

PZ-2024-6
Rezone - PDD
6518 Samaritan

Melinda Moritz
Public Works Director
City Council Meeting
May 21, 2024

Purpose

- To consider approval of an Ordinance on a request to rezone approximately 27 acres of land from R-1 Single Family Dwelling District to Planned Development District (PDD) with R-6 Garden Home as the base zoning district
- The property is located at 6518 Samaritan Drive and is partially platted

Background

- 1971 – Area was annexed
- 1984 – Request to rezone from R-1 to B-2 (retail) - denied
- 1985 – Request to rezone from R-1 to R-6 - denied
- 2007 – Residents petition to amend City Master Plan to remove R-6 & recommend only R-1 - approved

Background

- 2010 – Request to rezone from R-1 to R-6 – denied
- 2011 – City Manager proposed a Tax Increment Financing District (TIF) – denied
 - TIF - local taxing bodies make joint investment in development of an area, intent is for any short-term gains to be reinvested & leveraged so that all taxing bodies receive larger future financial gains - funds are from future tax revenues, not otherwise expected to occur

Variations

- The applicant is requesting one variance from the Zoning Code:
 - Reduce the lot width from 45' to 40' – they will be keeping the lot area at 4,500 square feet as per code
- The applicant is also requesting a variance to Chapter 13 Tree Preservation to reduce the \$112,000 tree mitigation fee to \$50,000

Special Considerations

- To meet the ingress/egress distance of the Fire Code, the applicant is requesting the City provide an emergency access only easement at 6530 Samaritan
- The applicant is also requesting that any future deviations to the plan be internally approved as long as the deviation does not exceed 10 percent of approved plan

Traffic and Streets

- Streets used for access from proposed subdivision are Samaritan, Aids, & Grass Hill
 - All are in poor condition & need reconstruction
 - Estimated cost for reconstruction is \$3,913,400
 - Applicant's share of the costs for reconstruction are estimated to be \$1,389,482
 - Does not include costs for construction of streets within proposed subdivision
 - City would be responsible for remaining \$2,523,918

Traffic & Streets

- Internal streets are proposed to have a 50' ROW, which meets code
 - Grass Hill, Samaritan, Aids, and William Rancher do not
- TIA indicates development will create additional 116 peak hour morning trips & 156 peak hour evening trips along Seneca and Grass Hill
 - 75% would use Seneca Drive and 25% would use Grass Hill Drive
- Both Seneca and Grass Hill roadways (above William Rancher) are capable of supporting traffic increase

Traffic Impact Analysis (TIA)

Table 1. Trip Generation for proposed development (166 lots)

| TRIP GENERATION | | | | | | |
|-----------------|---------------------------------------|-----|--------------------|-----|--------------------|-----|
| ITE Code | Weekday 24 Hours | | Weekday AM Peak | | Weekday PM Peak | |
| 210 | Single-Family Detached Housing | | | | | |
| Rate / Unit | 9.43 | | 0.7 | | 0.94 | |
| Units | 166 | | 166 | | 166 | |
| Trips | 1565 | | 116 | | 156 | |
| % Enter/Exit | 50% | 50% | 25% | 75% | 63% | 37% |
| # Enter/Exit | 783 | 783 | 29 | 87 | 98 | 58 |

Source: *ITE Trip Generation Manual, Eleventh Edition*

Table 2. Trip Distribution for proposed development with 166 Lots

| TRIP DISTRIBUTION | | | | | |
|-------------------|-----|--------------|------|--------------|------|
| Street | | AM Direction | | PM Direction | |
| | | Enter | Exit | Enter | Exit |
| Seneca Drive | 75% | 22 | 65 | 74 | 43 |
| Grass Hill Drive | 25% | 7 | 22 | 24 | 15 |

Traffic Impact Analysis (TIA)

- Property is currently zoned R-1 and if developed would have approximately 104 lots – increase by zone change is 62 lots
- Results in an additional 0.5 vehicles per minute on both roadways

Traffic Impact Analysis (TIA)

Table 1. Trip Distribution for proposed development with 104 Lots

| Street | | AM Direction | | PM Direction | |
|------------------|-----|--------------|------|--------------|------|
| | | Enter | Exit | Enter | Exit |
| Seneca Drive | 75% | 14 | 41 | 46 | 27 |
| Grass Hill Drive | 25% | 5 | 14 | 15 | 9 |

Calculated as per ITE TRIP GENERATION MANUAL, Eleventh Edition

Table 2 below details the Traffic Distribution for 166 lots:

Table 2. Trip Distribution for proposed development with 166 Lots

| Street | | AM Direction | | PM Direction | |
|------------------|-----|--------------|------|--------------|------|
| | | Enter | Exit | Enter | Exit |
| Seneca Drive | 75% | 22 | 65 | 74 | 43 |
| Grass Hill Drive | 25% | 7 | 22 | 25 | 14 |

Calculated as per ITE TRIP GENERATION MANUAL , Eleventh Edition

Table 3 below details the increment in Traffic Distribution from 104 to 166 lots:

Table 3. Increment in Trip Distribution from 104 lots to 166 lots

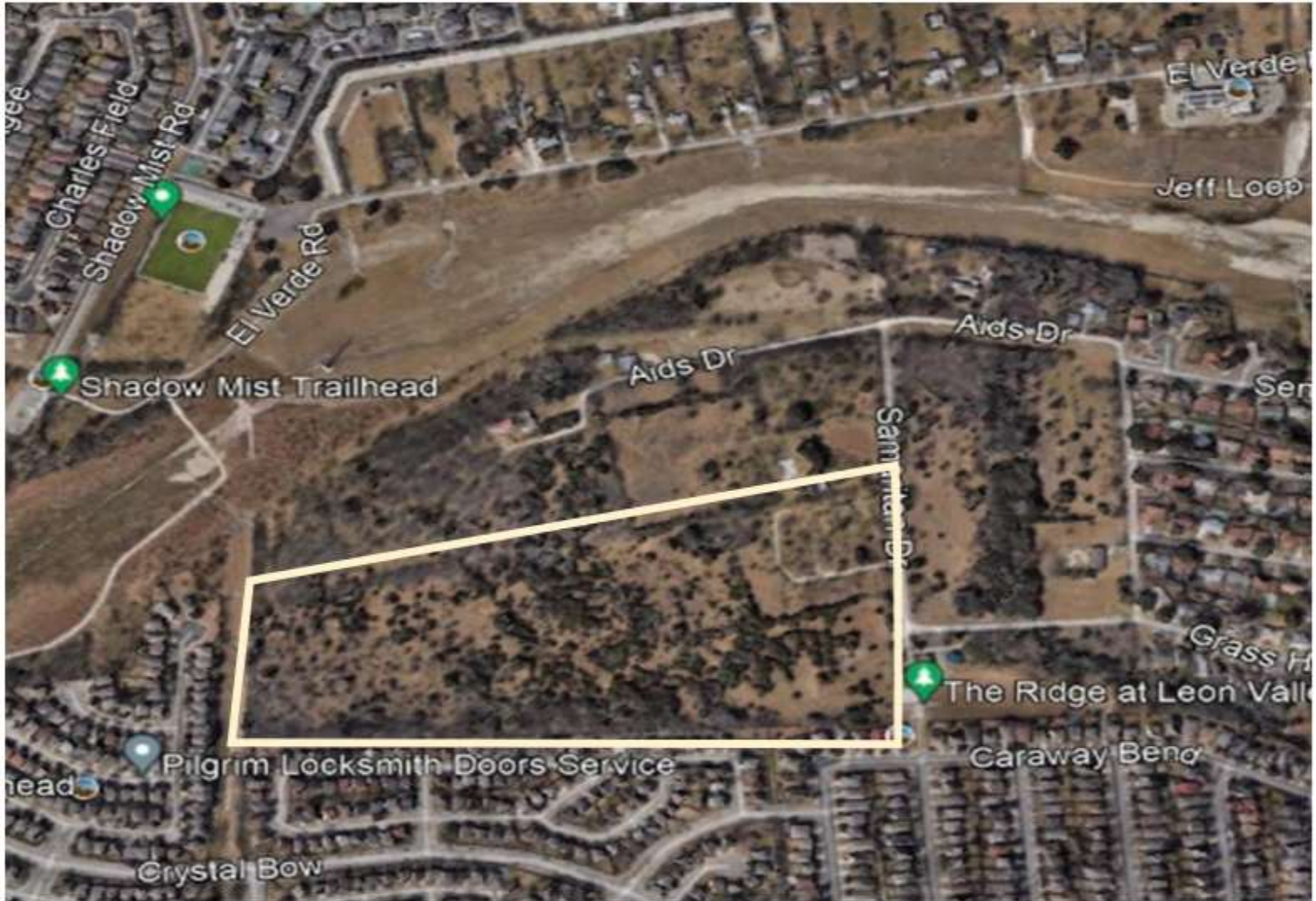
| Street | | AM Direction | | PM Direction | |
|------------------|-----|--------------|------|--------------|------|
| | | Enter | Exit | Enter | Exit |
| Seneca Drive | 75% | 8 | 24 | 28 | 16 |
| Grass Hill Drive | 25% | 3 | 8 | 9 | 5 |

Calculated as per ITE TRIP GENERATION MANUAL, Eleventh Edition

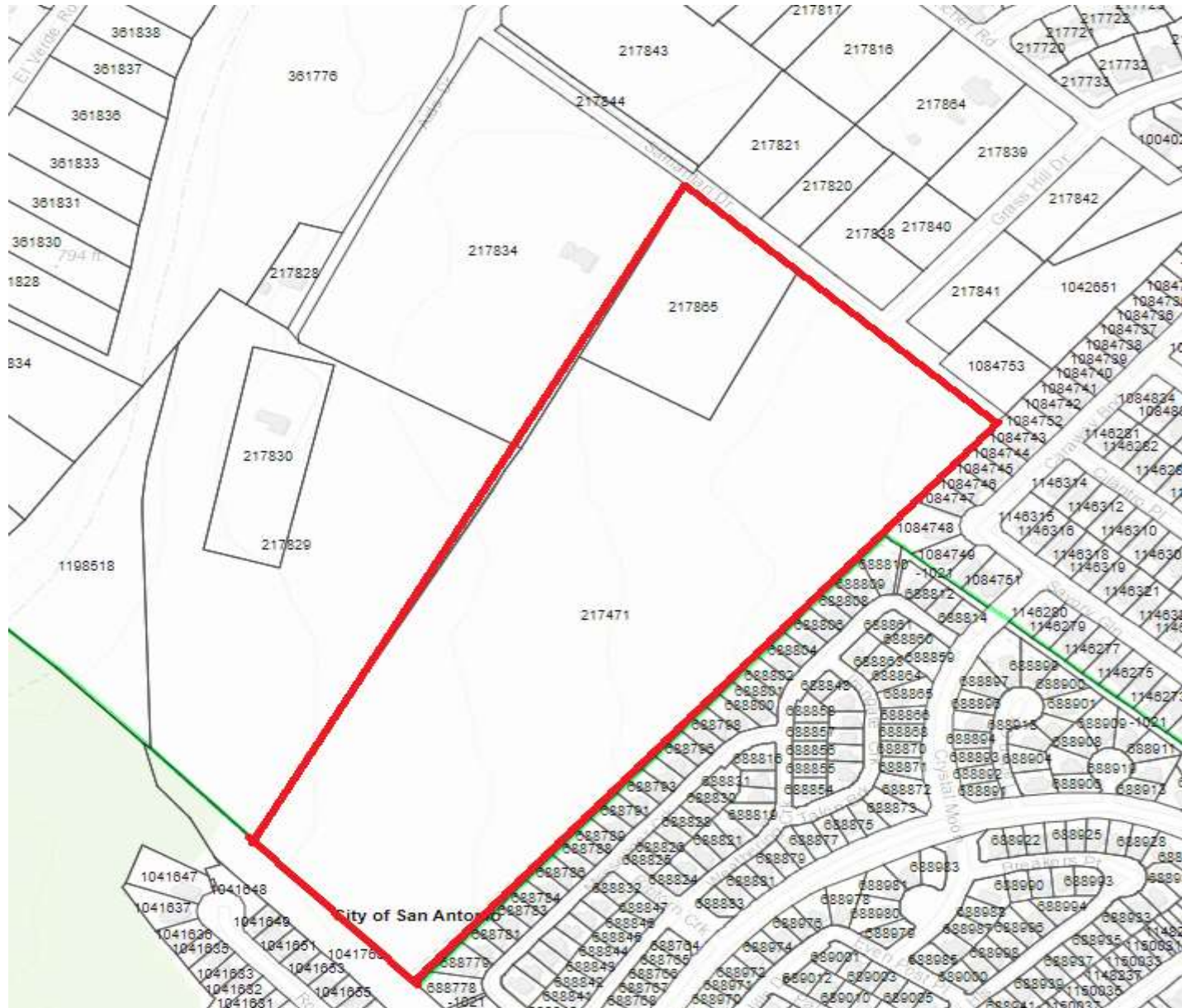
City Master Plan

- The current plan recommends R-1 for this area
- The code states: The planning and zoning commission or city council may initiate proceedings to consider a change to the zoning on any property
- The applicant states: The majority of the surrounding zoning is R-6. Our proposed zoning and PDD is in sync with the surrounding neighborhoods

Aerial View



Location Map



Fiscal Impact

- All fees associated with this rezone request have been paid
- The development of a single-family subdivision will increase ad valorem and sales tax in the city