

2016SP-001-001

311 CARTER SP

Map 119-09, Parcel(s) 139

Council District 16 (Mike Freeman)

Staff Reviewer: Jason Swaggart

A request to rezone from CS to SP-R zoning for property located at 311 Carter Street, approximately 260 feet west of Foster Avenue (3.5 acres), to permit up to 92 residential units, requested by Dale & Associates, applicant; War Eagle 1, Partnership, GP, owner.

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

APPLICANT REQUEST

Rezone to permit a residential development.

Zone Change

A request to rezone from Commercial Services (CS) to Specific Plan – Residential (SP-R) zoning for property located at 311 Carter Street, approximately 260 feet west of Foster Avenue (3.5 acres), to permit up to 92 residential units.

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

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 only one residential building type.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices
- Provides a Variety of Transportation Choices
- Creates Walkable Neighborhoods

The area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure. The plan provides an additional housing option to the immediate area, which are important to serve a wide range of people with different housing needs. The plan would increase the residential density in the immediate area. Given the sites proximity to Nolensville Pike, the additional density is appropriate as it supports the Nolensville commercial corridor. The additional density and proximity to Nolensville Pike also supports public transportation and walkable neighborhoods. People living in more dense mixed-use areas are more likely to use public transit because every day services are located more closely and it can be more efficient than driving oneself. The plan also calls for a sidewalk connection to the existing walking path at the Coleman Park and Community Center.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, 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 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.

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE policy. The policy supports all types of residential uses, and recognizes that development patterns may change over time. In this case, there is not a consistent development pattern in the immediate area. The surrounding area consists of light industrial, commercial, office and single and two-family residential uses. The area to the north along Fannie Williams Street, which dead-ends into the property, consists of single and two-family residential uses. This area is also located within the T4 NE policy and it is likely that the area will transition into higher density residential development over time. The additional density is appropriate given the proximity to Nolensville Pike. The plan is also designed so that the only building facing a public street is set close to the street consistent with the urban form supported by the policy.

PLAN DETAILS

The site is located on the southwest side of Carter Street, just west of the intersection of Carter Street and Foster Avenue. Nolensville Pike is approximately 300 feet to the west, but there is no direct access from the site to Nolensville Pike. The site is just north of the Coleman Park and Community Center. The site is approximately 3.5 acres and is developed and contains a large metal building. The current land use is classified as a lumber yard. There is a small stream located along the southern property line, but there are no other known environmental constraints.

Site Plan

The plan calls for a maximum of 92 residential units. Units are divided between four buildings (A - D). Building A, which is located adjacent to Carter Street, is three stories and contains 30 units. The two buildings located behind Building A (Buildings B and C) are also three stories in height. These building are oriented in a way that creates a central green space. Building B contains 24 units and Building C contains 18 units. Building D is located behind Buildings B and C near the rear property line. It is four stories in height and contains 20 units. The plan also calls for a small clubhouse/leasing office adjacent to Carter Street.

The plan provides architectural standards, and requires that elevations for all buildings be provided with any final site plan. Standards pertain to entry ways, glazing and window orientation, materials and finished ground floor elevations.

Primary access is from Carter Street. The plan also proposes a turn-around at the end of Fannie Williams Street. There would be no vehicular access to the development from Fannie Williams Street, with the exception that it would provide emergency access. The plan calls for surface parking only. No parking is shown along Carter Street. The plan calls for a five foot wide public sidewalk and four foot sidewalk along the frontage of Carter Street and along the proposed turnaround for Fannie Williams Street. The plan provides internal sidewalks throughout the development. The plan also calls for a sidewalk connection to the existing walking path in the adjacent Coleman Park and Community Center.

The SP is consistent with the T4 NE policy and meets several critical planning goals.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

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.
- Comply with MPW Traffic Engineer
- Prior to the Final SP, coordinate with MPW to install additional solid waste and recycling container(s). 3 shown appear to be deficient.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- The project access on Carter St. should be constructed to include one entering lane and one exiting lane, striped as a shared left and right turn lane.
- Developer shall provide adequate sight distance at Carter St access drive.
- Consideration should be given to providing a pedestrian connection to Coleman Park, south of the project site.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.5	0.6 F	91, 476 SF	6409	147	600

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 (220)	3.5	-	92 U	682	49	69

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-5,727	-98	-531

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.

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 11 Elementary 6 Middle 5 High

The proposed SP-MU would generate 22 additional students. Students would attend Whitsitt Elementary School, Wright Middle School and Glenciff High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated November 2015.

STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions and disapproved without all conditions as the proposed SP is consistent with the community plan and meets several critical planning goals.

CONDITIONS

1. The SP shall be limited to a maximum of 92 residential uses.
2. A sidewalk and public pedestrian easement shall be provided in order to connect Carter Street and Fannie William Street to the proposed greenway that provides access to Coleman Park. Final details for this connection shall be determined with the final site plan.
3. Signage shall meet signage requirements as specified for the RM20-A zoning district.
4. 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 RM20-A zoning district as of the date of the applicable request or application.
5. 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.
6. 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.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
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.

Approve with conditions and disapprove without all conditions. (8-0), Consent Agenda

Resolution No. RS2016-31

"BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-001-001 is **Approved with conditions and disapproved without all conditions. (8-0)**"

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