



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-105U-05
None
None
Bond

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 0.28 acres from commercial service (CS) to residential single-family (RS5) property at 104 Lucile Street, west of Dickerson Pike.

Existing Zoning
CS district

Commercial Service is intended for retail, consumer service, financial, restaurant, office, auto-repair, auto sales, self-storage, light manufacturing and small warehouse uses.

Proposed Zoning
RS5 district

RS5 requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre.

SUBAREA 5 PLAN POLICY

Commercial Arterial
Existing
(CAE)

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses are retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services.

Residential Medium (RM)

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate, but the most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Policy Conflict

No. This property is split between two policies: CAE and RM. The proposed zoning district (RS5) is consistent with the RM policy. The intent of the CAE policy category is to stabilize the existing condition and prevent additional expansion of commercial uses. The RS5 district is consistent with this policy in that it



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prevents expansion of commercial uses. This property is at the edge of a residential neighborhood and near the end of a residential street. The RS5 district is consistent with the surrounding residential development along Lucile Street.

RECENT REZONINGS

No.

TRAFFIC

Based on the trip generation numbers for residential single-family (RS5), this proposal could generate 28 trips per day. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendation

“With the submittal of final development plans and review by the Traffic Engineer, a Traffic Impact Study may be required to determine the additional traffic generated by the proposed level of development and required mitigations.”

SCHOOLS**Students Generated**

<1 **Elementary** <1 **Middle** <1 **High**

Schools Over/Under Capacity

Students will attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Jere Baxter has been identified as being overcrowded by the Metro School Board.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-108G-13
None
None
Bond

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 1.67 acres from industrial restrictive (IR) to industrial general (IG) district property at 12751 Old Hickory Blvd., north of Logistics Way.

Existing Zoning
IR district

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

Proposed Zoning
IG district

Industrial General is intended for a wide range of intensive manufacturing uses.

SUBAREA13 PLAN POLICY
Industrial (IN)

IN policy is intended to apply to areas of existing predominantly industrial development that are expected to remain indefinitely, and to any areas planned for similar such activities. Typical activities appropriate in IN areas include light to heavy “non-hazardous” manufacturing, storage, distribution, contractor businesses, and wholesaling.

Policy Conflict

No. The proposed zoning district (IN) is consistent with the policy and the surrounding development, especially along the east side of Old Hickory Blvd.

RECENT REZONINGS

Yes. This property was rezoned from AR2A to IR in 2000. The adjacent property to the north was rezoned to IWD and OR20 with the overall zoning update for the county.

TRAFFIC

Based on the trip generation numbers for industrial general (IG), this proposal will generate 115 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.



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Public Works' Recommendation

“With the submittal of Final Development Plans and review by the Traffic Engineer, a Traffic Impact Study may be required to determine the additional traffic generated by the proposed level of development and required mitigations.”



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-109G-04
None
None
Bond

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 2.01 acres from residential single-family (RS7.5) to residential multi-family (RM9) district property at Edgemeade Boulevard (unnumbered).

Existing Zoning
RS7.5 district

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.

Proposed Zoning
RM9 district

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre.

SUBAREA 4 PLAN POLICY
Residential Medium
(RM)

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Policy Conflict

No. The proposed zoning district (RM9) is consistent with the RM policy outlined in the subarea plan and surrounding density. Adjacent property to the east has a density of 9.42 dwelling units per acre. This property would serve as a transition between the commercial services (CS) zoning district along Gallatin Pike and the residential single-family (RS7.5) zoning district along Edgemeade.

The site is constrained by TVA lines and a blue-line stream. Any proposed units will have to be clustered to the south part of the site.

This rezoning is consistent with the adjacent multi-family uses.



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RECENT REZONINGS

Yes. This property was rezoned from R8 to RS7.5 in 1998 with the overall zoning update for the county.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM9), this proposal will generate 242 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendation

“No Exception Taken.”

SCHOOLS

2 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Amqui Elementary, Brick Church Middle School and Hunters Lane High School. Amqui and Brick Church have been identified as being overcrowded by the Metro School Board.



Project No.	2003S-173G-03
Project Name	Fontanel
Council Bill	None
Associated Cases	None
Staff Reviewer	Fuller

Staff Recommendation *Defer. This item was deferred from the August 14, 2003 agenda. The applicant has requested to be placed on the September 25 agenda to continue working with the Planning and Greenways Staffs.*

APPLICANT REQUEST

Preliminary Plat Subdivide 37.81 acres into a 14-lot subdivision with 31.86 acres of common open space.

ZONING

R15 District R15 district allows single-family and duplex lots and requires a minimum lot size of 15,000 square feet.

RS20 RS20 district allows single-family lots and requires a minimum lot size of 20,000 square feet.

SUBDIVISION DETAILS

Existing Structures There are two homes existing on the site that will remain - one each on proposed lots 8 and 14. An estate home exists at the rear of the remaining tract that will later be developed as Phase II and will use the existing drive between lots 3 and 4 for access. A barn located in the open space will be removed.

Floodplain Approximately 36 acres of the subdivision are encumbered with floodplain. Approximately 12.3 acres of the floodplain (66%) have been marked as undisturbed. The borrow area to fill the proposed lots is located on the east side of the creek.

Greenway A conservation easement has been shown on all of the land encumbered by floodway and the first 75 feet beyond the floodway on both sides of Whites Creek. A greenway easement has been shown in the last 25 feet along the outside edges of the conservation easement. The applicant has proposed this and has offered to construct the trail through this easement in exchange for



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not including the remaining land in the greenway easement.

The Metro Parks Staff has indicated that 100-feet from the top of the stream bank is necessary to construct an adequate greenway. Therefore, 100-feet on each side of the stream bed is required for the greenway. Additionally, a 10-foot pedestrian easement in compliance with Section 2.6-1 G of the Subdivision Regulations is required from Whites Creek Pike to the greenway.

Sidewalk Relief

The applicant has requested sidewalk relief based on Section 2-6.1 C. of the Subdivision Regulations “in lieu fee” provisions. That section states that relief may be available if the property falls under one of seven provisions and where the construction of a sidewalk is not feasible or practical at the time of plat approval. The provision that the applicant has based their request on states that relief may be granted, “When the surrounding area within a .25 mile radius is predominantly without sidewalks and the installation of the sidewalks would be non-contiguous and not from intersection to intersection.” Staff recommends disapproval of the request for relief because the Planning Department has been advised by Metro Legal that this section of the Subdivision Regulations cannot currently be applied because an implementation mechanism is not in place.

Sidewalk/Bike Lane Constructability

The sidewalk would continue approximately 1,050 ft. along the eastern margin of Whites Creek Pike. With the construction of sidewalks along Whites Creek Pike, a 12-foot wide right-of-way dedication is required. It should also be noted that Whites Creek Pike is included in the Vision Map of the Strategic Plan for Sidewalks and Bikeways. At this time there is not an adopted cross-section that would require the dedication of 4 additional feet of land for the bike lane.

Public Works requires a curb, gutter, grass strip, and driveway ramps to accommodate an ST-210 sidewalk. Multiple utility poles would need to be relocated and trees possibly removed.



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Staff Recommendation

Disapprove relief for the sidewalk. Alex Green Elementary School is within 500 feet of the southern edge of this property on the opposite side of Whites Creek Pike. There is a neighborhood commercial node to the north. There is another subdivision (Cherry Grove, Map 49 Parcel 42) in review across Whites Creek Pike with 44 lots proposed for Phase I. The proposed subdivision has a smaller frontage, 327 feet, but has incorporated sidewalks into their plan. In addition, the bikeway compatibility index in the Strategic Plan for Sidewalks and Bikeways rates this section of Whites Creek Pike as very high.

Public Works Recommendation

Public Works has agreed to the joint use driveways to serve the proposed lots.

If no relief is granted for the sidewalk construction on Whites Creek Pike, Public Works will review construction plans for design and construction within the arterial designated U4 right-of-way for compliance with Public Works Standards. Prior to any work within the existing right-of-way, plans must be submitted to the Public Works Utilities Permitting Section for review and approval to obtain any required excavation and lane closure permits.

CONDITIONS

1. All areas in the floodplain or floodway designated undisturbed must be fenced off prior to the issuance of any grading permits.
2. The plat shall be revised to show a greenway easement dedication of 100 feet from the top of the creek bank on both sides of Whites Creek. The plat shall also show a 10-foot pedestrian access easement from Whites Creek Pike to the greenway easement.
3. A revised plat must be submitted including right-of-way dedication along Whites Creek Pike to U4 standards, if the sidewalk is required.
4. A revised plat must be submitted providing information on the amount of land encumbered by floodway, as well as revised calculations.



Project No.
Project Name

Planned Unit Development 151-79-U-14
Donelson Healthcare PUD
(Nashville Supportive Housing)

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Disapprove

APPLICANT REQUEST

Variance within a PUD

Request for a variance to Section 17.20.120 (Provision of Sidewalks) of the Zoning Code to remove the requirement to build 644 feet of sidewalk along McCampbell Avenue and 52 feet of sidewalk along Colonial Circle. The subject site is located along the north margin of McCampbell Avenue, east of Donelson Pike. The property is located within the R10 and OR20 districts.

PROPOSAL DETAILS

Since this variance request is located within a Planned Unit Development district, the Planning Commission will make a recommendation on the requested variance to the Board of Zoning Appeals (BZA). The BZA has jurisdiction over variance requests.

Per Section 17.36.060 of the Zoning Code, a PUD is required to adhere to the zoning requirements established in the Code. The Zoning Code requires that sidewalks be constructed along the subject property.

Having reviewed the request in light of the surrounding development and community facilities, staff recommends that the Planning Commission recommend disapproval of the requested sidewalk variance based on the following information:

- The site is approximately 1,700 feet east of Donelson Pike, where a small commercial node has been established at this intersection. Although not currently supported by pedestrian activity, sidewalks should be provided along McCampbell Avenue to support future pedestrians that may wish to travel from the residential areas to this commercial corner.



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- This site is also approximately 1,700 feet west of Donelson Middle School and Hickman High School. A sidewalk system from this McCampbell Avenue / Colonial Circle area needs to be provided to allow students and parents to safely walk out McCampbell Avenue to Stewarts Ferry Pike to the schools and back.
- There is an existing Rail with Trail project, along the portion of Nashville & Eastern Rail that runs adjacent to McCampbell Avenue, which is under development as part of the Metro Parks' Greenway System. Any connections from this trail to the street system will need to be supported by a sidewalk network along McCampbell Avenue.
- There is no unique property hardship associated with this site. The frontage of this site is flat and would allow the construction of a sidewalk.



Project No.	Planned Unit Development 98-85-P-14
Project Name	Woodland Pointe Residential PUD, Ph 7
Council Bill	None
Associated Case	None
Staff Reviewer	Mitchell

Staff Recommendation *Approve with conditions*

APPLICANT REQUEST

Revise Preliminary & Final PUD

Revise the preliminary master plan and for final PUD approval for a phase of the Woodland Pointe Residential PUD to permit the development of 52 single-family lots in place of 44 single-family lots.

PLAN DETAILS

Although the number of proposed lots is increasing by eight, there is no net increase in the number of approved dwelling units for the overall PUD. The Metro Council originally approved the PUD plan in 1985 to allow for 1,036 multi-family units. It was revised twice in 1999 to allow for a mixture of apartments, townhomes, and single-family lots for a final total of 847 dwelling units. With this addition of 8 lots to phase 7, the total number of dwelling units will only come to 748 units since other phases have been revised to allow for reductions or additions as the project has built out.

The applicant is revising the preliminary PUD to not only reconfigure lots to allow for the eight additional lots, but also to revise the centrally-located lots to allow for a new open space area at the top of the existing hill. This prevents the lots from triangulating at the peak, which helps create cleaner rear lot lines.

PUBLIC WORKS FINDINGS

The Metro Public Works Department provided comments as part of their review of the application. The applicant and staff are addressing specific technical concerns from Public Works. This is a grandfathered PUD that is near completion and one where the proposed cross-sections have been previously approved



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and used throughout the rest of the development. In addition, this phase, along with phases 5 and 6, received final PUD approval in March of 2001. A condition of that final PUD approval was that “prior to the completion of the 59th dwelling unit in the overall development, and prior to the issuance of the first Use & Occupancy permit in each subsequent phase thereafter, the developer shall conduct traffic count surveys at Bell Road and the site entrance to determine when actual traffic volumes meet signal warrants for a traffic signal at Bell Road at the entrance to the site. Once the signal warrant has been met for the traffic signal, the developer shall be responsible for the purchase, installation, and any other necessary improvements for that traffic signal.”

In addition to the above condition, there were several lane improvements that were required to be completed prior to the issuance of any Use & Occupancy permits for any unit within phases 5, 6, or 7. Metro Public Works has stated that the traffic counts are currently sufficient to warrant the installation of the traffic signal as part of this application. Staff recommends, therefore that the applicant be required to install the traffic signal at this time if the traffic counts are such that they would warrant that installation.

CONDITIONS

1. A final plat needs to be recorded prior to the issuance of any building permits.
2. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
3. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.
4. Prior to the issuance of any permits, the developer shall conduct traffic count surveys at Bell Road and



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the site entrance to determine if actual traffic volumes meet signal warrants for a traffic signal at Bell Road at the entrance to the site. If the signal warrant has been met for the traffic signal, the developer shall be responsible for the purchase, installation, and any other necessary improvements for that traffic signal.

5. A landscape agreement shall be executed between the developer and Metro Public Works for the placement of structures and plantings in the public right-of-way. If these oval planting islands are not going to be located within the public right-of-way, the future plat shall dedicate these planting islands as open space to be maintained by the developer or homeowner's association with a pedestrian access easement dedicated for the sidewalk crossings over the planting islands.



Project No.
Project Name

Mandatory Referral 2003M-092U-13
McGavock Pike Name Change to
"Tadpole Lane"

Council Bill
Staff Reviewer

None
Scott

Staff Recommendation

Approve

APPLICANT REQUEST

A request, by the Metro Public Works Department, to rename a section of McGavock Pike, between Murfreesboro Pike and Harding Place, to "Tadpole Lane." There are currently two separate, unconnected sections of McGavock Pike with the same name. Public Works has indicated that this could cause time delay problems for emergency personnel.

DEPARTMENT AND AGENCY COMMENTS

Metro Public Works

Public Works would like to provide the official name change designation to allow for improved E-911 and emergency service response. The official renaming of this street can only be accomplished through an ordinance adopted by the Metro Council.

Staff supports the requested naming because it is important to clear up any discrepancies in street names that could potentially lead to life-safety problems as a result of time delays by emergency personnel.

Notices were sent to all property owners that directly abut the affected portion of roadway.

Metro Historic Commission

This item was deferred from the August 28, 2003 Planning Commission agenda by the applicant due to comments from the Metro Historic Commission. The Metro Historic Commission was concerned about this renaming of this section of McGavock Pike since this portion of McGavock Pike has been identified as the original section of McGavock Pike. The Metro Historic Commission has worked with the Metro Department of Public Works and does not oppose this renaming now.



Project No.
Project Name
Council Bill
Staff Reviewer

Mandatory Referral 2003M-096U-13
Donation of property
None
Reed

Staff Recommendation

Approve

APPLICANT REQUEST

An authorization to accept a donation of property being part of tax map 150-00 parcel 190 (11 acres) at the northeast corner of Hamilton Church Road and Mt. View Road for the benefit of Metropolitan Nashville Public Schools

DEPARTMENT AND AGENCY COMMENTS

This donation has been approved by the Metro Director of Public Property Administration, by the Director of the Metropolitan Board of Education and by the Metro Board of Education.

The property is being donated as a condition of approval by the Planning Commission of zone change 2002Z-071G-13 for multiple properties in the area and complies with Sec. 4 of the corresponding Council Bill BL2002-1148: "Section 4. Be it further enacted, that the following conditions be completed prior to final plat recordation: No final plat for development on the site shall be approved until a school site, in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students, shall be offered for dedication to the Metro Board of Education, the offer of such school site being proportional to the development's student generation potential."

The property consists of 11 acres at the intersection of Mt. View Road and Hamilton Church road, and is planned for an elementary school. The Zoning Code requires 5 acres for an elementary school and one additional acre per 100 students. The site is adequate for a school of up to 600 students.

The Code requires setbacks of 50 feet for buildings, 100 feet for athletic fields and a landscaped buffer adjacent to zones that allow residential uses. The site is bordered by two residential zones, AR2a and R15 and will be required to provide a landscape buffer "B."



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When acquiring property for use as a school, and prior to adopting this ordinance, the Metro Code requires a public hearing be held in the Metro Council chambers. The public hearing need not be part of a regular council hearing. The hearing needs to be advertised at least 15 days but not more than 30 days prior to the hearing in two newspapers. Metro is also required to post signs on the property clearly stating the intended use.



**Project No.
Project Name**

**Mandatory Referral 2003M-097U-13
Property acquisition, Antioch**

**Council Bill
Staff Reviewer**

None
Reed

Staff Recommendation

Approve

APPLICANT REQUEST

An authorization to acquire property (tax map 174-00, parcel 60) for future elementary and middle schools in the Pettus Road/Antioch area.

DEPARTMENT AND AGENCY COMMENTS

This acquisition has been approved by the Metro Director of Public Property Administration, the Director of the Metropolitan Board of Education and by the Metro Board of Education.

The property meets or exceeds Zoning Code requirements for a school site. The property consists of 27.81 acres on the east side of Pettus Road, south of Preston Road, and is planned for an elementary school and a middle school. The Zoning Code requires 5 acres for an elementary school plus 1 additional acre per each 100 students. The Code requires 10 acres for a middle school plus one additional acre for each 100 students. The site is adequate for a total school population of up to 1200 students.

Pettus Road is designated as a U4 Urban Arterial on the Major Street Plan. The Code requires setbacks of 50 feet for buildings, 100 feet for athletic fields and a landscaped buffer adjacent to zones that allow residential uses. The site is bordered by two residential zones, AR2a and RS10 and will be required to provide a type "B" buffer.

When acquiring property for use as a school, and prior to adopting this ordinance, the Metro Code requires a public hearing be held in the Metro Council chambers. The public hearing need not be part of a regular council hearing. The hearing needs to be advertised at least 15 days but not more than 30 days in two newspapers. Metro is also required to post signs on the property clearly stating the intended use.



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Staff recommends approval subject to receiving all required departmental and agency approvals. Comments received to date have taken no exception.