4. 2016SP-011-001

MT PISGAH SP
Map 172, Parcel(s) 041, 174, 255
Council District 04 (Robert Swope)
Staff Reviewer: Lisa Milligan

A request to rezone from AR2a and RS15 to SP-R zoning for properties located at Mt. Pisgah Road (unnumbered) and 6000 and 6021 Mt. Pisgah Road, approximately 750 feet west of Christiansted Lane (12.12 acres), to permit 31 single family lots, requested by Batson & Associates, applicant; Charles White, owner.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Zone change to permit a residential development with up to 31 units.

Preliminary SP
A request to rezone from Agricultural/Residential (AR2a) and Single-Family Residenital (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at Mt. Pisgah Road (unnumbered) and 6000 and 6021 Mt. Pisgah Road, approximately 750 feet west of Christiansted Lane (12.12 acres), to permit 31 single-family lots.

Existing Zoning
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units.*

Single-Family Residential (RS15) a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 1 lot.*

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
- Creates Walkable Neighborhoods
- Supports Infill Development

The proposed development 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 Mt. Pisgah Road and on internal streets to create a walkable neighborhood.

SOUTHEAST NASHVILLE COMMUNITY PLAN
Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential 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. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?
Yes. The proposed development is consistent with the Conservation policy and the T3 Suburban Neighborhood Maintenance policy. The Conservation area consists of a stream and buffer which is being left

undisturbed and a small area of steep slopes. The lot located on the slope area will be designated as a critical lot. The T3 Suburban Neighborhood Maintenance policy addresses the development of infill areas within larger policy areas. These areas may be developed with a broader mix of housing types than the rest of the area subject to appropriate design that transitions into the existing area. The lots north of Mt. Pisgah Road increase in size as they move back toward the established residential neighborhood. Also, a buffer is provided to allow for further transition. The developed areas off of Mt. Pisgah Road generally gain access from Mt. Pisgah Road but do not front Mt. Pisgah Road. Therefore, along the corridor, there is no set development pattern. The plan creates a pedestrian-friendly streetscape by featuring homes that all have rear or side loaded garages. Additionally, the development on both the northern and southern side of Mt. Pisgah Road is centered on large inviting, functional, and accessible open spaces.

PLAN DETAILS
The site is located 6000 and 6021 Mt. Pisgah Road and Mt. Pisgah Road (unnumbered), east of Christiansted Lane. The project is located on both the north and south side of Mt. Pisgah Road. The site is approximately 12.12 acres in size and is currently in use for residential uses.

Site Plan
The plan proposed up to 31 single-family residential lots. The lots range in size from 5,200 square feet to 10,440 square feet. The development is located on both the north and south side of Mt. Pisgah Road. The lots on the north side are served by two vehicular accesses from Mt. Pisgah Road. The lots on the south side are served by two vehicular accesses from Mt. Pisgah Road.

The lots on the north side of Mt. Pisgah Road are oriented around a large central open space. The open space features a series of sidewalks to provide for pedestrian connectivity. Lots 6-13 are rear loaded lots and Lots 1-5 are side loaded with shared driveways. On-street guest parking is provided. A ten foot buffer is proposed along the western and eastern property lines and a 25 foot buffer is proposed along the northern property line. The lots closest to the shared northern property line are of a similar size to the lots in the existing residential development immediately adjacent.

The lots on the south side of Mt. Pisgah Road are oriented toward either Mt. Pisgah Road or common open space. All lots are rear loaded. The proposed open space features a walking trail and gazebos in a park like setting. The open space serves as a buffer between the proposed lots and the adjacent properties to the south of the site.

Architectural standards have been proposed, including prohibited materials, glazing requirements, window orientation, and raised foundations. Sidewalks complying with the Major and Collector Street Plan are proposed along the north and south side of Mt. Pisgah Road. Additionally, internal sidewalks are provided along the streets and connect to open spaces.

ANALYSIS
Lot sizes within the area vary depending on the development. Parkside has lots that range in size from 6,000 square feet to 9,500 square feet and Christiansted Valley has lots that range from 7,400 square feet to 16,800 square feet. While some of the lots within the proposed development are smaller than existing lots within the area, the lots are separated from existing developments by buffer yards. The proposed development is designed in such a way to orient lots to both Mt. Pisgah Road as well as large functional internal open spaces. All lots are proposed to feature either side loaded garages or rear loaded garages creating an attractive, pedestrian friendly streetscape. The proposed development meets the intent of the Neighborhood Maintenance policy for an infill area and provides approrpriate transitions to existing developments.

FIRE MARSHAL RECOMMENDATION
Approved with conditions
- Fire Code issues for the structures will be addressed at permit application review.

STORMWATER RECOMMENDATION
Approved with conditions
- Stormwater features is to be designed to meet Metro Stormwater Regulations.
- Runoff from Christiansted Valley is adequately conveyed through the site (within PUDE's).

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.

PUBLIC WORKS RECOMMENDATION
Conditions if approved
• The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

TRAFFIC AND PARKING RECOMMENDATION
No exception taken

Maximum Uses in Existing Zoning District**: AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	11.66	0.5 D	5 U	48	4	6

Maximum Uses in Existing Zoning District**: RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.46	2.9 D	1 U	10	1	2

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
Single -Family Residential (210)	12.12	-	31 U	297	24	32

Traffic changes between maximum: **AR2a, RS15** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 25 U	+239	+19	+24

METRO SCHOOL BOARD REPORT
Projected student generation existing AR2a and RS15 district: 3 Elementary 2 Middle 2 High
Projected student generation proposed SP-R district: 4 Elementary 3 Middle 3 High

The proposed SP-R zoning district could generate 3 more students than what is typically generated under the existing AR2a zoning district. Students would attend Shayne Elementary, Oliver Middle School, and Overton High School. Shayne Elementary and Oliver Middle School have been identified as having additional capacity. Overton High School is identified as overcrowded but additional capacity exists in an adjacent cluster. This information is based upon data from the school board last updated March 2016.

STAFF RECOMMENDATION
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS
1. Permitted land uses shall be limited to 31 single-family lots.

2. All lots with alley access must utilize the alley for access. No additional access point is allowed for these lots.
3. On the corrected Preliminary SP plan indicate that Lots 1-5 shall feature side entry garages.
4. On the corrected Preliminary SP plan indicate that Lots 2 and 3 shall have a shared driveway.
5. On the corrected Preliminary SP plan indicate that Lots 4 and 5 shall have a shared driveway.
6. On the corrected Preliminary SP plan indicate that Lots 17 through 24 shall orient toward Mt. Pisgah Road.
7. On the corrected Preliminary SP plan indicate that Lots 14-16 and Lots 25 through 31 shall orient toward open space.
8. On the corrected Preliminary SP plan, add a note stating that at the time that the adjacent property to the east is developed, the 10' buffer and construction easement shall be removed to allow lots to derive access from the proposed right-of-way.
9. On the corrected Preliminary SP plan, add a note stating that at the time that the adjacent property to the east is developed, the 52' wide right-of-way shall be extended to the eastern property line and provide a connection.
10. The proposed 10 foot wide open space buffer shall provide a vegetation density consistent with the Standard A-3 landscape buffer yard as specified in Figure 17.24.240A of the Metro Zoning Code.
11. The proposed 25 foot buffer shall provide a vegetation density consistent with the Standard B-1 landscape buffer yard as specified in Figure 17.24.240B of the Metro Zoning Code.
12. 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 RS10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
13. 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.
14. 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.
15. 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.
16. 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. Milligan presented the staff recommendation of approve with conditions and disapprove without all conditions.

Charles White, 6220 Mt. Pisgah, spoke in support of the application.

Garry Batson, 5150 Remington Drive, spoke in support of the application.

Johnny Grant, 4007 St. Jules Way, spoke in support of the application. One level homes and presence of HOA are benefit to potential buyers.

Kim Fredrickson, 5637 Cedar Oak Drive, spoke in support of the application.

David McGowan, 5647 Granny White Pike, spoke in support of the application.

Nancy Allen, 6648 Christiansted Lane, spoke in opposition of the application. Concerned about the safety of owners and property values. Lot size within the development is not comparable to surrounding developments. Addition of new homes will affect schools and emergency services.

Joseph Bachus, 6233 Palomar Court, spoke in opposition of the application. Main concern is traffic and safety. A larger lot structure is needed.

Amy Bunt, 6217 Palomar Court, spoke in opposition of the application.

Councilmember Robert Swope spoke in opposition of the application stating that traffic and too much density is the main concern. If density was reduced to the requirements of RS15 the community would be in agreement.

David McGowan, spoke in rebuttal, stated that schools wouldn't be affected because the community is targeting 55 and older buyers. Parking is being offered behind houses and in the garage. Size of lot doesn't affect property values.

Chariman McLean closed the Public Hearing.

Mr. Adkins, spoke in support of the application stating that the lot sizes seem small but likes the Planning concepts that are included.

Ms. Blackshear spoke in support of the application.

Ms. Diaz spoke in support of the application.

Councilmember Allen, spoke in support of the application but is concerned about the lack of a community meeting.

Mr. Tibbs, spoke in support of the application.

Ms. Hagan-Dier spoke in support of the application.

Ms. Farr spoke in support of the application.

Mr. Haynes moved and Councilmember Allen seconded the motion to approve with conditions and disapprove without all conditions. (9-0)

Resolution No. RS2016-145

"BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-011-001 is **Approved with conditions and disapproved without all conditions. (9-0)**"

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