

## 2015SP-090-001

### OCEOLA PLACE SP

Map 103-02, Parcel(s) 102-103  
Council District 20 (Mary Carolyn Roberts)  
Staff Reviewer: Brett Thomas

A request to rezone from R6 to SP-R zoning for properties located at 107 and 109 Oceola Avenue, approximately 100 feet north of Demoss Road, (0.9 acres), to permit up to eight residential units, requested by Dale & Associates, applicant; High Definition Homes, LLC, owner.

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

### APPLICANT REQUEST

**Rezone to permit up to 8 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 107 and 109 Oceola Avenue, approximately 100 feet north of Demoss Road, (0.9 acres), to permit up to eight 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. *As only one of the three parcels is duplex eligible, R6 would permit a maximum of 9 lots with 1 duplex lot for a total of 10 units.*

#### **Proposed Zoning**

*Specific Plan-Residential (SP-R)* 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 existing infrastructure is more appropriate than development in areas not served with existing infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being provided along Oceola Avenue to help establish a pedestrian network.

### WEST NASHVILLE COMMUNITY PLAN

*T3 Suburban Neighborhood Evolving (T3 NE)* is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving Policy. The proposed development is redeveloping underutilized urban lots and provides for additional housing choice within the neighborhood. The development is also respectful of the existing development patterns in the area as it proposes to keep a consistent setbacks along Oceola Avenue. The proposed public alleys promote greater connectivity and complement the existing public street network.

### PLAN DETAILS

The site is located at 107 and 109 Oceola Avenue, on the west side of Oceola Avenue. The site is approximately 0.9 acres in size. Single-family residences exist on both properties.

#### Site Plan

The plan proposes a multi-family residential development with up to eight dwelling units. Two detached units front Oceola Avenue, with a public alley running north to south across the rear of these two units. Two additional detached units are located at the far western portion of the site along an east-west public alley that traverses the entire site from Oceola Avenue to the westernmost property boundary. There are two two-family structures, with a total of four units, proposed to front onto courtyards interior to the site.

The proposed public alleys provide for future connections to the north, west, and south of the site. An application for another development is under review for the property to the west, and the proposed public alley would continue through that site and ultimately connect with Demoss Road.

All units have two garage parking spaces and additional parallel parking spaces are provided for guest parking along the alley.

The applicant has proposed architectural standards for the SP. Building facades facing a street or courtyard shall provide a minimum of one principal entrance and a minimum of 25% glazing. Standards are provided for window orientation, prohibited materials, raised foundations, and porch depths.

**ANALYSIS**

The plan is consistent with the T3 Suburban Neighborhood Evolving policy as it provides additional connectivity, as well as a cohesive mix and placement of building types. By providing single-family detached units with a generally consistent setback along Ocoola Avenue, the development is able to provide for infill development while respecting the existing development pattern of the neighborhood.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Spoke with the Civil engineer. The data will be provided after the installation of a new water main. Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

**STORMWATER RECOMMENDATION**

**Approved**

**WATER SERVICES**

**Approved with conditions**

- Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

**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.
- Prior to building permit applicant is to provide Master Deed and contract with Private Hauler to confirm private haul pickup per standard note #10 on the title page.
- Project needs to indicate a temporary/ permanent turn around at the terminus of the proposed east/ west alley. Indicate that the alley is to be built per ST-263 standards. The proposed public alleys must be physically accessible to all properties that adjoin those proposed public right of ways.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approved with conditions**

- Provide guest parking onsite, 3 spaces.

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)	0.9	7.26 D	7 U *	67	6	8

\*Based on one two-family lot.

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 (210)	0.9	-	8 U	77	6	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+10	-	+1

**METRO SCHOOL BOARD REPORT**

**Projected student generation existing R6 district: 1 Elementary 1 Middle 0 High**

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

The proposed SP-R zoning is not anticipated to generate more students than what is typically generated under the existing R6 zoning district.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area.

**CONDITIONS**

1. Permitted land uses shall be limited to up to 8 residential units.
2. One additional parallel parking space shall be provided for guest parking adjacent to the parallel parking space closest to Unit 7.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
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 RM9 zoning district as of the date of the application request or application.
5. 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.
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, or add vehicular access points not currently present or approved.
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.
8. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

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

Michael Garrigan, 516 Heather Place, spoke in favor of the application.

**Mr. Adkins closed the Public Hearing.**

**Mr. Clifton moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions. (6-0)**

**Resolution No. RS2015-363**

**“BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-090-001 is **Approved with conditions and disapproved without all conditions. (6-0)**”**

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