

## 2015SP-108-001

### MANCHESTER HEIGHTS

Map 069-16, Parcel(s) 035

Council District 02 (DeCosta Hastings)

Staff Reviewer: Latisha Birkeland

A request to rezone from RS10 to SP-R zoning for property located at 3312 John Mallette Drive, at the northeast corner of Manchester Avenue and John Mallette Drive (0.72 acres), to permit up to 11 attached residential units, requested by Dale & Associates, applicant; William E. Kirby, owner.

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

### APPLICANT REQUEST

Permit eleven multifamily units.

#### Preliminary SP

A request to rezone from Single Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for property located at 3312 John Mallette Drive, at the northeast corner of Manchester Avenue and John Mallette Drive (0.72 acres), to permit up to 11 attached residential units.

### Existing Zoning

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 3 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 attached residential buildings.

### CRITICAL PLANNING GOALS

- Supports a Variety of Transportation Choices
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports Infill Development

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area with a higher density than what is permitted under the existing single-family zoning district. Additional housing options are important to serve a wide range of people with different housing needs. Higher densities foster walkability and better public transportation. A bus line runs along John Mallette Drive and a bus stop is located at the southwest corner of John Mallette Drive and Manchester Avenue.

### BORDEAUX – WHITES CREEK COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

#### Consistent with Policy?

Yes. The policy supports residential uses, including multifamily residential. The plan provides an urban form by placing the buildings along Manchester Avenue and John Mallette Drive and providing a private drive to access the buildings. The proposed multifamily residential units provide a mixture of housing types in a strategic location within the Bordeaux – Whites Creek area.

### PLAN DETAILS

The 0.72 acre site is located at the northeast corner of Manchester Avenue and John Mallette Drive, in the Bordeaux – Whites Creek area. The site consists of one parcel containing an existing single family residential home. Residential uses border the property on the north, south and east. The property to the west contains a religious institution.

#### Site Plan

The proposed plan calls for 11 multifamily residential units. Five units address John Mallette Drive while the remaining six units address Manchester Avenue. All units are limited to a maximum of three stories in 35 feet to the roofline. The plan provides some architectural guidelines relating to building orientation, building entry, glazing, finished floor elevations and porches. The plan also prohibits vinyl siding, EFIS and untreated wood finishes.

Access is provided from a private drive located along the eastern side of the lot, from John Mallette Drive and extending north to Manchester Avenue. Ten of the proposed eleven units will have a two-car garage, accessed from the private drive. Five surface parking spaces have been provided on-site, screened from view from the right-of-way. A "C-3" type landscape buffer will be installed along the northern and eastern property line. Both Manchester Avenue and John Mallette Drive are considered local streets. The plan includes a five foot sidewalk and a four foot planting street along both streets as the Major and Collector Street Plan (MCSP) requires.

**ANALYSIS**

Staff recommends approval of this request as the proposed plan provides an additional housing option and a design that is consistent with the goals of the T3 NE land use policy. The proposal also meets several critical planning goals. This rezoning request offers potential for infill development to occur in a way that would enhance the pedestrian streetscape and meet the goals of the policy.

**FIRE MARSHAL RECOMMENDATION**

**Approved with conditions**

- Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

**STORMWATER RECOMMENDATION**

**Approved**

**WATER SERVICES RECOMMENDATION**

**Approved with conditions**

- As the unit count in this revised SP (stamped received November 17, 2015) matches the latest availability study, MWS approves as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approved with conditions**

- Apply to T&P to restrict on street parking along both frontage roads.

**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.
- Comply with MPW Traffic Engineer

Maximum Uses in Existing Zoning District: **RS10**

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)	0.72	4.35 D	3 U	29	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 (230)	0.72	-	11 U	80	7	8

Traffic changes between maximum: **RS10** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+51	+4	+4

**METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 district: 0 Elementary 1 Middle 0 High**

**Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High**

The proposed SP-R zoning district could generate 4 more students than what is typically generated under the existing RS10 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. 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 of the proposed SP as it is consistent with the Bordeaux-Whites Creek Community Plan and meets several critical planning goals.

**CONDITIONS**

1. Uses within this SP shall be limited to a maximum of 11 multifamily 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 RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facing facades shall be provided with the final site plan. 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 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.
5. 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.
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. 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.
8. Add the following note to the plan: 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.
9. 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. (9-0), Consent Agenda

**Resolution No. RS2015-393**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-108-001 is **Approved with conditions and disapproved without all conditions. (9-0)**"

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