

2b. 2014SP-082-001

WEDGEWOOD LOFTS

Map 105-11, Parcel(s) 231

Council District 17 (Sandra Moore)

Staff Reviewer: Jason Swaggart

A request to rezone from R6 to SP-MU zoning for property located at Wedgewood Avenue (unnumbered), approximately 750 feet west of Bransford Avenue, (1.25 acres), to permit a mixed-use development, requested by Civil Site Design Group, PLLC, applicant; Delta Four, LLC, owner (See also Community Plan Amendment Case No. 2014CP-011-002).

Staff Recommendation: Approve with conditions and disapprove without all conditions, subject to approval of the associated policy amendment. Disapprove if proposed policy amendment is not approved.

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Use (SP-MU) zoning for property located at Wedgewood Avenue (unnumbered), approximately 750 feet west of Bransford Avenue, (1.25 acres), to permit a mixed-use development with up to 150 residential units and up to 10,000 square feet of non-residential uses.

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 9 lots with 2 duplex lots for a total of 11 units.*

Proposed Zoning

Specific Plan-Mixed Use (SP MU) 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 and nonresidential uses.

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 maintaining new infrastructure. The request provides additional housing opportunities in the area. Housing options are important to serve a wide range of people with different housing needs. More intense development fosters 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. The plan would also provide for nonresidential uses which could provide conveniences for residents within the proposed development as well as surrounding neighbors, which also encourages walking. The immediate area is also served by bus service.

SOUTH NASHVILLE COMMUNITY PLAN

Existing Policy

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.

DRAFT Preferred Future Policy

Urban Neighborhood Evolving (T4 NE) policy 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.

Proposed Policy

Urban Mixed Use (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

Consistent with Policy?

The proposed SP is not consistent with the existing T4 NM land use policy. The T4 NM policy supports residential uses that are similar in form to the surrounding residential character. The proposed SP is a significant deviation from the surrounding character in land use and form. While there is commercial zoning just to the west of the site, the predominant development pattern is single-family on individual lots. The SP is also not consistent with the preferred T4 NE policy because it calls for nonresidential uses.

The proposed SP would be consistent with the proposed T4 MU land use policy. The T4 MU policy supports a variety of uses (residential and non-residential) that is urban in form. The policy recognizes and supports changes in urban areas and does not require development to be consistent with the surrounding character.

PLAN DETAILS

The approximately 1.25 acre site is currently vacant. It lies on the south side of Wedgewood Avenue, west of Bransford Avenue and the State Fairgrounds. The site is across the street from where Stewart Place intersects with Wedgewood Avenue. The site does not contain any environmental constraints, but it does contain a moderate slope rising up from Wedgewood.

SP Site Plan

The plan is conceptual and includes a building footprint and development standards. The footprint calls for ground floor commercial/retail, amenities and leasing office along Wedgewood. The plan shows two courtyards which are central to the building footprint. Residential units would be located on the upper floors. The primary ingress/egress to the site is proposed from Wedgewood along the eastern side of the proposed building. Access to the rear alley is also provided, but is limited to residents of the building only.

The standards limit the development to a maximum of six stories with a maximum of 150 residential units and 10,000 square feet of nonresidential uses. The number of parking spaces must be consistent with Metro parking requirements. The plan would also permit reductions permitted within the Urban Zoning Overlay (UZO). Elevations are not provided; however, the plan does provide some conceptual images. The plan states that elevations will be provided with the final site plan.

ANALYSIS

The proposed SP is not consistent with the existing policy, but it is consistent with the proposed policy and the plan also meets several critical planning goals. If the proposed policy is approved, then staff recommends that the SP be approved with conditions and disapproved without all conditions. If the proposed policy is not approved, then staff recommends disapproval. Staff supports six stories at this location due to the prominence of Wedgewood Avenue, its proximity to the interstate, it being located adjacent to industrial property and it being located in close proximity to another building that is much taller than six stories. Staff also considered the fact that development along Wedgewood will likely intensify over time.

FIRE MARSHAL'S OFFICE

Approved with conditions

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

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.
- Due to the proposed alley connection with Thurman St, continued coordination between the design team and MPW will be required to mitigate the impacts of the developments traffic on the existing road infrastructure.
- Prior to issuance of building permit submit recorded ROW dedication to MPW.
- With Final SP design existing and proposed utilities will need to be accounted for to verify ADA compliance.
- Revise TIS to include updated traffic routing per request dated 2/5/15.

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)	1.25	7.26 D	11 U*	106	9	12

*Based on two two-family lots.

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

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)	1.25	-	150 U	1,033	78	101

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.25	-	10,000 SF	466	16	46

Traffic changes between maximum: **R6** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,393	+85	+135

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 1 Middle 1 High

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

The proposed SP-MU zoning would not generate any additional students from what is typically generated under the existing R6 zoning district. Students would attend Fall-Hamilton Elementary School, Cameron Middle School, and Glenclyff High School. Fall-Hamilton and Glenclyff are both identified as full. There is no capacity for additional elementary students within the cluster. There is no additional capacity for high school students within the cluster; however, there is additional capacity in the adjacent Hillsboro Cluster. This information is based upon data from the school board last updated September 2014.

FISCAL LIABILITY

The fiscal liability of 1 middle school student is \$26,000 (1 X \$26,000 per student). This is only for informational purposes to show the potential impact of this proposal, and is not a staff condition of approval. This information is based upon data from the school board last updated September 2014.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, if the associated policy amendment is approved; disapproval if the associated policy amendment is not approved.

CONDITIONS

1. Use in the SP is limited to up to 150 residential units and a maximum of 10,000 square feet of nonresidential uses as identified in the SP plan.
2. Final architectural design to include appropriate building articulation, sufficient and properly located building access and adequate transparency must be approved by the Planning Department prior to final site plan approval.
3. The ceiling height for nonresidential uses on the first floor shall be at least 14 feet.

4. Billboards shall not be permitted.
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 MUG-A zoning district as of the date of the applicable request or application.
6. 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.
7. 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. (6-0), Consent Agenda

Resolution No. RS2015-28

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-082-001 is **Approved with conditions and disapproved without all conditions. (6-0)**"

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