

City Council Agenda Memo

From: Ryan Miller, City Planner

City Council Meeting: May 23, 2023

Subject: Preliminary Plat: Blocks 1-15 of Branch Creek Addition

Person(s) Responsible: Mike Struck, Community Development Director

Summary:

Branch Creek LLC has submitted a proposed preliminary plat for Blocks 1-15 in Branch Creek Addition. The preliminary plat includes a Large Scale Residential Plan component and is part of a development plan that includes a corresponding Future Land Use Map amendment and rezone requests. The Future Land Use Map amendment was approved in April, and the rezone approved at the May 9th City Council meeting.

Background:

The owners of the property are proposing a development that would include 20.23 acres of land to be included in a large scale residential plan as well as the 2.85 acres of property along 20th Street South to be intended for a neighborhood commercial area for the development.

Item Details:

The preliminary plat includes 15 blocks. No individual lots are proposed in the preliminary plat. The blocks planned for residential development will be contained in Large Scale Residential Plan and will include common area blocks with individual dwellings platted similar to developments such as Reserve Addition and the Prairie Hills Landing. Three commercial blocks are proposed. Additional subdividing into lots would require a revised preliminary plat for those blocks.

Branch Creek is a proposed single-family and 2, 3, or 4-unit townhome development with a maximum of 160 total dwelling units. Blocks 1, 2, and 3 are zoned B-2 with the remaining blocks zoned R-3. Block 15 would be utilized for stormwater management.

The proposed street network includes Branch Creek Avenue, Willow Branch Avenue, Oak Branch Avenue, Brook Street, Spring Street and Creek Street. Willow Branch Avenue will provide primary access to the development from 20th Street South. Spring Street will provide the required secondary access from the east through Bluegill Addition. The LSRD is requesting reduced right-of-way widths of fifty-five feet for Willow Branch Avenue, Oak Branch Avenue and Creek Street. The Development Review Team requested a traffic impact study.

The preliminary plat includes a Large Scale Residential Plan component with the following requested development standards:

- 55-foot wide right-of-way (60-foot required for local streets)
- No minimum lot area or width
- Minimum side yards of 10-foot separation between dwellings (14-foot required otherwise)
- 20-foot rear yard setbacks from alley (25-foot required otherwise)
- 10-foot front yard setbacks for dwellings with rear garages (20-foot required)
- 10-foot front yard setbacks for dwellings with side-load garages (20-foot required)
- 20-foot front yard setbacks for dwellings with front garages (meets standard reqs)
- 20-foot front yard setbacks for townhomes with side-load garages (meets reqs)
- 5-foot side yard setbacks from alleys (7-foot required otherwise)
- 50% of the common area shall be maintained as open space

Regarding open space, the LSRD states that all common areas will be considered landscaped areas and that accessory structures, access drives, walking paths and off-street parking may be located within the landscaped area. A minimum of 50% of the common area is to remain open space. Standard regulations would require that an area for landscaping, equivalent to the setback requirements, kept free of parking, storage, merchandise, or accessory structures, must be provided around the perimeter of a site. An exception is made for single-family and two-family uses which allows accessory structures, access drives, and parking to be located within the required landscape area provided not less than 50% of the rear yard is maintained in living ground cover. In the case of Branch Creek, reduced setbacks and the elimination of the required 50% rear yard open space will result in diminished green space areas. For the development between Brooks Street, Willow Branch Avenue, Oak Branch Avenue and Creek Street, including Blocks 4, 5, 6, 7, 8, 10, 11, 12 and 13, Spring Street and alleys, the projected ratio of impervious to pervious is 60% / 40%. Blocks 9 and 14 will have a greater ratio of pervious to impervious. Typical residential developments have a 40% / 60% ratio of impervious to pervious.

The Development Review Team and Planning Commission made recommendations of approval contingent on the completion of a Traffic Impact Study. The study should focus on the design of the neighborhood's access to 20th Street South and other potential traffic impacts to traffic both internally and nearby City streets.

Legal Consideration:

None.

Strategic Plan Consideration:

Economic Development – The preliminary plat will support a workforce housing residential development along with neighborhood commercial.

Financial Consideration:

None.

Options and Recommendation:

The City Council has the following options:

1. Approve as presented
2. Amend
3. Deny
4. Move the item to a study session
5. Discuss / take no action / table

The Development Review Team and staff recommend approval with the final approval of the preliminary plat contingent on the completion of a traffic impact study.

Planning Commission voted 8-0 recommending approval upon completion of a Traffic Impact Study.

Supporting Documentation:

Legal Notice – City Council
Legal Notice – Planning Commission
Planning Commission Minutes
Location Map
Preliminary Plat
Preliminary Grading Plan
Preliminary Drainage Plan
Preliminary Utility Plan
Zoning Map