

MEGAN BARRY
MAYOR



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Metropolitan Historic Zoning Commission
Sunnyside in Sevier Park
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Nashville, Tennessee 37204
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STAFF RECOMMENDATION
1718 Greenwood Avenue
March 16, 2016

Application: Alteration to permit
District: Eastwood Neighborhood Conservation Zoning Overlay
Council District: 06
Map and Parcel Number: 08302027500
Applicant: Urban Development Group, LLC
Project Lead: Melissa Baldock, melissa.baldock@nashville.gov

Description of Project: Application is to alter the existing permit for infill with a front yard parking pad.

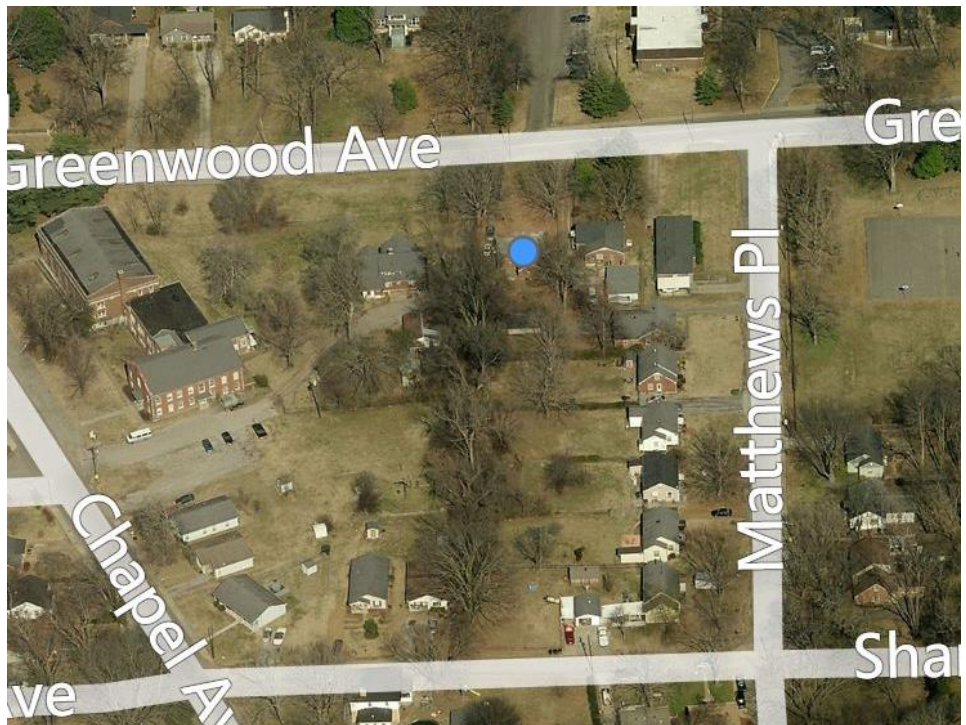
Recommendation Summary: Staff recommends disapproval of the front yard parking pad, finding that it does not meet Section II.B.f. of the *Eastwood Neighborhood Conservation Zoning Overlay: Handbook and Design Guidelines*.

Attachments
A: Photographs
B: Site Plan
C: Elevations

Vicinity Map:



Aerial Map:



Applicable Design Guidelines:

II.B. GUIDELINES

f. Orientation

The orientation of a new building's front facade shall be visually consistent with surrounding historic buildings.

Parking areas and Driveways

Generally, curb cuts should not be added.

Where a new driveway is appropriate it should be two concrete strips with a central grassy median. Shared driveways should be a single lane, not just two driveways next to each other. Sometimes this may be accomplished with a single lane curb cut that widens to a double lane deeper into the lot.

Duplexes

Infill duplexes shall have one or two doors facing the street, as seen on historic duplexes. In the case of corner lots, an entrance facing the side street is possible as long as it is designed to look like a secondary entrance.

In the case of duplexes, vehicular access for both units should be from the alley, where an alley exists. A new shared curb cut may be added, if no alley and no driveway exists, but the driveway should be no more than 12' wide from the street to the rear of the home. Driveways should use concrete strips where they are typical of the historic context. Front yard parking or driveways which end at the front of the house are not consistent with the character of the historic neighborhoods.

Background: In February 2015, the Metro Historic Zoning Commission approved the construction of duplex infill at 1718 Greenwood Avenue (Figure 1). The infill has a deep front yard setback, which matches the front setback of the adjoining houses. There is no alley access for the site.



Figure 1. 1718 Greenwood Avenue

The site plan the Commission approved provided for four parking spaces (two for each duplex unit) at the rear of the site (Figure 2). However, a retaining wall was constructed

approximately six to ten feet (6'-10') off of the left side property line, and approximately four feet (4') off the rear property line. The retaining wall in this location reduced the area in the rear for parking (Figures 3 – 6).

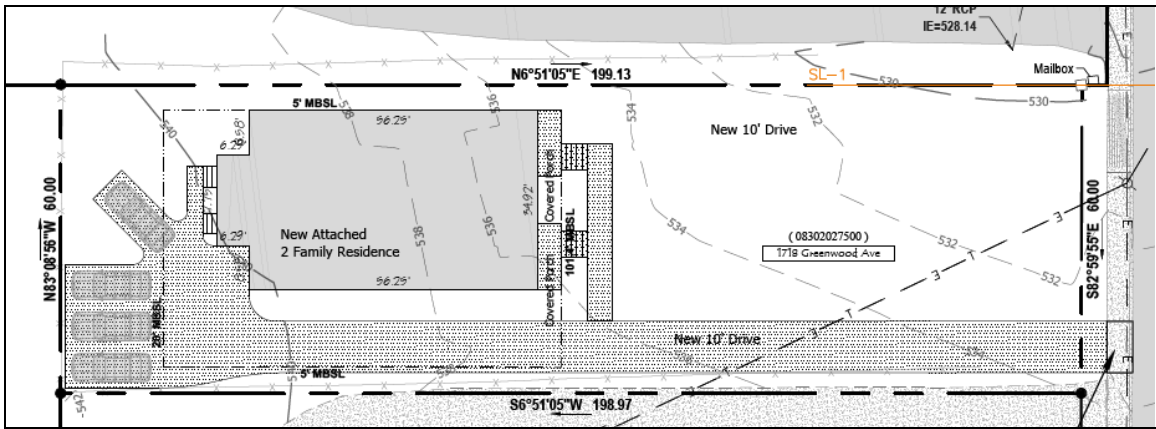


Figure 2. The site plan approved by MHZC in 2015.



Figures 3 – 6 show the retaining wall and existing parking area at the rear of the lot.

Analysis and Findings: Application is to alter the existing permit for infill with a front yard parking pad.

Orientation: The applicant is proposing parking for two cars in the rear of the property, behind the house, and for two other cars in the front yard, accessed via the existing driveway and curb cut (Figure 7). The front yard parking pad will be twenty feet by twenty feet (20' X 20') and will be located in front of the house. It will be located approximately sixty feet (60') from the front property line and will be approximately twenty-three feet (23') from the infill's front porch.

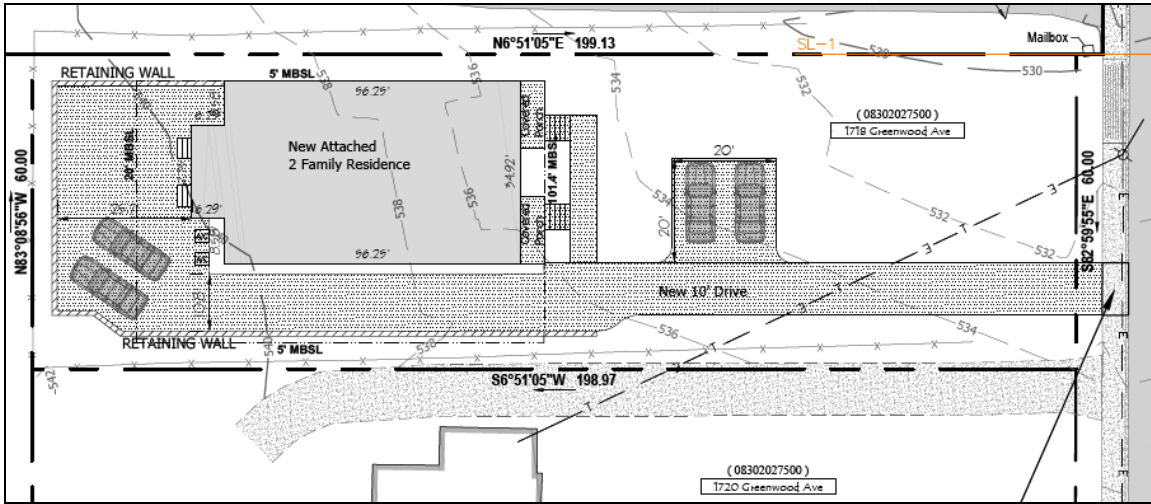


Figure 7. Proposed parking plan for the duplex.

The design guidelines require that a building's front façade be visually consistent with the surrounding historic properties. Because other buildings with similar setbacks have parking at the rear, staff finds that cars parked in the front yard will change the look of the front façade in a manner that would not be within keeping with the historic context. This is consistent with the Commission's past decisions which are clarified in the italicized language which state that "*Front yard parking or driveways which end at the front of the house are not consistent with the character of the historic neighborhoods.*"

If the retaining wall were to be moved back to its original location, staff believes there would be enough room for the original four rear parking pads. Staff therefore finds that the proposed front yard parking pad does not meet the design guidelines or the historic context of the Eastwood neighborhood.

Staff recommends disapproval of the proposed front yard parking plan, and recommends that the applicant provide parking for four vehicles behind the historic house, even if that requires the relocation of the retaining wall.

Recommendation Summary:

Staff recommends disapproval of the front yard parking pad, finding that it does not meet Section II.B.f. of the *Eastwood Neighborhood Conservation Zoning Overlay: Handbook and Design Guidelines*.

