

**AUGUST 12, 2010**

**PORTIONS OF 2401-2501  
BLKS BARRON DR  
ZONE CHANGE**

<b>From:</b> A-U Urban Agriculture	
<b>To:</b> R-1C Single-Family Residential	
<b>Proposed Use:</b> Single-Family Residential	
<b>Acreage:</b> 40.457	
<b>Applicant:</b> Massie-Clarke Development Co., Inc.; James C. Ellis Estate (1008.1782)	
<b>Surrounding Zoning Classifications:</b>	
<b>North:</b> R-1C	<b>South:</b> A-U, I-1
<b>East:</b> R-1B	<b>West:</b> B-4

### Proposed Zone & Land Use Plan

The applicant is seeking a R-1C Single-Family Residential zone. The subject property is located in an Urban Residential Plan Area, where single-family residential uses are appropriate in limited locations.

### SPECIFIC LAND USE CRITERIA

**(a) Building and lot patterns** - Building and lot patterns should conform to the criteria for “**Urban Residential Development**” (D6).

**(b) Existing, expanded or new sanitary sewers** - Urban Low-density Residential uses should occur only where sanitary sewer systems exist or may be expanded, or where new systems may be properly established.

### Planning Staff Review

#### GENERAL LAND USE CRITERIA

##### Environment

- It appears that the subject property is not located in a wetlands area per the US Department of Agriculture Soil Conservation Service dated March 6, 1990.
- The subject property is partially located in a special flood hazard area per FIRM Map 21059CO257 D.
- It appears that the subject property is not within the Owensboro Wellhead Protection area per the GRADD map dated March 1999.
- The developer is responsible for obtaining permits from the Division of Water, The Army Corp of Engineers, FEMA or other state and federal agencies as may be applicable.

##### Urban Services

All urban services, including sanitary sewers, are available to the site.

##### Development Patterns

The subject property is a portion of an approximately 82 acre tract located on Barron Drive near the Carter Road and

Wendell Ford Expressway interchange. The zone and use of the property to the north and east is single-family residential. The property to the west is zoned B-4 and is a vacant tract while the property to the south is zoned A-U and I-1.

The applicant has submitted three separate zoning requests, a preliminary development plan and a traffic impact study for the entire property. The 40.457 acre single-family residential portion of the rezoning is located on the eastern portion of the subject property, north of detention basin recently created by the City of Owensboro and adjoining the Thorobred Acres Subdivision. There are three streets stubbed to the property line that are proposed for connection as part of the single-family residential portion of the subject property.

The preliminary development plan submitted in conjunction with the rezoning request shows two street intersections to Barron Drive. The drive located closest to Carter Road is called Site Access #2 while the drive furthest from Carter Road is called Site Access #1. A few of the road frontage lots also have individual drive access points proposed that are in conformance with the requirements of the access management manual. In the vicinity of the subject property, Barron Drive is classified as a collector roadway with a 250’ spacing standard, a 60’ building setback and a 30’ roadway buffer. The preliminary development plan also shows four street connections to streets stubbed to the property line from previous development surrounding the subject property.

In order to determine the impact the development will have on the transportation network, the applicant submitted a Traffic Impact Study (TIS) in conjunction with the rezoning request. The TIS is intended to identify traffic generated by the site and ways to mitigate the impact of the increased traffic on the surrounding transportation network. The Kentucky Transportation Cabinet, City of Owensboro Engineer, Daviess County Engineer, GRADD transportation planner Keith Harpole, and OMPC staff all received a copy of the TIS and reviewed the results. The TIS calls for various roadway improvements and, based on the review of the various agencies, other roadway improvements may be required.

The TIS indicates two stages of development are anticipated. The first phase of development includes the entire residential portion of the proposed development and 25,000 square feet of commercial development. The second phase is the remainder of the commercial development. The controlling factor in the implementation of Phase 2 improvements is the 25,000 square feet of commercial development. Regardless of the timing of the residential development, when the 25,000 square foot threshold for commercial development is met, all roadway improvements must be implemented.

The preliminary development plan submitted in conjunction with the rezoning request, shows Access 1 as the main access

to the single-family residential portion of the development. Access 1 shall be installed to serve as the main access to Phase 1 of the development with the first final plat. The recommended roadway improvements as determined by the TIS include the following:

1. Provide sufficient capacity for eastbound left-turns on Barron Drive at Site Access 1 during the design process and as part of Phase 1 construction per KYTC specifications.
2. Install a traffic signal at the Carter Road and Barron Drive prior to any development after Phase I or as required by KYTC.
3. Install a northbound right-turn lane on Carter Road no later than the end of Phase 1 if not already installed by others.
4. The first access on Barron Drive shall be no closer than 700 feet from the stop bar on Barron Drive at Carter Road.
5. Provide sufficient left-turn capacity for eastbound Phase II site traffic on Barron Drive at Site Access 2 per KYTC specifications.
6. Extend the westbound left turn lane on Barron Drive at Carter Road from 125 feet to 225 feet prior to the implementation of Phase 2 of the development at the cost of the developer.
7. Prior to development beyond Phase 1, widen Barron Drive to accommodate three 11-foot lanes with a center two-way turn lane between Carter Road and Site Access 1 (easternmost site access).
8. Provide a minimum of 250 feet of separation between any site accesses.
9. Connect the internal sidewalk system to the existing sidewalk system.
10. Review with local officials the need for additional traffic control at Tamarack Road and Barron Drive before Phase 2.

### **SPECIFIC LAND USE CRITERIA**

The applicant's proposal is in compliance with the Comprehensive Plan. The Comprehensive Plan encourages "Urban Residential Development" to provide a variety of housing types suitable to a variety of people. The mix of single-family residential and multi-family residential uses as part of the overall development supports the goal of housing variety within the neighborhood. Sanitary sewer service is available to the site and the overall development pattern of the single-family residential use is similar to existing single-family residential use in the vicinity.

### **Planning Staff Recommendations**

The planning staff recommends approval subject to the condition and findings of fact that follow:

#### **Conditions:**

General Conditions:

1. Surety for roadway improvements for each individual phase will be posted at the time of final platting and

must be installed prior to the issuance of any occupancy permit for that phase of development except for the left-turn lane on Barron Drive at Access 1 as stated in Phase 1, Item 2.

2. Any commercial development beyond the 25,000 square foot threshold as established in the Traffic Impact Study will trigger the need for all roadway improvements to be completed.
3. Provide a minimum of 700 feet of spacing between the stop bar on Barron Drive at the Carter Road intersection and Site Access 2.
4. Provide a minimum of 250 foot spacing between any site access points.
5. Connect internal sidewalks to the existing sidewalk system.
6. Submission and approval of a final development plan.

#### **Phase I Conditions:**

1. Install Access 1 to serve as the main access to Phase 1 development with the first final plat.
2. On Barron Drive at the intersection of Site Access 1, install an eastbound left-turn lane per KYTC specifications when the 125<sup>th</sup> lot is final platted.

#### **Phase II Conditions:**

1. Install a traffic signal at the Carter Road and Barron Drive intersection if the signal has not been installed by others.
2. Install a northbound right-turn lane on Carter Road at Barron Drive per KYTC specifications.
3. Extend the westbound left-turn lane on Barron Drive at Carter Road from 125 feet to 225 feet or as required by KYTC.
4. Provide sufficient left-turn lane capacity for eastbound traffic on Barron Drive at Site Access 2 per KYTC specifications.
5. Widen Barron Drive from the Carter Road intersection to Site Access 1 (the easternmost site access) to accommodate three 11-foot lanes with a center, two-way left-turn lane.
6. Review with local officials the need for additional traffic control at Tamarack Road and Barron Drive.

#### **Findings of Fact:**

1. Staff recommends approval because the proposal is in compliance with the community's adopted Comprehensive Plan;
2. The subject property is located in an Urban Residential Plan Area, where single-family residential uses are appropriate in limited locations;
3. The use of the property for single-family residential development meets the "urban residential development" criteria of the Comprehensive Plan; and,
4. Sanitary sewer service is available for service to the subject property.