



Project No.

Public Hearing: Plan for Subarea 8 – the North Nashville Community 2002 Update Amendments

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 WAKTKINS 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.



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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.



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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





Project No.
Project Name
Associated Cases
Staff Reviewer

2003S-173G-03
Fontanel, Phase I, The Meadows of Fontanel
None.
Fuller

Staff Recommendation

Disapprove. Plans showing the revised floodway and the relocation of the Water Quality Concept out of the floodplain have not been approved by Stormwater Management and a revised recommendation has not been received from Public Works. The Planning Staff cannot recommend approval of this plat until the recommendations from the two agencies have been received.

APPLICANT REQUEST

Preliminary Plat

Subdivide 136.06 acres into a 14-lot subdivision, including a remaining 115.39 acre tract for the future development of Phase II.

ZONING

R15 District

R15 district allows single-family and duplex lots and requires a minimum lot size of 15,000 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 across lot 4 for access. The plan needs to be revised to accommodate a future public road with 50 feet of right-of-way to allow access to Phase II. This would require eliminating or shifting the location of Lot #4 so the future road would be located between the lots instead of through the center of the lot. A barn located on lot 7 will be removed.

Floodplain

Approximately 19.2 acres of Phase I are encumbered with floodplain and floodway. Approximately 12.3 acres (64%) have been marked as undisturbed. The borrow area to fill the proposed lots is located within Phase II, but the future lots for Phase II will be located outside of the floodplain and will not require any fill.



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Greenway

A greenway easement has been shown on the side of Whites Creek within Phase I. All land within the floodway, the 50-foot buffer and the 25 foot-greenway easement must be labeled as a “Dedicated Conservation Greenway Public Access Trail Easement Area.” When Phase II is presented for approval, a greenway conservation easement may be required on the east side of Whites Creek.

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 of concerns about its legality.

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 will require 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.

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



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Public Works Recommendation

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.

No comments received on revised plat.

Stormwater Recommendation

Disapprove. The limits of floodway on the plat do not match the FEMA flood maps. The FEMA boundaries need to be added to the plat. The lots will need to be redesigned to fall entirely outside of the limits of the floodway. Additionally, the Water Quality Concept has been located within the floodway. A variance from the Stormwater Management Committee must be received prior to the approval of the preliminary plat if the Water Quality Concept is to remain in the floodway.

CONDITIONS (If approved)

1. Remove references to required setbacks. Note 5, referring to the Metro Zoning Ordinance for building setbacks, are all that is needed.
2. All areas in the floodplain or floodway designated undisturbed must be fenced off prior to the issuance of any grading permits.
3. All land within the floodway, the 50-foot buffer and the 25-greenway easement needs to be labeled as a, "Dedicated Conservation Greenway Public Access Trail Easement Area."
4. The plan must be revised to accommodate a future public road with 50 feet of right-of-way to allow access to Phase II. This would require eliminating or shifting the location of Lot #4 so the future road would be located between the lots instead of through the center of the lot. Private streets are allowed within the Natural Conservation land use policy area by Section 2-6.2.1.K.4 of the Subdivision Regulations.
5. A revised plat must be submitted including right-of-way dedication along Whites Creek Pike to U4 standards, if the sidewalk is required.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-340G-14
Windstar Estates, Section 1
None
Scott

Staff Recommendation

Disapprove. Final grading plans have not been submitted for the entire plat, as was a condition of the preliminary plat approval.

APPLICANT REQUEST
Final Plat

Subdivide 41.55 acres into 47 lots and open space at a proposed overall density of 0.74 dwellings units per acre, located abutting the northwest corner at Warren Drive and Keeton Avenue.

ZONING
R10 District

R10 district, requiring a minimum lot size of 10,000 square feet and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

R15 District

R15 district, requiring a minimum lot size of 15,000 square feet and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

The preliminary plat for the entire subdivision was approved March 13, 2003 by the Planning Commission. The whole project includes 73.03 acres subdivided into an 84-lot cluster lot subdivision.

This final plat for Section One includes 47 lots, a 7.03 acre borrow pit and 20.08 acres of open space. Section 17.12.080(D) of the Metro Zoning Ordinance requires a minimum of 15% open space per phase. The applicant meets and exceeds this requirement.

The majority of this property lies within the floodplain of the Cumberland River. Utilization of the Cluster Lot Option requires one-half of the floodplain to be located in common open space, "except where required for the installation of streets and utilities..." (Metro Zoning Code 17.28.040 E.) and labeled as "to be maintained in a natural state."



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Section One of Windstar Estates is consistent with the approved preliminary plat. Grading plans for Section One were approved by the Stormwater Department June 12, 2003. However, staff is recommending disapproval since final grading plans have not been submitted for the entire plat, as was a condition of the preliminary approval.

TRAFFIC ENGINEER'S FINDINGS

No exception taken.

CONDITIONS

Staff recommends disapproval. However, if approved staff recommends the following conditions:

1. Performance bonds must be posted to secure the satisfactory construction, installation, and dedication of all required public improvements.
2. The final plat must indicate the Dedicated Conservation/Greenway Public Access Trail Easement Area includes the floodway, floodway buffer and the greenway dedication.



Project No.
Project Name

Planned Unit Development 94-71-P-06
Bellevue Center
Commercial & Residential PUD

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

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



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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 townhomes.

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.
3. 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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 206-83-G-13
Chelsea Village, Phase 6 Section 2
None
None
Mitchell

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.



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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:
 - a) The sidewalk along Dover Glen Drive terminating before Grovesnor Road needs to



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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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 53-84-U-12
Hickory Heights PUD, Section 2, Phase 1
None
None
Bond

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

Plan Design

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.

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.



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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.



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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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 84-85-P-06
Biltmore PUD
None
None
Scott

Staff Recommendation

Approve with conditions

APPLICANT REQUEST
Revised Preliminary & Final PUD

Revise a portion of the preliminary and final PUD approval for a portion of the undeveloped Commercial PUD located abutting the north margin of I-40 east of McCrory Lane. This plan is to permit the realignment and construction of a portion of Newsom Station Road.

PLAN DETAILS

The proposed plan is intended to coordinate development and required improvements between the Biltmore PUD and Riverwalk PUD.

This realignment of Newsom Station Road eliminates a 90 degree curve in the current plan. This proposal will divide the property so that a commercial parcel will be located south of Newsom Station Road.

The Riverwalk PUD, located east of the Biltmore PUD, includes conditions for off-site improvements at the intersection at Newsom Station Road and McCrory Lane. The conditions included a traffic signal and dedicated right and left turn lanes on both Newsom Station Road and McCrory Lane. The conditions required the improvements to be completed at a certain level of the Riverwalk build out (120 lots).

In order for the conditions of the Riverwalk PUD to be met, the road improvements would have to be constructed in the near future at the current location of the Newsom Station Road and McCrory Lane intersection. The Biltmore PUD requires this intersection to be relocated to the north. Under this scenario the improvements would have to be made a second time. Approval of the proposed plan would allow these improvements to happen once and in the ultimate location of the intersection. Public Works has granted a time extension to June 2004, for the completion of the road improvements as long as they are properly bonded.



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The proposed plan for realignment is consistent with the approved preliminary.

CONDITIONS

1. 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.
2. 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 except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 78-86-P-12
Shadow Glen PUD, formerly Southmark
None
None
Bond

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

Plan Design

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.

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.



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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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 2001P-010G-06
Riverbridge PUD, Phases 2A & 3A
None
None
Bond

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

Plan Design

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.

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.



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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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 2003P-004U-07
Patina PUD
None
None
Bond

Staff Recommendation

Approve with conditions listed below.

APPLICANT REQUEST

Revised Preliminary & Final PUD

A request to revise the preliminary PUD and for final approval of the PUD located at 224, 226, and 228 Orlando Avenue.

Existing Zoning

RS3.75 district/Residential PUD

This PUD was approved in 2003 and includes 15 single-family units. RS3.75 requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre.

PLAN DETAILS

Richland Creek Floodway and Floodplain

The applicant is requesting a revision to the preliminary plan and final approval to permit the development of 14 single-family lots, replacing the approved 15 single-family lots.

The applicant is providing the required 50-foot floodway buffer from the edge of the floodway. In addition to the 50-foot buffer from the floodway, the applicant is also providing an additional 25-foot greenway easement to the edge of the new road. The greenway buffer will be narrower than 25 feet where it would otherwise come onto the roadway, as approved on the preliminary PUD plan. The "Dedicated Conservation/Greenway Public Access Trail Easement Area" through the development shall be labeled as such on the final plat.

Existing Roadways and Sidewalks

The applicant is providing sidewalks along Orlando Avenue. The applicant will not, however, widen the pavement on Orlando Avenue. Currently, Orlando Avenue has a pavement width of 20 feet. Staff recommends that the applicant place the sidewalks at the ultimate width of the right-of-way (ROW), as per Public Works' recommendations. The current ROW is 30 feet and the required ROW is 46 feet. The applicant



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New Roadways and Sidewalks

will be required to dedicate 8 feet along the frontage of Orlando Avenue.

The roads within this subdivision will be private and maintained by the Homeowner's Association. Patina Circle should also be labeled as a private street. The applicant is providing a stub street to the adjacent property to the south for similar future development.

Traffic Engineer's Recommendation

Approve

CONDITIONS

1. Prior to the issuance of any permits, the Stormwater Management section of Metropolitan Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works must forward confirmation of final approval of this proposal to the Planning Commission.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
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. The Homeowner's Association must maintain all private roads and sidewalks.
5. Final plat must show a 50-foot floodway buffer and an additional 25 feet for a greenway easement where possible. In areas where the 25 foot buffer intersects a lot or the roadway the 25 foot buffer will be adjusted to under 25 feet until the lot or roadway no longer intersect the buffer.
6. Final plat must show the stub street ending at the property line.



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7. The final plat must show the private alley and private street with shared access driveways. As per Public Works' recommendation, if the private street is to receive a name, then it must meet Public Works specifications. While street geometry makes it unfeasible to build a Metro street, engineer should call out a pavement course similar to ST-251 and designate the proposed street as private. Delete the South and West parts of the streets, per Public Works.
8. The detail dimensions do not comply with ST-263 alley specifications. Construction drawings must be corrected to either use correct dimensions, or delete reference to ST-263 for this private alley.
9. Include stop sign, two street name signs, and a dead-end sign.
10. Staff is recommending approval of a sidewalk variance for a portion of the sidewalk along Orlando Avenue due to a culvert near Richland Creek. Staff is also recommending approval of a variance for the sidewalk along one side of Patina Circle (South) due to nearby greenway access and in order to permit maximum possible width of the greenway easement.



Project No.
Project Name

Mandatory Referral 2003M-084UG
Designation of Certain Metro Properties as Surplus Property

Council Bill
Staff Reviewer

BL2003-1540
Mitchell

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.



Project No.
Project Name

Mandatory Referral 2003M-085U-13
Name Unnamed Street to
"Knapp Boulevard"

Council Bill
Staff Reviewer

None
Mitchell

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.



Project No.
Project Name
Council Bill
Staff Reviewer

Mandatory Referral 2003M-086G-02
Baker Road Name Change to "Plemel Lane"
None
Mitchell

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 Ridgetop 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 Ridgetop – 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.