requirement that individuals must be receiving



Metro Planning Commission Meeting of 8/27/2026

treatment is unnecessary as there is an existing use to address rehabilitative uses, “rehabilitative services.”

The existing definition would also remove the language indicating that occupants are in need of shared lodging and personal services, supervision, or rehabilitative services. While seemingly nothing more than a descriptive embellishment, this phrasing has created an enforcement challenge. With this language present, the Zoning Administrator must rely on evidence of the occupants’ personal circumstances, something not easily observable, in order to determine whether a use qualifies as a boarding house.

Boarding houses are permitted in multi-family residential, mixed use, office/residential, Core Frame (CF), and downtown zoning districts. The proposed legislation does not make changes to the zoning districts where this use is permitted.

ANALYSIS

As understood, the core land-use characteristic of a boarding house is that it provides rooms for temporary accommodation, regardless of whether services are offered. The use is intended to differ from an owner-occupied short term rental property (STRP) in that accommodations are not “transient”: that is, they are generally long-term in duration.

There is an existing land use, “rehabilitative services,” within the Zoning Code that addresses facilities designed for individuals needing supervision, personal care, or rehabilitative support. This use is permitted in agricultural, mixed use, office and office/residential, commercial, Core Frame (CF), downtown, and shopping center zoning districts. It is defined as “the provision of treatment for addictive, mental or physical disabilities on either twenty-four hours a day or outpatient basis.”

While this amendment is intended to clarify a longstanding ambiguity, provide clarity for enforcement activities, and improve internal consistency within Title 17, several questions remain. Removing any references to “need” or “services” may make boarding houses function more like STRPs. In the code, STRPs are currently limited to a maximum stay duration of thirty days while boarding house accommodations are only listed as “temporary.” Any adjustment to the definition of boarding house needs to be carefully calibrated so as not to introduce a workaround for the creation of STRPs outside the normal permitting process. Further, clearly distinguishing boarding houses from “rehabilitative services” means the zoning districts in which the two uses are permitted may need to be adjusted so as to ensure that currently utilized services are not unduly impacted.

Staff will continue to conduct research into how peer cities regulate boarding houses and how they have historically functioned within Nashville and Davidson County and may offer a substitute in the future in order to address the concerns as outlined above and any raised by the Commission.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this amendment.

COUNCIL

The proposed text amendment passed on first reading at the August 18, 2026, Metro Council meeting. The public hearing at Council is scheduled for October 6, 2026.



Metro Planning Commission Meeting of 8/27/2026

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), with final consideration at a second meeting.

The Planning Commission public hearing is scheduled for August 27, 2026. This item will then need to be deferred to the September 24, 2026, Planning Commission meeting for consideration.

STAFF RECOMMENDATION

Staff recommends holding the public hearing and deferring the item to the September 24, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026

ORDINANCE NO. BL2026-1520

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

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

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

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

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

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

INTRODUCED BY:

Emily Benedict
Member of Council



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/2026

Item #10

Project Name

Council District

School District

Requested by

Specific Plan 2026SP-037-001

Clifton Cottages SP

21 – Taylor

05 – Fayne

Catalyst Design Group, applicants; Natasha Eldridge and Planters Bank, Inc., owners.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit 12 detached multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan (SP) zoning for properties located at 3000, 3002, 3008, 3012, and 3016 Clifton Avenue, located at the corner of 32nd Avenue North and Clifton Avenue (0.73 acres), to permit 12 detached multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of six lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

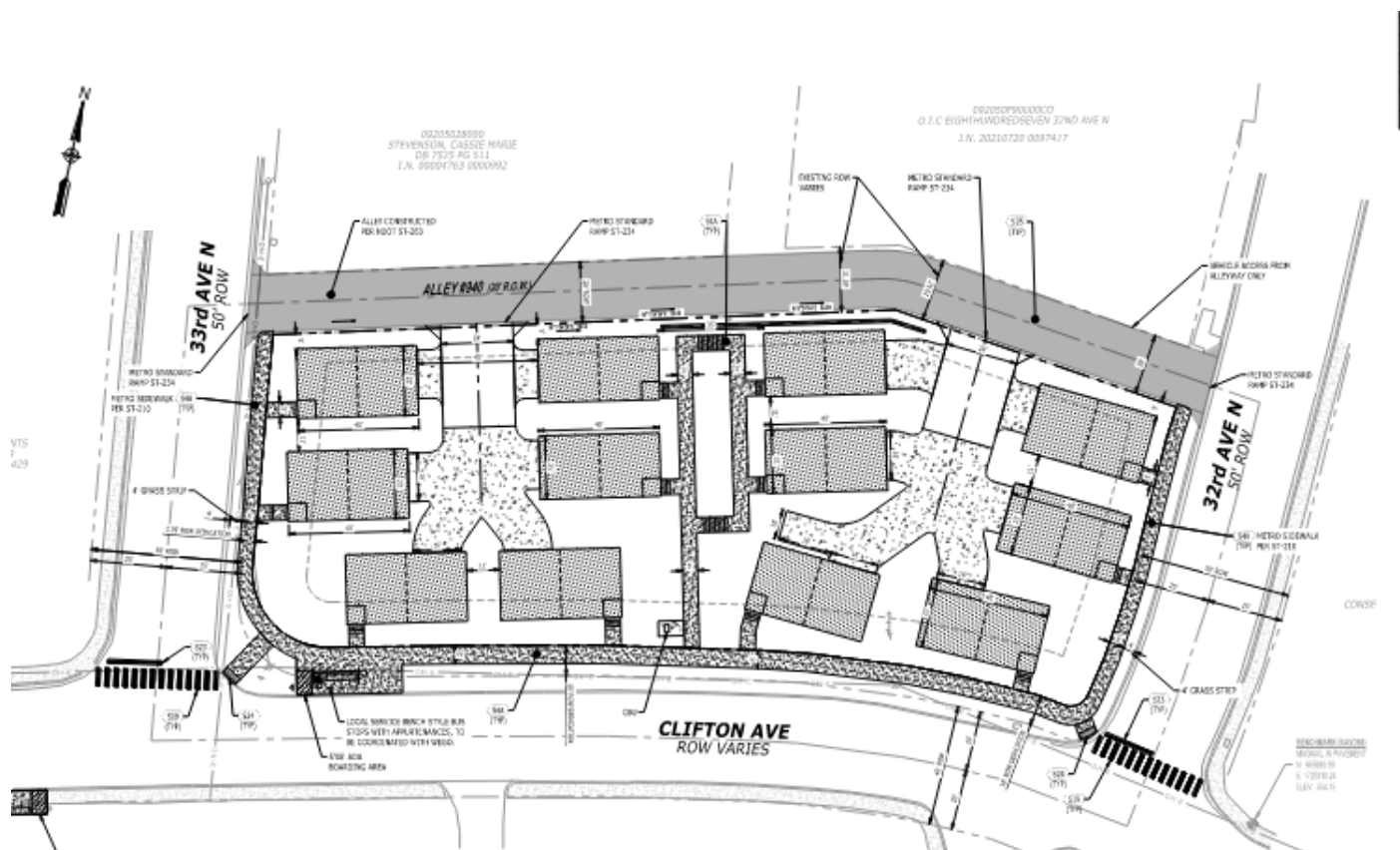
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes detached multi-family residential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

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 8/27/2026





Metro Planning Commission Meeting of 8/27/2026

SITE

The approximately 0.73-acre site is located on the north side of Clifton Avenue, between 32nd Avenue North to the east and 33rd Avenue North to the west. The subject site has frontage on Clifton Avenue, which is classified as a Collector- Avenue in the Major and Collector Street Plan (MCSP). This site also has frontage on 32nd Avenue North and 33rd Avenue North which both are local streets. Surrounding zoning districts include Single-Family Residential (RS5, RS3.75, RS7.5, RS10), Commercial Neighborhood (CN), and Specific Plan (SP) with surrounding land uses including residential, vacant property, and religious institution. The SP (2023SP-002-001/BL2023-1949) to the northeast of the site was approved by Metro Council in 2023 for three multi-family detached units on approximately 0.26 acres.

PLAN DETAILS

The plan proposes a total of 12 detached multi-family residential units across the site. The units are arranged around shared internal driveways and open space. Vehicular access is limited to the alley #940 on the northern side of the property. All units are fronting a street or open space. Each unit has a pedestrian connection onto improved sidewalks on the streets they are oriented towards. The units are a maximum of three stories in 40 feet. The units are all rear loaded from internal drives access from the alley. All units are proposed with rear-loaded garages. This site is located in the Urban Zoning Overlay (UZO) which means there are no parking requirements.

ANALYSIS

The subject site is located within the Urban Neighborhood Maintenance (T4 NM) policy area. The proposed development includes detached units, similar to the surrounding development pattern. The proposed units are oriented to all street frontages and establish a consistent rhythm along the frontages while reflecting the detached form through the area. This also helps to provide an appropriate transition to the single-family neighborhoods to the north and south. The site is located along Clifton Avenue, a collector-avenue in the MCSP. The T4 NM policy indicates that along higher classification streets including collector avenues, and where access to adequate infrastructure and planned transit are present, additional density may be considered.

The T4 NM policy supports high levels of connectivity through complete street networks, sidewalks, bikeways, and existing or planned mass transit, with lots generally accessed from alleys. The proposed development is consistent with these goals, as vehicular access is provided exclusively from the alley. Each unit also has pedestrian connectivity to either the improved sidewalk network along street frontages and the site features an internal sidewalk network around the proposed central open space. The site has access to existing transit with two WeGo bus stops located at the western corner of Clifton Avenue and 33rd Avenue South. The plan proposes a service bench at this location, and the applicant will continue coordinating with WeGo regarding additional improvements or conditions.

Redevelopment of the site will increase housing opportunities in a form compatible with the surrounding neighborhood while improving the pedestrian network, directing vehicular access to the alley, and providing a central area of open space. The T4 NM policy supports the redevelopment of smaller areas with a broader mix of housing when buildings are appropriately designed to transition in building type, massing, and orientation and blend with the surrounding neighborhood. Therefore, staff recommends approval with conditions and disapproval without all conditions.



Metro Planning Commission Meeting of 8/27/2026

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 8/27/2026

- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS5 to SP is estimated to have a decrease of 14 daily weekday trips, including a decrease of five AM peak hour trips and a decrease of one PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP-R zoning is expected to generate one additional student than the existing RS5. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School are all 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 12 detached multi-family residential units. Short term rental properties, owner occupied and short term rental properties, not owner occupied, shall be prohibited.
2. With the final site plan, the setbacks shall be as shown on the site plan. Minor changes to the setbacks may be reviewed and approved by Planning Staff.
3. With the final site plan, for side building facades fronting a street, a minimum of 15 percent glazing is required.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
5. With the submittal of the final site plan, all elevations shall meet the architectural standards including providing a minimum of 15 percent glazing on the elevations.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A zoning district as of the date of the applicable request or application.



Metro Planning Commission Meeting of 8/27/2026

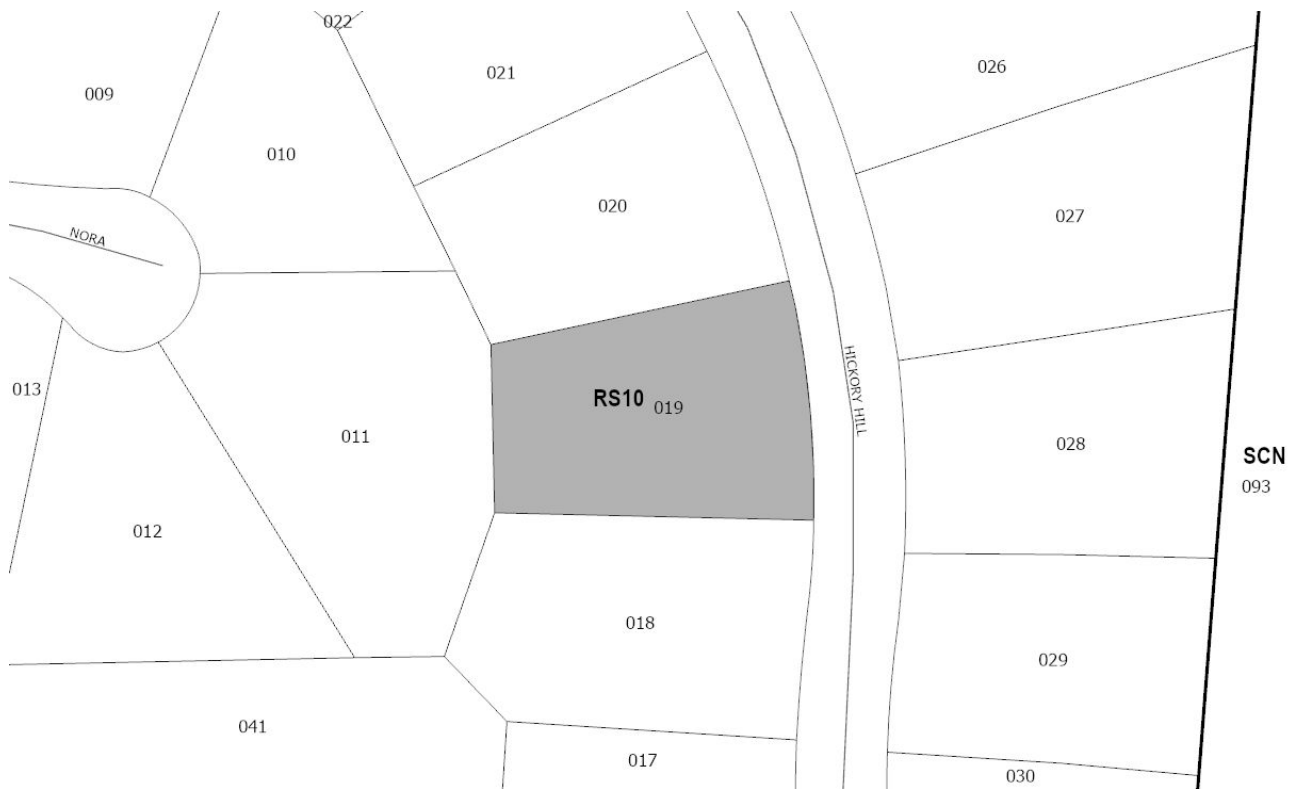
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee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



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/2026



2026SP-041-001

2007 HICKORY HILL LANE

Map 085-04, Parcel(s) 019

14, Donelson – Hermitage - Old Hickory

14 (Jordan Huffman)



Metro Planning Commission Meeting of 8/27/2026

Item #11

Project Name

Council District

School District

Requested by

Specific Plan 2026SP-041-001

2007 Hickory Hill Lane

14 – Huffman

04 – Nabba-Mckinney

Davey Rowe-Mabee, applicant; Rickey T. Payne & Trena A. Payne, owner.

Staff Reviewer

Ordonez

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change from RS10 to SP.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) on properties located at 2007 Hickory Hill Lane, approximately 460 feet southwest of Bonnaside Drive (0.65 acres), to permit a detached accessory dwelling unit.

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 8/27/2026

Proposed Regulatory SP

SP Name: 2007 Hickory Hill Lane

Case Number: 2026SP-041-001

Map/Parcel: 08504001900

Fallback Zoning: RS10

Proposed Zoning: SP

Site: .65 Acres

SP Standards:

Conditions:

1. Permitted uses shall be limited to one single-family structure and one detached accessory dwelling unit (DADU).
2. All standards of 17.16.030.G shall be met.
3. Prohibited uses: short term rental, owner occupied and non-owner occupied.
4. The final site plan/ building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Landscaping and tree density requirements per Metro Zoning Code. A complete landscape plan will be required with the Final SP submittal.



Metro Planning Commission Meeting of 8/27/2026

SITE CONTEXT

The subject site consists of one parcel totaling 0.65 acres, located approximately 460 feet southwest of Bonnaside Drive. The property has been zoned RS10 since 1998 and currently contains a single-family residential structure. Surrounding properties are zoned Single-Family Residential (RS10), Multi-Family Residential (RM20), and Office/Residential (OR20), while surrounding land uses include residential and commercial. The property has frontage along Hickory Hill Lane, a local street.

PLAN DETAILS

The proposed SP is regulatory and would allow a detached accessory dwelling unit (DADU) on the single-family zoned property. Short-term rental uses, both owner-occupied and not owner-occupied, are prohibited. All standards of 17.16.030.G. are required to be met. These standards include shared ownership with the main home and one of the two dwellings must be owner-occupied. The unit must be located behind the principal structure and meet all accessory building setback requirements. Driveway access is limited to one curb cut. A DADU cannot exceed 700 square feet of living space, and the footprint is limited based on lot size.

G. Detached Accessory Dwelling Unit. A detached self-sufficient dwelling unit shall be allowed accessory to a principal structure subject to the following standards:

1. Applicability.
 - a. While the following conditions listed below apply to a detached accessory dwelling unit, they do not counteract or override the applicable life safety standards found in the code editions adopted by the Metropolitan Government of Nashville.
 - b. No other accessory structure shall exceed two hundred square feet when there is a detached accessory dwelling unit on the lot.
2. Lot Area. The lot area on which the detached accessory dwelling unit is to be placed shall comply with Table 17.12.020A or [Chapter 17.38](#) for Design-Based Multi-Family districts, as applicable.
3. Ownership.
 - a. No more than one detached accessory dwelling unit shall be permitted on a single lot in conjunction with the principal structure.
 - b. The detached accessory dwelling unit cannot be divided from the property ownership of the principal dwelling.
 - c. Only one detached accessory dwelling unit shall be permitted and only when one single-family principal structure is present. When two principal structures are present, then no detached accessory dwelling unit is permitted.
 - d. The detached accessory dwelling unit shall be owned by the same person, or entity, as the principal structure and one of the two dwellings shall be owner-occupied.
4. Setbacks. The setbacks for a detached accessory dwelling unit shall meet the setbacks found in Section 17.12.040.E. for accessory buildings or [Chapter 17.38](#) for Design-Based Multi-Family districts, as applicable.
5. Site Requirements. A detached accessory dwelling unit may only be located behind the principal structure in the rear buildable area of the lot.
6. Driveway Access.



Metro Planning Commission Meeting of 8/27/2026

- a. On lots with no alley access, the lot shall have no more than one curb-cut from any public street for driveway access to the principal structure as well as the detached accessory dwelling unit.
 - b. On lots with alley access, any additional access shall be from the alley and no new curb cuts shall be provided from public streets.
 - c. Parking accessed from any public street shall be limited to one driveway for the lot with a maximum width of twelve feet.
7. Bulk and Massing.
 - a. The living space of a detached accessory dwelling unit shall not exceed seven hundred square feet for lots less than ten thousand square feet, or eight hundred fifty square feet for lots ten thousand square feet or greater and shall not exceed the size of the principal structure.
 - b. The detached accessory dwelling unit shall maintain a proportional mass, size, and height to ensure it is not taller and/or larger than the principal structure on the lot. The detached accessory dwelling unit height shall not exceed the height of the principal structure as measured to the eave line, with a maximum eave height of ten feet for single-story and seventeen feet for two-story detached accessory dwelling units as measured from average finished grade. Within the RN1, RN2, RL1, RL2, and RL3 zoning districts, the standards of [Chapter 17.38](#) shall control height.
 - c. The roof ridge line of the detached accessory dwelling unit must be less than the primary structure and shall not exceed twenty-seven feet in height as measured from average finished grade. Within the RN1, RN2, RL1, RL2, and RL3 zoning districts, the standards of [Chapter 17.38](#) shall control height.
8. Design Standards.
 - a. The detached accessory dwelling unit shall be of similar style, design and material color as used for the principal structure and shall use similar architectural characteristics, including roof form and pitch, to the existing principal structure.
 - b. The detached accessory dwelling unit may have dormers that relate to the style and proportion of windows on the detached accessory dwelling unit and shall be subordinate to the roofslope by covering no more than fifty percent of the roof.
 - c. Detached accessory dwelling units may have dormers that are setback a minimum of two feet from the exterior wall.
9. Historic Properties.
 - a. Metro Historic Zoning Commission Action. Any existing or proposed detached accessory dwelling unit in a historic overlay district shall comply with the adopted regulations and guidelines of the applicable historic overlay.
 - b. Detached accessory dwelling units with a second story dwelling unit shall enclose the stairs interior to the structure and properly fire rate them per the applicable life safety standards found in the code editions adopted by the Metropolitan Government of Nashville.
10. Restrictive Covenant. Prior to the issuance of a permit, an instrument shall be prepared and recorded with the register's office covenanting that the detached accessory dwelling unit is being established accessory to a principal structure and may only be used under the conditions listed in 17.16.030.G.



Metro Planning Commission Meeting of 8/27/2026

11. Location. Detached accessory dwelling units shall only be permitted within the Urban Services District, within a Detached Accessory Dwelling Unit overlay district within the General Services District outside of the Urban Services District, or as otherwise permitted through a Specific Plan.
12. Short Term Rental Property (STRP). Upon enactment of this section, on any single-family-zoned, Residential Neighborhood-zoned, or Residential Limited-zoned lot where a new detached accessory dwelling unit is built, or on any single-family-zoned, Residential Neighborhood-zoned, or Residential Limited-zoned lot where a new detached accessory dwelling unit is established via conversion of an existing accessory structure, short term rental property—owner occupied, is not a permitted use in the accessory dwelling unit.
13. Utilities. The detached accessory dwelling unit may be served by separate utility meter(s).

ANALYSIS

The site is located within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area, which is intended to preserve and maintain the established suburban residential character while allowing modest, context-sensitive evolution over time. The proposed SP aligns with the intent of the T3 NM policy by providing an increase in housing options without altering the overall character of the neighborhood. In addition, the detached accessory dwelling unit is required to be located behind the existing structure, reinforcing the policy intent to accommodate incremental change while preserving the lot pattern and surrounding context.

The site is approximately 0.20 miles north from Lebanon Pike which is identified as a Arterial-Boulevard in the Major and Collector Street Plan (MCSP). The property is also approximately a five-minute walk from WeGo Route 6, supporting access to transit and multimodal transportation options. Overall, the proposed SP represents an appropriate and context-sensitive form of infill that aligns with established policy guidance. With an anticipated minimal impact on infrastructure and the consistency with the goals of the T3 NM policy, staff recommends approval.

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. Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. A shared driveway in existing ROW, per ST-322 detail, is required between the single family and DADU. Provide site plan with shared driveway called out at final SP.



Metro Planning Commission Meeting of 8/27/2026

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards. Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement solidwastereview@nashville.gov additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. A shared driveway in existing ROW, per ST-322 detail, is required between the single family and DADU. Provide site plan with shared driveway called out at final SP.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS10 to SP is not estimated to increase or decrease current daily weekday trips, including AM or 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 SPMU district: 0 Elementary 0 Middle 0 High

The proposed SP district is expected to generate no more students than the existing RS10 district. Students would attend Hermitage Elementary School, Donelson Middle School, and McGavock High School. Hermitage Elementary School is identified as over capacity, Donelson Middle School is identified as exceedingly under capacity and McGavock Creek 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.



Metro Planning Commission Meeting of 8/27/2026

CONDITIONS

1. Permitted uses shall be limited to one single-family structure and one detached accessory dwelling unit (DADU). Prohibited uses shall include short term rental, owner occupied and short term rental, not-owner occupied.
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 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. 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 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 RS10 zoning district, as of the date of the applicable request or application.
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.



Metro Planning Commission Meeting of 8/27/2026



2026S-119-001

127 ARCHWOOD DRIVE

Map 043-11, Parcel(s) 172

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 8/27/2026

Item #12	Final Plat 2026S-119-001
Project Name	127 Archwood Drive
Council District	09 – Hancock
School District	03 – Young
Requested by	HFR Survey LLC, applicant; Integrity Real Investment LLC, owner.
Staff Reviewer	Dhital
Staff Recommendation	<i>Approve with conditions, including an exception to Section 3-5.2 for lot orientation.</i>

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 127 Archwood Drive (0.74 acres), at the southwest corner of North Dupont Avenue and Archwood Drive, zoned Single-Family Residential (RS7.5).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located along the southwest corner of Archwood Drive and North Dupont Avenue.

Street Type: The site is located at the corner of Archwood Drive and North Dupont Avenue, which are both local streets.

Approximate Acreage: 0.74 acres or approximately 32,142.02 square feet.

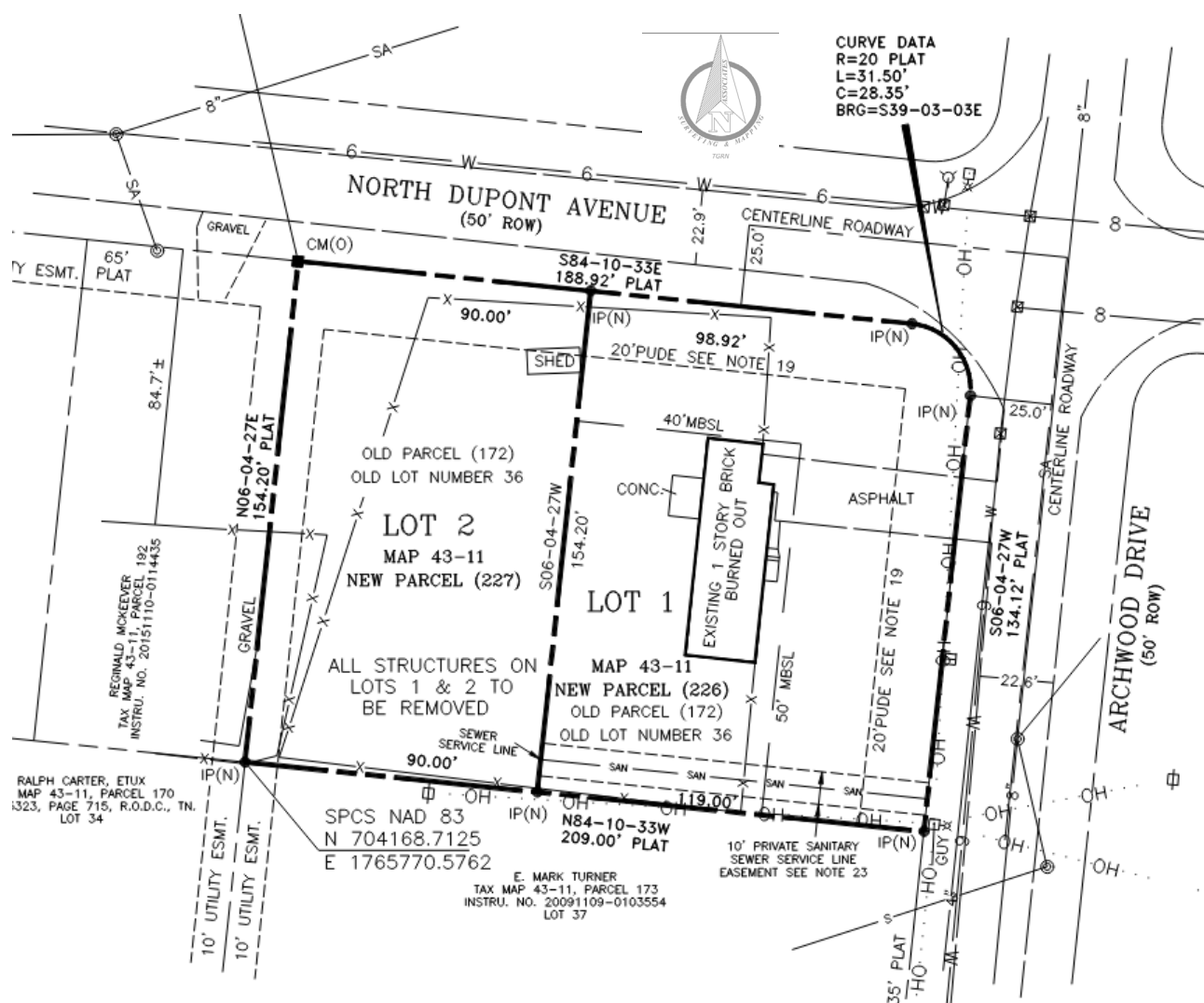
Parcel/Site History: The parcel was created in 1949 being Lot No 36 on the Second Revised Plan of Myatt and Eagan's Subdivision of Lots No. 2 and 3 of Anderson Estates, as of record in book 1424, page 150, on Davidson County, Register of Deeds.

Zoning History: The site has been zoned RS7.5 since 1998.

Existing land use and configuration: The site currently contains a residential structure and other accessory structures, which are indicated to be removed on proposed Lot 1 and 2. The site currently has access from Archwood Drive. The existing residential structure fronts Archwood Drive.

Surrounding Zoning and Land Use:

- North: RS7.5/Single-Family Residential
- South: RS7.5/ Single-Family Residential
- East: RS7.5/Single-Family Residential
- West: RS20/Single-Family Residential





Metro Planning Commission Meeting of 8/27/2026

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20 feet

Min. side setback: 5 feet

Max. height: 2.5 stories

Min. street setback: Per Zoning or as platted.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Proposed Lot 1 is approximately 0.42 acres (18,263 square feet) and proposed Lot 2 is approximately 0.32 acres (13,878 square feet).

Access: Access to the proposed lots will be determined by NDOT at the time of building permit. Currently, the site is accessed from Archwood Drive.

Subdivision Variances or Exceptions Requested: An exception is required for the compatibility criteria as the requirement for lot orientation is not met.

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 Suburban Neighborhood Maintenance (T3 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For sites within the T3 Suburban transect, the regulations found in Chapter 3 are utilized.

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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



Metro Planning Commission Meeting of 8/27/2026

3-3 Suitability of the Land

There are no known sensitive or environmental features on the site. Staff find that proposed lots are suitable for the development.

3-4 Lot Requirements

The proposed lots 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 RS7.5. The proposed lots are greater than 7,500 square feet. Proposed Lot 1 and Lot 2 have frontage along public streets.

3-5 Infill Subdivisions

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

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

- a. *All minimum standards of the zoning code are met.*
Complies. Lots meet the minimum standards of the zoning code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.*
Complies. Proposed Lot 1 has frontage on Archwood Drive and North Dupont Avenue, both public streets. Proposed Lot 2 has frontage along North Dupont Avenue.
- c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area.*
The T3 NM policy that applies to the site does not specifically identify an appropriate density; however, the policy supports the underlying RS7.5 zoning district and its prescribed density.
- d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*
 1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.*
The proposed Lot 1 has a frontage width of approximately 114.67 feet along N. Dupont Avenue. Proposed Lot 1 is a corner lot and has frontage onto both North Dupont Avenue and Archwood Drive; however, the lot orients to North Dupont Avenue as Metro Codes typically considers the shorter property line to be the front.



Metro Planning Commission Meeting of 8/27/2026

The proposed Lot 2 has a frontage width of approximately 90 feet along North Dupont Avenue. The required frontage per compatibility standards for surrounding parcels along North Dupont Avenue is approximately 71.98 feet. Proposed Lots 1 and 2 comply with the minimum frontage requirement.

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.*

The minimum required lot size per compatibility standard is approximately 11,043 square feet. The proposed Lot 1 has an area of approximately 18,263 square feet and proposed Lot 2 has an area of approximately 13,878 square feet. Lots 1 and 2 comply with the lot size requirements.

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

Setbacks for proposed Lot 2 would be contextual per the Zoning Code. Lot 1 is a corner lot. Setbacks for Lot 1 are discussed further in the following sections.

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

The orientation of Lot 2 is consistent with surrounding parcels along North Dupont Avenue. Lot 1 is a corner lot with frontage on North Dupont Avenue and Archwood Drive; however, North Dupont Avenue is the primary frontage as it is the shorter lot line. The orientation of proposed Lot 1 is inconsistent with the orientation of surrounding parcels along Archwood Drive.

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

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

All agencies have recommended approval or approval with conditions.

- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill*



Metro Planning Commission Meeting of 8/27/2026

subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

Lot 1 does not meet the lot orientation requirement. The Planning Commission may grant an exception to the compatibility criteria by considering the development pattern of the area. The following section discusses the exception for lot orientation.

Variances/Exceptions Analysis

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

Lot Orientation

The current orientation of the existing lot is along Archwood Drive. With the proposed subdivision, the orientation of the lots changes to along North Dupont Avenue which is inconsistent with the established pattern along Archwood Drive. In particular, the orientation of Lot 1 flips from Archwood Drive to North Dupont Avenue at the corner, where the existing home is oriented to Archwood Drive. Staff considered the pattern of both block faces. Although the lot orientation is changing, the built form of future development will be maintained by platting setbacks on this lot that are in keeping with the setbacks of the existing structure on this property. Along North Dupont Avenue, a 40-foot setback is identified on the plat and along Archwood Drive, a 50-foot front setback is identified. As the existing structure is proposed to be demolished, the platted setbacks will ensure that future development will maintain a similar form to what currently exists. There is also a similar pattern on adjacent properties to the west, at parcels (192) and (171) which were platted in a similar form to the proposed lots. Given this information, staff finds the proposed lots to be consistent with the larger area and that an exception to compatibility requirements would be appropriate.

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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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



Metro Planning Commission Meeting of 8/27/2026

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

North Dupont Avenue and Archwood Drive are both local streets. The plat shows an approximate 50 feet right-of-way for both streets, which meets the right-of-way requirement for local streets.

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.

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

Not applicable. No private streets are proposed.

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 with conditions.

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

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



Metro Planning Commission Meeting of 8/27/2026

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy states that these areas will experience some change over time, and when such change occurs, efforts should be made to retain the existing character of the neighborhood. Appropriate land uses in the T3 NM policy include single-family residential, one and two-family residential, open space, and institutional uses.

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

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

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.)



Metro Planning Commission Meeting of 8/27/2026

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on August 13, 2026) on which we recommend approval. The Sewer Capacity fees must be paid prior to service connections. Water provided by MSUD.

STAFF RECOMMENDATION

Approve with conditions, including exceptions to Section 3-5.2. for lot orientation.

CONDITIONS

1. All existing structures shall be demolished, as identified on the plat. Proof of demolition shall be provided prior to plat recordation.
2. Provide a letter from Madison Suburban Utility District (MSUD) prior to plat recordation.
3. On the mylar, update note #22 to read: "Future development on Lot 1 to front Archwood Drive and Future development on Lot 2 front North Dupont Avenue.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-119-001 with conditions including an exception to 3-5.2 for lot orientation 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.



Metro Planning Commission Meeting of 8/27/2026

Item #13**Project Name****Council District****School District****Requested by****Concept Plan 2026S-138-001****115 Cottage Lane**

15 – Gregg

04 – Nabaa-McKinney

Dale and Associates, applicant; Dary Taheri and
Mohammad Rahimi, owners.**Staff Reviewer**

Konigstein

Staff Recommendation*Defer to the September 24, 2026, Planning Commission
meeting.*

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

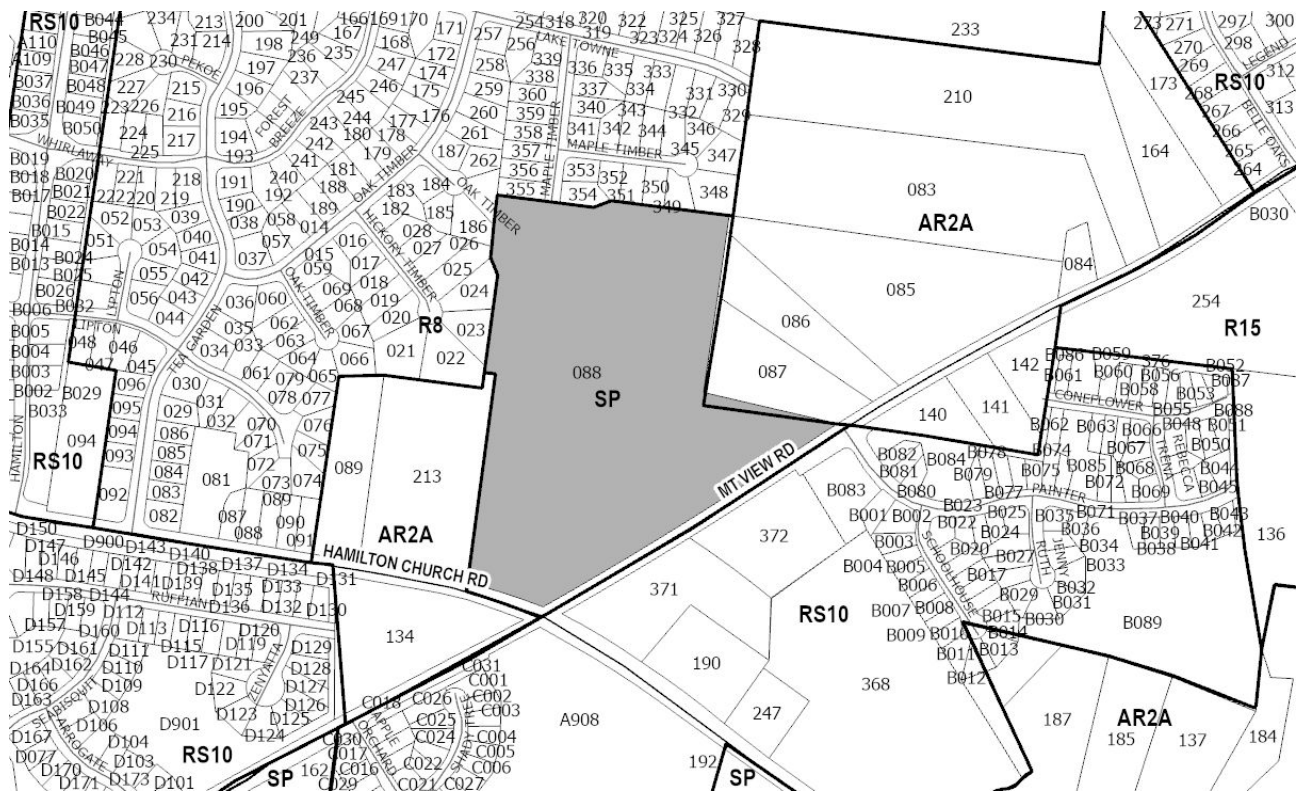
A request for concept plan approval to create five lots on property located at 115 Cottage Lane, located at the corner of Lebanon Pike and Cottage Lane, zoned One and Two-Family Residential (R8), and within a Historic Landmark Overlay District (2.04 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 24, 2026, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/2026



2026S-142-001

6103 MT. VIEW ROAD

Map 150, Parcel(s) 088

13, Antioch - Priest Lake

08 (Deonté Harrell)



Metro Planning Commission Meeting of 8/27/2026

Item #14

Project Name

Council District

School District

Requested by

Final Plat 2026S-142-001

6103 Mt. View Road

08 – Harrell

06 – Mayes

Kimley-Horn and Associates, Inc, applicant; Meritage Homes of Tennessee, Inc, owner.

Staff Reviewer

Commey

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 92 lots.

Final Plat

A request for final plat approval to create 92 lots on property located at 6103 Mt. View Road, at the northwest corner of Mt. View Road and Hamilton Church Road, zoned Specific Plan (SP) (22.26 acres).

CASE HISTORY

The site is located within an SP zoning district that was approved by Metro Council in 2024 (2024SP-014-001/BL2024-458). The final site plan to permit 92 lots was approved administratively on November 3, 2025 (Case 2024SP-014-002). The final plat includes 92 lots, five open spaces and public roads and alleys. The proposed plat is consistent with both the preliminary SP and final site plan.

SITE DATA AND CONTEXT

Location: The site is located at the northwest corner of Mt. View Road and Hamilton Church Road.

Approximate Acreage: 22.26 acres or approximately 969,645 square feet.

PROPOSAL DETAILS

Number of lots: 92

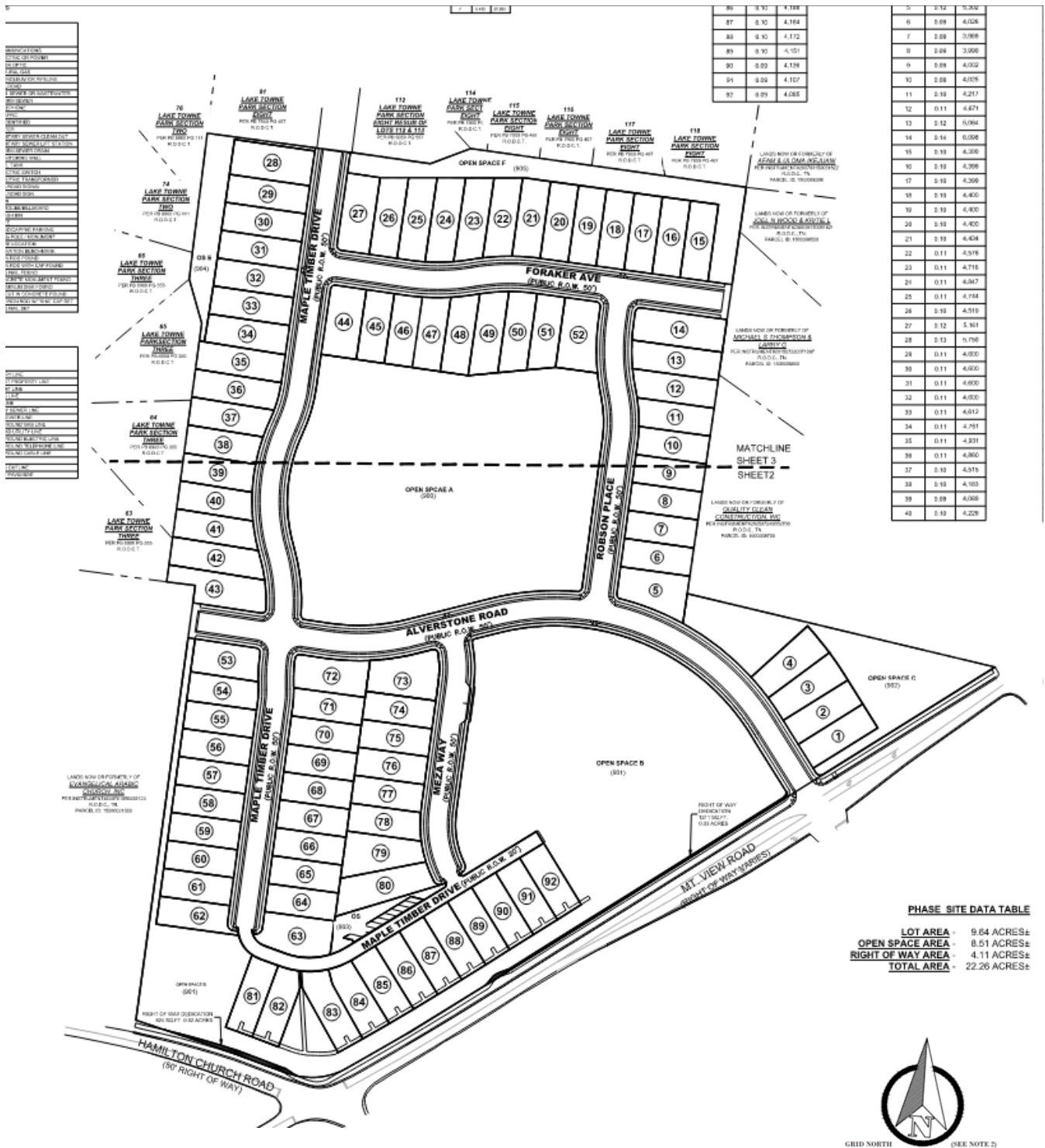
Subdivision Variances or Exceptions Requested: None.

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.



Metro Planning Commission Meeting of 8/27/2026



Proposed Plat



Metro Planning Commission Meeting of 8/27/2026

The subject site received preliminary plan approval in 2024 and final site plan approval in 2025. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

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

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with Conditions

- Bond will be required for public infrastructure prior to recording plat.
- Plat is not to be recorded until new roads have been constructed to binder layer.
- Plans on file with NDOT under '6103 Mt. View SP_2024SP-014-002_NDOT approved plans_ 9-22-25'

TRAFFIC AND PARKING RECOMMENDATION

Approve

- Improvements at Alverstone Road/ Mt View/ Thomas Edison Elementary intersection is to be completed prior to first U&O certification.
- Traffic calming mitigations if any identified by NDOT's Traffic Calming team (provide confirmation of communication from team) are to be in place prior to first U&O certification.

WATER SERVICES RECOMMENDATION

Approve with Conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on July 15, 2026) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 24SL0245 and 24WL0078. A bond amount of \$680,000.00 is assigned to 24SL00245 and an amount of \$560,000.00 is assigned to 24WL0078.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 8/27/2026

CONDITIONS

1. On the mylar copy, provide Case No. 2026S-142-001 on all sheets.
2. On the mylar copy, update Note #21 to say, "Landscaping and tree density requirements per 2024SP-014-001."
3. On the mylar copy, add SP number "2024SP-014-001" to note 4.
4. On the mylar copy, remove the parking spaces shown along Maple Timber Drive.
5. On the mylar copy, remove note 18.
6. On the mylar copy, update Note #5 to say, "Minimum building setbacks per 2024SP-014-001."
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
9. 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

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2026S-142-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/2026



2026Z-059PR-001

Map 062-12, Parcel(s) 216-218

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 8/27/2026

Item #15

Council District

School District

Requested by

Zone Change 2026Z-059PR-001

01 – Kimbrough

01 – Taylor

Proverbs Build Homes, applicant and owner.

Staff Reviewer

Dhital

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for properties located at Hydes Ferry Road (unnumbered), approximately 1000 feet southeast of Ashland City Highway (0.6 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential (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 three duplex lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

BORDEAUX-WHITES CREK-HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

The application consists of three properties totaling 0.6 acres located approximately 850 feet south of Ashland City Highway. These properties have been zoned RS7.5 since 2024. The three existing



Metro Planning Commission Meeting of 8/27/2026

lots were platted in 2025 and remain vacant. The site was previously zoned Single-Family Residential (RS15). The site has frontage along Hydes Ferry Road, which is a local street. The site is currently developed with a residential unit. The surrounding land uses are predominantly single-family residential, scattered one-and two-family residential, and some vacant properties in the vicinity, zoned RS15. The property across the subject site to the south is developed with office and nonresidential uses zoned Commercial Neighborhood (CN). Institutional uses, including a church, YMCA and middle school are located to the southeast, zoned RS15.

The property is located within the Suburban Neighborhood Evolving (T3 NE) policy area, which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity. The subject site is located approximately a quarter mile from Ashland City Highway, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). There are two WeGo bus stop located approximately one-third of a mile from the subject site to the east on John Mallette Drive. T3 NE areas are generally larger and place an emphasis on a more diverse housing mix and a higher level of connectivity. The proposed R8 zoning would permit three duplex lots, where three single-family lots are currently permitted. Rezoning this site to R8 would provide additional opportunity of moderate density increase with diverse housing choices consistent with the policy. The minimum lot size requirement for proposed R8 zoning is 8,000 square feet. The two northern properties proposed for rezoning (Parcels 06912021600 and 06912021700) are approximately 9,000 square feet. However, the southern property (Parcel 06912021700) is currently under 8,000 square feet which is less than the minimum lot size requirement of R8. If the rezone is approved, a final plat to shift lot lines will be required to increase the size of the southern lot to meet the minimum lot size requirement of R8 zoning district. Staff will note that under the R8 zoning, the site could not be further subdivided.

Given the existing mixture of single and two-family uses, the proximity to Ashland City Highway, and proximity to transit stops, staff finds that requested R8 zoning district is consistent with the T3 NE policy at this location. Staff recommends approval.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS7.5 to R8 is estimated to have an increase of 37 daily weekday trips, including two additional AM peak hour trips and four additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students than the existing RS7.5 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School are identified as exceedingly undercapacity. Whites Creek High School is identified as under capacity.



Metro Planning Commission Meeting of 8/27/2026

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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/27/2026



2026Z-062PR-001

Map 082-12, Parcel(s) 136

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 8/27/2026

Item #16

Council District

School District

Requested by

Zone Change 2026Z-062PR-001

05 – Parker

01 – Taylor

SKAPA Development, applicant; John L. Ambrose III, owner.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RM20 to RN2.

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Residential Neighborhood (RN2) zoning for property located at 105 North 9th Street, approximately 106 feet north of Ramsey Street (0.16 acres).

Existing Zoning

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

Proposed Zoning

Residential Neighborhood (RN1, RN2, and RN3) are intended for residential development, generally in the form of houses or townhouses, with private or shared open space.

EAST 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.

ANALYSIS

The site consists of one parcel totaling 0.16 acres located on the east side of North 9th Street. The property has been zoned Multi-Family Residential (RM20) since 1998. The parcel currently has a single structure on it. The surrounding properties are zoned Multi-Family Residential (RM20), Mixed-Use General – Alternative (MUG-A), Single-Family Residential (RS5), Commercial Service (CS), and One and Two-Family (R6). East Nashville Magnet High School is located to the east and Meigs Magnet Middle School is located to the west of the subject site. Surrounding land uses are



Metro Planning Commission Meeting of 8/27/2026

residential, commercial, office/medical, institutional. Douglass Park is located approximately 0.30 miles west of the subject site. The property has frontage on North 9th Street, which is a local street. An improved alley (#717) runs behind the subject site on the east side.

The new RN and Residential Limited (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 RN2 zoning district would permit single-family, two-family, townhouse, house court, townhouse court, plex house, and manor house building types.

The subject site is located within the T4 NE policy area which intends to create and enhance neighborhoods by including greater housing choice and improved connectivity. The requested RN2 zoning district on the subject site serves as an appropriate transition providing lower levels of density at strategic locations, near corridors and community amenities such as schools and parks. The site is approximately 0.12 miles to McFerrin Avenue, which is classified as Collector Avenue in the MCSP and approximately 0.22 miles from Main Street, which is classified as an Arterial-Boulevard in the MCSP. There are WeGo bus stops on Main Street within walking distance of the subject site. A sidewalk network exists along North 9th Street all the way to the WeGo bus stops on Main Street. There also sidewalks from the subject site down Ramsey Street to a WeGo bus stop in front of Meigs Magnet Middle School. When considering the site's location in relation to higher classification streets, walkability, and transit opportunities, additional density may be appropriate in this location.

The maximum height is determined by the building type but would range from two and a half stories to three stories, which is supported by the policy guidance. 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 RN2 would support the policy's intent to a greater degree by providing the opportunity for a variety housing types in an urban area. As such, recommends approval of the requested RN2 zoning district.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RM20 to RN2 is estimated to have an increase of 16 daily weekday trips, including two additional AM peak hour trips and one additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed RN2 district: 0 Elementary 0 Middle 0 High



Metro Planning Commission Meeting of 8/27/2026

The proposed zoning may generate two additional students than existing RM20 zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School and Maplewood High School. Ida B. Wells Elementary and Maplewood High School are both identified as exceedingly under capacity. Jere Baxter Middle 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.



Metro Planning Commission Meeting of 8/27/2026



2026Z-063PR-001

Map 082-09, Parcel(s) 208

08, North Nashville

19 (Jacob Kupin)



Metro Planning Commission Meeting of 8/27/2026

Item #17

Council District

School District

Requested by

Zone Change 2026Z-063PR-001

19 – Kupin

05 – Fayne

Charlotte Avenue Partners, applicant; Allison Hines, owner.

Staff Reviewer

Ordonez

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from IR to MUN-A-NS.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood-Alternative (MUN-A-NS) on property located at 1326 3rd Avenue North, approximately 70 feet south of Taylor Street (0.16 acres), and within the Phillips-Jackson Redevelopment District and Germantown Historic Preservation Overlay District.

Existing Zoning

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

Historic Preservation Overlay Districts (HP) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures, or objects that are united by past events or aesthetically by plan or physical development. *The property is in the Germantown Historic Preservation Overlay District. The overlay will remain in place with the requested zoning.*

Proposed Zoning

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

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.

ANALYSIS

The application consists of one parcel totaling 0.16 acres, approximately 70 feet south of Taylor Street. The property has been zoned (IR) since 1974. The property is also within the Phillips-Jackson Redevelopment district and within a historical preservation overlay. Surrounding properties are zoned Mixed-Use Neighborhood- Alternative (MUN-A), IR and Mixed-Use Limited-



Metro Planning Commission Meeting of 8/27/2026

Alternative (MUL-A) while the surrounding land uses include residential, commercial and office uses. The property immediately north of the site, at the intersection of Taylor Street and 3rd Avenue North, was developed with townhomes following a rezoning to MUN-A in 2018.

The property is located within the T4 Urban Mixed Use Neighborhood (T4 MU) policy area, which calls for the maintenance and creation of walkable, mixed-use urban neighborhoods. The policy supports a diverse development pattern that includes residential, mixed-use, commercial, institutional, and compatible light industrial uses. The requested MUN-A-NS zoning district aligns with this policy by permitting low-intensity mixed-use development that supports neighborhood-serving land uses, and provides opportunities for residential development. The property is currently a vacant lot with frontage along 3rd Avenue North, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). Several WeGo bus stops are located along 3rd Avenue North, and the site is also a three-minute walk south of 2nd Avenue North, which contains an additional WeGo bus stop and is likewise classified as an Arterial Boulevard in the MCSP.

The site is also within the Germantown Historic Preservation Overlay District where any alterations, demolition, or new construction would be reviewed by the Metro Historic Zoning Commission to receive a Preservation Permit prior to the issuance of a building permit. Any future development on this site would be reviewed by the Metro Historic Zoning Commission.

The Alternative (-A) designation provides additional guidelines for access and driveways, garages, and includes a minimum raised foundation requirement, to be in line with urban development standards as called for by the T4 MU policy. The -A standards would ensure that future development on the site has an urban form, consistent with the policy guidance. The -NS designation encourages long term housing opportunities through the prohibition of short-term rentals, if housing is a future use on the site.

Staff finds that MUN-A-NS is consistent with the surrounding development pattern and compatibility with the policy guidance. For these reasons, staff recommends approval of the requested MUN-A-NS zoning district.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from IR to MUN-A-NS is estimated to have an increase of 119 daily weekday trips, including 12 additional AM peak hour trips and 15 additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

The proposed MUN-A-NS zoning includes a mix of uses that could vary, and any assumption of school impacts at this point is premature. Students would attend Jones Paideia Elementary Magnet School, John Early Middle School, and Pearl-Cohn High School. Jones Paideia Elementary Magnet School is identified as being exceedingly under capacity, John Early Middle School is identified as being exceedingly under capacity, and Pearl-Cohn High School is also identified as being



Metro Planning Commission Meeting of 8/27/2026

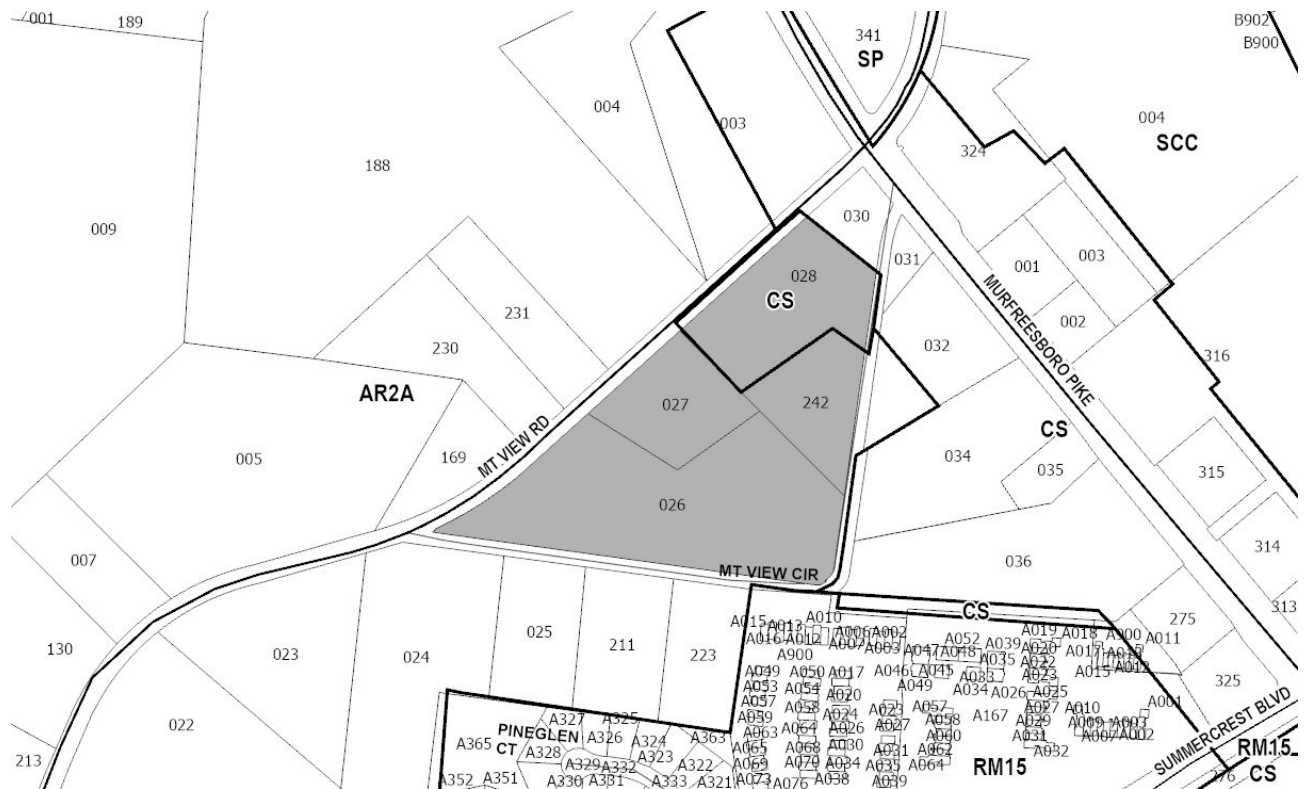
exceedingly under capacity. This information is based on the 2025–2026 MNPS School Enrollment and Utilization Report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/27/2026



2026Z-066PR-001

Map 164, Parcel(s) 26-28, 242

13, Antioch – Priest Lake

32 (Joy Styles)



Metro Planning Commission Meeting of 8/27/2026

Item #18

Council District

School District

Requested by

Zone Change 2026Z-066PR-001

32 – Styles

06 – Mayes

Councilmember Joy Styles, applicant; Kathy Adams, Steven Adams, and Thomas McGarvey, owners.

Staff Reviewer

Marton

Staff Recommendation

Approve RM20-NS.

APPLICANT REQUEST

Zone change from AR2a to RM20.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) and Commercial Service (CS) to Multi-Family Residential (RM20) zoning for properties located at 5862 Mt. View Road, 5876 Mt. View Road, 3467 Mt. View Circle, and Mt. View Circle (unnumbered), located approximately 450 feet south of Murfreesboro Pike and located within the Murfreesboro Pike Urban Design Overlay District (14.69 acres).

Existing Zoning

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

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

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

Proposed Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. Based on acreage alone, RM20 would permit a maximum of 294 units.



Metro Planning Commission Meeting of 8/27/2026

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.

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.

ANALYSIS

The application consists of four parcels, Map 164, Parcel(s) 26, 27, 28, 242, totaling 14.69 acres, located between Mt. View Road and Mt. View Circle, just south of Murfreesboro Pike. The three southernmost parcels have been zoned Agricultural/Residential since 1974 while the northernmost parcel has been zoned Commercial Service since 1998. Three of the parcels contain single-family homes while the southernmost parcel is vacant. Surrounding properties are zoned Commercial Service (CS), Multi-Family Residential (RM20) and Agricultural/Residential (AR2a), while surrounding land uses include single-family residential, retail, auto-repair, and multi-family residential.

The site includes two different land use policies. The portion of the site zoned CS is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy area. The portion of the site zoned AR2a is within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area. The application proposes to rezone the entire property to RM20.

The T3 CM policy is intended to enhance suburban mixed-use corridors, by encouraging a greater mix of higher density residential and mixed-use development along the corridor. T3 NM policy is intended to preserve the general character of suburban residential neighborhoods. Under the proposed RM20 zoning, the property could accommodate a maximum of 294 residential units. While the southernmost parcels are located within the T3 NM policy area, RM20 in this location may be appropriate given the site's access to nearby arterial boulevards and the site's potential for infill development of vacant and underutilized land. The T3 NM policy is generally supportive of higher intensity development in proximity to corridors. The policy also supports a broader mix of housing types in certain contexts, such as where properties are vacant and/or underutilized, which is the case at this site. The site has existing access from Mt. View Road and is under a quarter mile from Murfreesboro Pike, which are both classified as arterial boulevards in the Major and Collector Street Plan (MCSP). Given the property is bordered by CS zoning to the north, east and west, as well as existing multi-family development zoned RM15 to the southeast, RM20 at the subject site would match the surrounding intensity and character of nearby development. Additionally, the entire site is within the Murfreesboro Pike Urban Design Overlay which will add additional



Metro Planning Commission Meeting of 8/27/2026

architectural, landscaping, parking and signage standards at the time of final site plan approval. Overall, the proposed RM20 zoning district meets the general goals for T3 CM and T3NM policy at this location. Staff is recommending the inclusion of -NS zoning be applied to the request, as -NS would prohibit both owner occupied and not owner occupied STRPs from the district, which is appropriate given the presence of the Neighborhood Maintenance policy and goals for long term housing in residential policy areas.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from AR2a and CS to RM20 is estimated to have a decrease in 1,819 daily weekday trips, including 5 more AM peak hour trips and 219 less PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a and CS districts: 1 Elementary 1 Middle 1 High
Projected student generation proposed RM20 district: 35 Elementary 25 Middle 21 High

The proposed RM20 zoning is expected to generate 78 more students than the existing AR2a zoning district. Students would attend Cane Ridge Elementary School, Antioch Middle School, and Cane Ridge High School. Cane Ridge Elementary School is identified as at capacity, Antioch Middle School is identified as at capacity, and Cane Ridge High School is identified as at capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval of RM20-NS.