

MAY 13, 2004

101 BLK BOOTH FIELD RD

ZONE CHANGE

From: A-U Urban Agriculture

To: R-1C Single-Family Residential

Acreage: 27.103 acres

Applicant: Robert Wimsatt (0405.1557)

Property Zone Existing Use	to North A-U Woodland	
to West A-U Single-Family residences and woodland	Subject A-U ⇄ R-1C Vacant	to East R-1C Single-family residential subdivision
	to South A-U Farmland, single-family residence	

GENERAL LAND USE CRITERIA

Apply, if marked below:

Described in Comprehensive Plan on pages 445-448

Environmental ☒

- E1** Flood Plains
- E2** Steep Slope
- E3** Historical & Archaeological Sites
- E4** Soils
- E5** Plant & Animal Life

Urban Services ☒

- ☒ **U1** Roadway Capacity
- ☒ **U2** Electricity Supply
- ☒ **U3** Water Supply
- ☒ **U4** Stormwater Disposal
- ☒ **U5** Sanitary Sewage Disposal

Development Patterns ❖

- D1** Land-Use Intensity, Clusters and Buffers
- D2** Land Use versus Street Function
- ❖ **D3** Intersection & Driveway Spacing
- D4** Roadway Buffer Standards
- D5** Lot Sizes & Proportions
- ❖ **D6** Residential Development
- D7** Non-Residential Development
- D8** Building Quality

Proposed Zone & Land Use Plan

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

SPECIFIC LAND USE CRITERIA

- (a) 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.

Applicant's Findings

Applicant is seeking an R-1C Single-Family residential zone. The subject property is located in an Urban Residential Plan Area, where urban low-density residential uses are appropriate in limited locations. Urban low-density residential use consists of dwelling located in areas with sanitary sewers, at densities up to 9 dwelling units per acre. This use exists widely in Central Residential and Urban Residential areas

The subject property consists of 27.103 acres situated to the west of Harbor Trace Subdivision. The proposed lot layout for Harbor Hills, as shown on the preliminary subdivision plat, provides for 26 lots to be developed on 18.663 acres, resulting in a gross density of 1.39 homes per acre. The proposed use complies with all applicable criteria of the Comprehensive Plan, as follows:

Building and lot patterns shall conform to the criteria for “Urban Residential Development” (D6) as follows: Residential area should promote a sense of community by providing a variety of housing types suitable to a variety of people. Housing densities should be consistent with the character of streets and urban services in the neighborhood. Buildings should be designed and arranged so they do not become irritants within the neighborhood. When land is proposed to be developed or redeveloped for urban-density residential uses, such development should be designed as either a “regular subdivision” or a “planned development.”

Urban low-density residential uses should occur only where sanitary sewer systems existing or may be expanded, or where new systems may be properly established. The preliminary subdivision plat for the

subject property includes construction plans for extending sanitary sewer services. This plan has been reviewed and approved by RWRA.

The proposed zoning change is in compliance with the Comprehensive Land Use Plan and meets all applicable criteria.

Planning Staff Review

The subject property is located in the 101 block of Booth Field Rd. Land use criteria applicable to this request are reviewed below.

GENERAL LAND USE CRITERIA

Environment

No important environmental criteria apply to the subject property.

Urban Services

All urban services are available to the site. A preliminary subdivision plat has been submitted proposing to extend sanitary sewers to the site.

Roadway Capacity

Booth Field Rd is a major collector. The addition of 26 lots onto Booth Field Rd should not overburden the capacity of the existing roadway. The GRADD Transportation Planner has previously evaluated the entire projected development and has not recommended any roadway improvements to date.

Development Patterns

The subject property adjoins A-U Urban Agriculture zoning to north, south and west. To the east of the subject property is a single-family residential subdivision, Harbor Trace Subdivision, developed by the applicant of this zoning request. The existing residential subdivision is adjacent to this zoning request. A preliminary subdivision plat has been submitted for only a portion of the requested zoning change. The preliminary plat includes 26 lots on approximately 18 acres. The preliminary plat submitted in conjunction with this zoning request includes construction drawings for the sanitary sewer connection from the existing sanitary sewer system in Harbor Trace Subdivision, but does not include street construction drawing and lot layout connecting the proposed subdivision with the existing subdivision. The planning staff communicated at a pre-application meeting to the applicant that the preliminary subdivision should include the entire property between the Harbor Trace Subdivision

Booth Field Rd. A conceptual plan showing Harbor Trace Subdivision connecting to Booth Field Rd was previously submitted and the preliminary subdivision plat should include the connection for street connectivity. The subdivision regulations Section 5.223 require that “a proposed subdivision street system shall integrate and align with existing streets or surety posted planned streets within its vicinity”. Approval of this zoning change with the proposed preliminary subdivision would leave a remnant of property that is not planned for connection and integration into the existing transportation system in the subdivision or with the development pattern within the existing subdivision to which it should ultimately connect.

Booth Field Rd is a major collector with a 250-foot spacing standard. Access to lots should be from the planned street, Harbor Hills Trace. No individual lots should be allowed direct access to Booth Field Rd.

SPECIFIC LAND USE CRITERIA

The proposal meets the criteria for sanitary sewer systems for a low-density residential area by providing construction drawings through an undeveloped portion of property to extend this service to the proposed development. However, the applicant has not planned a portion of the rezoning area as a “regular subdivision” or a “planned development”. By requesting a zoning change to R-1C, the applicant is proposing that land for development. When land is proposed for development, it should be designed as a regular subdivision or planned development. The transportation pattern through the subdivision should be planned for connection by providing a preliminary plat of the area being requested for the zoning change. Leaving a fragment of property without a plan between an existing residential subdivision and a proposed residential subdivision does not meet the goal of the Comprehensive Plan to allocate wisely the use of land for various activities by encouraging sound land development policies.

Planning Staff Recommendations

Staff recommends denial because the proposal is not in compliance with the community’s Comprehensive Plan. This recommendation is made subject to the findings of fact that follow:

Findings of Fact:

1. The subject property is located in an Urban Residential Plan Area, where urban low density residential uses are appropriate in limited locations;

2. Although a preliminary subdivision plat has been submitted for a portion of the subject property, including the construction drawings for sanitary sewer connection, the applicant has not addressed street design and lot layout between the proposed subdivision and existing Harbor Trace Subdivision;
3. The area proposed for rezoning and development has not been planned in its entirety as a “regular subdivision” or a “planned development”; and,
4. The subdivision regulations which support the goals of the Comprehensive Plan require a proposed subdivision street system to integrate and align with existing streets or surety posted planned streets within its vicinity.