

2015SP-095-001

CARTER-PRESTON CONDOMINIUM

Map 083-04, Parcel(s) 120.01, 120
Council District 07 (Anthony Davis)
Staff Reviewer: Latisha Birkeland

A request to rezone from R10 to SP-R zoning for properties located at 1210 Preston Drive and 2329 Carter Avenue, at the northwest corner of Carter Avenue and Preston Drive (0.84 acres), to permit up to five residential units in an existing structure, requested by Mims Architecture PLC, applicant; John S. Blackwell, owner.

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

APPLICANT REQUEST

Rezone to permit up to 5 attached residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential District (R10) to Specific Plan-Residential (SP-R) zoning for properties located at 1210 Preston Drive and 2329 Carter Avenue, at the northwest corner of Carter Avenue and Preston Drive (0.84 acres), to permit up to five residential units in an existing structure.

Existing Zoning

One and Two-Family Residential District (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 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 attached residential units.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports infill development

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintain new infrastructure. The request provides for additional housing options in an area that is predominately single-family. A sidewalk will be extended along Preston Drive to Carter Avenue providing a safe pedestrian environment and beginning a sidewalk network for the wider area. Bus service is present along Preston Drive adjacent to this SP. Increased density through infill development makes bus service and similar transit services more feasible because it generates more riders.

EAST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban neighborhoods. 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The policy supports residential uses, including multifamily residential while preserving the general character of the neighborhood. The SP will provide a mixture of housing types in a strategic location within East Nashville while preserving the general character of the neighborhood. The project will also provide sidewalk improvements to enhance the pedestrian connectivity of the area.

PLAN DETAILS

This site is comprised of two parcels located at the northwest corner of Carter Avenue and Preston Drive. The site contains one existing two-story masonry building that was previously used as a religious institution. The plan proposes to preserve the existing building while providing five new attached residential dwellings units generally located within the existing structure. By using the existing building to create five residential units, the development is able to maintain the character of the neighborhood.

The existing building will generally remain in its current form in order to accommodate the new residential units. The plan proposes the enclosure and enlargement of the existing porch to accommodate a larger unit to face Carter Avenue. The five units will have individual entrances and patios facing Preston Drive. Each residential unit will have two parking stalls, under the shelter of a carport, adjacent to the front patio. Carport elevations shall be provided with

the final SP and shall contain similar materials as the existing building. Vehicular access will be from Preston Drive only; the plan proposes to eliminate the existing vehicular access onto Carter Avenue.

Additional guest parking will be provided along Preston Drive, at the southeastern corner of the site. The proposed plan reduces the existing surface parking on-site to a maximum of 17 parking stalls. In order to reduce the impact of parking at the corner of Carter Avenue and Preston Drive, Staff recommends that with the submittal of the Final SP, three parking spaces nearest the intersection be eliminated. The proposed plan reduces the amount of existing impervious surface on this site by approximately 65 %, creating more green space than what currently exists. The retaining wall that runs along the parking area is proposed to be approximately two feet in height. With the submittal of the final SP, the applicant will evaluate if the retaining wall can be reduced in height or eliminated.

The proposed plan includes a six foot sidewalk and six foot planting strip along Carter Avenue. A six foot sidewalk and six foot planting strip will be able to be installed on the majority of Preston Drive. The new sidewalk on Preston Drive will connect to an existing 4 foot sidewalk located along a portion of Preston Drive. This was done so as not to disturb the 50 foot stormwater buffer, on the northern portion of the property, and the existing AT&T fiber optics utility box, to the west of the sidewalk. Landscaping will be provided, including to screen the parking area at the southeast corner.

ANALYSIS

The plan is consistent with the T4 Neighborhood Maintenance policy as it preserves the existing structure and attempts to maintain the character of the neighborhood. The five multifamily residential units will provide a unique infill development and provide additional housing options within East Nashville.

The SP is consistent with the T4 Neighborhood Maintenance policy and meets three critical planning goals. While the policy calls for the existing character to remain, some change is expected over time in this policy area. The change should be respectful of the existing form of the neighborhood. By reducing the existing parking area and eliminating the access onto Carter Avenue, the development is increasing the greenspace on the property making it more consistent with the form and character of the existing residential neighborhood. The development is able to maintain the character of the neighborhood while also allowing for a mix of housing types not currently present in the immediate area.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Reviewed revised plans. 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 with comments

- Reword Standard Preliminary Note

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Comply with road comments and apply to T&P to restrict parking along Preston Frontage and Carter frontage.

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.
- During Final SP review, revisions may be required to install the proposed lip of gutter on the existing edge of pavement and thus adjusting all of the roadside elements accordingly
- Indicate on the plans the solid waste and recycling plan for the site. MPW standard policy is that a dumpster is to be utilized on developments of 4 units or more. If proposal goes forward as shown a private hauler and a copy of the Master Deed will be required with the building permit approval.

Maximum Uses in Existing Zoning District: **R10**

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)	0.84	4.35 D	6 U*	58	5	7

*Based on three 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 (230)	0.84	-	5 U	39	4	5

Traffic changes between maximum: **R10** 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	-19	-1	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

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

The proposed SP would generate one more student than what is typically generated under the existing R10 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. None of these schools are over capacity. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Urban Neighborhood Maintenance policy of the East Nashville Community Plan.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 5 multifamily residential units within the existing structure.
2. With the Final SP submittal, the applicant shall eliminate the 2 foot retaining wall along the parking area or provide evidence why the retaining wall is necessary.
3. With the Final SP submittal the parking area along Preston Avenue shall be reduced to a total of four parking stalls. The applicant shall remove the three parking stalls closest to the corner of Carter Avenue and Preston Lane.
4. With the final SP submittal, the applicant shall determine if carports will be incorporated for all units or none of the units.
5. 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 R10-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The proposed building conversion for 5 multifamily units shall not increase the existing height. Building elevations for all facades shall be provided with the final site plan. Carport elevations shall be provided with the final SP (if proposed) and shall have similar materials as the existing building. The following standards shall be met:
 - a. EIFS, vinyl siding and untreated wood shall be prohibited.
 - b. Unit A shall have a minimum of 25% glazing on the Carter Avenue facade.
7. 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.
8. 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.
9. 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.
10. 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.

William Mimms, 4208 Bayside Lane, spoke in favor of the application.

October 22, 2015, Planning Commission Meeting

Councilman Withers, 1113 Granada Ave, spoke in favor of the application, noted there is a high level of community support, and explained that this will actually reduce density.

Henry Mortimer, 1109 Preston Dr, spoke in opposition to the application and noted that it seems the density will be increasing rather than decreasing.

Chairman McLean closed the Public Hearing.

Ms. Blackshear spoke in favor of the application.

Mr. Clifton spoke in favor of the application.

Ms. Farr spoke in favor of the application and stated it's an exciting project.

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

Resolution No. RS2015-352

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-095-001 is **Approved with conditions and disapproved without all conditions. (6-0)**"

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 5 multifamily residential units within the existing structure.
 2. With the Final SP submittal, the applicant shall eliminate the 2 foot retaining wall along the parking area or provide evidence why the retaining wall is necessary.
 3. With the Final SP submittal the parking area along Preston Avenue shall be reduced to a total of four parking stalls. The applicant shall remove the three parking stalls closest to the corner of Carter Avenue and Preston Lane.
 4. With the final SP submittal, the applicant shall determine if carports will be incorporated for all units or none of the units.
 5. 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 R10-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
 6. The proposed building conversion for 5 multifamily units shall not increase the existing height. Building elevations for all facades shall be provided with the final site plan. Carport elevations shall be provided with the final SP (if proposed) and shall have similar materials as the existing building. The following standards shall be met:
 - a. EIFS, vinyl siding and untreated wood shall be prohibited.
 - b. Unit A shall have a minimum of 25% glazing on the Carter Avenue facade.
 7. 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.
 8. 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.
 9. 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.
 10. 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.
-