

Project Statement

Cortona at Flying Horse

May 2016

(Revised July 2016)

Cortona at Flying Horse is a single family attached housing project consisting of 54 lots on 14.676 acres. The parcel is bounded on the west by Hawk Stone Drive extended; on the north by Ridgeline Drive and the Milan subdivision; on the east by proposed Powers Boulevard; and on the south by vacant land planned for single family residential. Cortona at Flying Horse is currently shown as Residential 2-3.5 land use on the Flying Horse Master Plan. This proposal will change the land use designation from Residential 2- 3.5 to Residential 3.5 – 8 to permit development of single family attached homes in a duplex configuration. The density of this PUD will be 3.679 units per acre. Homes will be of the same character as the Flying Horse Parcel #36 (Molise) homes currently under construction on the southwest corner of Flying Horse Drive and proposed Powers Boulevard.

54 units in 27 buildings are proposed for this site. One access to Hawk Stone Drive is proposed, with two internal cul-de-sac streets. As with other residential sales in Flying Horse, a membership to the Club at Flying Horse is included in home purchase.

The change in land use is in part driven by the marketing success of similar homes in Flying Horse. Buyers are looking for low maintenance properties that are close to the recreation opportunities offered at the Club at Flying Horse. This parcel will provide a land use transition between detached single family residential under development to the west and Powers Boulevard. This land use helps provide a diversity of housing type within Flying Horse.

This submittal package includes a Final Plat for the entire project area.

Master Plan

By definition, the proposed amendment to the Flying Horse Master Plan is a Minor Amendment. The amendment involves less than 50 acres and has minor or insignificant impact on City infrastructure. The land use type does not change by this amendment; the density as proposed is .29 units per acre above that allowed in the current category as described in the first paragraph above.

Zone Change Review Criteria

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare. ***The proposed land use creates a transition from less intense residential use to Powers expressway. Infrastructure is in place or under construction to serve the proposed land use.***
2. The proposal is consistent with the goals and policies of the Comprehensive Plan. ***The proposed land use contributes to the residential land use mix found in the Flying Horse Master Plan. The use, relative to the Flying Horse Master Plan, can be considered infill. The Comprehensive Plan promotes these two principles.***
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 proposed land use is consistent with the Flying Horse Master Plan as proposed to be amended.***

Development Plan Review Criteria

1. Will the project design be harmonious with the surrounding land uses and neighborhood? ***Yes. The proposed use will provide a transition between lower density residential and an expressway.***
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 residential land use as proposed will be compatible with the developing residential land use to the west of this parcel. Planned and existing infrastructure is in place or being constructed to serve this parcel.***
3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties? ***Yes. This parcel is surrounded by existing or planned roads. The scale of proposed buildings is compatible with proposed adjacent single family homes.***
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. Walls are proposed along Powers Boulevard to reduce noise impacts.***
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? ***Access to the site is confined to one access to a residential collector street.***
6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project? ***Yes.***
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. One access to a residential collector is proposed. No through traffic can occur.***
8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities? ***Each unit will have a two car garage. Guest parking has been provided.***

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? ***During construction, homes will be modified to accommodate handicapped buyers.***
10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt? ***Yes. Internal drives have been limited to provide only access to units within the project.***
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? ***Pedestrian access/walkways have been provided within the project with connections to public sidewalks on adjacent streets.***
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? ***There are no significant natural features on this site.***