

## 2015SP-083-001

### 369 EWING DRIVE

Map 060-02, Parcel(s) 258

Council District 02 (Frank R. Harrison)

Staff Reviewer: Melissa Sajid

A request to rezone from RS7.5 to SP-R zoning for property located at 369 Ewing Drive, approximately 570 feet east of Brick Church Pike (2.91 acres), to permit up to 21 residential units, requested by Dale & Associates, applicant and James A. Garvin, owner.

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

### APPLICANT REQUEST

**Preliminary SP to permit up to 21 residential units.**

#### Preliminary SP

A request to rezone from Single Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for property located at 369 Ewing Drive, approximately 570 feet east of Brick Church Pike (2.91 acres), to permit up to 21 residential units.

#### **Existing Zoning**

Single Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 16 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 a Variety of Transportation Choices
- Supports Infill Development

The proposed SP creates an opportunity for infill housing in an area that is served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. In addition, the site is served by an existing transit route that runs along Ewing Drive which will be supported by the additional density proposed by the SP.

### PARKWOOD – UNION HILL COMMUNITY PLAN

Suburban Neighborhood Evolving (T3 NE) policy 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?

Yes. The proposed SP is consistent with the Suburban Neighborhood Evolving policy which encourages a mixture of housing types. The request is also consistent with Conservation policy as the site is designed so as not to encroach on the stream and stream buffer located on the west of the site and minimally encroaches into the floodplain to the north of the site. In addition, the rezoning request is a site plan based district that encourages flexibility in design so that the result is well suited to the subject property and the neighborhood.

### PLAN DETAILS

The site is located east of the intersection of Dickerson Pike and Ewing Drive and includes an existing residential unit that is to remain. The area is characterized by a mixture of housing types and some commercial uses.

**Site Plan**

The plan proposes 21 residential units with three units fronting Ewing Drive, including the existing residence that is to remain. All other units front open space. The site includes a stream that is located on the western part of the site and floodplain along the northern boundary. No structures are proposed to be located within the required stream buffer, but Units 17-21 are partially located within the existing 100 year floodplain. Per the Stormwater Management Regulations, residential structures in the floodplain must be elevated at least 4 feet above the base flood elevation. However, the plan indicates that the applicant proposes to use cut and fill techniques to relocate the floodplain boundary and locate the units outside of the floodplain. Rain gardens are proposed throughout the site to address stormwater management.

Architectural images have not been included with the preliminary SP. The SP, however, includes notes that address design considerations for the SP. The design conditions address doorway placement, glazing, window orientation and porches. Also, EIFS, vinyl siding and untreated wood siding are prohibited as building materials. The maximum height for all units is 3 stories in 35' to the roof ridgeline. The SP provides a 10' landscape buffer between the site and the one and two family residences to the east.

Parking for the units is provided via a mixture of surface and garage parking spaces and includes additional spaces for guest parking. Parking is located interior to the site and is accessed from a driveway off Ewing Drive. The plan includes a note that indicates that permeable pavers will be considered with the final design for use on the parking stalls. The SP proposes to dedicate right-of-way along both Ewing Drive and Ewing Lane. The site is not served by existing sidewalks; the SP proposes sidewalks along Ewing Lane per the Major and Collector Street Plan and along Ewing Lane. Interior sidewalks are also included throughout the site and connect the units to the proposed public sidewalks.

**ANALYSIS**

The proposed SP is consistent with Suburban Neighborhood Evolving and Conservation land use policies and supports two critical planning goals. Although the plan includes five units located partially within the floodplain, there are tools available in the Stormwater Management Regulations that will help to mitigate the impacts. Therefore, staff recommends approval with conditions and disapproval without all conditions.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

**Approve**

**TRAFFIC & PARKING RECOMMENDATION**

**Conditional if approved**

- Provide adequate sight distance at driveways with final SP. It appears the neighbor's fence on Ewing may also impact S.D.

**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. The required capacity fees must also be paid prior to Final SP approval.

**PUBLIC WORKS RECOMMENDATION**

**Approve 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.
- Comply with MPW Traffic Engineer
- Widen Ewing Creek lane to a minimum of 24' of pavement along the entire property frontage and then install curb and gutter/ sidewalk.

Maximum Uses in Existing Zoning District: **RS7.5**

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)	2.91	5.80 D	16 U	154	12	17

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 (230)	2.91	-	21 U	166	15	17

Traffic changes between maximum: **RS7.5** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+12	+3	-

**METRO SCHOOL BOARD REPORT**

Projected student generation existing **RS7.5** district: 2 Elementary 2 Middle 2 High

Projected student generation proposed **SP-R** district: 3 Elementary 2 Middle 2 High

The proposed SP-R zoning district would generate one more student than what is typically generated under the existing RS7.5 zoning district. Students would attend Chadwell Elementary School, Gra-mar Middle School, and Maplewood High School. Chadwell Elementary School has been identified as over capacity. There is capacity within the cluster for additional elementary school students. 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 within the SP shall be limited to up to 21 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 RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
4. 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.
5. 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.
6. 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.

Approve with conditions and disapprove without all conditions. (8-0), Consent Agenda

**Resolution No. RS2015-307**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-083-001 is **Approved with conditions and disapproved without all conditions. (8-0)**"

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