

PLANNING COMMISSION CASE REPORT

Case Number: 2015-050

PC Meeting Date: 06-08-15

Applicant Request**Request a Special Exceptions Permit for a Planned Unit Development (PUD)**

Property Location:	6801 Conner Lane and 2115 North Concord Road
Property Owner:	Salient Investments
Applicant:	Joseph Ingram

Project Description

- Develop 12.28-acre site with 60 single-family homes with entrances at Conner Lane and North Concord Road.
- The average lot size is proposed to be 3,825 square feet.
- 40% of the site dedicated to open space buffering around the perimeter of the site and storm water detention areas.
- Proposed density is 4.89 dwelling units per acre.

Site Analysis**Site Description**

- The 12.28-acre vacant site is located on the south side of Conner Lane approximately 330 feet from the intersection with Lee Highway.
- Access: Currently, access to the site is from Conner Lane and North Concord Road.
- Land Uses: North- adjacent properties on the north side of the site are single-family homes, across the street on Conner are single-family homes and duplexes; South- single-family homes; East- single-family homes; West- commercial uses.
- Density: Average residential density of Conner Lane is 3.1 dwelling units per acre. This number was calculated using the number of existing single-family homes (15) and duplex units (10) fronting Conner Lane divided by the approximate total acreage of those residences (8 acres). The properties that abut the proposed development to the south on Longview Road have an average density of .91 dwelling units per acre (10 dwellings on 10.94 acres).

Zoning History

- Approximately 4 acres of the site are currently zoned R-2 Residential and 8.3 acres are zoned R-1 Residential.
- A Preliminary Subdivision Plat for 25 lots was approved in August 2013 for the R-1 Residential Zone portion.
- There has been no recent zoning activity on this site.

Plans/Policies/Regulations

- The R-1 Residential Zone permits single-family homes only. The R-2 Residential Zone permits single-family homes and duplexes.
- The current R-1 and R-2 zoning requires a minimum lot size of 7,500 square feet for each single-family home which could yield approximately 59 lots for this site. A minimum lot size of 9,500 square feet is required for each duplex.
- The Residential Planned Unit Development (PUD) requires no minimum lot sizes, but the final development is determined by the approved PUD Plan.
- The Shallowford Road/Lee Highway Area Plan (adopted by City Council in 2005) recommends single-unit residential for this area.

Key Findings

- The proposal is supported by the recommendations of the adopted Land Use Plan for the area which recommends single unit residential.

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- The proposal does feature smaller lot sizes and an increase in density (4.89 du/acre proposed vs. 3.1 and .91 du/acre) relative to the existing pattern of development for the area. However, the existing zoning would permit 59 lots by right (proposal is for 60 lots and includes dedicated open space).
- The Planned Unit Development provides site design flexibility by allowing smaller lots with more open space. This would permit approximately the same number of homes to be built as the current zoning classifications but with more landscape buffering against adjacent properties.
- Per the Transportation Department this development will require 5 foot sidewalks on both sides with 5 foot verge and street trees between sidewalk and curb.
- The developer is encouraged to utilize the best stormwater management practices for the linear stormwater infrastructure.

Staff Recommendation

This request was deferred by Planning Commission at their May meeting to accommodate another meeting between the applicant and the residents adjacent to the development. Staff maintains the recommendation to approve the request subject to a 10' deep landscape buffer along the southern and northern property lines that abut a residential dwelling. The buffer shall maintain the existing tree canopy and be supplemented with evergreen trees spaced a maximum of 10 feet on-center (spacing and location as determined by the City Landscape Architect so as to accommodate existing trees).

