

5. **2007SP-057-001**  
Parkside (Amend #1)  
Map: 172-00 Parcel: 032  
Southeast Community Plan  
Council District 31 – Parker Toler  
Staff Reviewer: Greg Johnson

A request to amend the Parkside Specific Plan District located at 5940 Mt. Pisgah Road, approximately 830 feet east of Edmondson Pike, (10.2 acres), zoned SP-R, to permit 31 single-family dwelling units where 30 were previously approved, requested by Anderson, Delk, Epps & Associates Inc., applicant, for Regent Parkside LLC, owner.

**Staff Recommendation: Approve with conditions, including a revision to Public Works recommendation No. 4 that the IDA improvements for this development shall be determined prior to the issuance of construction permits.**

#### **APPLICANT REQUEST - SP Amendment - Permit 31 single-family lots**

A request to amend the Parkside Specific Plan District located at 5940 Mt. Pisgah Road, approximately 830 feet east of Edmondson Pike, (10.2 acres), zoned Specific Plan-Residential (SP-R), to permit 31 single-family dwelling units where 30 were previously approved.

#### **Existing Zoning**

SP-R District - Specific Plan-Residential is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. *The amended Specific Plan proposes one additional residential lot from the current zoning and also proposes changes in the layout of the proposed lots.*

#### **CRITICAL PLANNING GOALS N/A**

#### **SOUTHEAST COMMUNITY PLAN POLICY**

**Residential Low Medium (RLM)** RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

**Consistent with Policy?** Yes. The requested rezoning is for a single-family dwelling unit development at a density of 3.24 units per acre.

#### **PLAN DETAILS**

**Previous approval** The existing SP zoning was approved by the Planning Commission in April 2007, and by Metro Council in August 2007. It included 30 single-family lots with a minimum lot size of 4,400 square feet. All lots provided vehicular access through a private alley system along the rear of each lot.

**Current proposal** The proposed site plan departs from the previously-approved design in several aspects:

- Proposed lot sizes are larger than previously approved.
- The plan calls for 31 single-family lots with a minimum lot size of 5,000 square feet.
- Vehicular access will be from a driveway connection to the public street along the lot frontage, not through a rear alley as previously approved.
- The amount of open space within the site plan has been reduced, but remains in a central and relatively flat location within the project site.
- A revised street system will provide two public street connections to Mt. Pisgah Road, where one was previously approved.

A public street stub to the undeveloped property to the west will remain, allowing for a future connection. The proposed building materials also remain the same and will consist of brick, stone and Hardie siding with aluminum trim and gutters and asphalt shingles. Lots 1, 10, 11, and 31 will have the side of the houses facing onto Mt. Pisgah Road. The applicant has proposed that each of these lots will have a house with wraparound porches with one side to Mt Pisgah Road. The applicant will need to provide drawings of the architectural features that are proposed.

As part of the Southeast Community Plan, the Planning Commission has adopted an “Infrastructure Deficiency Area” (IDA). The IDA identifies an area where the Commission has determined that infrastructure is insufficient to accommodate expected new development in the area. The site for the Parkside SP has been determined to be in the IDA. The applicant will be required to provide 132.6 linear feet of roadway improvements within the IDA including adding a left turn lane at Mt. Pisgah and Edmonson Pike.

**Analysis Leeman**The approved plan from 2007 included an alley-loaded lot pattern that promoted a continuous streetscape along the front of each lot. An unbroken street frontage fosters a stronger pedestrian environment and visual continuity among buildings than a street frontage that is interrupted consistently with driveway entrances on each lot. The applicant proposes several requirements to mitigate any loss of streetscape continuity including a limit on the number of lots with street-facing garages, a provision for shared driveways in certain locations, and building frontage requirements for lots adjacent to open space or Mt. Pisgah Road. In addition to these, several conditions of approval including garage and driveway standards have been added to improve streetscape continuity.

**STORMWATER RECOMMENDATION**

1. Discharge stormwater into an acceptable conveyance.
2. Any offsite runoff entering property shall be collected and transported within PUDE's.

**PUBLIC WORKS RECOMMENDATION**

1. Driveway connections shall be per Metro PW Standard Driveway Ramp ST-322.
2. Proposed canopy street trees shall be a species with a tap root system to prevent future damage to the sidewalk system.
3. Construct one half of street section PW ST-252 along Mt. Pisgah Road property frontage.
4. IDA Improvements to include adding a left turn lane at Mt. Pisgah and Edmonson Pk.

Maximum Uses in Existing Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	10.2	-	30 L	288	23	31

Maximum Uses in proposed **Amendment**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached(210)	10.2	-	31 L	297	24	32

Traffic changes between maximum: **SP-R** and proposed **Amendment**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9	+1	+1

**NES RECOMMENDATION**

1. NES needs updated drawings paper and digital to compare with original job from 10/31/07.
2. NES has all paperwork and drawings signed and can be released to construction if there are no changes to original job.
3. **20-foot public utility easement required adjacent to public r-o-w.** Make drainage and common open space areas should be a public utility easement.
4. Any addition easements required that are not part of this parcel must be obtained by the developer or the engineer for the developer.

5. NES can meet with developer/engineer upon request to determine electrical service options
6. NES needs any drawings that will cover any road improvements to Metro r-o-w that Public Works will require.
7. NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15 - 152.A.2 for complete rules (see NES Construction Guidelines under “Builders and Contractors” tab @ [www.nespower.com](http://www.nespower.com)).
8. NES needs to know if the developer has other options on property next to this area, if so NES needs an overall concept plan.
9. All street lighting shall meet Metro/NES requirements and conduit must be installed by developer – NES needs locations of bases for conduit stub-outs to those general areas.

**METRO SCHOOL BOARD REPORT**

**Projected student generation     3 Elementary     2 Middle     2 High**

**Schools Over/Under Capacity** Students would attend Granbery Elementary School, Oliver Middle School, or Overton High School. Granbery Elementary School and Oliver Middle School have been identified as being over capacity by the Metro School Board. There is no capacity for elementary school students within the cluster. There is capacity for middle students within the cluster.

The fiscal liability for three elementary students is \$60,000. This data is for informational purposes only and is not a condition of approval. This information is based upon data from the school board last updated September 2009.

**STAFF RECOMMENDATION** Staff recommends approval with conditions. The proposed residential project is consistent with land use policy in terms of proposed uses and design.

**CONDITIONS**

1. Note 26 on the SP plan shall be changed to require that a maximum of 15 of the garages shall be front facing.
2. Where a garage door opening faces a street, the combined garage door opening shall not exceed 20 feet in width. Door panels shall be modest in scale and architecturally integrated with each dwelling unit.
3. The driveway width for each lot shall be 15 feet at the front property line. A driveway may widen beyond the front setback for each dwelling or within 20 feet of the garage face. In no case shall a driveway have a width of greater than 22 feet between the front property line and the front setback of the dwelling.
4. Building frontages shall clearly identify the primary pedestrian entrance toward the street, which shall be separate from vehicular entrances. Pedestrian entryways shall be 100 percent visible, oriented to and accessible from street/pedestrian plaza/parks.
5. For each lot where a garage door opening faces a street, the front setback of the garage face shall be at least 10 feet deeper than the front setback of dwelling space.
6. Canopy street trees shall be installed with a tap root system to prevent future damage to the sidewalk system.
7. Prior to recording of the final plat, the IDA requirements must be completed or bonded.
8. Prior to final site plan approval, building elevations for the single-family dwelling units proposed for lots 1, 10, 11 and 31, including specific architectural features (such as a door, side or front porch, and or dormers) that address Mt. Pisgah Road shall be approved by Planning Staff.
9. This SP is limited to single-family residential.
10. 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 RS5 zoning district for the Residential District at the effective date of this ordinance, which must be shown on the plan.

11. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
12. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
13. 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. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. 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.
14. 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.
15. 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.

Mr. Johnson presented the staff recommendation of approval with conditions.

Mr. Gotto inquired prior to the opening of the public hearing about a letter from Councilmember Toler which included conditions to be added.

Mr. Johnson explained the original conditions and current conditions have been combined with staff proposals.

Mr. Bernhardt stated changes will be incorporated into the Council Bill.

Ann Manning, Christianstead resident, 6603 Christianstead Lane, noted neighborhood meetings in the past with the developer and discussed differences between the previous and present proposals.

David McGowan, of 6 Angel Trace, representing Regent Homes, developer of Parkside, stated a the majority of community meeting attendees were in favor of proposal, clarified square footage of units, price ranges, and spoke in favor of approval.

Mr. Clifton arrived at 4:23 p.m.

Mr. Dalton questioned the Public Works recommendation on a turning lane and signal, and also discussed amendments to be added to the site proposal.

Mr. Bernhardt stated amendments may be introduced at Metro Council's 3<sup>rd</sup> reading.

Mr. Ponder noted the list of changes as significant, and inquired about open space and the larger lot size.

Dr. Cummings inquired about the landscape buffer.

Councilmember Gotto discussed an amendment from Councilmember Toler.

Councilmember Gotto moved and Mr. Dalton seconded the motion, which passed unanimously, to approve with conditions

**Resolution No. RS2010-1**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2007SP-057-001 is **APPROVED WITH CONDITIONS, including a revision to Public Works recommendation No. 4 that the IDA improvements for this development shall be determined prior to the issuance of construction permits. (10-0)**

**Conditions of Approval:**

1. Note 26 on the SP plan shall be changed to require that a maximum of 15 of the garages shall be front facing.
2. Where a garage door opening faces a street, the combined garage door opening shall not exceed 20 feet in width. Door panels shall be modest in scale and architecturally integrated with each dwelling unit.
3. The driveway width for each lot shall be 15 feet at the front property line. A driveway may widen beyond the front setback for each dwelling or within 20 feet of the garage face. In no case shall a driveway have a width of greater than 22 feet between the front property line and the front setback of the dwelling.
4. Building frontages shall clearly identify the primary pedestrian entrance toward the street, which shall be separate from vehicular entrances. Pedestrian entryways shall be 100 percent visible, oriented to and accessible from street/pedestrian plaza/parks.
5. For each lot where a garage door opening faces a street, the front setback of the garage face shall be at least 10 feet deeper than the front setback of dwelling space.
6. Canopy street trees shall be installed with a tap root system to prevent future damage to the sidewalk system.
7. Prior to recording of the final plat, the IDA requirements must be completed or bonded.
8. Prior to final site plan approval, building elevations for the single-family dwelling units proposed for lots 1, 10, 11 and 31, including specific architectural features (such as a door, side or front porch, and or dormers) that address Mt. Pisgah Road shall be approved by Planning Staff.
9. This SP is limited to single-family residential.
10. 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 RS5 zoning district for the Residential District at the effective date of this ordinance, which must be shown on the plan.
11. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
12. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
13. 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. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. 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.

14. 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.
15. 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.

**The proposed amendment to the residential SP district is consistent with the Southeast Community Plan's Residential Low Medium policy, which is intended for residential development with a density range of two to four units per acre."**

6. **2009SP-015-001**  
Churches of Christ Disaster Relief  
Map: 133-06 Parcels:029, 030, 031, 271  
Map: 133-06 Parcels:PART OF 261  
South Nashville Community Plan  
Council District 16 – Anna Page  
Staff Reviewer: Brenda Bernards

A request to rezone from OR20 and IWD to SP-MI zoning for properties located at 401, 403, 405, and 407 Veritas Street and a portion of property located at 410 Allied Drive, approximately 160 feet west of Nolensville Pike (1.06 acres), to permit a one-story, office and warehouse addition to an existing warehouse facility located at 410 Allied Drive, requested by Dale & Associates, applicant, for Churches of Christ Disaster Relief Efforts, Inc., owner (See also Proposal No. 2009M-005AB-001).

**Staff Recommendation: Approve with conditions**

Approve with conditions, **Consent Agenda (8-0)**

*[Note: Items #6 and #7 were discussed by The Planning Commission together. See Item #7 for staff report, actions, and resolutions.]*

7. **2009M-005AB-001**  
Alley No. 1916 and Unnumbered Alley Closure  
Map: 133-06 Parcels: 029, 030, 031, 261, 271  
South Nashville Community Plan  
Council District 16 – Anna Page  
Staff Reviewer: Brenda Bernards

A request to abandon an unnumbered alley and a portion of Alley No. 1916, including all utility easements, from its beginning to a point 160 feet west, located between Allied Drive and Veritas Street, requested by Churches of Christ Disaster Relief Effort Inc., owner. (See also Proposal No. 2009SP-015-001)

**Staff Recommendation: Approve if the accompanying SP is approved with conditions**

**APPLICANT REQUEST Preliminary SP - Rezone to allow for office and warehouse and to abandon an alley.**

A request to rezone from Office/Residential (OR20) and Industrial Warehousing/Distribution (IWD) to Specific Plan – Mixed Industrial (SP-MI) zoning for properties located at 401, 403, 405, and 407 Veritas Street and a portion of property located at 410 Allied Drive, approximately 160 feet west of Nolensville Pike (1.06 acres), to permit a one-story, office and warehouse addition to an existing warehouse facility located at 410 Allied Drive.

**Alley Abandonment** - A request to abandon an unnumbered alley and a portion of Alley No. 1916, including all utility easements, from its beginning to a point 160 feet west, located between Allied Drive and Veritas Street.