

Flying Horse Palermo 3, 4 & 5

Project Statement

July 2019 (Revised December 2019)

Request

1. Zone change from Agricultural (A) to Planned Unit Development (PUD) for single family lots
2. PUD Development Plan for single family residential
3. Three Final Plats

Location

Flying Horse Palermo 3 & 4 is located in the southern portion of the Flying Horse Master Plan. Future Powers Boulevard forms the eastern portion of the site. Black Squirrel Creek Open Space forms the southern boundary. The Deer Creek Subdivision abuts the property on the west and northwest.

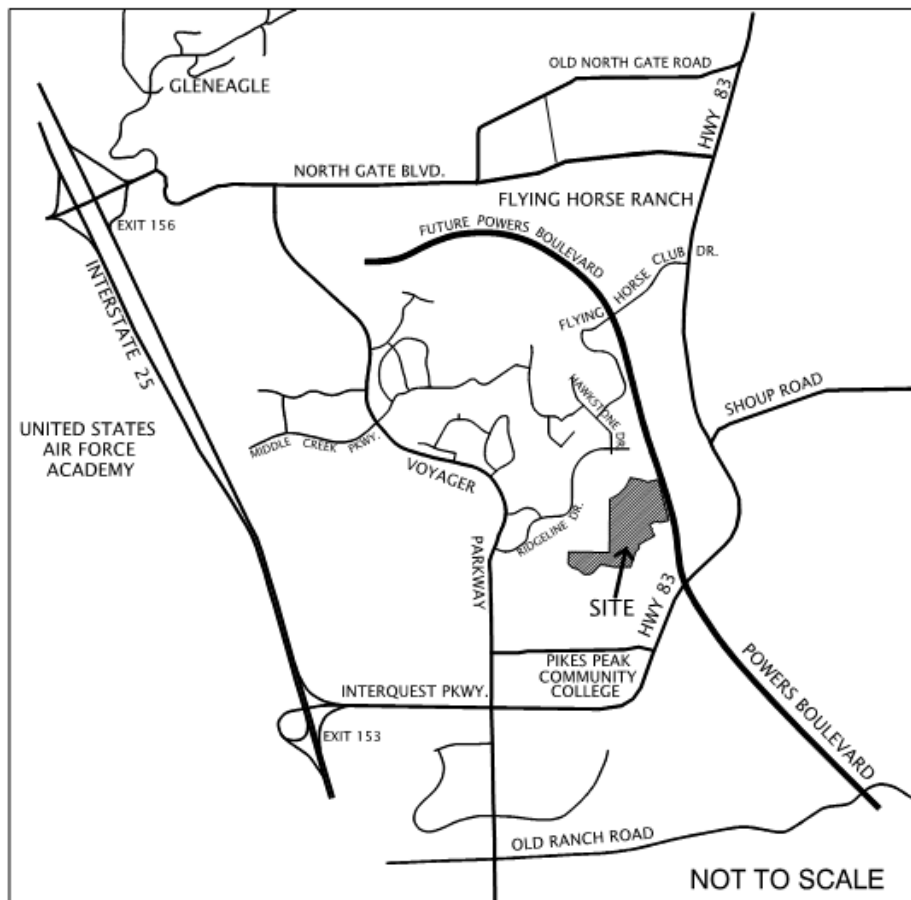


FIGURE 2

Project Description

Single family land use is proposed for the entire site along with associated open space. Proposed lot sizes are similar to those found in the Palermo subdivision within Flying Horse and with the Deer creek subdivision to the west.

Applicant has been working with US Fish & Wildlife (US F&W) and the US Army Corps of Engineers regarding drainage and Preble's Meadow Jumping Mouse (PMJM) habitat within Black Squirrel Creek to the south of the property. The Black Squirrel drainage is shown as open space on the Flying Horse Master Plan.

A Habitat Conservation Plan (HCP) prepared by CORE Consultants has been under review for almost one year, the purpose of which is to define the boundaries of required conservation area and methods to improve and protect habitat for PMJM. Review and approval has been delayed by staff cutbacks within US F&W by the Trump administration, but approval is anticipated within the review timeframe of this application. The HP will define habitat protection and mitigation as well as development constraints for the south side of Black Squirrel Creek in a comprehensive document. The HCP recognizes the proposed City Park pedestrian bridge across Black Squirrel Creek, but leaves discussion of a proposed future La Foret trail parallel to the creek and within PMJM habitat to a future City interaction with US F&W.

Development Regulations

Lot Sizes. Minimum lot size will be 8000 Square Feet

Lot Coverage. Maximum lot coverage is 40%

Building Height. Maximum building height will be 35 feet

Setbacks. Setback minimums are 15 feet front, 5 feet side, 20 feet rear. All garages will be setback a minimum of 20 feet from back of sidewalk or curb. Corner lots will have a non-access front setback of 10 feet.

Access

Site access will be from an extension of Hawkstone Drive into the subdivision, and from two access points platted in the Deer Creek Subdivision: Silver Creek Drive and Black Creek Drive.

Drainage

The site drains from north to south to Black Squirrel Creek which forms the southern boundary. As proposed on the HCP, three detention/storm water quality ponds are proposed within PMJM habitat. These ponds will become a component of the HCP and will be used to enhance PMJM habitat.

Utilities

All utilities will be provided by CSU according to their regulations. Extensions will be made to serve the site from existing infrastructure in adjacent subdivisions. The overhead electric line that previously crossed this site has been relocated underground adjacent to the future Powers Boulevard Right-of-way.

Justification

These applications are consistent with the proposed land use shown on the Flying Horse Master Plan. They are compatible with adjacent land use.

Zone Change Criteria

- 1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.** Adjacent land uses are also single family and have similar lot sizes and density. The uses and development restrictions proposed are compatible with surrounding existing and proposed land uses, therefore the proposed subdivision will not be detrimental to public interest, health, safety, convenience, or general welfare.
- 2. The proposal is consistent with the goals and policies of the Comprehensive Plan.** The site is within an area designated as General Residential on the City's 2020 Land Use Map. The proposed PUD single-family residential development is consistent with the Comprehensive Plan use as General Residential and meets the following neighborhood enhancement and infill objectives of the Comprehensive Plan 2016 Ordinance. The development provides an opportunity for a cohesive residential development with available infrastructure and surrounding compatible uses.
- 3. Where a master plan exists, the proposal is consistent with such plan or an approved amendment to such plan. Master plans that have been classified as implemented do not have to be amended to be considered consistent with a zone change request.**

The property is within the Flying Horse Master Plan. Land use type and density are consistent with the land use designation on that Plan.

Development Plan Criteria

- 1. Will the project design be harmonious with the surrounding land uses and neighborhood?** Yes. The land use and density are similar to adjacent subdivisions.
- 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?** Yes. The land use and density are similar to adjacent subdivisions. Streets, utilities parks and schools are in place and sized to serve this project.
- 3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?** Yes. Proposed development regulations are similar to those of adjacent subdivisions.
- 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 the negative influences that may be created by the proposed development?** Yes. Propose landscaping will comply with City Code. No buffers are required.
- 5. Will vehicular access from the project to the 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?** Yes. Three streets in adjacent subdivisions were “stubbed” to this property to provide access. No other access points are available due to access restrictions and environmental constraints.
- 6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?** Yes. Local streets are designed to provide access to individual lots.
- 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?** Yes. Streets in adjacent subdivisions were designed to serve this parcel.
- 8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities?** Parking will be provided on individual lots with two garage spaces plus driveway space on each lot.

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? This is a new subdivision. Homes for handicapped buyers will be designed to serve individual needs.

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt? Yes.

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? All streets will have sidewalks on both sides per City regulations.

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? Yes. The adjacent Black Squirrel open space is being preserved as a part of a Habitat Conservation Plan (HCP).