

## 1. 2013SP-022-001

### KIRTLAND COTTAGES

Map 131-02, Parcel(s) 144

Council District 25 (Sean McGuire)

Staff Reviewer: Latisha Birkeland

A request to rezone from R15 to SP-R zoning for property located at 4201 Kirtland Road, at the southwest corner of Kirtland Road and Overhill Drive (0.45 acres), to permit up to four detached residential dwelling units, requested by Dewey Estes Engineering, applicant; Land Development.com, Inc., owner.

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

### APPLICANT REQUEST

**Zone change to permit four attached dwellings.**

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Residential (SP-R) zoning for property located at 4201 Kirtland Road, at the southwest corner of Kirtland Road and Overhill Drive (0.45 acres), to permit up to four detached residential dwelling units.

#### **Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 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**

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

The proposal meets several critical planning goals based on its location and design. The location of the site adjacent to a mixed use corridor (Hillsboro Pike) will provide additional transit riders and potential customers and employees for local businesses. New sidewalks will extend an existing pedestrian connection to the intersection at Overhill Drive and Hillsboro Pike.

#### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

##### **T4 Urban Neighborhood Evolving (T4 NE)**

T4 NE policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, 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 lots 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 detached residential units provide a mix of housing types and density that is consistent with the policy. A four story multifamily building is located on the adjacent lot to the northwest of the proposed residential buildings. A series of duplexes are located to the southeast of the site, along Kirtland Road. The four detached residential dwellings will work as a transition from Overhill Drive to Kirtland Road with their proposed height, landscaping and access a Kirtland Road.

#### **PLAN DETAILS**

The site is located at the corner of Overhill Drive and Kirtland Road, to the southeast of Hillsboro Pike, and contains a single-family dwelling. Four detached residential units are proposed with the SP. Two units will be oriented to Overhill Drive and the other two units will be oriented to Kirtland Drive. Unit 3 will have front facades along Overhill Drive and Kirtland Road.

A driveway from Kirtland Road will provide vehicular access to all dwelling units. Additional parking has been provided along the west side of the site. A six foot tall shadowbox fence and wrought iron fencing with brick columns will provide a buffer to the property west of this site. Landscape buffering has been added along the North and West side of the site. Landscaping has also been provided along Overhill Drive. Sidewalks will be provided along Kirtland Road and Overhill Drive.

Conceptual building elevation drawings have been provided within the SP. Façade designs include brick masonry veneer and brick accent banding. EIFS and vinyl siding is prohibited. The detached residential homes have a maximum height limitation of 35 feet (measured to roofline).

**ANALYSIS**

The detached residential units combined with the design aspects of the SP will provide a well-designed transition from the Hillsboro Pike corridor to the residential neighborhood to the southeast.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Approved revision for layout

**STORMWATER RECOMMENDATION**

**Approve**

**PUBLIC WORKS RECOMMENDATION**

**No exceptions taken**

- 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.

Maximum Uses in Existing Zoning District: **R15**

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)	0.45	2.90 D	2 U*	20	2	3

\*Based on one duplex unit

Maximum Uses in Existing 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)	0.45	-	4 U	32	3	4

Traffic changes between maximum: **R15** and proposed **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	+12	+1	+1

**METRO SCHOOL BOARD REPORT**

Projected student generation existing R15 district: 0 Elementary 0 Middle 0 High

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

Based on data from the Metro School Board last updated September 2013, the proposed SP will not generate additional students from what is generated by the existing R15 zoning district.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Neighborhood Evolving policy of the Green Hills-Midtown Community Plan.

**CONDITIONS**

1. Uses within this SP shall be limited to a maximum of four detached residential units.

2. A minimum six foot separation is required between units and is subject to all Building and Fire Code requirements.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facades shall be provided with the final site plan. Each of the proposed street facades shall have a distinct design and composition. The following standards shall be met:
  - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing. Building No. 1 shall have façade requirements on front and rear side.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - c. EIFS and vinyl siding shall be prohibited.
  - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 30 inches from the abutting average ground elevation.
4. Final SP plans shall state the correct CCM policy on page 1.
5. 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 zoning district as of the date of the applicable request or application.
6. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
7. 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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
8. 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.
9. 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.

Approved with conditions and disapproved without all conditions. (8-0), Consent Agenda

**Resolution No. RS2014-242**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-022-001 is Approved with conditions and disapproved without all conditions. (8-0)"**

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