

## HANCOCK AND CHELTON CONDITIONAL USE

### LAND USE STATEMENT

OCTOBER 2024

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#### REQUEST

N.E.S. Inc., on behalf of Springs Land Ventures, requests approval of a Conditional Use Request with a Land Use Statement to allow for single-family detached residential in an MX-M zone located where Hancock Expy dead ends into S Chelton Rd.

#### LOCATION AND ZONING

The project site is located Northwest of where Hancock Expressway dead ends into South Chelton Road. The site is approximately 7.21 acres in size and is currently undeveloped. The site is on the northern boundary of the Hancock Commons Urban Renewal Area which will construct the future Hancock Expy extension and is adjacent to single-family residential to the northwest, multi-family residential to the east and planned multi-family/commercial across the future road extension to the south. The site is currently zoned MX-M and borders R-1 6 (single-family) to the northwest, residential PDZ (multi-family) to the east, and residential PDZ (multi-family) to the south. This project proposes compact-lot, detached, single-family residential with a density range of 5-16 du/acre. Actual density is anticipated to be about 9 du/acre. Access is proposed off S Chelton Rd and each new lot will be served by internal public roads.



## PROJECT JUSTIFICATION

### **CONFORMANCE WITH CONDITIONAL USE LAND USE STATEMENT CRITERIA (CODE SECTION 7.5.601.B)**

If no Development Plan is submitted with the Conditional Use request, the applicant shall submit a Land Use Statement. This statement shall indicate the following:

**a) Proposed land uses, housing densities (as applicable), and development intensity;**

The proposed Conditional Use request is to allow for detached, compact lot single-family residential development with a density of 5-16 du/acre. Actual density is anticipated to be about 9 du/acre. All future single-family lots will comply with all the R-flex Medium development standards including lot configuration and dimensional standards as set forth in City Code section 7.2.209.B, Table 7.2.2-I. The proposed development will also provide active green space to serve future residents.

R-Flex Medium: Lot and Building Standards		
Density and Lot Standards		
	Residential density range of area included in Land Use Plan	5 - 16 du/ac
	Lot area (minimum)	
	Residential uses	1,500 sf per du
	Non-residential uses	N/A
	Lot width (minimum)	
	Residential structures	20 ft per du
	Non-residential uses	N/A
Setbacks (minimum)		
A	Front	
	All residential structures except garages	10 ft
	Street-loaded garage [1]	20 ft (see Table 7.4.2-B )
	Non-residential structures, frontage	Min: 5 ft; Max: 20 ft
B	Side	
	Interior, residential use	1 ft minimum with 6 ft combined both sides, or 0 ft if attached
	Corner lot side street, residential use	15 ft
	Interior, non-residential use	10 ft
	Corner lot side street, non-residential use	20 ft
C	Rear	
	All residential structures	10 ft
	Detached Garage or Carport	5 ft from property line adjacent to the alley or from the edge of any access easement
	Non-residential use	15 ft
Height (maximum)		
D	Building height	45 ft

**b) Compatibility with adjacent development patterns; and**

To the northwest of the project site is single-family detached residential. To the east of the project site is multi-family townhomes with a density of 12.8 du/acre. Directly south of the project site is the future Hancock extension and across from that is vacant land proposed to be developed as commercial and multi-family residential up to 25 du/acre. The proposed compact-lot, detached single-family is compatible with existing development patterns in the area as it proposes similar density and housing type as what currently exists. Development at this location will also provide a buffer between the existing residences to the northwest and the future Hancock extension and multi-family/commercial to the south.

**c) Impact to adjacent developments including but not limited to light, noise, and traffic.**

The off-site impacts anticipated by compact-lot residential are minimal. Lighting impacts will be less than what would be expected from any proposed commercial uses. Traffic generated by the use will also be minimal and only 2 S. Chelton accesses will be provided to the development and each future lot will be accessed from an internal public roadway system. Noise generated by the use will be consistent with the other residential uses in the area.

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