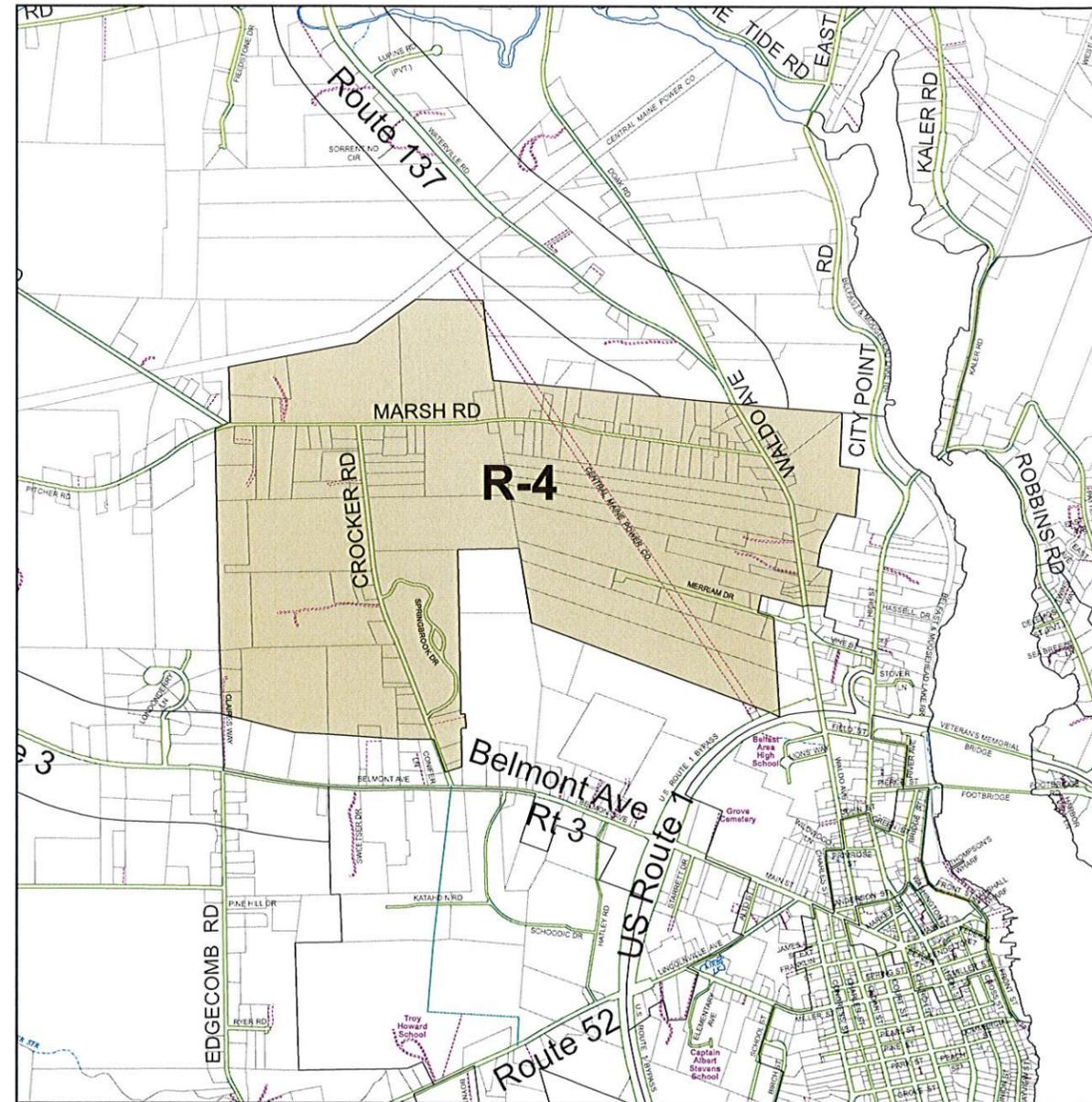


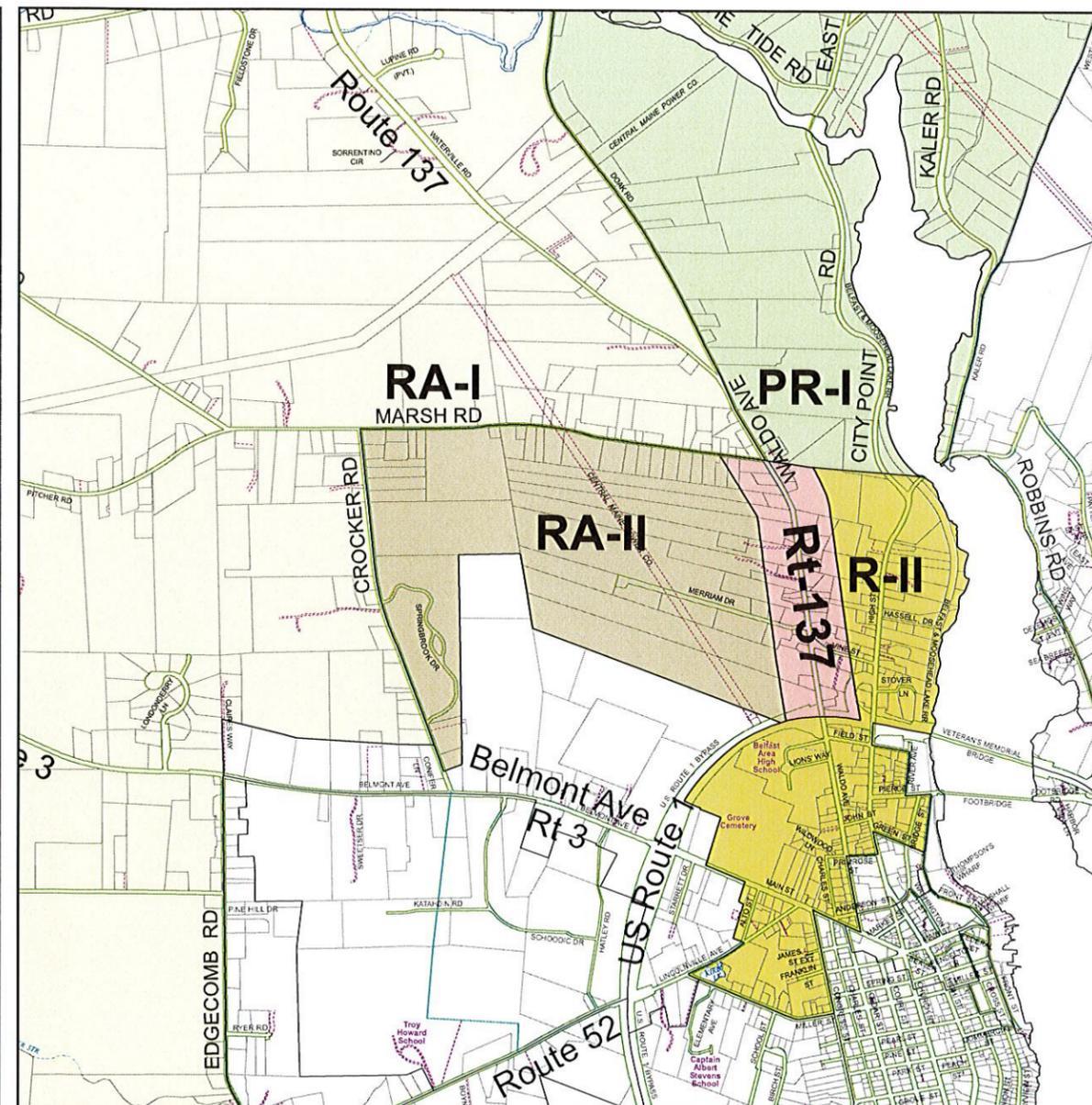
Residential-4

PROPOSED LAND USE AREA



Zone
R-4 Residential 4

EXISTING ZONING



Zone
PR-I Protection Rural District
RA-I Residential/Agricultural I District
RA-II Residential/Agricultural II District
R-II Residential II District
Rt-137 Route 137 Commercial District

RESIDENTIAL 4 AREA

“ENCOURAGE HOUSING”

Goal

To establish an area that is close to public services, shopping, jobs and existing housing which could accommodate much of the community’s long-term need for higher density residential housing.

Overview of Past, Current & Future Use

This area supports a mix of uses, but the predominant use is residential housing. Single family houses of varying values and sizes are the most common development. There also are several multi-family housing projects in the area; Belfast Square Apartments (senior housing) on Merriam Drive, the 46 unit Springbrook Condominium project on Crocker Road which MBNA initially constructed in 2000 to provide housing for its employees, and the Group Home Foundation’s 6 unit independent living apartments for persons with special needs on Waldo Avenue that was constructed in 2008. With the exception of the above noted developments, most houses are located on the main streets in the area, and little development is located more than 200 feet from the street. Most nonresidential uses in the area, such as B&J Auto Repair and Flagg’s Garage, are small in scale and create little traffic impact.

The City believes that this area presents an opportunity to satisfy many of the community’s long-term needs for higher density residential housing, and proposes this area to be a long-term residential ‘Growth Area’. This area has many of the features you look for in establishing a growth area; it is close to the downtown, schools, major places of employment, and current urban areas, and there is a significant amount of underdeveloped land. A significant drawback, however, is that most of the area is on the periphery of City sewer. That said, much of the area is on public water. As such, the City should be prepared to constructively work with persons who would like to develop this area for significant amounts of housing by financially participating in the extension of public services, particularly public sewer. Steep slopes, pockets of wetlands, and the narrow configuration of some of the larger parcels will present constraints, but the positive characteristics of this area outweigh the drawbacks.

Recommendations

Permitted Uses (Examples of Main Uses Permitted)

- 1) Single-family & two-family residences
- 2) Multi-family housing (sewer & by using a subsurface system)
- 3) Congregate Care & Elderly housing (sewer & by using a subsurface system)

- 4) Home Occupations, Larger Scale
- 5) Schools, Churches, Child Care & Similar Uses,
- 6) Small Scale Professional Offices
- 7) Indoor Recreational Facilities
- 8) Agricultural

Minimum Lot Size

- 1) 1/3rd acre – 15,000 sq ft for single-family or two-family (sewer)
- 2) 1/2 acre – 20,000 sq ft for single family (septic)
- 3) 1 acre – 40,000 sq ft for two-family (septic)
- 4) 1 acre for Multi-family (sewer or subsurface system)
- 5) 1 acre for any type of nonresidential use
- 6) 150 feet street frontage

Density (Number of Dwelling Units per Acre)

- 1) 3 single family units per acre (sewer)
- 2) 2 single family units per acre (septic)
- 3) 6 two-family units per acre (sewer)
- 4) 2 two-family units (1 structure) per acre (septic)
- 5) 12 – 16 multifamily units per acre if on sewer
- 6) Multifamily units on a subsurface system; density controlled by plumbing code
- 7) No specific density standard for elderly or congregate housing if on sewer, density controlled by plumbing code if on septic/subsurface system
- 8) No specific restriction on amount of lot coverage for either a residential or a nonresidential use

Setbacks (Distance Structure Must be Located from a Lot Line)

- 1) Single family and two family residential; 30 feet front and 15 feet side and rear
- 2) Multi-family residential; 30 feet front and 25 or more feet side and rear. Parking to be located to the side or rear of the structure.
- 3) Nonresidential use; 30 feet front and 25 or more feet side and rear. Parking to be located to the side or rear of the structure.

Major Changes Compared to Current Requirements

- 1) The proposed Residential-4 area includes land that is now in 3 different zoning districts; Route 137 Commercial, Residential Agricultural I and Residential Agricultural II. The intent is to create a district that allows similar uses on both sides of the major roads (Waldo Avenue, Crocker Road and Marsh Road), and to establish housing as the main permitted and desired use.
- 2) This proposed area would allow greater housing density than current zoning, particularly the number of multi-family units. This also means that the minimum lot size for a residential use is often less than current standards. In particular, the

Residential Agricultural I zone now requires a 2 acre minimum lot size for a house, but this proposed district will require a ½ acre lot size for a property that is not on public sewer, and 1/3rd acre for a property on sewer. It is noted that the proposed density standards (except for multi-family housing which is now only 6 units per acre) are now the norm in the Residential Agricultural II and Route 137 zones.

- 3) The proposed area eliminates many of the nonresidential uses that are now permitted, particularly in the area along Waldo Avenue that is now in the Route 137 Commercial zone.

Other Issues & Ideas To Consider

- 1) A major impediment to encouraging greater density housing development in this area is the lack of public sewer. The City should consider cooperating with a potential developer by financially participating in the cost of a sewer extension. City also could consider extending public sewer entirely at City cost along the section of Waldo Avenue out to Marsh Road that is not now served by sewer as a way to encourage growth.
- 2) City should consider allowing additional density and waiving sewer connection fees for a project that constructs affordable housing as a portion of the development.
- 3) Some of the area is quite steep. Elevation/grades in the area could inhibit the development of interconnecting roads among/between future developments.
- 4) City should ensure that several existing nonresidential uses that could be rendered nonconforming by the implementation of this recommendation have the ability to expand, including an increase in the size of the lot. The City wants these existing businesses to be able to thrive and expand.
- 5) The amount and speed of traffic in this area has been cited by residents as a concern. Route 137 is a State road that supports considerable commuter traffic, and Crocker Road appears to be experiencing more 'cut-through' traffic. The goal is to encourage most new housing to be located on new streets that will serve individual neighborhoods, such as the road constructed for Springbrook Condominiums, rather than relying upon single driveways located off the major streets for individual residences.
- 6) The area along Route 137 as far to the northeast as Marsh Road is in the MDOT urban compact zone. The inclusion of this area within the urban compact zone is one of the reasons which support identifying this as an area which can support greater housing densities.