

MAY 12, 2022

A PORTION OF 2306 HIGHWAY 81

ZONE CHANGE

From: A-R Rural Agriculture	
To: I-1 Light Industrial	
Proposed Use:	Light Industrial
Acreage:	8.980
Applicant: Crabtree Holdings, LLC (2205.2209)	
Surrounding Zoning Classifications:	
North: A-R	South: I-1 & A-R
East: B-4 & B-4/A-R	West: A-R

Proposed Zone & Land Use Plan

The applicant is seeking an I-1 Light Industrial zone. The subject property is located in a Rural Preference Plan Area, where light industrial uses are appropriate in limited locations.

SPECIFIC LAND USE CRITERIA

(a) Building and lot patterns; outdoor storage areas – Building and lot patterns should conform to the criteria for “**Non-residential development**” (D7), and outdoor storage yards, with “**Buffers for Outdoor Storage Yards**” (D1).

(b) Logical expansions outside of industrial parks – Existing areas of Light Industrial use that are located outside of planned industrial parks may be expanded onto contiguous land that generally abuts the same street(s). Such an expansion should not significantly increase the extent of industrial uses that are located in the vicinity and outside of industrial parks. Also, such an expansion should not overburden the capacity of roadways and other necessary urban services that are available in the affected area.

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 map dated March 6, 1990.
- The subject property is not located in a special flood hazard area per FIRM Map 21059CO256D.
- It appears that the subject property is designated as prime agricultural farmland per the US Department of Agriculture Soil Conservation Service map dated March 1980.
- The developer is responsible for obtaining permits from the Division of Water, The Army Corp of Engineers, FEMA, the EPA, the OMPC building/electrical/HVAC division or other state and federal agencies as may be applicable.

Urban Services

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

Development Patterns

The subject area is an 8.980 acre portion of a 48-acre farm that is located along Highway 81. The subject area encompasses the majority of the farm’s current road frontage, leaving 50-feet for the farm remainder. The applicant intends rezone the subject area to I-1 Light Industrial and then divide the subject area and the farm remainder into two separate tracts in order to eliminate any created split-zoning.

The proposed I-1 Light Industrial zoning is a logical expansion of existing I-1 zoning located to the immediate south. The adjoining I-1 zoning encompasses approximately 4.5 acres along Highway 81. Although the proposal is significantly larger than the acreage of the adjoining zoning, the proposal will not significantly increase the extent of the industrial uses located within the vicinity because approximately 55-acres of existing I-1 zoning can be found in the immediate vicinity; most of which is located on the opposite side of Highway 81 with road frontage slightly north of the subject property.

More specifically, zoning on the adjoining properties is as follows: To the north and west is the remainder of the farm tract which is zoned A-R Rural Agriculture. To the south is the aforementioned 4.5 acres of I-1 Light Industrial zoning with a residence to the rear, which is zoned A-R Rural Agriculture. The immediate zoning to the east, across Highway 81, is strictly B-4 General Business zoning; however, several of the properties are spit-zoned with A-R Rural Agriculture zoning to the rear of the B-4 zoning.

Highway 81, in this vicinity, is classified as a minor arterial roadway with a 500-foot spacing standard, as well as a 75-foot building setback and a 40-foot roadway buffer; each measured from the centerline of Highway 81. Because the entire property has only approximately 500-feet of road frontage, access to Highway 81 shall be limited to a single access point serving as the only direct access point for both, the subject area as well as for the farm remainder.

Prior to any construction activity on the property the applicant must obtain approval of a site plan or final development plan to demonstrate compliance with zoning ordinance requirements including, but not limited to, parking, landscaping, building setbacks, access management and signage. The OMPC Building, Electrical & HVAC department shall be contacted before any construction activity takes place on the property.

SPECIFIC LAND USE CRITERIA

The applicant's proposal is in compliance with the community's adopted Comprehensive Plan. The proposal is a logical expansion of I-1 Light Industrial zoning to the south and, at 8.980 acre in size, the proposal shall conform the criteria for nonresidential development as well as the criteria for buffers for outdoor storage yards, and will not significantly increase the extent of industrial uses in the vicinity, nor will it overburden the capacity of roadways and other necessary urban services that are available in the affected area.

Planning Staff Recommendations

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

Conditions:

1. Obtain approval of a Minor Subdivision Plat dividing the subject area from the farm remainder in order to eliminate any created split-zoning; and,
2. Direct access to Highway 81 from both, the subject area as well as the farm remainder, shall be limited to a single access point.

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 a Rural Preference Plan Area, where light industrial uses are appropriate in limited locations;
3. At 8.980 acres, the proposed use, light industrial, conforms to the criteria for both, Nonresidential Development and Buffers for Outdoor Storage Yards;
4. The proposal is a logical expansion of the I-1 Light Industrial zoning to the south; and,
5. At 8.980 acres, the proposed I-1 Light Industrial zoning will not significantly increase the extent of industrial uses that are located in the vicinity nor will the proposal overburden the capacity of roadways and other necessary urban services that are available in the affected area.