

### 3b. 2013SP-025-001

#### GREEN HILLS STATION

Map 131-03, Parcel(s) 021-023  
Council District 25 (Sean McGuire)  
Staff Reviewer: Jason Swaggart

A request to rezone from R10 to SP-R zoning for properties located at 4115, 4117, and 4119 Lone Oak Road, opposite Shackleford Road (1.1 acres), to permit up to eight detached residential units, requested by Dale & Associates, applicant; Aubrey Harwell, Jr., owner.

**Staff Recommendation: Defer to the November 14, 2013, Planning Commission meeting.**

#### APPLICANT REQUEST

Permit eight residential units.

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan - Residential (SP-R) zoning for properties located at 4115, 4117, and 4119 Lone Oak Road, opposite Shackleford Road (1.1 acres), to permit up to eight detached residential units.

#### Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of four lots with one duplex lot for a total of five units; however, the subject site consists of three legal lots and each lot could be developed as a duplex for a total of six 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 Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

The proposal provides an additional housing type that is attractive to young couples and retirees at a location served by adequate infrastructure. Shopping and other services are conveniently located within walking distance of the site. While the area is not served with a complete sidewalk network, a sidewalk is located on the east side of Lone Oak and connects to the sidewalk along Richard Jones Road which provides a pedestrian connection to the amenities along Hillsboro Pike. This request will also provide a sidewalk along its frontage. The request is also located on a bus line providing additional transportation options.

While the proposed SP meets several critical planning goals, it does not provide a connection called for in the Green Hills Area Transportation Plan. This plan was developed by community stakeholders, TDOT, Public Works and various other groups in 2011. The plan recognizes that Green Hills is an automobile oriented destination with significant traffic congestion, and significant potential for more development. The area's infrastructure will need to continue to evolve to serve the large population living in the area and traveling to Green Hills. One of the street realignments that is depicted in the plan is a direct connection of Warfield Drive to Shackleford Road, creating a new four-way stop intersection. Currently, motorists zig-zag through the neighborhood from Shackleford Road to Warfield Drive to arrive at Hillsboro Pike. A realigned intersection is one of several realignments and strategic connections to develop a more extensive vehicular and pedestrian grid network east of Hillsboro Pike. Improving connectivity over time at multiple locations will be necessary to help improve traffic congestion.

#### GREENHILLS - MIDTOWN COMMUNITY PLAN

##### Existing Policy

Residential Low Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

##### Applicant Proposed Policy

Residential Medium (RM) policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments. (See case no. 3a, 2013SP-025-001)

## August 22, 2013, Planning Commission meeting

### Staff Policy Recommendation

Suburban Neighborhood Maintenance (T3 NM) policy supports a mix of housing types in a walkable neighborhood environment. Prevailing densities are within a range of 4-20 housing units per acre. There may be some exceptions where higher densities are found, such as at locations within walking distance of major transportation corridors where appropriate infrastructure is in place or provided through proposed developments.

The recommendation includes supplementing the standard T3 NM policy in the Community Character Manual with the following Special Policies:

#### 10-T3-NM-01

T3 Suburban Neighborhood Maintenance Area 1 in the Green Hills-Midtown Community is referenced as 10-T3-NM-01 on the accompanying map. This area includes residential lots on both sides of Lone Oak Road between Richard Jones Road and Warfield Drive and also includes the first three properties on the north and south sides of Shackelford Road and the first three properties on both the north and south side of Warfield Drive. The following Special Policies apply to the area. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Access
  - Shared driveways are appropriate and where they currently exist, they are encouraged to be retained.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Residential building heights should not exceed 45 feet in a maximum of 3 stories above ground.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Require that measures be taken with new development to improve bicycle, pedestrian, and vehicle circulation and safety in this area. This can range from opening up new roadways as opportunities become available to building sidewalks.
- Design Principle: Connectivity (Vehicular)
  - Vehicular connectivity is provided in the form of local streets, collectors, and arterials that add to the overall street network and provides residents with multiple routes and reduced trip distances. When the opportunity presents itself, street connectivity is provided. The Green Hills Plan completed in August 2011 proposed the realignment of Warfield Drive with Shackelford Road, creating a four-way intersection. Future development should provide and dedicate right-of-way for the realignment.

#### Consistent with Policy?

The density for the proposed SP is approximately seven units per acre. This density is not consistent with the existing RLM policy which limits density to two and four unit per acre, but it is consistent with the density supported by the proposed RM policy and the staff policy recommendation of T3 NM policy. The staff policy recommendation also calls for Shackelford Road to connect to Hillsboro Road through a special policy. The proposed development would not permit this connection.

### PLAN DETAILS

This SP proposes eight detached residential units with an overall density of approximately 7.2 units per acre. The site is located on the west side of Lone Oak, directly across from where Shackelford terminates into Lone Oak. The site consists of three individual properties and each property contains a single-family home. All three lots are eligible for a duplex.

#### Site Plan

The SP proposes a layout in which buildings are oriented around a central green space. The two units closest to Lone Oak Road front onto Lone Oak and will have wrap around porches facing Lone Oak and the central green. The remaining six units fronting onto the open space will also have front porches. Units are limited to three stories in height.

Vehicular access will be from a circular drive which loops behind the units. The plan proposes a total of 21 parking spaces. Six units will have a two car garage and the two units closest to Lone Oak will have a one car garage. An additional seven spaces are provided along the internal drive.

### ANALYSIS

The proposed SP is consistent with many principles of the T3 NM policy recommended by staff, but it does not provide the connectivity outlined by the proposed special policy. The special policy calls for the connection recommended by the Green Hills Area Transportation Plan. The proposed connection would run through the property, along the southern property line. The proposed SP does not include the connection and would prohibit an appropriate alignment for the connection in the future. Staff recommends that the proposed SP plan be redesigned to accommodate a right-of-way dedication for the future connection. Staff recommends that the applicant not be responsible for constructing the roadway within the right-of-way.

Staff is recommending that the request be deferred to the November 14, 2013, Planning Commission meeting. This deferral would give the applicant time to revise the SP plan and would give staff time to meet with area residents about the adoption of the overall Green Hills Area Transportation Plan. If the Commission does not defer the request, then staff offers the following recommendations:

- If associated policy amendment is disapproved, then disapprove the preliminary SP;
- If the associated policy amendment is approved *including the transportation element*, then disapprove the preliminary SP;
- If the associated policy amendment is approved *without the transportation element*, then approve with conditions and disapprove without all conditions.

**August 22, 2013, Planning Commission meeting**

**SCHOOL BOARD REPORT**

The proposed SP zoning district would not generate any additional students. This information is based upon data from the school board last updated September 2012.

**STORMWATER RECOMMENDATION**

**Approve with Conditions**

- An adequate downstream conveyance was not observed. Address downstream conveyance prior to Final SP approval.
- All detention / water quality features to be located in Open Space / PUDE.

**PUBLIC WORKS RECOMMENDATION**

**No Exceptions Taken**

Maximum Uses in Existing Zoning District: **R10**

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)	1.1	4.63 D	6 U*	58	5	7

\*Based on three duplex 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 (210)	1.1	-	8 U	77	6	9

Traffic changes between maximum: **R10** 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	+19	+1	+2

**STAFF RECOMMENDATION**

Defer to the November 14, 2013, MPC meeting. If the request is not deferred, staff recommends the following:

- If associated policy amendment is disapproved, then disapprove the preliminary SP;
- If the associated policy amendment is approved *including the transportation element*, then disapprove the preliminary SP;
- If the associated policy amendment is approved *without the transportation element*, then approve with conditions and disapprove without all conditions.

**CONDITIONS**

1. Uses within the SP shall be limited to a maximum of eight residential units.
2. 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 RM9 zoning district as of the date of the applicable request or application.
3. 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.
4. 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

## August 22, 2013, Planning Commission meeting

or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

5. 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. Swaggart presented the staff recommendation of approval with conditions and disapproval without all conditions.

Mr. Haynes out at 5:26 p.m.

Mr. Haynes in at 5:28 p.m.

Michael Garrigan, 516 Heather Place, spoke in support of the application.

**Mr. Haynes moved and Mr. Gee seconded the motion to close the Public Hearing. (10-0)**

**Mr. Haynes moved and Mr. Adkins seconded the motion to approve with conditions and disapprove without all conditions. (9-1) Mr. Clifton voted against.**

### **Resolution No. RS2013-153**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-025-001 is **Approved with conditions and disapproved without all conditions.** (9-1)**

**The proposal is consistent with the T3 Suburban Neighborhood Maintenance policy.**

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