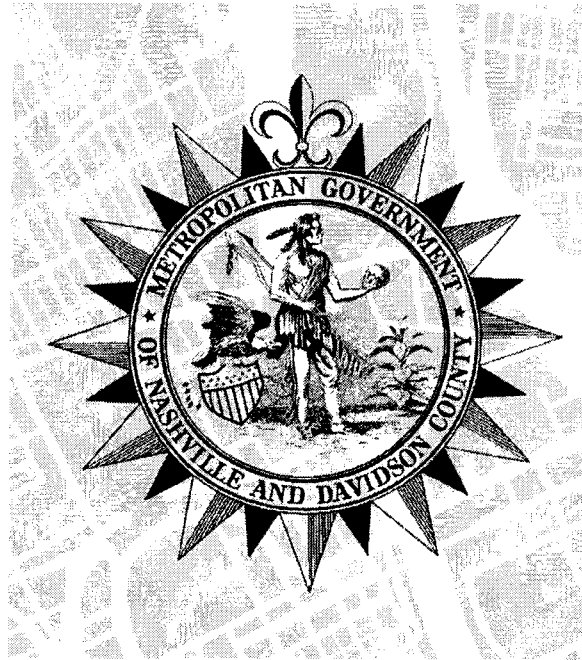


Metropolitan Planning Commission

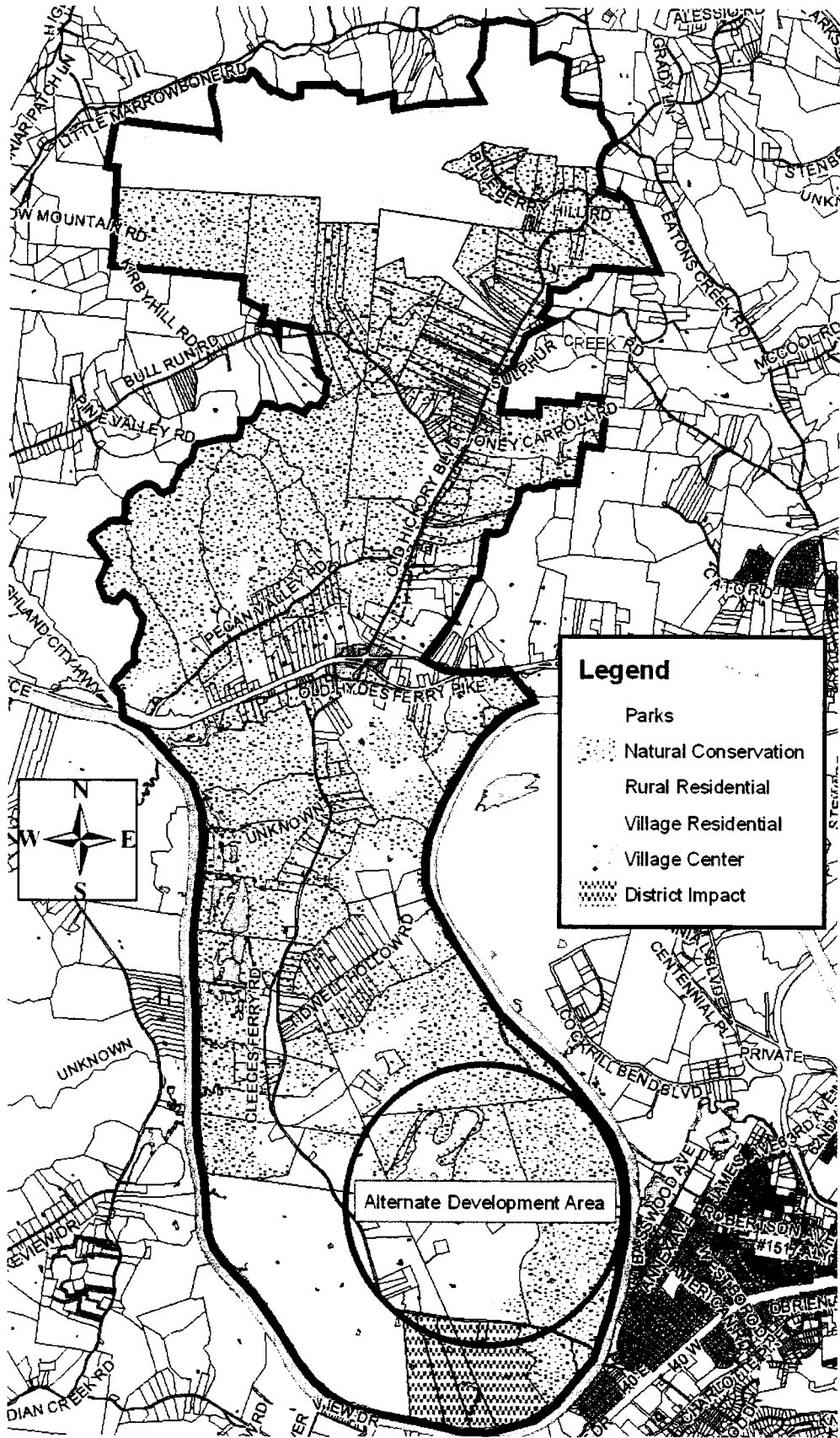


Staff Reports

August 14, 2008

PREVIOUSLY DEFERRED ITEMS

Scottsboro/Bells Bend Detailed Land Use Policy Map





**Project No.
Request**

2008CP-07G-03
Adopt the *Scottsboro/Bells Bend Detailed Design Plan* as an Amendment to the *Bordeaux-Whites Creek Community Plan: 2003 Update*

**Council District
School Districts
Requested by
Deferral**

1 – Matthews
1 – Thompson
Planning Staff
Deferred from the July 24, 2008, Planning Commission meeting.

**Staff Reviewer
Staff Recommendation**

McCaig
Approve

APPLICANT REQUEST

Adopt the *Scottsboro/Bells Bend Detailed Design Plan* as an amendment to the *Bordeaux-Whites Creek Community Plan: 2003 Update* to provide more detailed guidance on planning for preservation and growth for the Scottsboro/Bells Bend community.

Public Hearing

The Planning Commission closed the public hearing at its July 24, 2008, with the intention of discussing the merits of the Scottsboro/Bells Bend Detailed Design Plan at a future meeting.

**SCOTTSBORO/BELLS BEND
DETAILED DESIGN PLAN
HIGHLIGHTS**

Community Participation

The detailed design plan was initiated at the request of Scottsboro/Bells Bend community members, with the community members' goal of assisting the community in preserving the area's rural character. Staff conducted nine meetings in the Scottsboro/ Bells Bend community from October of 2007 through June of 2008 to create the *Scottsboro/Bells Bend Detailed Design Plan*.

Notification of community meetings as well as the July 24 public hearing were published in newspapers and posted on the Planning Department's website. Four separate flyers announcing the community meetings were sent to property owners throughout the Scottsboro/Bells Bend community and surrounding area. Additionally, email was periodically sent to an expanding list of participants. An estimated 300 individuals participated in the detailed design planning process.



Metro Planning Commission Meeting of 8/14/2008

Vision for Scottsboro/Bells Bend

Scottsboro/Bells Bend is a rural portion of Davidson County located to the north and west of Downtown. The Scottsboro/Bells Bend area has a variety of stakeholders. Community meetings revealed that a significant majority of stakeholders identify the rural character of the Scottsboro/Bells Bend area as a valuable attribute of Davidson County which should be preserved.

Basic qualities which define the rural character of the community and which should be preserved include natural resources, natural landscape, abundant wildlife, green space, open space, outdoor recreational opportunities, peace and quiet, privacy, sustainable resource use, low population density, and private property rights.

A stakeholder group, which controls a significant portion of the Scottsboro/Bells Bend area proposed a different vision for their property – the creation of an intense mixed use town center with adjacent corporate campuses.

To suggest, however, that there were only two visions for Scottsboro/Bells Bend, belies the fact that there are many property owners interested in varying degrees of development opportunity for their properties.

Several questions arose from this process. To what extent are the rural features and qualities preserved? What tools are available to preserve rural features and qualities? How can development occur in a manner that preserves the qualities of the rural character? It is the goal of this detailed design plan to balance the preservation of rural character while allowing development opportunities in appropriate areas.

The Study Area

The Scottsboro/Bells Bend study area is comprised of approximately 13,407 acres that includes Beaman Park as the northern boundary and continues south to the Cumberland River, a distance of approximately 9 miles. The study area is characterized by steep slopes, ridgelines, floodplains, streams, wildlife, woodlands and farmland. Scottsboro/Bells Bend has remained rural due to its location in a bend of the Cumberland River that has not been bridged and its combination of floodway/floodplain and steep topography. These factors contribute to the current low population density mixed with agricultural uses.



Metro Planning Commission Meeting of 8/14/2008

Land Use Policy

The detailed design plan proposes land use special policies for the Scottsboro/Bells Bend community. These land use policies are tailored to respond to the community's unique environmental features and emphasize preservation of the rural and natural character of the community. Each special policy has its own policy intent, general characteristics, appropriate land uses, main objectives, and design principles and development guidelines.

The design principles and development guidelines include addressing access, preserving significant environmental features, preserving archeological features/cemeteries, building form, building location, block length, connectivity, appropriate density, development arrangement, landscaping, lighting, and parking.

In addition, special policies have been added to address the identified prime viewsheds. These policies call for minimal impact from development of any kind. The land use policies also emphasize preserving historic sites, archeological sites, and farmland.

In each of the nine special policy categories discussed below, a focus remains on preserving rural character and sensitive environmental features.

- Natural Conservation Policy

The largest land use policy category is Natural Conservation, which is used to preserve the area's environmentally sensitive features such as steep slopes, ridgetops, unstable soils, floodways/floodplains, woodlands, waterways, viewsheds, and wildlife habitat. Natural Conservation policy is proposed for 58 percent of the study area.

Land use options in Natural Conservation policy include:

- Maintain the land in its natural state;
- Small-scale farming if environmental constraints of the land allow; and/or
- One dwelling unit per five acres if environmental constraints of the land allow.

Natural Conservation policy also encourages land owners to use additional tools, such as conservation easements or purchase of development rights, to permanently preserve land.

The proposed density of one dwelling unit per five acres in Natural Conservation areas is less density than the land is



Metro Planning Commission Meeting of 8/14/2008

zoned for today (AR2a zoning, which allows one dwelling unit per two acres). This is done to acknowledge that that existing environmentally sensitive features are ill-suited for higher density, and that it would be difficult to achieve that density today, despite the zoning.

- Rural Parks/Open Space Policy

The study area contains two of Nashville's largest parks, Beaman Park and Bells Bend Park. These comprise almost 2,500 acres or 19 percent of the study area. Both Beaman Park and Bells Bend Park have nature centers in addition to miles of trails and a focus on sharing the natural and rural aspects of the community with visitors. The parks are placed in Rural Parks and Open Space policy.

The detailed design plan encourages constructing a multi-use path for pedestrians and cyclists along Old Hickory Boulevard to connect the two parks.

Added together, the Rural Parks and Open Space policy and the Natural Conservation policy area – 77 percent of the study area is in one of these two conservation-focused policies.

- Rural Residential Policy

Rural Residential policy covers almost 15 percent of the study area. This policy is located along the flatter portions of the community where the majority of homes are already located. The goal of Rural Residential policy is to preserve the rural and natural character of the area while allowing limited residential development opportunities that contribute to the rural character.

In rural areas throughout Davidson County, typical land uses include low-impact agricultural and related accessory uses, low density residential, and civic/public benefit uses. In the study area, Rural Residential policy land use options include:

- Maintain the land in its natural state;
- Small-scale farming;
- Large-scale farming if environmental constraints of the land allow;
- One dwelling unit per five acres;
- One dwelling unit per two acres if environmental constraints of the land allow; and/or
- In some selected areas, well-designed layouts of homes grouped together to preserve surrounding environmental features may be possible by working with the Planning Department on designs that preserve the rural character of the landscape.



Metro Planning Commission Meeting of 8/14/2008

Any proposal requires a rezoning to Specific Plan zoning.

Areas with the potential for unstable soils are also referenced and require a geotechnical report before any development is undertaken.

The majority of the study area, 98.5 percent, is zoned AR2a which already allows one dwelling unit per 2 acres. The application of the Rural Residential policy, which would also allow one dwelling unit per two acres, acknowledges this zoning. However, Rural Residential policy offers opportunities to move away from that lot and land use pattern and encourages larger lots, agricultural uses, and siting homes so that significant environmental features are preserved. The Rural Residential policy also allows one dwelling unit per five acres. If property owners and/or the Council member wanted to rezone to a lower density that is more rural in character, this policy would support that rezoning.

- Village Center Policy

Village Center policy encompasses land in the previously adopted Neighborhood Center policy (in the *Bordeaux-Whites Creek Community Plan: 2003 Update*) and additional surrounding property that is currently zoned commercial. This area totals 27 acres, less than 1 percent of the study area, and includes the former Wade School. The goal of Village Center policy is to create a pedestrian-friendly, mixed use, rural center that serves as the community hub for daily gathering and activity.

In the Village Center, stakeholders have expressed a desire to see uses similar to those found in Leipers Fork, such as a small grocery, restaurant, music venue, hardware store, café, farmers market, or coffee shop. Appropriate land uses include:

- Commercial
- Civic or Public Benefit
- Office
- Mixed Use

Village Center policy also encourages the use of pedestrian crosswalks, signage and medians to make the area more safe and comfortable for pedestrians, especially at the prominent intersection of Old Hickory Boulevard and Ashland City Highway.



Metro Planning Commission Meeting of 8/14/2008

- Village Residential Policy

Village Residential policy is comprised of existing residential uses along Old Hydes Ferry Road, much of it already zoned RS20. A total of 54 acres is placed in this policy, less than 1 percent of the study area. The goal of Village Residential policy is to create a residential area that complements and supports the Village Center while also providing housing choice for community residents.

Since this area already has a pattern of smaller lots, the Village Residential policy allows for a mixture of rural housing styles that supports the nearby businesses in the Village Center. Appropriate land uses include:

- Residential (limited to single-family and two-family houses, accessory units and cottages)
- Civic or Public Benefit

- District Impact Policy

District Impact policy applies to the Harpeth Valley Utility District in the southern portion of Bells Bend, which comprises 3 percent of the study area.

- Guidance for Rural Corridors

The plan also calls for preserving existing rural corridors and, when appropriate, creating new rural roads that maintain the rural character that currently exists in the study area. Structures along the corridor, such as along Old Hickory Boulevard, should contribute to the rural character with irregular setbacks from the road that follow the environmental constraints of the land, instead of using established setbacks. Spacing and orientation of homes should also follow the environmental constraints of the land, including preserving open space and viewsheds. Corridors should utilize cross sections with swales, instead of curb and gutter, and reflective striping and signage for safety, instead of lighting.

- Alternate Development Area Policy

As noted above, an alternate vision was offered for one portion of the Scottsboro/Bells Bend community. An Alternate Development Area policy is applied to this area, which is comprised of approximately 1,500 acres or 11 percent of the study area.

Two alternate visions – representing two worthy public policy goals – have been proposed for the Alternate Development Area, comprised of property owned by the May family.

One vision calls for this area to be preserved in a natural or rural state with the rest of the study area. This could be



Metro Planning Commission Meeting of 8/14/2008

accomplished by including this land in the Natural Conservation and Rural Residential policy categories.

An alternate vision for this area proposes that the site be redeveloped as a compact mixed use pedestrian friendly town center surrounded by a zone of preserved rural transition uses. The center would provide for a joint corporate headquarters location and regional center with retail, office, commercial and residential components, while preserving environmental features and important community characteristics such as prime farmland, ridgetops, steep slopes, viewsheds, woodlands, streams and wetlands. This vision concentrates development onto approximately one-third of the property while permanently preserving at least 900 acres in a natural/rural state, including a defined edge to delineate and buffer the center from the surrounding rural area and Old Hickory Boulevard.

To ensure the alternative vision supports the remainder of the policies of the study area, there are additional goals and conditions necessary for the ADA.

First, there are goals and conditions that must be met for the Alternate Development Area to be *eligible* for Regional Center and Corporate Campus policies (that would replace the Natural Conservation and Rural Residential policies). These are titled "Conditions that Trigger the Special Policy."

Second, there are general goals and conditions that describe how the Alternate Development Area (if it is eligible for Regional Center and Corporate Campuses development) is to interact with the rest of the Scottsboro/Bells Bend community. These are titled "Conditions for Balancing Economic Development and Rural Preservation."

Finally, there are the goals specific to the Regional Center policy and the Corporate Campus policy.

Conditions that Trigger the Special Policy

The provisions and conditions of the Alternate Development Area balance allowing specifically designed economic development while preserving the rural character. These conditions include building a bridge as primary access to the site and submitting a master plan for the site that illustrates:



Metro Planning Commission Meeting of 8/14/2008

- Designing a unique development concept in a manner so that site and building design meet high standards of sustainability;
- Providing true transportation options for pedestrians, cyclists, vehicles, and transit;
- No extension of commercial, office or higher intensity residential development to the north of the southernmost defined ridgeline;
- Tying development of the Alternate Development Area to preservation to the north of the area to permanently preserve the natural/rural character of the remainder of Scottsboro/Bells Bend;
- Including significant protection of environmentally sensitive features and a defined buffer to create a firm edge around the proposed development (at least 900 acres will be permanently preserved);
- Completing an archeological survey for the entire site, except for those portions left undisturbed, and preserving significant sites, cemeteries, and other features;
- Preserving at least 200 acres of prime farmland for farming;
- Buffering development from the existing Bells Bend Park and Nature Center; and
- Applying for inclusion in the Urban Services District.

Any proposed development in the Alternate Development Area will be implemented through zoning that includes a site plan, such as Specific Plan zoning, to provide assurance that the development will occur as approved.

- Conditions for Balancing Economic Development and Rural Preservation

The purpose of these goals and conditions is to balance economic development and rural preservation. The conditions address development of the Alternate Development Area, but also address how this defined area relates to the remainder of the Scottsboro/Bells Bend community. To address how the Alternate Development Area interacts with the rest of the Scottsboro/Bells Bend community, conditions are levied that include:

- Preserving viewsheds from Old Hickory Blvd.;
- Preserving buffers between the Alternate Development Area and the rest of the Scottsboro/Bells Bend community;
- Limiting development and instituting a land preservation program to assist in maintaining Old Hickory Blvd. as a rural corridor and prevent "strip development" from occurring;



Metro Planning Commission Meeting of 8/14/2008

- Requiring access from the south or east via a bridge, with guidance on preserving Old Hickory Blvd. as a rural corridor; and
- Requiring sustainable design of the site layout and buildings, per standards established by the Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) program.

- Regional Center Policy

The goal of Regional Center policy is to create an intense, mixed use, multi-modal center area that forms a unique sustainable and walkable community. The Regional Center policy provides additional guidance through design principles and development guidelines, including addressing access to and within the site, preserving significant environmental features, block length, building form, connectivity, appropriate density, landscaping, lighting, parking, signage, and transit. These include specifying how buildings interact with each other, with their unique setting, and with the surrounding rural area.

- Corporate Campus Policy

The goal of Corporate Campus policy is to create employment and office centers that are uniquely integrated into the adjacent mixed use center, served by multi-modal transportation systems, and uniquely designed to complement the existing rural setting and preserve environmental features. The Corporate Campus policy provides additional guidance through design principles and development guidelines, including addressing access to and within the site, preserving significant environmental features, building form, connectivity, appropriate density, landscaping, lighting, parking, signage, and transit. These include specifying how the campuses are sited and how they interact with each other and with the Regional Center.

Implementation Tools/Ideas

The detailed design plan also includes a chapter on implementation tools, ideas and examples to assist the community in achieving its vision of preserving rural character. These tools include conservation easements, transfer/purchase of development rights, cultural heritage tourism, eco-tourism, recreational tourism, agri-tourism, sustainable agriculture, a sustainable agricultural institute, community supported agriculture, organic farming co-ops, conservation subdivisions, including preservation as an important aspect of development, and the Adirondack Park model.



Metro Planning Commission Meeting of 8/14/2008

Recommendation

The community planning process involves seeking the input of all community stakeholders. It also requires Planning staff to provide professional recommendations to ensure that each community and neighborhood meets the goals of Nashville/Davidson County's General Plan, the County's commitment to sustainable development. In doing so, the preservation and development of each community and neighborhood is considered in light of its role in Davidson County and in the Middle Tennessee region.

In the case of the *Scottsboro/Bells Bend Detailed Design Plan*, two important public policy goals – rural preservation and economic development through the creation of sustainable development and corporate campuses – must be weighed.

Whenever a community plan or detailed design plan is undertaken, stakeholders are asked to compromise in their visions – to accommodate competing visions and to accommodate the needs of the overall County. The *Scottsboro/Bells Bend Detailed Design Plan* is unique, however, in that the final product represents significant compromise for stakeholders of the area, and includes significant guidance from Planning staff, on how the Scottsboro/Bells Bend community can meet two equally valid public policy goals – rural preservation and economic development of a unique corporate campus/regional center product.

Planning staff recommends adoption of the plan as presented. Correctly implemented, the detailed policy guidance can allow a unique economic development opportunity in Nashville/Davidson County, along with new businesses, jobs, and increased revenues. At the same time, the detailed design plan calls for significant rural preservation throughout the Scottsboro/Bells Bend area, including significant preservation of the Alternate Development Area – at least 900 acres, to be permanently preserved in a natural/rural state that can contribute to the rural character not only in appearance, but can provide certain community amenities such as hiking trails, equestrian trails, greenways, farming opportunities, and local food production. The preservation of this land provides a viable option for preservation. Since over 2,500 acres of the study area are already part of the Metro parks system, it seems unlikely that Metro would acquire this property as parkland due to priorities for



Metro Planning Commission Meeting of 8/14/2008

parkland in other areas of the County and current financial constraints.

The plan also provides a viable option for development of land that is currently zoned AR2a and could be developed as numerous single-family homes today, which could also negatively impact the rural character of the community. A subdivision of this magnitude also could result in pressure to change the rural character of Old Hickory Boulevard since it would likely not include a provision for building a bridge across the Cumberland River.

STAFF RECOMMENDATION

Staff recommends adoption of the *Scottsboro/Bells Bend Detailed Design Plan*, except the policies associated with the Alternative Development Area and defer consideration of this area until the rezoning application is presented.

SEE NEXT PAGE

COMMUNITY PLAN

NO SKETCH



**Project No.
Request**

2008CP-020-01
**Adopt the *Community Character Manual* as
part of the *General Plan of Nashville / Davidson*
*County***

**Council District
School Districts
Requested by**

County-wide
County-wide
Planning Staff

**Staff Reviewer
Staff Recommendation**

T. Adams/Wood
Approve

APPLICANT REQUEST

A request to adopt the *Community Character Manual (CCM)*, an update of the *Land Use Policy Application (LUPA)*, as a part of the *General Plan* in accordance with **Section 11.504(e) of the Charter of Metropolitan Government of Nashville and Davidson County.**

COMMUNITY PARTICIPATION

Staff began the process of creating the Community Character Manual by hosting focus groups to discuss the strengths and challenges of the Land Use Policy Application (LUPA), the LUPA update process and to gather feedback on specific changes that were needed to create the CCM, the successor of LUPA.

The focus groups were followed by creation of a task force intended to provide specific technical guidance. The task force and focus groups consisted of 32 development professionals, 27 neighborhood leaders, 4 council members and 5 Metro Nashville Government agency representatives.

Staff also hosted four community meetings for feedback from the general community. Three community meetings were held in August 2007, upon the completion of the first draft of the Community Character Manual (CCM). The fourth and final community meeting was on June 24th, 2008, where an open house and formal presentation was given on the final draft of the CCM.

A public comment period followed from June 9th through July 9th 2008. The CCM was posted online and comments were from the community were taken via email.

Throughout the creation of the CCM, Planning staff relied on its Neighborhood Associations email list (300+ emails), its Development Professionals email list (700+ emails), as well as email to the Metro Council and Planning Commission to alert the community to the update and how to be involved.



Metro Planning Commission Meeting of 8/14/2008

BACKGROUND

The CCM explains the Community Character Policies (CCPs), which are derived from the general policies as outlined in the General Plan and are applied to all land in Davidson County to create the Community Plans. The CCM will replace LUPA, and over time as all Community Plans are updated, all *land use polices* defined in LUPA will be replaced with *community character policies* that are defined in the CCM.

Unlike LUPA, the CCM fully integrates the Transect Planning Model – a system used to categorize and describe the development pattern of a region from the most natural to the most urban areas – into the community character policies. Further, where LUPA focused primarily on density and land use, the CCM focus is on the creation of community character and development form.

Creating community character and appropriate development form surfaced as the most appealing function of the new CCM among the task force and focus group members. Development professionals from both the task force and focus groups cited rising land costs and the need for infill development as a reason to better define community character and development form – to determine up front what character, density and land use is anticipated, to create infill development that complements existing development. Similarly, community leaders from both the task force and focus groups emphasized the importance of creating infill development that is compatible with existing development and wanted the CCM to be very specific in defining community character.

All groups, including staff, requested that the CCM be more functional and user-friendly by adding graphics and images to enhance the corresponding text, placing related information in proximity to each other in the text (versus in appendices), and making the guidance specific yet general enough for additional flexibility when needed.

CCM HIGHLIGHTS

The Transect is Used as the Over-arching Structure of the Document:

The highlights of the Community Character Manual (CCM) include:

The Transect is a system for categorizing and describing a region from the most natural to the most urban. The use of the Transect calls for all elements of the natural and built environment to be consistent with the character of the



Metro Planning Commission Meeting of 8/14/2008

Transect Category in which they are located. There are seven Transect categories:

- T1 – Natural
- T2 – Rural
- T3 – Suburban
- T4 – Urban
- T5 – Center
- T6 – Downtown
- D – District

The CCM is structured so that the reader is first introduced to the Transect Category covered in each chapter. The Transect Category describes for the reader the appropriate character and form of development. The Transect Category also helps define the Community Character Policies as well as appropriate land uses, appropriate building types and zoning districts.

Community Elements Create Complete Communities:

Each chapter addresses a specific Transect Category. Within each chapter, the reader is introduced to the Community Elements.

The Community Elements – open space, neighborhoods, centers, and corridors – are the building blocks of a complete community. When combined within a Transect Category, the Community Elements create a specific community character. Meaning, open space, neighborhoods, centers and corridors will have a different character in a T2 Rural Transect Category than in a T4 Urban Transect Category.

The Community Elements are ordered in a similar fashion to the Transect Model – least developed to the most developed. *Open space* is the least developed element and is described as publicly or privately protected open space or parks, and as open spaced related to civic and public benefit land uses.

Following is the community element *Neighborhoods*. Neighborhoods describe areas that provide a variety of housing options for a community. Neighborhoods can contain very low levels of development or may have very intense levels of development depending on the Transect Category in which they are located.

Centers are generally the most developed Community Element and contain higher intensity mixed use,



Metro Planning Commission Meeting of 8/14/2008

commercial, civic and public benefit and sometimes, residential land uses. Centers may be developed with very low intensity non-residential development, or very intense non-residential development.

Finally, the *Corridor* is a Community Element that may be very intensely developed or may not contain any development, but will link all Community Elements together either by a street or roadway. Corridors may be developed as mixed use or primarily residential.

In each Transect Category chapter, there is a Community Character Policy for each Community Element.

Community Character Policies are intended to Preserve, Enhance, or Create Community Character:

After being introduced to the Transect Category and the Community Element, the reader is then introduced to the Community Character *Policy Intent*. The Community Character Policy Intent describes what the policy is intended to do when it is applied to the land.

In the development of the CCM, the examination of existing communities and their Community Elements (open space, neighborhoods, centers, and corridors) revealed the need to acknowledge the varying development patterns across Nashville/ Davidson County. There are some communities where the existence of stable Community Elements requires the *preservation* of those areas. Alternately, there are some communities whereby one or more of the Community Elements are somewhat stable and may require changes or some *enhancement* overtime. Lastly, some communities have one or more Community Elements that either do not exist or are unstable and will need to be *created*.

The Community Character Policies reflect the intent to Preserve, Enhance, or Create the community character as defined by the Transect and the Community Element.

Design Principles Define Community Character in each Community Element in each Transect Category:

To create community character, the design of each Community Element is taken into consideration, and is guided by Design Principles. The Design Principles include: access, block length, building form, pedestrian and bicycle connectivity, vehicular connectivity, density and intensity, landscaping, lighting, parking, service area, and signage.



Metro Planning Commission Meeting of 8/14/2008

Each Design Principle is written to reflect the Transect Category, the Community Element, and the Policy Intent. The design principles are used collectively to create community character; one design principle is generally not considered without the others.

The Community Character Policies:

Below is a summary of the Community character policies contained within the CCM. Recall that while these policies are categorized here by *Community Element*, that there are actually several Open Space policies across Transect Categories, several Neighborhood policies across Transect Categories, etc., and that these each vary in form and character per the Transect Category in which they are located.

Community Character Policies that apply to Open Space:

Open Space Community Character Policies are typically intended to preserve publicly or privately protected open space areas or areas associated with civic and public benefit land uses. Open Space Community Character Policies are found in all Transect categories from T1- Natural through to T6 - Downtown. Open Space Community Character Policy is not found in the D – District Transect Category.

Community Character Policies that apply to Neighborhoods:

Neighborhood Community Character Policies are applied to areas that have or are intended to have residential development. Neighborhood Community Character Policies intended to preserve and enhance areas dedicated to providing housing choice in a community will be defined by the community character policy as Maintenance neighborhoods (neighborhoods intended to be preserved) or Evolving neighborhoods (neighborhoods intended to be enhanced).

There are some areas where the neighborhood community element is not stable and on rare occasion does not exist. In this case the community character policy applied would have the intent of creating neighborhoods in these areas.

In all cases, the Neighborhood Community Character Policies encourage the creation of housing choice by encouraging a variety of building types, the accommodation of multiple modes of travel, and the full integration of appropriate housing with other community elements.



Metro Planning Commission Meeting of 8/14/2008

Neighborhood Community Character Policies are found in all Transect categories from T2 - Rural to T6- Downtown and are not found in T1- Natural and D - Districts.

Community Character Policies that apply to Centers:

Center Community Character Policies are applied to areas where there is concentration of non-residential and civic and public benefit land uses. Center Community Character Policies are typically intended to create new centers or enhance existing centers. These areas are either created or enhanced to develop into intense, mixed use areas of activity, that serve either a single neighborhood or an entire community, and that accommodate multiple modes of travel.

Center Community Character Policies are found in all Transect categories from T2 - Rural to T5 - Center and are not found in T1- Natural, T6 - Downtown and D - Districts.

Community Character Policies that apply to Corridors:

Corridor Community Character Policies are applied to streets or roadways that link open space, neighborhoods, and centers together. Corridors Community Character Policies are typically intended to preserve, create or enhance corridors that are envisioned to contain either primarily residential land uses or mixed-use land uses.

In all cases, where Corridor Community Character Policies are applied, there is an emphasis on creating corridors that accommodate multiple modes of travel, that concentrate higher intensity non-residential land uses at major intersections, and that contain a greater mixture of non-residential land uses and residential land uses between major intersections encouraging a mixed use and pedestrian friendly development pattern.

Corridor Community character Policies are found in Transect categories T3 – Suburban, T4-Urban, and T6 - Downtown.

Community Character Policies that apply to Districts:

D- District is the Transect Category that accommodates concentrations of singular land uses. The four districts that are found in Davidson County include Industrial, Impact, Major Institutional, and Office Concentration.



Metro Planning Commission Meeting of 8/14/2008

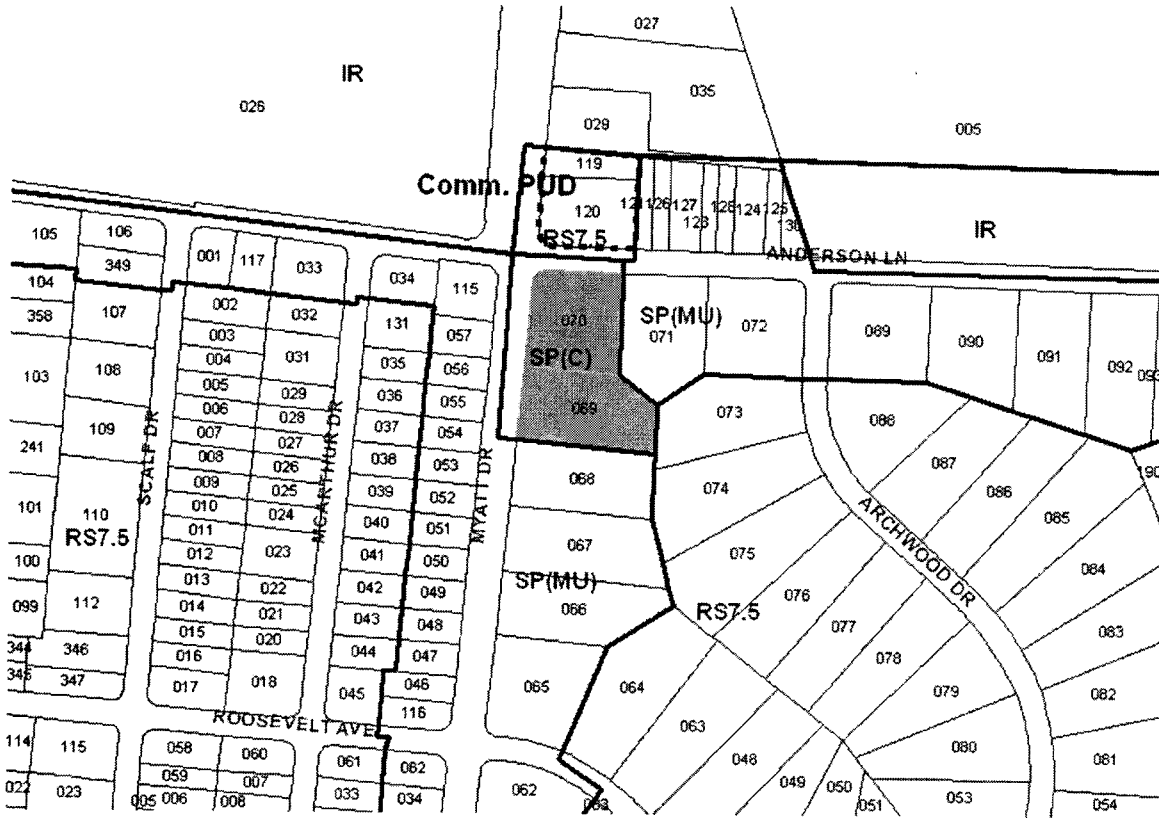
Industrial and Impact districts are encouraged to be designed and located as to not be a nuisance to lower intensity adjacent land uses. Major Institutional and Office Concentration districts are encouraged, however, to be woven into the fabric of a complete community. Therefore the Design Principles included in the D-District Transect Category chapter are written specifically for the successful operation of the district while being flexible enough for the district to be designed with respect to adjacent Transect Categories and Community Elements.

STAFF RECOMMENDATION

Staff recommends approval of the adoption of the *Community Character Manual* as proposed.

SEE NEXT PAGE

SPECIFIC PLANS



2006SP-162G-04

Map: 043-07 Parcels: 069, 070

Subarea 4

Council District 9 – Jim Forkum



Project No.	Zone Change 2006SP-162G-04
Project Name	Myatt Drive Thornton's SP
Council Bill	None
Council District	9 - Forkum
School Board District	3 - North
Requested By	Thornton's Inc. applicant for MAT Real Estate, LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

**APPLICANT REQUEST
Amend Development Plan**

A request to amend the development plan for the Myatt Drive Thornton's Specific Plan – Commercial (SP-C) located at the southeast corner of Anderson Lane and Myatt Drive (1.87 acres), approved for a 3,740 square foot automobile convenience market with 7 gas pumps, and to permit a 3,755 square foot automobile convenience market with 8 gas pumps.

**Existing Zoning
SP-C District**

Specific Plan-Commercial is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

PLAN DETAILS

The Myatt Drive Thornton's SP was approved by Metro Council in 2007. After the plan was approved it was determined that the sale of beer was prohibited because the convenience market building was located within 100 feet of a residential structure. To allow for the sale of beer, the applicants have requested the plan be changed. Currently, both properties that make up the SP district are vacant.

Preliminary Plan

The Council approved SP was approved for a 3,740 square foot automobile convenience market with a covered fueling area and seven free standing pumps offering 14 fueling stations. The building was located along the eastern property line closer to Anderson Lane and the fueling area was located along Myatt Drive.

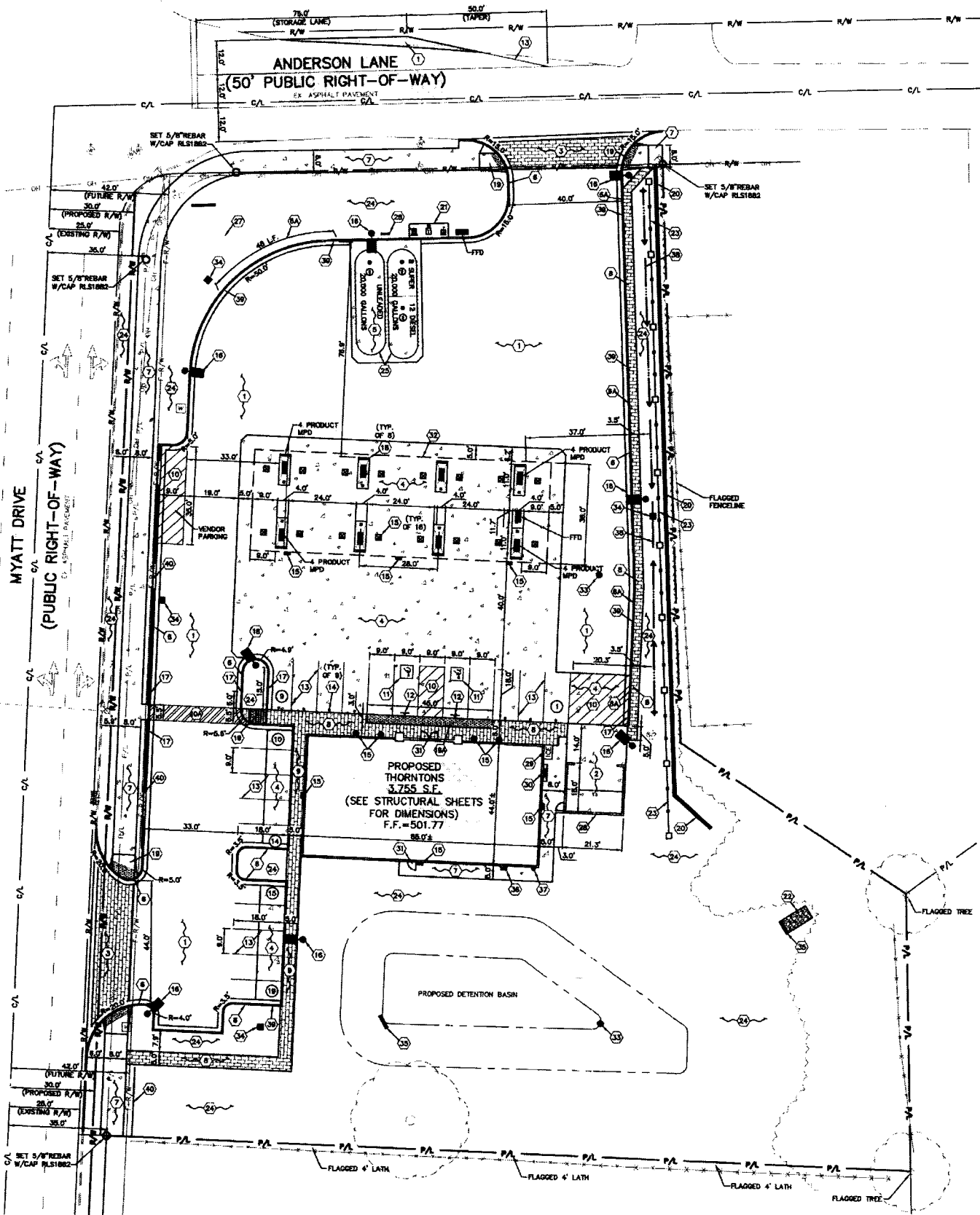
Site Plan

The revised plan calls for a 3,755 square foot automobile convenience market with a covered fueling area eight free standing pumps offering 16 fueling stations.

Access will be provided from Anderson Lane and from Myatt Drive. To enhance pedestrian access to and around the site the revised plan includes decorative paving along

ANDERSON LANE
(50' PUBLIC RIGHT-OF-WAY)
EX. ASPHALT PAVEMENT

MYATT DRIVE
(PUBLIC RIGHT-OF-WAY)
EX. ASPHALT PAVEMENT



PROPOSED THORNTONS
3.755 S.E.
(SEE STRUCTURAL SHEETS
FOR DIMENSIONS)
F.P. - 501.77

PROPOSED DETENTION BASIN

FLAGGED 4' LATH

FLAGGED 4' LATH

FLAGGED 4' LATH

FLAGGED TREE

FLAGGED TREE

FLAGGED TREE



Metro Planning Commission Meeting of 8/14/2008

Landscaping

both entrances and from both Myatt Drive and Anderson Lane to the store.

A Standard B-2 Landscape Buffer Yard is shown along the southern and eastern property line except for approximately 200 feet along the eastern property line beginning at Anderson Lane. A solid seven foot tall decorative fence is provided along this section of the property line. A two foot high, masonry knee wall will run along a portion of the western property line abutting Myatt Drive with landscaping at the corner of Myatt Drive and Anderson Lane. Street trees are proposed in the furnishing zone. As there is a NES line over this area, the trees need to be appropriately sized to be below the power line. These trees need to be spaced a maximum of 25 feet along the length of the knee wall.

The Urban Forester has identified a number of concerns with the landscape plan including tree protection, proposed tree species, location of lighting, and missing details regarding proposed tree caliper and height. All of these issues must be addressed as a condition of approval of this amendment to the SP.

Elevations and Signage

Building elevations and a signage plan have been provided and are consistent with the approved SP.

Analysis

The proposed layout for the final site plan is not consistent with the Council approved preliminary plan; however, the changes do not alter the basic concept of the approved preliminary plan. While the building is to be relocated, adequate pedestrian access from both Anderson Lane and Myatt Drive to the proposed market and buffering to the adjacent residential properties to the east remains.

The proposed concept plan is consistent with the previously adopted SP plan and the revised layout would not, on its own, require Council approval. The proposed plan also includes a second revision, however, to increase the number of pumps. The original SP was approved for seven pumps with 14 stations and the revised plan calls for eight pumps and 16 stations. The effect of additional fuel pumps is increased traffic that increases the overall intensity of the SP. Any change that increases the overall intensity of the SP requires approval from Council.



Metro Planning Commission Meeting of 8/14/2008

STORMWATER RECOMMENDATION

Approved with conditions:

1. A revised Grading Plan is required prior to Final Site approval.

PUBLIC WORKS RECOMMENDATION

All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.

URBAN FORESTER RECOMMENDATION

- Provide details of tree protection plan.
- Provide caliper and height details for all trees.
- Delete Pyrus Calleryana "Cleveland Select" from the plant list.
- Parking lot lights must be kept out of the tree islands.
- Remove the staking from the planting details.
- Substitute the Red Maple shown in the furnishing zone with a tree that is more appropriate for under a power line.
- Trees in the furnishing zone need to be spaced a maximum of every 25 feet along the length of the knee wall.

STAFF RECOMMENDATION

Staff recommends approval with conditions of this amendment to the Myatt Drive Thornton's SP

CONDITIONS

1. Permitted uses include automobile convenience. All other uses are prohibited.
2. Free standing signs shall be monument signs and shall have a maximum sign area of 48 square feet, and shall not exceed six (6) feet in height or three (3) feet in height of any portion of the sign located within 15 feet of a driveway.
3. The corrected copy of the development plan shall comply with the requirements of the Urban Forester.
4. Street trees shall be required within the furnishing zone and shall be identified on the final site plan subject to approval of the Urban Forester and Metro Public Works.

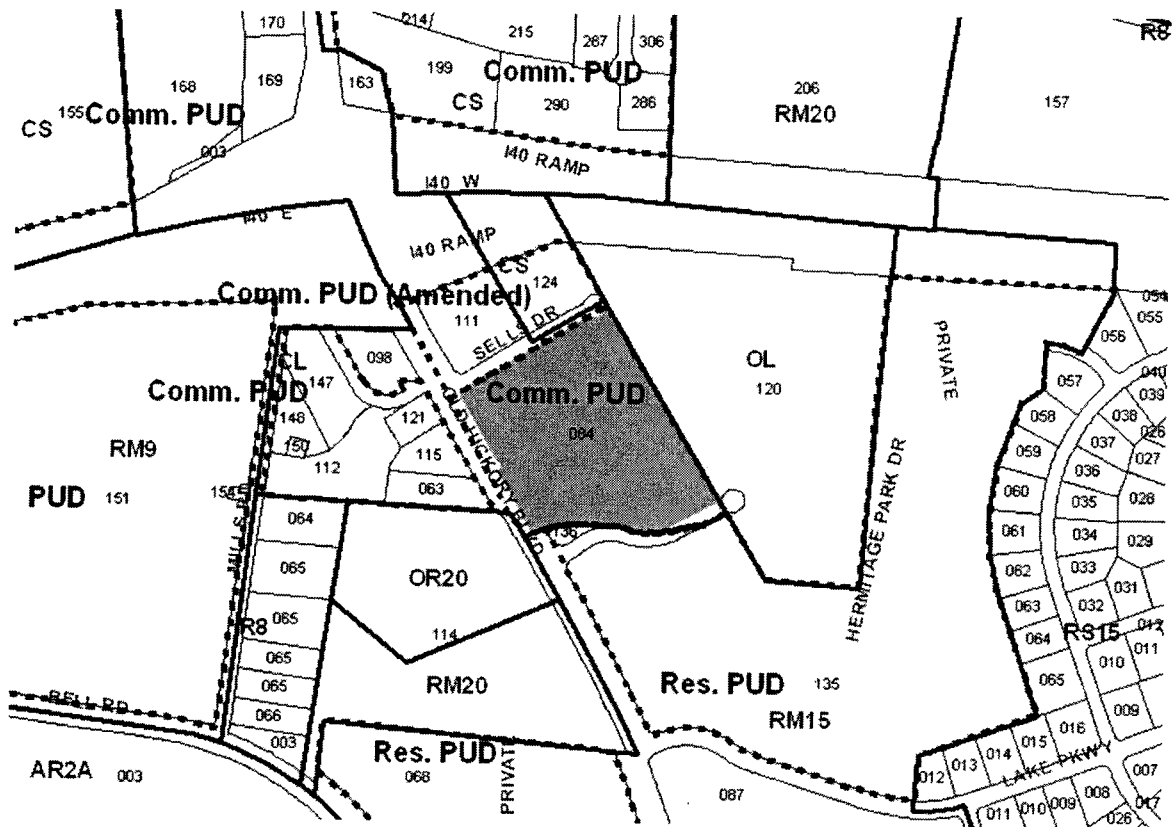


Metro Planning Commission Meeting of 8/14/2008

5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

SEE NEXT PAGE

ZONING MAP AMENDMENTS



2008Z-065G-14

Map: 097-00 Parcel: 084

Subarea 14

Council District 12 – Jim Gotto



Project No.
Associated Case

Zone Change 2008Z-065G-14
Hermitage Exit Property PUD Cancellation
90-85-P-14

Council Bill
Council District
School District
Requested by

BL2008-277
12 - Gotto
4 - Glover
Gresham Smith & Partners, applicant, for JJIM, LLC
and Thomas Corcoran Trust, owners

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

A request to rezone from Commercial Limited (CL) to Office Limited (OL) zoning, property located at Old Hickory Boulevard (unnumbered), approximately 600 feet south of I-40 (9.95 acres).

Existing Zoning
CL District

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

Proposed Zoning
OL District

Office Limited is intended for moderate intensity office uses.

DONELSON-HERMITAGE COMMUNITY PLAN

Commercial Mixed Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Consistent with Policy?

Yes. With the approval of the associated PUD cancellation, the request for Office Limited (OL) zoning is consistent with Commercial Mixed Concentration policy. The uses permitted within the OL zoning district are compatible with the surrounding uses in the area. The property is located on Old Hickory Boulevard near the entrance ramp to Interstate 40. The uses surrounding the site include commercial, office and multi-family residential. The OL district permits only office uses which allows for less intense uses than the CL district.



Metro Planning Commission Meeting of 8/14/2008

PUBLIC WORKS RECOMMENDATION

A TIS may be required prior to development.

Typical Uses in Existing Zoning District: CL/Commercial PUD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office/Retail (710)*	9.95	N/A	204,000*	2310	332	308

*Amount of square footage currently approved in PUD

Typical Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	9.95	0.157	68,047	992	138	156

Maximum Uses in Existing Zoning District: CL/Commercial PUD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office/Retail (710)*	9.95	N/A	204,000*	2310	332	308

*Amount of Square footage currently approved in PUD

Maximum Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	9.95	0.75	325,066	3307	482	443

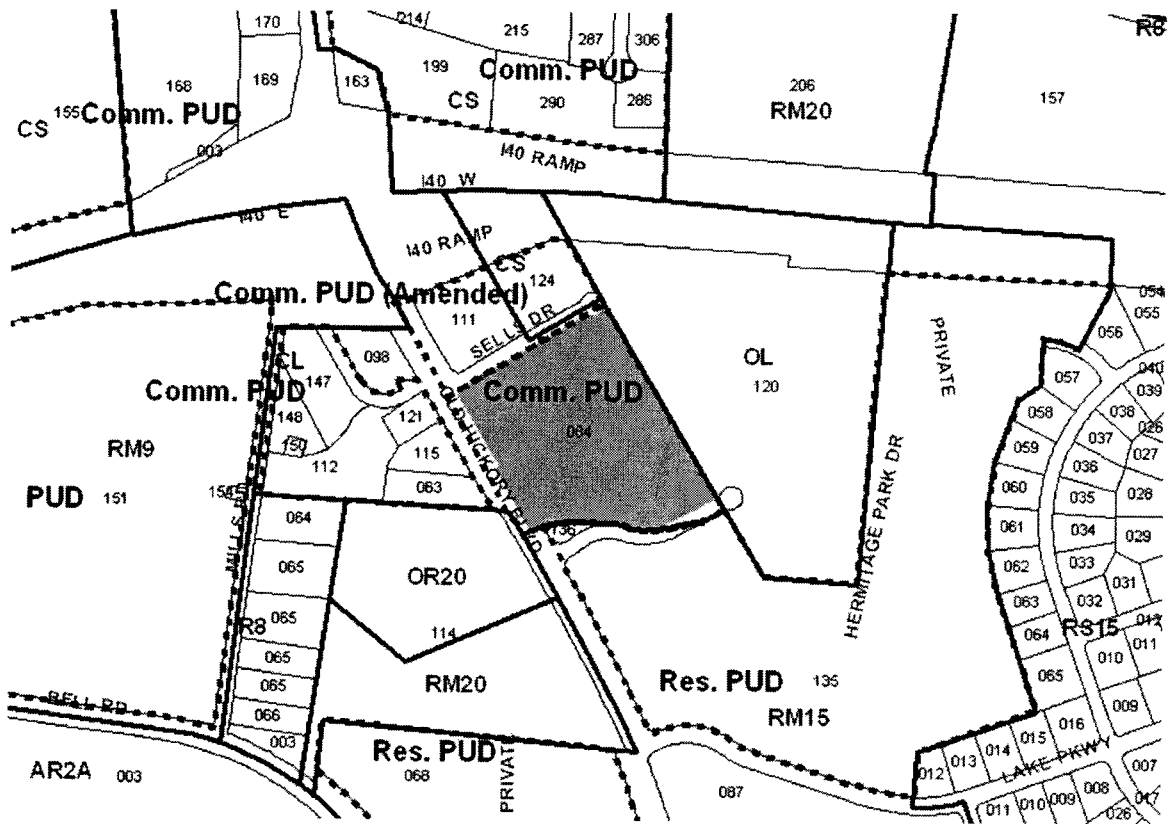
Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+121,066	+997	+150	+135

STAFF RECOMMENDATION

Staff recommends approval of the request to rezone 9.95 acres from Commercial Limited (CL) to Office Limited (OL). The OL district is intended for moderate intensity office uses which are compatible with the surrounding land uses and supported by the Commercial Mixed Concentration land use policy.

SEE NEXT PAGE



90-85-P-14
 Hermitage Exit Property (Pud Cancellation)
 Map: 097-00 Parcel: 084
 Subarea 14
 Council District 12 – Jim Gotto



Project No. **Planned Unit Development 90-85-P-14**
Project Name **Hermitage Exit Property PUD Cancellation**
Associated Case **Zone Change 2008Z-065G-14**
Council Bill BL2008-276
Council District 12 - Gotto
School District 4 - Glover
Requested by Gresham Smith & Associates, applicant, JJIM LLC and Thomas Corcoran Trust, owners

Staff Reviewer Jones
Staff Recommendation *Approve*

APPLICANT REQUEST
Cancel PUD

A request to cancel the Hermitage Exit Property Planned Unit Development District Overlay on property located at Old Hickory Boulevard (unnumbered), approximately 600 feet south of I-40, approved for 204,000 square feet of office/retail uses (9.95 acres), zoned Commercial Limited (CL) and proposed for Office Limited (OL).

Existing Zoning
 CL District

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

Commercial PUD

A commercial PUD overlay comprised of 9.95 acres was applied to this site in 1985. The PUD was approved for 204,000 square feet of office and retail uses. The site was planned for four structures; two office buildings consisting of 60,000 square feet each, a small retail building comprised of 14,000 square feet, and a 70,000 square foot retail building.

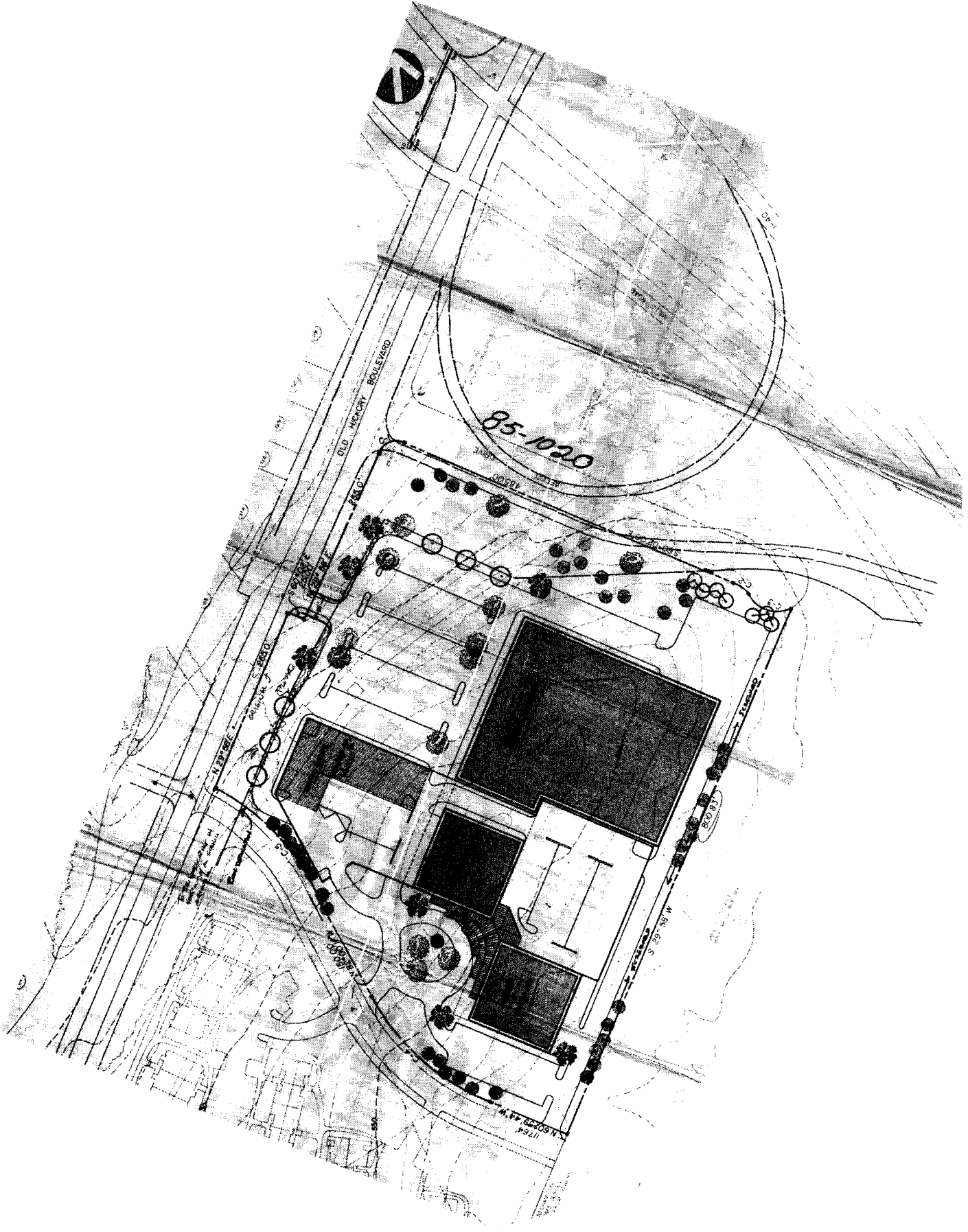
DONELSON HERMITAGE
COMMUNITY PLAN

Commercial Mixed
 Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Consistent with policy?

Yes. Removal of the commercial PUD overlay on this site would revert to the base zoning district of Commercial Limited (CL). However, the associated zone change request to Office Limited (OL) would also





Metro Planning Commission Meeting of 8/14/2008

be consistent with the development intent of
Commercial Mixed Concentration (CMC) policy.

**PUBLIC WORKS
RECOMMENDATION**

A TIS may be required at development.

STAFF RECOMMENDATION

Staff recommends approval of the request to cancel the
commercial PUD overlay on 9.95 acres.

SEE NEXT PAGE

FINAL PLAT SUBDIVISIONS



2008S-125U-10
Michalena Subdivision
Map: 104-16 Parcel: 272
Subarea 10
Council District 18 – Keith Durbin



Project No. Subdivision 2008S-125U-10
Project Name Michalena Subdivision
Council District 18 – Durbin
School Board District 8 - Fox
Requested By Advantage Land Surveying, applicant for Jeffrey and Michelle Rencher, owners

Staff Reviewer Swaggart
Staff Recommendation *Defer. If applicant does not agree to defer then staff recommends disapproval.*

APPLICANT REQUEST
Final Plat

A request for final plat approval to create 2 lots and a variance from the lot comparability requirements of the Subdivision Regulations on property located at 1705 Beechwood Avenue, approximately 300 feet west of Oakland Avenue (0.4 acres), zoned Single-Family Residential (RS7.5) and located within the Belmont-Hillsboro Neighborhood Conservation Overlay.

ZONING
RS7.5 District

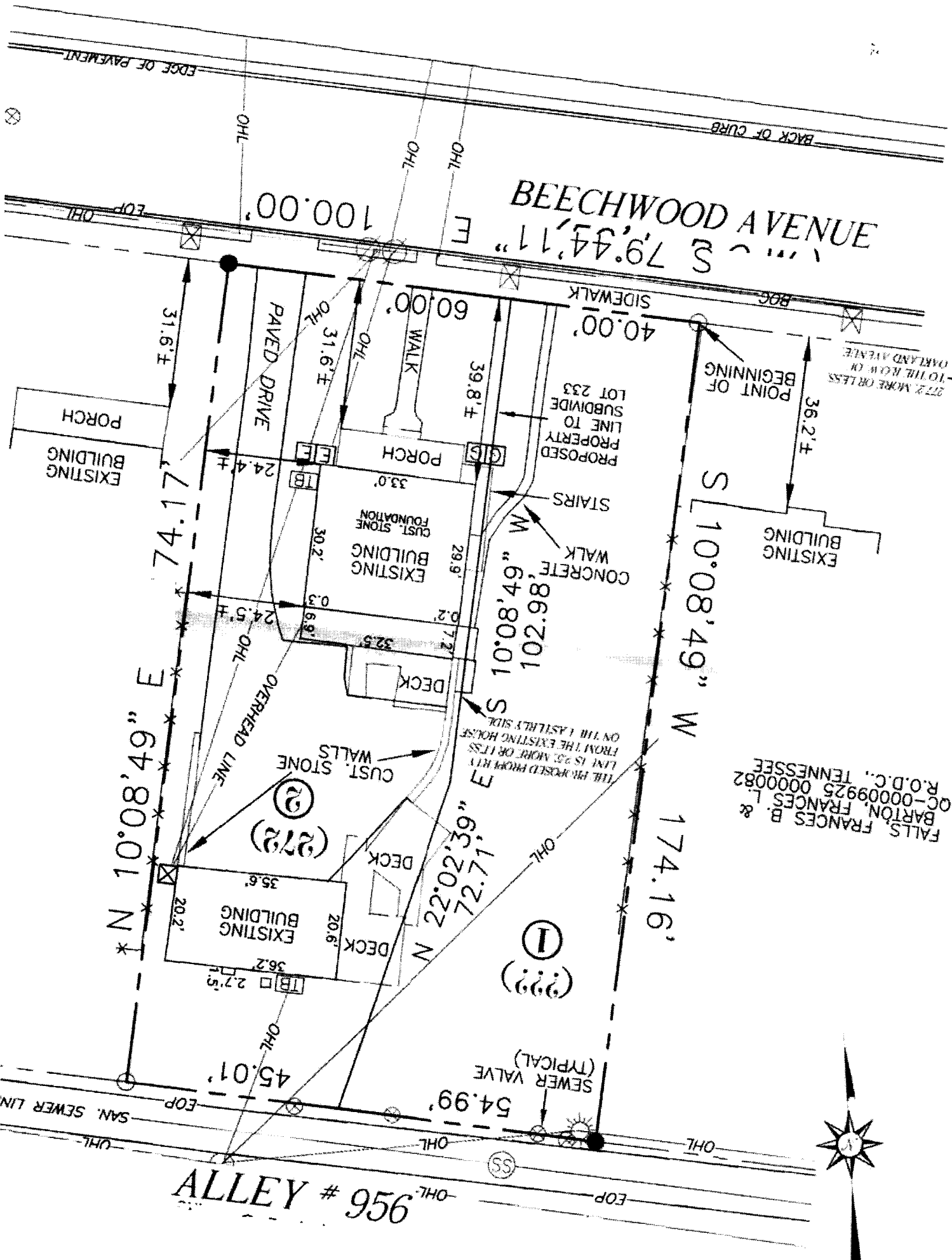
RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

SUBDIVISION DETAILS

The plan calls for the creation of two lots on an existing lot located at 1705 Beechwood Avenue. Currently the existing lot contains two individual residential units with the original home fronting on Beechwood and what appears to be a renovated garage to the rear of the home. While two homes are not permitted on one lot within a single-family residential district, Metro records indicate that the rear structure is a legal nonconforming use.

Lot Comparability

Section 3-5 of the Subdivision Regulations stipulates that new lots in areas previously subdivided and predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.



FALLS, FRANCES B. &
 BARTON, FRANCES L.
 R.O.D.C., TENNESSEE
 OC-0009925 0000082





Metro Planning Commission Meeting of 8/14/2008

A lot comparability analysis was performed and yielded the following information:

Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq. ft.):	Minimum lot frontage (linear ft.):
Beechwood	6,936.09	46.56

As proposed, the 2 new lots will have the following areas and street frontages:

- Lot 1: 7,500 sq. ft., (0.1722 acres), with approximately 40 linear ft. of frontage on Beechwood.
- Lot 2: 9,916.545 sq. ft., (0.2277 acres), with approximately 60 linear ft. of frontage on Beechwood.

Lot 1 fails for frontage by approximately six feet. While the Subdivision Regulations do allow for exceptions to the minimum area and frontage when certain requirements are met, this plat does not meet any of the requirements for an exception.

Variance from Lot Comparability

The applicant has requested a variance from the lot comparability requirement. Variances from the Subdivision Regulations may be granted by the Planning Commission if the Commission finds that extraordinary hardship or practical difficulties may result from strict compliance with the regulations, and that the variance will not have the effect of nullifying the intent and purpose of the regulations. The Planning Commission must make findings based upon the evidence presented to it in each specific case that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere



Metro Planning Commission Meeting of 8/14/2008

inconvenience, if the strict letter of these regulations were carried out.

4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

The property is within the Belmont-Hillsboro Neighborhood Conservation Overlay and Metro Historic Zoning Commission (MHZC) staff has informed the applicant that moving the house on the lot would not meet the design guidelines for the district. If the structure could be moved further to the west then the new lot line could be drawn in a way that would allow both lots to meet the comparability requirement.

Setbacks

The location of the proposed new lot line is approximately three feet from the existing home that fronts Beechwood. This does not meet the minimum five foot side yard setback for the RS7.5 zoning district. A recently adopted ordinance (BL2007-45) gives the MHZC the authority to determine setbacks for properties within historic overlay districts. Typically, when a subdivision application proposes a setback that does not meet Metro Code requirements, staff requires the applicant first to obtain a variance from the Board of Zoning Appeals (BZA) before the application will be accepted. For this subdivision, the requested setback must be approved by the MHZC before the requested plat can be approved.

Analysis

While the proposed new lots would generally be consistent with other existing lots on Beechwood Avenue and within the area, Lot 1 does not meet the comparability regulation for frontage, and the existing building on Lot 2 does not meet the minimum side yard setback for the RS7.5 zoning district. The Planning Commission does not have the authority to determine setbacks. Setbacks are normally established in the Zoning Code, but because this property is within a Historic Conservation Overlay, the MHZC may approve the requested setback.

Before the Commission can grant a variance to the lot comparability requirements of the Subdivision Regulations, the applicant must demonstrate a hardship



Metro Planning Commission Meeting of 8/14/2008

based upon conditions unique to this property. In this case, if the MHZC determines that the home cannot be relocated, staff could recommend approval of the lot comparability variance based on the unique requirement that this house must be located in its current position because of the conservation overlay requirements.

Prior to the Planning Commission hearing this plat application, the applicant should submit an application to relocate the house on the lot to the MHZC. If the MHZC determines that the home can be relocated, then the proposed plat could be revised so that both proposed lots would meet the setback and lot comparability requirements. In that case, no variances to the Zoning Code and Subdivision Regulations would be necessary.

If the MHZC determines that the home cannot be relocated on the lot, then that decision would provide the unique hardship necessary for the Commission to approve a variance to the comparability requirements. On the other hand, the MHZC must approve the proposed setback for Lot 2 in order for the Commission to approve the requested plat.

**STORMWATER
RECOMMENDATION**

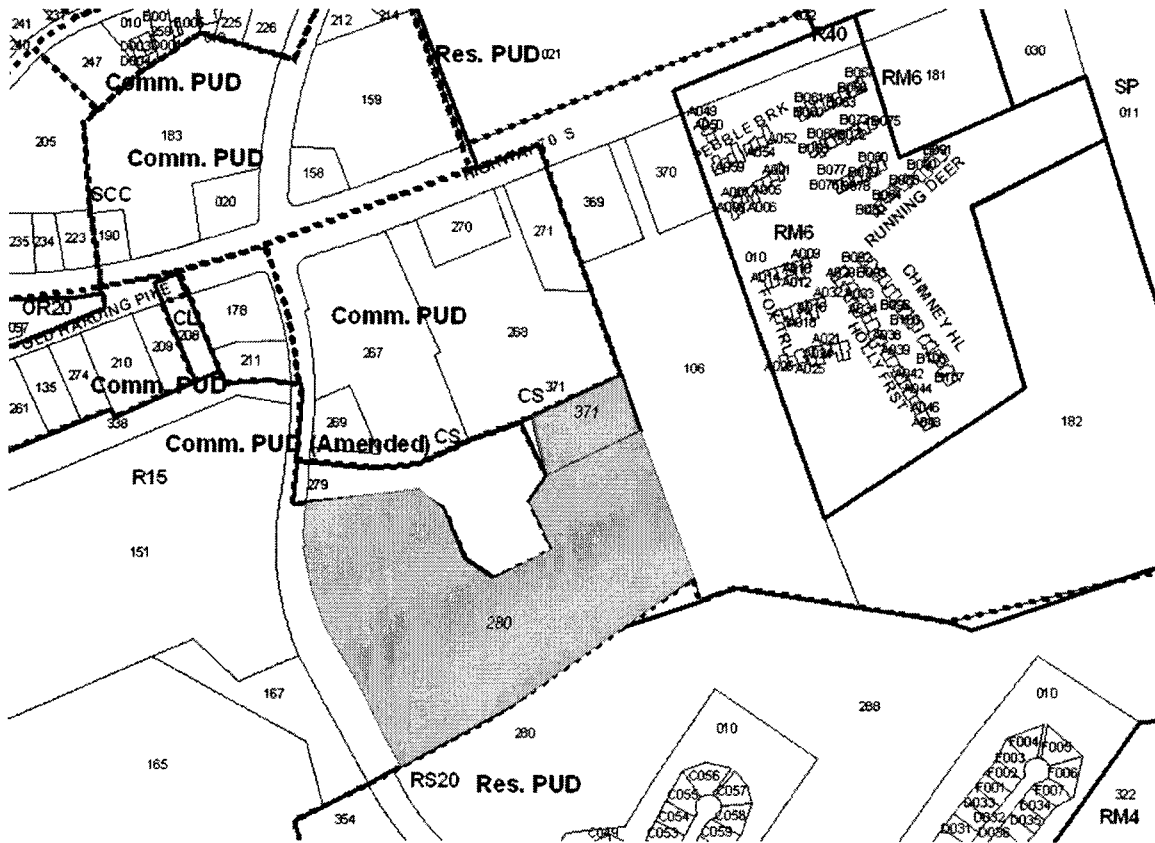
Approved

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

STAFF RECOMMENDATION

Staff recommends that the subdivision be deferred until such time that the appropriate approvals have been obtained from the MHZC. If the applicant is not willing to defer, then staff recommends that the request be disapproved as it would create a lot that does not meet the standards of the Zoning Code or the Subdivision Regulations.



2008S-131G-06
 Security Central Storage Final Plat
 Map: 142-00 Parcels: 280, 371
 Subarea: 6
 Council District 35 – Bo Mitchell



Project No. Subdivision 2008S-131G-06
Project Name Security Central Storage
Council District 35 – Bo Mitchell
School District 9 - Warden
Requested by Craig and Doris Allen, owners, Dale & Associates, surveyor

Staff Reviewer Jones
Staff Recommendation Approve

APPLICANT REQUEST
Final Plat

A request for final plat approval to subdivide one lot into two lots on property located at Old Hickory Boulevard (unnumbered), approximately 760 feet south of Highway 70 S (16.94 acres), zoned Commercial Service (CS).

ZONING
CS District

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

PLAN DETAILS

The final plat creates two lots from one existing lot by changing an existing 1.44 acre parcel into a new lot. Currently, the site is undeveloped and contains slopes over 20 percent. Due to the severe slopes, the lot has been identified as a critical lot. At the time of development, a critical lot plan will be required to minimize grading required to prepare the site for construction and to help preserve the natural features of the lot.

Access

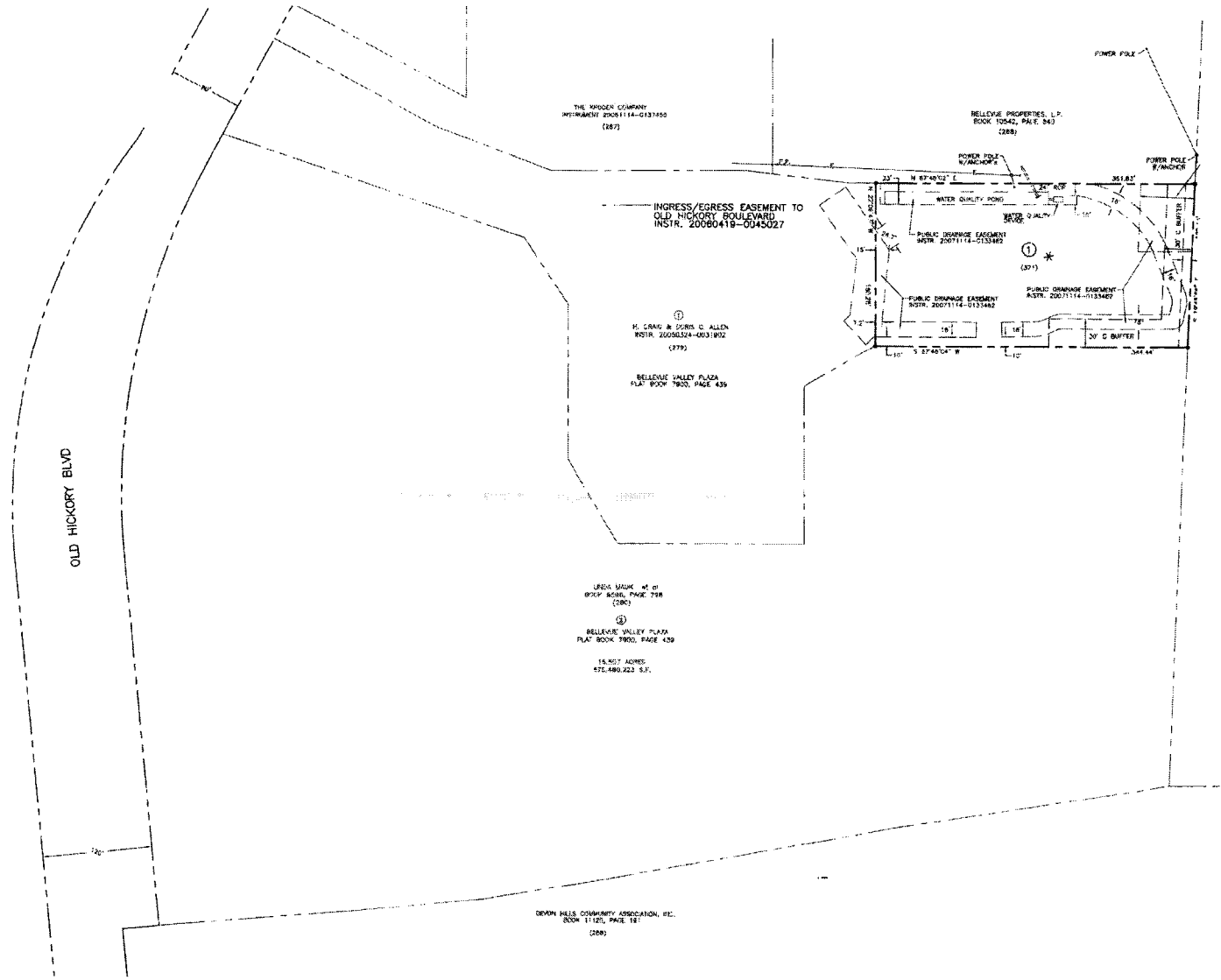
Section 3-4.2 (b) of the Metro Subdivision Regulations requires public street frontage for all lots, however lots located in commercial zoning districts may be excepted where a joint access driveway provides better access management. This lot has no public street front, but is accessible by an ingress/egress easement that connects to Old Hickory Boulevard to the west.

PUBLIC WORKS
RECOMMENDATION

No exception taken

STORMWATER
RECOMMENDATION

Approved



THE WOODEN COMPANY
 INSTRUMENT 20081114-0137450
 (287)

BELLEVUE PROPERTIES, L.P.
 BOOK 10042, PAGE 343
 (288)

INGRESS/EGRESS EASEMENT TO
 OLD HICKORY BOULEVARD
 INSTR. 20080419-0045027

H. CRAIG & SCOTT C. ALLEN
 INSTR. 20050324-0031902
 (279)
 BELLEVUE VALLEY PLAZA
 PLAT BOOK 7800, PAGE 439

LESLIE MADON, M.D.
 INSTR. BOOK 7800, PAGE 798
 (280)

BELLEVUE VALLEY PLAZA
 PLAT BOOK 7800, PAGE 439
 15,507 SQUARE FEET
 572,480.223 S.F.

DEVON HILLS COMMUNITY ASSOCIATION, INC.
 BOOK 11120, PAGE 121
 (289)

OLD HICKORY BLVD

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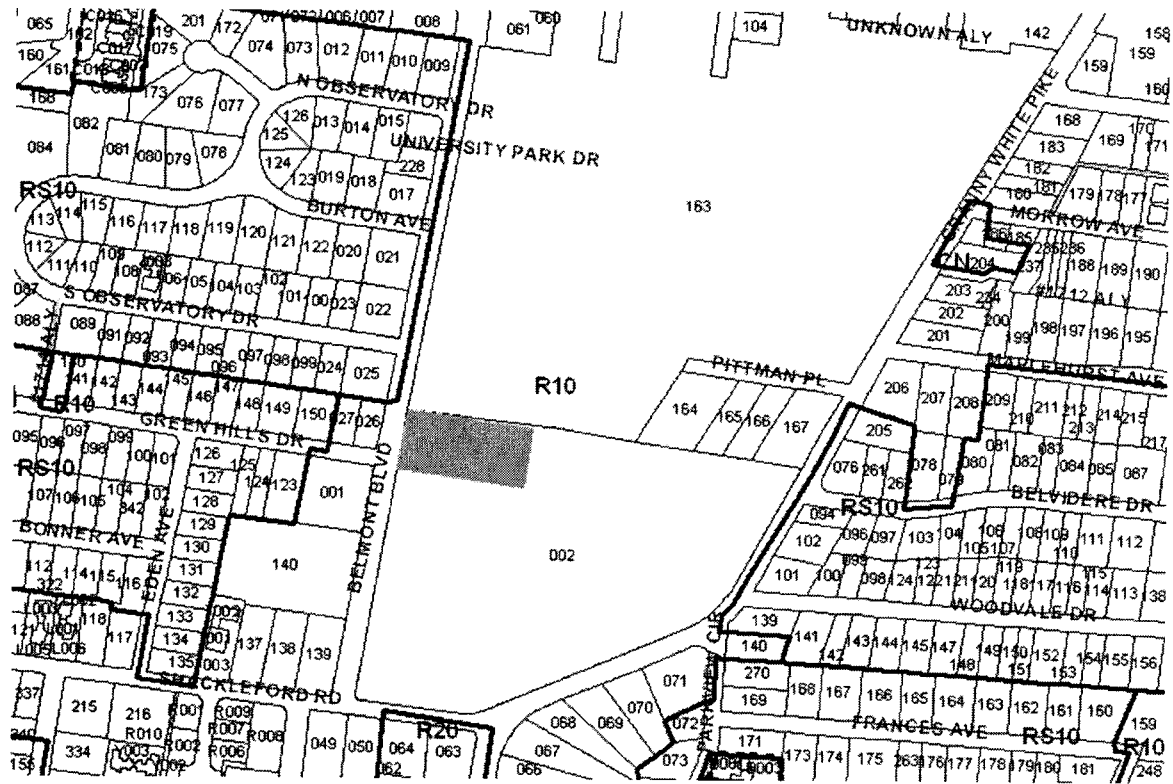
Metro Planning Commission Meeting of 8/14/2008

STAFF RECOMMENDATION

Staff recommends approval of the final plat to create two lots.

SEE NEXT PAGE

**REVISIONS
and FINAL SITE PLANS**



2006IN-001U-10

David Lipscomb University I.O. (Green Hills Dr. Campus Entrance)

Map: 131-04 Parcel: Part of 002

Subarea 10

Council District 25 – Sean McGuire



Project No.
Project Name

Institutional Overlay 2006IN-001U-10
David Lipscomb University I.O.
(Green Hills Dr. Campus Entrance)

Council District
School District
Requested by

25 – McGuire
8 – Fox
Tuck-Hinton Architects, applicant, for David Lipscomb University, owner

Staff Reviewer
Staff Recommendation

Logan
Approve

APPLICANT REQUEST

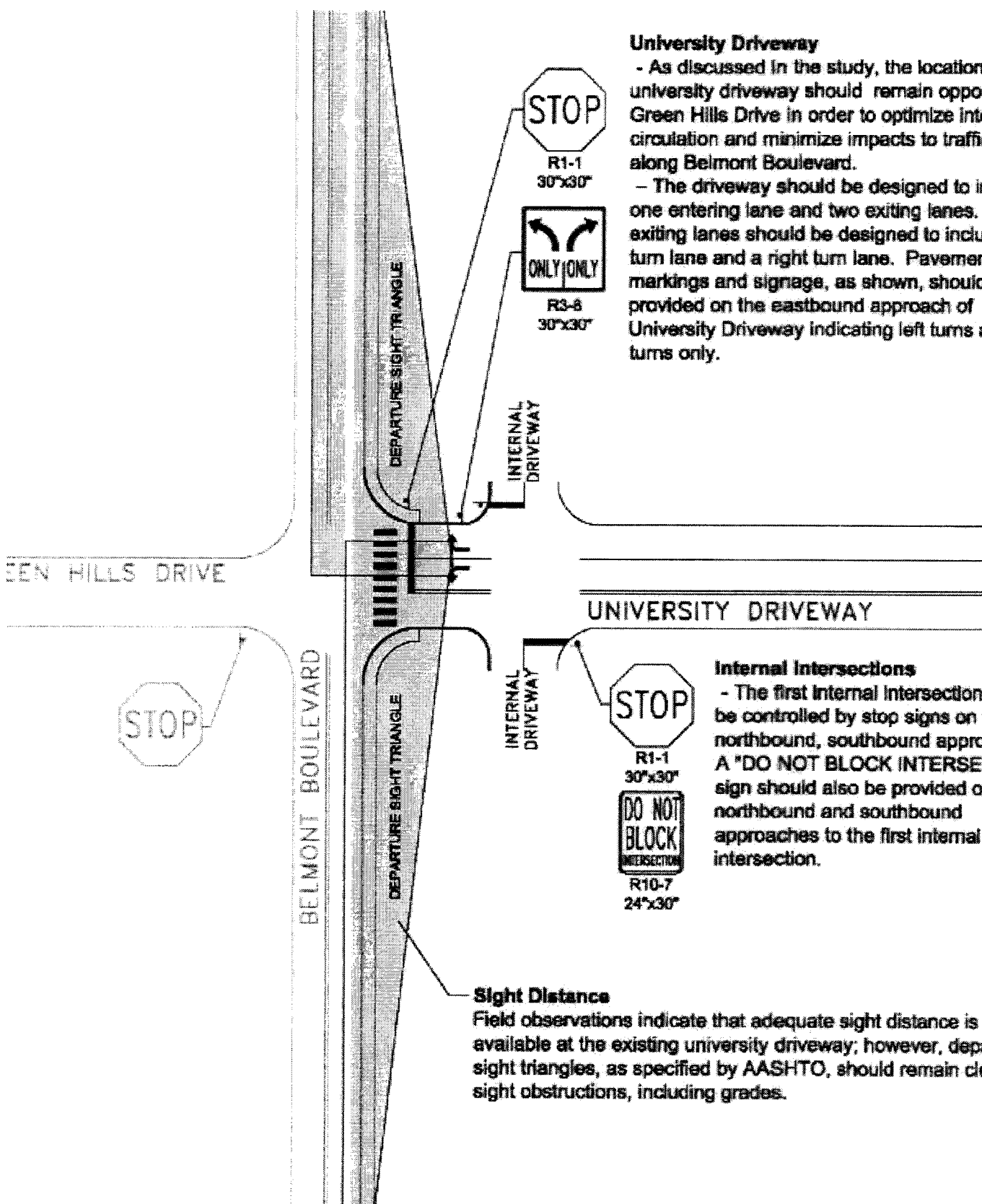
Final Site Plan

A request to revise a portion of the preliminary master plan and for final site plan approval for the David Lipscomb University Institutional Overlay district for a portion of property located at 4108 Belmont Boulevard, at the northeast corner of Belmont Boulevard and Shackelford Road (19.49 acres), zoned One and Two-Family Residential (R10), to retain the current campus entry drive opposite Green Hills Drive, where the approved plan called for an offset.

PLAN DETAILS

There is an existing driveway into the campus from Belmont Boulevard, which is aligned with Green Hills Drive. When the Institutional Overlay was adopted by Metro Council on December 16, 2003, the plan included a requirement to shift this driveway several hundred feet to the north. This requirement was included to satisfy neighborhood concerns that Green Hills Drive would be used as a cut-through. The University has met with the neighborhood and is now applying to leave the driveway in the current location, aligned with Green Hills Drive.

The application proposes to design the driveway to provide one entering and two exiting lanes- one for right turns only and one for left turns only. The signage will indicate that the options for a driver exiting the University are to turn right or to turn left, but not to continue onto Green Hills Drive. The application also includes a traffic study that states that the driveway should remain in the current location in order to “optimize internal circulation and minimize impacts to traffic flow along Belmont Boulevard.” Typically, driveways are aligned with other driveways or roads in



University Driveway

- As discussed in the study, the location of the university driveway should remain opposite Green Hills Drive in order to optimize internal circulation and minimize impacts to traffic flow along Belmont Boulevard.

- The driveway should be designed to include one entering lane and two exiting lanes. The two exiting lanes should be designed to include a left turn lane and a right turn lane. Pavement markings and signage, as shown, should be provided on the eastbound approach of University Driveway indicating left turns and right turns only.

Internal Intersections

- The first internal intersection should be controlled by stop signs on the northbound, southbound approaches. A "DO NOT BLOCK INTERSECTION" sign should also be provided on the northbound and southbound approaches to the first internal intersection.

Sight Distance

Field observations indicate that adequate sight distance is available at the existing university driveway; however, departure sight triangles, as specified by AASHTO, should remain clear of all sight obstructions, including grades.

Recommended Improvements - Belmont Boulevard and Green Hills Drive/university driveway



Figure 9.



Metro Planning Commission Meeting of 8/14/2008

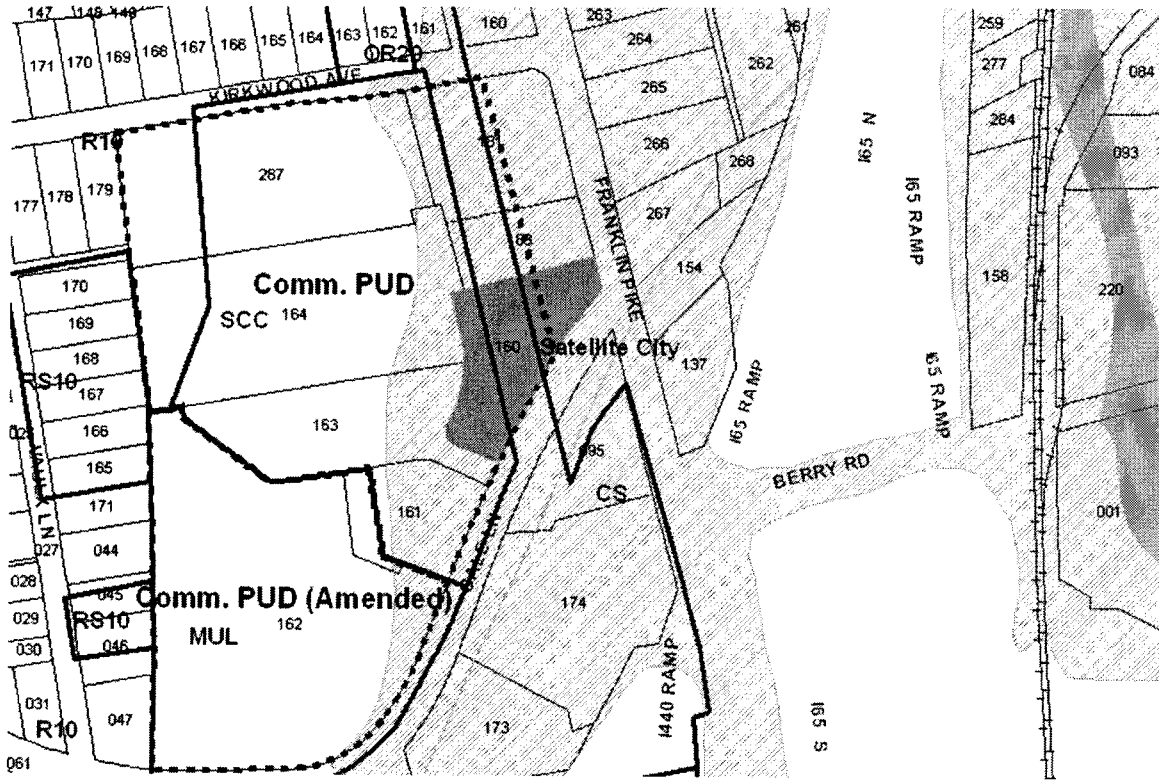
order to lessen the conflicts between turning movements.

PUBLIC WORKS RECOMMENDATION

No exception taken for locating the driveway opposite Green Hills Dr.

STAFF RECOMMENDATION

Staff recommends approval of the revision to the master plan and final site plan to permit the driveway to align with Green Hills Drive.



89P-022U-10
 Melrose Pud (Gale Park, Revision Lot 3)
 Map: 118-06 Parcel: 160
 Subarea 10
 Council District 17 – Sandra Moore



Project No.	Planned Unit Development 89P-022U-10
Project Name	Melrose PUD (Gale Park)
Council District	17 – Moore
School District	7 – Kindall
Requested By	Nicky Wells, applicant, for Check Holdings, LLC, owner
Staff Reviewer	Jones
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST
Revise PUD

A request to revise the preliminary plan and for final approval for a portion of the Melrose Planned Unit Development located at 2625 Gale Lane, at the northwest corner of Gale Lane and Franklin Pike (1.54 acres), to permit 7,505 square feet of retail, restaurant and financial service uses where 3,050 square feet of restaurant uses were previously approved, zoned Commercial Service (CS) and Shopping Center Community (SCC).

PLAN DETAILS

The site plan proposes two buildings on 1.54 acres within a Commercial Planned Unit Development. Each building is planned to accommodate retail, food service and financial institution type uses. Building A is comprised of 3,655 square feet and Building B contains 3,850 square feet. The site is split between the two zoning districts. Building A must comply with the bulk regulations for Shopping Center Community zoning and Building B will be regulated by the Commercial Service district. In addition, a portion of the site is located within the satellite city of Berry Hill.

Access/Parking

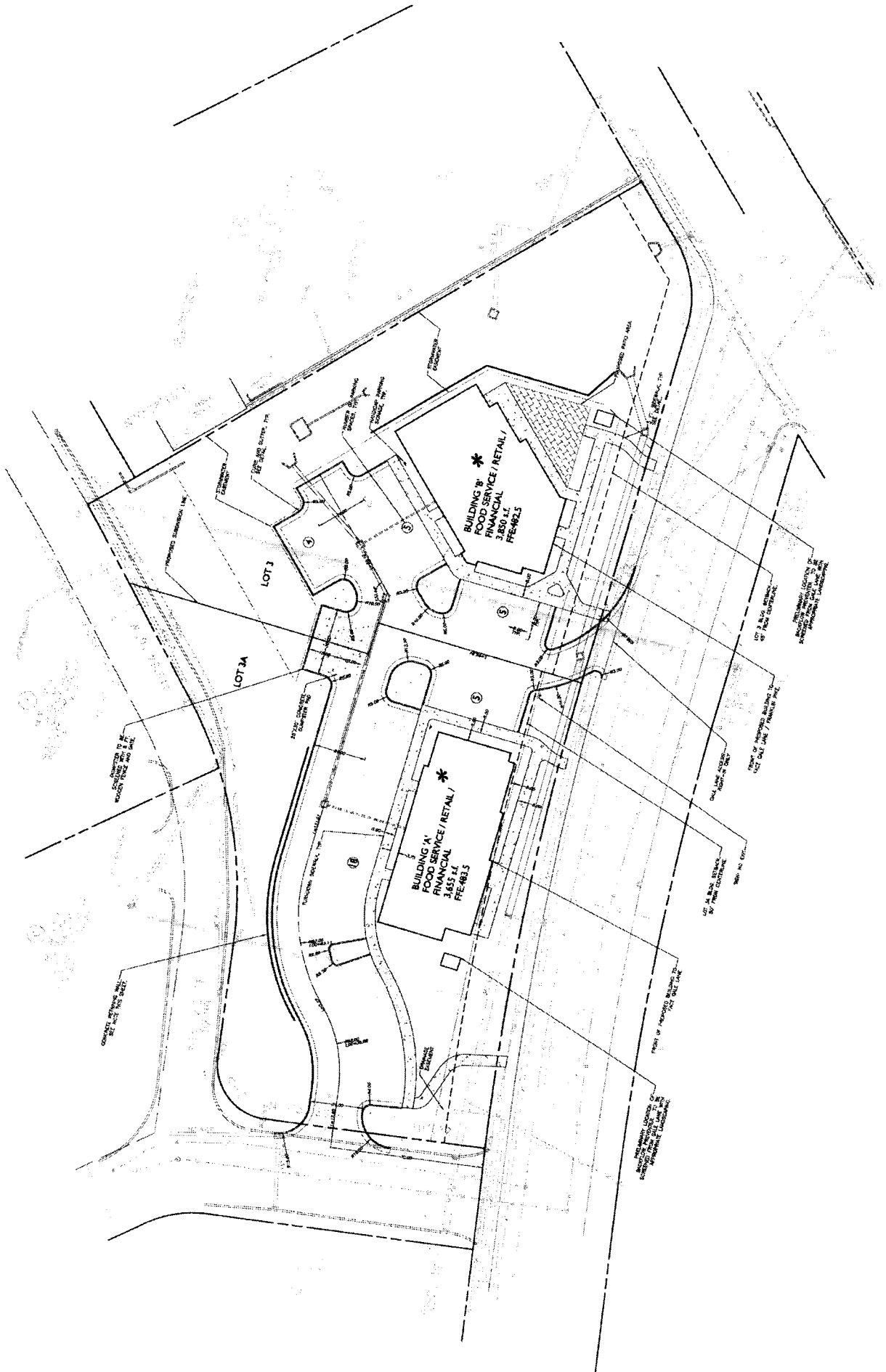
The site is accessible by a right-in only driveway that intersects Gale Lane and from a full-access driveway that traverses the Kroger portion of the shopping center. Pedestrian pathways are located around the perimeter of each building providing connections to the sidewalk located within the right of way of Gale Lane.

Landscaping

The plan proposes landscaping around the perimeter of the site and interior to the parking lot. The landscaping plan includes a total of 21 trees which complies with the requirements for protected and replacement trees in Section 17.24.100 of the Metro Zoning Ordinance.

Preliminary Plan

The preliminary PUD was originally approved in 1993, for a total of 150,077 square feet. The plan consisted of





Metro Planning Commission Meeting of 8/14/2008

140,227 square feet of retail uses and 9,850 square feet of fast food/office uses. The plan was amended by the Metro Council in 2007, to include a residential portion next to the Kroger site. This amendment reduced the amount of approved commercial square footage in the PUD. Currently, a total of 102,077 square feet is approved for commercial development in the PUD.

Section 17.40.120.G.2.h of the Metro Code stipulates that the total floor area of a commercial or industrial classification of a PUD shall not be increased more than ten percent beyond the total floor area last approved by the council. The request to allow 4,455 more square feet of restaurant and retail uses increases the overall square footage of the PUD by less than ten percent.

PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans.
2. For the proposed curb cut to Gale Lane, construct a full access driveway connection or construct a right-in only as shown on the approved PUD.

STORMWATER RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions of the revision to the preliminary plan and for final approval of a portion of the Melrose Planned Unit Development.

CONDITIONS

1. Prior to the issuance of any building permits, architectural elevations illustrating that the front façade of each building designed with windows and a main entrance to address Gale Lane shall be reviewed for approval by Planning Department.



Metro Planning Commission Meeting of 8/14/2008

2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.