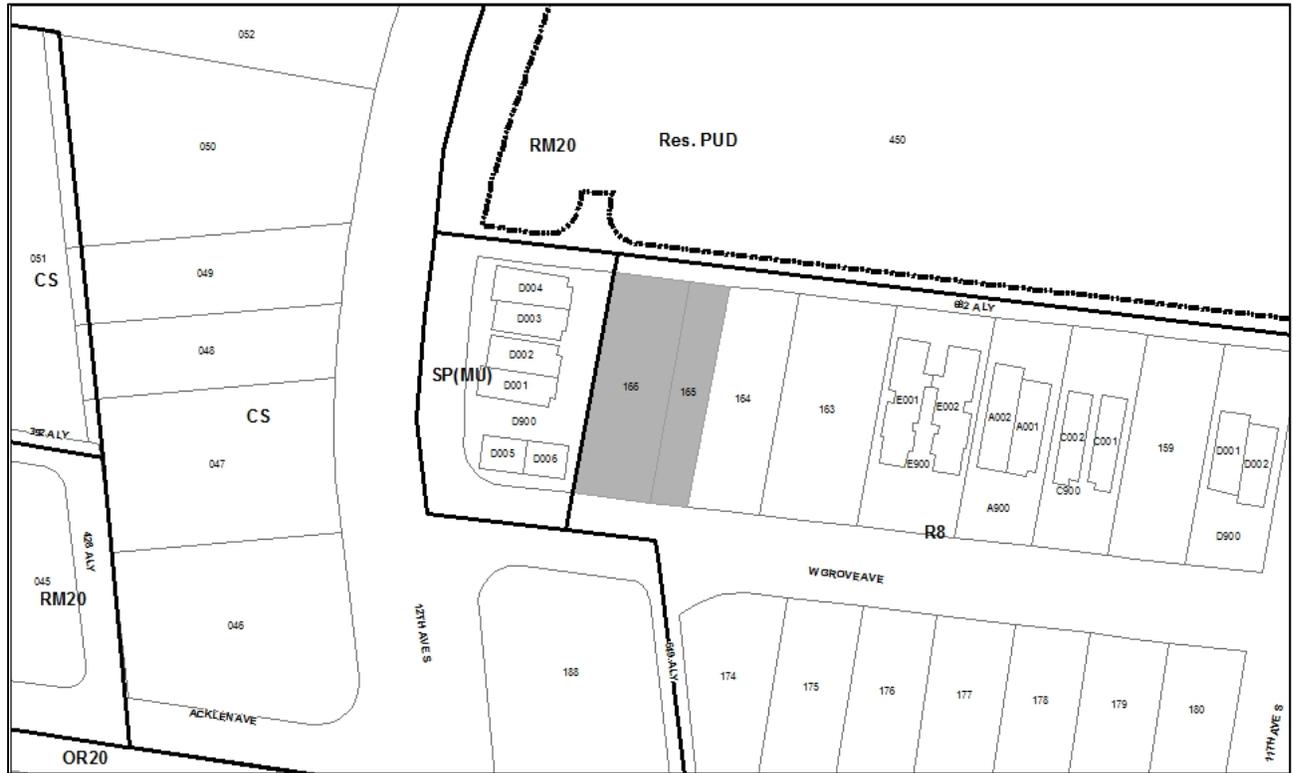




# Metro Planning Commission Meeting of 11/08/18



**2018SP-063-001**  
1114 WEST GROVE SP  
Map 105-09, Parcel(s) 165-166  
10, Green Hills-Midtown  
17 (Colby Sledge)



**Project No.** Specific Plan 2018SP-063-001  
**Project Name** 1114 West Grove SP  
**Council District** 17 – Sledge  
**School District** 8 – Pupo-Walker  
**Requested by** Smith Gee Studio, applicant; FMBC Investments, LLC, owner.

**Deferrals** This item was deferred from the October 11, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions.*

**APPLICANT REQUEST**

**Preliminary SP to permit up to 5 multi-family residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 1114 West Grove Avenue, approximately 80 feet east of 12th Avenue South to permit five multi-family residential units (0.24 acres).

**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 1 duplex lot for a total of 2 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site. A final determination on duplex eligibility is made by Codes.*

**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.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. 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. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the



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The final site plan/building permit 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.



**Proposed Site Plan**



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corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

### Supplemental Policy Area

The 12<sup>th</sup> Avenue South Detailed Corridor Neighborhood Design Plan (DNBP) provides guidance for future development along the 12<sup>th</sup> Avenue South corridor and the interior neighborhoods, including guidance for infill opportunities, appropriate land uses and transitions between land uses, and enhanced connectivity.

### Consistent with Policy?

The proposed SP is primarily located on the edge of T4 NM policy, extending east and south of the site. The site is located in close proximity to higher intensity policy areas, including T4 CM (west) and T4 NE (Neighborhood Evolving, north). A small area of T4 CM policy is identified along the western property line, associated with the adjacent (western) parcel, located along the 12<sup>th</sup> Avenue South corridor. The site is also located within a supplemental policy area, which generally focuses on creating mixed-use opportunities along the corridor that complements the character of the surrounding neighborhoods. Conservation policy is located near the southwestern corner, identifying a small pocket of steeper slopes. One of the primary goals of T4 NM policy is to enhance urban neighborhoods with high levels of connectivity. The site served by existing transit, with an existing MTA bus stop located approximately 100 feet southwest of the site, as well as several MTA/RTA bus stops located along 12<sup>th</sup> Avenue South, offering options beyond single vehicle occupancy trips. The plan is consistent with the land use policies, as it supports infill development that is compatible with surrounding residential areas.

## **BACKGROUND**

This case was deferred by the applicant from the October 11, 2018, Metro Planning Commission meeting to facilitate a neighborhood meeting with additional community discussions. A neighborhood meeting was held on October 23, 2018.

## **PLAN DETAILS**

The site includes two parcels on approximately 0.24 acres and currently contains one residential structure, which is not included in this proposal. The site is located on the north side of West Grove Avenue, approximately 80 feet east of 12<sup>th</sup> Avenue South, which includes higher intensity residential and non-residential development. A majority of the parcels along West Grove Avenue include already-developed two-family structures. A mixed-use SP that fronts West Grove Avenue and 12<sup>th</sup> Avenue South is located adjacent to this site and includes office and multi-family development. Multi-family development is also located directly across the street, south of the 12<sup>th</sup> and West Grove SP.



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The plan proposes a total of five multi-family units housed in two separate buildings. Building A is located on the western half of the site and contains three units, with two units that front West Grove Avenue and one unit located to the rear. Building B is located on the eastern half of the site and contains two units, with one West Grove-fronting unit and the second unit located to the rear. The front setback of Building A is 15 feet, increasing to 20 feet for Building B, providing an appropriate transition from the adjacent mixed use development to the single and two-family residential properties along West Grove Avenue.

An existing driveway and retaining wall at the front of the site will be removed, opening up the space along West Grove Avenue and creating a pedestrian oriented streetscape with sidewalk connections to the street. Pedestrian access to all units is provided from an internal courtyard located between the buildings, accessible from the street and from a surface parking lot located behind the units. The street-fronting units (A1, A2, and B1) will also include individual sidewalk connections from the front entries to the street.

Vehicular access is provided from an existing alley located behind the site to a surface parking lot. A total of 9 parking stalls are provided. Landscaping is provided along the eastern property line and around the surface parking lot to buffer the site from adjacent properties. Staff recommends additional evergreen landscaping be installed along the eastern property line to buffer the site from an adjacent residence.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 40 feet.

### **ANALYSIS**

The SP is consistent with the site's land use policies. The site is located on the edge of a Neighborhood policy, situated on the seam of more intense policy areas, including T4 CM (west) and T4 NE (north). An initial plan shared with staff proposed 9 stacked flats in one building, located much closer to the street. At staff's request, the scope and layout was modified to include 5 semi-attached courtyard units, providing an appropriate design that blends new development into the surrounding neighborhood. The plan appropriately transitions in building form, massing, and height from the higher intensity development pattern along 12<sup>th</sup> Avenue South to the residential uses interior to the neighborhood. The SP provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site



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Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to Final SP, relocate the solid waste/ recycling container out of the public alley ROW.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

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)	0.24	5.4 D	2 U	29	7	3

\*Based on two-family residential lots

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)	0.24		5 U	67	9	6

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
-	-	-	+3 U	+38	+2	+3

## 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 zoning is expected to generate one more student than the existing R8 zoning. Students would attend Waverly-Belmont Elementary School, J.T Moore Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to a maximum of 5 multi-family residential units. Short term rental properties, owner and non-owner occupied, shall be prohibited.



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2. On the corrected copy, the dumpster area shall be relocated outside of the public alley and shall be screened with a fence and landscaping.
3. The 3 foot landscape buffer that is currently identified along the eastern property line, east of the surface parking spaces, shall include additional evergreen vegetation for sufficient screening to minimize impacts from vehicles to the adjacent properties.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. The final site plan shall comply with Metro Zoning Code Parking requirements.
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. 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.
8. 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.
9. 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.
10. 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.
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. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
13. 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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