

2015SP-105-001

OCEOLA COMMONS

Map 103-02, Parcel(s) 138-139
Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Lisa Milligan

A request to rezone from R6 to SP-R for properties located at 122 and 124 Oceola Avenue, approximately 200 feet south of Burgess Avenue (0.59 acres), to permit up to 8 residential units, requested by Dale & Associates, applicant; Ribbon Cutters, Inc., owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 8 dwelling units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) for properties located at 122 and 124 Oceola Avenue, approximately 200 feet south of Burgess Avenue (0.59 acres), to permit up to 8 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 3 lots with 3 duplex lots for a total of 6 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 adequate infrastructure is more appropriate than development in areas 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 project proposes development on an infill site. Sidewalks are being provided along Oceola Avenue to improve the pedestrian environment and create a more walkable neighborhood.

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 plan is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for an additional housing type within the area. Units are oriented to Oceola Avenue with private sidewalk connections to the proposed public sidewalk creating a pedestrian friendly environment. Also, the plan includes a north/south connection that can provide for alley connectivity in the future if adjacent properties redevelop.

PLAN DETAILS

The site is located at 122 and 124 Oceola Avenue, on the east side of Oceola Avenue and south of Burgess Avenue. The site is approximately 0.59 acres in size and currently contains two single-family residences.

Site Plan

The plan proposes up to 8 residential units including six attached and two detached units. The attached units orient Oceola Avenue with two detached units located to the rear of the property.

There is one vehicular access from Oceola Avenue located in the middle of the site. The access is proposed as a public alley and the alley will extend from the north end of the property to the south end to provide for future

connectivity in the event that surrounding properties redevelop. Each unit has a two car garage and four additional parking spaces are provided for guests. A sidewalk will be constructed along Oceola Avenue and sidewalk connections are provided from the front units to the proposed public sidewalk.

The applicant has proposed architectural guidelines for the project. Buildings facades facing a street or courtyard shall provide a minimum of one principal entrance and a minimum of 25% glazing. Porches are provided for the units fronting Oceola Avenue, providing for an active streetscape. Standards are provided for window orientation, prohibited materials, and raised foundations.

ANALYSIS

The plan is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for an additional housing option within an existing urban neighborhood. Sidewalks are provided to create a more walkable community and homes are proposed to be oriented to Oceola Avenue, creating a strong streetscape that furthers the goals of the policy. Staff recommends that the guest parking be relocated to provide for a better focal point when entering the site.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

- 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 conditions

- New storm infrastructure may be required for Oceola Ave.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. Public water and 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. Please submit a revised availability study before Final SP stage, to reduce the capacity fee totals.

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.
- With the submittal of the Final SP the following cross section for Oceola is to be designed, 2-11' travel lanes, 2.5' curb and gutter (with lip of gutter at edge of 11' travel lane), 4' grass strip and 5' sidewalk within ROW.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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) | 0.59 | 7.27 D | 5 U* | 48 | 4 | 6 |

*Based on one two-family lot and 3 one-family

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) | 0.57 | - | 8 U | 60 | 6 | 7 |

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 3 U | +12 | +2 | +1 |

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate 2 more students than what is typically generated under the existing R6 zoning district. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School has been identified as over capacity but there is capacity within the cluster. This information is based upon data from the school board last updated November 2015.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted land uses shall be limited to up to 8 residential units.
2. With the Final SP, renumber the standard SP notes.
3. With the Final SP, remove the permitted encroachment language from the Development Summary table. No encroachments shall be permitted.
4. With the Final SP, relocate the guest parking so that it is no longer the focal point of the entrance drive.
5. With the Final SP, 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.
6. 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.
7. 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-A zoning district as of the date of the application request or application.
8. 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.
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.

Approve with conditions and disapprove without all conditions. (6-0), Consent Agenda

Resolution No. RS2016-45

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-105-001 is Approved with conditions and disapproved without all conditions. (6-0)"

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