

### 3. 2014SP-068-001

#### WEST PLAN

Map 114, Parcel(s) 119, 124  
Council District 22 (Sheri Weiner)  
Staff Reviewer: Latisha Birkeland

A request to rezone from R15 to SP-R zoning for properties located at 645 Old Hickory Boulevard and 7461 Charlotte Pike, at the southwest corner of Old Hickory Boulevard and Charlotte Pike, (30.51 Acres), to permit up to 322 residential dwelling units, requested by Dale & Associates, applicant; Agape Fellowship Church, owner.

**Staff Recommendation: Approval with conditions and disapprove without all conditions.**

#### APPLICANT REQUEST

**Zone change from R15 to SP-R zoning to permit up to 322 residential dwelling units.**

#### Zone Change

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning for properties located at 645 Old Hickory Boulevard and 7461 Charlotte Pike, at the southwest corner of Old Hickory Boulevard and Charlotte Pike, (30.51 Acres), to permit up to 322 residential dwelling units.

#### Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 89 lots with 22 duplex lots for a total of 112 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.

#### CRITICAL PLANNING GOALS

N/A

#### BELLEVUE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) 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.

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

The general principles for areas with steep slopes are designed to encourage perseveration of steeply sloping areas and reduce pressure for modification and development of these areas. Non-structural, low intensity uses and very low density residential uses are recommended in areas with 20% + slopes. In all areas with 12-20% slopes, development should be small footprint and, to the greatest extent possible, should be carefully designed to fit the natural land form of the site.

#### Consistent with Policy?

Yes. The property proposed for development has sensitive environmental features and steep slopes that will remain undisturbed with the proposed plan.

#### CRITICAL PLANNING GOALS

N/A

#### PLAN DETAILS

The request is to develop the 30.51 acres for 322 multifamily dwelling units, within 11 buildings. The property is located along Old Hickory Boulevard, approximately 880 feet east of Sawyer Brown Road. The current use on the property is a religious institution.

The proposal includes 140 1-bedrooms units, 154 2-bedroom units, and 28 3-bedroom units. A pool and clubhouse have been included in the development. The proposed buildings will be 3-stories on one side and 4-stories (3-stores plus a basement) on the other side, due to the grade change. The clubhouse will also have the 2 stories on one side and 1 story on the other side. A conceptual elevation has been included with the preliminary SP. The building exteriors shall consist of stone, masonry, cementitious panel, cementitious lap siding, cementitious shake, asphalt shingle roofing; no vinyl is permitted.

A majority of the 30.51 acres proposed to be zoned SP-R is largely covered by steep slopes, exceeding 20% grade. The property is heavily wooded and on a large hill, with the highest point located along the western boundary of the property.

Sidewalks have been provided for each new building. A sidewalk has also been provided along the east entrance to Old Hickory Boulevard. This sidewalk will allow pedestrians to access the mail kiosk and the existing sidewalk along Old Hickory Boulevard. Additional sidewalks may need to be added along east side building 8, north of pool and clubhouse, to the west of the garage spaces along the north side of the site, etc.

**ANALYSIS**

The SP proposes 322 units that will have significant traffic impacts. Access to the development has been provided from Old Hickory Boulevard and Charlotte Pike. This development requires 427 parking stalls; the application provides 519 parking spaces, including 36 garage spaces, surrounding the 11 buildings. A total of 36 garage spaces have been included. A TIS has been submitted to the Metro Traffic Engineer, but has not been approved at this time.

This site has steep slopes that have been identified as environmentally sensitive features. The development has stayed toward the north and east portion of the property and away from the steepest grade. However, a grade change of 70 feet will occur from the lowest point at the entrance along Old Hickory Boulevard and the rear of the parking area behind Building 4.

**FIRE MARSHAL RECOMMENDATION**

- N/A

**STORMWATER RECOMMENDATION**

Approved

**TRAFFIC AND PARKING RECOMMENDATION**

Approved with Conditions

- Charlotte Pike and Old Hickory Boulevard - Developer shall modify the traffic signal to include a northbound right turn overlap on Old Hickory Boulevard. The developer shall prepare and submit signal plans for Metro traffic engineer approval.
- Old Hickory Boulevard Project Access – This drive shall be constructed a minimum of 150ft north of the existing McKay Bookstore driveway and provide adequate sight distance to accommodate expected queues at these access points.
- Charlotte Pike Project Access – This access drive was studied as a “gated access for emergency services only”. Any proposed change to the use of this drive will require a supplemental traffic analysis to determine if additional improvements are required.
- Old Hickory Boulevard and the I-40 Eastbound ramps - The traffic study indicates that under existing conditions, motorists experience significantly high vehicle queues and delays. While delays and queues are expected to increase with this development, the study indicates that the proposed apartment complex will contribute a relatively minor amount of traffic to this intersection. Additional analysis may be required prior to approval of a final SP to determine if improvements to this intersection are feasible or appropriate.

**PUBLIC WORKS RECOMMENDATION**

Approval 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.
  - Comply with the conditions of the Metro Traffic Engineer
- If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter and grass strip.

**WATER SERVICES RECOMMENDATION**

- N/A - Water/Sewer provided by Harpeth Valley District

**HARPETH VALLEY**

•Water service is available from an existing 16-inch water line located along the south side of Charlotte Pike. Sanitary sewer service is available from an existing 12-inch gravity sewer line located on the reference property.

Maximum Uses in Existing Zoning District: R15

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)	30.51	-	110 U*	1,136	87	117

\*Based on 22 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 (220)	30.51	-	322 U	2,074	161	195

Traffic changes between maximum: **R15** 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
-	-	-	+212	+938	+74	+78

**SCHOOL BOARD REPORT**

Projected student generation existing R15 District: 5 Elementary 3 Middle 3 High  
 Projected student generation proposed SP-R District: 18 Elementary 12 Middle 9 High

The proposed SP-R zoning district could generate 28 more students than what is typically generated under the existing R15 zoning district. Students would attend Grower Elementary School, H.G. Hill Middle School, and Hillwood High School. H. G. Hill Middle School has been identified as over capacity. There is no capacity within the cluster for additional middle students.

**Fiscal Liability**

The fiscal liability of 9 new middle school students is \$211,500 (9 X 23,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

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 (if approved)**

1. Uses within the SP shall be limited to 322 residential units, within 11 buildings.
2. Applicant shall work with staff for sidewalk system connectivity within the site with the final SP application.
3. Exteriors shall consist of stone, masonry, cementitious panel, cementitious lap siding, cementitious shake, asphalt shingle roofing; no vinyl is permitted.
4. Relocate and screen trash compactor.
5. 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 zoning district as of the date of the applicable request or application.
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 or with final site plan application.
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.

Ms. Birkeland presented the staff recommendation of approval with conditions and disapproval without all conditions.

Council Lady Weiner spoke in favor of the application.

Roy Dale spoke in favor of the application and explained that steep slopes have been addressed.

**Vice Chair Adkins closed the Public Hearing.**

Ms. LeQuire stated that steep slopes need to be protected.

**Chairman McLean moved and Councilmember Hunt seconded the motion to approve with conditions and disapprove without all conditions. (8-1) Ms. LeQuire voted against.**

**Resolution No. RS2014-226**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-068-001 is Approved with conditions and disapproved without all conditions. (8-1)**

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