

2015SP-067-001

BL2015-1301\Matthews

THE CROSSING AT DRAKES BRANCH

Map 058, Parcel(s) 085, 099

Council District 01 (Lonnell Matthews, Jr.)

Staff Reviewer: Brett Thomas

A request to rezone from RS20 and RS40 to SP-R zoning for properties located at 4834 and 4856 Drakes Branch Road, approximately 1,400 feet north of Judd Drive, (76.13 acres), to permit up to 108 residential units on 82 lots, requested by Dewey Estes Engineering, applicant; Drakes Branch Development, LLC. and Harvey Bowles, owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Preliminary SP to permit up to 108 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS20 and RS40) to Specific Plan-Residential (SP-R) zoning for properties located at 4834 and 4856 Drakes Branch Road, approximately 1,400 feet north of Judd Drive (76.13 acres), to permit up to 108 residential units on 82 lots.

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 51 units.*

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 57 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

N/A

BORDEAUX – WHITES CREEK COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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.

Consistent with Policy?

The proposed SP is inconsistent with the principles of the Community Character Manual policies. The proposed plan does not integrate the two-family residences throughout the development, and does not cohesively mix with the single-family residences. Additionally, the layout of the lots and road network is designed in a way that does not preserve some areas of steep slope, as would normally be required.

PLAN DETAILS

The 76.13-acre site is located along Drakes Branch Road, immediately south of Briley Parkway and north of the Royal Hills subdivision. The dead end terminus of Drakes Branch Road is approximately three-quarters of a mile north of the proposed entrance to this plan. The Royal Hills subdivision includes a mixture of single- and two-family residences.

Site Plan

The plan proposes 56 single-family residences and 52 two-family residences, referred to by the applicant as villas, for a total of 108 residential units. The two-family residences are primarily concentrated around 'Road A' in the northern

part of the development, with additional two-family residences clustered on the cul-de-sacs of 'Road C' and 'Road E'. Staff has requested the applicant disperse the two-family residences throughout the development, primarily on larger lots located at intersections. All residences are front loaded. To ensure that the garage is not the prominent feature and that the pedestrian realm is enhanced, staff is recommending that any garage be setback a minimum of five feet from the front façade of the unit for which the garage serves.

The layout of the lots and road network proposes significant grading within the steep slopes associated with the large hillside in the eastern half of the development. Staff has requested the applicant remove Lots 36 through 49 to preserve the hillside and reduce disturbance due to grading.

Primary access to the development is provided by a connection of 'Road A' to Drakes Branch Road. 'Road B' provides a second access point, connecting to existing Lunn Drive in the Royal Hills subdivision to the south. All streets within the project are public and include detached five foot sidewalks. A stream bisects the site from east to west and multiple areas have been reserved for stormwater. An active open space is proposed in the southeast portion of the proposed development.

ANALYSIS

The preliminary SP is inconsistent with the principles of the policies. The grading proposed on the plan is not sensitive to the natural contours associated with the steep slopes present on the site. The proposal does not incorporate single- and two-family residences into a unified development, consistent with the subdivision to the south. In addition, Stormwater and Traffic & Parking have not recommended approval of the request. Traffic & Parking is awaiting submittal of a Traffic Impact Study for review and Stormwater is awaiting a revised plan that depicts all streams and associated buffers. While SP zoning is intended to provide for flexible design standards, it is not intended to allow development that is not consistent with the Community Plan's land use policies. Therefore, staff recommends disapproval of the SP.

FIRE MARSHAL'S OFFICE

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned

- Not all streams are shown with the associated buffers (see area near culdesac and the grading near lot 24).
- Show adequate buffers or provide a determination showing the conveyances as non-jurisdictional.

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only.
- Public water and sewer construction plans must be submitted and approved before the Final SP is approved.
- The required capacity fees must also be paid prior to Final SP approval.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- 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.

TRAFFIC AND PARKING RECOMMENDATION

Returned

- A TIS is required prior to preliminary SP approval.
- TIS was scoped on May 26, but has not been received.

Maximum Uses in Existing Zoning District: **RS20**

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)	23.69	2.17 D	51 U	489	39	52

Maximum Uses in Existing Zoning District: **RS40**

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)	52.44	1.08 D	57 U	546	43	58

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
Single-Family Residential (210)	76.13	-	56 U	536	42	57

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
Two-Family Residential (210)	76.13	-	52 U	498	39	53

Traffic changes between maximum: **RS20, RS40** and **SP-R**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 & RS40 districts: 21 Elem. 17 Middle 17 High
 Projected student generation proposed SP-R district: 23 Elementary 21 Middle 20 High

The proposed SP-R zoning district would generate 9 additional students than what is typically generated under the existing RS20 and RS40 zoning districts. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. Cumberland Elementary School has been identified as over capacity; however, there is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends disapproval because the request is inconsistent with the principles of the Community Character Manual policies.

CONDITIONS (if approved)

1. Uses within the SP shall be limited to a maximum of 94 residential units.
2. Remove Lots 36 through 49 due to proposed grading that is not sensitive to the steep slopes present on the site.
3. Two-family lots along 'Road A' shall be dispersed throughout the site on corner lots that are a minimum 10,000 square feet.
4. Any garage facing a primary street frontage shall be recessed a minimum of five feet from the front façade of any attached unit.
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 R6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The following design standards shall be added to the plan:
 - 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 2:1 or greater, except for dormers.
 - c. EIFS, vinyl siding and untreated wood shall be prohibited.
 - d. Porches shall provide a minimum of six feet of depth.

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e. A raised foundation of 18"- 36" is required for all residential structures, unless the structure is located on a hill where site conditions preclude a raised foundation.

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 or with final site plan application.

8. 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.

9. 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.

10. 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 disapproval.

Kevin Estes, 2925 Berry Hill Dr, spoke in favor of the application and noted this was deferred in order to bring the best plan possible. The community is in support, also.

Chris O'Neil, 393 Maple St, spoke in favor of the application.

Mr. Clifton noted that he sees some of the problems pointed out by staff but is interested in hearing thoughts from the rest of the commissioners.

Mr. Gee spoke in favor of staff recommendation and noted that five feet isn't enough as it creates an auto-oriented neighborhood and our policies are really driven now around pedestrian friendly neighborhoods.

Mr. Clifton spoke in favor of staff recommendation with an option to re-refer back to the planning commission.

Ms. Blackshear spoke in favor of staff recommendation for all the reasons listed in their analysis.

Ms. LeQuire expressed concerns with the steep slopes and also suggested taking the garages off the front altogether and moving them to the back. More time could make this a really fantastic development that enhances the buyer's appreciation of all the beautiful tree-covered area and topography.

Mr. Dalton spoke in favor of staff recommendation.

Mr. Clifton moved and Ms. LeQuire seconded the motion to disapprove. (6-0)

Resolution No. RS2015-262

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-067-001 is **Disapproved. (6-0)"**
