

## 2015SP-110-001

### 2202 HOBBS

Map 131-01, Parcel(s) 022, 024

Map 131-02-0-M, Parcel(s) 413, 415, 417, 419, 900

Council District 34 (Angie Henderson)

Staff Reviewer: Alex Deus

A request to rezone from RM4 and R20 to SP-R for properties located at 413, 415, 417, 419, and 419B Village Hall Place and 2204 and 2202B Hobbs Road, approximately 380 feet west of Stammer Place (2.68 acres), to permit up to 11 residential units, requested by Dale & Associates, applicant; Haury & Smith Contractors, owner. (See Associated Case # 2003P-013-001).

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

### APPLICANT REQUEST

**Permit up to 11 detached residential units.**

#### Preliminary SP

A request to rezone from Multi-Family Residential (RM4) and One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning for properties located at 413, 415, 417, 419, and 419B Village Hall Place and 2204 and 2202B Hobbs Road, approximately 380 feet west of Stammer Place (2.68 acres), to permit up to 11 residential units.

#### **Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of two lots with two duplex lots for a total of four units.*

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *The PUD overlay permits a maximum of 4 units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD overlay permits a maximum 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

This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to where there are not adequate public facilities. This reduces the service constraints placed on Metro's resources. The proposed request would also enhance walkability through the placement of an interior sidewalk network and the enhancement of an existing one.

### GREEN HILLS -MIDOWN COMMUNITY PLAN

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

Yes. This request is consistent with policy as it continues the predominant development pattern in the neighborhoods north of Hobbs Road. T3 Neighborhood Maintenance allows for future arrangement of mixed building types in strategic locations that place higher-intensity buildings nearer to centers and corridors and uses these more intense building types as land use transitions. This site is within proximity of a T5 Regional Center policy and there is a transition from multi-family building types to single-family building types. In this instance, detached single-family units are an appropriate building type transition given the development pattern.

Generally, new developments that create their own internal drive systems need to provide accessible and functional open spaces as an integral part of the development, which this proposal includes. There is a courtyard within the interior of the site that is accessible to all units through an internal pedestrian network.

**PLAN DETAILS**

This proposal would permit up to 11 detached residential units. Two of those units would be oriented towards Hobbs Road and would have a direct pedestrian connection to the public sidewalk. The remaining nine units would be located within the interior of the site. There are currently two units towards the rear of the site that are under construction; they were approved under the existing PUD, which is proposed to be cancelled. Those units comply with the design standards of this proposed SP.

There is an interior pedestrian network within this proposed development and sidewalks would be built to Major and Collector Street Plan standards along Hobbs Road, including an eight foot grass strip and six foot sidewalk. To the east of the interior units there will be an open space courtyard; units three through nine would have a principal entrance along the courtyard. A landscape buffer yard B is required and is being depicted along the western property line. A stream is located along the southeast portion of the site and is appropriately buffered.

Access to this site is from Hobbs Road. The interior driveway connecting the units would provide limited connectivity to the adjacent development for emergency access only. The driveway will be private and will be maintained by the future Homeowners Association. Parking for these units would be provided through a combination of garages and surface parking.

Design standards are included within this proposal and these standards are conditions for this application's approval. All units fronting a street or courtyard would provide a minimum of one principal entrance and have a minimum of 25% glazing on the front facade. EIFS, vinyl siding and untreated wood are prohibited. Raised foundations and porches are required on all residential structures. The height of the structures would be limited to three stories in 35 feet measured from final grade to the eave.

**ANALYSIS**

The proposed SP is consistent with the Neighborhood Maintenance policy in this location and supports two critical planning goals. Staff recommends approval with conditions and disapproval without all conditions.

**FIRE MARSHAL RECOMMENDATION**

**Approved with conditions**

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

**STORMWATER RECOMMENDATION**

**Approved**

**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**

**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.
- Indicate on the plans the individual roll off cans that are referenced in the standard SP notes are to be picked up by a private hauler.
- Prior to final SP submittal, coordinate with MPW and Metro Stormwater to reconfigure existing triple inlet on Hobbs.
- Prior to submittal of the Final SP, coordinate with MPW on the final design of the sidewalk connection to the existing sidewalks on the east and west sides of this project.

**TRAFFIC & PARKING RECOMMENDATION**

**No Exception Taken**

Maximum Uses in Existing Zoning District: **R20**

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)	1.18	2.17 D	4 U*	39	3	5

\*Based on two two-family lots.

Maximum Uses in Existing Zoning District: **RM4**

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)	1.5	4 U	4 U	32	3	4

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 (210)	2.68	-	11 U	106	9	12

Traffic changes between maximum: **R20, RM4 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+35	+3	+3

**METRO SCHOOL BOARD REPORT**

Projected student generation existing RM4 district: 0 Elementary 0 Middle 0 High

Projected student generation existing R20 district: 0 Elementary 0 Middle 0 High

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

The proposed SP- R zoning district would generate no additional student than what is typically generated under the RM4 and R20 district. Students would attend Julia Green Elementary, J.T. Moore Middle School and Hillsboro High School. This information is based upon data from the school board last updated November 2015.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

**CONDITIONS**

1. Permitted land uses shall be limited to up to 11 detached 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 RM6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council Ordinance.
3. The following standards shall be met:
  - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
  - c. EIFS, vinyl siding and untreated wood shall be prohibited.
  - d. Porches shall provide a minimum of six feet of depth.
  - e. A raised foundation of 18"- 36" is required for all residential structures.
4. 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.
5. A standard class B landscape buffer yard is required along the entire western property line.
6. On the corrected set, relocate interior sidewalk fronting units 3-9 to be closer to the front façade in order to provide a usable common open space. Final location to be approved by Planning staff.
7. On the corrected set, provide an "A" landscape buffer along the eastern property line.
8. On the corrected set, open space fronting units 4-9 shall be labeled as "active open space (not for Stormwater Retention or Detention)".
9. 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.
10. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

11. 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.

12. 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. Deus presented the staff recommendation of approval with conditions and disapproval without all conditions.

Items 2a and 2b were heard and discussed together.

Adam Seger, Dale & Associates, spoke in favor of the application because the density is very appropriate for this property; it will be a walkable community with sidewalks throughout.

Margo Chambers, Princeton Ave, spoke in opposition to the application because the Major & Collector Street Plan is out of date.

**Chairman McLean closed the Public Hearing.**

Mr. Adkins spoke in favor of the application as it fits with a lot of the commission's goals.

Mr. Clifton spoke in favor of the application because it fits well with what is currently there.

Mr. Tibbs inquired about a traffic study and Jonathan Honeycutt with Metro Public Works explained that a traffic study was not conducted as this is only eleven units.

**Ms. Blackshear moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions. (10-0)**

**Resolution No. RS2016-89**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-110-001 is **Approved with conditions and disapproved without all conditions. (10-0)**"

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