

# Metropolitan Planning Commission



## Staff Reports

**January 11, 2024**



## Metro Planning Commission Meeting of 01/11/24

*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 01/11/24



### **2023CP-008-003**

#### **NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 092-08, Parcel 388

08, North Nashville

19 (Jacob Kupin)



## Metro Planning Commission Meeting of 01/11/24

**Item #1**  
**Project Name** Minor Plan Amendment 2023CP-008-003  
**Council District** North Nashville Community Plan Amendment  
**School District** 19 – Kupin  
**Requested by** 05 – Buggs  
Hawkins Partners, Inc., applicant, Pearl Street Apartments  
LLC, owner.

**Deferrals** This request was deferred at the December 14, 2023  
Planning Commission meeting. No public hearing was  
held.

**Staff Reviewer** Clark  
**Staff Recommendation** *Defer to the February 8, 2024, Planning Commission  
meeting.*

---

### APPLICANT REQUEST

**Amend North Nashville Community Plan to change the community character policy.**

#### Minor Plan Amendment

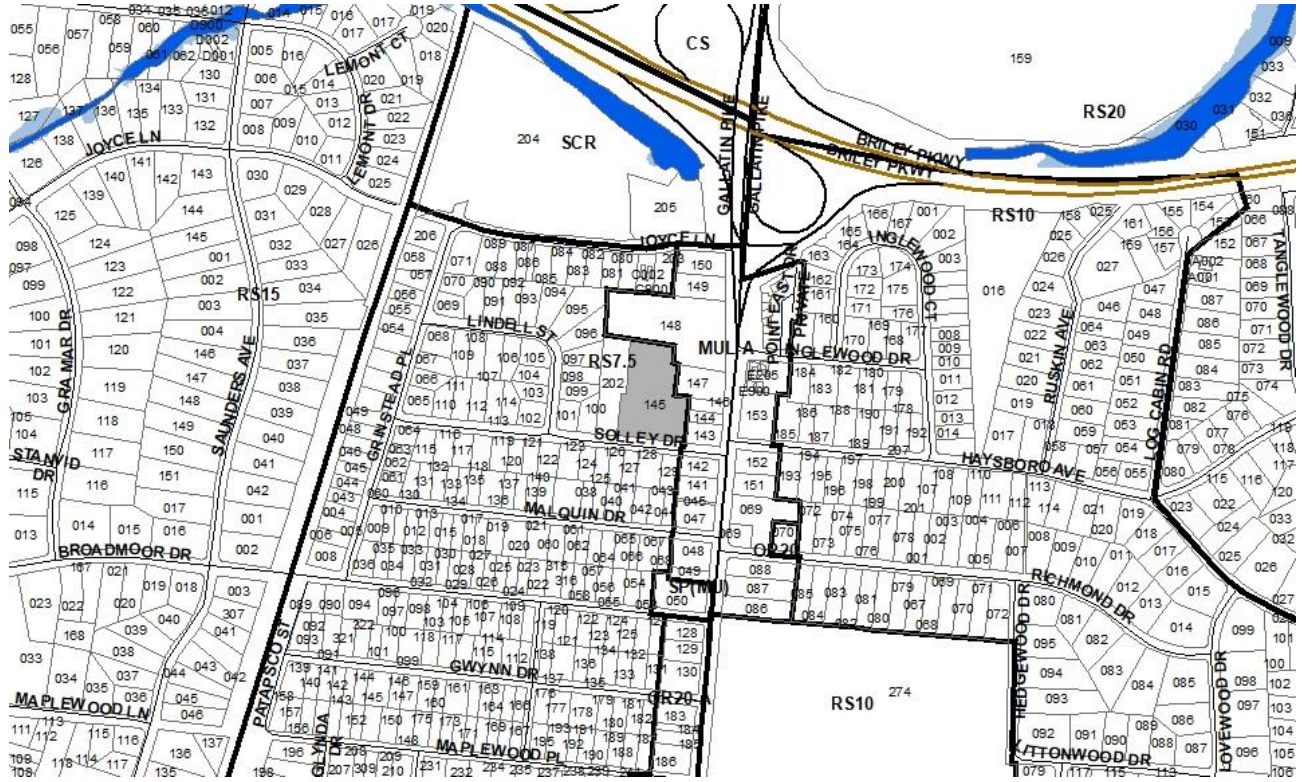
A request to amend the North Nashville Community Plan by removing the supplemental policy on property located at Pearl Street (un-numbered), approximately 220 feet northwest of Charlotte Avenue, zoned SP (approximately 0.76 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/11/24



**2023SP-020-001**  
**SOLLEY DRIVE**  
Map 061-03, Parcel(s) 145  
05, East Nashville  
07 (Emily Benedict)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #2</b>	<b>Specific Plan 2023SP-020-001</b>
<b>Project Name</b>	<b>Solley Drive</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	03 – Masters
<b>Requested by</b>	Lose Design, applicant; Chris Harris, owner.

**Deferrals** This item was deferred from the December 14, 2023, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**  
**SP to permit 24 multi-family residential units.**

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) on property located at 1009 Solley Drive, west of the corner of Gallatin Pike and Solley Drive (2.31 acres), to permit 24 multi-family residential units.

**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 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 13 residential units, based on the acreage only.*

**Proposed Zoning**

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

**SITE CONTEXT AND PLAN DETAILS**

The approximately 2.31 (100,623 sq. ft.) subject site is located on the north side of Solley Drive, approximately 150 feet west of Gallatin Pike. The site is vacant and consist of mostly open field. Metro records identify adjacent land uses as single-family, retail, general office, medical office, small service shop (tombstone manufacture) and church. There is also an electric substation on the opposite side of Solley Drive. Adjacent zoning includes RS7.5 and MUL-A. An Urban Design Overlay (UDO) applies to properties along Gallatin Pike.

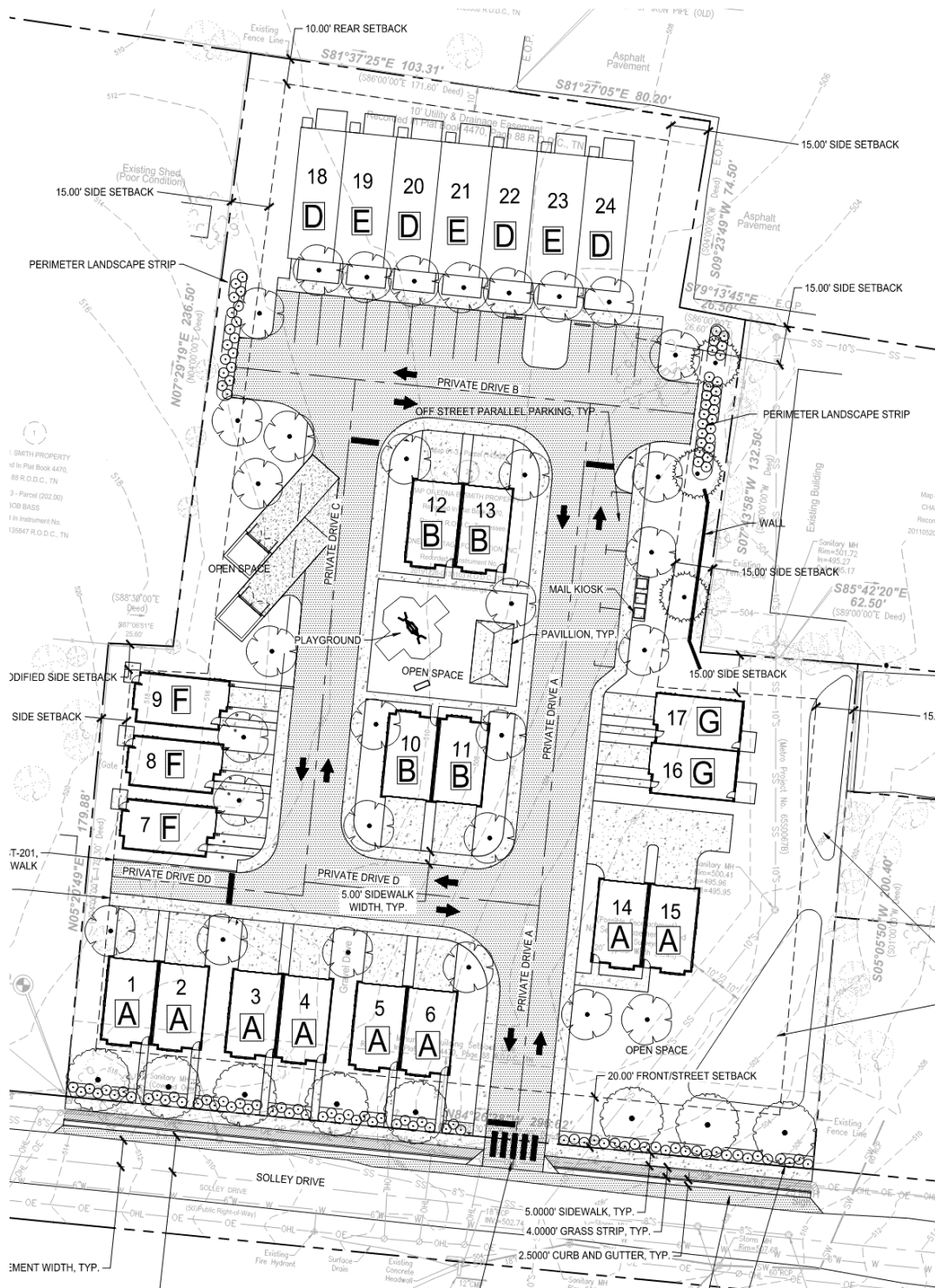
Site Plan

The plan includes 24 multi-family residential units with a density of approximately ten units an acre. Eight units are oriented to Solley Drive. The remaining 16 units front internal drives or open space. Units oriented to Solley Drive are limited to a maximum height of 35 feet. All other units.





# Metro Planning Commission Meeting of 01/11/24



Proposed Plan





## Metro Planning Commission Meeting of 01/11/24

are limited to a maximum of 40 feet. Access is provided from Solley Drive by a single private drive. The plan includes a five-foot sidewalk and four-foot grass strip along Solley Drive. An internal sidewalk system connects all units to the proposed public sidewalk along Solley Drive. Surface and one and two car garages provide all required parking.

### **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.

### **ANALYSIS**

Staff finds that the proposed SP is consistent with the T4 NM land use policy due to the site's location and project design. The northern and eastern site boundaries are flanked by properties that front Gallatin Pike. These properties are currently developed with nonresidential uses, zoned for mixed-use (MUL-A) and the land use policy is Urban Community Center (T4 CC). The MUL-A zoning district permits a wide variety of moderate intensity nonresidential and residential uses. The vacant site sits within an appropriate transition zone between Gallatin Pike and the established single-family neighborhood west of the site. The plan provides an appropriate stepdown in intensity from the properties along Gallatin Pike to the west, and the proposed layout and requirements adequately maintain some characteristics of the existing neighborhood in terms of massing and spacing along Solley Drive.

Additionally, Gallatin Pike was identified as an Immediate Need High-Capacity Transit Corridor by NashvilleNext, recognizing its importance in the existing transit network. The property was included in a Transition area in the Growth and Preservation Concept Map because of its proximity to Gallatin Pike. Transition areas are appropriate for additional housing. Additional density within close proximity of the bus route may increase ridership, supporting public transit.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

**Approved with conditions**

- Approved as a Preliminary SP only. Public and/or private Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% Sewer Capacity must be paid before issuance of building permits. See sewer capacity fee Permit number T2022084740. Water provided by the Madison Suburban Utility District.



## Metro Planning Commission Meeting of 01/11/24

### NASHVILLE DOT RECOMMENDATION

#### Approved 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. In general, with a final: Callout roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards. Dimension ROW pavement widths for clarity. Note: A private hauler will be required for waste/recycle disposal. Provide a dumpster onsite for disposal. 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

#### Approved with conditions

- Tandem parking shall be prohibited for units 14 & 15 as to not restrict the ability to access either unit.
- If it is determined feasible by NDOT, the applicant shall install a pedestrian landing with detectable warning mat(s) on the Northwest Corner of the Solley Drive & Gallatin Pike intersection. If feasible, these improvements are to be installed with the construction of this development and shall be completed prior to the issuance of a Use and Occupancy Permit. Further coordination with NDOT will be required at Final SP.
- Comply with NDOT Roads Conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.31	4.94 D	13 U	136	12	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	-	-	24 U	198	14	19

Traffic changes between maximum: **RS7.5 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+11 U	+62	+2	+6



## Metro Planning Commission Meeting of 01/11/24

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 districts: 1 Elementary 1 Middle 1 High**

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

The proposed SP zoning district is expected to generate five more students than the existing RS7.5 zoning district. Students would attend Hattie Cotton Elementary, Jere Baxter Middle School, and Maplewood High School. All three schools are identified as having additional capacity. This information is based upon the 2022-2023 MNPS School Enrollment Utilization Report provided by Metro Schools.

### STAFF RECOMMENDATION

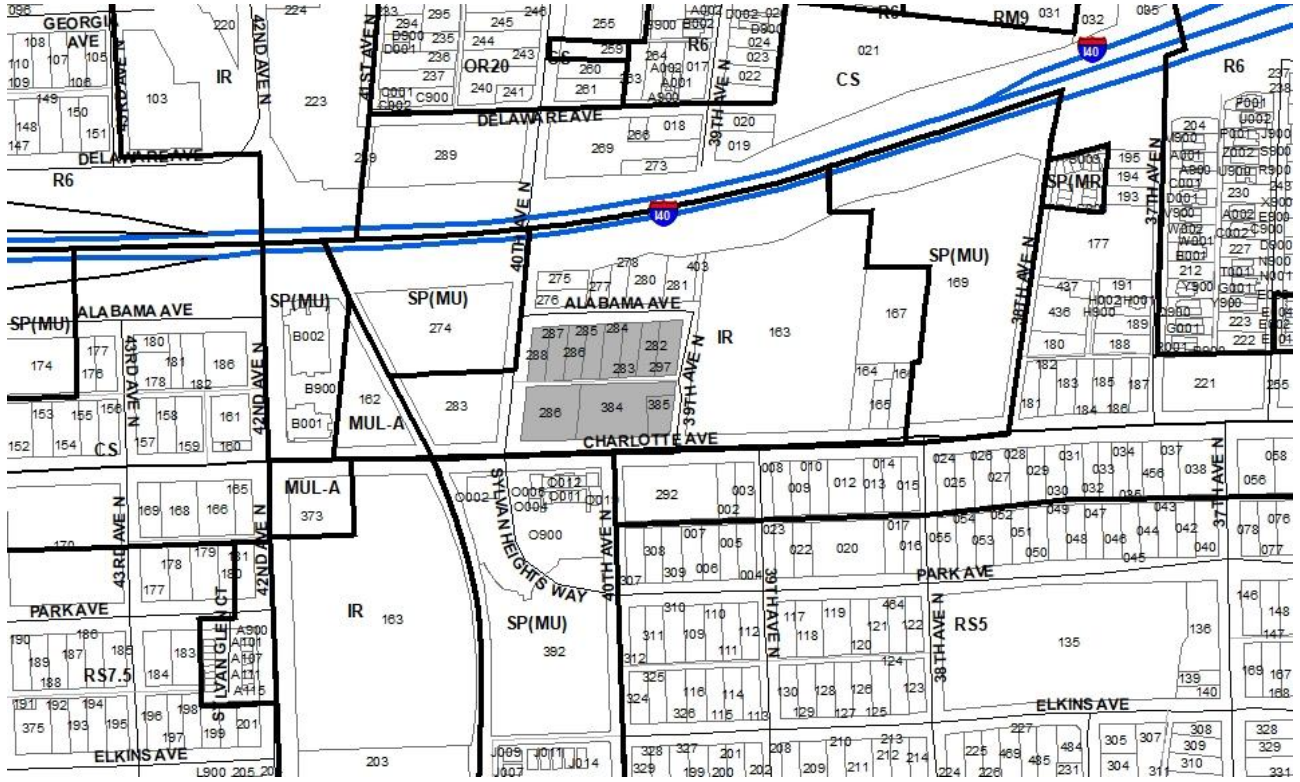
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 24 multi-family residential units. Short Term Rental Property (STRP) owner occupied and not owner-occupied shall be prohibited.
2. Comply with all conditions and requirements of Metro Reviewing Agencies.
3. On the final site plan, patios for units 7-9 shall not be enclosed or covered.
4. An access easement from Solley Drive to the adjacent parcel to the west may be required across all private drives. The easement will be evaluated with any final site plan.
5. No master permit/HPR shall be recorded prior to final SP approval.
6. Final plat may be required prior to permitting.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. The final 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 any 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 any required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any of any building permits.



# Metro Planning Commission Meeting of 01/11/24



**2023SP-054-001**  
CHARLOTTE PIKE MIXED USE  
Map 091-12, Parcel(s) 282-288, 297  
Map 091-16, Parcel(s) 286, 384-385  
07, West Nashville  
24 (Brenda Gadd)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #3</b>	<b>Specific Plan 2023SP-054-001</b>
<b>Project Name</b>	<b>Charlotte Pike Mixed Use</b>
<b>Council District</b>	24 – Gadd
<b>School District</b>	05 – Buggs
<b>Requested by</b>	Thomas & Hutton, applicant; Mohammed and Zary Rahimi, 3905 Alabama Ave, LLC, and The Ragan Family Revocable Living Trust, owners.

**Deferrals** This item was deferred from the December 14, 2023, Planning Commission meeting. No public hearing was held.

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

### **APPLICANT REQUEST**

#### **Preliminary SP to permit a mixed use development.**

##### Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) for properties located at 3900, 3906, and 3914 Charlotte Avenue, 3905, 3907, 3909, 3911, 3913, and 3915 Alabama Avenue, 411 39<sup>th</sup> Avenue North, and 406 40<sup>th</sup> Avenue North, at the northwest corner of Charlotte Avenue and 39<sup>th</sup> Avenue North (2.7 acres), to permit a mixed use development with 249 multi-family residential units.

##### **Existing Zoning**

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

##### **Proposed Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes multi-family residential and nonresidential uses.*

### **WEST NASHVILLE COMMUNITY PLAN**

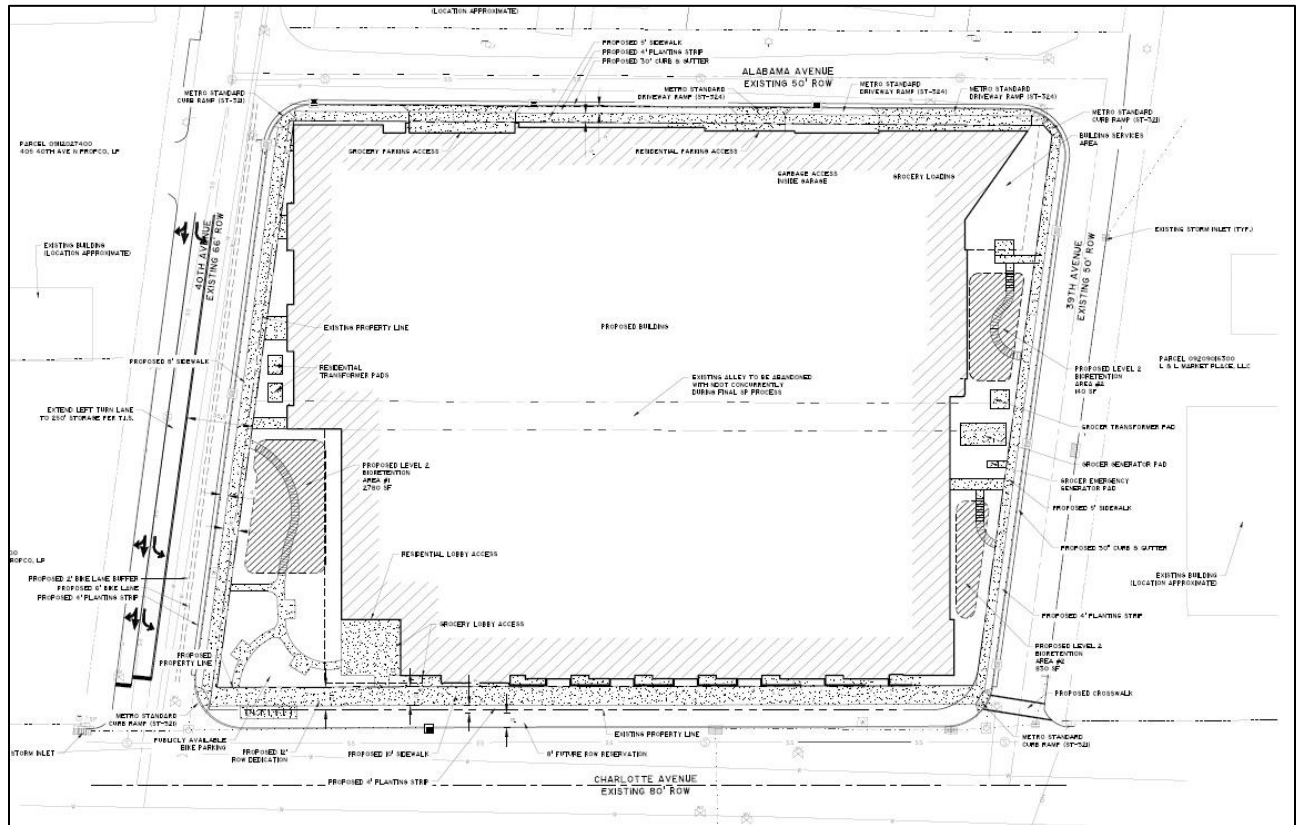
T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.



# Metro Planning Commission Meeting of 01/11/24

## SUPPLEMENTAL POLICY

The site is located in the Charlotte Avenue Corridor Study supplemental policy area. The site lies within subdistrict 5, the Industrial Heritage Character Area, which is characterized as paying homage to its industrial roots through adaptive reuse of quality historic buildings and redevelopment of a similar character. The supplemental policy restricts height to four stories; up to six stories are permitted beyond 150 feet north of Charlotte Avenue with provision for publicly accessible open space or adaptive reuse. Additionally, the policy supports mixed use buildings with residential or office on upper floors and ground floor commercial uses. The policy emphasizes preservation of existing structures where possible; the scale, massing, and street orientation of infill and redevelopment should be compatible with the surroundings.



North ▲

## Proposed Preliminary SP

### SITE CONTEXT

The preliminary SP application is for eleven parcels totaling 2.7 acres, bounded by Charlotte Avenue on the south, Alabama Avenue on the north, 39<sup>th</sup> Avenue North on the east, and 40<sup>th</sup> Avenue North on the west. The subject site is sloped; the west side of the property has an elevation approximately 20 feet higher than that of the east side. All parcels on the site are currently zoned IR and are in the Urban Zoning Overlay. A variety of commercial uses—including auto-oriented uses—are present on the site. Adjacent zoning includes: IR on the north and east; CS and SP on the south; and SP and IR on the west. Adjacent land uses include: commercial and multi-family



## Metro Planning Commission Meeting of 01/11/24

residential on the north; commercial on the east; commercial and residential on the south; and commercial and mixed use (under construction) on the west.

### **PLAN DETAILS**

The preliminary SP is for a mixed use building with frontage on Charlotte Avenue, Alabama Avenue, 39<sup>th</sup> Avenue North, and 40<sup>th</sup> Avenue North. The proposed building would include approximately 42,000 square feet of commercial use (identified on the plan as a grocery store), 249 multi-family residential units, and a five-level internal parking garage.

#### *Site Layout*

The site is surrounded by public right-of-way on all four sides. The proposed building would be oriented primarily toward Charlotte Avenue on the south and 40<sup>th</sup> Avenue North on the west. The proposed commercial anchor, a grocery store, would have its primary entrance near the corner of Charlotte Avenue and 40<sup>th</sup> Avenue North. The entrance would be recessed to accommodate an open space area with plantings and outdoor furnishings such as benches. Other open space areas would be located along the eastern side of the site; the SP application packet indicates that meandering sidewalks, raised boardwalks, and dog park could be incorporated into these open spaces. Open space would make up ten percent of the site.

The proposed building would be built to the back edge of the sidewalk on Charlotte Avenue, 40<sup>th</sup> Avenue North, and Alabama Avenue; sidewalks and landscape strips would be incorporated on all four streets. The plan shows approximately 12 feet of right-of-way dedication on Charlotte Avenue. Street trees would be planted along all four adjacent public streets. The proposed floor area ratio is 2.84, and the proposed impervious surface ratio is 0.90.

#### *Parking and Access*

The proposed internal parking garage would be accessed from multiple points along Alabama Avenue on the northern side of the site. Customer parking for the grocery store, residential parking, and the loading area for the grocery store would all have separate garage access points. The proposed four-story garage would be located internally to the building and would include 446 vehicular parking spaces. Additionally, the SP application indicates that 50 bicycle parking spaces would be provided on the site.

The site is currently served by WeGo route 50, which runs east-west along the Charlotte Avenue corridor. An existing bus stop is located at the northeastern corner of Charlotte Avenue and 39<sup>th</sup> Avenue North, adjacent to the subject site. An existing bus shelter is located along the southern side of Charlotte Avenue, approximately 350 feet southwest of the subject site.

#### *Building Design and Height*

The building elevations included in the SP application show a mix of building materials including brick, limestone, and cementitious siding. Glazing would constitute at least 20 percent of all four facades and would be most prominent on the ground floors on Charlotte Avenue and 40<sup>th</sup> Avenue North. The proposed parking garage would not be visible from public right-of-way, except on Alabama Avenue, where garage entrances would be located. Service areas would be situated on the eastern side of the building, adjacent to 39<sup>th</sup> Avenue North; all ground-mounted service structures would be screened per the Zoning Code. To soften the appearance of the western side of the





## Metro Planning Commission Meeting of 01/11/24

building, the application proposes placing open space between the building and the street and incorporating decorative features such as a mural and spandrel glass.

The proposed maximum building height is six stories in approximately 95 feet. Consistent with the supplemental policy, the building would have a height of four stories along Charlotte Avenue to a minimum depth of 150 feet. Beyond 150 feet, building height would increase to six stories. Note that a combination of grade change and a first floor height of 30 feet may make the building appear higher than six stories.

The following images show proposed building elevations from each of the four adjacent public rights-of-way.



**West Elevation (40<sup>th</sup> Avenue North)**



**South Elevation (Charlotte Avenue)**



**East Elevation (39<sup>th</sup> Avenue North)**



## Metro Planning Commission Meeting of 01/11/24



**North Elevation (Alabama Avenue)**

### **ANALYSIS**

The site is subject to both a character policy and a supplemental policy. The applicable character policy is T4 Urban Mixed Use Corridor (T4 CM). The applicable supplemental policy is the Charlotte Avenue Corridor Study, Subdistrict 5, Industrial Heritage Character Area.

#### *Consistency with T4 CM Policy*

The T4 CM policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. The policy prioritizes mixed use and commercial development at intersections and residential development between intersections. Multi-modal transportation, high levels of pedestrian and vehicular connectivity, shallow setbacks, and structured and rear-of-building parking are emphasized in T4 CM policy areas.

Buildings in the T4 CM policy area are generally three to five stories in height, though greater height may be permitted at major intersections, in tiered centers, and along priority corridors. First floor tenant spaces typically do not exceed 10,000 square feet, though additional square footage may be warranted when certain standards are met. These standards include: strong façade articulation; parking that breaks up large expanses of pavement and encourages safe pedestrian and vehicular movement; the use of smaller buildings to frame larger buildings and create a town center environment; and the incorporation of usable, inviting open space into the development.

A mix of commercial and residential land uses is included in the proposed SP. A grocery store would be the development's commercial component, while the residential component would consist of 249-unit multi-family residential units. The proposed density of 92 residential units per acre is consistent with the T4 CM policy guidance. Likewise, the placement of the commercial component at the intersection of Charlotte Avenue and 40<sup>th</sup> Avenue North is consistent with the policy.

The proposed SP adheres to the Major and Collector Street Plan by including broad sidewalks along both Charlotte Avenue and 40<sup>th</sup> Avenue North. Both a crosswalk across 40<sup>th</sup> Avenue North and a bicycle lane on 39<sup>th</sup> Avenue North are shown on the plan. The proposed improvements to pedestrian and bicycle infrastructure along with the close proximity to a bus route and bus stops are consistent with the T4 CM policy's emphases on multi-modal transportation and connectivity.

The proposed building would be built to the back edge of the sidewalk on Charlotte Avenue, 40<sup>th</sup> Avenue North, and Alabama Avenue. Parking would be available in a parking structure, which would be located internally to the building. The proposed building placement, building orientation, and parking location are consistent with the T4 CM policy.



## Metro Planning Commission Meeting of 01/11/24

The proposed height of six stories in 91 feet appears to satisfy the T4 CM policy's guidance for buildings exceeding five stories. The site is located at a major intersection, within a third tier center, and along a priority corridor. Additionally, the building incorporates a wide stepback from four to six stories, the site has quick access to public transit, and the site has topographical challenges due to an approximate 20-foot grade change.

The proposed 41,950 square foot grocery store exceeds the T4 CM policy's 10,000 square foot maximum for individual first floor tenant spaces. As previously noted, the policy makes exceptions for exceptional development design that meets certain standards. The proposed SP appears to satisfy multiple standards by incorporating strong façade articulation, placing parking in a manner that supports safe pedestrian and vehicular movement, and providing publicly-accessible, usable, and inviting open spaces.

### *Consistency with Charlotte Avenue Corridor Study*

The site is located in Subdistrict 5, Industrial Heritage Character Area, of the Charlotte Avenue Corridor Study area. This supplemental policy emphasizes character and design, mobility, and open space. The policy supports mixed use buildings with residential or office on upper floors and commercial uses on the ground floor and emphasizes compatible infill development. The policy restricts building height to four stories along the Charlotte Avenue corridor with an allowance of up to six stories beyond 150 feet north of Charlotte Avenue. To qualify for the six story allowance, a development should designate a minimum of ten percent of the site as publicly-accessible open space.

The proposed SP includes a building height of four stories along the Charlotte Avenue frontage. Consistent with the supplemental policy, the plan shows a height of six stories beyond 150 feet north of Charlotte Avenue. To qualify for the additional height, the plan includes three open space areas, which constitute approximately ten percent of the entire site. As shown on the plan, the open spaces will be publicly-accessible and will include amenities such as plantings, benches, sidewalks, and boardwalks.

Because the proposed SP is consistent with the T4 CM policy and the Charlotte Avenue Corridor Study, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building details provided for review.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.



## **Metro Planning Commission Meeting of 01/11/24**

### **METRO WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% W&S Capacity must be paid before issuance of building permits.

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- Generally with a final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements. Show 'Now Entering Private Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Provide a loading/unloading and waste plan for each aspect/phase of the total development. Provide any truck turning movements relevant to loading/unloading waste plan activities.
- Due to longevity of departmental review process (including council readings) for Mandatory referral applications of encroachments and/or abandonments, applications should be submitted concurrently with (or before) the final SP.
- Note: A private hauler will be required for site waste/recycle disposal.
- Comply w/ NDOT traffic comments.
- Case specific approval conditions: Be aware that any additional easements needed to accommodate semi-truck turning movements for unloading/unloading off Alabama will be required for final approval. Additional paving within Alabama ROW may also be required (shown on final) to accommodate semi-truck turning movements for loading/unloading events off Alabama ROW.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- The current parking total exceeds the amount of spaces permitted within the UZO by metro code. A parking study shall be submitted at Final SP to justify the necessity for the additional spaces. If the submitted parking study is not approved by NDOT or Planning, the parking for this development shall be limited to the UZO parking maximums outlined in the metro code.
- Per the MCSP the 40th Ave pavement shall include; three 10' travel lanes, a 2' bike buffer, and a 6' bike lane (gutter plan included). Dedicated ride-share spaces along the frontage of 40th Ave will not be permitted. The MCSP requirements shall be met on all public road frontages.



## Metro Planning Commission Meeting of 01/11/24

- All driveway ramps, with exception to the loading access, shall not exceed 35' in width. Special exceptions maybe granted for the loading access with giving that the truck turning exhibit supports the proposed access width.
- The abandonment of Alley 934 will require a mandatory referral.
- Comply with NDOT Roads comments.
- Per review of the TIS:
  - At the intersection of Charlotte Pike & 40th Ave N/Sylvan Heights Way, extend the SB Left-turn lane to 250ft of storage. Restripe the deficient cross-walks on the Northern and Southern legs of the intersection of Charlotte Pike & 40th Ave N/Sylvan Heights Way.
  - Install a cross-walk on the SB approach at the intersection of 39th Ave N & Charlotte Pike (Northern Leg) and the NB approach (southern Leg), ped ramps and warning mats shall also be included.
  - Install the appropriate pedestrian infrastructure for the sidewalks at the existing railroad crossing on Charlotte Pike.
  - Provide an enhanced pedestrian crossing at the mid-point between the 39th Ave N & Charlotte Pike intersections, or other appropriate location, to improve the pedestrian access to the transit stops. The enhanced pedestrian crossing may include but is not limited to, a hybrid beacon, a refuge island, and MUTCD signage & pavement markings. Coordinate with NDOT and WeGo on any transit improvements to accommodate the enhanced pedestrian crossing in this area.
- Prior to building permit approval, the applicant's traffic engineer shall submit a Traffic Demand Management plan to NDOT for the future residents of this development. Further coordination with NDOT's TDM coordinator (Meghan.Mathson@nashville.gov) will be required.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.7	0.6 F	70,567 SF	157	12	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	-	-	249 U	1,355	84	106

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Supermarket (850)	-	-	41,950 SF	4,186	160	408



## Metro Planning Commission Meeting of 01/11/24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5,384	+232	+500

### METRO SCHOOL BOARD REPORT

**Projected student generation existing IR district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed SP district: 9 Elementary 4 Middle 5 High**

The proposed SP zoning district is anticipated to generate 18 more students than what would be generated under the current IR zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as being exceedingly under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to all uses permitted in the MUL-A-NS zoning district, 249 multi-family residential units, and other uses identified on the preliminary SP. Live/work use shall be limited to 6 of the 249 multi-family units and shall be located along 40<sup>th</sup> Avenue North frontage as shown on the floor plan exhibit included in the preliminary SP. Short-term rental property, owner-occupied and non-owner occupied, shall be prohibited in the entire SP.
2. On corrected copy, clearly define the use “live/work unit” and provide proposed standards for this use.
3. Mandatory referral for alley abandonment shall be approved prior to approval of Final SP.
4. With Final SP submittal, clearly indicate the location(s) of bicycle parking spaces, including all publicly-accessible spaces (25 percent of all bicycle spaces).
5. On the corrected copy, add the following note: Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed elevations included with the preliminary SP.
6. On corrected copy, revise note 3 on cover sheet to indicate that landscaping shall be provided per Metro Zoning Code.
7. Parking calculations shall be reviewed with Final SP submittal and shall meet Zoning Code standards. Parking shall not exceed the UZO maximum unless a study is submitted and approved by NDOT and Planning.
8. On the corrected copy, add the following to the maximum building height: 4 stories within the first 150 feet of Charlotte Pike, and 6 stories beyond 150 feet of Charlotte Pike with the provision of open space.
9. On corrected copy, provide revised elevations and revised site plan that clearly show where the transition from four to six stories occurs. Height transition shall be consistent with Charlotte Avenue Corridor Study height standards.
10. No master permit/HPR shall be recorded prior to final SP approval.



## Metro Planning Commission Meeting of 01/11/24

11. Final plat may be required prior to permitting.
12. Comply with all conditions and requirements of Metro reviewing agencies.
13. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
15. 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
16. Revise note 10 on the cover sheet to the following: The final 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 any 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 any required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
17. 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.
18. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
19. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

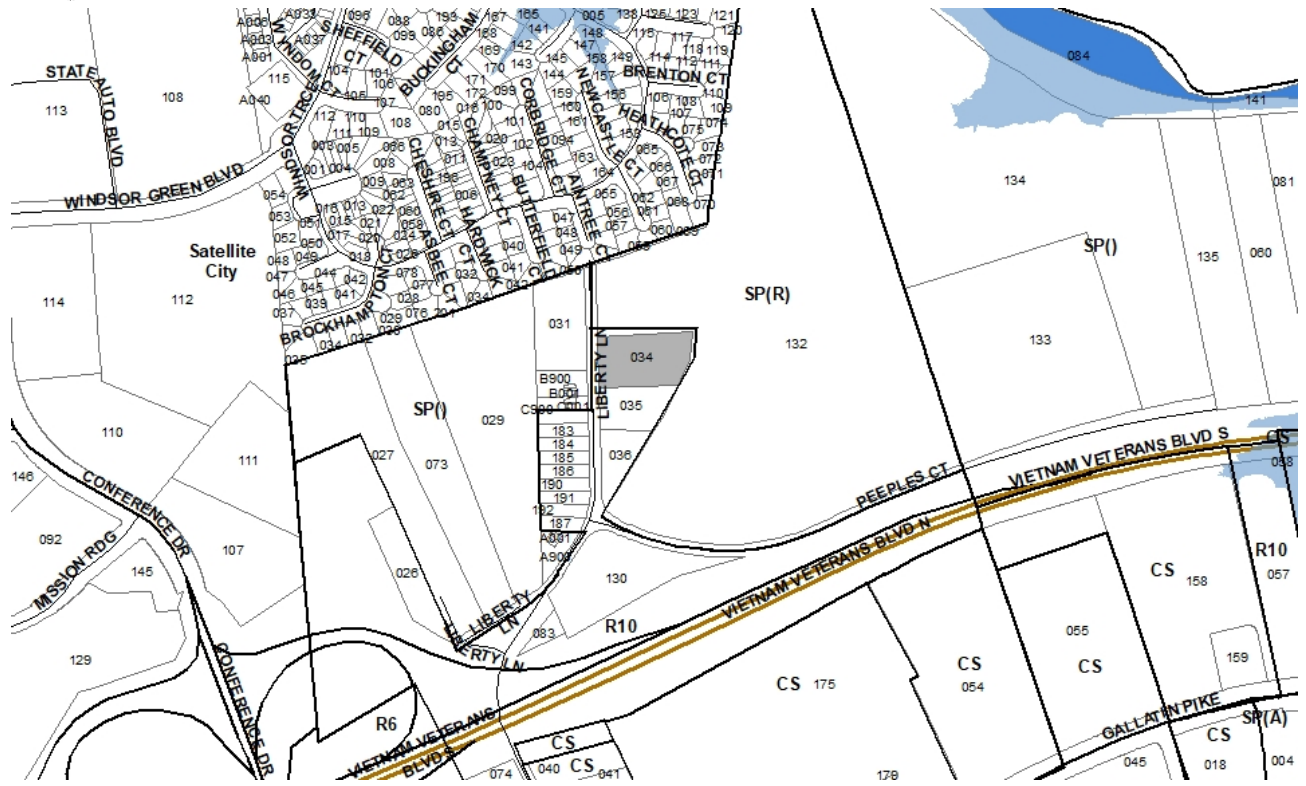




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/11/24



**2023SP-086-001**  
THE COLLECTIVE  
Map 026, Parcel(s) 034  
04, Madison  
10 (Jennifer Webb)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #4</b>	<b>Specific Plan 2023SP-086-001</b>
<b>Project Name</b>	<b>The Collective</b>
<b>Council District</b>	10 – Webb
<b>School District</b>	03 – Masters
<b>Requested by</b>	Dale & Associates, applicant; Biddle Enterprises, Inc., owner.
<b>Deferrals</b>	This item was deferred at the December 14, 2023, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the February 8, 2024, Planning Commission meeting.</i>

---

### APPLICANT REQUEST

**Preliminary SP to permit a multi-family development.**

#### Preliminary SP

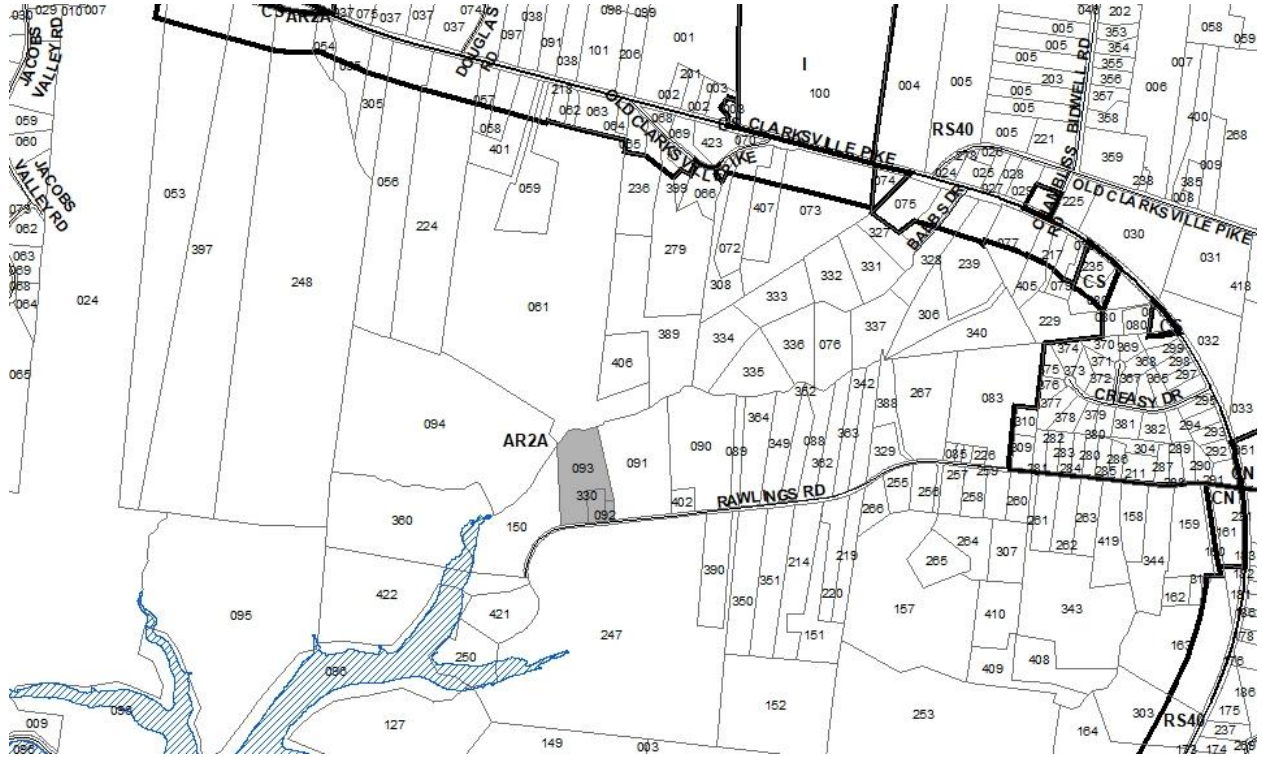
A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for property located at 252 Liberty Lane, approximately 530 feet north of Peeples Court, (2 acres), to permit 43 multi-family residential units.

### STAFF RECOMMENDATION

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/11/24



**2023S-123-001**  
**FRANKIE LEE MOORE**  
Map 021, Parcels 092-093, 330  
01, Joelton  
01 (Joy Kimbrough)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #5</b>	<b>Final Plat 2023S-123-001</b>
<b>Project Name</b>	<b>Frankie Lee Moore</b>
<b>Council District</b>	01 – Kimbrough
<b>School District</b>	01 – Gentry
<b>Requested by</b>	B2L Land Surveyors, applicant; Frankie Lee Moore, owner.

**Deferrals** This item was deferred at the September 28, 2023, October 12, 2023, and October 26, 2023, November 9, 2023, and December 14, 2023, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the February 8, 2024, Planning Commission meeting.</i>

---

### APPLICANT REQUEST

**Request for final plat approval to create two lots.**

#### Final Plat

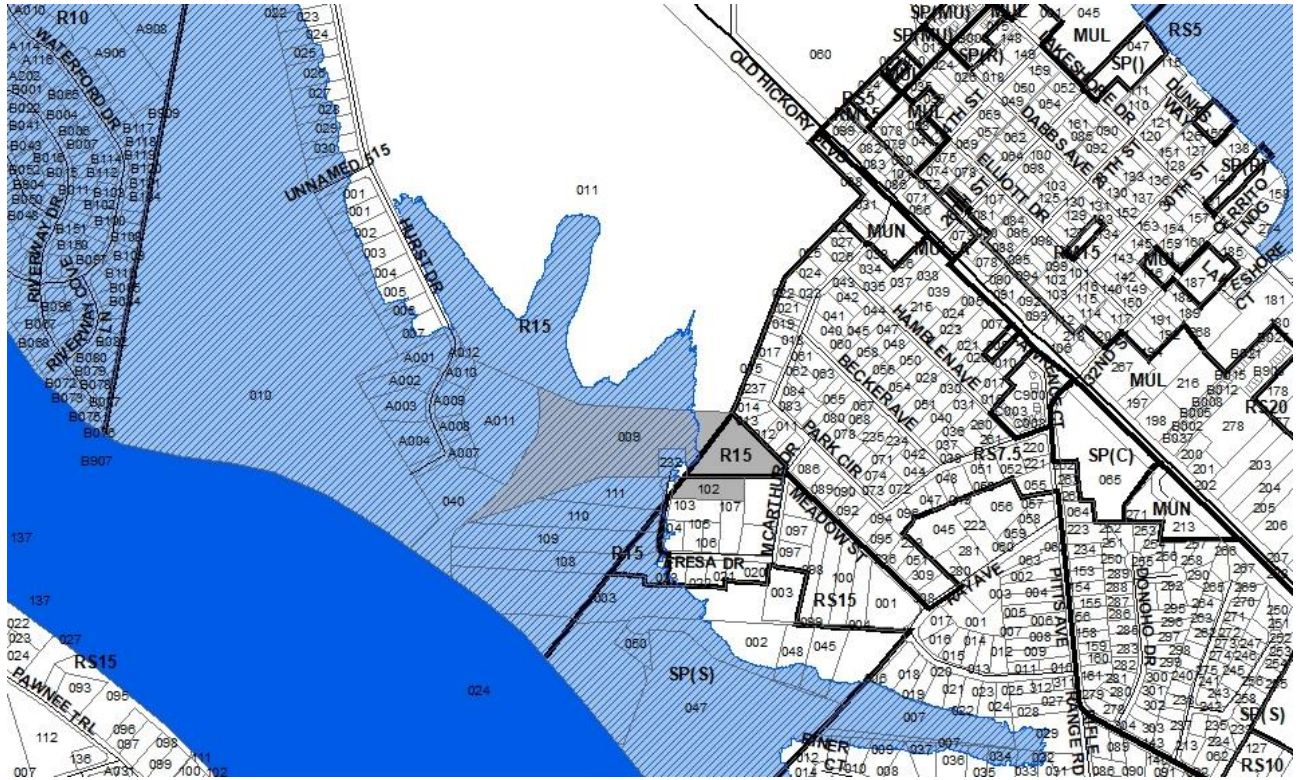
A request for final plat approval to create two lots on property located at 5350 and 5390 Rawlings Road, and Rawlings Road (unnumbered), approximately 2,559 feet southwest Old Clarksville Pike, zoned Agricultural/Residential (AR2A) (8.89 acres).

### STAFF RECOMMENDATION

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.



## Metro Planning Commission Meeting of 01/11/24



**2023S-197-001**

VAUGHN SUBDIVISION

Map 053-11, Parcel(s) 009

Map 053-11, Part of Parcel(s) 102

14, Donelson – Hermitage – Old Hickory

11 (Jeff Eslick)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #6</b>	<b>Final Plat 2023S-197-001</b>
<b>Project Name</b>	<b>Vaughn Subdivision</b>
<b>Council District</b>	11 – Eslick
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Delle Land Surveying Inc., applicant; Paul and Ruby Vaughn, and Adrian T. Dukes and Robbie M. Dukes Trust, owners.

**Deferrals** This item was deferred from the December 14, 2023, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Anthony  
**Staff Recommendation** *Defer to the February 8, 2024, Planning Commission meeting.*

---

### **APPLICANT REQUEST**

**Request for final plat approval to create 2 lots.**

#### Final Plat

A request for final plat approval to create two lots on properties located at 100 McArthur Drive and property located at 114 Teresa Drive, approximately 175 feet southwest of Park Circle, zoned One and Two-Family Residential (R15) and Single-Family Residential (RS15) (10.98 acres).

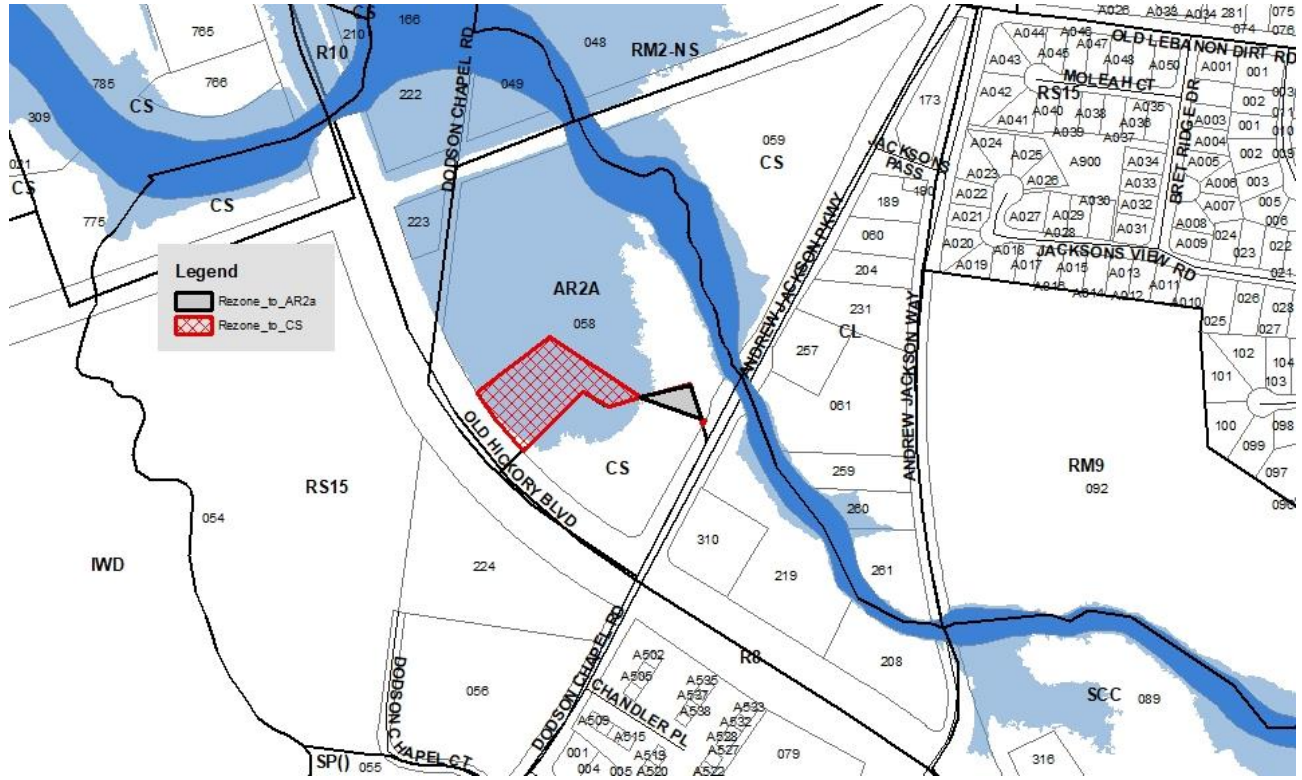
### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.





# Metro Planning Commission Meeting of 01/11/24



## 2023Z-111PR-001

Map 086, Parcel 058

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #7</b>	<b>Zone Change 2023Z-111PR-001</b>
<b>Council District</b>	14 - Huffman
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Susan A. Basham, owner.
<b>Deferral</b>	This item was deferred at the December 14, 2023, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

#### **Zone change from AR2a to CS and from CS to AR2a.**

#### Zone Change

A request to rezone 1.77 acres from Agricultural/Residential (AR2a) to Commercial Service (CS) zoning and 0.07 acres from Commercial Service (CS) to Agricultural/Residential (AR2a) on a portion of property located at 4000 Andrew Jackson Parkway, at the northwest corner of Andrew Jackson Parkway and Old Hickory Boulevard (1.84 acres being rezoned of 13.06 total acres).

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and 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 1 lot.*

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

#### **Proposed Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and 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 1 lot.*

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

#### **DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 01/11/24

surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

### **SITE**

The application consists of two separate areas to be rezoned within a single split-zoned parcel that comprises 13.06 total acres. The smaller area to be rezoned is approximately 0.07 acres and the application proposes to rezone from CS to AR2a. The larger area is approximately 1.77 acres and the application proposes to rezone from AR2a to CS. This would result in approximately 8.66 acres of the property zoned AR2a and 4.45 acres zoned CS. The parcel is located at the intersection of Old Hickory Boulevard and Andrew Jackson Parkway. This portion of Old Hickory Boulevard is classified as a Scenic Arterial Boulevard and this portion of Andrew Jackson Boulevard is classified as an Arterial Boulevard in the Major and Collector Street Plan.

The site is currently used as a golf range and the majority of the site has been disturbed for this land use. The site is bounded by an active railroad to the north and Dry Fork Creek to the east. Associated with Dry Fork Creek, floodway and/or 100-year floodplain cover a majority of the site. The site is identified as a Second Tier Center in the NashvilleNext Growth and Preservation Plan.

The surrounding area primarily contains a mixture of commercial and non-residential land uses with some multi-family residential land uses nearby. The properties along this section of Old Hickory Boulevard are primarily commercial. As Andrew Jackson Parkway extends further out from the property, the character becomes residential. The majority of the property, approximately 10 acres, is within the CO policy area as a result of the floodplain on the northern portion of the site. The area proposed for CS zoning is entirely in CO policy. The remaining portion of the site proposed for AR2a zoning is within the T3 CC policy area.

### **HISTORY**

A 3.24-acre portion of this site was rezoned in October 2020 from AR2a to CS. The majority of the area that was rezoned was outside of the floodplain and primarily within the T3 CC policy.

### **ANALYSIS**

Staff previously published a disapproval recommendation at the December 14, 2023, Planning Commission agenda in response to the Conservation policy. After further consideration, staff finds the proposed CS zoning and AR2a zoning to be more consistent with the intent of the CO policy to remediate environmentally sensitive areas like the floodplain than the existing land use and development conditions on the site. The proposed zoning district would permit commercial development on the site limited to the CS zoned areas while the current land use disturbs the entire site and associated floodplain. The limited CS area could be developed and the Stormwater Management Manual permits the disturbance and manipulation of the floodplain boundary so long as the overall volume of floodplain is not reduced on the site, along with other requirements. Staff



## Metro Planning Commission Meeting of 01/11/24

finds the proposed CS and AR2a zoning district to likely result in less overall disturbance of environmental features on the site and to otherwise be consistent with the T3 CC policy guidance to provide a suburban commercial center.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	10.31	0.50 D	10 U	125	12	11

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.75	0.6 F	71,874 SF	2,713	68	273

Maximum Uses in Proposed Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	8.66	0.50 D	8 U	102	11	9

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.45	0.6 F	116,305 SF	4,391	110	443

Traffic changes between maximum: **AR2a/CS and AR2a/CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,655	+41	+168

### METRO SCHOOL BOARD REPORT

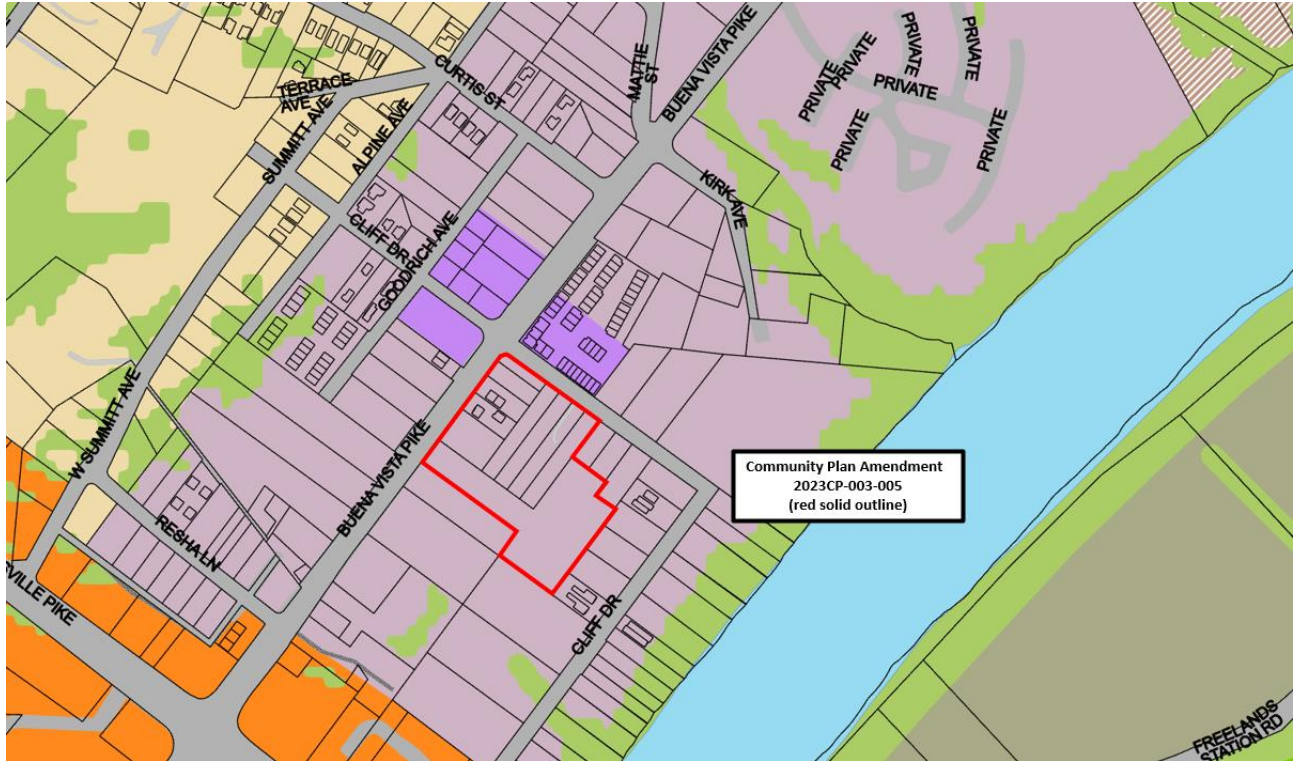
The proposed AR2a/CS zoning is not anticipated to generate any additional students than the existing AR2a/CS zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 01/11/24



### **2023CP-003-005**

### **BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT**

Various Properties

03, Bordeaux-Whites Creek-Haynes Trinity

02, (Kyonzte Toombs)



**Metro Planning Commission Meeting of 01/11/24**

<b>Item #8</b>	<b>Major Plan Amendment 2023CP-003-005</b>
<b>Project Name</b>	<b>Bordeaux-Whites Creek-Haynes Trinity Community Plan Amendment</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Metro Planning Department, applicant, Various owners, owner.
<b>Staff Reviewer</b>	Clark
<b>Staff Recommendation</b>	<i>Defer to the February 8, 2024, Planning Commission meeting.</i>

**APPLICANT REQUEST**

**Amend Bordeaux-Whites Creek-Haynes Trinity Community Plan to change the community character policy.**

Major Plan Amendment

A request to study to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by studying the existing community character policy applied to properties along Buena Vista Drive to determine if a change in policy is warranted based on the current evolving development pattern of the immediate surrounding area for various properties located at the southwest corner of Cliff Drive and Buena Vista Pike (approximately 5.55 acres).

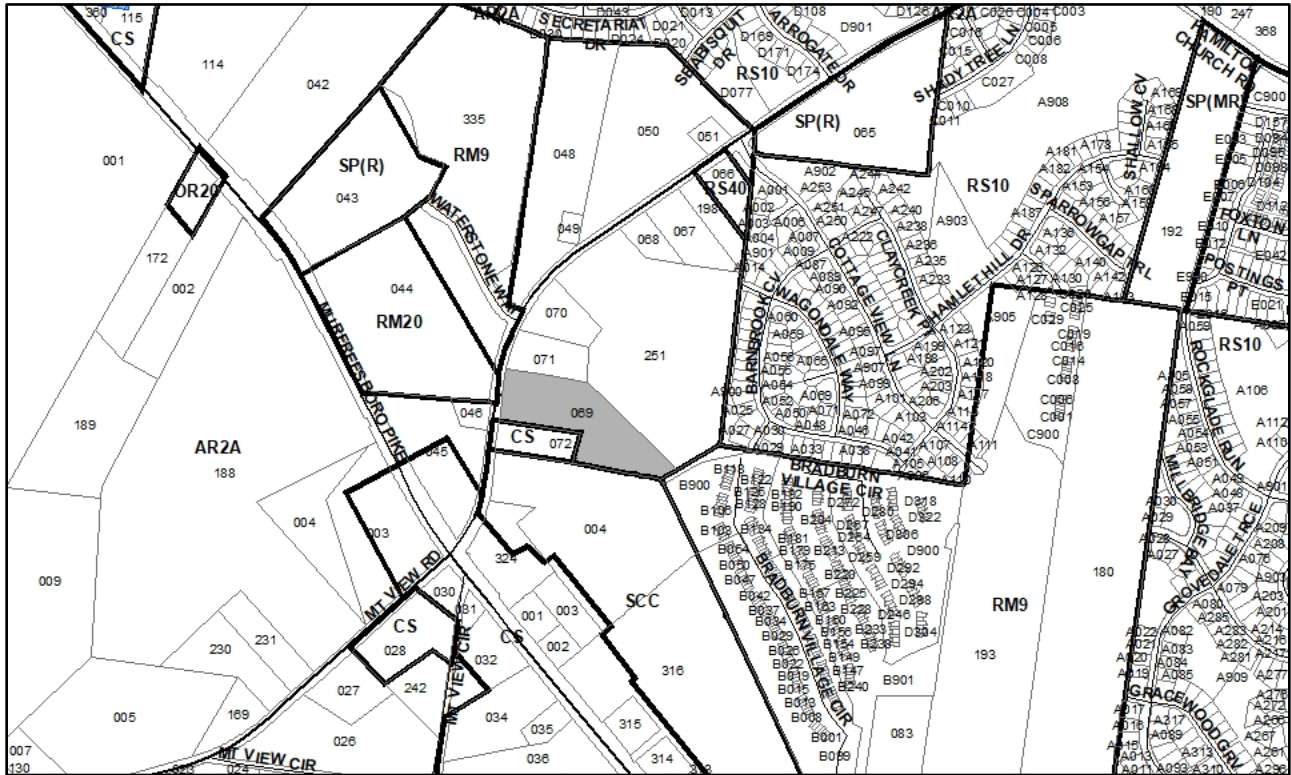
**STAFF RECOMMENDATION**

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.





## Metro Planning Commission Meeting of 01/11/24



### **2024CP-000-001**

**MAJOR AND COLLECTOR STREET PLAN AMENDMENT (HARVEST GROVE DRIVE EXTENSION REMOVAL)**

Map 164, Parcel 069

13, Antioch – Priest Lake

08 (Deonte Harrell)





## Metro Planning Commission Meeting of 01/11/24

<b>Item #9a</b>	<b>MCSP Amendment 2024CP-000-001</b>
<b>Project Name</b>	<b>Harvest Grove Drive Extension Removal</b>
<b>Associated Case</b>	2023Z-110PR-001
<b>Council District</b>	08 - Harrell
<b>School District</b>	06 - Mayes
<b>Requested by</b>	Rhythm Development GP, applicant; various owners.
<b>Staff Reviewer</b>	Ware
<b>Staff Recommendation</b>	<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 to remove a portion of a future collector street on various properties located between Mt. View Road and the current terminus of Harvest Grove Drive, zoned Agricultural/Residential (AR2a).

### BACKGROUND

NashvilleNext was adopted in June 2015, and the Update 2017 was adopted in August 2017. The Major and Collector Street Plan (MCSP) implements the NashvilleNext transportation element, known as the Access Nashville 2040 Transportation Plan (“Access Nashville”). This road was added with the readoption of the NashvilleNext Update on August 24, 2017.

#### **Requested Amendment**

The request is to remove a portion of a planned collector (Harvest Grove Drive Extension) from Mt. View Road, eastward and terminating at Harvest Grove Drive. *It is important to note that no changes are proposed to the overall structure of NashvilleNext with this MCSP amendment.*

### COMMUNITY PARTICIPATION

On December 6, 2023, the applicant met with Councilmember Harrell and local residents. The meeting was held virtually and there were approximately 30 people on-line. The meeting was advertised via email, social media, and the council events website. This was a joint meeting to discuss both the MCSP amendment and the associated rezone at this site, case 2023Z-110PR-001. There was no opposition at this meeting from the community to remove this planned Collector.

### ANTIOCH – PRIEST LAKE 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



## Metro Planning Commission Meeting of 01/11/24

environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

### **SITE AND CONTEXT**

The 5.03-acre site (Map 164, Parcel 69) is located just east of Mt. View Road, an Arterial Boulevard, and west of the Townhomes of Bradburn Village. A single-family structure is currently situated on the site. The properties north of the site are zoned AR2A, with single family structures; to the west, the properties are zoned AR2A, RM9, and RM20, with a single-family structure occupying the parcel zoned AR2A, while the Cascades Apartments occupy the RM9 and RM20-zoned properties; to the south, the properties are zoned CS and SCC and are mixed with commercial and vacant uses; and the development to the east, zoned RM9, Townhomes of Bradburn Village, has included a south to north planned Collector which has not been constructed. East of the Townhomes of Bradburn Village, there are additional multi-family developments, all with private drives.



## Metro Planning Commission Meeting of 01/11/24



### MCSP Amendment Area – Expanded Scope

#### ANALYSIS

The application to amend the MCSP was filed for 5932 Mt View Road. Upon further review of the application and considering the surrounding context, Metro staff expanded the scope of the amendment area to consider additional properties that have previously developed. In particular, there are several larger sites to the east that have developed with multi-family residential uses served by a network of private drives. The feasibility of constructing a collector street through these properties would be very difficult, given the established built form.

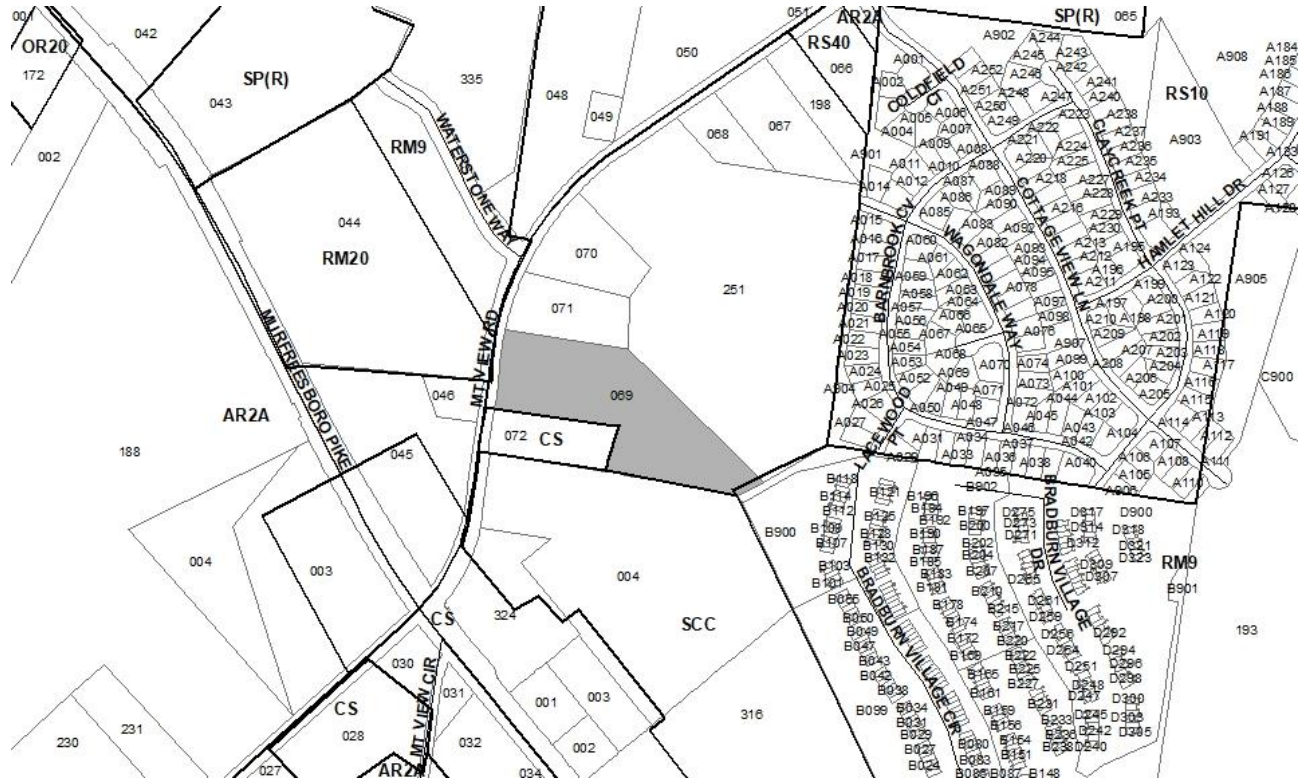
While the Neighborhood Evolving policy calls for improved connectivity with public streets, the existing context of the built form makes achieving this goal through the MCSP not possible. In the future, the local street network on the east side of Mt View Road should be expanded and connected as possible with new development.

#### STAFF RECOMMENDATION

Staff recommends approval of the request to remove of portion of a planned Collector (Harvest Grove Drive Extension from Mt. View Road to Harvest Grove Drive) within the Major and Collector Street Plan, as referenced in the above exhibit.



# Metro Planning Commission Meeting of 01/11/24



**2023Z-110PR-001**  
 Map 164, Parcel(s) 069  
 13, Antioch – Priest Lake  
 08 (Deonte Harrell)





## Metro Planning Commission Meeting of 01/11/24

### Item #9b

Associated Case

Council District

School District

Requested by

### Zone Change 2023Z-110PR-001

2024CP-000-001

08 – Harrell

06 – Mayes

Rhythm Development GP, applicant; Mohammad Reza Shams, owner.

Staff Reviewer

Konigstein

Staff Recommendation

Approve.

### APPLICANT REQUEST

**Zone change from AR2a to RM9-NS.**

#### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential-No Short-Term Rental (RM9-NS) zoning for property located at 5932 Mt. View Road, approximately 700 feet northeast of Murfreesboro Pike (5.03 acres), and located in the Murfreesboro Pike Urban Design Overlay.

#### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and 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 2 lots.*

Urban Design Overlay (UDO) is intended to allow 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 within the Murfreesboro Pike UDO.

#### **Proposed Zoning**

Multi-Family Residential-No Short-Term Rental (RM9-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. The – NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property – Not Owner Occupied uses from the district. *RM9 would permit a maximum of 45 units based on acreage alone.*

### **ANTIOCH – PRIEST LAKE NASHVILLE 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



## Metro Planning Commission Meeting of 01/11/24

different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

### ANALYSIS

The 5.03-acre site, located at 5932 Mt. View Road, is approximately 700 feet northeast of the intersection of Murfreesboro Pike and Mt. View Road. The site is accessible from Mt. View Road and there is one house on the property.

Surrounding land uses vary, including vacant parcels, single-family and multi-family residential, commercial, and institutional. The site is also within the Murfreesboro Pike Urban Design Overlay. Surrounding zoning districts include Agricultural/Residential (AR2a), Single-Family Residential (RS40), Multi-Family Residential (RM9 and RM20) and Commercial Service (CS).

T3 Suburban Neighborhood Evolving policy allows for increased levels of housing choice and a moderate increase in density while addressing aspects of active transportation. The proposed zoning district at this site, multi-family residential (RM9-NS), is consistent with the goals of the policy by allowing for a moderate increase in density. As this is one of the larger parcels in the area, it could support additional housing density characteristic of evolving suburban neighborhoods. The -NS designation would prohibit short-term rental units, owner-occupied and non-owner occupied.

The associated case, 2024CP-000-001, seeks to remove a portion of a future collector outlined in the Major and Collector Street Plan (MCSP) that runs from Mt. View Road through the property and continuing to the east. The portion that is recommended to be removed is likely not feasible considering several existing multi-family residential developments and associated private drives that exist east of this site.

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	5.03	0.50 D	4 U	54	8	5

\*Based on two-family lots



## Metro Planning Commission Meeting of 01/11/24

Maximum Uses in Proposed Zoning District: **RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	5.03	9 D	45 U	244	16	21

Traffic changes between maximum: **AR2a and RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+41 U	+190	+8	+16

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing AR2a zoning districts: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed RM9-NS district: 8 Elementary 3 Middle 5 High**

The proposed RM9-NS zoning is expected to generate 15 more students than the existing zoning. Students would attend Thomas A. Edison Elementary School, John F. Kennedy Middle School, and Antioch High School. Edison Elementary School and Kennedy Middle School are at capacity while Antioch High School is over capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.





**NO SKETCH**



## Metro Planning Commission Meeting of 01/11/24

<b>Item #10</b>	<b>Text Amendment 2024Z-001TX-001</b>
<b>Project Name</b>	<b>Reasonable Accommodations Noticing</b>
<b>Council Bill No.</b>	BL2023-138
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Kyonzté Toombs
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

### APPLICANT REQUEST

Amend the Zoning Code regarding the noticing requirement for reasonable accommodations to the Zoning Code granted by the zoning administrator.

### PROPOSED AMENDMENTS TO TITLE 17

The bill as filed would amend title 17 of the Metropolitan Code of Laws by amending section 17.40.010.I.1. and adding new language in that section that requires written notice of the zoning administrator's decision to grant or deny a reasonable accommodation request to the council member whose district contains the parcel containing the reasonable accommodation. This noticing requirement is in addition to the existing requirement of notifying all property owners within one thousand feet of the subject property within five business days of the decision.

The proposed changes of bill are shown below (new text in underline):

Section 1. That Section 17.40.010 of the Metropolitan Code, Subsection I.1, is hereby amended by deleting it in its entirety and replacing it with the following:

1. For purposes of this section "person" shall mean an individual, group or institution. Any person who has a handicap or disability recognized by federal law, provides housing for such a person or whose religious exercise is burdened by a provision of this title, or a representative of any such person, may request in writing a reasonable accommodation as contemplated in this section. The right to request a reasonable accommodation shall be prominently displayed in the public area under the supervision of the zoning administrator and on the publicly accessible portion of any Internet website maintained by the metropolitan government and devoted to local codes enforcement and zoning matters. The zoning administrator shall make, and document in writing, specific findings of fact in support of every decision to grant or deny an accommodation sought under this paragraph and issue a determination within thirty days of the request being made. The zoning administrator's decision shall be reviewable by the board of zoning appeals upon the filing of a notice of appeal by any person or entity aggrieved by the decision. In addition, written notice of the zoning administrator's decision to grant or deny a reasonable accommodation shall be given to the council member whose district contains the parcel containing the reasonable accommodation and be mailed to all property owners within one thousand feet of the subject property within five business days of the zoning administrator's decision, and such notice must include information about the reasonable accommodation and the procedures to file a notice of appeal. Any appeal



## **Metro Planning Commission Meeting of 01/11/24**

brought under this subsection must be in writing and filed with the board of zoning appeals not more than thirty days after issuance of the zoning administrator's decision. Documents comprising the record of any determination made with respect to the grant or denial of a request for an accommodation by the zoning administrator or the board of zoning appeals shall be kept on file for not less than three years from the date of final decision and available for public inspection upon reasonable notice.

### **BACKGROUND**

The Zoning Code establishes a right to request a reasonable accommodation to the standards set forth in the Code. Parties permitted to seek reasonable accommodation are a person or person's representative: who has a disability recognized by federal law; who provides housing for a person with a disability recognized by federal law; or whose religious exercise is burdened by a provision of the Code. "Person" is defined broadly to include an individual, group, or institution. The Zoning Code regulates where the right to reasonable accommodation is to be displayed, the manner in which the Zoning Administrator must make a determination on a reasonable accommodation, and the process for appealing the Zoning Administrator's decision to the Board of Zoning Appeals.

The Zoning Code was amended in 2022 to require mailed notice of the zoning administrator's decision to grant or deny a reasonable accommodation.

### **ANALYSIS**

The proposed noticing requirement would enable council members to be aware of reasonable accommodation requests made in their district as their constituents are also made aware via mailed notice. Similar to how rezoning applications have a requirement that the subject district council member be notified, this requirement would enable council members to be abreast of notices that are being mailed in their district concerning potential public processes.

### **ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken.

### **FISCAL IMPACT RECOMMENDATION**

The Codes Department anticipates the proposed amendment to be revenue neutral.

---

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed change to Title 17.

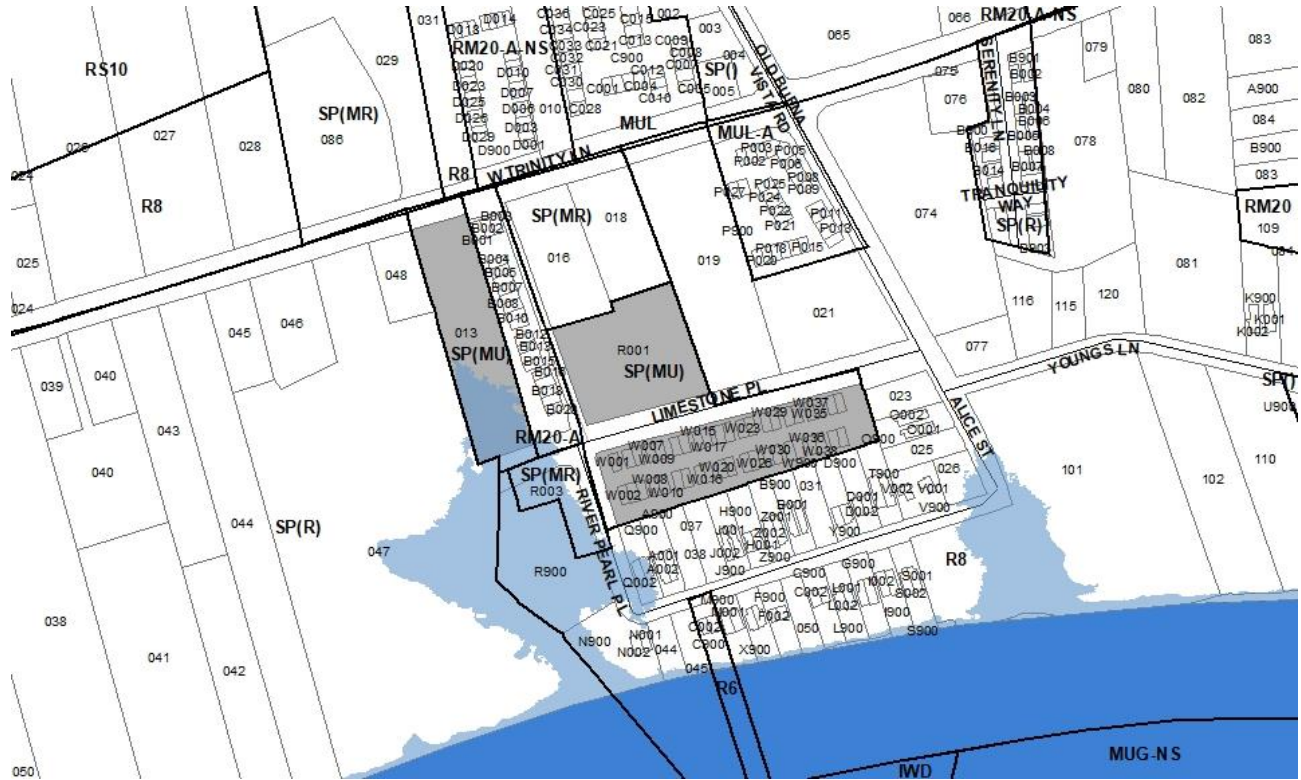
---



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/11/24



## 2018SP-082-003

### VILLAGE WEST SP (AMENDMENT)

Map Various, Parcel(s) Various

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 01/11/24

### Item #11

#### Project Name

**Specific Plan 2018SP-082-003**

**Village West SP (Amendment)**

#### Council District

02 – Toombs

#### School District

01 – Gentry

#### Requested by

Dale & Associates, applicant; 1207B BCP LLC O.I.C., New Cumberland Lot C, D&M Development LLC, Guardian Investments, GP and McCoy Construction LLC, owners.

#### Staff Reviewer

Swaggart

#### Staff Recommendation

*Approve with conditions and disapprove without all conditions.*

---

### APPLICANT REQUEST

**Amend SP to permit short-term rental properties – not owner occupied and modify building height and sidewalk requirements.**

#### Amend SP

A request to amend a Specific Plan (SP) for various properties located along Limestone Place, River Pearl Place and W. Trinity Lane, approximately 215 feet west of Youngs Lane, zoned SP (5.15 acres), to permit short term rental properties – not owner occupied and modify building height and sidewalk conditions.

#### **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.

### SITE CONTEXT AND REQUEST DETAILS

The SP is located on the south side of West Trinity Lane, approximately 700 feet west of Old Buena Vista Road. The SP includes property west of Old Buena Vista and as along Limestone Place.

The preliminary SP, 2018SP-082-001, was approved by the Planning Commission in January of 2019. Council subsequently approved the SP in August of 2019 (BL2019-1611). The Council approved plan includes three districts (referred to as Lots A, B and C). Each district includes its own set of development standards and permitted uses. In terms of uses, Lots A and C currently permit only multi-family residential. Lot B currently permits multi-family residential and all uses permitted by MUL-A. MUL-A uses are limited to a certain square footage on Lot B. A final site plan (2018SP-082-002) for Lot C, located at the southeast corner of Limestone Place and River Pearl Place, was approved with 42 multi-family residential units in 2021 and is under construction.

The application includes three requests:

1. To permit short term rental properties – not owner occupied on Lot C.
2. To permit a fourth level on Lot A.



## Metro Planning Commission Meeting of 01/11/24

3. Remove a public sidewalk requirement on one side of proposed road C, which spans the western side of Lot A.



### Approved Preliminary SP (proposed requests highlighted on plan)

The proposed amendment would allow all units in Lot C to be short term rental properties – not owner occupied. The existing SP limits the building height on Lot A to a maximum of three stories (above street). The proposed amendment would allow for an active rooftop. Specifically, the proposed amendment would allow “rooftop uses with associated cabanas, elevated access points for elevators and covered stairways, and other rooftop amenities”. The proposed amendment refers to the rooftop as a “fourth level”. Staff is including conditions to address this request.

The approved preliminary SP includes a new public road (Road C) along the western development footprint of Lot A. The approved road includes public sidewalks on both sides. The proposed amendment would allow the road to be constructed without the sidewalk along the western side of the road. As proposed, the sidewalk would be constructed with any development that would occur adjacent to the west side of the road.

### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

The site is located in the T4 Mixed Use Corridor, T4 Residential Corridor, and Conservation policies, and is also guided by a Mobility Supplemental Policy, which focuses on establishing street networks for increased connectivity. Conservation policy is identified on portions of the northernmost parcel, located along W. Trinity Lane, identifying potential steep slopes, areas





## Metro Planning Commission Meeting of 01/11/24

encumbered by the floodplain, and stormwater regulation buffers associated with the Cumberland River.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

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

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

### Mobility Supplemental Policy

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

### **ANALYSIS**

Overall, the three request do not conflict with the applicable policies. In regard to the STRP request, Lot C is within a T4 CM policy. The policy supports a mixture of uses, including residential as well as commercial. The Metro Zoning Code classifies short term rental properties – not owner occupied as a commercial use and is consistent with the policy.

The standards related to rooftop amenity space as drafted are not specific enough. The approved preliminary SP permits a maximum height of three stories on Lot A. The proposed amendment states that, “The buildings constructed on Lot A shall allow rooftop uses with associated cabanas, elevated access points for elevators and covered stairways, and other rooftop amenities, thus constituting a 4<sup>th</sup> level.” The Metro Zoning Code would classify any structure above the third floor with a ceiling as a story. Staff has determined that a fourth story is not appropriate. Since it has



## **Metro Planning Commission Meeting of 01/11/24**

been determined that a fourth story is not appropriate, staff recommends that the wording be amended as follows:

- Non enclosed cabanas, similar structures, elevated access points and other rooftop amenities are permitted on Lot A provided that any structure does not exceed 14 feet in height.

Given the approved site plan, removing the sidewalk requirement from the western side of Road C is acceptable. Any new development on Lot A will be required to construct the sidewalk on the east side of Road C. There are no residential units fronting on the west side of Road C to access the sidewalk.

### **FIRE MARSHAL RECOMMENDATION**

**Approved**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

**Approved 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% W&S Capacity must be paid before issuance of building permits.

### **NASHVILLE DOT RECOMMENDATION**

**Approve with conditions**

- Proposed road C shall be built out to ST-251 road section, w/o sidewalk required along West side of proposed roadway. ADA ped ramps will be required at the corners of intersections of road C and other existing public roadways-West Trinity & Limestone Place. Lot A development and roadway 'C' plans to be reviewed under final SP.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- MCSP requirements shall be met along all property frontages on the public ROW.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Uses within this SP shall be limited to all uses permitted by the approved preliminary SP, 2018SP-082-001 (BL2019-1611) for Lots A & B. Lot C is permitted to have 42 multi-family



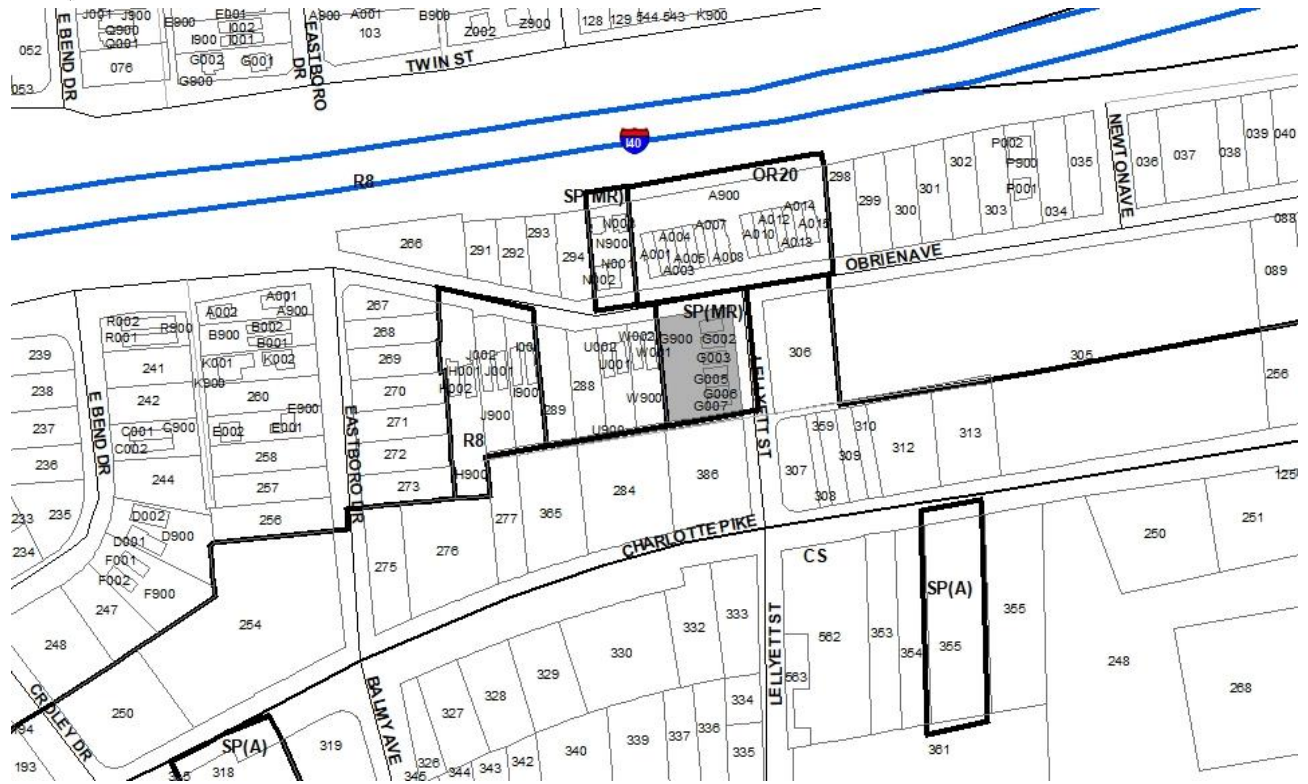
## Metro Planning Commission Meeting of 01/11/24

residential units and Short Term Rental Property Not-Owner Occupied is a permitted use within those 42 units. Per the previous bill (BL2019-1611), Short Term Rental Property, Owner and Not-Owner Occupied, are prohibited on Lot A.

2. Non enclosed cabanas, similar structures, elevated access points and other rooftop amenities are permitted on Lot A provided that any structure does not exceed 14 feet in height.
3. Proposed Road C as shown on the approved preliminary plan shall be constructed to the ST-251 road section without a sidewalk along the west side of proposed roadway.
4. Final plat may be required prior to permitting.
5. 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.
6. For Lots A & B, no Master Deed (HPR) shall be recorded prior to approval of final site plans.
7. All conditions/requirements of the approved preliminary SP, 2018SP-082-001 and BL2019-1611, not pertaining to this amendment shall remain in effect.



# Metro Planning Commission Meeting of 01/11/24



**2020SP-039-003**  
6001 & 6003 OBRIEN AVE. (AMENDMENT)  
Map 091-13-4-G, Parcel(s) 001-007, 900  
07, West Nashville  
20 (Rollin Horton)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #12</b>	<b>Specific Plan 2020SP-039-003</b>
<b>Project Name</b>	<b>6001 &amp; 6003 Obrien Ave. (Amendment)</b>
<b>Council District</b>	20 – Horton
<b>School District</b>	09 – Tylor
<b>Requested by</b>	FM Investments, LLC, applicant; FM Investments, LLC, O.I.C. Homes at Lellyett Street, Adam Schneider and Matthew Ryan & Jeffrey Howard, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

### APPLICANT REQUEST

**Amend SP to permit short-term rental properties – not owner occupied.**

#### Amend SP

A request to amend a Specific Plan (SP) for properties located at 407, 407B, 409, 411, 413, 415, 417 and 419 Lellyett Street, at the southwest corner of Obrien Avenue and Lellyett Street, zoned SP (0.48 acres), to permit short-term rental properties – not owner occupied.

#### **Existing Zoning**

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

### SITE CONTEXT AND REQUEST DETAILS

The approximately half acre site is located at the southwest corner of Obrien Avenue and Lellyett Street. Charlotte Pike is one block to the south. Surrounding zoning districts include R8, OR20, SP and CS.

The preliminary SP, 2020SP-039-001, was approved by the Planning Commission in September of 2020. Council subsequently approved the SP in November of 2020 (BL2020-489). A final site plan was approved in 2021 and the development has been constructed.

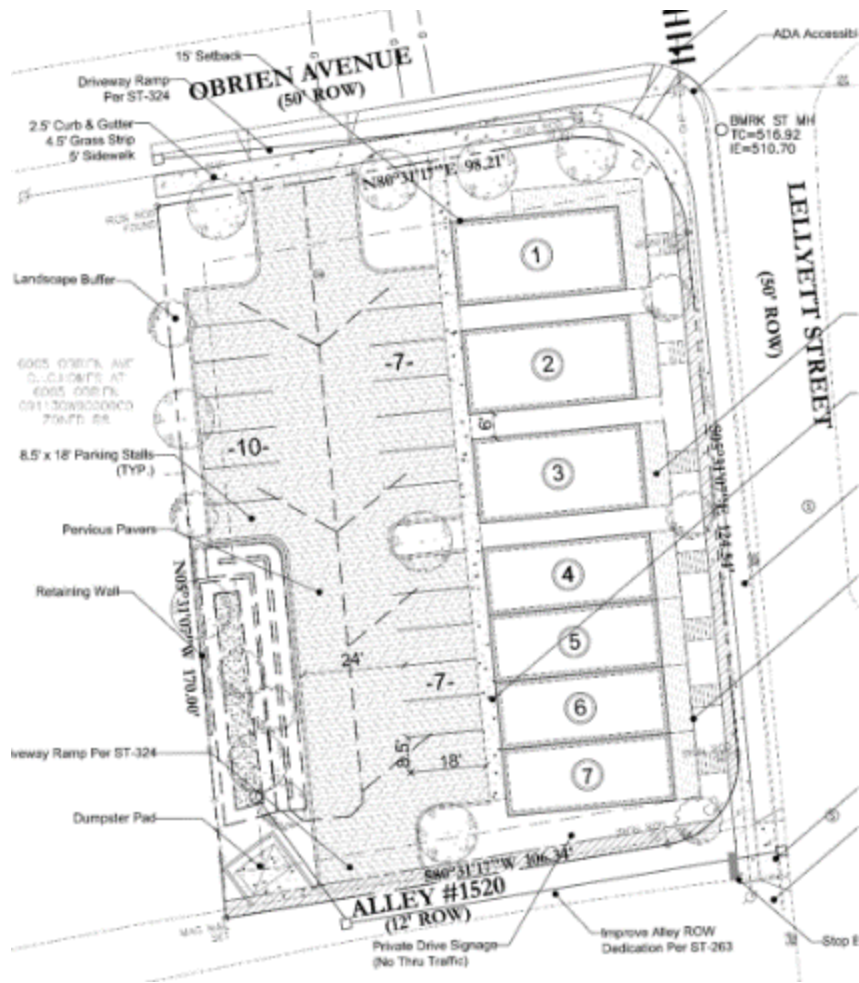
The Planning Commission’s recommendation as well as the enacting ordinance specifically prohibits short term rental property – owner occupied and short-term rental property – not-owner occupied. The request is to remove the restriction for short term rental property – not-owner occupied.

### WEST NASHVILLE COMMUNITY PLAN

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



# Metro Planning Commission Meeting of 01/11/24



**Approved Preliminary**



## **Metro Planning Commission Meeting of 01/11/24**

### Supplemental Policy (SPA) 07-T4-MU-01 – O’Brien Avenue Eastboro Drive

The supplemental policy does not support nonresidential uses. Residential building types supported by the supplemental policy includes House, Detached Accessory Dwelling Units, Plex House, House Court, Low-Rise Townhouse, Manor House, Courtyard Flat, Low-Rise Flat and Mid-Rise Flat (max of six stories). Appropriate building types and intensity depend on location and surrounding context.

### **ANALYSIS**

The supplemental policy does not support nonresidential uses. Staff’s consideration for the approved preliminary SP included the fact that the uses are consistent with the SPA. Since commercial uses are not supported by the SPA, staff would not have supported the approved preliminary SP with nonresidential uses. The Zoning Code classifies short-term rental property – not-owner occupied as a commercial use. Since the supplemental policy does not support nonresidential uses, then staff recommends disapproval.

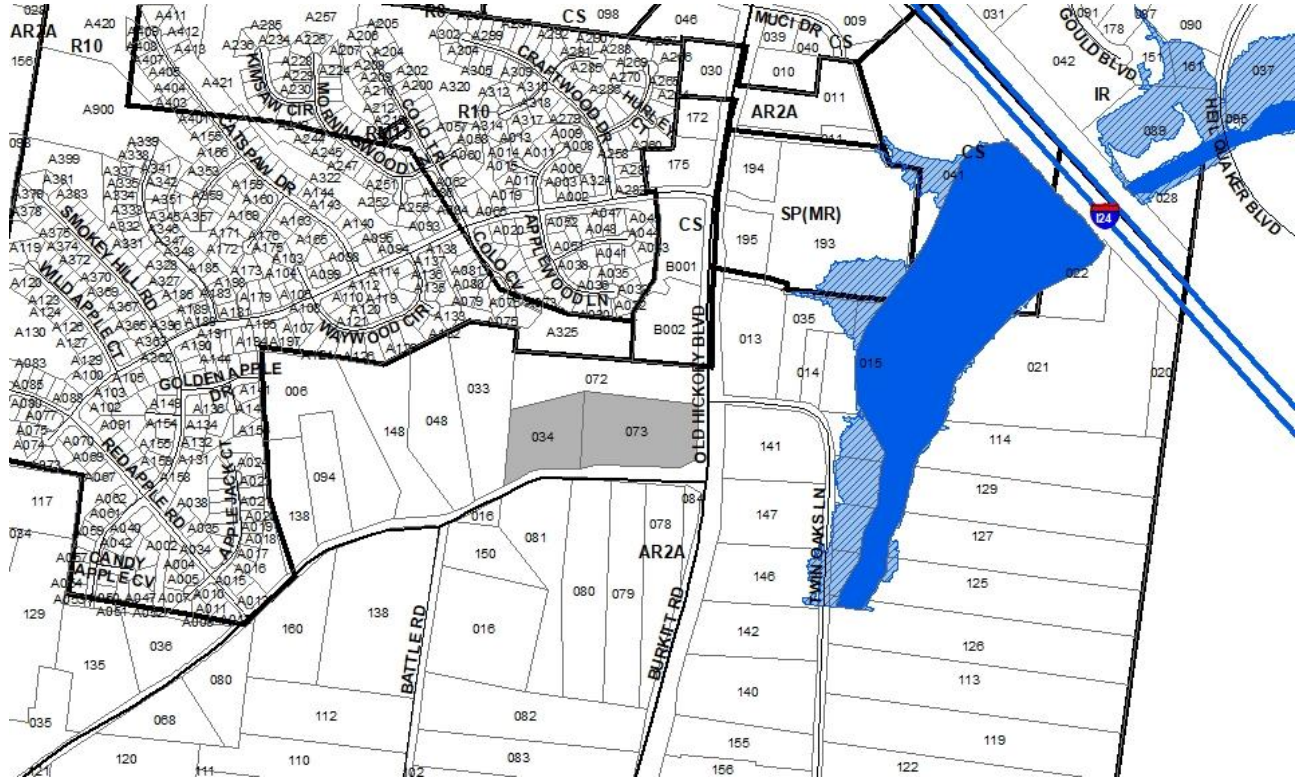
### **STAFF RECOMMENDATION**

Staff recommends disapproval.





# Metro Planning Commission Meeting of 01/11/24



**2024SP-003-001**  
**BURKITT CORNER**  
Map 183, Parcel(s) 034, 073  
12, Southeast  
33 (Antoinette Lee)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #13</b>	<b>Specific Plan 2024SP-003-001</b>
<b>Project Name</b>	<b>Burkitt Corner</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	06 – Mayes
<b>Requested by</b>	Dale & Associates, applicant; Paul Tune, Trustee, owner.
<b>Staff Reviewer</b>	Konigstein
<b>Staff Recommendation</b>	<i>Defer to the February 8, 2024, Planning Commission meeting.</i>

---

### **APPLICANT REQUEST**

**Preliminary SP to permit a multi-family residential development.**

#### Preliminary SP

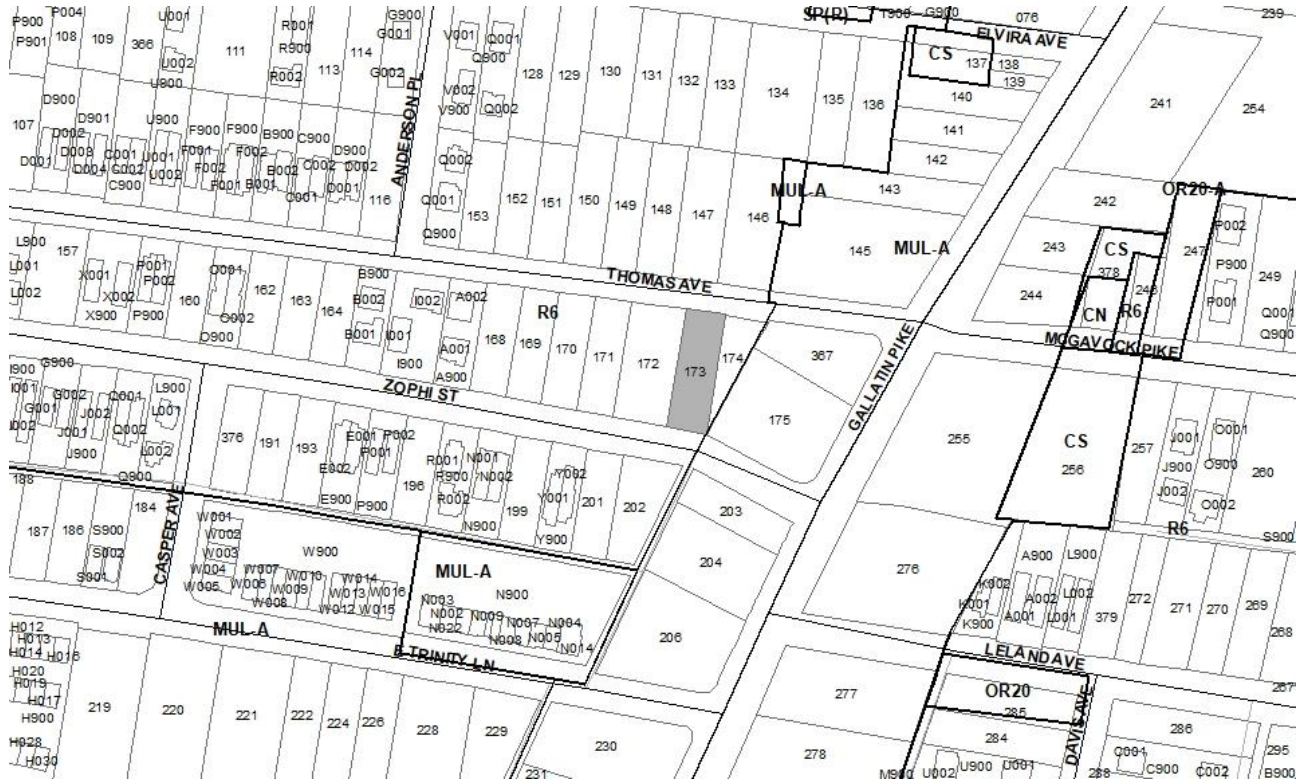
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for properties located at 433 and 13240 Old Hickory Blvd., at the northern corner of Old Hickory Blvd. and Burkitt Road (9.44 acres), to permit 85 multi-family residential units.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/11/24



**2023NL-002-001**  
1085 ZOPHI STREET  
Map 072-06, Parcel(s) 173  
05, East Nashville  
05 (Sean Parker)



## Metro Planning Commission Meeting of 01/11/24

**Item #14**

**Neighborhood Landmark Overlay**

**2023NL-002-001**

**Project Name**

**1085 Zophi Street**

**Council District**

05 – Parker

**School District**

01 - Gentry

**Requested by**

Mike Price, applicant; Featherfoot, LLC, owner.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Defer to the February 8, 2024, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Apply a Neighborhood Landmark Overlay District.**

Neighborhood Landmark Overlay

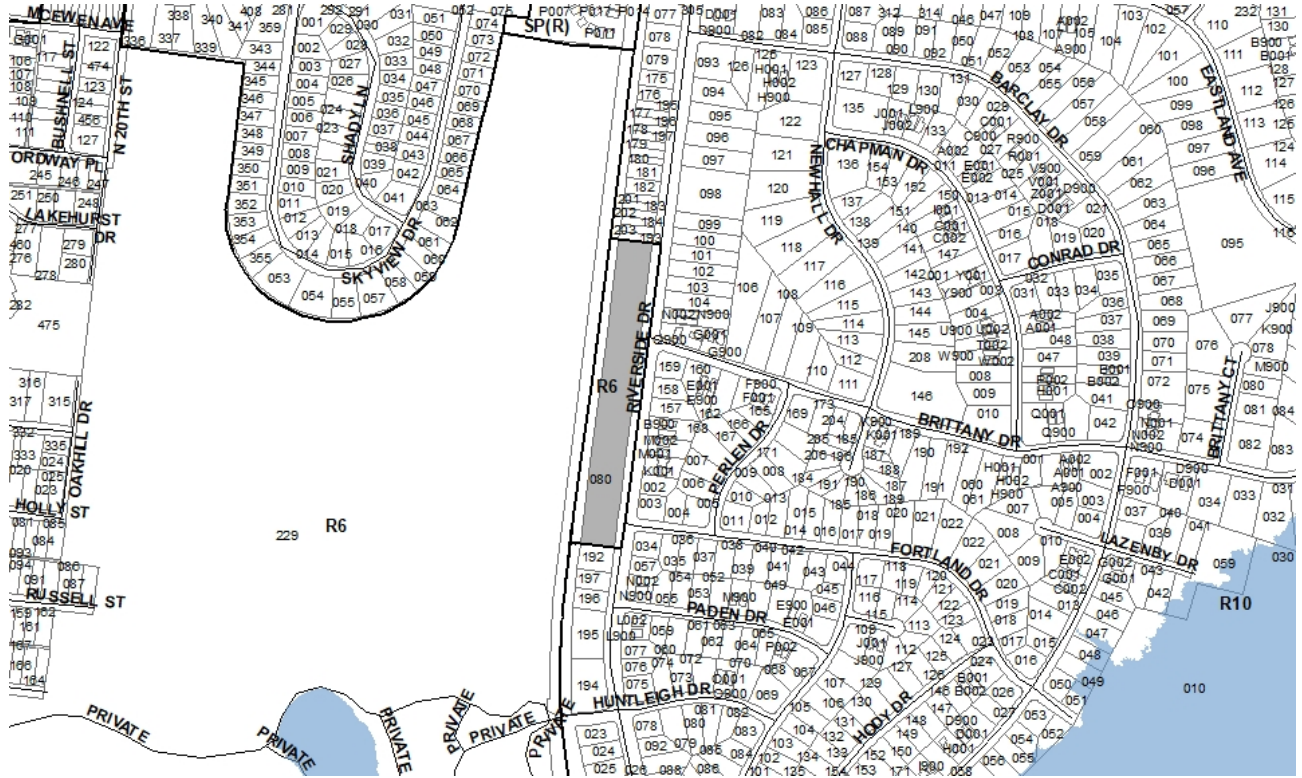
A request to apply a Neighborhood Landmark Overlay District (NLOD) on property located at 1085 Zophi Street, approximately 215 feet west of Gallatin Pike, zoned One and Two-Family Residential (R6) (0.21 acres), to permit the uses of R6, religious institution, and multi-media production uses.

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 8, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/11/24



**2023S-180-001**  
RIVERSIDE TRACE, SECTION TWO  
Map 083-11, Parcel(s) 080  
05, East Nashville  
06 (Clay Capp)



## Metro Planning Commission Meeting of 01/11/24

**Item #15**

**Final Plat 2023S-180-001**

**Project Name**

**Riverside Trace, Section Two**

**Council District**

06 – Capp

**School District**

03 – Masters

**Requested by**

CSDG TN, applicant; RSDG LLC, owner.

**Staff Reviewer**

Marton

**Staff Recommendation**

*Approve with conditions, including exceptions to Sections 3-5.2.d.1 and 3-5.2.d.2.*

### APPLICANT REQUEST

**Request for concept plan approval to create 10 lots.**

#### Concept Plan

A request for concept plan approval on property located at Riverside Drive (unnumbered), approximately 900 feet south of Barclay Drive, zoned One and Two-Family Residential (R6) (4.51 acres) to permit 10 lots.

### SITE DATA AND CONTEXT

**Location:** The site consists of one property located along the western side of Riverside Drive, east of the Shelby Golf Course.

**Street Type:** The site has frontage on Riverside Drive. The Major Collector Street Plan (MCSP) classifies this portion of Riverside Drive as a residential Collector Avenue.

**Approximate Acreage:** 4.51 acres or approximately 196,455 square feet.

**Parcel/Site History:** The site consists of one parcel that was created by plat in 2000.

**Zoning History:** The property was recently rezoned to One and Two Family Residential (R6) in July of 2023. The site had previously been zoned R10 since 1974.

**Existing Land Use:** The property is currently vacant residential land.

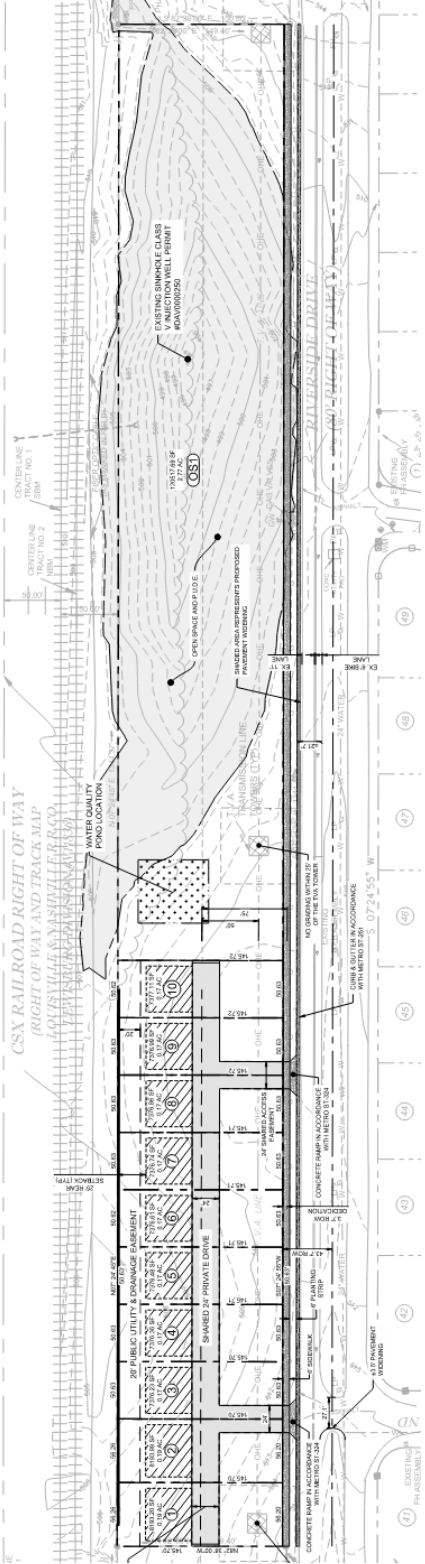
#### **Surrounding Land Use and Zoning:**

- North: Two-family Residential/R10
- South: Single-Family Residential and Telecommunications Tower/R10
- East: One and Two-family Residential/R10
- West: Open Space/R6





# Metro Planning Commission Meeting of 01/11/24



Proposed Concept Plan





## Metro Planning Commission Meeting of 01/11/24

### **Zoning:** One and Two-Family Residential (R6)

Min. lot size: 6,000 square feet

Max. building coverage: 0.35

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 2 stories and 30 feet

Min. street setback: Contextual per Zoning Code

### **PROPOSAL DETAILS**

#### **Number of lots: 10**

**Lot sizes:** Proposed lots 1 and 2 are 8,193 square feet and proposed lots 3-10 are 7,376 square feet.

**Access:** Access to Lots 1-10 is provided by two 24' wide shared access easements from Riverside Drive. Shared drives are required for the lots as Riverside Drive is identified as a Collector Avenue by the MCSP.

**Subdivision Variances or Exceptions Requested:** An exception is required for lot size and lot frontage.

### **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 within the Suburban Neighborhood Maintenance (T3 NM) policy. For T3 NM, the conventional 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**



## Metro Planning Commission Meeting of 01/11/24

Staff finds that the land is suitable for development consistent with this section.

### 3-4 Lot Requirements

All 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 R6 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. 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.

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. All lots front Riverside Drive.

c. *The resulting density of 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 the site does not specifically identify an appropriate density; however, the policy supports the underlying R6 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. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*

The proposed lots do not meet the minimum lot frontage requirement. The minimum frontage width requirement per this section is 72.45 feet. The proposed frontage width for lots 1 and 2 is 56.2 feet while the proposed frontage for lots 3-11 is both lots is 50.6 feet.

*2. Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than 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; and*

The proposed lots do not meet the minimum lot size requirement. The minimum lot size requirement per this section is approximately 0.25 acres, or 11,119 square feet. The



## Metro Planning Commission Meeting of 01/11/24

proposed lots 1 and 2 are approximately 8,193 square feet (0.19 acres) and the proposed lots 3-10 are approximately 7,376 square feet (0.17 acres). These lots still exceed the minimum 6,000 square feet required by zoning.

*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*

New homes will be required to meet the contextual setback standards per the Metro Zoning Code to be determined at the time of building permit.

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

All lots are oriented to Riverside Drive, consistent with surrounding lots.

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

The proposed lots do not meet the minimum lot size and lot frontage requirements for compatibility. The site is uniquely situated between CSX right-of-way to the west, and the property directly to the south is a telecommunications tower. There are several factors that limit the developable area on the site including a TVA easement that bisects the site and a sinkhole on the northern half of the property which is shown as dedicated open space. Often a difference in lot frontages can be perceived in the rhythm along the street, impacted by the number of drives and access points as a result of limited frontage and more lots. In this case, only two vehicular drives are proposed and there is a large front setback due to the TVA easement. The proposed lots will have compatible setbacks to the other properties, as the TVA easement runs along the adjacent properties to the north and south. Due to the environmental factor of the sinkhole on the northern portion of the site as well as the telecommunications tower to the south, the block has a break in the continuity of the existing development pattern, making a deviation in the pattern less noticeable. A note has been added to the plan to keep the building height limited to 2 stories and 30 feet which would allow for compatible massing with the existing structures along Riverside.

*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.*



## Metro Planning Commission Meeting of 01/11/24

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.

## 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, however the plan shows a 6' sidewalk, 6' planting strip, and the existing 6' bike lane on the west side of Riverside Drive.

## 3-9 **Requirements for Streets**

Not applicable. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

## 3-10 **Requirements for Dedication, Reservations, or Improvements**

Riverside Drive is classified by the MCSP as a collector avenue. The plat proposes to dedicate 3.7 feet of right-of-way for a total half right-of-way width of 43.7 feet.

## 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**



## **Metro Planning Commission Meeting of 01/11/24**

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

### **3-15 Public Water Facilities**

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval with conditions.

### **3-16 Sewerage Facilities**

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

### **3-17 Underground Utilities**

Utilities are required to be located underground whenever a new street is proposed. The concept plan is not proposing a new street and the requirement is not applicable.

## **PLANNING STAFF COMMENTS – SUBDIVISION REGULATIONS**

With the exception for the minimum lot size and lot frontage of the compatibility criteria, the proposed subdivision meets 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 in regard to setback, building heights, etc. Staff recommends approval with conditions based on a finding that the proposal can provide for harmonious development.

## **POLICY CONSIDERATIONS**

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

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T3 NM (Suburban Neighborhood Maintenance). The goal of the T3 NM Policy is to maintain suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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.

## **COMMENTS FROM OTHER REVIEWING AGENCIES**



## Metro Planning Commission Meeting of 01/11/24

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- The access drives have been increased to 24 ft. The buildings will not exceed 30' in height.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **NASHVILLE DOT RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Final construction plan to have the following NDOT construction notes:  
Nashville Department of Transportation Construction Notes
  - All work within the Public right-of-way requires an Excavation Permit from the Nashville Department of Transportation.
  - Proof-rolling of ALL street sub-grades is required in the presence of the Nashville Department of Transportation Inspector, request to be made 24 hours in advance.
  - Stop signs to be 30 inch by 30 inch.
  - Street name signs are to have six inch white letters in Highway Gothic font on a nine inch green aluminum blade, and be mounted vertically staggered. Street name signs shall be assembled using extruded sign blades.
  - All signs to have 3M high intensity retro-reflective coating.
  - All striping within ROW is to be 80 mil thermoplastic striping at the time of acceptance. Paint striping should be used in the interim until final striping has been placed.
  - The development/ contractor shall have a NDOT stamped set of plans on site to be produced upon request during any site visit.
- There is to be no vertical obstructions (poles, signs, guys, etc.) within the designated sidewalk area. All sewer clean outs, valve/ meter boxes extending to private service lines are to be placed behind the sidewalk.
- With additional pavement - mill pave may be required along existing travel lane for overall continuity of pavement to prevent excess longitudinal joints in pavement.
- Additional striping/ alteration of existing striping may need to occur at the widening of the intersection, and should be accounted for on final plan. Refreshing of lane striping may be required with the project dependent on condition of striping along frontage prior to final acceptance/ U&O approval of the project. This will be determined by the NDOT inspection representative.
- Currently shown vehicles leaving site to go east or north bound will have to angle into the intersection. Intersection opening crossing the divided street should be widened further to allow vehicles to travel straight out of site ~6-8' additional widening to what is shown on concept. Southern access to align well with intersection and Fortland Drive on final plan.



## **Metro Planning Commission Meeting of 01/11/24**

- Concept plan/ plat is generally approved with condition by NDOT and is subject to further additional review and modifications at the time of final construction plan review.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Concept Plan only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. A minimum of 30% of W&S Capacity must be paid before issuance of building permits.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including exceptions to Sections 3-5.2.d.1 for lot frontage and Section 3-5.2.d.2 for lot size.

### **CONDITIONS**

1. Vehicular access to all lots is limited to the shared access easement identified on the plan.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-2.5.f of the Metro Subdivision Regulations, the approval a of concept plan shall be effective for four years from the date of Planning Commission approval to the recording of the final plat or a phase of the plat as described in Section 2-2.5.g.

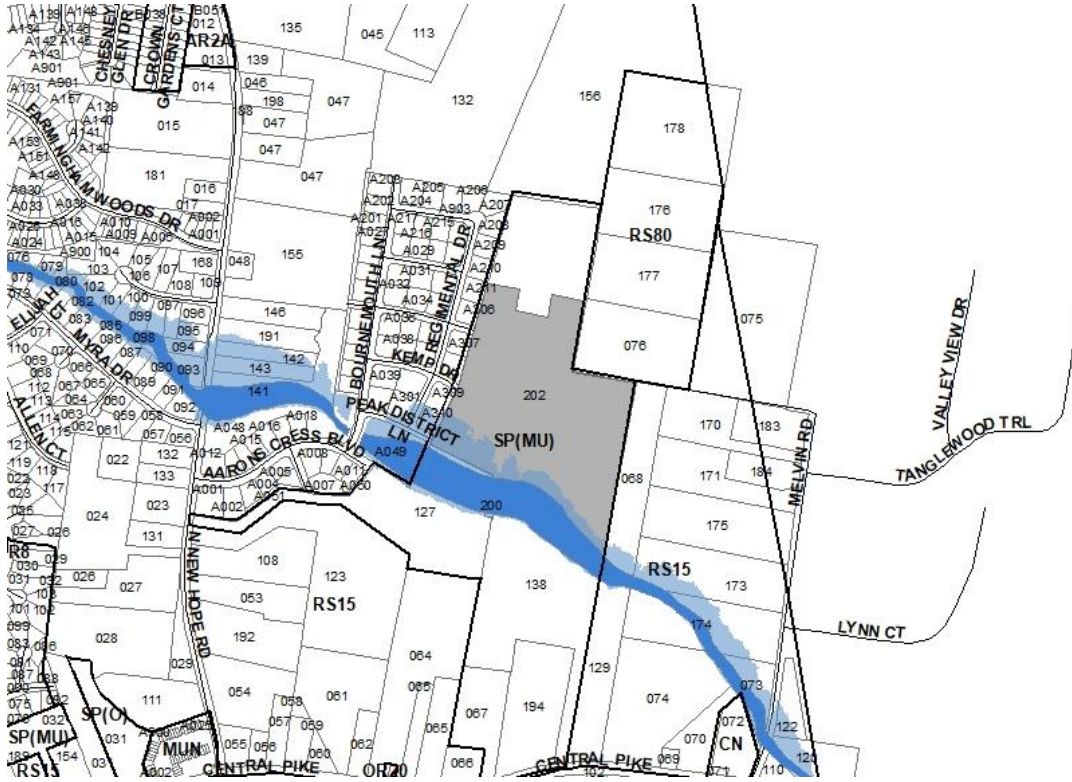
### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2023S-180-001 with conditions including exceptions to Sections 3-5.2.d.1 and 3-5.2.d.2 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 01/11/24



**2023S-189-001**

OVERLOOK AT AARON'S CRESS

Map 087, Parcel(s) 202

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



## Metro Planning Commission Meeting of 01/11/24

<b>Item #16</b>	<b>Final Plat 2023S-189-001</b>
<b>Project Name</b>	<b>Overlook at Aaron’s Cress</b>
<b>Council District</b>	12 – Evans
<b>School District</b>	04 – Nabaa-McKinney
<b>Requested by</b>	Dale & Associates, applicant; Beazer Homes, LLC, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

### APPLICANT REQUEST

**Request for final plat approval to create 40 lots.**

#### Final plat

A request for final plat approval to create 40 lots on a portion of property located at Kemp Drive (unnumbered), at the current terminus of Kemp Drive, zoned Specific Plan (SP) (14.35 acres).

### CASE HISTORY

The site is located within a Specific Plan zoning district, case 2019SP-031-001. The preliminary plan, named 4307 Central Pike, was granted approval by Metro Council in 2019 for a mixed use development. The final site plan for this phase, case 2019SP-031-002, received administrative approval for 40 lots, including 39 single-family lots and one multi-family lot consisting of 6 residential units for a total of 45 units, in January 2024. The proposed plat includes 40 lots with public roads that will tie into the adjacent Aaron’s Cress subdivision to the west.

### SITE DATA AND CONTEXT

**Location:** The site is located east of N. New Hope Road at the current terminus of Kemp Drive.

**Approximate Acreage:** 14.35 acres or approximately 625,086 square feet.

### PROPOSAL DETAILS

**Number of lots:** 40 total; 39 single-family and one multi-family lot consisting of 6 residential units.

**Subdivision Variances or Exceptions Requested:** None.

### UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to TN State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

The subject site received preliminary approval in 2019 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.



# Metro Planning Commission Meeting of 01/11/24



LINE TABLE	
LT	AREA
1	100.00
2	100.00
3	100.00
4	100.00
5	100.00
6	100.00
7	100.00
8	100.00
9	100.00
10	100.00
11	100.00
12	100.00
13	100.00
14	100.00
15	100.00
16	100.00
17	100.00
18	100.00
19	100.00
20	100.00
21	100.00
22	100.00
23	100.00
24	100.00
25	100.00
26	100.00
27	100.00
28	100.00
29	100.00
30	100.00
31	100.00
32	100.00
33	100.00
34	100.00
35	100.00
36	100.00
37	100.00
38	100.00
39	100.00
40	100.00
41	100.00
42	100.00
43	100.00
44	100.00
45	100.00
46	100.00
47	100.00
48	100.00
49	100.00
50	100.00
51	100.00
52	100.00
53	100.00
54	100.00
55	100.00
56	100.00
57	100.00
58	100.00
59	100.00
60	100.00
61	100.00
62	100.00
63	100.00
64	100.00
65	100.00
66	100.00
67	100.00
68	100.00
69	100.00
70	100.00
71	100.00
72	100.00
73	100.00
74	100.00
75	100.00
76	100.00
77	100.00
78	100.00
79	100.00
80	100.00
81	100.00
82	100.00
83	100.00
84	100.00
85	100.00
86	100.00
87	100.00
88	100.00
89	100.00
90	100.00
91	100.00
92	100.00
93	100.00
94	100.00
95	100.00
96	100.00
97	100.00
98	100.00
99	100.00
100	100.00

LINE	START	END	AREA
1	0+00	0+00	0.00
2	0+00	0+00	0.00
3	0+00	0+00	0.00
4	0+00	0+00	0.00
5	0+00	0+00	0.00
6	0+00	0+00	0.00
7	0+00	0+00	0.00
8	0+00	0+00	0.00
9	0+00	0+00	0.00
10	0+00	0+00	0.00
11	0+00	0+00	0.00
12	0+00	0+00	0.00
13	0+00	0+00	0.00
14	0+00	0+00	0.00
15	0+00	0+00	0.00
16	0+00	0+00	0.00
17	0+00	0+00	0.00
18	0+00	0+00	0.00
19	0+00	0+00	0.00
20	0+00	0+00	0.00
21	0+00	0+00	0.00
22	0+00	0+00	0.00
23	0+00	0+00	0.00
24	0+00	0+00	0.00
25	0+00	0+00	0.00
26	0+00	0+00	0.00
27	0+00	0+00	0.00
28	0+00	0+00	0.00
29	0+00	0+00	0.00
30	0+00	0+00	0.00
31	0+00	0+00	0.00
32	0+00	0+00	0.00
33	0+00	0+00	0.00
34	0+00	0+00	0.00
35	0+00	0+00	0.00
36	0+00	0+00	0.00
37	0+00	0+00	0.00
38	0+00	0+00	0.00
39	0+00	0+00	0.00
40	0+00	0+00	0.00
41	0+00	0+00	0.00
42	0+00	0+00	0.00
43	0+00	0+00	0.00
44	0+00	0+00	0.00
45	0+00	0+00	0.00
46	0+00	0+00	0.00
47	0+00	0+00	0.00
48	0+00	0+00	0.00
49	0+00	0+00	0.00
50	0+00	0+00	0.00
51	0+00	0+00	0.00
52	0+00	0+00	0.00
53	0+00	0+00	0.00
54	0+00	0+00	0.00
55	0+00	0+00	0.00
56	0+00	0+00	0.00
57	0+00	0+00	0.00
58	0+00	0+00	0.00
59	0+00	0+00	0.00
60	0+00	0+00	0.00
61	0+00	0+00	0.00
62	0+00	0+00	0.00
63	0+00	0+00	0.00
64	0+00	0+00	0.00
65	0+00	0+00	0.00
66	0+00	0+00	0.00
67	0+00	0+00	0.00
68	0+00	0+00	0.00
69	0+00	0+00	0.00
70	0+00	0+00	0.00
71	0+00	0+00	0.00
72	0+00	0+00	0.00
73	0+00	0+00	0.00
74	0+00	0+00	0.00
75	0+00	0+00	0.00
76	0+00	0+00	0.00
77	0+00	0+00	0.00
78	0+00	0+00	0.00
79	0+00	0+00	0.00
80	0+00	0+00	0.00
81	0+00	0+00	0.00
82	0+00	0+00	0.00
83	0+00	0+00	0.00
84	0+00	0+00	0.00
85	0+00	0+00	0.00
86	0+00	0+00	0.00
87	0+00	0+00	0.00
88	0+00	0+00	0.00
89	0+00	0+00	0.00
90	0+00	0+00	0.00
91	0+00	0+00	0.00
92	0+00	0+00	0.00
93	0+00	0+00	0.00
94	0+00	0+00	0.00
95	0+00	0+00	0.00
96	0+00	0+00	0.00
97	0+00	0+00	0.00
98	0+00	0+00	0.00
99	0+00	0+00	0.00
100	0+00	0+00	0.00

## Proposed plat

### APPLICABLE SUBDIVISION REGULATIONS

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



## Metro Planning Commission Meeting of 01/11/24

- Approved road plans on file with NDOT under 'Overlook at Aarons Cress - 2019SP-031-002 - 4307 Central pike ph 1'

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on November 3, 2023) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 22SL0169 and 22WL0079. A bond amount of \$390,000.00 is assigned to 22SL0169, and an amount of \$260,000.00 is assigned to 22WL0079.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

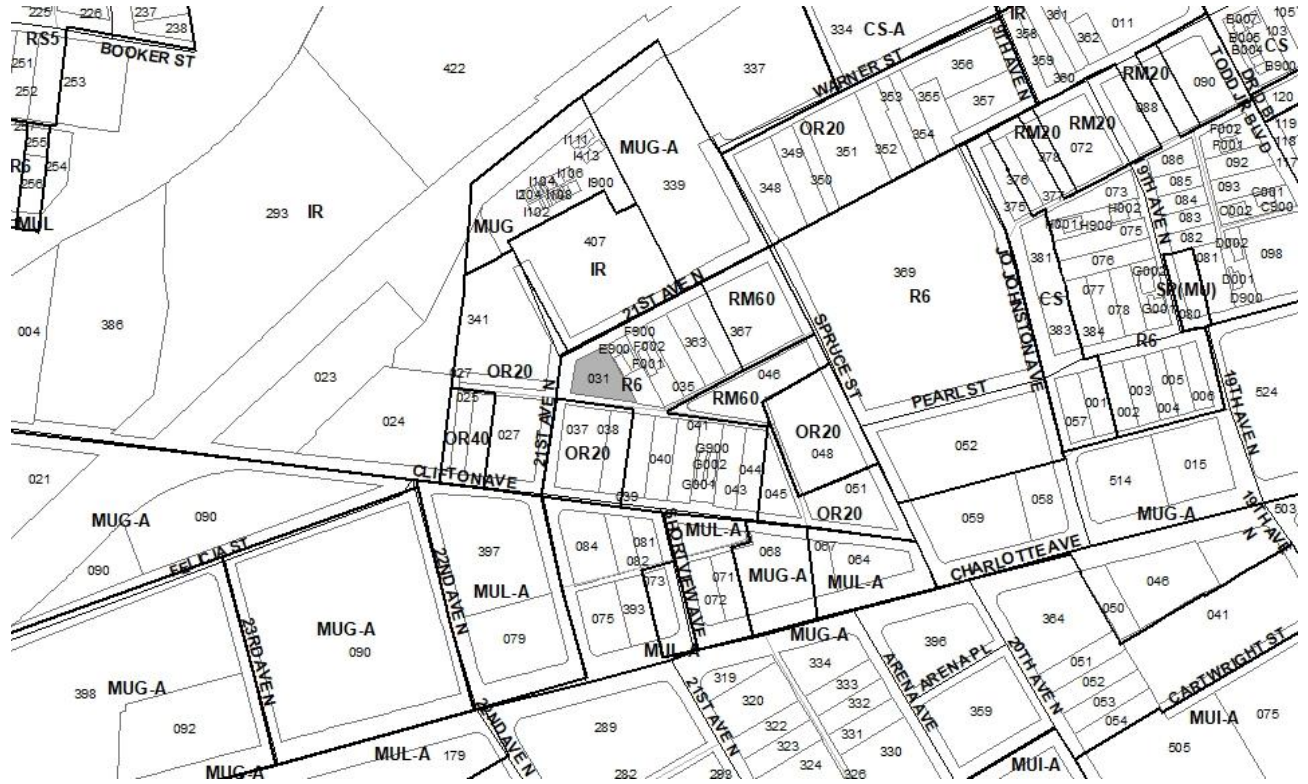
1. All public infrastructure shall be constructed and accepted by Metro or infrastructure shall be bonded according to Metro standards.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2023S-189-001 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.



# Metro Planning Commission Meeting of 01/11/24



**2023Z-104PR-001**  
Map 092-11, Parcel 031  
08, North Nashville  
21 (Brandon Taylor)



## Metro Planning Commission Meeting of 01/11/24

**Item #17**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2023Z-104PR-001**  
21 - Taylor  
05 – Buggs  
Kim A. Smiley, applicant and owner.

**Staff Reviewer**  
**Staff Recommendation**

Elliott  
*Disapprove OR20 and approve OR20-A.*

### **APPLICANT REQUEST** **Zone change from R6 to OR20.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning for property located at 601 21st Avenue N., approximately 410 feet west of Spruce Street (0.24 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 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 duplex lots for a total of 2 units, based on acreage only. Codes provides final determination on duplex eligibility.*

#### **Proposed Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 5 units.*

### **NORTH NASHVILLE**

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.

### **SITE**

The application consists of a single parcel that comprises approximately 0.24 acres or 10,000 square feet. The parcel is located on the eastern side of 21<sup>st</sup> Avenue North. 21<sup>st</sup> Avenue North splits and forms a “y” shape in front of this site and the western portion is a Collector Avenue and the remainder is a local street. An alleyway exists at the rear of the site. The site is surrounded by a mixture of residential land uses, non-residential land uses, civic, and industrial land uses.

### **ANALYSIS**

Staff finds the proposed OR20 zoning district to be inappropriate because of the urban policy designation for this area. Staff does find OR20-A zoning to be consistent with the intent of the T4 MU policy to encourage mixed use urban neighborhoods. The alternative zoning designation will require a more urban form to be provided with access limited to the alleyway and the building





## Metro Planning Commission Meeting of 01/11/24

placed near the sidewalk. The permitted land uses and development form permitted by the OR20-A zoning district is consistent with the T4 MU policy in this location.

### FIRE RECOMMENDATION

#### Approve

Maximum Uses in Existing Zoning District: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	0.24	7.71 D	2 U	28	7	2

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.12	20 D	2 U	9	1	1

Maximum Uses in Proposed Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.12	0.8	4,529 SF	53	30	6

Traffic changes between maximum: **R6 and OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+34	+24	+5

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed OR20 district: 0 Elementary 0 Middle 0 High**

The proposed OR20 zoning district is expected to generate no more students than the existing R6 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are identified as having additional capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends disapproval of OR20 and approval of OR20-A.

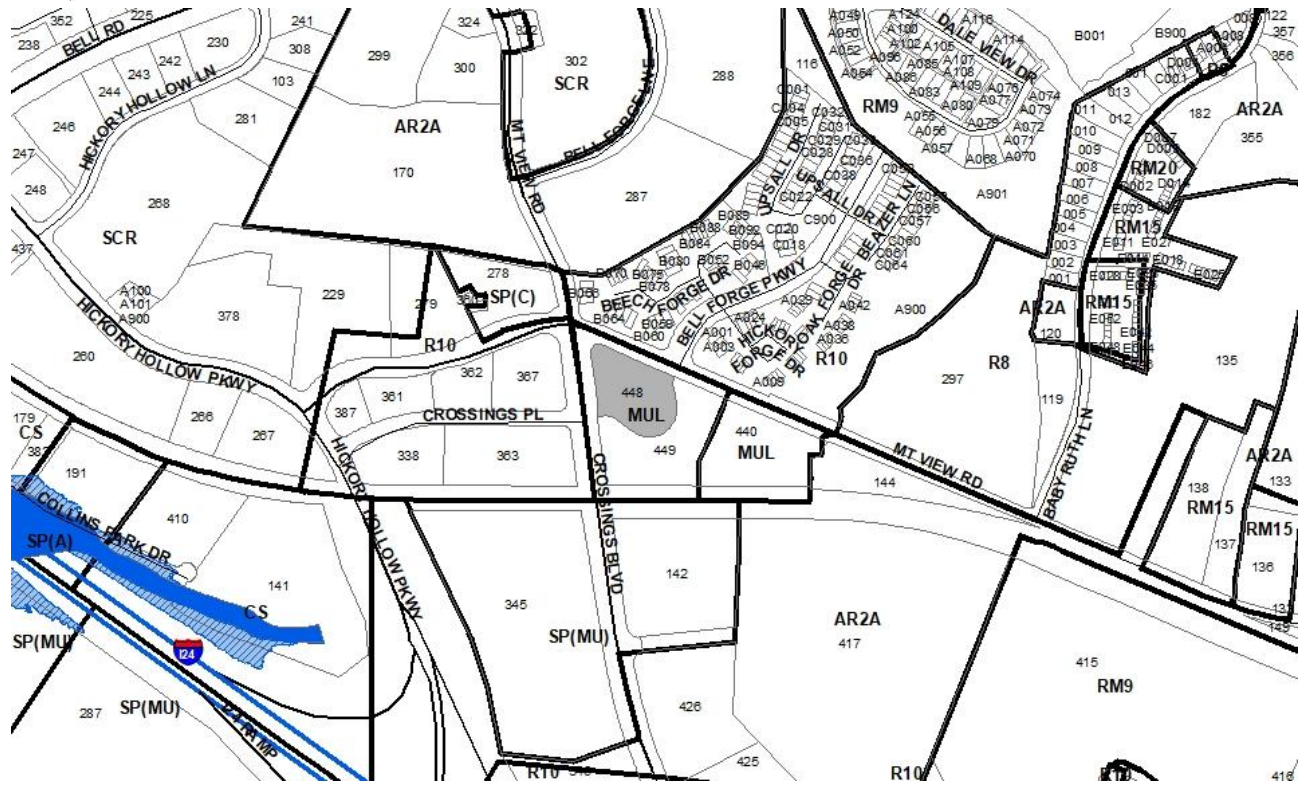




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/11/24



**2024Z-001PR-001**  
Map 163, Parcel 448  
13, Antioch – Priest Lake  
32 (Joy Styles)



## Metro Planning Commission Meeting of 01/11/24

**Item #18**

**Council Bill No.**

**Council District**

**School District**

**Requested by**

**Zone Change 2024Z-001PR-001**

BL2023-128

32 - Styles

06 – Mayes

Councilmember Joy Styles, applicant; Rajendra Bhakta, owner.

**Staff Reviewer**

Elliott

**Staff Recommendation**

*Defer to the February 22, 2024, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Zone change from MUL to AR2a.**

Zone Change

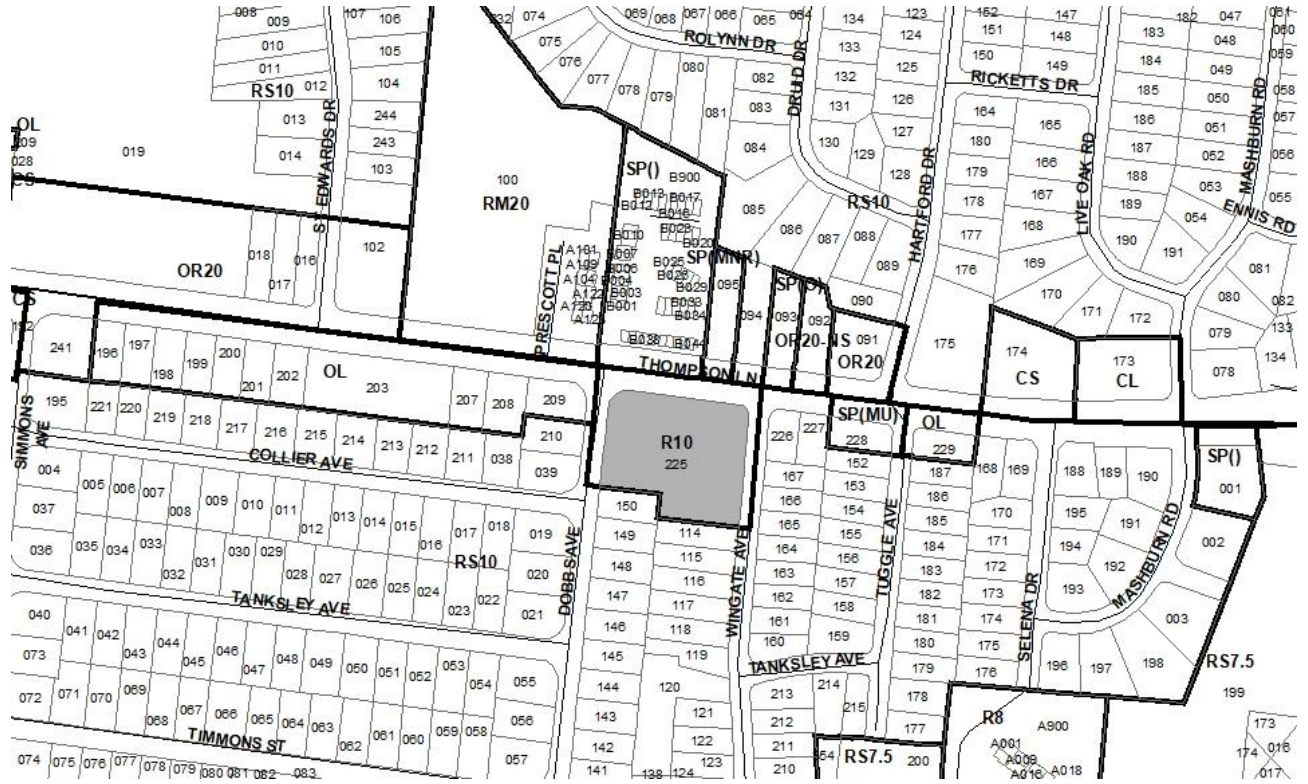
A request to rezone from Mixed Use Limited (MUL) to Agricultural/Residential (AR2a) zoning for property located at Mt. View Road (unnumbered) at the southeastern intersection of Mt. View Road and Crossings Boulevard (2.13 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 22, 2024, Planning Commission meeting.



# Metro Planning Commission Meeting of 01/11/24



**2024Z-002PR-001**  
 Map 119-10, Parcel(s) 225  
 11, South Nashville  
 16 (Ginny Welsch)



## Metro Planning Commission Meeting of 01/11/24

**Item #19**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-002PR-001**  
16 – Welsch  
07 – Player  
Mehmet Alatas, applicant and owner.

**Staff Reviewer**  
**Staff Recommendation**

Anthony  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from R10 to OR20-A-NS.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R10) to Office/Residential-Alternative-No Short-Term Rental (OR20-A-NS) zoning for property located at 99 Thompson Lane, at the corner of Thompson Lane and Dobbs Avenue (2.2 acres).

#### **Existing Zoning**

One and Two Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Based on acreage only, R10 may permit a maximum of 10 lots with 2 duplex lots for a total of 12 units. Metro Codes provides final determination on duplex eligibility.*

#### **Proposed Zoning**

Office/Residential-Alternative-No Short-Term Rental (OR20-A-NS) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. Short-term rental property, owner-occupied and non-owner occupied, is prohibited. *OR20-A would permit a maximum of 44 units.*

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

### **SITE AND CONTEXT**

The rezoning application is for a 2.2-acre parcel located along the south side of Thompson Lane between Dobbs Avenue and Wingate Avenue. The property has been zoned R10 since 1984. The property is also located in the Airport Impact Overlay District, the I-440 Impact Overlay District, and the Urban Zoning Overlay. A church, accessory building, and associated parking lot are currently located on the property. The property has frontage on Thompson Lane, Dobbs Avenue, and Wingate Avenue.



## Metro Planning Commission Meeting of 01/11/24

Adjacent zoning includes: SP and RS10 on the north; RS10 on the south and east; and OL and RS10 on the west. A mix of land uses—including single-family residential, multi-family residential, office, and commercial—are present in the immediate vicinity. The properties lying adjacent to the subject property on the south are both currently used for single-family residential.

### ANALYSIS

The application proposes to rezone the subject property from R10 to OR20-A-NS. The property lies in the Transition (TR) policy area, which is intended to provide transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. In this particular area, the TR policy applies to properties along both sides of the Thompson Lane corridor. Properties to the north and south of the corridor lie within the T3 Suburban Neighborhood Maintenance (T3 NM) policy area; the predominant land use in this area is single-family residential.

Planning staff evaluated the rezoning request in relation to the TR policy’s focus on minimizing land use conflicts while providing opportunities for small-scale offices and a mixture of moderate to high-density housing types. Staff determined that the proposed OR20-A-NS zoning would be consistent with the policy. The OR20-A-NS zoning district permits a moderate residential density of up to 20 units per acre, while also permitting a variety of office, institutional, and educational uses. The Alternative designation in the OR20-A-NS zoning district will require that future development on the site have an urban form with buildings constructed near the sidewalk. Additionally, the No Short-Term Rental designation will prohibit short-term rentals, both owner-occupied and non-owner occupied.

Because the proposed OR20-A-NS zoning is supported by the TR policy, staff recommends approval of the rezoning request.

#### Maximum Uses in Existing Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.2	4.63 D	12 U	148	13	13

\*Based on two-family lots

#### Maximum Uses in Proposed Zoning District: **OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	1.1	20 D	22 U	118	8	10

#### Maximum Uses in Proposed Zoning District: **OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.1	0.8	38,322 SF	418	63	45



## Metro Planning Commission Meeting of 01/11/24

Traffic changes between maximum: **R10 and OR20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+388	+58	+42

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R10 district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed OR20-A-NS district: 7 Elementary 3 Middle 4 High**

The proposed OR20-A-NS zoning district is expected to generate 10 more students than the existing R10 zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary School is at capacity. Wright Middle School is under capacity. Glencliff High School is over capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

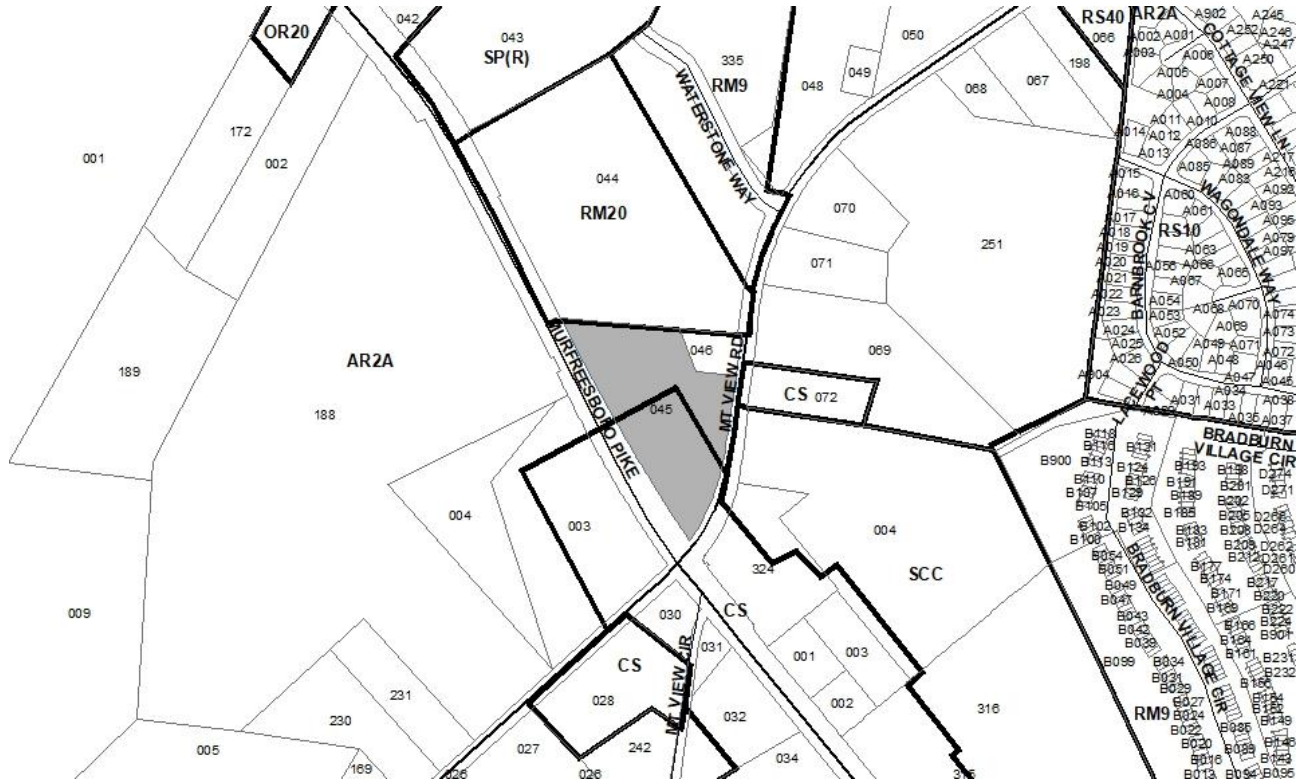
### **STAFF RECOMMENDATION**

Staff recommends approval.





# Metro Planning Commission Meeting of 01/11/24



**2024Z-004PR-001**  
Map 164, Parcel 045  
13, Antioch – Priest Lake  
08 (Deonté Harrell)



## Metro Planning Commission Meeting of 01/11/24

**Item #20****Council Bill No.****Council District****School District****Requested by****Specific Plan 2024Z-004PR-001**

BL2023-133

08 - Harrell

06 – Mayes

Councilmember Joy Styles, applicant; OV 07 Mt. View, LLC, owner.

**Staff Reviewer**

Elliott

**Staff Recommendation***Approve with conditions and disapprove without all conditions.***APPLICANT REQUEST****Zone change from CS and AR2a to SP.**Zone Change

A request to rezone from Commercial Service (CS) and Agricultural/Residential (AR2a) to Specific Plan (SP) zoning for property located at 3332 Murfreesboro Pike, north of the intersection of Murfreesboro Pike and Mt. View Road, to permit all uses of CS zoning (4.86 acres), and within the Murfreesboro Pike Urban Design Overlay and Hamilton Hills Urban Design Overlay.

**Existing Zoning**

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

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and 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 2 lots.*

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

Hamilton Hills Urban Design Overlay (UDO) is a zoning tool that allows for a specifically designated area to have unique physical design standards in order to either protect the design character already established, or to create a design character that would otherwise not be ensured by the standard provisions of the zoning regulations. The Hamilton Hills UDO specifically intends:

- To match the location, extent, and timing of transportation facilities with the type and intensity of proposed development.
- To connect neighborhoods to schools, shopping areas, places of work, recreation areas, open spaces and other points of activity through a system of sidewalks, bike lanes, and greenways.
- To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.



## Metro Planning Commission Meeting of 01/11/24

- To provide parking for those who live, work, and shop in the study area in a manner that does not dominate the street and is sensitive to the pedestrian environment.
- To soften the visual impact of new development and provide a greater level of comfort for pedestrians.
- To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations.
- To preserve important and sensitive features of the natural environment such as trees, cedar glade plant communities, hills, sinkholes, and open spaces.
- Promote a high quality of life by offering a wide range of housing opportunities in response to the residents' needs.
- To provide for the daily needs of individual neighborhoods within pedestrian-friendly neighborhood centers.

### **Proposed Zoning (Hamilton Hills and Murfreesboro Pike UDO remain)**

Specific Plan-Commercial (SP-C) 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 commercial uses.

### **ANTIOCH - PRIEST LAKE 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.

### **PLAN – From the filed council ordinance**

Section 3. Be it further enacted, that the uses of this SP shall be limited to those permitted by the CS zoning district.

Section 4. Be it further enacted, that the following conditions shall be completed, bonded or satisfied as specifically required:

1. 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.
2. All requirements of the Murfreesboro Pike Urban Design Overlay shall be met.
3. The developer shall complete a level 2 multi-modal transportation analysis as outlined in Section 17.20.140 of the Metropolitan Code as part of the Final SP approval process and implement all recommendations of the analysis.

### **SITE**

The application consists of a single parcel that comprises approximately 4.86 acres. The parcel is located at the north-western corner of the intersection of Mt. View Road and Murfreesboro Pike. Both of these roadways are classified as Arterial Boulevards in the Major and Collector Street Plan. The surrounding area primarily contains a mixture of residential land uses, commercial land uses, and other non-residential land uses.



## Metro Planning Commission Meeting of 01/11/24

### ANALYSIS

The application was originally filed to rezone the property to MUL-A. The applicant, Councilmember Styles, subsequently modified the request to rezone to CS. The district Councilmember, Councilmember Harrell, then filed a substitute to convert to an SP that primarily allows the uses of CS and requires a Multi Modal Transportation Analysis.

Staff finds the proposed SP zoning to be consistent with the intent of the T3 CM policy to encourage commercial uses at intersections in a suburban form. The proposed SP relies on CS zoning with the additional requirements that the Murfreesboro Pike Urban Design Overlay (UDO) are met and that a level 2 multi-modal transportation analysis is completed. The proposed CS zoning standards are consistent with the policy and the additional requirements are appropriate for this site and context. The Murfreesboro Pike UDO intends to foster suburban development that is pedestrian friendly while accommodating market needs. The Hamilton Hills UDO guidance for the site is limited and staff finds the proposed SP to be consistent with the intent to provide commercial use at this location. Staff finds the proposed SP zoning district to be appropriate given the policy and context of the site and recommends approval. Because the ordinance as filed only requires compliance with the Murfreesboro Pike UDO, staff recommends the district councilmember to submit an application to cancel the Hamilton Hills UDO from this property.

### FIRE RECOMMENDATION

**Approve**

### STORMWATER RECOMMENDATION

**Approve with conditions**

- 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**

- Application 2024Z-004PR-001 originally proposed to rezone property to CS. Now, the Council has introduced a substitute bill to rezone to SP with the requirements limited to the following 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% W&S Capacity must be paid before issuance of building permits.

### NDOT – ROADS RECOMMENDATION

**Approve with conditions**

- With a final: Callout the following per NDOT ST- detail sections: access and ADA ramps, sidewalks, curb & gutter. All ROW frontages shall adhere to the Major Collector Street Plan(MCSP). Dedicate ROW along all frontages to accommodate MCSP requirements. Provide call outs on final site plan for MCSP requirements. Show 'Now Entering Private



## Metro Planning Commission Meeting of 01/11/24

Drive' signage where applicable off public roads into site. Provide internal stop control at private or public intersections. Where there may be potential vehicular or pedestrian sight distance issues, provide stopping sight distance exhibits at any relevant intersections and accesses. Provide adequate sight distance spacing at all access ramps and public streets with on-street parking. Dimension ROW pavement widths for clarity. Provide a loading/unloading and waste plan for each aspect/phase of the total development. Provide any truck turning movements relevant to loading/unloading waste plan activities. Note: A private hauler will be required for site waste/recycle disposal. Reference NDOT traffic comments as well.

### NDOT – TRAFFIC & PARKING RECOMMENDATION

#### Approve with conditions

- Prior to Final SP submittal the applicant's traffic engineer shall coordinate with NDOT on scoping a MMTA. The scoping, MMTA submittal, and finalization of the study with NDOT shall all be completed prior to Final SP submittal.
- Site access point(s) and loading (if applicable) shall be finalized with NDOT prior to final SP submittal.
- Off-site improvements are anticipated and shall be determined with the MMTA.
- Parking shall be per code.
- Comply with NDOT Roads Conditions.

#### Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	2.76	0.50 D	2 U	28	7	2

\*Based on two-family lots

#### Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.1	0.6 F	54,885 SF	2,072	52	209

#### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.86	0.6 F	127,020 SF	4,795	119	484

#### Traffic changes between maximum: AR2a/CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,695	+60	+273



## Metro Planning Commission Meeting of 01/11/24

### METRO SCHOOL BOARD REPORT

The proposed SP zoning is not anticipated to generate any additional students than the existing AR2a/CS zoning district. Students would attend Thomas A. Edison Elementary School, J. F. Kennedy Middle School, and Antioch High School.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.

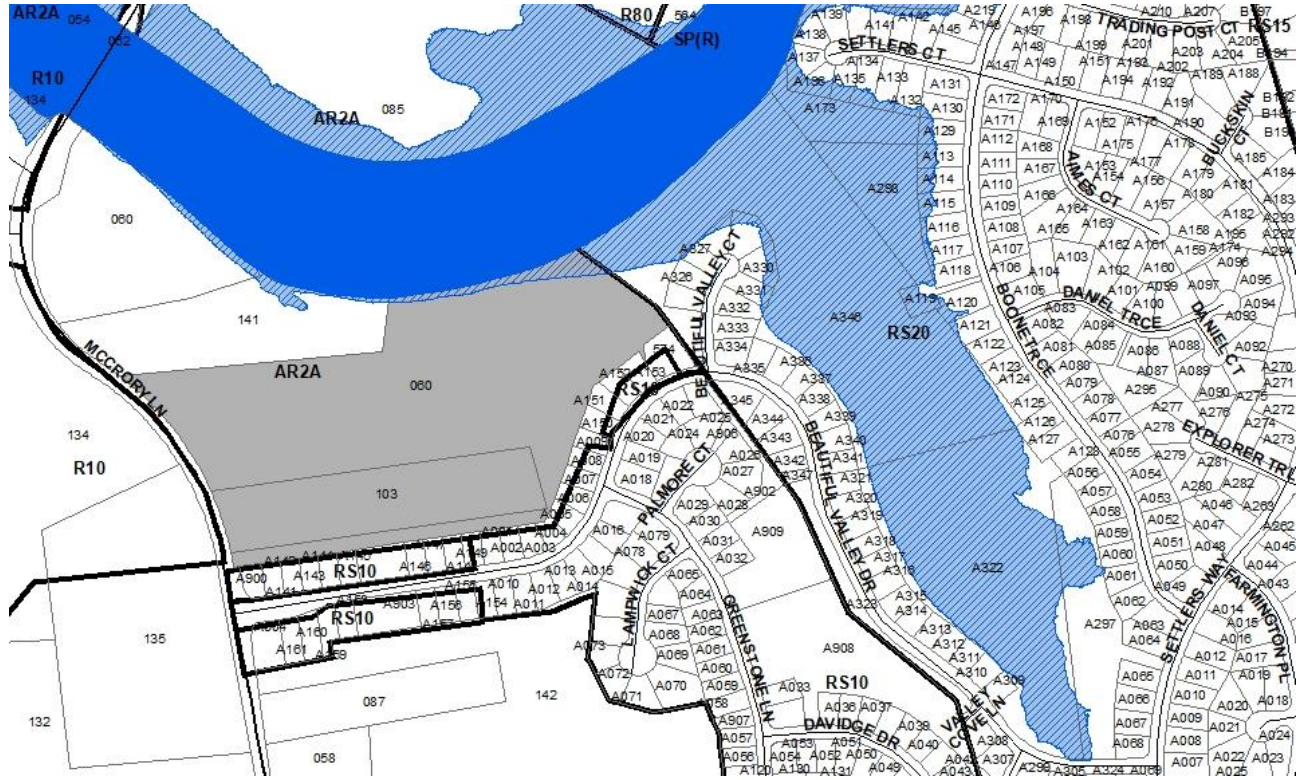
### CONDITIONS

1. Permitted uses shall be limited to all uses in the CS zoning district.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. 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.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association
6. The final 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 any 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 any required grass strip or frontage zone.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. 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.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.





# Metro Planning Commission Meeting of 01/11/24



**2024Z-005PR-001**  
Map 126, Parcel(s) 060, 103  
06, Bellevue  
35 (Jason Spain)





## Metro Planning Commission Meeting of 01/11/24

**Item #21**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-005PR-001**  
35 – Spain  
09 – Tylor  
Aera Systems LLC, applicant; William Travis and William R. Travis, ET UX, owners.

**Staff Reviewer**  
**Staff Recommendation**

Konigstein  
*Approve.*

### **APPLICANT REQUEST**

#### **Zone change from AR2a to RS10.**

##### Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for properties located at 7946 and 7968 McCrory Lane, approximately 98 feet north of Beautiful Valley Drive (22.93 acres).

##### **Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and 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 11 lots with 2 duplex lots for a total of 13 units.*

##### **Proposed Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 99 units based on acreage alone. Application of Metro’s Subdivision Regulations may result in fewer units at this site.*

##### **BELLEVUE PLAN**

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

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



## Metro Planning Commission Meeting of 01/11/24

### ANALYSIS

The 22.93-acre site is located at 7946 and 7968 McCrory Lane and accessed off of McCrory Lane. 7968 McCrory Lane has one house on the property while 7946 McCrory Lane is vacant rural land. Surrounding land uses consist of single-family residential, vacant land, and a cemetery. The site is surrounded by Single-Family Residential (RS10 and RS20), Agricultural Residential (AR2a), and One and Two-Family Residential (R10) zoning districts.

The proposed zoning district, RS10, is consistent with the goals of the T3 NM and CO policies. McCrory Lane is a scenic arterial boulevard able to support a modest increase in volume. Any future subdivisions would be required to comply with the zoning and subdivision regulations. The areas of within Conservation policy may be subject to conservation development.

#### Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	22.93	0.50 D	38 U	427	32	40

\*Based on two-family lots

#### Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	22.93	3.7 D	84 U	886	64	86

#### Traffic changes between maximum: AR2a/RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+46 U	+459	+32	+46

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a zoning districts: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed RS10 district: 11 Elementary 5 Middle 8 High**

The proposed RS10 zoning is expected to generate 11 more students. Students would attend Gower Elementary School, H.G. Hill Middle School, and James Lawson High School. All three schools have been identified as having additional capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

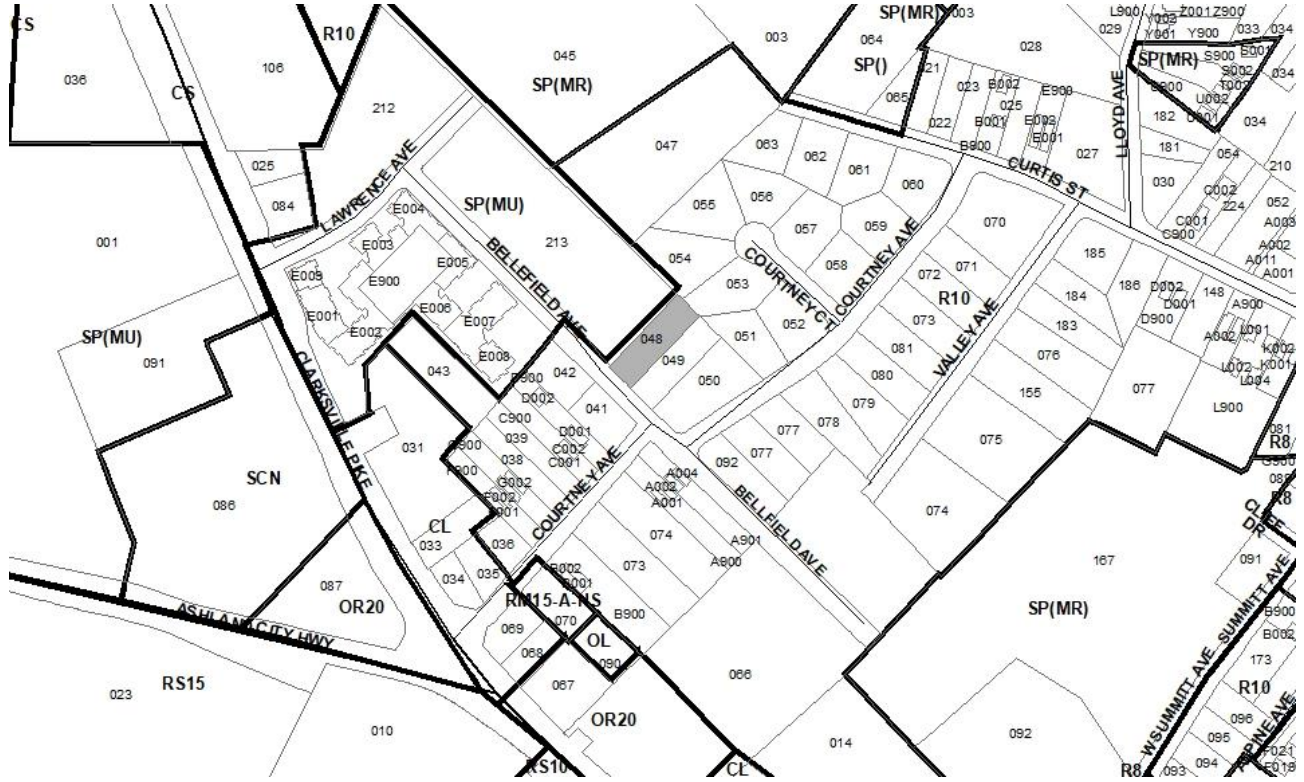
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/11/24



**2024Z-006PR-001**

Map 069-12, Parcel 048

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 01/11/24

**Item #22**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2024Z-006PR-001**  
02 - Toombs  
01 – Gentry  
Shawn Jackson, applicant; 2126 Bellefield Ave Trust,  
owner.

**Staff Reviewer**  
**Staff Recommendation**

Elliott  
*Approve.*

### **APPLICANT REQUEST**

**Zone change from R10 to RM15-A-NS.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential (RM15-A-NS) zoning for property located at 2126 Bellefield Ave., approximately 166 feet northwest of Courtney Ave. (0.45 acres).

#### **Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 2 duplex lots for a total of 4 units.*

#### **Proposed Zoning**

RM15-Alternative-No Short Term Rentals (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 7 units.*

### **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 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.

#### **SITE**

The application consists of a single parcel that comprises approximately 0.45 acres or 19,600 square feet. The parcel is located at the north-eastern side of Bellefield Avenue. Bellefield Avenue is a substandard local street in its current condition. The adjacent Clarksville Pike Mixed Use SP



## Metro Planning Commission Meeting of 01/11/24

(2019SP-066-001/BL2020-124) has received final site plan approval to construct phase 1 of the development and this phase 1 includes the improvement and extension of Bellefield Avenue from Courtney Avenue to a new street to the north, that connects back to Clarksville Pike. The subject site gently slopes up as you move away from the street and is relatively flat. The surrounding area contains single-family and two-family residential uses with more intense multi-family residential approved adjacent to the site on Bellefield Avenue.

### ANALYSIS

Staff finds the proposed RM15-A-NS zoning to be consistent with the intent of the T3 NE policy to encourage diversity of housing types in a suburban form. The improvement of Bellefield Avenue from Courtney Avenue to the new mixed-use development that is already underway will provide a more dense context for the subject site than what currently exist. Given the right-of-way improvements to Bellefield Avenue as well as the development pattern planned for this roadway, staff supports the proposed zoning district as being appropriate for this T3 NE area.

### FIRE RECOMMENDATION

Approve

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A-NS district: 1 Elementary 1 Middle 0 High

The proposed RM15-A-NS zoning district is expected to generate 2 more students than the existing R10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. All three schools are identified as having additional capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval.

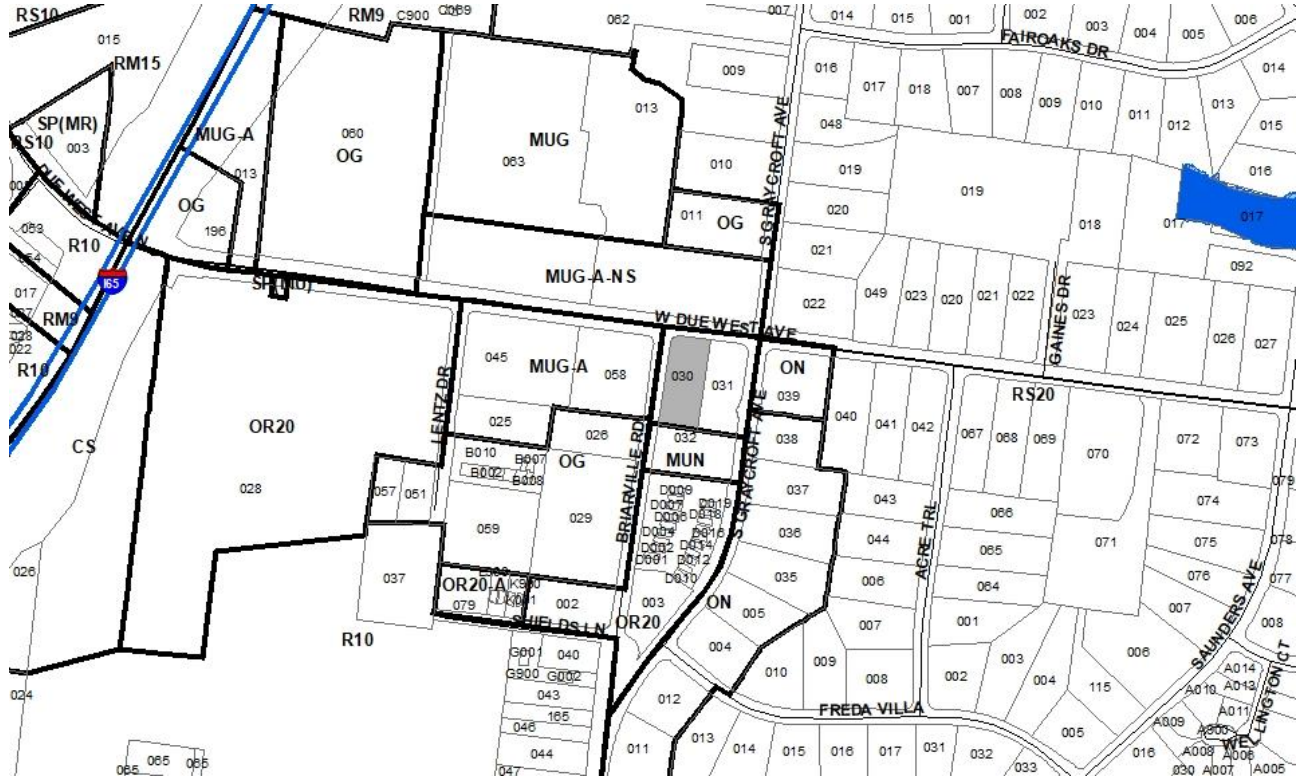


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 01/11/24



**2024Z-009PR-001**  
Map 051-06, Parcel(s) 030  
04, Madison  
03 (Jennifer Gamble)



## Metro Planning Commission Meeting of 01/11/24

**Item #23**

**Council District**

**School District**

**Requested by**

**Zone Change 2024Z-009PR-001**

03 – Gamble

03 – Masters

Jeffrey S. & Julie Miller, applicant and owners.

**Staff Reviewer**

Konigstein

**Staff Recommendation**

*Approve.*

**APPLICANT REQUEST**

**Zone change from OG to MUG.**

Zone Change

A request to rezone from Office General (OG) to Mixed Use General (MUG) zoning for property located at 605 W. Due West Ave., at the southeast corner of W. Due West Ave. and Briarville Road (0.94 acres).

**Existing Zoning**

Office General (OG) is intended for moderately high intensity office uses.

**Proposed Zoning**

Mixed Use General (MUG) is intended for a moderately high intensity mixture of residential, retail, and office uses.

**MADISON PLAN**

District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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

**ANALYSIS**

The 0.94-acre site is located at the corner of 605 W. Due West Ave and Briarville Road and accessed from both streets. On the site there is one building with a former medical use. Surrounding land uses consist of office or medical, parking, single-family residential, a school, and a few vacant parcels. There is a variety of zoning districts nearby including Mixed Use General (MUG), Mixed Use Neighborhood (MUN), Single-Family Residential (RS20) and Office/Residential (OR20).



## Metro Planning Commission Meeting of 01/11/24

The primary policy on the site is District Employment Center Policy (D-EC) with the intent of this policy being to provide a mix of commercial and industrial uses. The proposed zoning, MUG, is consistent with the D EC Policy.

**Maximum Uses in Proposed Zoning District: OG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.94	1.5	61,419 SF	661	84	71

**Maximum Uses in Proposed Zoning District: MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.47	3.0 F	61 U	331	21	28

**Maximum Uses in Proposed Zoning District: MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.235	3.0 F	30,709 SF	1,159	29	117

**Maximum Uses in Proposed Zoning District: MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.235	3.0 F	30,709 SF	3,445	305	300

**Traffic changes between maximum: OG and MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4,274	+271	+374

### METRO SCHOOL BOARD REPORT

The proposed MUG zoning includes a mix of uses which could vary and assumption of impact at this point is premature. Students would attend Chadwell Elementary School, Jere Baxter Middle School, and Maplewood High School. Chadwell Elementary School is over capacity; Jere Baxter Middle School and Maplewood High School are both at capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

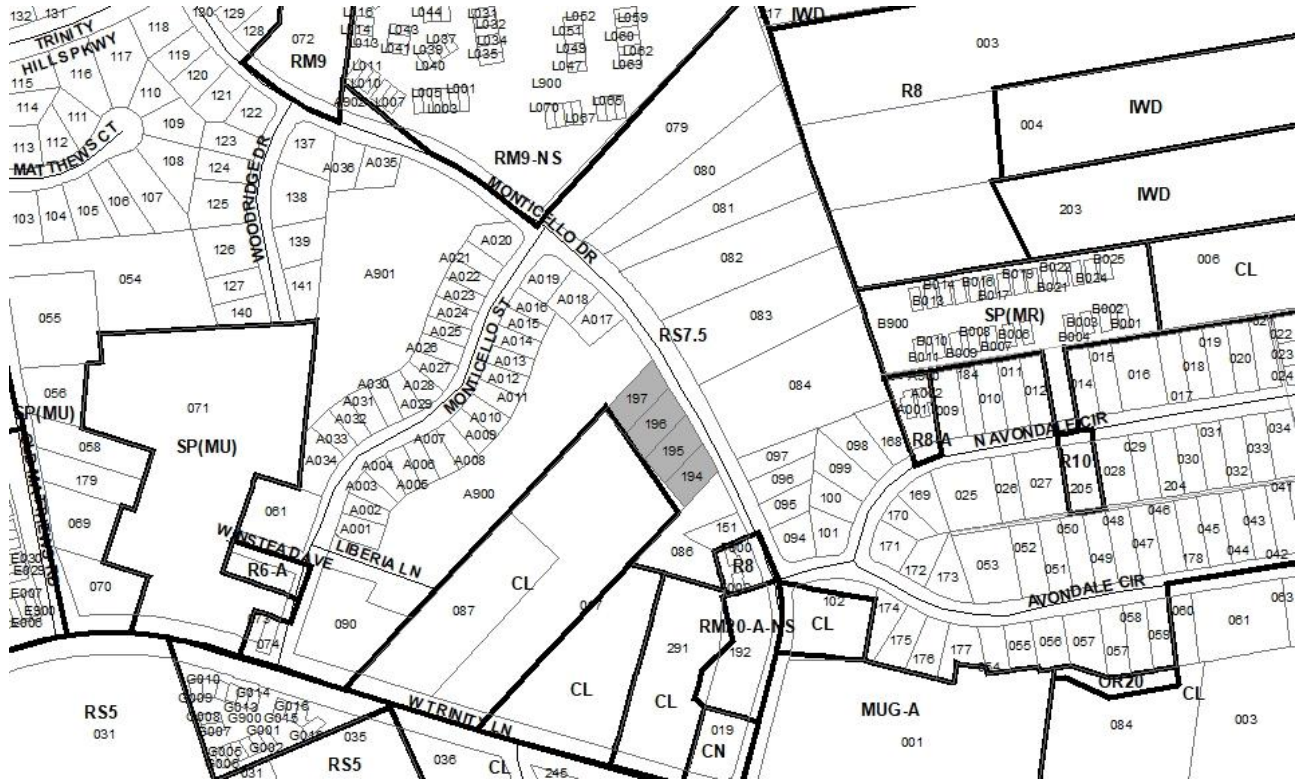
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 01/11/24



## 2024Z-011PR-001

Map 071-01, Parcel(s) 194-197

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



## Metro Planning Commission Meeting of 01/11/24

**Item #24**

**Council District**

**School District**

**Requested by**

**Zone Change 2024Z-011PR-001**

02 – Toombs

01 – Gentry

RJX Partners, LLC, applicant and owner.

**Staff Reviewer**

Anthony

**Staff Recommendation**

*Approve.*

**APPLICANT REQUEST**

**Zone change from RS7.5 to RM9-A-NS.**

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential-Alternative-No Short-Term Rental (RM9-A-NS) zoning for properties located at 2232, 2236, 2240, and 2244 Monticello Drive, approximately 334 feet southeast of Monticello Drive and Monticello Street (0.8 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 4.94 dwelling units per acre. *Based on the 4 existing lots, RS7.5 would permit a maximum of 4 units.*

**Proposed Zoning**

Multi-Family Residential-Alternative-No Short-Term Rental (RM9-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. Short-term rental property, owner-occupied and non-owner occupied, is prohibited. *RM9-A-NS would permit a maximum of 7 units.*

**BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

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

**SUPPLEMENTAL POLICY**

The subject site lies within the Haynes Trinity Mobility Supplemental Policy area. The supplemental policy emphasizes street connectivity and prescribes improvements to the transportation network in the Haynes Trinity area. The supplemental policy does not recommend any specific transportation-related improvements on the subject site.

**SITE AND CONTEXT**

The rezoning application is for four parcels totaling 0.80 acres located along the west side of Monticello Drive. The subject site is part of the five-lot 411 W. Trinity Lane subdivision, which



## Metro Planning Commission Meeting of 01/11/24

was platted in 2021. The site has been zoned RS7.5 since 1999. All four lots included in the subject site are currently vacant. The site has approximately 280 linear feet of frontage on Monticello Drive, which is classified as a collector-avenue in the Major and Collector Street Plan.

Adjacent zoning includes CL on the west and RS7.5 on the north, south, and east. Adjacent land uses include: day care center on the west; vacant property on the north and south; and vacant property and single-family residential across Monticello Drive on the east. Single-family uses are prominent in the vicinity; there are also two-family residential units, multi-family residential units, and commercial uses in close proximity to the subject site.

### ANALYSIS

The application proposes to rezone the subject site from RS7.5 to RM9-A-NS. The site lies in the T4 Urban Neighborhood Maintenance (T4 NM) policy area. The site also lies in the Haynes Trinity Mobility Supplemental Policy area. The properties directly across Monticello Drive from the subject site are in the T4 Urban Neighborhood Evolving (T4 NE) policy area.

The T4 NM policy is intended to maintain urban neighborhoods as characterized by their moderate to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street. Most of the lots in the area surrounding the subject site are developed with single-family residential units. However, the adjacent lots on both the north and south are currently vacant, while the adjacent lot on the west is used for a day care center. Two-family and multi-family residential uses are present in the larger area, including along Monticello Drive and North Avondale Circle.

The T4 NM policy supports multi-family residential zoning where warranted by neighborhood context. Planning staff evaluated multiple factors including surrounding land uses, proximity to other policy areas, and location of the site in relation to arterials and collectors. Staff determined that the mix of land uses in the area, the subject site’s proximity to the higher-intensity T4 NE policy area, and the site’s location along a collector-avenue warrant multi-family residential zoning per the T4 NM policy’s guidance. Therefore, staff recommends approval of the rezoning request.

#### Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.8	5 D	4 U	54	8	5

#### Maximum Uses in Proposed Zoning District: **RM9-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential 3-10 (221)	0.8	9 D	7 U	36	3	3

#### Traffic changes between maximum: **RS7.5 and RM9-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-18	-5	-2





## **Metro Planning Commission Meeting of 01/11/24**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS7.5 district: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed RM9-A-NS district: 2 Elementary 1 Middle 1 High**

The proposed RM9-A-NS zoning district is expected to generate 3 more students than the existing RS7.5 zoning district. Students would attend Alex Green Elementary School, Brick Church College Preparatory Middle School, and Whites Creek High School. Alex Green Elementary School is over capacity, while Brick Church College Preparatory Middle School and Whites Creek High School are under capacity. This information is based upon the 2022-2023 MNPS School Enrollment and Utilization report provided by Metro Schools.

### **STAFF RECOMMENDATION**

Staff recommends approval.