

17. 2016SP-051-001
21 & 23 WHARF AVENUE SP
Council District 17 (Colby Sledge)
Staff Reviewer: Patrick Napier

A request to rezone from R6 to SP-R zoning for properties located at 21 and 23 Wharf Avenue, at the northeast corner of Wharf Avenue and Trimble Street, (0.29 acres), to permit up to six residential dwelling units, requested by Dale & Associates, applicant; Equity Trust Company, owner.

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

APPLICANT REQUEST

Zone change from R6 to SP-R.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 21 and 23 Wharf Avenue, at the northeast corner of Wharf Avenue and Trimble Street, (0.29 acres).

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 2 lots with 2 duplex lots for a total of 4 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 only one residential building type.

CRITICAL PLANNING GOALS

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk network will be upgraded, enhancing the walkability of the neighborhood. This connection will allow for access to public transportation as well as a safe path of travel for pedestrians. Wharf Avenue is located on an existing MTA bus route which provides an alternative method of transportation.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 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 and block structure and proximity to centers and corridors.

Consistent with Policy?

Yes. The SP is consistent with the T4 Urban Neighborhood Evolving (T4 NE) Policy and is appropriate given the location in an urban area. The plan meets the goals of the policy by placing increased density in proximity to alternative methods of transportation and existing goods and services along Murfreesboro Pike which is located approximately 370 to the north of the site.

PLAN DETAILS

The site consists of two parcels located at Wharf Avenue, just south of Lafayette Street. This site has frontage on Wharf Avenue and Trimble Street and there is currently a single family home

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located at 23 Wharf Avenue. The proposed SP includes six attached residential dwelling units. All six units will have frontage along Trimble Street with a single unit orienting the corner of both Wharf Avenue and Trimble Street.

This SP includes a new five foot sidewalk and a four foot grass planting strip along Trimble Street. This SP also includes a new 6 foot grass strip and 6 foot sidewalk along Wharf Avenue. All units will be accessed by an existing 20 foot public alley which connects to Trimble Street. A private drive will extend from the existing alley and provide access to all units. Each unit will contain a 2-car garage. A 5-foot landscape buffer will be provided along the northern property line along with a 6-foot tall opaque fence.

Conceptual building elevation drawings were not provided within the SP, however, architectural standards have been included on the plan and elevations shall be provided with the final site plan. Architectural standards include glazing standards, window orientation, prohibited materials and a requirement for raised foundations. The proposed residential units shall have a maximum height limitation of 35 feet measured to roofline.

ANALYSIS

The SP is consistent with the current T4 Urban Neighborhood Evolving (T4 NE) and meets several critical planning goals. The 6 attached residential units will provide a well-designed development adjacent to a prominent corridor.

FIRE MARSHAL RECOMMENDATION

Approved With Conditions

Fire Code issues will be addressed in the permit phase.

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, 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.
- Prior to building permit approval copy of contract from private hauler and master deed must be submitted to MPW.

WATER SERVICES RECOMMENDATION

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.

STORMWATER RECOMMENDATION

Approved With Conditions

- Add note stating that offsite improvements may be required pending results of infiltration testing.

TRAFFIC AND PARKING RECOMMENDATION

Conditions of approval

- Apply to T&P staff operations to restrict on -street parking along Trimble St. frontage.

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* (230) | 0.29 | 7.26 D | 4 U | 32 | 3 | 4 |

*Based on two-family lots

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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) | 0.29 | - | 6 U | 46 | 5 | 5 |

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +2 U | +14 | +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, 0 Middle, High 0**

The proposed zone change would generate 3 more students than what is typically generated under the existing R6 zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glenclyff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Yes.
2. If so, how many and what is the percentage of the entire development? Currently unknown but working with CM Sledge to determine the appropriate percentages.
3. How will you enforce the affordability requirements? Not yet know. Likely by Deed.
4. Have any structures been demolished in the last 12 months? Not that I am aware of.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to six residential units.
2. 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. Uses are limited as described in the Council ordinance.
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. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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.

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

Resolution No. RS2016-200

"BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-051-001 is Approved with conditions and disapproved without all conditions. (8-0)"

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