

Neighborhood Planning & Development Committee

August 19, 2020



Ordinance No. 200644

Case No. CD-CPC-2020-00053 Wild Flower Rezoning

Main Presenter – Matthew Schlicht

Engineering Solutions

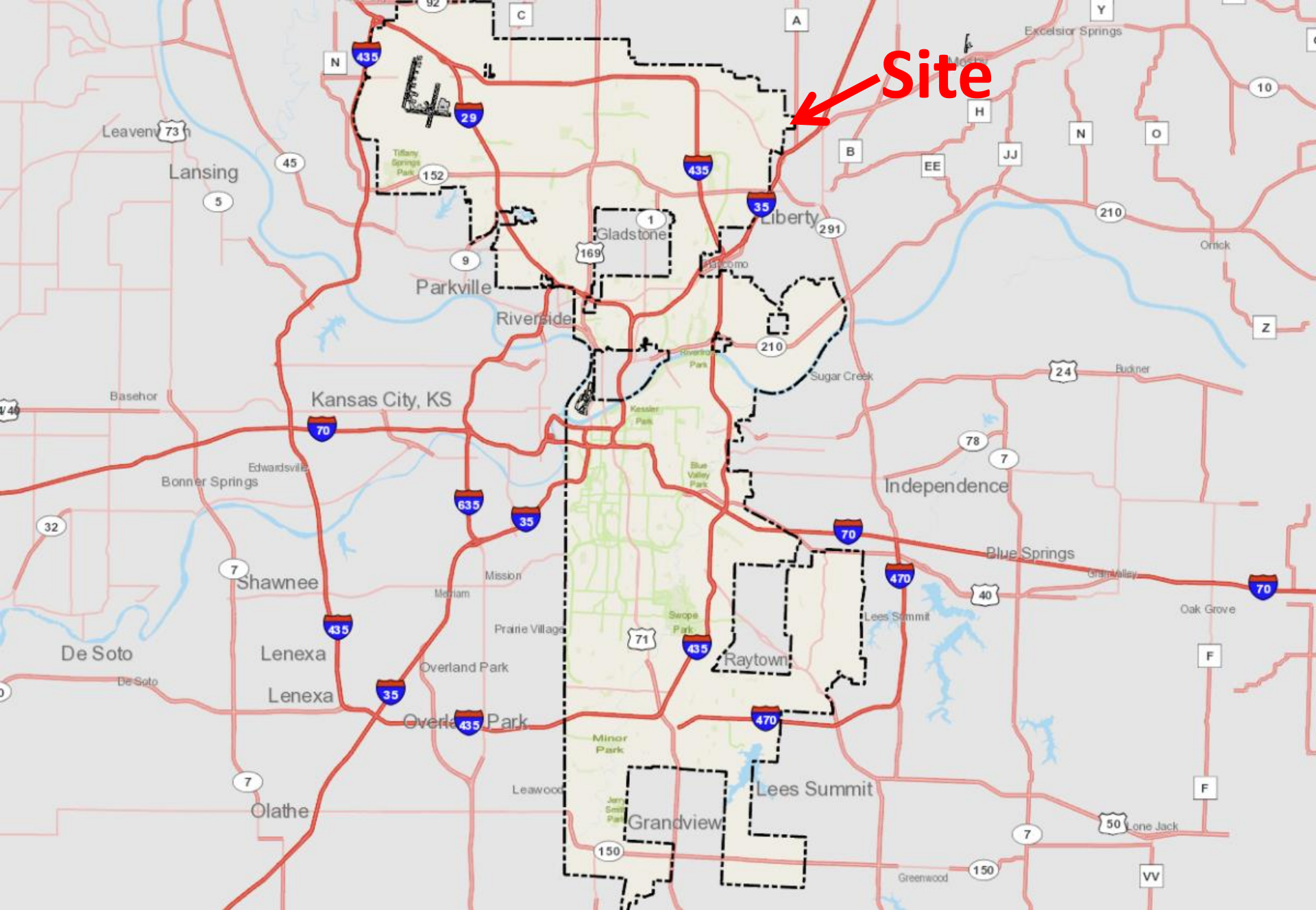
List of Team:

David Price

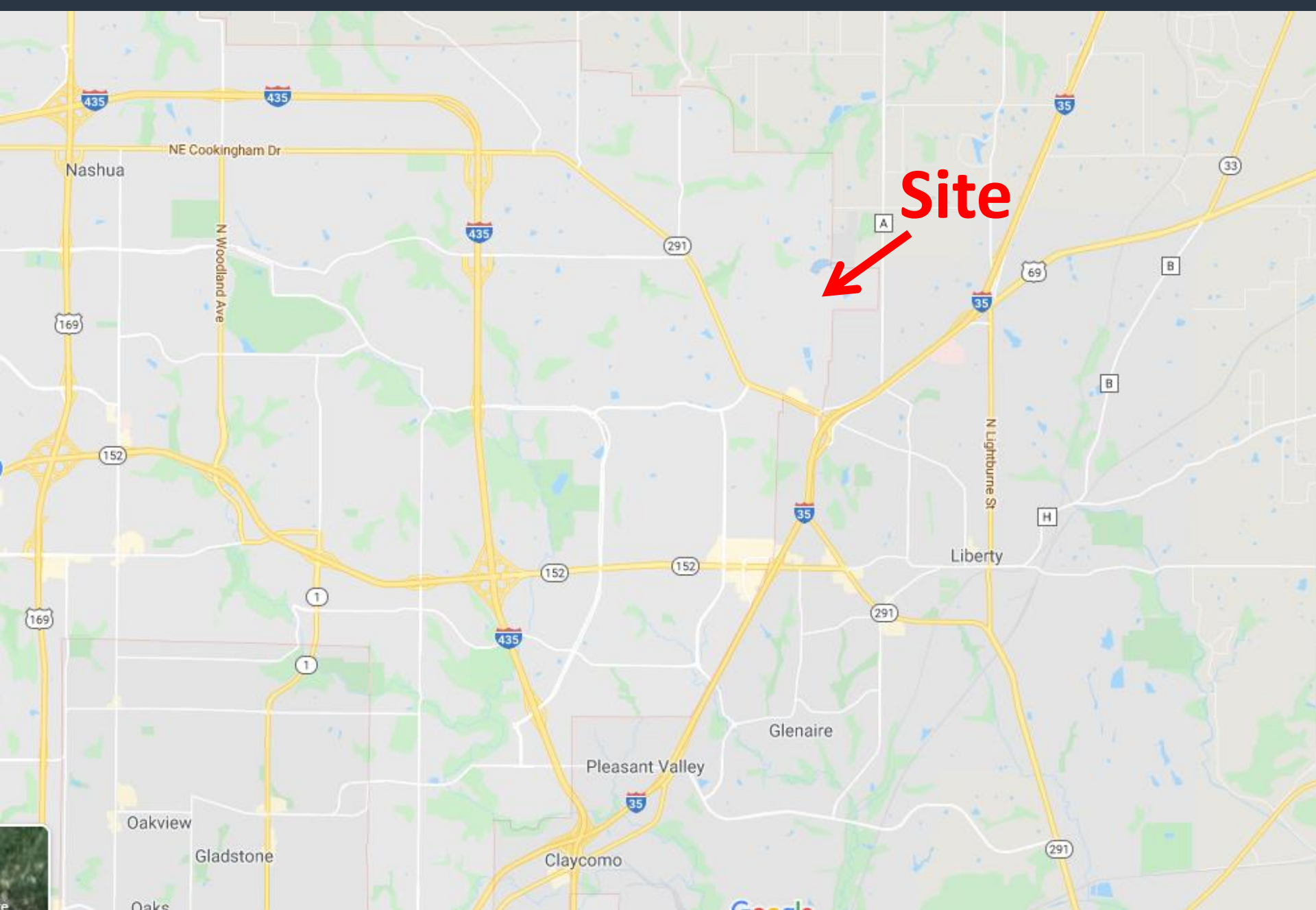
Joseph Jeffers



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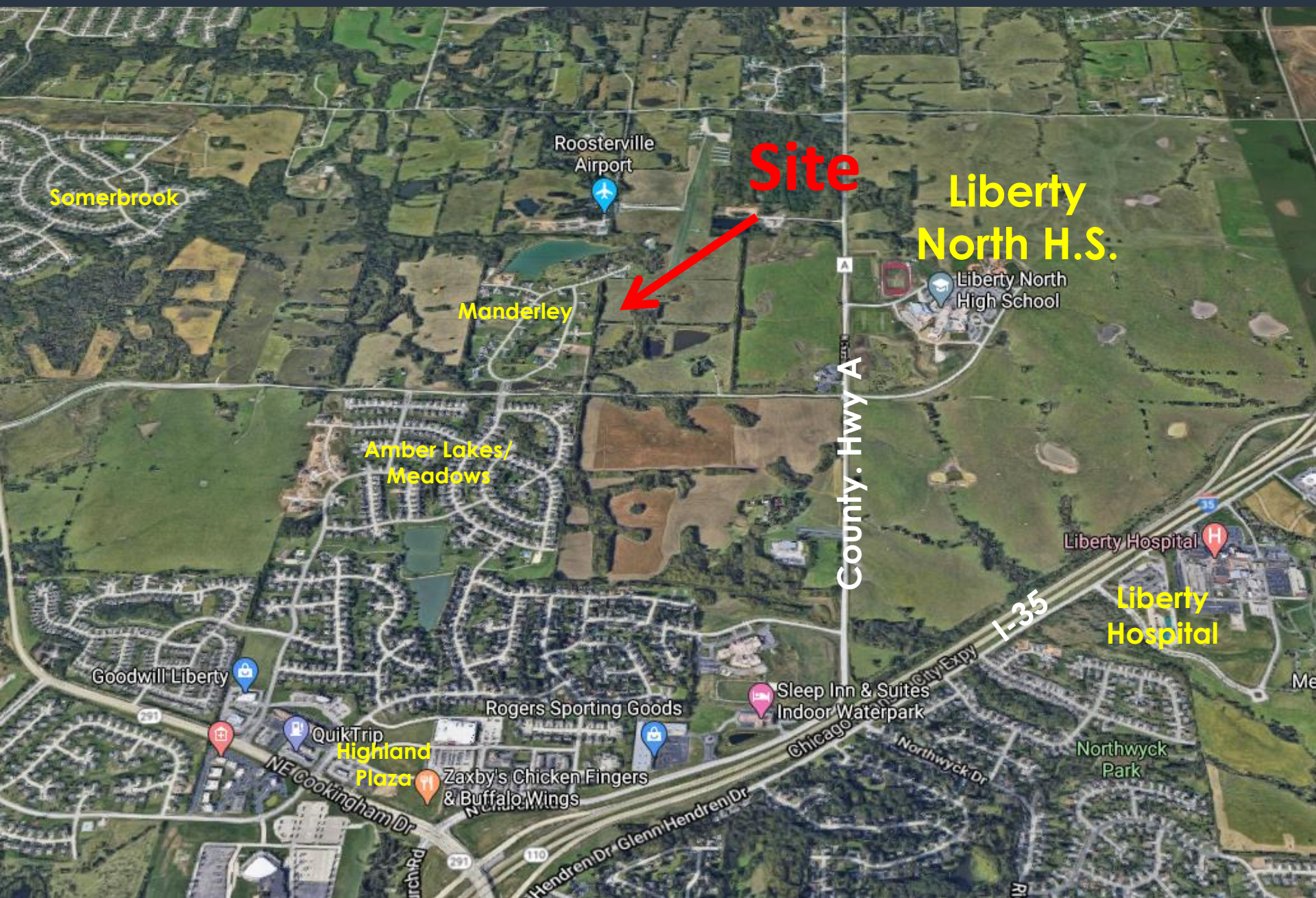
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Site



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Roosterville
Airport

Site

Google



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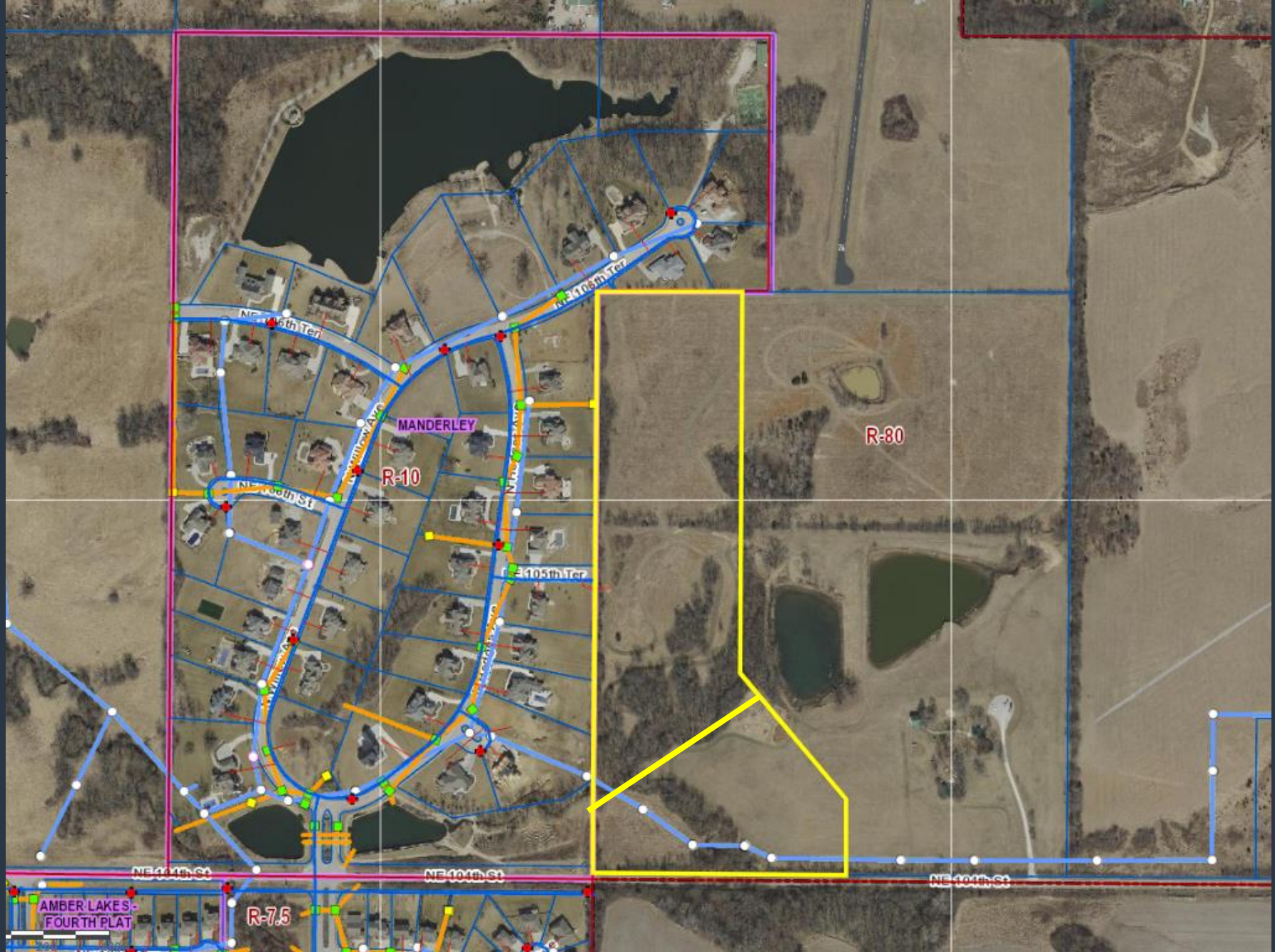
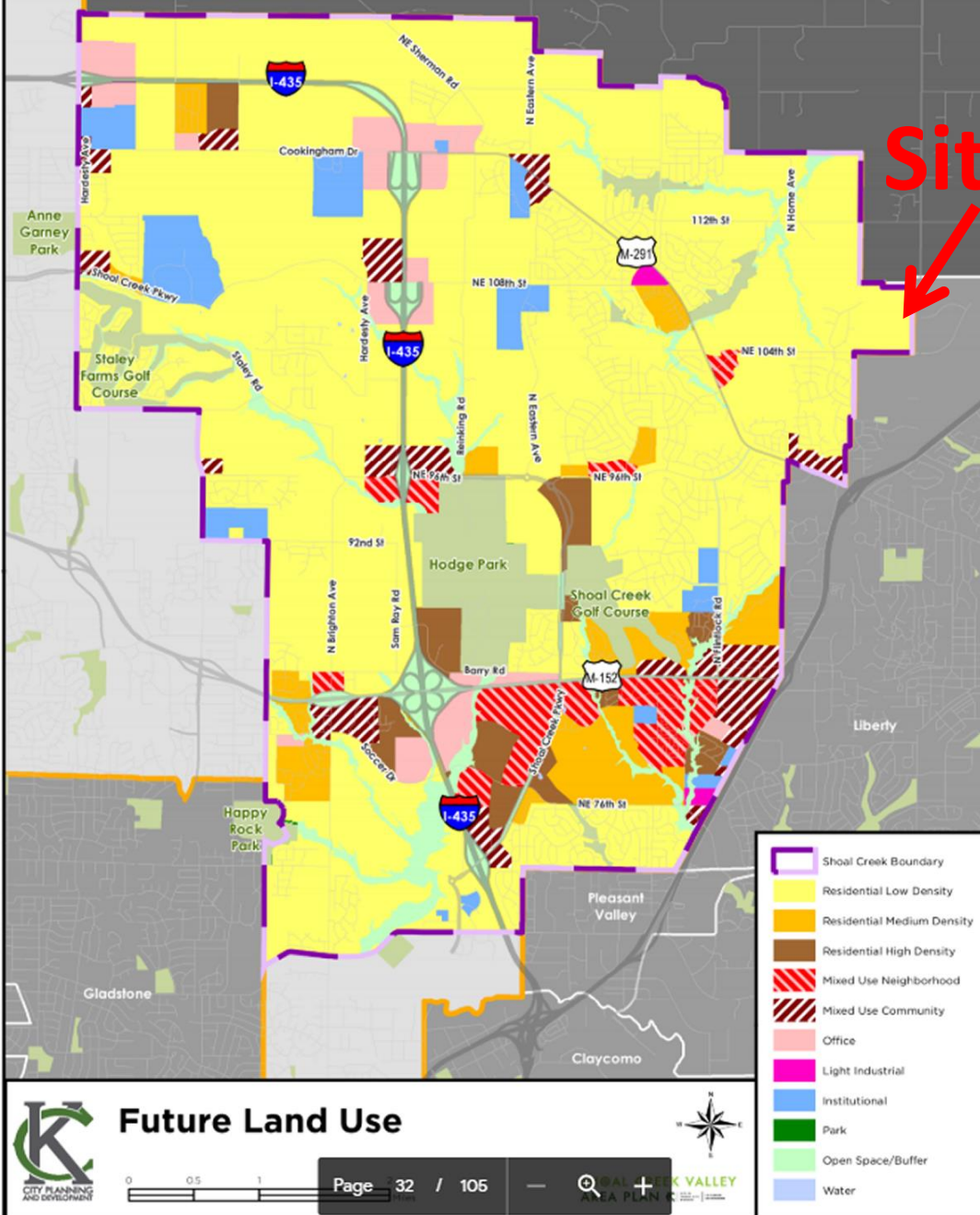


Table 110-2: Lot and Building Standards

	R-80	R-10	R-7.5	R-6	R-5	R-2.5	R-1.5	R-0.5	R-0.3
CONVENTIONAL DEV'T									
Lot Size									
» Min. lot area (sq. ft.)	80,000	10,000	7,500	6,000	5,000	4,000	3,000	3,000	2,500
» Min. lot area per unit (sq. ft.)	80,000	10,000	7,500	6,000	5,000	2,500	1,500	350	300
» Min. lot width (ft.)	150	85	50	50	45	40	30	30	25
Front Setback¹									
» Minimum (% of lot depth)	25	25	25	25	25	25	15	15	15
» Min. garage (% of lot depth)	25	25	25	25	25	25	20	20	20
» Maximum required (ft.)	40	30	30	30	25	25	20	20	20
Rear Setback¹									
» Minimum (% of lot depth)	25	25	25	25	25	25	25	25	25
» Maximum required (ft.)	50	30	30	30	30	25	25	25	25
Side Setback¹									
» Min. each side (% lot width)	10	10	10	10	10	10	10	10	10
» Maximum required (ft.)	8	8	8	8	8	8	8	8	8
» Min. abutting street (ft.)	15	15	15	15	15	15	15	15	15
Height (ft.)									
» Maximum	35	35	35	35	35	40	45	164	235

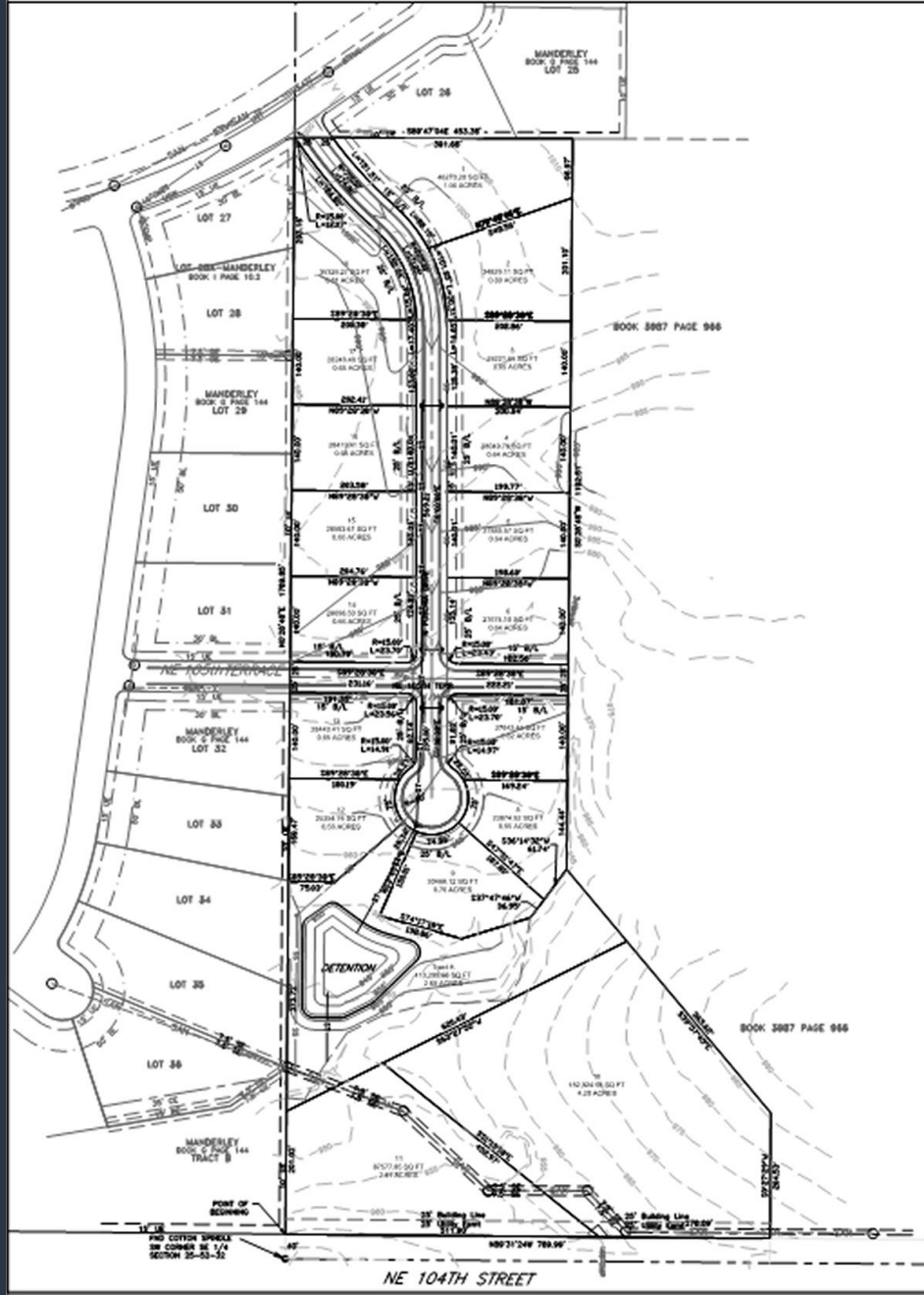




Site

The Shoal Creek Valley Area Plan adopted by City Council Resolution No. 170989 on December 21, 2017, recommends Residential Low Density Land Use (R-6, R-7.5 and R-10 zoning categories).

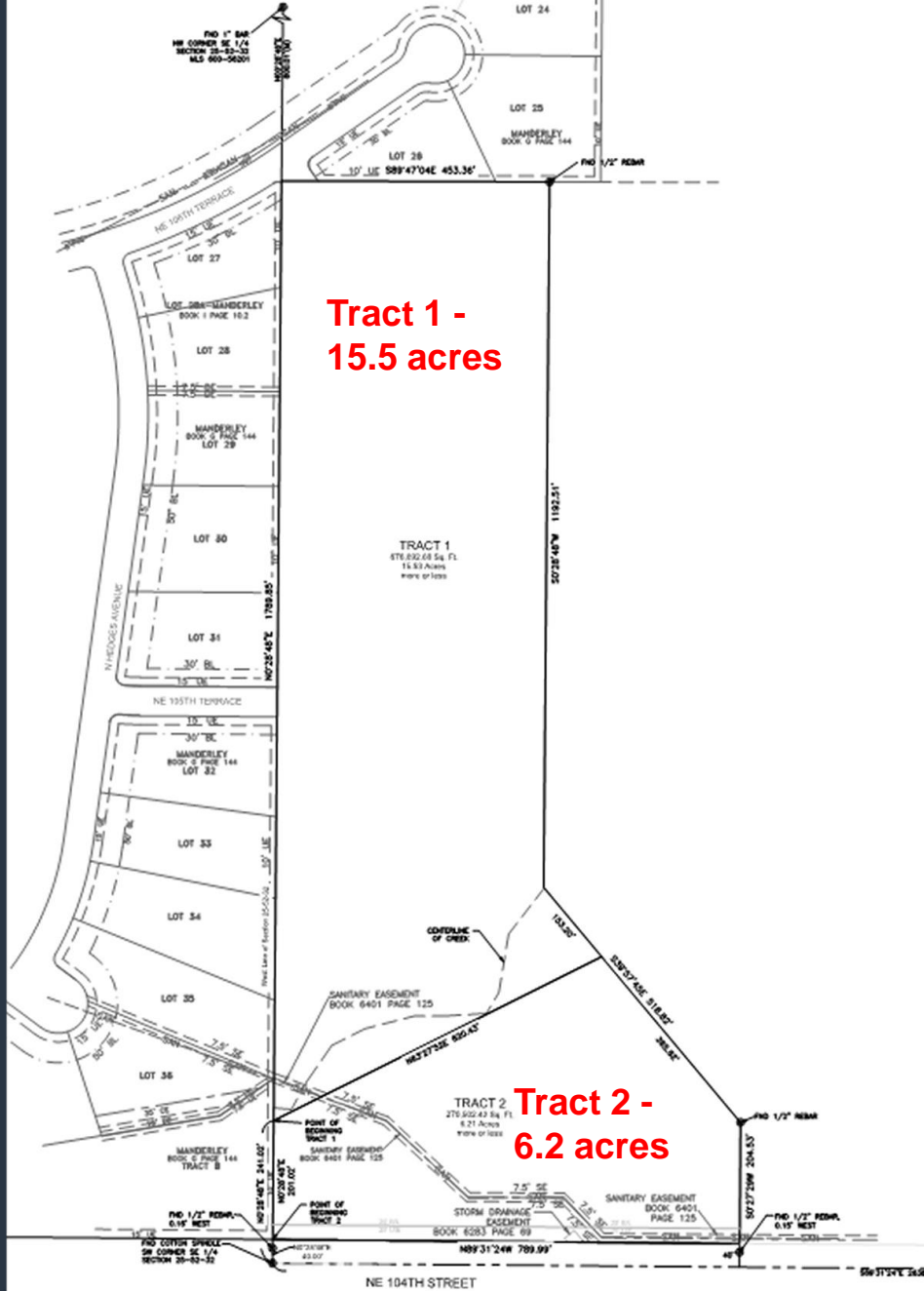
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- ✓ 22 acres.
- ✓ Zoned R-80.
- ✓ Rezone to R-10.
- ✓ 18 Lots (16 + 2 larger lots on NE 104th).
- ✓ Filed 3/19/2020.
- ✓ DRC Dispo 4/20/2020.

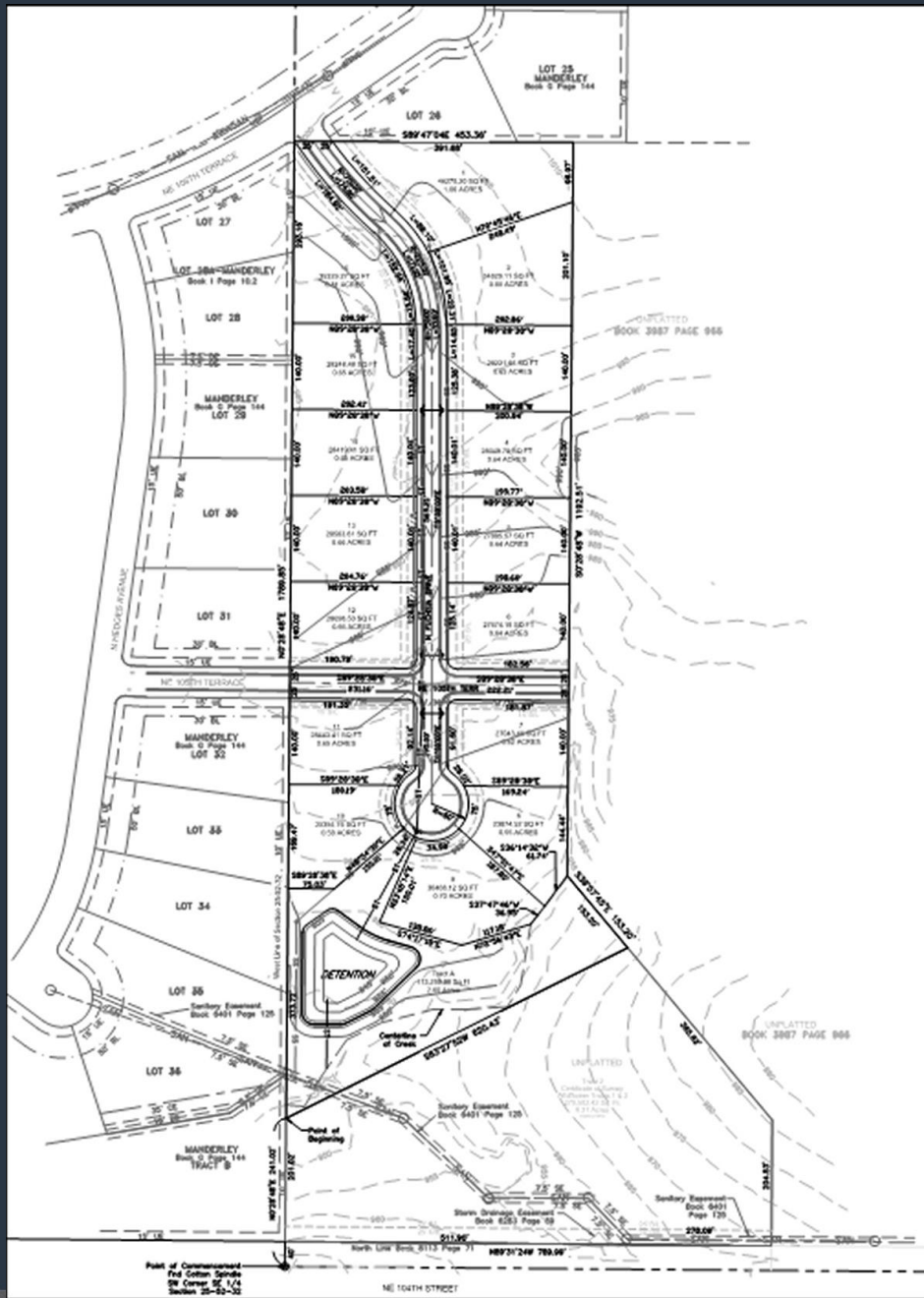


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- ✓ 22 acres.
- ✓ Zoned R-80.
- ✓ Lot split – 2 Tracts
- ✓ Filed 4/23/2020
- ✓ Currently under review to ensure that both tracts are served by utilities.
- ✓ Further subdivision of Tract 2 will be subject to 88-405 (Subdivision)

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- ✓ 22 acres.
- ✓ Zoned R-80.
- ✓ Rezone to R-10.
- ✓ 16 Lots.
- ✓ 1 larger tracts on NE 104th.
- ✓ Filed 4/23/2020.
- ✓ Continued on 5/19/20 to allow for PE prior to CPC hearing.

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88-405-10 - STREETS

88-405-10-A. TRAFFIC MOVEMENT AND PEDESTRIAN CIRCULATION PRINCIPLES

The street and pedestrian circulation layout for all new subdivisions must conform to the arrangement, width and location indicated on the major street plan, comprehensive plan, the walkability plan, or approved area plan. Street and pedestrian circulation systems must be laid out and designed with due regard for topography and drainage and to:

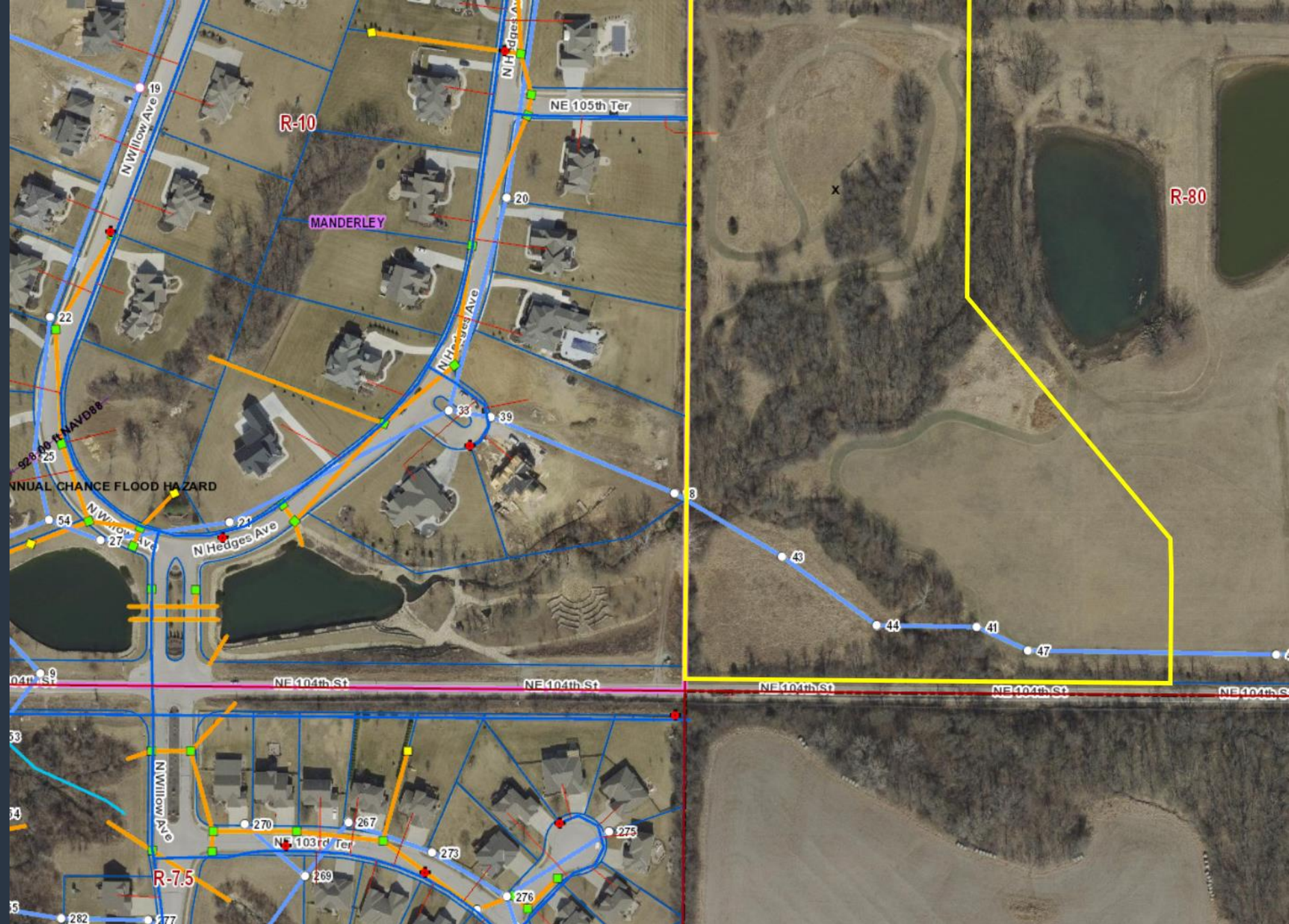
1. create an integrated system of lots, streets, trails, and infrastructure that provides for efficient movement of pedestrians, bicycles, and automobiles within the subdivision and to and from adjacent development;
2. provide for the efficient movement of through traffic by providing an interconnected hierarchy of streets in order to avoid isolation of residential areas and over-reliance on major roads;
3. provide safe and attractive pedestrian routes to nearby commercial centers, as well as nearby public/civic, employment, and recreation uses; and
4. be uncomplicated, so that emergency services, public services, and visitors can find their way to their intended destinations.



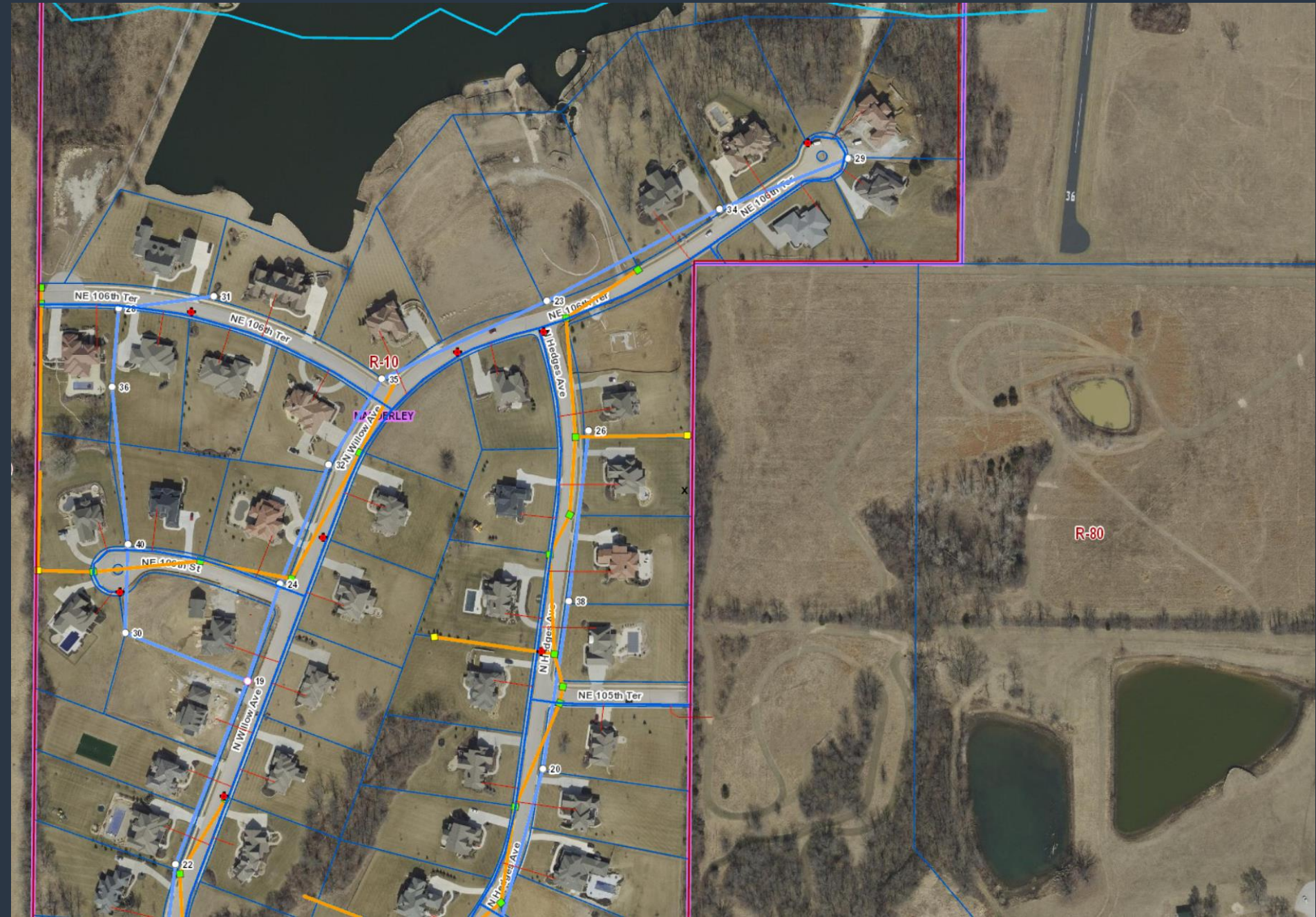
88-405-10-B. CONNECTIONS TO ABUTTING PROPERTY

1. A network of interconnected streets is intended to:
 - (a) provide safe, convenient, and efficient means of access to lots;
 - (b) promote orderly development patterns;
 - (c) facilitate the effective and efficient provision of emergency and public services; and
 - (d) avoid degradation of traffic carrying capacity on the major street network.
2. Streets in new subdivisions must connect with dedicated streets in adjacent subdivisions and provide for future extension of streets into adjacent areas that are likely to be developed in the future. Waivers to street connection requirements may be approved in accordance with [88-405-25](#) if topography, sensitive natural resources or other physical constraints make such connections undesirable or impractical.
3. Streets proposed for future extension ("stub streets") must be terminated with temporary turnarounds when the stub street extends 150 feet or more from the nearest intersecting street right-of-way or when more than one lot will have access solely from the stub street. Stub streets are subject to the maximum cul-de-sac length standard of 88-405-10-C.
4. Temporary turnarounds must be constructed in accordance with the city's Standards, Specifications, and Design Criteria. Unless otherwise expressly approved they must be located on (off-site) adjacent property. An off-site temporary roadway easement is required and evidence of such a recorded easement must be submitted at the time of application for permit. If the developer owns the off-site property, the temporary roadway easement may be recorded simultaneously with the final plat for the subject property.





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**On July 7, 2020, the CPC
recommended approval
without condition.**





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