

2. 2013SP-048-001

HILLWOOD COURT AT NASHVILLE WEST

Map 102-11, Parcel(s) 016-017

Council District 23 (Emily Evans)

Staff Reviewer: Jason Swaggart

A request to rezone from R40 and RS40 to SP-MR zoning for properties located at 6809 and 6813 Charlotte Pike, at the southwest corner of Charlotte Pike and Old Charlotte Pike, (3.07 Acres), to permit up to 40 dwelling units, requested by Dale and Associates, applicant; Charles Melvin and Edwinna Neely and Lola Bryant, William and Smith Hill et al, owners.

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

APPLICANT REQUEST

Preliminary SP to permit 40 residential dwellings.

Preliminary SP

A request to rezone from One and Two Family Residential (RS40) and Two-Family Residential (R40) to Specific Plan – Mixed Residential (SP-MR) zoning for properties located at 6809 and 6813 Charlotte Pike, at the southwest corner of Charlotte Pike and Old Charlotte Pike, (3.07 Acres), to permit up to 40 dwelling units.

Existing Zoning

One and Two-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 3 lots on the 3.07 acres.*

Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of one duplex lot for a total of two units on approximately 0.98 acres.*

Proposed Zoning

Specific Plan-Mixed Residential (SP-MR) 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 a mixture of housing types which include units that front on streets as well as units that front onto open space.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices

This area is served by adequate infrastructure. 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 extending and maintaining new infrastructure. The request provides an additional housing option in the area and within the proposed development itself. Additional housing options are important to serve a wide range of people with different housing needs. The plan provides active open space and a sufficient sidewalk network connecting all parts of the development, which foster active living and supports walkable neighborhoods. Higher density areas typically foster walkability and better public transportation because housing, work and conveniences are located within a smaller area, making them more assessable by foot and or public transportation. This site is directly across from the Nashville West Shopping Center, which will provide goods and services for future residents.

WEST NASHVILLE COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) Policy is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 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 may be made to improve pedestrian, bicycle and vehicular connectivity.

Special Policy Area (Infill Area 03)

The special policy recognizes areas along Charlotte Pike across from and in proximity to the Nashville West Shopping Center. The policy supports more intense residential infill development along Charlotte Pike. Any residential development should provide an adequate transition from the more intense Charlotte Pike corridor to the single-family residential areas off of the corridor.

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 NM policy as well as the special policy that applies to the site. The proposal provides for a more intense residential development pattern along Charlotte Pike. It also provides a transition from Charlotte Pike to the back of the site by providing detached units at the rear of the site, adjacent to the single-family lots directly south of the site. The proposal includes manor homes that are intended to look like large single-family homes. The special policy specifically recommends this housing type.

PLAN DETAILS

The subject site is approximately 3.07 acres in size and consists of three individual properties. The site is located on the south side of Charlotte Pike between W. Hillwood Drive and Templeton Drive, directly across from Nashville West. The site is zoned for residential-uses and consists of three single-family homes. There are numerous trees on the site and there is also a historic rock wall located along a portion of the site along Charlotte Pike.

Site Plan

The plan calls for 40 residential units. Unit-types consist of 18 manor units, ten attached townhome units and 12 detached cottage units. The 18 manor style units are distributed between three separate buildings located along Charlotte Pike. The townhomes and cottage units front onto a central green. The manor homes are oriented towards Charlotte.

Primary access is proposed from Charlotte via a private drive located along the western property line. A private alley joins the drive providing access to the rear of all the units. There is also a 20' wide emergency access point along the eastern property line connecting Charlotte Pike to the private alley. Sidewalks are located throughout the development. The plan also calls for a new eight foot wide sidewalk and six foot grass strip along Charlotte.

A total 80 parking stalls are shown on the plan and includes surface, street and garage spaces. All cottage and townhome units include a two car garage. Garages are attached and detached.

Landscaping is shown throughout the development. Courtyards are landscaped and street trees are also proposed along the new public streets. The plan calls for some of the existing trees located along Charlotte Pike to be preserved through placement within tree-wells along the proposed sidewalk. A fifty foot wide landscape buffer is proposed along the southern property line.

ANALYSIS

The SP is consistent with the site's land use policies, and it also meets several critical planning goals. Higher density residential is appropriate at this site because it is adjacent to Charlotte Pike which is a very busy corridor and directly across from the Nashville West Shopping Center. Because of the intensity of development across the street and along the Charlotte Pike corridor, single-family residential is less appropriate. The proposed SP provides for higher density residential which is more appropriate adjacent to Charlotte Pike. The plan also provides a transition from the intense mixed-use corridor to the single-family area south of the site.

Staff is recommending that with final site plan approval that the applicant work with Metro Planning and Metro Public Works to find an appropriate location for a pedestrian crosswalk in proximity to this development so that pedestrians can get from this development to the Nashville West shopping center. The developer will be responsible for providing the connection if a feasible location is agreed upon.

STORMWATER RECOMMENDATION

Approved with conditions

- A pipe network will be required along Charlotte Pike.
- All site discharges shall be to adequate conveyances.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- 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.
- Comply with conditions of MPW Traffic Engineer.
- All utilities are to be moved outside of the proposed sidewalk on Charlotte Pk.
- ROW must be dedicated prior to building permit signoff.
- Provide adequate sight distance at access driveway. Construct additional EB travel lane with transitions per AASHTO and MUTCD standards along Charlotte Pk frontage.

Maximum Uses in Existing Zoning District: **R40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.98	1.08 D	2 U*	20	2	3

*Based on one two-family lot.

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)	1.75	1.08 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **SP-MR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.73	-	40 U	366	24	40

Traffic changes between maximum: **R40** and **RS40** and proposed **SP-MR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 37 U	+336	+21	+35

WATER SERVICES RECOMMENDAION

Approved as preliminary only

Applicant must acquire construction plan approval by Final SP/Plat stage. Applicant must submit a revised availability study by Final SP stage, as they have decreased the number of residential units from the original availability study (63 last revision, 40 now proposed). Applicant must also pay the required capacity fees by Final SP/Plat Stage. (The revised availability study will probably reduce the required capacity fee amount)."

METRO SCHOOL BOARD REPORT

Projected student generation existing **RS40/R40** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **SP-MR** district: 2 Elementary 2 Middle 1 High

The proposed SP-MR zoning district could generate 5 additional students. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being over capacity and there is no additional capacity for Middle school students within the cluster. This information is based upon data from the school board last updated September 2012.

Fiscal Liability

The fiscal liability of 2 new middle school students is \$52,000 (2 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions and disapproved without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to 40 residential units.
2. Final architectural plans must be approved by the Planning Department prior to final site plan approval. The Plans must be consistent with the Community Plan's Land Use policies.
3. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
4. 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 RM20 zoning district as of the date of the applicable request or application.

5. Prior to the approval of any final site plan, the applicant shall work with the Planning Department and the Department of Public Works in order to determine if a pedestrian crossing in proximity to this project along Charlotte Pike is feasible along the site frontage or within the immediate area. If a crosswalk is feasible and can meet Public Works design standards and requirements, then the applicant shall construct the crosswalk and provide appropriate signalization, and provide a sidewalk connection from the development to the crosswalk. This condition is not required if Planning Department and Public Works Department determine that the off-site pedestrian facilities are not feasible.

6. 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.

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.

Mr. Swaggart presented the staff recommendation approval with conditions and disapproval without all conditions.

Mr. Clifton reminded everyone that the Public Hearing was closed at the previous hearing.

Ms. LeQuire asked how the policy would be applied.

Mr. Swaggart clarified that design rather than density is the focus.

Ms. LeQuire stated that she watched the video of the public hearing and asked at what point a traffic study would be required.

Devin Doyle, Metro Public Works, stated that that would be handled through the MCSP because it's the document that incorporates land use policies.

Ms. Farr inquired how, if approved, the commission will know if there are any changes made similar to what has been discussed verbally.

Mr. Bernhardt stated that the commission has to make the decision if those changes are something they want to review and see.

Mr. Gee stated that he watched the video of the public hearing and inquired if any changes were made since the last public hearing; Mr. Swaggart clarified that no changes have been made to the site plan.

Mr. Gee noted that this is a planning decision and this plan represents exactly what the policy is asking for.

Ms. Blackshear stated that she watched the video of the public hearing.

Councilman Hunt moved and Mr. Gee seconded the motion to approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2014-243

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-048-001 is Approved with conditions and disapproved without all conditions. (8-0)"

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