

9. 2013SP-016-001

RICHLAND STATION

Map 091-15, Parcel(s) 022, 026, 045

Council District 24 (Jason Holleman)

Staff Reviewer: Duane Cuthbertson

A request to rezone from CS and RS7.5 to SP-R zoning for properties located at 332 and 322 54th Avenue North and 323 53rd Avenue North, approximately 400 feet south of Charlotte Avenue (3.12 acres), to permit up to 40 residential units, requested by Dean Design Group, applicant, McClurken Memorial Church, David Helton, and Adelaide Lawrence, owners.

Staff Recommendation: Approve with revised Planning Department conditions and disapprove without all revised Planning Department conditions

APPLICANT REQUEST

Permit a 40 unit detached residential development

Preliminary SP

A request to rezone from CS and RS7.5 to SP-R zoning for properties located 332 and 322 54th Avenue North and 323 53rd Avenue North, approximately 400 feet south of Charlotte Avenue (3.12 acres), to permit up to 40 residential units.

Existing Zoning

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

Single Family Residential (R7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

Proposed Zoning

Specific Plan Residential (SP-R) 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 residential uses.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports Infill Development
- Promotes Compact Building Design

The SP proposes redevelopment of an underutilized site that currently contains church uses and two dwellings. The SP will establish a residential development consisting of 40 detached dwellings. The proposed housing will vary in size ranging between 1,000 and 1,900 square feet providing between two and three bedroom units.

The SP is situated immediately south of the Charlotte Pike commercial corridor. The SP will support the corridor as it places additional housing density within walking distance. The SP increases the pedestrian connections between the neighborhood and the Charlotte Pike corridor by providing sidewalks along the entire frontage abutting 54th Avenue. Sidewalks will also provide a connection through the site from 53rd Avenue to the east with 54th Avenue and Charlotte Pike on the west and north. Additionally, the SP proposes to provide a connection to the commercial corridor via an existing alleyway situated on the north boundary midway through the site.

WEST NASHVILLE COMMUNITY PLAN

Conservation (CO) policy is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. On this site, CO policy was applied to the existing drainage channel and floodplain.

T4 Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

The SP site consists of three parcels. The largest of the three parcels currently contains the principal church use and consists of the northern two-thirds of the site. A special policy of the West Nashville Community Plan provides the following recognition of that property:

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'the property is split-zoned CS and RS7.5. Although the church use conforms to the T4 Urban Neighborhood Maintenance policy, the CS zoning does not. This parcel presents the opportunity to serve as a transition between the more intense commercial and mixed use development along Charlotte Avenue and this Neighborhood Maintenance area, but the zoning and use should not be allowed to expand or intensify. Rezoning should be pursued that permits residential use of this parcel at a maximum of three stories with parking provided beside or behind the buildings.'

Consistent with Policy?

Yes. The SP proposes an entirely residential use consisting of 40 detached dwellings on the site at a density of 12.8 dwelling units per acre. The proposed residential development will provide a transition in scale and intensity from the Charlotte Pike commercial corridor to the single-family residential neighborhood to the south and east. The SP's proposed residential development will be presented in single-family detached building form and be setback along 54th Avenue in an attempt to mediate between the more intense attached commercial building pattern found on the Charlotte Pike corridor and the detached single family character of the surrounding residential neighborhood.

Conservation policy is situated on the SP site over existing floodplain along and near the northern and eastern boundaries. This area was previously developed, containing an asphalt parking area, church building and dwelling. This SP is consistent with the special policy addressing redevelopment of the site, including some residential in the previously disturbed floodplain area. While this SP does propose development in the current floodplain, it does decrease the amount of impervious surface within the floodplain/conservation policy area as well as across the site. The applicant intends to utilize pervious pavement for the driving and parking surfaces proposed in the development. The site currently has an Impervious Surface Ratio (ISR) in the floodplain of 0.378. ISR is the measurement of the amount of site covered by a surface that prevents stormwater infiltration. The development proposed in the SP will provide an ISR in the floodplain of 0.25. Overall, the site's ISR is currently 0.39. The SP will reduce the site's overall ISR to 0.27.

PLAN DETAILS

The subject site is an irregularly shaped property fronting 54th Avenue North immediately south of the Charlotte Pike commercial corridor. A narrow portion of the site extends east and connects to 53rd Avenue. The eastern portion of the site is bisected with a drainage channel though it is not identified as a stream. The Sylvan Park residential neighborhood surrounds the site to the east and south. A mix of uses and residential densities in CS and RS7.5 zoning are located to the west of the site across 54th Avenue North. Residential lots along the SP's south boundary present a rear yard to the site except the property abutting the site fronting North 54th Avenue is oriented to the west and presents a side yard to the SP site.

The SP proposes a residential development across the site; the easternmost portion of the site will be left open in order to accommodate the site's stormwater and drainage as well as compensation of any modification of the floodplain. The SP is oriented to and is entered from 54th Avenue North. It will establish 40 detached dwellings varying in floor area through the site. The majority of the proposed dwellings will be three stories in height—although four of the proposed units situated on North 54th Avenue will be two stories in height.

The adjoining single-family residential to the south will be buffered from the SP by a landscape buffer providing either a wood screening fence or an irrigated evergreen screening in addition to required landscape plantings.

The SP proposes improvements on 54th Avenue including providing a sidewalk and street trees along the frontage, as well as parallel parking spaces that will extend from the existing pavement. Only one vehicular access point is proposed from 54th Avenue.

The residential development proposed with the SP provides 40 detached dwellings; all containing two or three bedrooms. The Code requires one and one half parking spaces per dwelling. The 40 detached units on the site require 60 parking spaces. Overall, the SP provides 87 parking spaces. All of the units situated on a driveway have parking either in an attached two car garage or immediately behind the site. Nine units situated at the rear of the development do not contain attached parking. Parking for those units will be located along the sides (north and south) of the site or within the main drive.

Buildings

The SP will provide a transition in scale (height) and setbacks (further back) from the Charlotte Pike corridor to the residential neighborhood. Buildings on the north side of the proposed driveway will be limited to three stories in 45 feet at the top of the roof and 35 feet at the bottom of the eave while buildings south of the driveway will be limited to two stories in 35 feet at the top of the roof and 25 feet at the bottom of the eave. The SP will provide a ten foot street setback from 54th Avenue on the north side closest to Charlotte Pike. The development creates a gradual increase in the street setback as it moves south toward the residential neighborhood ending with a twenty foot setback for the southernmost building from 54th Avenue. The southernmost dwelling will present a ten foot side yard setback to the adjoining residential property, creating a side yard for the SP site. All other buildings in the SP will be setback more than 20 feet from the south boundary.

FIRE MARSHAL RECOMMENDATION

Approve

"No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. Metro Ordinance 095-1541 Sec: 1568.020 B"

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This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home larger than 3,600 sq. ft. shall be reviewed for flow data compliance at the time of permitting.

STORMWATER RECOMMENDATION

The proposed project added all Stormwater's preliminary SP standard notes to the plans. The project also is proposing space for floodplain storage and water quality measures. Because of which, Metro Stormwater has recommended approval of the preliminary SP. The final unit count and details of the plan shall be governed by the appropriate regulations at the time of final application.

PUBLIC WORKS RECOMMENDATION

Approve with conditions:

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- MPW agrees in concept with the preliminary SP, but has the following comments as conditions of approval that must be resolved prior to the final SP plan.
- Submit a plan on an engineer scale.
- The proposed on street parking and driveway should be placed at the edge of the existing pavement, with a minimum of 2-12' travel lanes for 54th Ave. This should be easily accomplished as the plan indicates 25' of pavement.
- The design of the proposed 5 foot sidewalk must meet MPW and ADA standards. Extreme caution should be used when designing the road frontage to identify and allow for the relocation or removal of all utilities, especially the large gas equipment to the North.
- The main drive should be narrowed to 24' max at the entrance for the first "block" to discourage on-street parking in the entrance.
- All 90 degree parking within the development must be code standard 8.5'x18'. Currently not dimensioned.
- The following pavement cross sections must be used for each type of drive; main, use ST-252 paving schedule and all others use ST-263 paving schedule.

Maximum Uses in Existing Zoning District: **RS7.5**

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)	1.99	7.41 D	9 L	87	7	10

Maximum Uses in Existing Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	1.13	0.6 F	29,533 SF	1302	31	93

Maximum Uses in Proposed 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
Multi-Family (220)	3.12	-	40 U	360	23	40

Traffic changes between maximum: **R10** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1029	-15	-63

METRO SCHOOL BOARD REPORT

Projected student generation **4** Elementary **3** Middle **2** High

Students would attend Sylvan Park Elementary School, West End Middle School, or Hillsboro High School. West End Middle School is identified as being over capacity by the Metro School Board. There is no capacity for middle school students within the cluster.

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Fiscal Liability

The fiscal liability for three middle school students is \$78,000. 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 November 2012.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The SP is consistent with the West Nashville Community Plan's NM policy and Conservation policy, including the special policy. The SP will provide a transition in intensity between the Charlotte Pike commercial corridor and the residential neighborhood.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 40 detached residential units.
2. In conjunction with the final site plan, submit a plan on an engineer scale.
3. In conjunction with the final site plan, show a SU-30 turn template for the solid waste pick up.
4. The proposed on street parking and driveway should be placed at the edge of the existing pavement, with a minimum of 2-12' travel lanes for 54th Ave.
5. The design of the proposed 5 foot sidewalk on 54th Avenue must meet Metro Public Works and ADA standards.
6. The main drive should be narrowed to 24' maximum width at the entrance for the first "block" to discourage on-street parking in the entrance.
7. All 90 degree parking within the development shall meet the Zoning Code standard of 8.5'x18' or larger.
8. All trash and recycling pick up shall be private service.
9. Private drives shall be consistent with the dimensions shown on the preliminary site plan, unless minor modifications are approved by Planning Department staff with final site plan approval.
10. The final site plan shall show pervious pavement for private drives and on-site parking areas as proposed on the preliminary site plan and as proposed as part of the Stormwater Management plan for the development. A certified installer shall be used to install all proposed pervious surfaces within the development. The Department of Public Works shall make a recommendation to the Planning Department and Metro Water Services-Stormwater Division on the subgrade, stone and pervious pavement details. A maintenance agreement for the pervious surfaces shall be established through Metro Water Services-Stormwater Division. Prior to final site plan approval, if it is determined by Metro Water Services- Stormwater Division staff and Planning Department staff that pervious pavement cannot be used as part of the Stormwater Management plan, the private drives shall be constructed with the following materials:
 - 1) 1-1/2" asphaltic concrete surface;
 - 2) tack coat (SS-1);
 - 3) 2" bituminous binder (B-M2);
 - 4) prime coat (RS-2);
 - 5) 8" stone (grading D pug mill mix).
11. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro 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.
13. 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.

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14. 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.

Approved with revised Planning Department conditions and disapproved without all revised Planning Department conditions (9-0), Consent Agenda

Resolution No. RS2013-73

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-016-001 is Approved with revised conditions and disapproved without all revised conditions. (9-0)

The SP is consistent with the West Nashville Community Plan's Neighborhood Maintenance and Conservation policies, as well as a special policy to limit development to residential uses. The SP will provide a transition in intensity between the Charlotte Pike commercial corridor and the residential neighborhood.

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- 2. In conjunction with the final site plan, submit a plan on an engineer scale.**
- 3. In conjunction with the final site plan, show a SU-30 turn template for the solid waste pick up.**
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- 8. All trash and recycling pick up shall be private service.**
- 9. Private drives shall be consistent with the dimensions shown on the preliminary site plan, unless minor modifications are approved by Planning Department staff with final site plan approval.**
- 10. The final site plan shall show pervious pavement for private drives and on-site parking areas as proposed on the preliminary site plan and as proposed as part of the Stormwater Management plan for the development. A certified installer shall be used to install all proposed pervious surfaces within the development. The Department of Public Works shall make a recommendation to the Planning Department and Metro Water Services-Stormwater Division on the subgrade, stone and pervious pavement details. A maintenance agreement for the pervious surfaces shall be established through Metro Water Services-Stormwater Division. Prior to final site plan approval, if it is determined by Metro Water Services- Stormwater Division staff and Planning Department staff that pervious pavement cannot be used as part of the Stormwater Management plan, the private drives shall be constructed with the following materials:
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