

Sumter City-County Planning Commission

November 28, 2012

PD-03-11 (Revision 4), The Arbors (City)

I. THE REQUEST

Applicant:	Talmadge Tobias
Status of the Applicant:	Representative for Property Owner
Request:	A request to revise the existing Planned Development, PD-03-11 (Revision 4) to allow the option of combining lots in this subdivision
Location:	Northwest corner of Carter Road and Terry Road
School District:	2
Size of Property:	+/- 19.67 acres
Present Use/Zoning:	Residential /PD
Proposed Zoning	Planned Development
Proposed Use of Property:	The Arbors Patio Home Community
Tax Map Reference:	186-12-01-017 thru 027, 034 thru 038, 049 thru 069, 186-12-04-001 thru 008, 186-12-05-001 thru 020, 024 thru 038, 186-12-06-001 thru 007, 009 thru 013
Adjacent Property Land Use and Zoning:	North – Vacant & residential/PD South – Carter Road & residential/PD East – Terry Road & Covenant Place/PD West – Residential/R-15

II. COMPATABILITY WITH THE COMPREHENSIVE PLAN:

The 2020 Comprehensive Plan designates this area as Suburban Development Planning Area (SD). The objective of the SD designation is to scrutinize and manage the existing development patterns, foster intentional mixed use development where form and design are a focus.

Policies laid out in the Comp Plan call for incorporating design characteristics into residential development including but not limited to a mix of residential housing types and design diversity.

Due to the existing nature of the area, single-family residential development geared towards patio-style homes with architecture built in accordance with the City of Sumter Highway Corridor Protection District design criteria is compatible. Planned Development is an alternate zoning district under the Residential Conservation Comprehensive Plan designation.

III. BACKGROUND

This request is a revision to PD-03-11 (Revision 3) approved and adopted by Sumter City Council on April 1, 2008. The original planned development was established September 13, 2003 and geared toward a patio home community for unassisted retirement living.

The original plan called for 113 residential lots designed for front-loading garages.

The revision approved in December of 2007 (Rev 2) reconfigured the number of residential lots (110) and added rear alley access for rear loading garages on a majority of the proposed lots.

As part of Revision 2, the applicant also added two parking lots for visitors. The rationale behind the addition of parking lots was to allow off-street parking for long-term visitors; this rationale was supported by the reduced accessibility to individual parking areas due to the rear alley configuration. Prior to Revision 2, the plan did not call for parking lots and all parcels were planned for front-loading garages with the following setbacks: front – 25 ft., sides – 3.5 ft., and rear – 10 ft.

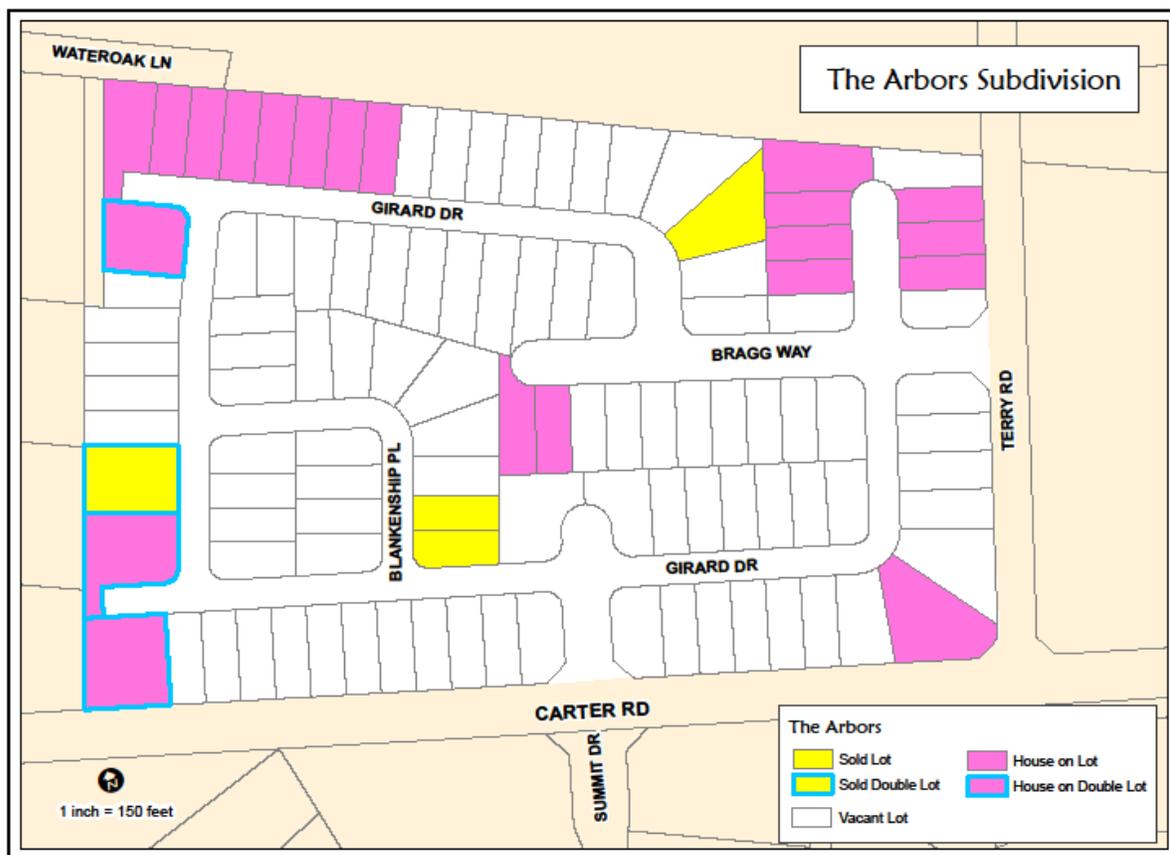
As part of Revision 3, the applicant removed the rear alley configuration from the approved plan and requests to modify building setbacks in order to develop all lots with front-loading garages or carports. The following setbacks would apply to all interior lots: front – 20 ft., sides – 3.5 ft., rear – 20 ft. The exterior side setback for corner lots would be 10 ft.

CURRENT REQUEST

Over the past years with all the prior revisions, this project still has not developed as well as expected. Therefore, the applicant is now submitting another amendment to this Planned Development to allow more market options in lot sizes to help build out this subdivision. The applicant desires to have the option to combine two lots for one house or combine three lots and resubdivide into two lots to allow for two houses. This would create bigger lots and less density. The present lot width is 45 feet on most lots. This amendment would allow for lot widths ranging from 45' to 90' wide.

The layout on the next page shows the current status of this subdivision as provided by the applicant. It shows the original lots which currently have patio homes built on them. (18 houses) There are three larger lots where two lots were combined each time at the rear of the subdivision which staff approved (3 houses). At that time, staff saw no problem with combining a few lots in the back for individuals who wanted a little more distance and yard space. The applicant was told that if there was a market demand for these size lots then they would need to submit a revision to this Planned Development. Staff recommended that if they did decide to do a revision they would need to consider denoting a boundary area for these size lots. Staff did not have as much concern with variety in lot sizes as much as how this would look in the grand scheme of this subdivision and felt a need for some type of uniformity or compatibility with the houses already built throughout this development.

The result of this revision will be some larger lots, less density and no other changes. Houses will range in the same size from 1500 to 2100 sqft with similar roof pitches and exterior materials. Included with this report is a photograph of the existing patio homes on the small originally platted lots (shown in pink) and a photograph of the homes on the two existing double lots which were combined in past months. The third double lot is under construction (pink lots with blue outline).



IV. TRAFFIC REVIEW

A condition of the approval for PD-03-11(Revision 1) was the completion and submission of a traffic impact study (TIS) that would analyze the impact of this development on the adjacent road network. A TIS was completed and submitted in July 2006. The submitted TIS based its traffic review on 2004 traffic count figures available from SCDOT at the time of the study. Based on 2004 figures and the projected additional traffic of 700 to 1100 vehicles per day (vpd) from this development, it was determined by the engineer that no mitigation measures would be required.

Since 2004, the traffic volume on Carter Rd. has increased by 2000 vehicles per day. Although at the time of the study no mitigation measures were recommended based on no change in the level of service, it should be noted that the impact of this development combined with previously

approved developments will add a significant additional burden to the transportation network at full build-out.

While Staff believes that safety/mitigation measures should be considered for the Carter Rd. subdivision access, to include left turn lanes and right turn/deceleration lanes, Carter Rd. has been identified for future widening as part of the SUATS Long Range Transportation Plan. Staff recommends that these mitigation concerns be addressed as part of any future widening projects for the Carter Rd. corridor.

V. WATER AND SEWER AVAILABILITY

City water and sewer are available.

VI. STAFF RECOMMENDATION

After review of the submitted request, Planning Staff recommends approval of this amendment to the Planned Development. The intent of the Comp Plan and a Planned development is to allow for various housing types and densities so therefore this request complies with the Comp Plan.

VII. PLANNING COMMISSION – NOVEMBER 28, 2012

The Sumter City – County Planning Commission at its meeting on Wednesday, November 28, 2012 recommended approval for this request.

VIII. CITY COUNCIL – DECEMBER 18, 2012 – FIRST READING/PUBLIC HEARIN