

## AEROPLAZA & POWERS

### PROJECT STATEMENT

**JULY, 2018**

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#### REQUEST

Cadence Development, LLC request approval of the following applications:

1. Conditional Use for Convenience Food Sales in the PIP-2 zone.
2. Conditional Use Development Plan for a convenience store with gas station.

#### LOCATION

The site is located at 1120 N. Newport Road. The vacant 3.5 acre site is bounded by Powers Boulevard to the west, Aeroplaza Drive to the North, N. Newport Road to the east, and a vacant lot to the south.



#### CONTEXT

The site is zoned PIP-2/CR/AO and falls within the Newport Technical Center Master Plan. The area consists of industrial, office, and vacant land uses within an Employment Center. The Newport Master Plan was approved in 1971 (CPC P 71-51) and reflects the zoning of the site. The Master plan does not specify uses other than that of the zoning. The Plan was amended in 1976 (Ordinance No. 76-83) to change the industrial zoning from PIP-1 to PIP-2/CR. The conditions of record specified that “all principal uses allowed in the M-1 Zone be permitted in said PIP-2 Zone” and “that there be no maximum lot coverage”. In addition, two amendments were related to the portion of the Master Plan located

southeast of Powers Boulevard and Fountain Boulevard. The Plan was amended in 1996 (CPC MPA 96-464) to change a portion of the area from Industrial to Commercial. A minor amendment was approved in 2006 (CPC MPA 06-083), regarding ROW designation.

## PROJECT DESCRIPTION

Cadence Development is submitting an application for approval of a Conditional Use and Conditional Use Development Plan for a convenience store with gas station located within an existing Employment Center. The site is located at a primary access point into the master plan area. The project will be accessed off of Aeroplaza Drive and Newport Road with visibility from Powers Boulevard providing a convenient stop for commuters entering and exiting the employment center/master plan area.

## PROJECT JUSTIFICATION

### **Conditional Use Review Criteria (Section 7.5.704)**

**A. SURROUNDING NEIGHBORHOOD: THAT THE VALUE AND QUALITIES OF THE NEIGHBORHOOD SURROUNDING THE CONDITIONAL USE ARE NOT SUBSTANTIALLY INJURED.**

The surrounding area consists of industrial and office uses. The proposed use is conditional in the Industrial PIP-2 zone and therefore is consistent with the surrounding uses. The nearest residential is approximately 700 feet away from the corner of the site and therefore not impacted.

**B. INTENT OF ZONING CODE: THAT THE CONDITIONAL USE IS CONSISTENT WITH THE INTENT AND PURPOSE OF THIS ZONING CODE TO PROMOTE PUBLIC HEALTH, SAFETY AND GENERAL WELFARE.**

The use is consistent with the intent of the zoning code by providing an *appropriate use of land* and ensuring *logical growth* by providing an infill development near the surrounding workforce and existing infrastructure.

**C. COMPREHENSIVE PLAN: THAT THE CONDITIONAL USE IS CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY.**

The 2020 Land Use Designation for the site is Employment Center. The proposed use contribute to the mix of uses within the existing employment center by adding a complimentary use to the industrial and office uses and providing a service that meets the needs of employers and visitors. The use supports the Employment Center designation and the policies/objectives of the Comprehensive Plan by integrating a commercial service that supports the surrounding workforce.

*Employment Centers: Activity centers that are major concentrations of employment supported by a mix of uses that meet the needs of employees and visitors, such as restaurants, lodging, child care, higher density residential, and educational facilities.*

*Policy LU 201: Promote a Focused, Consolidated Land Use Pattern  
Locate new growth and development in well-defined contiguous areas in order to avoid leapfrog, scattered land use patterns that cannot be adequately provided with City services.*

*Objective LU 3: Develop A Mix of Interdependent, Compatible, and Mutually Supportive Land Uses*

*Over the past several decades, the location and design of development have created a pattern of isolated, disconnected, single-purpose land uses. An alternative to this type of land use pattern is one that integrates multiple uses, shortens and reduces automobile trips, promotes pedestrian and bicycling accessibility, decreases infrastructure and housing costs, and in general, can be provided with urban services in a more cost-effective manner.*

*Policy LU 302: Encourage Development of Mixed-use Activity Centers  
Encourage the development of activity centers designed to include a mix of uses that compliment and support each other, such as commercial, employment-related, institutional, civic, and residential. A walkable, pedestrian friendly environment will tie the mix of uses in activity centers together. Activity centers will vary in size, intensity, scale, and types of uses depending on their function, location, and surroundings. Activity centers will be designed so they are compatible with, accessible from, and serve as a benefit to the surrounding neighborhood or business area.*

### **Development Plan Review Criteria (Section 7.5.502.E)**

**1. WILL THE PROJECT DESIGN BE HARMONIOUS WITH THE SURROUNDING LAND USES AND NEIGHBORHOOD?**

The commercial use is harmonious with the surrounding industrial and office uses. The use is located on the intersection of Powers and Aeroplaza, providing a convenient stop for the workforce entering and exiting the Newport Technical Center, as well as passing drivers on Powers.

**2. WILL THE PROPOSED LAND USES BE COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD? WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING STREETS, UTILITIES, PARKS, SCHOOLS AND OTHER PUBLIC FACILITIES?**

The use does not overburden the capacity of the existing infrastructure. The area is planned as an Employment Center, the use will primarily accommodate the needs of the existing and future workforce. The use does not have an impact on parks, schools, or other public facilities.

**3. WILL THE STRUCTURES BE LOCATED TO MINIMIZE THE IMPACT OF THEIR USE AND BULK ON ADJACENT PROPERTIES?**

The proposed structures are located in accordance with the setbacks and development standards of the PIP-2 Zone. The use and design are inherently less bulky than the surrounding industrial and office uses and therefore have no impact on these uses.

**4. WILL LANDSCAPING, BERMS, FENCES AND/OR WALLS BE PROVIDED TO BUFFER THE SITE FROM UNDESIRABLE VIEWS, NOISE, LIGHTING OR OTHER OFF SITE NEGATIVE INFLUENCES AND TO BUFFER ADJACENT PROPERTIES FROM NEGATIVE INFLUENCES THAT MAY BE CREATED BY THE PROPOSED DEVELOPMENT?**

The project meets the Landscape Standards of the City Zoning Ordinance. The site provides a landscape and building setback along the perimeter of the property. The setbacks and proposed landscaping provide a buffer to adjoining properties, in order to mitigate any negative impacts of the development on the adjacent properties and/or to mitigate any impacts adjoining properties or roadways may have on the development.

- 5. WILL VEHICULAR ACCESS FROM THE PROJECT TO STREETS OUTSIDE THE PROJECT BE COMBINED, LIMITED, LOCATED, DESIGNED AND CONTROLLED TO CHANNEL TRAFFIC TO AND FROM SUCH AREAS CONVENIENTLY AND SAFELY AND IN SUCH A MANNER WHICH MINIMIZES TRAFFIC FRICTION, NOISE AND POLLUTION AND PROMOTES FREE TRAFFIC FLOW WITHOUT EXCESSIVE INTERRUPTION?**

The development provides two points of access from Aeroplaza Drive and Newport Road. Both access points are full movement in order to optimize traffic circulation with minimal impact to the site and external roadways.

- 6. WILL ALL THE STREETS AND DRIVES PROVIDE LOGICAL, SAFE AND CONVENIENT VEHICULAR ACCESS TO THE FACILITIES WITHIN THE PROJECT?**

The development provides logical, safe, and convenient vehicular access by providing two points of access to distribute traffic and provide external connectivity. Internal circulation accommodates vehicular and truck traffic, with easy access to the pumps and the convenience store.

- 7. WILL STREETS AND DRIVES WITHIN THE PROJECT AREA BE CONNECTED TO STREETS OUTSIDE THE PROJECT AREA IN SUCH A WAY THAT DISCOURAGES THEIR USE BY THROUGH TRAFFIC?**

The project is designed to connect to the adjacent collectors of the Newport Technical Center, no streets are proposed with this project and internal drives consist of the parking lot drive aisles and fuel pump areas. The primary source of traffic will be from the existing workforce and passing traffic on Powers. On site through traffic is unlikely due to the existing circulation of the surrounding roadways and internal site design.

- 8. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED THROUGHOUT THE PROJECT TO PROVIDE SAFE AND CONVENIENT ACCESS TO SPECIFIC FACILITIES?**

The project provides parking in excess of the zoning code requirements, with parking areas located throughout the project to provide safe and convenient access to the facilities. Accessible spaces have been appropriately located in relation to the facility entrance and connectivity to external sidewalks.

- 9. WILL SAFE AND CONVENIENT PROVISION FOR THE ACCESS AND MOVEMENT OF HANDICAPPED PERSONS AND PARKING OF VEHICLES FOR THE HANDICAPPED BE ACCOMMODATED IN THE PROJECT DESIGN?**

Two accessible parking spaces have been provided in accordance with the code requirement. As stated previously, accessible spaces have been appropriately located in relation to the facility entrance and connectivity to external sidewalks.

- 10. WILL THE DESIGN OF STREETS, DRIVES AND PARKING AREAS WITHIN THE PROJECT RESULT IN A MINIMUM OF AREA DEVOTED TO ASPHALT?**

The project has been designed to accommodate parking areas, vehicular movement, and the fuel pumps. Minimal area is devoted to asphalt or paving outside of the necessary requirements.

**11. WILL PEDESTRIAN WALKWAYS BE FUNCTIONALLY SEPARATED FROM VEHICULAR TRAFFIC AND LANDSCAPED TO ACCOMPLISH THIS? WILL PEDESTRIAN WALKWAYS BE DESIGNED AND LOCATED IN COMBINATION WITH OTHER EASEMENTS THAT ARE NOT USED BY MOTOR VEHICLES?**

Walkways connecting to the external collector roadways are functionally separated and buffered by landscaping. Sidewalks adjacent to the convenience store are buffered by the parking spaces and functionally separated from the drive aisles.

**12. DOES THE DESIGN ENCOURAGE THE PRESERVATION OF SIGNIFICANT NATURAL FEATURES SUCH AS HEALTHY VEGETATION, DRAINAGE CHANNELS, STEEP SLOPES AND ROCK OUTCROPPINGS? ARE THESE SIGNIFICANT NATURAL FEATURES INCORPORATED INTO THE PROJECT DESIGN?**

No significant natural features and/or vegetation exist on the site. The site is a relatively flat vacant piece of land surrounded by existing infrastructure and development. Previous grading has removed any vegetation and no channels run through the site.

**CONCLUSION**

Based on the location, surrounding uses, and the proposed site layout, the proposed conditional use and development plan are compatible with the intent of the Zoning Code and the Comprehensive Plan.

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