

10. 2014SP-055-001

EAST NASHVILLE CONDO PROJECT

Map 072-10, Parcel(s) 116-119, 356-357; P/O 344

Council District 07 (Anthony Davis)

Staff Reviewer: Jason Swaggart

A request to rezone from R6 to SP-R zoning for properties located at 1106, 1110, 1114, 1200, 1202 and 1204 Litton Avenue and a portion of property located at 1120 Litton Avenue, approximately 200 feet east of Gallatin Pike (7.32 acres) , to permit up to 130 residential units, requested by Kline Swinney Associates, applicant; Parks at Five Points, LLC, owner.

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

APPLICANT REQUEST

Preliminary SP to permit 130 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for properties located at 1106, 1110, 1114, 1200, 1202 and 1204 Litton Avenue and a portion of property located at 1120 Litton Avenue, approximately 200 feet east of Gallatin Pike (7.32 acres), to permit up to 130 residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 53 lots with 13 duplex lots for a total of 66 units.*

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

This site is located in an area that 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 maintaining new infrastructure. While multi-family uses exist in the area, the proposed SP will provide for a different multi-family type/option. Additional housing options are important to serve a wide range of people with different housing needs. The area is served with a sidewalk network providing a safe pedestrian environment which encourages walking. Density is an important factor for walkability and a strong public transportation system. Higher density areas typically foster walkability and better public transportation because housing, work and conveniences are located within a smaller area making them more accessible by foot and or public transportation.

Bus service is located along Litton as well as along Gallatin Road to the west which also includes a Bus Rapid Transit lite line.

EAST NASHVILLE COMMUNITY PLAN

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots 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.

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE policy. The policy supports residential uses, including multifamily residential. The plan provides an urban form by placing the buildings along Litton and the internal private drive. Parking is located at the back as well as along the internal private drive.

PLAN DETAILS

The site is located in East Nashville on the south side of Litton Avenue just east of Gallatin Pike. The majority of the site is undeveloped and consists of open field with some larger mature trees. A drive runs through the site and provides access from Litton Avenue to a large apartment complex to the south of the site. Records do not indicate any environmentally sensitive areas on the site.

Site Plan

The plan calls for a total of 130 residential units with an overall density of approximately 18 units per acre. The plan calls for the units to be distributed in two separate buildings (Building A and Building B). Both buildings front onto Litton Avenue. They also front onto the private drive that will provide access to this site and the existing apartment complex adjacent the site to the south. Building A is 54,651 square feet and Building B is 57,173 square feet. The plan provides the following bulk standards:

Max FAR: 0.92

Max ISR: 0.65

Building Height: Three Stories (Two Stories in 33 feet near to the eastern property line)

All parking is located at the rear of the buildings. Parking is also shown along both sides of the private drive accessing the site. This drive also provides access into the apartment complex to the south of the site. The minimum number of parking spaces will be consistent with Metro Zoning Requirements. An eight foot sidewalk with a four foot planting strip is proposed along Litton Drive. The plan proposes a school bus shelter which will either be incorporated into the building design or a standalone structure.

The plan provides a conceptual elevation which indicates a design that is urban in form and includes stoops with direct access to the street. The plan also provides a material list which includes masonry veneer and fiber cement panel. It prohibits vinyl siding.

ANALYSIS

The plan is consistent with the sites Urban Neighborhood Evolving land use policy and meets several critical planning goals. The plan does not provide any signage standards. Included in staff's recommendation is a condition that signage be consistent with Section 17.32.080 On-premises signs in residential districts, found in the Metro Zoning Code.

FIRE MARSHAL'S OFFICE

N/A

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.
- Dedicate ROW on Litton prior to building permit approval, if required to place 8' sidewalk within ROW. Roadside cross section per MPW standard design and details.
- A TIS is required prior to final site plan approval.

Maximum Uses in Existing Zoning District: **R6**

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)	7.32	7.26 D	66 U*	710	56	74

*Based on 13 two-family lots.

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 Residential (220)	7.32	-	130 U	912	68	90

Traffic changes between maximum: **R6** 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
-	-	-	+ 64 U	+202	+12	+16

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 7 Elementary 6 Middle 5 High

Projected student generation proposed SP-R district: 0 Elementary 0 Middle 1 High

The proposed SP-R zoning district could generate 17 fewer students than what is typically generated under the existing R6 zoning district since multi-family development typically generates less students than single-family development. Students would attend Inglewood Elementary School, Issac Litton Middle School, and Stratford High School. All three schools have capacity for additional students. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to up to 130 residential units.
2. Bicycle parking shall be provided per Metro Zoning Code requirements.
3. Any signage shall be consistent with Section 17.32.080 On-premises signs in residential districts, of the Metro Zoning Code.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Approved with conditions and disapproved without all conditions, (7-0), Consent Agenda

Resolution No. RS2014-193

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-055-001 is **Approved with conditions and disapproved without all conditions. (7-0)**

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