

Metropolitan Planning Commission



Staff Reports

September 10, 2026



Metro Planning Commission Meeting of 9/10/2026

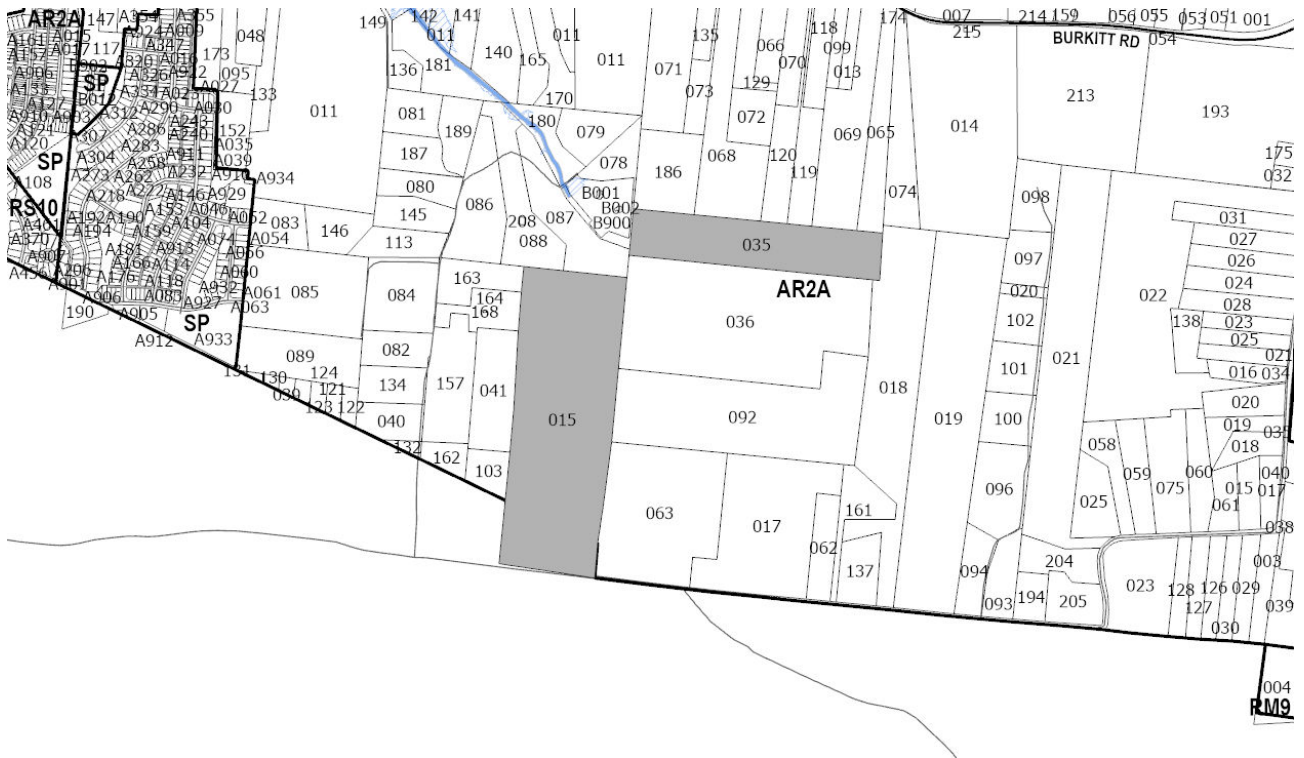
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 9/10/2026



2026SP-023-001

COURTYARDS AT BATTLE GROVE

Map 187, Parcel(s) 015, 035

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 9/10/2026

Item #1	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, July 23, 2026, August 13, 2026, and the August 27, 2026, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Garland
Staff Recommendation	<i>Defer to the October 22, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit single-family development.

Preliminary SP

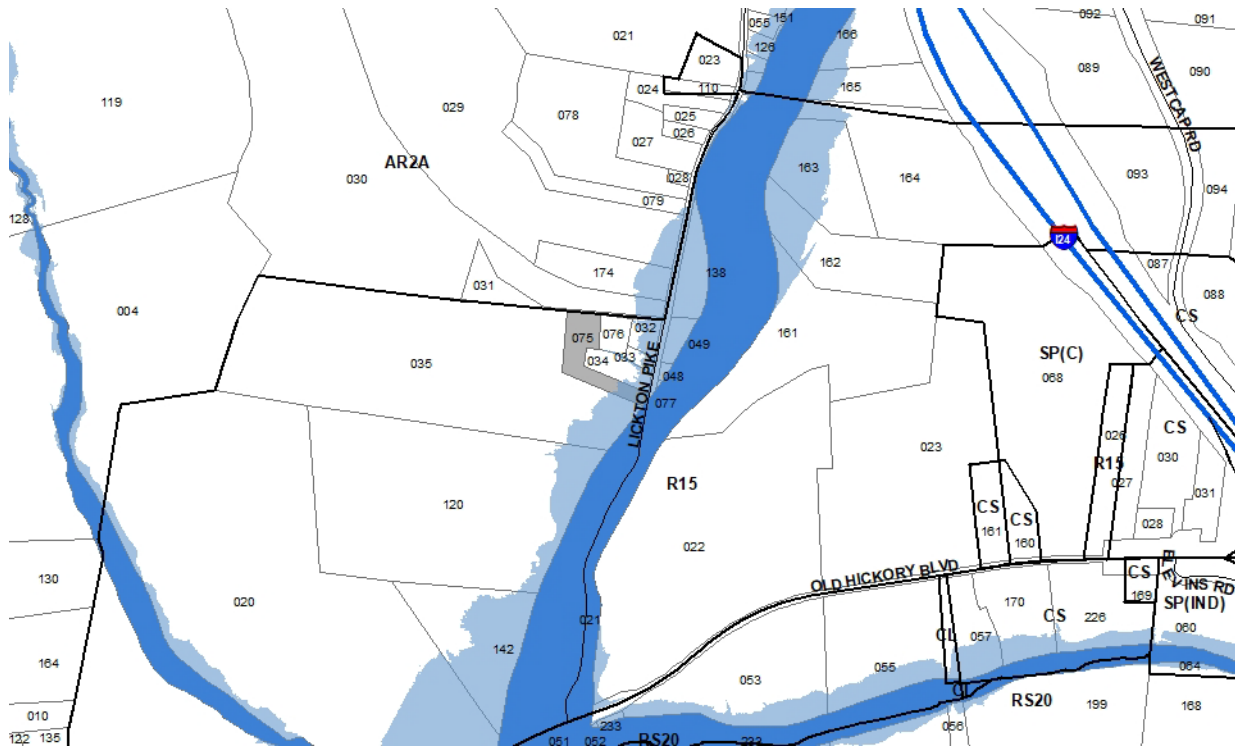
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 1010 and 1002 Battle Road, approximately 298 feet north of Kidd Road (82.37 acres), to permit 112 single-family residential lots.

STAFF RECOMMENDATION

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



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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 9/10/2026

Item #2	Final Plat 2026S-105-001
Project Name	4686 Lickton Pike
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	Jesse Walker Engineering, applicant; Daniel Wayne Raike, owner.
Deferrals	This item was deferred at the July 23, 2026, August 13, 2026, and August 27, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commeey
Staff Recommendation	<i>Defer to the October 22, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

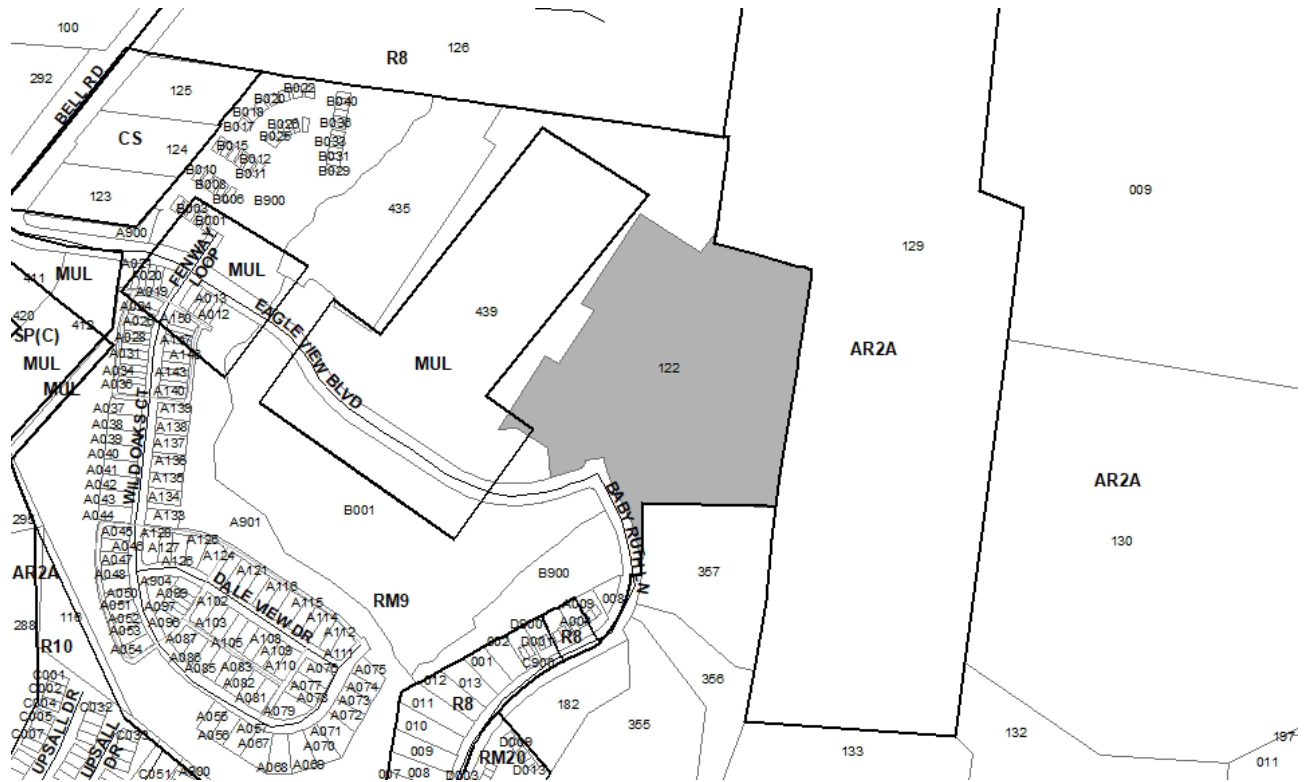
A request for final plat approval to create three lots on property located at 4686 Lickton Pike, approximately 2,240 feet north of Old Hickory Boulevard, zoned One and Two Family Residential (R15) (3.0 acres).

STAFF RECOMMENDATION

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



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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 9/10/2026

Item #3	2003UD-003-012
Project Name	Ridgeview UDO, Sections VI & VII (Amendment)
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, July 23, 2026 and August 27, 2026, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Commey
Staff Recommendation	<i>Withdraw.</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 withdrawal at the request of the applicant.



Metro Planning Commission Meeting of 9/10/2026

Item #4	Major and Collector Street Plan Amendment 2026CP-009-002
Project Name	Wasioto Bend Major and Collector Street Plan Amendment
Council District	19 – Kupin
School District	01 – Taylor
Requested by	Metro Planning Department, applicant; various owners.
Staff Reviewer	Anthony
Staff Recommendation	<i>Defer to the September 24, 2026, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend the Major and Collector Street Plan (MCSP).

Major and Collector Street Plan Amendment

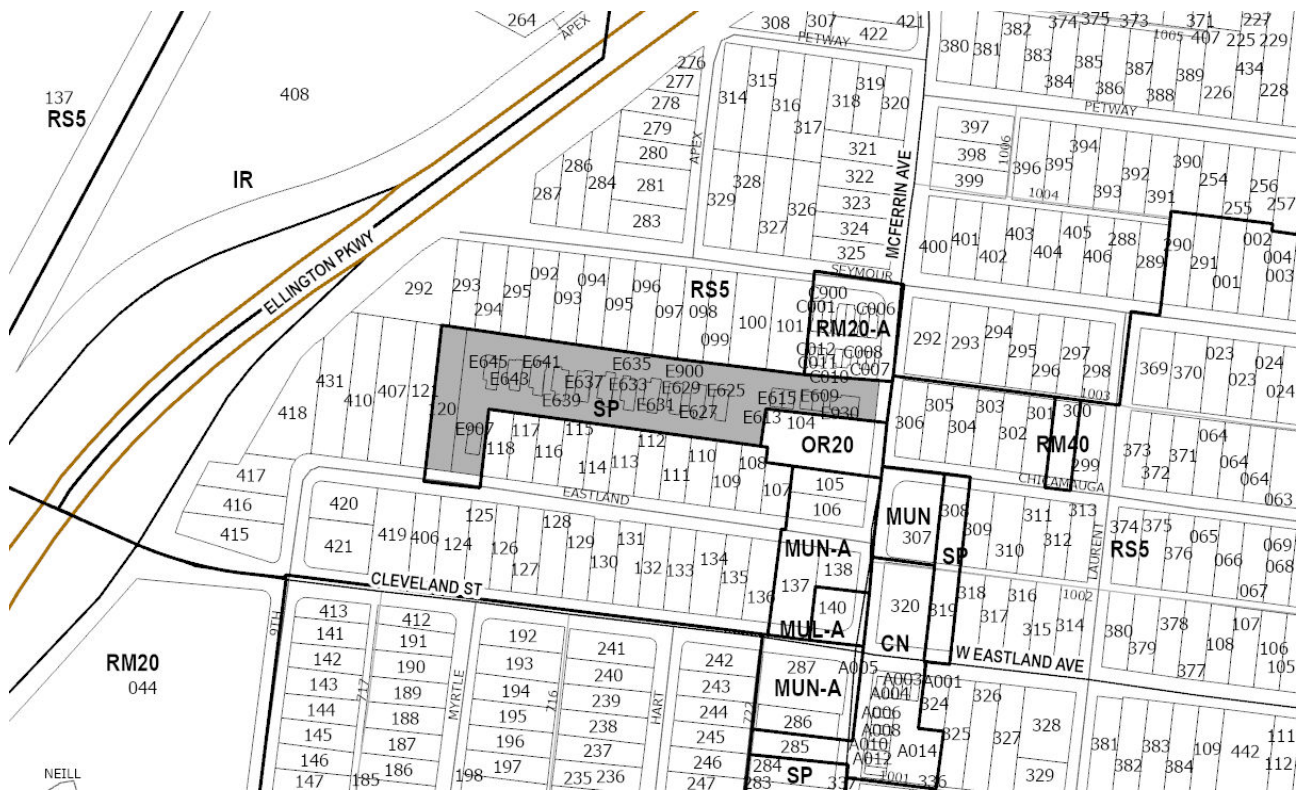
A request to amend the Major and Collector Street Plan (MCSP) by adding a street network to the Wasioto Bend area in the Downtown community planning area, bounded by Korean Veterans Boulevard on the west, Shelby Avenue on the north, Interstate 24 on the east, and the Cumberland River on the south (71.66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

STAFF RECOMMENDATION

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



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2022SP-030-005

930 MCFERRIN AVENUE SP AMENDMENT

Map 082-08, Parcel(s) 120

Map 082-08-0-E, Parcel(s) 609, 611, 613, 615, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 900, 907, 930

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 9/10/2026

Item #5**Project Name****Council District****School District****Requested by****Specific Plan 2022SP-030-005****930 McFerrin Avenue SP Amendment**

05 – Parker

01 – Taylor

Barge Civil Associates, applicant; O.I.C Richmond Bend, and Core Holdings, LLC, owners.

Staff Reviewer

Garland

Staff Recommendation*Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST**Amend a Specific Plan to permit 12 Detached Accessory Dwelling Units.**Amend SP

A request to amend a Specific Plan (SP) for property located at 930 C McFerrin Avenue and 905 West Eastland Avenue approximately 190 feet south of Seymour Avenue and located within the Greenwood Neighborhood Conservation Overlay District, (2.78 acres), to permit 12 Detached Accessory Dwelling Units (DADUs).

Existing Zoning

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

Neighborhood Conservation Overlay District (NHC) is applied to geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development. *The site is located within the Greenwood Neighborhood Conservation Overlay District.*

Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access. *Only parcel 08202012000 is located within the DADU overlay.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The Specific Plan amendment intends to permit 12 DADUs to the existing SP.*





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EAST 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.

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

SITE CONTEXT AND PLAN DETAILS

The 930 McFerrin Avenue SP was approved by Council in 2022 (2022SP-030-001) to permit a mixed-use development on approximately 2.42 acres, located along McFerrin Avenue and the north side of W. Eastland Avenue. The approved SP permits a mixture of uses in a variety of building types, including four live/work units, a mixed-use building with non-residential uses on the ground floor and one multi-family residential unit stacked above, and 14 detached multi-family residential units, for a total of 19 residential units. The proposed amendment would permit 12 DADUs.

The first amendment was approved by Council in April 2025 to permit two additional units (2022SP-030-003/BL2025-749) to the SP. The 2022SP-030-003 amendment included 0.3 acres located in the T4 NM policy on the west side of the SP, along W. Eastland Avenue. The second amendment was approved by Council in July 2026 (2022SP-030-004/BL2026-1396) to clarify that the permitted square footage of non-residential uses was a maximum of 3,250 square feet.

The scope of this SP amendment request is to permit 12 Detached Accessory Dwelling Units (DADUs). The boundary of the SP is not being modified with this amendment and no changes to the vehicular access is permitted with this amendment. The previously approved plans included 12 accessory structures, which would now be permitted to be used as DADUs. No changes to the footprint of these structures are permitted with this amendment. The lower level intended to be used as a garage is approximately 500 square feet with the second story permitted as a DADU, with an approximately square footage of 420 square feet. The DADUs are proposed at a height of 25 feet maximum.

The surrounding properties are zoned RS5, Office Residential (OR20), Mixed-Use Neighborhood Alternative (MUN-A), and Multi-Family Alternative (RM20-A). The surrounding land uses are vacant land, one- and two-family residential uses, and commercial land uses. The site is located within the Greenwood Neighborhood Conservation Zoning Overlay and this proposal has been reviewed by the Metro Historic Zoning Commission (MHZC).



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ANALYSIS

The plan proposes 12 DADU units within the previously approved accessory structures. The first floor of each structure would be used as a garage, with the second floor used a DADU unit. The T4 NM policy supports a range of building types and encourages a mix of housing types in strategic locations, particularly near collector avenues, pedestrian connections, and transit.

The proposed DADUs provide additional housing options while maintaining the existing accessory structures and overall residential character of the site. The site is located off McFerrin Avenue, a collector avenue, making it an appropriate location for a higher-intensity residential building type. The additional residential units can contribute to neighborhood vitality by increasing the number of residents and supporting greater demand for nearby consumer services and transit. The site also benefits from existing sidewalks along Eastland Avenue and is approximately 0.50 miles east of a WeGo bus stop, providing access to existing pedestrian and transit infrastructure.

The amended area, as well as the original properties included in the SP are within a historic overlay, requiring elevations to be approved by the Metro Historic Zoning Commission (MHZC). On April 21, 2023, the Metro Historic Zoning Commission reviewed the request and recommended approval with conditions. With those conditions met, Historic staff finds that the project meets the design guidelines for new construction in the Greenwood Neighborhood Conservation Zoning Overlay.

The proposed amended plan is consistent with the policy guidance for T4 NM policies, which supports infill development with a broader mix of housing types that provide an appropriate transition to integrate new development into the surrounding context.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- No comment on use. Outbuilding design has been approved by the MHZC and should return to the MHZC with an exterior design revisions and to fulfill the conditions of the Preservation Permit.

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.

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

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



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

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Note: A private hauler 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.
- Comply w/ previous conditions for final submittal.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- All previous NDOT Traffic & Parking Conditions Apply.
- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
- Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from SP-MU to SP is estimated to have an increase of 44 daily weekday trips, including 3 additional AM peak hour trips and 4 additional PM peak hour trips. For a full traffic table, please contact the Planning Department. (Note: An adjusted unit calculation was used due to limited impacts of a DADU).

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MU zoning district: 3 Elementary 2 Middle 2 High

Projected student generation proposed SP-MU district: 3 Elementary 2 Middle 2 High

The proposed SP-MU zoning is expected to generate two more students than what is typically generated under the existing SP-MU zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary is identified as at under capacity, Jere Baxter Middle School and Maplewood High School are



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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 23 multi-family residential units, 4 live/work units, 12 DADUs, and 3,250 square feet of non-residential uses as permitted within the MUN-A zoning district. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited for the entire development.
2. The commercial uses are limited to the structure labeled 1 on the site plan.
3. All previous conditions of BL2022-1397 and BL2025-749 shall apply unless included in this amendment.
4. No vehicle parking shall be permitted on the one-way private drive.
5. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
6. The Preliminary SP plan amendment is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
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 RM9-A zoning district as of the date of the applicable request or application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. No Master permit/HPR shall be recorded prior to final SP approval.
13. Final plat may be required prior to permitting.



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2026S-151-001

WOODLAWN & SARATOGA RESUBDIVISION

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

10, Green Hills

24 (Brenda Gadd)



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Item #6	Final Plat 2026S-151-001
Project Name	Woodlawn & Saratoga Resubdivision
Council District	24 – Gadd
School District	08 – Block
Requested by	David Brackman Survey, applicant; Eric Mendelsohn Trustee, Jack Stalker and Ginny Stalker, owners.
Staff Reviewer	Pudney
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

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

Final Plat

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

SITE DATA AND CONTEXT

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

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

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

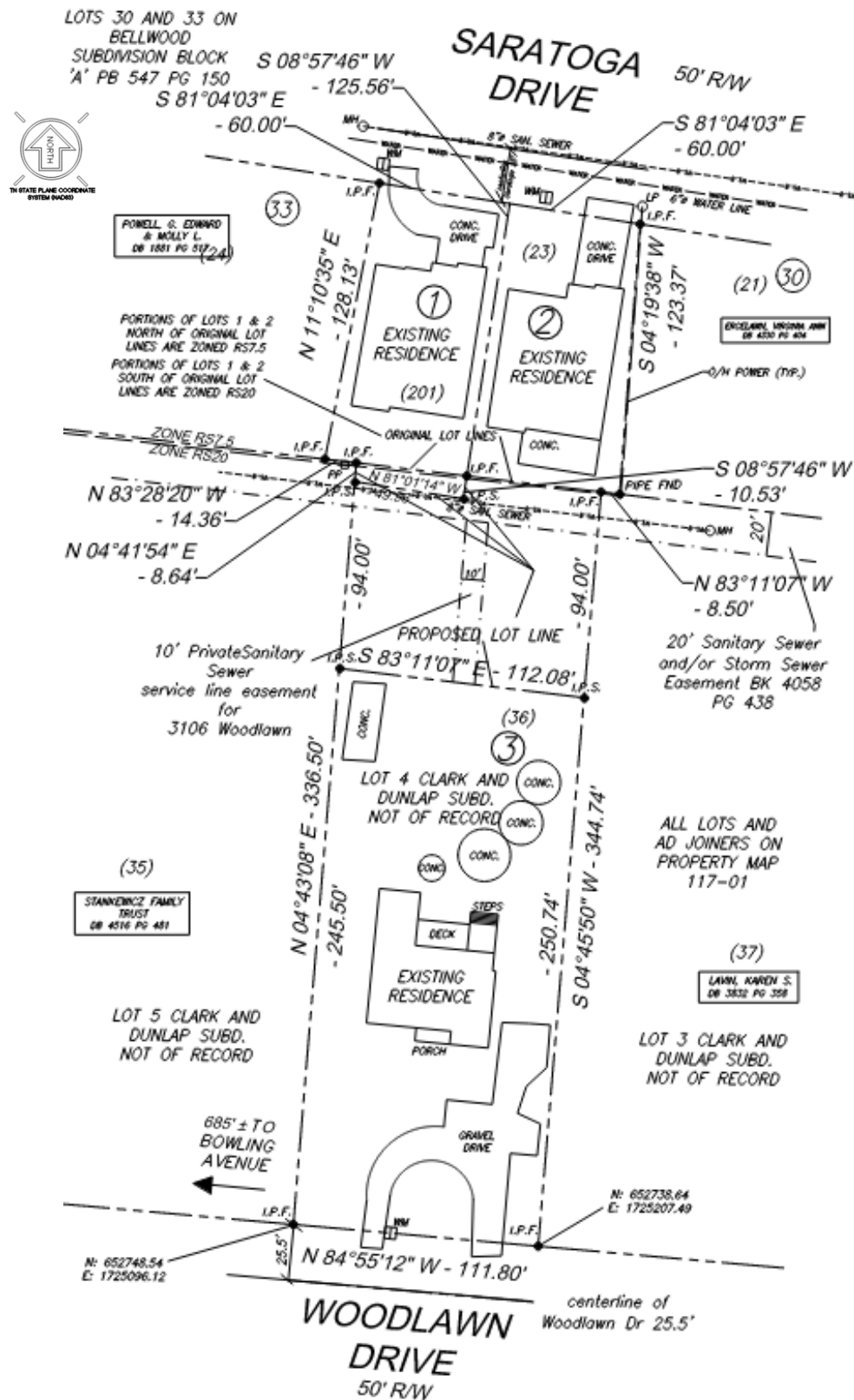
Parcel/Site History: Parcels 201 and 023 were platted in 1927 as Lots 31 and 32 within The Plan of Bellwood, Block A, (Plat Book 547, Page 149) while Parcel 036 was described according to survey not of record in 1969 as Lot 4 on the Plan of Clark and Dunlap's Property on Woodlawn Drive (Instrument No.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

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

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



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Proposed Final Plat



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Surrounding Land Use and Zoning:

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

Zoning: Single-Family Residential (RS7.5)

Min. lot size: 7,500 square feet

Max. building coverage: 0.45

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 2.5 stories

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

Single-Family Residential (RS20)

Min. lot size: 20,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20'

Min. side setback: 10'

Max. height: 2.5 stories

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

PROPOSAL DETAILS

Number of lots: 3

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

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

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

APPLICABLE SUBDIVISION REGULATIONS

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

Prior versions of Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of



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

3-1 General Requirements

The proposal meets the requirements of 3-1.

3-2 Monument Requirements

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

3-3 Suitability of the Land

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

3-4 Lot Requirements

All lots comply with the minimum standards of the Zoning Code. The boundary of the proposed lots results in two of the three lots becoming split-zoned. RS7.5 zoning would be located on most of Lot 1 and half of Lot 2, while the remainder would be zoned RS20. Lot 2 would meet the minimum area requirement of RS7.5, but would be considered legally nonconforming as it is less than 20,000 square feet, which is the minimum size required by RS20. Wood .

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

3-5 Infill Subdivisions

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



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An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO, or cluster lot subdivision by approval of the rezoning or concept plan.

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

a. All minimum standards of the zoning code are met.

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

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

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

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

The T3 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying RS7.5 and RS20 zoning districts and its prescribed density.

d. The proposed lots are consistent with the community character of the surrounding parcels as determined below:

1. Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.

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

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

All lots comply with the minimum frontage requirement.



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- e. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used.*

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

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

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

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

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

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

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

All agencies have recommended approval or approval with conditions.

- i. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place*



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reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).

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

Variances/Exceptions Analysis

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

Lot Size

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

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

For Lot 3, when evaluating a larger area to analyze lot size, staff considered the existing lot configuration in the area. Shifting the lot lines as proposed by the plat makes Lot 2 larger and Lot 3 smaller. Staff evaluated the impact of the proposed area reduction to Lot 3 along the Woodlawn Drive block face. A decrease in lot size of the proposed Lot 3 would result in a decrease of approximately 10,000 square feet in the minimum requirement for lot size along the Woodlawn Drive block face, reducing the area threshold for any future subdivisions along the block face. This proposal establishes a lot pattern that is inconsistent with the existing lot size pattern for the adjacent properties on Woodlawn Drive, as well as lots on the south side of Saratoga Drive. Also, the additional 10,000 square feet added to the back of Lot 2 creates an irregular lot pattern in the area and may result in development that could extend back further in the lot than other parcels along Saratoga Drive. The proposed subdivision would also result in split zoned lots, which creates a complicated zoning situation in particular for Lot 2, where the front part of the lot is in the Bellwood UDO and the back part would not be in the UDO or subject to the UDO standards. Lot 2 would also become legally nonconforming with regards to the lot area, as it is under 20,000 square feet. With the application of different development standards across Lot 2, this could result in inconsistent development patterns.

Staff did consider lots on the south side of Woodlawn Drive, which are not as deep as the lots on the north side of Woodlawn Drive; however, there is a consistent depth applied to those lots that continues to the south. To the east and west of the Woodlawn block face, are previously subdivided lots that have different development patterns including lots that front onto internal streets within the adjacent subdivision developments.

Given this information, staff finds the proposed lot line shift to be inconsistent with the surrounding development pattern.



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

Not applicable to this case.

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

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

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

Not applicable to this case.

3-5.6 Reasonable Conditions

Not applicable to this case.

3-6 Blocks

Not applicable. No new blocks are being created.

3-7 Improvements

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

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

For subdivisions, sidewalks are not required along existing streets. Per a recent court case, the section of the Zoning Code that requires sidewalks along existing streets has been voided.

3-9 Requirements for Streets

Not applicable. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

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

3-11 Inspections During Construction

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

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

Not applicable. No new streets are proposed.



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

Not applicable. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

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

3-16 Sewerage Facilities

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

3-17 Underground Utilities

There are no new utilities proposed.

PLANNING STAFF COMMENTS

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

POLICY CONSIDERATIONS

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T3 Suburban Neighborhood Maintenance. The intent of T3 NM policy is to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. The proposed subdivision maintains the residential land use, meets the minimum standards of the zoning district, and has frontage along an existing local street.

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



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval.

RECOMMENDED ACTION

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



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2024Z-062PR-001

Map 069-16, Parcel(s) 061

3, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 9/10/2026

Item #7	Zone Change 2024Z-062PR-001
Council District	01 – Kimbrough
School District	01 – Taylor
Requested by	Angie Davis, applicant and owner.
Staff Reviewer	Webster
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One- and Two-Family Residential (R10) zoning for property located at 1611 Elizabeth Road, approximately 215 feet north of Ashton Avenue (0.37 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of one lot.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY

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

ANALYSIS

The application consists of one parcel totaling 0.37 acres, located on the north side of Elizabeth Road, approximately 215 feet north of Ashton Avenue. The property has been zoned Single-Family Residential (RS10) since 1998 and was previously zoned One- and Two-Family Residential (R10) in 1974. The property is currently vacant with frontage along Elizabeth Road, a local street, and was previously developed with a single-family residence. The existing zoning in the surrounding area primarily consists of RS10, with parcels abutting the site to the east and west at 1609 and 1613



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Elizabeth Road currently zoned R10, and property abutting the site to the north zoned Specific Plan (SP). The surrounding land uses are primarily single-family residential, with two-family residential on either side of the subject property to the east and west as well as one parcel across Elizabeth Road to the south, and a development containing 28 multi-family residential units abutting the subject property to the north.

The subject property is located within the T3 Suburban Neighborhood Evolving (T3 NE) policy area, which supports a variety of moderate density housing options in the area it is applied while maintaining the character of the existing neighborhood. The T3 NE policy focuses on providing a balance between lots that provide a moderate increase in density and single-family lots while preserving the residential character. The pattern of development in the area consists primarily of single-family lots with a few duplex lots. The subject site being located between two duplex lots to the east and west as well as a multi-family development to the north, indicates that this site may be appropriately scaled to support a slight increase in density to accommodate new growth while maintaining the existing character of the area.

Based on acreage alone, the proposed R10 zone district could allow up to one duplex lot for a total of two units on the subject parcel, which is a slight increase in intensity from the existing RS10 zone district that currently permits one unit on the site. The subject property is located a little over a quarter mile from County Hospital Road, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP) and is within less than a ten-minute walk of a WeGo transit stop along County Hospital Road. When considering the location of the site in relation to connectivity and transit opportunities as well as the existing neighborhood characteristics, moderate density is appropriate for a portion of lots in this location to increase housing choice in the area while maintaining the existing character of the neighborhood.

Given that the existing development pattern in the area consists primarily of single-family residences and a few duplex lots, the proposed R10 zone district will incorporate additional density into the neighborhood in a manner that does not disrupt the suburban character of the area, consistent with the existing T3 NE policy area. The proposed rezone request increases density modestly to support housing while maintaining consistency with the general character of the surrounding suburban residential neighborhood, in alignment with the context and goals of T3 NE policy area. Staff therefore recommends approval of the requested R10 zone district.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS10 to R10 is estimated to have an increase of 13 daily weekday trips, including two additional AM peak hour trips and one additional PM peak hour trip. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High



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The proposed R10 zoning is not expected to generate any additional students than the existing RS10 zoning. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary and Haynes Middle School are both identified as exceedingly under capacity. Whites Creek High School is identified as under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-043PR-001

Map 061-14, Parcel(s) 009, 021

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 9/10/2026

Item #8	Zone Change 2026Z-043PR-001
Council District	05 – Parker
School District	01 – Taylor
Requested by	Dale and Associates, applicant; Big Tent, LLC, owner.
Staff Reviewer	Dhital
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS15 to CS.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Commercial Service (CS) zoning for properties located at 709 and 713 Hart Lane, approximately 100 feet east of Hutson Avenue (0.8 acres).

Existing Zoning

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

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

EAST NASHVILLE COMMUNITY PLAN

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. *A policy amendment was recently approved for the subject properties and surrounding properties along Hart Lane at the August 27, 2026 Planning Commission meeting, changing the land use policy from T3 NE to T3 CM (Case 2026CP-005-002).*

ANALYSIS

The application consists of two parcels, Map 061-14, Parcel(s) 009, 021, totaling 0.8 acres, located along the north side of Hart Lane. The two parcels have been zoned Single-Family Residential (RS15) since 1998. The property at 709 Hart Lane currently contains a small warehouse while the property at 713 Hart Lane contains a duplex. Surrounding properties are zoned CS to the east and west and RS15 to the north.



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The application proposes to rezone both properties to CS. Both properties are located within the T3 Suburban Mixed Use Corridor Policy (T3 CM) policy. 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. Under the proposed CS zoning, the property could accommodate a diverse range of commercial uses as well as office and residential uses. Both sites have existing access along Hart Lane, which is classified as a Collector Avenue in the Major and Collector Street Plan. The T3 CM policy is supportive of a mix of building types, particularly with a mix of uses and higher intensity residential along corridor segments between intersections. The policy also supports CS and CL zoning in circumstances depending on factors such as the surrounding zoning pattern. Given the properties are located along Hart Lane, are adjacent to existing CS zoned properties to the east and west, and have existing non-residential uses on one of the parcels, the proposed CS zoning is appropriate given the surrounding context and will allow for a diverse range of uses.

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS15 to CS is estimated to have an increase in 761 daily weekday trips, including 12 more AM peak hour trips and 77 more PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Given the mix of uses allowed by the proposed CS zoning district, the number of students may vary and an assumption as to impact at this point is premature. The students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary School is identified as under capacity; Jere Baxter Middle School is identified as under capacity and Maplewood High School are identified as exceedingly under capacity. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-067PR-001

Map 092-06, Parcel(s) 551

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 9/10/2026

Item #9	Zone Change 2026Z-067PR-001
Council District	21 – Taylor
School District	05 – Fayne
Requested by	Karuna Jayathilake, applicant and owner.
Staff Reviewer	Pudney
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family (RS5) to One and Two-Family-Alternative (R6-A) zoning for property located at 713 27th Avenue North, approximately 375 feet south of Booker Street (0.21 acres), and located within a Detached Accessory Dwelling Unit Overlay District.

Existing Zoning

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

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 092-06, Parcel 551) totaling 0.21 acres, located on the west side of 27th Avenue North, approximately 310 feet from the intersection of 27th Avenue North and Clifton Avenue, a collector-avenue in the Major and Collector Street Plan (MCSP). The parcel



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has been zoned Single-Family residential (RS5) since 2006 and is currently vacant. Properties to the north, east, and west are zoned R6-A, Multi-Family Residential (RM20-A), and RS5. These properties are primarily residential, consisting of single-family uses, two-family uses, and multi-family uses. The properties to the south along Clifton Avenue are zoned Industrial Restrictive (IR) and Mixed-Use Limited Alternative (MUL-A). These properties have been developed with multi-family residential uses and non-residential land uses. The subject parcel has frontage along 27th Avenue North, which is a local street as well as access to improved alley # 938 at the rear.

The site is located within the Urban Neighborhood Maintenance (T4 NM) policy. The T4 NM policy intends to maintain urban neighborhoods as characterized by their moderate-to high-density residential development pattern and will experience some change over time. Other characteristics of the T4 NM policy includes lots generally accessed from alleys, moderate to high density residential development, and clearly distinguishable boundaries identified by block structure, consistent lot size and building placement. The proposed site has frontage on 27th Avenue North and access from an improved rear alley. The proposed R6-A would require additional standards regarding urban form and accessibility, with the requirement that any development would be accessed from the alley. R6-A allows for higher intensity one-family and two-family development and is appropriate for implementing the residential medium or medium-high density residential policies within the Community Character Plan. The North Nashville Community Plan illustrates the need for creating diverse and affordable housing options and strategic locations for additional density near commercial centers or corridors. R6-A allows for different housing types and varying densities, which is in line with the North Nashville Community Plan.

The subject parcel is approximately 100 feet north of a T4 Urban Mixed Use Corridor policy and less than 0.30 miles from a T5 Center Mixed Use Neighborhood policy that currently has a variety of commercial and industrial uses. The subject parcel is ideal for a slight increase in intensity due to its proximity to more intense policy areas. Given the information provided, the requested R6-A zoning is consistent with the surrounding land uses and is supported by the T4 NM policy at this location. For these reasons, staff recommends approval.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS5 to R6-A is estimated to have an increase of 13 daily weekday trips, including an increase by two AM peak hour trips and one additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend Park Avenue Elementary School, Moses McKissack Middle School, and Pearl-Cohn High School. Park Avenue Elementary is exceedingly under capacity as well as Moses McKissack Middle School and Pearl-Cohn High School. This information is based upon 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.



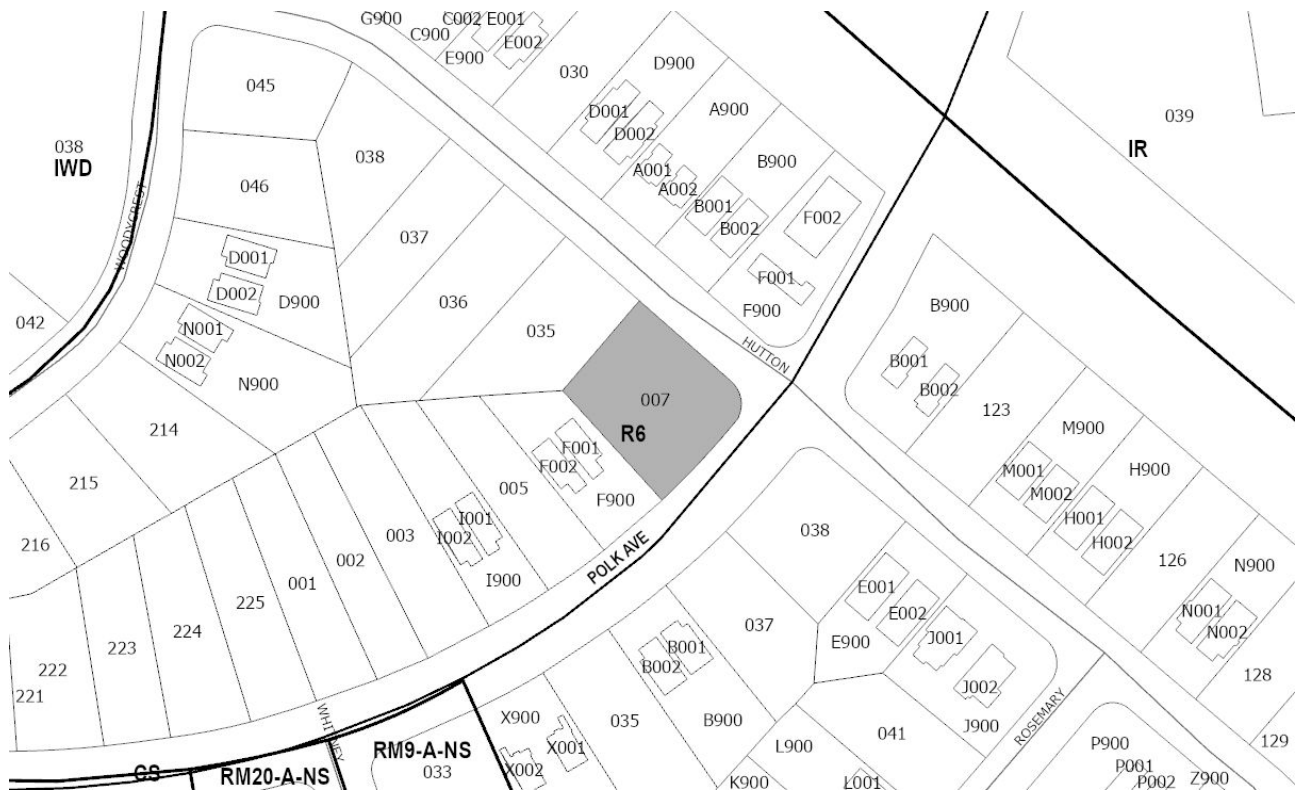
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STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-068PR-001

Map 106-13, Parcel(s) 007

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 9/10/2026

Item #10

Council District

School District

Requested by

Zone Change 2026Z-068PR-001

16 – Welsch

05 – Fayne

Dale & Associates, applicant; Normandie Homes LLC, owner.

Staff Reviewer

Webster

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R6 to RM9-A-NS.

Zone Change

A request to rezone from One- and Two-Family Residential (R6) to Multi-Family Residential – Alternative – No Short-Term Rental (RM9-A-NS) zoning for property located at 1911 Hutton Drive, at the southwest corner of Hutton Drive and Polk Avenue (0.42 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential – Alternative – No Short-Term Rental (RM9-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, RM9-A-NS would permit a maximum of four units.*

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel totaling 0.42 acres, located on the southwest corner of Hutton Drive and Polk Avenue. The property has been zoned One- and Two-Family Residential (R6) since 1984. Currently, the property is developed with a single-family residence with frontage along Hutton Drive, a local street, and Polk Avenue, which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The application proposes to rezone the subject property from R6 to RM9-A-NS. The surrounding zoning consists primarily of R6, with two parcels, located approximately one block southwest of the subject site along Polk Avenue, at the southwest and



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southeast intersection of Polk Avenue and Whitney Avenue zoned Multi-Family – Alternative – No Short-Term Rental (RM20-A-NS and RM9-A-NS, respectively). The pattern of development in the surrounding area consists of balanced mixture of single-family lots and two-family or more residential lots with the existing, predominantly R6 zoning in the surrounding area permitting duplex housing types by right.

Staff evaluated this area previously in 2025 when nearby properties located closer to the T4 MU, Urban Mixed Use Neighborhood, policy area on the western portion of Polk Avenue were rezoned to RM9-A-NS and RM20-A-NS. Staff considered the RM zoning to be appropriate in those cases due to their location within the policy area and to serve as a transition to the T4 NM areas within the existing neighborhood. Although the subject site is located further within the neighborhood, the subject site is a corner lot and located at the intersection of Hutton Drive, a local street, and Polk Avenue, which is classified as an Arterial Boulevard in the MCSP, and is within a little over a quarter mile east of a WeGo bus stop along Nolensville Pike, a high-capacity transit corridor. The subject site being located on a corner lot with duplexes existing and permitted by right in the surrounding area indicates that this site may be appropriately scaled to support a slightly higher density to accommodate varying housing types while maintaining the existing character of the area. The site is also uniquely located in a pocket of T4 NM policy that is bounded by a CSX rail line along the eastern boundary and proximate to nonresidential uses to the north and west.

Based on acreage along, the proposed RM9-A-NS zone district could allow up to four units on the subject site, which is a similar density to what could be permitted by the existing R6 zone district, but would allow for multi-family housing types that are not permitted under the existing R6 zone district.

The Alternative (-A) designation provides additional guidelines for access, driveways and garages, and includes a minimum raised foundation requirement, in alignment with urban development standards as outlined in the T4 NM policy. In addition, the No Short-Term Rental (-NS) designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district. Overall, the -A standards and -NS regulation would ensure that future development on the site has an urban form and provides permanent housing opportunities, consistent with the character of the surrounding area and T4 NM policy.

The proposed RM9-A-NS zone district will incorporate a higher density and new housing types on a corner lot that is located near transit that may support higher density, consistent with the existing T4 NM policy area. Staff therefore recommends approval of the requested RM9-A-NS zone district

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from R6 to RM9-A-NS is estimated to have a decrease of 58 daily weekday trips, including eight less AM peak hour trips and five less PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT



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Projected student generation existing R6 districts: 1 Elementary 1 Middle 1 High
Projected student generation proposed R10 district: 1 Elementary 0 Middle 0 High

The proposed RM9-A-NS zoning is not expected to generate any additional students than the existing R6 zoning. Students would attend John B. Whitsitt Elementary School, LEAD Cameron Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as over capacity and Glencliff High School is identified as under capacity. LEAD Cameron Middle School is a public charter school and information on existing capacity for this school is not included in the MNPS School Enrollment and Utilization report for 2025-2026. This information is based upon the 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2026Z-069PR-001

Map 116-12, Parcel(s) 123

10, Green Hills-Midtown

34 (Sandy Ewing)



Metro Planning Commission Meeting of 9/10/2026

Item #11

Council District

School District

Requested by

Zone Change 2026Z-069PR-001

34 – Ewing

08 – Block

Gordon & Esther Siebert, applicant and Siebert Joint Rev Trust, owner.

Staff Reviewer

Pudney

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS20 to R20.

Zone Change

A request to rezone from Single-Family Residential (RS20) to One and Two Family Residential (R20) zoning for property located at 3817 Abbott Martin Road, at the southwest corner of Abbott Martin Road and Dorcas Drive (0.90 acres).

Existing Zoning

Single-Family Residential District (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings only. *Based on acreage alone, RS20 would permit a maximum of one lot.*

Proposed Zoning

One- and Two-Family District (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre. *Based on acreage alone, R20 would permit a maximum of 1 duplex lot.*

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

ANALYSIS

The application consists of one parcel (Map 116-12, Parcel 123) totaling 0.90 acres, located at 3817 Abbott Martin Road, at the southwest corner of Abbott Martin Road and Dorcas Drive. The parcel has been zoned Single-Family Residential (RS20) since 2002 and currently has one home on the property. The surrounding land uses are one and two-family residential. The subject parcel is located on a corner, with frontage along Abbott Martin Drive, which is a collector-avenue in the Major and Collector Street Plan (MCSP), and Dorcas Drive.

The site is located within the Suburban Neighborhood Maintenance (T3 NM) policy. These areas typically have a moderately connected internal street network in the form of local streets, collector-avenues, and arterial-boulevards that provide residents with multiple routes and reduced trip



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distances. Abbott Martin Road is identified as a collector-avenue per the Major and Collector Street Plan (MCSP), and is approximately 0.66 miles from Woodmont Boulevard, an arterial boulevard. On the south side of Abbott Martin Road, the development pattern to the west of the site is primarily single-family residences; to the east, the development pattern varies with previously developed two-family and multi-family residential properties. Across the street from the site, there is a similarly sized two-family use that is developed on the opposite corner of Abbott Martin Road and Dorcus Drive. On the north side of Abbott Martin Road, the pattern includes smaller lots in the R10 zoning district with a mix of single-family and two-family uses.

Staff is supportive of R20 zoning due to several factors that are unique to the site's location. The site is located along a collector street, and where there is also a pattern of two-family uses along the collector street including on both sides of Abbott Martin Road. The site's size and corner lot location provide options unit placement and access that would not be available to non-corner lots. The immediate context includes a similarly sized property with a developed two-family use located at the opposite corner of Dorcus Drive and Abbott Martin Road. Additionally, based on the size of the property and the minimum lot size requirement of R20, the proposed R20 zoning would permit a two-family use that could not be subdivided, further maintaining the existing lot pattern that currently exists.

Based on these factors, the proposed R20 district at the subject site is consistent with the T3 NM policy goals and fits in with the surrounding developed context. For these reasons, staff recommends approval.

FIRE RECOMMENDATION

Approve

ANTICIPATED TRIP CALCULATIONS

The proposed rezoning from RS20 to R20 is estimated to have an increase of 13 daily weekday trips, including an increase by two AM peak hour trips and one additional PM peak hour trips. For a full traffic table, please contact the Planning Department.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R20 district: 0 Elementary 0 Middle 0 High

The proposed R20 zoning is not expected to generate any additional students than the existing RS20 zoning. Students would attend Julia Green Elementary School, John Trotwood Moore Middle School, and Hillsboro High School. Julia Green Elementary is exceedingly over capacity, and John Trotwood Moore Middle School and Hillsboro High School is identified as under capacity. This information is based upon 2025-2026 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.