

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
JULY 7, 2016

VI) SUBDIVISIONS

Case 16-149

A request by Habitat for Humanity (owner) for a variance from Section 25-48 of the Subdivision Regulations pertaining to the requirement to install sidewalks on property platted prior to 2001. The subject site is located on the south side of Jamesdale Road, approximately 500 feet east of Brown Station Road, and is addressed 3406 Jamesdale Road.

MS. LOE: May we have a staff report, please.

Staff report was given by Mr. Steve MacIntyre of the Planning and Development Department.

Staff recommends approval of a sidewalk variance from Section 25-48.

MS. LOE: Are there any questions of staff? Mr. MacMann?

MR. MACMANN: Planner MacIntyre, these buildings to the west, those are duplexes?

MR. MACINTYRE: I believe those are four-plexes.

MR. MACMANN: Those are four-plexes. And those are about how old?

MR. MACINTYRE: I would judge them to be or estimate them to be about from the '60s.

MR. MACMANN: '60s.

MR. MACINTYRE: Based on just appearances.

MR. MACMANN: But I'm just wondering. Obviously, there is opportunity for development here north of the site, but I'm trying to get a sense of if this is going to change in five or ten years, that type of thing.

MR. MACINTYRE: Right.

MR. MACMANN: And I know you don't know that. I'm just -- that's something that's entering my calculus. Do we know if -- what is the feeling of the people at the eastern terminus of Jamesdale Road think about this?

MR. MACINTYRE: They have not --

MR. MACMANN: Not weighed in on this in any way, shape, or form?

MR. MACINTYRE: That's correct.

MR. MACMANN: Well, they have -- they have to have sidewalks and --

MR. MACINTYRE: Right. They would have been required to --

MR. MACMANN: But at that juncture --

MR. MACINTYRE: -- or the developer of those properties, yes.

MR. MACMANN: Right. Okay. All right. That's the only questions I have. Thank you very much.

MS. LOE: Any other questions?

MR. HARDER: Yeah. I'll ask a question. Do you know what -- what the speed limit or posted speed limit is on this street?

MR. MACINTYRE: I don't recall seeing a sign, but it should be 25 miles per hour.

MR. HARDER: Thanks.

MS. LOE: Any other questions for staff? Mr. MacIntyre, I have a question. You note here in the discussion that the opportunity for connection is better along the north side. Does that include topography, as well? Is it a better topography for a sidewalk connection along the north side?

MR. MACINTYRE: Yeah. That's, I'd say, the primary difference with the exception of those large parking fields that -- on the south side that present a bit of an issue, the fact that the -- the north side is much more level and doesn't seem to contain, at least to the same extent, those deep swales that the south side has.

MS. LOE: Well, there's also more unbuilt sites on the north side, so --

MR. MACINTYRE: Also part of that rationale.

MS. LOE: Correct. All right. While not necessarily required, we do allow principals to make any statements that they feel might provide us with additional information we might need to make a decision. If anyone would like to come forward at this time.

MR. SHANNON: I feel like I should leave well enough alone. I'm Bob Shannon, and I am from Habitat, the construction manager.

MS. LOE: Can you give us your address, Mr. Shannon, for the record?

MR. SHANNON: My home address or --

MS. LOE: Yes, please.

MR. SHANNON: My home, 8400 Barry Road, it's a Pierpont location.

MS. LOE: Thank you.

MR. SHANNON: It has -- I thought that gentleman over there did a terrific job of explaining it. It's a unique piece of property. It actually was part of the -- what you might call the eastern. If you look at -- I'm going this way on the property, north is that way. It was part of it. It was a garden site of the other home. And I guess what I want to say is that we had to build high. And when we did that, if we make -- if we flatten off for a sidewalk, we're at about a one-inch per foot -- okay -- rise if what -- as a builder, I'd like to see is come off the street and go up to the floor of the garage at a straight angle without doing this because at that -- at those kind of rises, what happens if you flatten out and a small car gets on it, it'll have a tendency to drag its tail. And so I would like to be -- that's another consideration. Okay. And the only other thing I can think of is that it would be in harmony with -- on each neighbor on each side, so it wouldn't stick out. And I have a real question how functional a sidewalk would be on there anyway, to be honest with you. The drainage is quite a problem. Thank you.

MS. LOE: Are there any questions for this speaker? I had one question.

MR. SHANNON: Yes, ma'am.

MS. LOE: Can -- I'm not asking the cost of this specific house, but can you tell me just ballpark

how much does Habitat typically spend? Is this -- are you building a single-family house here?

MR. SHANNON: It's a single-family residence. Yes, ma'am.

MS. LOE: And how much is it -- does a typical single-family house run for Habitat?

MR. SHANNON: It --

MS. LOE: Well, just in this area with the number of bedrooms you're going to be building.

MR. SHANNON: In general, yeah. Yeah. It's three bedrooms, two baths. It's about 1,100 square feet and it has a single-car garage on it. That house will probably -- in the \$65,000.

MS. LOE: Okay.

MR. SHANNON: That's an average cost.

MS. LOE: Because you do sweat equity as part of -- do you do sweat equity as part of the labor?

MR. SHANNON: Yes. Sweat -- at 250 hours of sweat equity. Now, sometimes we deviate for that depending on the buyer. If it's a disabled buyer, you know, we'll reduce that if we can't find a suitable way to earn that money. The first 50 hours are done just by the homeowners or the direct family members, like, their kids. After that, they can ask church members, school mem-- you know, businesses, whatever, and -- to help them construct it. But the first 50 hours is theirs and they can --

MS. LOE: I was interested simply because Mr. MacIntyre had raised the issue that this could be a significant portion of the cost -- of the improvement costs for this project.

MR. SHANNON: Yeah. It will -- in this case, it will be, ma'am. It will be. It will change that.

MS. LOE: Thank you.

MR. SHANNON: You bet you.

MS. LOE: Any discussion?

MS. RUSHING: I'll start. If -- the sidewalks to the east are really lovely and I would like to see sidewalks in this area. But I agree that this particular location, although the drainage ditch doesn't particularly bother me because it didn't seem particularly deep and if you see the other properties, they're not made any provision for drainage ditch there. But the change in the elevation and the location of the tree, I think, I think are highly problematic. So if we can get sidewalks on the other side sometime, that would be wonderful. But I agree that it's probably not going to achieve much on this particular lot.

MS. LOE: Any other comments? Mr. Stanton?

MR. STANTON: I would like to make a motion.

MS. LOE: Go for it.

MR. STANTON: As it relates to Case 16-149, I move to approve for the variance of sidewalks for 3406 Jamesdale Road.

MS. RUSHING: Second.

MS. LOE: Mr. Stanton moved, Ms. Rushing seconded. Can we have a vote?

MS. BURNS: Certainly.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting yes: Ms. Rushing, Mr. Toohey, Ms. Burns, Ms. Loe, Mr. Harder, Mr. MacMann, Mr. Stanton. Motion carries 7-0

MS. BURNS: Seven in favor. Motion carries for approval, number seven.

MS. LOE: Thank you, Ms. Secretary.