



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: September 7, 2021

Re: Old Hawthorne North Preliminary Plat – Design Adjustments (Case #105-2021)

## Executive Summary

Approval will allow for longer block lengths, a longer cul-de-sac length, and driveways on a collector street within a new preliminary plat. This request is being reviewed concurrently with a request for a 168-lot preliminary plat to be known as “Old Hawthorne North”.

## Discussion

Crockett Engineering Consultants (agent), on behalf of Boone Development, Inc., Old Hawthorne Development, LLC and Vistas at Old Hawthorne Homes Association (owners), is seeking approval of design adjustments from Sections 29-5.1 (c) (3) (ii) for longer block lengths, 29-5.1 (c) (3) (i) (F) for a longer cul-de-sac length, and 29-5.1 (f) (2) (iii) to allow driveways on a collector street. The design adjustments are being considered concurrently with a proposed 168-lot preliminary plat to be known as *Old Hawthorne North*. The 125.76-acre site includes two parcels that are pending annexation (Case #106-2021) located on the south side of Richland Road, approximately 4,000 feet east of Rolling Hills Road, and 3 existing City lots located along the north side of Ivory Ln and Crooked Switch Ct and within the Old Hawthorne subdivision two of which are to be rezoned from PD to R-1 (Case # 107-2021).

The requested **design adjustment from Section 29-5.1(c)(3)(ii)** is sought to allow block lengths to exceed the maximum 600-foot distance. Pursuant to the UDC, streets shall intersect at intervals not exceeding 600 feet. The preliminary plat includes four blocks that exceed 600 feet between street intervals. The provision is intended to create shorter blocks which in turn provides greater development connectivity and assists in more efficiently dispersing traffic within the development by creating multiple route options. It also makes communities more walkable for pedestrians.

The applicant has stated that block lengths that exceed 600 feet as shown within the attached “Design Adjustment Graphic” would not have a negative impact on the development, and is partially due to the larger lots that are proposed. Additional street connections would also increase pavement.

The requested **design adjustment from Section 29-5.1(c)(3)(i)(F)** is sought to allow a cul-de-sac to exceed 300 feet in length even when no significant topographic or environmental conditions are present.

The applicant has stated that a longer cul-de-sac would allow them to avoid areas with tree cover, and that the longer cul-de-sac would not have a negative effect on connectivity. It will also serve larger lots, which reduces the number of lots on the cul-de-sac.



The requested **design adjustment from 29-5.1(f)(2)(iii)** is sought to allow residential driveways on lots that front a collector street; generally, new residential lots are only allowed driveway access on local residential streets.

The applicant has stated that there will be a limited number of driveways along the collector (see attached Design Adjustment Graphic). The applicant notes that the traffic study that was completed for this project indicated that the expected traffic on the collector would be low, and residential driveways would not negatively impact the collector or the residential properties that would front onto the street.

The Planning and Zoning Commission considered this request at their June 10, 2021 meeting as part of its review of the preliminary plat. Staff presented its report and the applicant gave an overview of the request. No member of the public spoke about the requested design adjustments during the public hearing. One Commissioner shared concerns with allowing driveways along a collector street for safety reasons, as traffic will increase as the City continues to grow. There was also discomfort with including the common lots and Lot 516 into the preliminary plat, as they were previously designated as "not for development".

Following additional discussion, a motion to approve the **design adjustment from Section 29-5.1(c)(3)(ii)** to allow block lengths that exceed the maximum 600-foot distance failed (1-8); a motion to approve the **design adjustment from Section 29-5.1(c)(3)(i)(F)** to allow a cul-de-sac to exceed 300 feet in length failed (2-7); and a motion to approve the **design adjustment from 29-5.1(f)(2)(iii)** to allow residential driveways on lots that front a collector street failed (2-7).

The Planning Commission staff report, locator maps, preliminary plat, traffic impact study, design adjustment worksheets, design adjustment graphic, preliminary plat (revised 8/12/2021) and meeting minute excerpts are attached.

## Fiscal Impact

**Short-Term Impact:** None anticipated within the next two years. Public infrastructure extension/expansion would be at the cost of the developer and would be subject to payment of all applicable connection fees for city services like other property presently within the corporate limits.

**Long-Term Impact:** Public infrastructure maintenance such as roads, sewers, and water, as well as public safety and solid waste service provision. Future impacts may or may not be offset by increased user fees and/or property tax collections.



## Strategic & Comprehensive Plan Impact

### Strategic Plan Impacts:

Primary Impact: Not Applicable, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

### Comprehensive Plan Impacts:

Primary Impact: Land Use & Growth Management, Secondary Impact: Mobility, Connectivity, and Accessibility, Tertiary Impact: Not Applicable

## Legislative History

Date	Action
NA	NA

## Suggested Council Action

Denial of the Design Adjustment from **Section 29-5.1(f)(2)(iii)** to allow streets to intersect at intervals greater than 600 feet as recommended by the Planning and Zoning Commission.

Denial of the Design Adjustment from **Section 29-5.1(c)(3)(i)(F)** to allow a cul-de-sac length of greater than 300 feet as recommended by the Planning and Zoning Commission.

Denial of the Design Adjustment from **Section 29-5.1(f)(2)(iii)** to allow residential driveways on a collector street as recommended by the Planning and Zoning Commission.

Alternatively, should the Council desire to approve the design adjustments, as presented by the applicant and pursuant to Section 29-5.2(c)(ii)(F) of the UDC, a two-thirds majority (5 of 7 Council members) must vote in the affirmative on each requested design adjustment.