

14. 2015SP-052-001

BELMONT AT BLAIR

Map 104-16, Parcel(s) 403-406
Council District 18 (Burkley Allen)
Staff Reviewer: Brett Thomas

A request to rezone from R8 to SP-R zoning for property located at 2117 and 2121 Belmont Blvd and 1701 A and 1701 C Blair Blvd, approximately 100 feet north of Ashwood Avenue, (0.9 acres), within the Belmont-Hillsboro Neighborhood Conservation overlay, to permit up to 15 attached residential units, requested by Dean Design Group, applicant; Aspen Construction Holdings, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) for properties located at 2117 and 2121 Belmont Boulevard, and 1701 A and 1701C Blair Boulevard (0.9 acres), to permit up to 15 attached residential units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 4 lots. The existing 4 lots would permit 8 units since they are duplex eligible.*

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
- Supports Infill Development

The proposed development supports several critical planning goals. The development is intensifying an underutilized urban site and providing for an additional housing option within an urban neighborhood. Providing for infill development on a site with existing infrastructure decreases the burden on Metro to provide for new infrastructure. The additional residents will also be able to walk to nearby retail uses and restaurants, decreasing the dependency on automobile travel. The project is located on an existing bus line, providing for additional transportation choices for future residents.

GREEN HILLS MIDTOWN COMMUNITY PLAN

Current Policy

T4 Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

Growth and Preservation Concept Map

No changes are proposed.

Consistent with Policy?

Yes. This area is characterized by a variety of housing types and zoning, including RM20 to the west and northwest of the property. The surrounding character includes single-family residences with multi-family buildings interspersed. Multi-family buildings are located immediately across both Belmont and Blair Boulevards, with additional multi-family units to the west of the site along Blair Boulevard. The proposed setbacks are shallower at the intersection and taper to match the setbacks of existing residences on adjacent properties. Building entrances are oriented to the streets with parking behind the units. Lots have access to the alleys and the sidewalk network improves pedestrian connectivity.

PLAN DETAILS

The site is located at 2117 and 2121 Belmont Boulevard, and 1701 A and 1701C Blair Boulevard. The site is approximately 0.9 acres in size. The property is currently occupied by three duplex buildings with a total of six residential dwelling units.

Site Plan

The plan proposes a multi-family residential development with up to 15 attached residential dwelling units. The proposed units along Belmont and Blair Boulevards are 3 stories in 36 feet. The applicant is proposing Units 11 and 12 as 3 stories in 36 feet, with a step down to 2 stories in 26 feet as they transition towards the alley. Staff is conditioning approval of the request that Units 11 and 12 not exceed 28 feet in height. Units 13 and 14 directly abut the alley and are 2 stories in 28 feet. Unit 15 also abuts the alley and is proposed to be 1.5 stories in 24 feet. Units 13 through 15 along the alley do not have garages; the remaining units do include garages. A note on the plan prohibits parking in the street setback.

Vehicular access is being proposed from a private drive which accesses Blair Boulevard. Additionally, the private drive connects to the alley providing circulation through the site. The plan meets the requirements of the Bike Parking Ordinance, including a public bike rack near the entrance along Blair Boulevard. The existing sidewalks and planting strips along Belmont and Blair Boulevards are to be improved to comply with the Major and Collector Street Plan. The applicant is including interior sidewalks along the eastern and western property line to improve pedestrian access for residents in the rear units along the alley.

The site is within the Belmont-Hillsboro Neighborhood Conservation District. The Metro Historic Zoning Commission has approved the massing of the proposed buildings and will review final architectural details. Staff recommends the applicant meet with Planning and MHZC staff prior to submittal of the final site plan so that architectural elevations can be developed that are consistent with the community plan as well as the conservation district.

ANALYSIS

The proposed development meets the intent of the T4 Neighborhood Maintenance policy. The height of the buildings is consistent with the general policy. The orientation of the buildings and sidewalk improvements along Belmont and Blair Boulevards provide for a pedestrian friendly streetscape. Parking is located in the rear of the units and the units along the alley have been reduced in height to provide an appropriate transition along the alley. Given the consistency with the Neighborhood Maintenance policy and the fact that the Metro Historic Zoning Commission has approved the massing of the proposed buildings, staff recommends approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

METRO HISTORIC ZONING COMMISSION

Approve with conditions

- Approve with the condition that the final design be reviewed by the MHZC. The MHZC has only approved the site plan and the general massing at this time.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved with conditions

Approved as a Preliminary SP only, on the following conditions:

- Shared private sanitary sewer service lines will not be allowed between these units.
- Individual sewer services lines must be installed for each unit.
- Public sewer construction plans must be approved before the Final SP can be approved.
- The required capacity fees must be paid before the Final SP is 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.
- The development team has agreed to coordinate final building placement for the units along the alley in order to accommodate a 24' drive aisle behind the proposed 90 degree parking for the units along the alley.
- Indicate how units 5 and 6 are to gain access. Prior to final SP submit turn templates for passenger vehicles.

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.9	5.44 D	5 U*	48	4	6

*Based on one two-family lot.

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)	0.9	-	15 U	100	8	10

Traffic changes between maximum: **R8** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 10 U	+52	+4	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP-R zoning district is projected to generate one additional student than what is typically generated under the existing R8 zoning district. Students would attend Julia Green Elementary, J.T. Moore Middle School and Hillsboro High School. Julia Green and J.T Moore Middle have been identified as over capacity and there is no capacity for elementary or middle school students within the cluster.

The fiscal liability for one elementary student is \$20,000. This data is for informational purposes only and is not a condition of approval. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to up to 15 residential dwelling units.
2. 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.
3. The final site plan shall meet the Major and Collector Street Plan requirements for sidewalks and planting strips.
4. The maximum height of Units 11 and 12 shall be no greater than 2 stories in 28 feet in height.
5. 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.
6. 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.
7. 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.
8. 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.

Mr. Thomas presented the staff recommendation of approval with conditions and disapproval without all conditions.

Aaron White, 1401 Cedar Lane, spoke in favor of the application, noted that it is a great project, and expressed that there is a lot of area support.

Jenkins Hardin, 2114 19th Ave S, spoke in favor of the application and noted that the shape of the lot makes it a great spot for

this type of project versus duplexes. This will provide a type of housing that isn't available in this neighborhood.

Name Unclear, 1709 Ashwood, spoke in favor of the application and expressed excitement to see the current homes go away and be replaced by homes that are more street friendly and compatible with the neighborhood.

Bill Myers, 2202 Oakland Ave, spoke in opposition to the rezoning; there is room for a wonderful development without cramming so many units in.

Bonnie Myers, 2202 Oakland Ave, spoke in opposition to the application due to increased density, traffic, parking, and stormwater concerns.

Rebecca Godby, 2203 Oakland Ave, spoke in opposition to the application.

Aaron White asked for approval and clarified that this will allow some moderately priced homes to enter the neighborhood.

Chairman McLean closed the Public Hearing.

Mr. Clifton noted his main concern is the historic nature of the area.

Mr. Gee clarified that SP's within historic overlays have been going to the Historic Zoning Commission prior to bringing them before the Planning Commission; therefore he has confidence that this is appropriate for this area considering it has been approved by the HZC.

Ms. Farr noted that while she recognizes the concerns of the neighbors, this project seems to fit.

Councilman Hunt spoke in opposition and noted that he does not understand the ingress/egress.

Ms. LeQuire spoke in favor of the application and noted that everyone has alley access on the back side.

Mr. Dalton moved and Mr. Gee seconded the motion to approve with conditions and disapprove without all conditions.

Mr. Clifton spoke in support of using alleys more than we have been and hopes that Metro Public Works and other city agencies are working to make the alleys more workable.

Mr. Gee noted that this alley has four outlets.

Ms. LeQuire asked the developer to consider using pervious pavement where possible.

Mr. Dalton stepped out of the room at 5:21 p.m.

Vote taken. (5-1) Councilmember Hunt voted against.

Resolution No. RS2015-142

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-052-001 is **Approved with conditions and disapproved without conditions. (5-1)**"

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