

9. 2013SP-041-003

THE POST AT RAIL STATION, PHASE 2

Map 116-13, Parcel(s) 018

Council District 23 (Emily Evans)

Staff Reviewer: Lisa Milligan

A request to rezone from RS40 to SP-R zoning for property located at 5704 Old Harding Pike, approximately 230 feet south of Sedberry Road, (0.57 acres), to up to four detached residential units, requested by Dale & Associates, applicant; West End Circle Properties, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit up to four detached residential units and to amend a portion of the property rezoned by BL2013-630.

Preliminary SP

A request to rezone from Single-Family Residential (RS40) to Specific Plan-Residential (SP-R) zoning for property located at 5470 Old Harding Pike, approximately 230 feet south of Sedberry Road, (0.60 acres), to permit up to four detached residential dwelling units and to amend a portion of the property rezoned by BL2013-630.

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 1 unit.*

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 only one residential building type.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being added to create a safer pedestrian environment and encourage walking.

WEST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

Special Policy Area 2 is identified as a small pocket of homes at the corner of Sedberry and Post Road. It is intended to provide a transition from the adjacent neighborhood center to the single-family neighborhood to the west and north, and identifies design standards which require front facades along both streets of a corner unit, allow shallower but transitional setbacks, and suggest a slight increase in density.

Consistent with Policy?

Yes. The proposed SP zoning is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for a development pattern in the classic suburban form with improved connectivity for bicycles and pedestrians. Design standards are included to ensure that the corner unit addresses both streets. The proposed density is consistent with both the NE policy which supports between 4-20 dwelling units per acre, and the Special Policy Area 2 which suggests that density remain on the lower end of the Neighborhood Evolving range.

PLAN DETAILS

The site is located at 5704 Old Harding Pike, south of Sedberry Road and north of Haverford Road. The site is approximately 0.60 acres in size. The property currently has 1 single-family detached home.

Site Plan

The plan proposes Phase 2 of The Post at Rail Station. Phase 1 was approved in March 2014 and allowed for up to 8 detached single-family units. Phase 2 proposes up to 4 additional single-family detached dwelling units. The access for Phase 2 will be from the private drive that was approved with Phase 1 and will amend a small portion of the property included in Phase 1 to allow for driveway connections to the private drive.

The plan includes 2 detached single-family units fronting on Old Harding Pike. These units will have rear garages and no driveway access to Old Harding Pike. Two additional units will face on the private drive. A landscape buffer consistent with the buffer approved with Phase 1 will continue along the southern boundary of Phase 2. Architectural standards consistent with those provided in Phase 1 have been included with the SP. Elevations will be provided with the Final SP.

Sidewalks and a bike lane will be installed along the Old Harding Pike frontage.

ANALYSIS

The plan is consistent with the land use policy for the area and is consistent with the approved Phase 1 of The Post at Rail Station. The plan also creates a more pedestrian friendly environment.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Approve with conditions

- Storm infrastructure along the ROW may need to be installed by this development.

WATER SERVICES

Approved

- Approved as Prelim SP. Applicant will need to pay required Capacity Fees before approval will be issued at the Final SP stage.

PUBLIC WORKS RECOMMENDATION

Approved 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.
- Coordinate the final design of the proposed Old Harding Pk. improvements with MPW prior to Final SP.
- ROW dedication must be recorded prior to building permit signoff.

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

Maximum Uses in Existing Zoning District: **RS40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.57	1.08 D	0 U	-	-	-

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
Single-Family Residential (210)	0.57	-	4 U	39	3	5

Traffic changes between maximum: **RS40 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+39	+3	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS40 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High

The proposed SP-R will generate no additional students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 4 detached single-family residential dwelling units.
2. Per the conditions of approval of Phase 1, add the following notes to the corrected copy to be provided to Planning Staff:
 - a. All grading and construction work on the property shall take place between the hours of 7:00 am and 7:00 pm Monday through Friday, and 9:00 am through 7:00 pm on Saturday and Sunday. The Department of Codes Administration shall have the authority to enforce such work hour limitations.
 - b. All construction-related parking and staging shall be onsite. No construction vehicles shall be permitted to use on-street parking
 - c. The exterior façade of all structures shall be constructed using brick, stone, and/or fiber cement siding.
3. 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 RM9 zoning district as of the date of the application request or application.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
5. 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.
6. 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.

Approve with conditions and disapprove without all conditions. (8-0), Consent Agenda

Resolution No. RS2014-305

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP041-003 is **Approved with conditions and disapproved without all conditions. (8-0)**"

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