

## Resubdivision & Special Exception Narrative

### Subdivision Regulations

#### B.4. Residential Development Design

a. Residential lots shall generally front on residential access (local) streets, not on collector streets. The Commission may waive this requirement for a very limited number of lots, only upon substantial demonstration that it is impractical and infeasible for lots to front on local streets.

Where such a waiver is granted, a turnaround driveway must be provided. Shared driveways must be provided for contiguous lots on the collector street where feasible. **Request waiver of requirement B.4.a**

b. One driveway curb cut will be permitted per residential lot on a local street, unless the distance between them is greater than 50 feet and approval has been granted by the Planning Director and the Town Engineer. Only one driveway curb cut will be permitted per residential lot on a collector street. **Ok.**

c. Every lot shall have sufficient access to it for emergency vehicles as well as for those needing access to the property for its intended use. **Ok.**

d. The placement of units in residential developments shall take into consideration topography, privacy, building height, orientation, drainage, and aesthetics. Where appropriate, these items shall be designed in accordance with the Public Improvement Specifications manual. **Proposed houses are set back away from road, existing trees to remain as much as practical and new street trees are proposed.**

e. When open space is required in a subdivision, a concept meeting with the Commission is encouraged so that the location of open space may be agreed upon early in the application process. **N/A.**

### Zoning Regulations

#### 3.2.2 Interior Lots

##### A. Purpose

It is the purpose of this section to recognize that there are land configurations in which it is impractical to construct a new residential street. This section allows the approval, as Special Exception after a public hearing, of the development of an interior lot that does not meet lot frontage requirements of the zoning district in which it is located. This section is not intended to encourage the development of land characterized by severe physical limitations

## B. Applicability

1. This section does not apply to development of new subdivision lots on new streets. Such lots must meet the required width upon the street as defined in Article 10: Definitions (Lot Frontage). This section is intended to allow for the division of existing properties into not more than 2 new lots, 1 or both of which cannot meet lot frontage requirements for the zone.

2. Properties upon which interior lots are proposed must have been in existence as recorded by deed in the South Windsor land records, prior to adoption of this regulation on June 11, 1990. This regulation is not intended to allow for the creation of remainder “parcels” of land (upon which interior lots are subsequently requested) without adequate frontage when new subdivisions are approved. Lot was recorded **Ok – DEED SUBMITTED**

3. Not more than 2 interior lots shall be approved on an existing parcel regardless of the number of frontage access areas. An existing parcel that has been divided into 2 interior lots under this regulation shall not be re-divided into further interior lots under this regulation at any time.

**Ok. Only one interior lot is proposed.**

4. Interior lot development shall be limited to single-family dwellings and permitted accessory structures. **Single family homes are proposed.**

5. Interior lots will be allowed only in the following zones: RR, A-20, A-30, A-40, and AA-30. Any existing conforming frontage lot must continue to meet the current zoning requirements. **Proposed lots are located in the A-20 zone.**

## C. Approval Criteria

In reviewing and acting upon any proposal for an interior lot, the Commission shall determine that the following criteria are met.

1. The proposed interior lot(s) shall be deemed to accomplish the best use of the subject land and shall be justified by the subject area’s boundary configurations, topography, soils or other natural resource characteristics. In reviewing a proposed interior lot, the Commission shall carefully evaluate aesthetics; proximity to neighboring properties and dwelling units; restriction of existing views; proposed buffering/screening; potential drainage, traffic and environmental impacts; driveway locations, slopes and sight lines; utility service capabilities; property value impacts; and future land use alternatives. The applicant must demonstrate to the Commission that there are minimal impacts for all of the above-listed criteria.

2. Except for requirements modified by this interior lot section, all new interior lot development shall conform to all requirements prescribed for the zone in which the interior lot is located. **Yes, proposed interior lot conforms to zone requirements.**

3. All interior lots shall have a minimum area which is double the required area for the zoning district in which the interior lot is established with the exception of A-20 zones, which shall have a minimum lot area that is triple the minimum required lot area. Minimum lot area shall be calculated exclusive of access area. Where lot approval is requested in an open-space subdivision,

minimum area is still twice the standard lot size for the district. **Lot area in SF exclusive of access way is more than triple the required lot area in the A-20 zone.**

4. The access area is defined as the area in front of the minimum lot width line. The minimum lot width line is defined as the line perpendicular to the mean direction of the lot side lines, at which the required minimum width is obtained. The minimum lot width shall generally be parallel to the town street from which access is obtained. All interior lots must have a width at the minimum lot width line equal to 1.5 times the required lot width for the zoning district in which it is located. **Proposed interior lot is more than 1.5 times the required lot width.**

5. All proposed interior lots shall include an access way meeting the following standards: a. The access way portion of the interior lot shall directly front on a public street and be owned in fee by the interior lot. **The access way directly fronts on Pleasant Valley Rd and shall be owned by the interior lot owner.**

b. The access way shall have suitable sight lines along the street it fronts upon. **The sight lines are designed to meet CONN DOT requirements.**

c. No access way shall be located adjacent to another access way to an interior lot. There must be a separating distance between access ways equal to the minimum lot width in the zone in which the interior lots are located. **Proposed access way is not adjacent to another access way.**

6. Driveways to interior lots shall be designed and constructed to accommodate fire apparatus and other emergency equipment. All application for interior lots shall detail the nature of proposed driveway construction including proposed location, width and building materials, and provision for vehicles to turn around. Driveway plans must be reviewed and approved by the Town Engineer and the Fire Marshal. **End of interior lot driveway is wide enough to allow vehicles to turnaround.**

7. Not more than 2 interior lots may be accessed by a single access way. Access rights must be documented for both lots. **Only one interior lot is proposed**

8. There are no established front yard setbacks. An application will be evaluated for its aesthetic impact on neighboring properties, especially front/existing lots. Suggested guideline for house placement is that the proposed front yard setback be equivalent to neighboring properties' interior yards. Setback lines shall be proposed by the applicant with the application and approved or modified by the Commission. **A 10' front yard setback is proposed from the abutting frontage lots.**

9. The side and rear yard setbacks required for the zoning district in which the lot is located must be observed. **Side and rear lots have been met for the proposed lots.**

10. The Commission can require greater setbacks from any property line where land configuration, topography, other physical limitations or existing development on adjacent land dictate that increased setbacks are desirable. **Existing trees to be maintained as much as possible as a buffer adjacent to existing lots.**

11. Unless the interior lots front on different streets, no interior lot shall be permitted to the rear of any other interior lot. (Stacking is not permitted.) **Only one interior is proposed.**

#### D. Application for Approval

1. Application for Special Exception approval shall include all items required for a standard subdivision of land per Town of South Windsor Subdivision Regulations if the creation of an interior lot requires a subdivision of land. In addition, location of the proposed house and driveway access, with proposed grading, must be shown. **Site plans have been provided to show required items.**

#### 8.4. Special Exception Standards and Procedures

The interior lot is also subject to the Special Exception Review Criteria outlined in Section 8.4 B of the Zoning Regulations. We believe the proposed interior lot meets the review criteria, namely:

1. The proposal is consistent with the goals and objectives of the Plan of Conservation and Development. **The proposed house lots will complement the existing neighborhood and be consistent with the adjacent existing development on Pleasant Valley Road. Additional housing will be provided for the community.**
2. The application has met the requirements of the zoning regulations. **The interior lot meets the requirements of the regulations as outlined above.**
3. The land is physically suited to the proposed use. **The land is physically suited for an interior lot as depicted on the site plans.**
4. Minimal, if any, adverse environmental impacts are created. **No adverse environmental impacts are expected due to the development. No existing wetlands are on site.**
5. No traffic or other hazards will be created. **No adverse traffic impacts are expected as a result of this project. Increased traffic from two additional lots will be minimal.**
6. The impacts on the capacity of the present and proposed utilities, street, drainage systems, sidewalks, and other elements of the infrastructure will be minimal. **The impacts on utilities will be minimal.**
7. There will be minimal or no adverse effects on existing uses in the area. **The proposed house lots will not adversely effect the adjacent existing houses.**
8. Surrounding property values will be conserved. **Existing property values will not be adversely impacted as a result of the development.**
9. The character of the neighborhood will be maintained or minimally disrupted. **The character of the neighborhood will be minimally disrupted due to the modest size proposed development.**
10. The general welfare of the community will be served. **The general welfare of the community will be served through the development of new homes for the community.**
11. There is a balance between neighborhood acceptance and community needs. **The proposed development will supply additional housing needed in the community.**
12. Historic factors are adequately protected; or due consideration to preservation of historic factors has been demonstrated. **There are no known historic factors in the development area.**

13. The overall physical appearance of the proposed development is compatible with surrounding development and the Commission's goals for the neighborhood/corridor. The proposed development will be compatible with the surrounding neighborhood.
14. The architectural design is aesthetically pleasing and blends well into the surrounding area. The proposed houses will be aesthetically pleasing to complement the neighborhood.