



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Lindsley Hall
730 Second Avenue South
Nashville, Tennessee 37201

Minutes
of the
Metropolitan Planning Commission
July 24, 2003

Place: Auditorium, Howard School Office Building
Time: 4:00 pm

PLANNING COMMISSION:

James Lawson, Chairman
Doug Small, Vice Chairman
Stewart Clifton
Judy Cummings
Ann Nielson
James McLean
Victor Tyler
Tonya Jones
Councilman John Summers
Joe Sweat, representing Mayor Bill Purcell

Staff Present:

Richard Bernhardt, Executive Director
Ann Hammond, Asst. Director
David Kleinfelter, Planning Manager II
Brook Fox, Legal Counsel
Trish Brooks, Administrative Assistant
Marie Cheek, Planning Technician I
Adrian Bond, Planner II
Kathryn Fuller, Planner II
Bob Leeman, Planner III
Preston Mitchell, Planner II
Abby Scott, Planner I
Chris Wooton, Planning Technician I
Marty Sewell, Planner II

I. CALL TO ORDER

The meeting was called to order at 4:03pm

II. ADOPTION OF AGENDA

Ms. Nielson moved, and Ms. Cummings seconded the motion, which unanimously passed, to adopt the agenda. (8-0)

III. APPROVAL OF JUNE 26, 2003 AND JULY 10, 2003 MINUTES

Mr. McLean moved and Mr. Tyler seconded the motion, which unanimously passed, to approve the minutes of the June 26, 2003 and July 10, 2003 minutes. (8-0)

IV. RECOGNITION OF COUNCILMEMBERS

No Metro Council members were present at the meeting.

Mr. Sweat arrived at 4:05

V. OTHER BUSINESS

- a. Executive Director Reports
- b. A request to amend the plan for Subarea 8: The North Nashville Community: 2002 Update to add the detailed Neighborhood Design Plans for Fisk-Meharry, Hadley-Washington, McKissack Park and Watkins Park and amend the Structure Plan. (Deferred from meeting of July 10, 2003).

Staff Recommendation - Approve

APPLICANT REQUEST

Text Amendments - Approve changes to Chapter 3 for the Subarea 8 Plan (Structure Plan amendments).

Detailed Neighborhood Design Plans (DNDP) - Adopt DNDP for Fisk-Meharry, Hadley-Washington, McKissack Park and Watkins Park

SUBAREA PLAN - MPC adopted the *Plan for Subarea 8: the North Nashville Community: 2002 Update* on January 24, 2002. The plan called for the completion of DNDPs for the planning neighborhoods within Subarea 8 that would expand upon the Structure Plan. The changes to Chapter 3 (the Structure Plan) arose from the planning processes for two of the DNDPs.

CHANGES TO CHAPTER 3 AND APPENDIX C The proposed changes are detailed in the accompanying document entitled: *Amendment #3 to the Plan for Subarea 8: the North Nashville Community: 2002 Update*. The changes to the "Structure Plan" are needed for consistency between it and the DNDPs discussed below.

DNDP FOR FISK-MEHARRY, HADLEY-WASHINGTON, MCKISSACK PARK AND WATKINS PARK

Public Participation Staff met with approximately 50 residents and property owners in these four neighborhoods during two workshops held on April 8 and April 10 and one follow up meeting on April 17. Staff presented the final land use plan, transportation plan and detail drawings at the follow up meeting.

FHMW Plan Objectives - The plan overall seeks to provide opportunities to do the following:

- Enhance connections to other neighborhoods
- Link important landmarks with greenways
- Revitalize and reenergize historic Jefferson Street
- Transform railroad industrial areas to mixed use communities
- Provide more housing serving Fisk and Meharry
- Revitalize the Merry Street-Booker Street residential area
- Maintain residential neighborhoods

Description of each neighborhood - The DNDP outlines the uniqueness of each planning neighborhood.

Fisk-Meharry - The DNDP focuses mixed use development along Jefferson Street, mixed housing along 12th Avenue overlooking Interstate 40 and between 14th Avenue and Fisk University as well as in the Hermosa Street area. It provides single family attached and detached areas west of 14th Avenue and east of 12th Avenue and along Herman Street and Britt Place.

Hadley-Washington - The DNDP covers most of the neighborhood with single family detached, but allows for single family attached and detached along Herman Street and 28th Avenue. The mixed housing designation covers the Merry Street and Booker Street areas where the plan also calls for street extensions that would add connectivity that would make the property better suited for mixed housing development.

McKissack Park - The DNDP mixes single family attached and detached; single family detached and mixed housing throughout the neighborhood. Mixed use lines the boundary along the railroad with commercial facing the frontage along Charlotte Avenue

Watkins Park - The DNDP allows for the mixed use development on the properties near the rail road in the northern portion of the neighborhood. Single family detached and mixed housing fill the remainder of the neighborhood.

AMENDMENT NO. 3
TO
THE PLAN FOR SUBAREA 8: THE NORTH NASHVILLE COMMUNITY – 2002 UPDATE
[the *Updated Plan*]

This amendment consists of two major sections.

Section I spells out all of the changes made to the *Updated Plan* except for the Detailed Neighborhood Design Plan that is being added to Appendix E by reference.

Section II is the document that comprises the Detailed Neighborhood Design Plan for the Fisk-Meharry, Hadley-Washington Park, McKissack Park and Watkins Park neighborhoods [Appendices E-8, 11, 13, & 21 of the *Updated Plan*].

Part I: the *Updated Plan* is hereby amended as follows:

By changing Figure 18, entitled “Subarea 8/North Nashville Community Structure Plan” on page 75 as shown in accompanying Illustration #1.

Part II: the *Updated Plan* is hereby amended as follows:

Section 1. by adding by reference to Appendix E the accompanying document that is under separate cover entitled:

“Appendices E-8, 11, 13, & 21

Detailed Neighborhood Design Plan

Fisk-Meharry, Hadley-Washington, McKissack Park & Watkins Park

Illustration 1



Marty Sewell presented information and stated that staff recommended approval.

Mr. McLean moved and Ms. Nielson seconded the motion, which unanimously passed, to approve Amendment 3 to the plan for Subarea 8. (10-0)

Resolution No. 2003-281

“WHEREAS, on January 24, 2002, the Metropolitan Planning Commission adopted “*The Plan for Subarea 8: the North Nashville Community – 2002 Update*” [the *Updated Plan*], and

WHEREAS, the *Updated Plan* defines planning neighborhoods, a goal of the *Updated Plan* is the preparation of “Detailed Neighborhood Design Plans” [DNDPs] for those planning neighborhoods, and the *Updated Plan* calls for said DNDPs to be made a part of the *Updated Plan* through their adoption and incorporation into the *Updated Plan* (by reference) as elements of Appendix E, and

WHEREAS, in April of 2003, the Metropolitan Planning Department staff working extensively with residents, property owners, and civic and business interests, including conducting three workshops and public meetings in the community, prepared a DNDP for a group of four planning neighborhoods [see Part II in Attachment A], and

WHEREAS, modifications are needed to the “Structure Plan” section of the *Updated Plan* to provide the basis for some of the provisions of the DNDP as presented in Section II of Attachment A [see Part I of Attachment A], and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on July 10, 2003 to obtain additional input regarding the proposed DNDP and modifications to the *Updated Plan* presented in Attachment A and,

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

WHEREAS, the Metropolitan Planning Commission finds that the modifications to the *Updated Plan* as presented in Part I of Attachment A are proper and are important to the achievement of the vision and goals of the *Updated Plan*, that the DNDP as presented in Part II of Attachment A has been prepared in accordance with the guidelines in the *Updated Plan*, and that these amendments are supported by the community,

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** Amendment No. 3 to *The Plan for Subarea 8: the North Nashville Community – 2002 Update* as set forth in “Attachment A,” incorporates Part I of the amendment into the *Updated Plan*, and incorporates Part II by reference into Appendix E of the *Updated Plan*. **(10-0).**”

c. Discussion of time for regular Planning Commission meetings

Chairman Lawson requested a motion be made to appoint Mr. Clifton to direct the formation of a Planning Commission Subcommittee. Mr. Lawson explained that the subcommittee will consist of members of the community, Mayor’s office, staff members as well as the Planning Commission itself. The purpose of the Subcommittee will be to review the current functions of the Planning Commission and ways to make it run more efficiently. Mr. Lawson also stated that the current Planning Commission will continue hold its meetings at 4:00 p.m.

Mr. McLean moved and Ms. Cumming seconded the motion, which passed unanimously, to approve the appointment of Mr. Clifton to direct the formation of a Planning Commission Subcommittee. (9-0)

Mr. Clifton was appointed to head a subcommittee for the purpose of reviewing Planning Commission efficiency in relation to timing of future Planning Commission meetings.

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- d. Appointment of Hillsboro Village UDO Advisory Committee Members
 - e. Legislative Update

VI. PUBLIC HEARING: ANNOUNCEMENT OF DEFERRED AND WITHDRAWN ITEMS

- 1. 2003S-173G-03 - Fontanel – Deferred to August 14, 200 meeting.
- 2. 2002Z-340G-14 - Windstar Estates, Section 1 – Deferred Indefinitely
- 6. 84-85-P-06 - Biltmore PUD, North of I-40 – Deferred to August 14, 2003 meeting.
- 9. 2003P-004U-07 - Patina, 224, 226 & 228 Orlando Ave .- Deferred to August 14, 2003 meeting.

Ms. Nielson moved, and Mr. McLean seconded the motion, which passed unanimously, to defer the announced items. (9-0)

Councilman Summers arrived at 4:10 p.m.

VII. PUBLIC HEARING: CONSENT AGENDA

PLANNED UNIT DEVELOPMENTS (revisions and amendments)

- 3. 94-71-P-06 Bellevue Center, north of Hwy. 70 at Hwy. 40 - Approve with conditions
- 4. 206-83-G-13 Chelsea Village, north of Dover Glen Dr. -Approve with conditions
- 5. 53-84-U Hickory Heights, west of Swiss Ave.- Approve with conditions
- 7. 78-86-P-12 Shadow Glen (formerly Southmark), west of Nolensville Pk.- Approve with conditions
- 8. 2001P-010G-06 Riverbridge, Phase 2 (formerly Autumn Springs), south of Coley Davis Rd.-Approve with conditions

MANDATORY REFERRALS

- 10. 2003M-084UG Designation of Metro-owned Properties as Surplus - Approve
- 11. 2003M-085U-13 Name Unnamed Street to Knapp Boulevard - Approve
- 12. 2003M-086G-02 Baker Road Name Change to Plemel Lane - Approve

Ms. Nielson moved, and Mr. McLean seconded the motion, which passed unanimously, to approve the consent agenda. (10-0)

[Note: The staff report and formal Commission resolution approving each of the items on the consent agenda can be found below in the order in which the item appeared on the Commission agenda.]

VIII. PRELIMINARY SUBDIVISION PLATS

- 1. **2003S-173G-03**
Fontanel
Map 49, Parcels 140, 200.01 and 319
Subarea 3 (1998)
District 1 (Gilmore)

A request for preliminary plat approval for 14 lots abutting the east margin of Whites Creek Pike, approximately 1,100 feet north of Lloyd Road, (136.04 acres), classified within the R15 and RS20 districts, requested by Fontanel Properties, LLC, owner, Advantage Land, surveyor.

The Metro Planning Commission deferred this item, at the request of the applicant, to the August 14, 2003, meeting. (9-0)

IX. FINAL PLATS

- 2. 2002S-340G-14**
Windstar Estates, Section 1
Map 43, Part of Parcels 7 and 8
Subarea 14 (1996)
District 11 (Brown)

A request for final plat approval to create 47 lots abutting the southwest margin of Swinging Bridge Road and the northwest corner of Warren Drive and Keeton Avenue, (41.55 acres), classified within the R10 and R15 districts, requested by Gene H. Scott, Jr., owner/developer, Burns and Associates, Inc., surveyor.

The Metro Planning Commission deferred this item, at the request of the applicant, indefinitely. (10-0)

X. PLANNED UNIT DEVELOPMENTS (revisions)

- 3. 94-71-P-06**
Bellevue Center
Map 128, Parcel 170
Subarea 6 (1996)
District 23 (Bogen)

A request for a revision to the preliminary plan for a phase of the Commercial Planned Unit Development located abutting the north margin of Highway 70 at Interstate Highway 40, classified MUL, (11.95 acres), to permit the development of a two-story 112,000 square foot, 1,400 seat church and 56 townhomes to replace the approved 161,000 square foot, 5,000 seat church, requested by Civil Site Design Group, for The Oasis Church, owner.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

Revised Preliminary PUD - Request to revise the preliminary PUD plan of the Bellevue Center Planned Unit Development to allow for the development of an 112,000 square foot church and a 56-unit townhouse project, on an 11.95-acre tract. The property is located south of Interstate 40 and west of the Bellevue Mall (private) Loop Road.

PLAN DETAILS

The most recent amendment to the preliminary PUD plan, approved on August 17, 2001, by Metro Council, allowed for the development of a 161,100 square foot church, a shared parking plan for 288 spaces with Baptist Healthcare Affiliates, and a deferred parking plan for 269 spaces on the church site – all of which replaced the previously-approved 200,000 square foot medical office building. The 2001 amendment, as proposed, was never developed on the site, and the practice facility for the Tennessee Titans located on the site was relocated to the Metrocenter.

The applicant's plan proposes a smaller, 112,000 square foot, church that is to be located on the southern portion of the property, while the 56-unit townhouse project will be located on the northern portion of the site adjacent to

Interstate 40. There are three points of ingress and egress to the site from the mall loop road and the Baptist hospital facility to the south, as well as one internal point of access between the church and townhomes.

Changes to a PUD- Staff supports a revision to the PUD because the change to the plan, and addition of multi-family residential, does not extend beyond what is permitted by the specific underlying zoning district. The Zoning Code provides that if a PUD was originally limited to office, retail and other general commercial activities, the range of permitted uses shall not be expanded to include uses of greater intensity, and that those permitted uses shall be those authorized by the base zone district.

TRAFFIC ENGINEER'S FINDINGS - No exceptions taken.

Staff has requested that the applicant continue the private sidewalk system, as proposed in the townhouse project, down to the loop road as well as further over to the proposed church, so that a seamless sidewalk network will provide safe pedestrian traffic to and from the proposed town homes.

CONDITIONS

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration.
2. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.

Approved (10-0), Consent Agenda

Resolution No. 2003-283

“BE IT RESOLVED by the Metropolitan Planning Commission that PUD No. 94-71-P-06 is **APPROVED WITH CONDITIONS. (10-0)**”

Conditions of Approval:

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration.
2. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.

4. **206-83-G-13**
Chelsea Village
Map 149, Parcel 378
Subarea 13 (1996)
District 28 (Alexander)

A request for final approval for a phase of the Residential Planned Unit Development located abutting the north margin of Dover Glen Drive, west of Edge-O-Lake Drive, classified R15, (2.5 acres), to permit the development of 12 single-family lots, requested by Dale & Associates, for Car Car Development.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

Final PUD - Request for final PUD approval for a phase (Phase 6, Section 2) of the Chelsea Village Residential PUD to permit the development of 12 single-family lots along Edge-O-Lake Drive and Dover Glen Drive.

PLAN DETAILS

When this section of the PUD was brought before the Planning Commission in April 2003, the revision to the preliminary PUD reduced the approved number of lots from 13 to 12. The Metro Council originally approved the

overall PUD plan in 1984 for 237 single-family lots. It was revised in 1987 to allow for the 13 lots along Edge-O-Lake Drive and Dover Glen Drive. This final PUD plan matches the revised plan, providing 12 lots, as was approved by the Planning Commission on April 10, 2003.

Proposed lots will range in size from 6,013 square feet to just over 13,000 square feet. Sidewalks are proposed along the front of all lots on both streets.

Five of the single-family lots are designated as critical lots due to steep topography.

Existing Zoning

R15 – Residential PUD - The R15 district is intended for single and two-family residential development, requiring minimum lot sizes of 15,000 square feet. However, this PUD development utilizes the reduced lot option offered under Metro PUD provisions.

TRAFFIC ENGINEER'S FINDINGS

1. The sidewalk along Dover Glen Drive terminating before Grovesnor Road needs to be extended to Grovesnor Road with a handicap ramp allowing pedestrians to cross over Grovesnor Road.
2. Handicap ramps shown are too far behind the intersections. Please relocate them closer into the turning radius.

CONDITIONS

1. A final plat must be recorded prior to the issuance of any building permits.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Water Services and Public Works.
3. 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.
4. 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.
5. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission. The following revisions are required on this plan:
 - 1) The sidewalk along Dover Glen Drive terminating before Grovesnor Road needs to be extended to Grovesnor Road with a handicap ramp allowing pedestrians to cross over Grovesnor Road. In order to accommodate this requirement, a pedestrian easement will be required on Lot 1.
 - 2) Handicap ramps shown are too far behind the intersections. Relocate them closer into the turning radius.
 - 3) The 5 Critical Lots designated on the revision to preliminary plans need to be designated on the final PUD plans and appropriately noted.

Approved (10-0), Consent Agenda

Resolution No. 2003-284

“BE IT RESOLVED by the Metropolitan Planning Commission that PUD No. 206-83-G-13 is **APPROVED WITH CONDITIONS. (10-0)**

Conditions of approval:

1. A final plat must be recorded prior to the issuance of any building permits.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Water Services and Public Works.
3. 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.
4. 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.
5. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission. The following revisions are required on this plan:
 - a. The sidewalk along Dover Glen Drive terminating before Grovesnor Road needs to be extended to Grovesnor Road with a handicap ramp allowing pedestrians to cross over Grovesnor Road. In order to accommodate this requirement, a pedestrian easement will be required on Lot 1.
 - b. Handicap ramps shown are too far behind the intersections. Relocate them closer into the turning radius.
 - c. The 5 Critical Lots designated on the revision to preliminary plans need to be designated on the final PUD plans and appropriately noted.”

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5. **53-84-U-12**
Hickory Heights
Map 161, Part of Parcel 93
Subarea 12 (1997)
District 31 (Knoch)

A request for a revision to the preliminary plan for a portion of the Residential Planned Unit Development located abutting the west margin of Swiss Avenue, south of Old Hickory Boulevard, classified RM15, (5 acres), to permit the development of 36 two-story townhome units to replace 23 single-family lots, requested by Dale & Associates, for Affordable Housing Resources, owner.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

Revise Preliminary PUD - A request to revise the preliminary plan for 36 townhomes, replacing 23 single-family lots for a portion of the residential PUD located on the west margin of Swiss Avenue, south of Old Hickory Boulevard.

Existing Zoning

RM15 district/Residential PUD - This 44.98 acre PUD was approved in 1984, including 1,114 multi-family units. The plan was revised by the MPC on December 6, 2001, for 100 single-family lots and 184 apartment units. RM15 is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre.

PLAN DETAILS - The applicant is requesting a revision to a 5-acre portion residential PUD to permit the development of 36 two-story townhouse units replacing 23 single-family lots. This area is within the Subarea 12 Plan's Residential Medium High (RMH) policy, which calls for 9 to 20 dwelling units per acre.

Plan Design - The PUD plan is designed with eight buildings along Swiss Avenue ending on a temporary cul-de-sac. A future connection to the abutting subdivision is provided at the cul-de-sac. Although the RM15 zoning would allow 75 multi-family units on 5 acres, the applicant is proposing to develop 36 townhome units.

TRAFFIC - The proposed 36 units would generate approximately 440 trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Recommendation - Approval with conditions, including the following conditions listed below to be completed by the developer.

CONDITIONS

As required by the Metro Traffic Engineer and the Traffic Impact Study, the following traffic improvements shall be required:

1. Prior to the issuance of any Use and Occupancy permits, a separate eastbound right-turn lane shall be constructed on Old Hickory Boulevard at Zermatt Avenue. This turn lane shall include at least 100 feet of storage with a 300-325 foot transition.
2. Prior to the issuance of any Use and Occupancy permits, a dedicated westbound left turn lane shall be striped on Old Hickory Boulevard at Zermatt Avenue within the existing continuous two-way center turn lane on Old Hickory Boulevard. This turn lane shall include at least 100 feet of storage with a 300-325 foot transition.
3. As per an agreement between the applicant and the Metro Traffic Engineer a bond shall be established with the plat that includes the 51st unit/lot for a possible traffic signal at the intersection of Nolensville Pike/Swiss Avenue. The bond shall remain in place for three years thereafter. If the applicant and Public Works agree that the signal is not warranted after that three year time period, the bond may be released and the developer will be relieved of any obligation to install the signal.
4. Prior to the issue of a Use and Occupancy permit for the 51st single-family lot/unit, a separate right-turn lane shall be constructed on Nolensville Pike at Swiss Avenue, including 75 feet of storage with a transition to AASHTO standards. Construction plans shall be submitted in conjunction with the final PUD plans for the first phase of development.
5. Prior to the issuance of any Use and Occupancy permits for the first phase, Zermatt Avenue shall be widened and striped to include one southbound entering lane and two northbound exiting lanes. The northbound lanes shall include a minimum of 150 feet of storage with a transition to AASHTO standards. Construction plans shall be submitted in conjunction with the final PUD plans for the first phase of development.
6. Prior to the recording of a final plat for any phase, a bond shall be posted for a traffic signal at the intersection of Old Hickory Boulevard and Zermatt Avenue, as per an agreement between the Metro Traffic Engineer and the applicant. The traffic signal shall be installed prior to the issuance of any Use and Occupancy permits for any phase. No right turn lane will be required with the installation of the traffic signal.
7. Prior to the recording of a final plat for any phase, (a) Public Works' approval is subject to Public Works review and approval of construction plans for this subject, (b) if using minimum required ROW, then add a 3-foot public pedestrian access easement on the outside edge of sidewalks, (c) handicap ramps should be in the turning radius, (d) will need dead-end sign and street name signs.

Approved (10-0), Consent Agenda

Resolution No. 2003-285

“BE IT RESOLVED by the Metropolitan Planning Commission that PUD No. 53-84-U-12 is **APPROVED WITH CONDITIONS. (10-0)**

Conditions of Approval:

1. Prior to the issuance of any Use and Occupancy permits, a separate eastbound right-turn lane shall be constructed on Old Hickory Boulevard at Zermatt Avenue. This turn lane shall include at least 100 feet of storage with a 300-325 foot transition.
2. Prior to the issuance of any Use and Occupancy permits, a dedicated westbound left turn lane shall be striped on Old Hickory Boulevard at Zermatt Avenue within the existing continuous two-way center turn lane on Old Hickory Boulevard. This turn lane shall include at least 100 feet of storage with a 300-325 foot transition.
3. As per an agreement between the applicant and the Metro Traffic Engineer a bond shall be established with the plat that includes the 51st unit/lot for a possible traffic signal at the intersection of Nolensville Pike/Swiss Avenue. The bond shall remain in place for three years thereafter. If the applicant and Public Works agree that the signal is not warranted after that three year time period, the bond may be released and the developer will be relieved of any obligation to install the signal.
4. Prior to the issue of a Use and Occupancy permit for the 51st single-family lot/unit, a separate right-turn lane shall be constructed on Nolensville Pike at Swiss Avenue, including 75 feet of storage with a transition to AASHTO standards. Construction plans shall be submitted in conjunction with the final PUD plans for the first phase of development.
5. Prior to the issuance of any Use and Occupancy permits for the first phase, Zermatt Avenue shall be widened and striped to include one southbound entering lane and two northbound exiting lanes. The northbound lanes shall include a minimum of 150 feet of storage with a transition to AASHTO standards. Construction plans shall be submitted in conjunction with the final PUD plans for the first phase of development.
6. Prior to the recording of a final plat for any phase, a bond shall be posted for a traffic signal at the intersection of Old Hickory Boulevard and Zermatt Avenue, as per an agreement between the Metro Traffic Engineer and the applicant. The traffic signal shall be installed prior to the issuance of any Use and Occupancy permits for any phase. No right turn lane will be required with the installation of the traffic signal.
7. Prior to the recording of a final plat for any phase, (a) Public Works’ approval is subject to Public Works review and approval of construction plans for this subject, (b) if using minimum required ROW, then add a 3-foot public pedestrian access easement on the outside edge of sidewalks, (c) handicap ramps should be in

6. **84-85-P-06**
Biltmore PUD
Map 140, Parcel 4
Subarea 6 (1996)
District 23 (Bogen)

A request to revise a portion of the preliminary Planned Unit Development and for final approval for a portion of the undeveloped Commercial Planned Unit Development located abutting the north margin of I-40, east of McCrory Lane, classified CL, (17.51 acres), to permit the realignment and construction of Newsom Station Road to conform with the approved preliminary plan, requested by Barge, Cauthen and Associates, for Branstetter Family Partners, owner.

The Metro Planning Commission deferred this item, at the request of applicant, to the August 14, 2003, meeting. (9-0)

7. **78-86-P-12**
 Shadow Glen (formerly Southmark)
 Map 161, Parcel 272
 Subarea 12 (1997)
 District 31 (Knoch)

A request for final approval for a phase of the Residential Planned Unit Development located abutting the west margin of Nolensville Pike, north of Brentwood Highlands Drive, classified R10, (16.15 acres), to permit the development of a 155 unit townhome development, requested by Civil Site Design, for Alaric Development Company, owner.

Staff Recommendation - *Approve with conditions.*

APPLICANT REQUEST

Final Plan - A request for final approval, for a phase of the residential PUD located on the west margin of Nolensville Pike, north of Brentwood Highlands Drive, to permit the development of a 155 unit townhome development.

Existing Zoning

R10 district/Residential PUD - This PUD was originally approved in 1986, and revised on January 20, 2000, and May 23, 2002 by the Planning Commission. 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% duplex lots, however, this is a grandfathered PUD originally approved for 155 units.

PLAN DETAILS - The applicant is requesting final approval to permit the development of a 155 unit townhome development. The PUD was initially approved in 1986, as a commercial PUD. A revision to the preliminary plan was approved in May 2002, to permit the development of 155 attached townhouse units replacing a 34,000 square foot church and day care center. The plan is consistent with the preliminary PUD approved in May 2002.

Plan Design - The PUD plan is designed with eight buildings of attached townhomes with a cul-de-sac.

TRAFFIC - The applicant is proposing to develop 155 townhome units. The proposed 155 units would generate approximately 908 trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Recommendation

“The intersection needs some work. The left turn arrows need to be moved back. The pavement markings on both sides need to be moved back 15’ so as not to be in the radius of the turn. The left turn lane itself needs a longer taper so we would like to see the island removed and the taper extended the length of what used to be the island”.

CONDITIONS

1. Prior to the issuance of any grading or building permits, intersection improvements at the project entrance must be constructed by the applicant in accordance with Public Works’ requirements. The left turn arrows need to be moved back. The pavement markings on both sides need to be moved back 15’ so as not to be in the radius of the turn. The left turn lane itself needs a longer taper. The existing island may need to be removed and the taper extended the length of what used to be the island.
2. Prior to the issuance of grading and building permits, a landscape plan showing the required landscape buffer yards should be given to the Metro Planning Department.

Approved (10-0), Consent Agenda

Resolution No. 2003-286

“BE IT RESOLVED by the Metropolitan Planning Commission that PUD 78-86-P-12 is **APPROVED (10-0)**.

Conditions of Approval:

1. Prior to the issuance of any grading or building permits, intersection improvements at the project entrance must be constructed by the applicant in accordance with Public Works’ requirements. The left turn arrows need to be moved back. The pavement markings on both sides need to be moved back 15’ so as not to be in the radius of the turn. The left turn lane itself needs a longer taper. The existing island may need to be removed and the taper extended the length of what used to be the island.
2. Prior to the issuance of grading and building permits, a landscape plan showing the required landscape buffer yards should be given to the Metro Planning Department.”

8. 2001P-010G-06

Riverbridge, Phase 2 (formerly Autumn Springs)
Map 141, Parcel 36
Subarea 6 (1996)
District 35 (Tygard)

A request for a revision to the preliminary plan and for final approval of a phase of the Planned Unit Development located abutting the south margin of Coley Davis Road, north of the Harpeth River, classified RM4, (41.15 acres), to permit 68 single-family lots, replacing 84 single-family lots, requested by Civil Site Design Group, for Phillips Builders, owner.

Staff Recommendation - *Approve with conditions.*

APPLICANT REQUEST

Revised Preliminary & Final PUD - A request to revise Phases 2a and 3a of the Planned Unit Development on 41.15 acres located south of Coley Davis Road and along Harpeth River.

Existing Zoning

RM4 district/Residential PUD - This PUD, formerly Autumn Springs Development, was approved in 2001 and included 181 single-family units and 200 townhomes. RM4 is intended for single-family, duplex, and multi-family dwellings at a density of 4 dwelling units per acre.

PLAN DETAILS - The applicant is requesting a revision to the preliminary plan and final approval for 68 lots in Phases 2A and 3A, replacing 84 undeveloped single-family lots.

Plan Design - The PUD plan is designed with the single-family homes south of the CSX railroad tracks. A 10’ greenway trail is south of the homes along the Harpeth River, which will be constructed by the developer. Staff is recommending conditional approval with a condition that the final site design have a landscaping buffer around lots 111 and 112 along the greenway trail connection.

Greenway/Conservation Easement - The proposed plan provides a “Dedicated Conservation/Greenway Public Access Trail Easement Area” through the development. Prior to final plat submittal, the easement area shall be labeled and recorded as such. The trail standards have been approved by the Metro Greenway Commission at the final PUD stage. The water quality pond must also be labeled with a note stating that the homeowners association will maintain this pond.

TRAFFIC

Traffic Engineer’s Recommendation - Approval with conditions (listed below), including the following conditions to be completed by the developer:

CONDITIONS

1. Prior to the issuance of grading and building permits for any part of Phases 2A & 3A, a final plat shall be approved and recorded including all necessary bonds for public improvements.
2. Prior to the issuance of any grading or building permits, the applicant shall submit approved construction drawings by the CSX Railroad. A mandatory referral authorizing an agreement between Metro Government, the developer and CSX Railroad for bridge crossing shall also be approved by the Metro Council.
3. Prior to the issuance of any permits, verification that off-site improvements required in Section One are completed.
4. Add a 3-foot public pedestrian access easement beside the ROW on the outside edge of the sidewalks when using minimum dimensions for rights of way. This is to be shown on the final plat.

Approved (10-0), Consent Agenda

Resolution No. 2003-287

“BE IT RESOLVED by the Metropolitan Planning Commission that PUD No. 2001P-010G-06 is **APPROVED WITH CONDITIONS. (10-0)**

Conditions of Approval:

1. Prior to the issuance of grading and building permits for any part of Phases 2A & 3A, a final plat shall be approved and recorded including all necessary bonds for public improvements.
2. Prior to the issuance of any grading or building permits, the applicant shall submit approved construction drawings by the CSX Railroad. A mandatory referral authorizing an agreement between Metro Government, the developer and CSX Railroad for bridge crossing shall also be approved by the Metro Council.
3. Prior to the issuance of any permits, verification that off-site improvements required in Section One are completed.
4. Add a 3-foot public pedestrian access easement beside the ROW on the outside edge of the sidewalks when using minimum dimensions for rights of way. This is to be shown on the final plat.”

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- 9. 2003P-004U-07**
Patina
Map 91-14, Parcels 200, 201 and 202
Subarea 7 (2000)
District 24 (Summers)

A request to revise the preliminary plan and for final approval of the Planned Unit Development located at 224, 226 and 228 Orlando Avenue, abutting the east margin of Orlando Avenue, classified RS3.75, (2.63 acres), to permit the development of 14 single-family lots to replace the approved 15 single-family lots, requested by Barge, Cauthen and Associates, for Shamrock Holdings, Inc., owners.

The Metro Planning Commission deferred this item, at the request of the applicant, to the August 14, 2003 meeting. (10-0)

XI. MANDATORY REFERRALS

10. 2003M-084UG

Designation of Metro-owned Properties as Surplus
Map 63-08, 70-09, 81-03, 81-08
Parcels 31-32, 72, 73 and 81
Map 81-12, 92-06, 93-15 and 104-02
Parcels 201, 272, 356, 371, 414 and 488

An Ordinance approving the disposition of certain parcels of property by the Director of Public Property held by the Metropolitan Government, requested by the Metro Department of Finance, Real Property Services.

Staff Recommendation - *Approve*

APPLICANT REQUEST

An Ordinance approving the disposition of certain parcels of property by the Director of Public Property held by the Metropolitan Government, as requested by the Metro Department of Finance, Real Property Services.

DEPARTMENT AND AGENCY COMMENTS

The Metro Department of Finance, Real Property Services, has declared that the following parcels of land are no longer needed for governmental purposes. In doing so, they have declared them as surplus and will, subject to Metro Council approval, allow the disposition of these properties. They are as follows:

- Two unnumbered parcels on University Avenue
- 3215 Curtis Avenue
- 2203 15th Avenue North
- 1500 Cecilia Avenue
- 1617 6th Avenue North
- 1544 12th Avenue North
- One unnumbered parcel on Herman Street
- 721 28th Avenue North
- 19 Lafayette Street
- 3166 Parthenon Avenue

Metro Real Property Administration of the Department of Finance recommended approval of the proposed ordinance, and the Department of Public Works had no objection.

Approved (10-0), *Consent Agenda*

Resolution No. 2003-288

“BE IT RESOLVED by the Metropolitan Planning Commission that Mandatory Referral No. 2003M-084UG was **APPROVED (10-0).**”

11. 2003M-085U-13

Name Unnamed Street to Knapp Boulevard
Map 121
Subarea 13 (1996)
District 13 (Derryberry)

A request, by the Assistant Director of Public Works, to name a currently unnamed roadway between McCrory Creek Road and Donelson Pike to "Knapp Boulevard".

Staff Recommendation - Approve

APPLICANT REQUEST

A request, by the Assistant Director of Public Works, to name a currently unnamed roadway between McCrory Creek Road and Donelson Pike to "Knapp Boulevard". This roadway is often mistakenly designated as Couchville Pike but was never officially given this name.

DEPARTMENT AND AGENCY COMMENTS

The Metro Department of Public Works has requested that this section of roadway be officially named "Knapp Boulevard" since it has never officially been named. It is often mistaken as a portion of Couchville Pike. Public Works would like to provide the official designation to allow for improved E-911 and emergency service response – as well as simply provide the roadway an official name.

Staff supports the requested naming because it is important to clear up any discrepancies in street names which could potentially lead to safety problems.

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

Approved (10-0), Consent Agenda

Resolution No. 2003-289

"BE IT RESOLVED by the Metropolitan Planning Commission that Mandatory Referral No. 2003M-085U-13 is **APPROVED. (10-0)"**

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- 12. 2003M-086G-02**
Baker Road Name Change to Plemel Lane
Map 2
Subarea 2 (1995)
District 10 (Balthrop)

A request, by the Assistant Director of Public Works, to rename two separate portions of Baker Road to "Plemel Lane".

Staff Recommendation - Approve

APPLICANT REQUEST

A request, by the Assistant Director of Public Works, to rename two separate portions of Baker Road to "Plemel Lane". This request is made because the City of Ridgeway named the portion of Baker Road that travels through their city "Plemel Lane".

DEPARTMENT AND AGENCY COMMENTS

The Metro Department of Public Works has requested that this section of roadway be renamed to "Plemel Lane" since the majority of Baker Road – which travels through the City of Ridgeway – was changed to Plemel Lane at some time in the past. In order to continue to provide improved emergency service response, Public Works is requesting that the two portions of Baker Road, located within Metro Davidson County, match the remainder of the roadway with regards to street name.

Staff supports the requested naming because it is important to clear up any discrepancies in street names which could potentially lead to safety problems.

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

Approved (10-0), Consent Agenda

Resolution No. 2003-290

"BE IT RESOLVED by the Metropolitan Planning Commission that Mandatory Referral No. 2003M-086G-02 is **APPROVED. (10-0)"**

XII. ADJOURNMENT

Their being no further business, upon motion made, seconded and passed, the meeting was adjourned at 4:20 p.m.

Chairman

Secretary

