



PLANNING AND ZONING COMMISSION MEMORANDUM

FROM: Planning & Zoning Department **DATE:** May 21, 2020

SUBJECT: SDP 2020-02 Public hearing and consideration of a request from Urban Trails Beaten Path Development for a revised special development plan for Urban Trails at northwest and northeast corners of Mid Cities Boulevard and Holiday Lane, being 10.92 acres described as Urban Trails Addition Phases One and Two.

PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

Urban Trails Beaten Path Development LLC is requesting approval of a revised special development plan (SDP) in the Smithfield Transit Oriented Development (TOD) district. The applicant proposes to modify the first floor heights for all residential units, the architectural design standards for units facing Mid Cities Boulevard, and the required parking ratio for the development. The property is located on the north side of Mid-Cities Boulevard on the east and west sides of Holiday Lane.

GENERAL DESCRIPTION:

In 2018, a special development plan (SDP) was approved for the site to develop 100 single-family residential units comprised of 76 townhouses and 24 duplexes. The SDP was approved by City Council on July 23, 2018 (Ordinance No. 3523).

The applicant proposes to modify the following items associated with this special development plan. All other conditions and standards of the previously-approved special development plan would remain intact.

First floor height. The TOD standards require a first floor height of ten feet for all residential units (see [Section 118-566](#), NRH zoning ordinance). This requirement is unique to both the Town Center (HomeTown) zoning district and the TOD. The urban design purpose for this requirement is to increase overall residential building heights and the first floor presence along the street, whereby activating the street with larger windows, doors, front stoops, and porches. The applicant proposes to reduce the required first floor height to nine feet for all units.

Architectural design. As part of the presentation of the special development plan to City Council in 2018, the applicant presented conceptual building elevations that illustrated the basic architectural design features for the interior townhomes and the duplex units facing Mid-Cities Boulevard. The applicant agreed to incorporate specific elevations into

the approved standards for the Mid-Cities duplex units, contingent on refining and enhancing the design of the product with staff.

The images below illustrate the approved and proposed design features for the duplex units. Since the original approval did not specify the types of required features, the applicant proposes to include the following as part of the revised SDP.

| ARCHITECTURAL DESIGN FEATUERS | | |
|-------------------------------------|--------------------------------|---------------------------|
| Coach lights at front door | Eight (8) foot tall entry door | Cedar attic vents |
| Brick course at roof rake | Brick wainscot | Brick surround at windows |
| Covered porch with 12:12 roof pitch | Enhanced windows at openings | Pin letter street address |



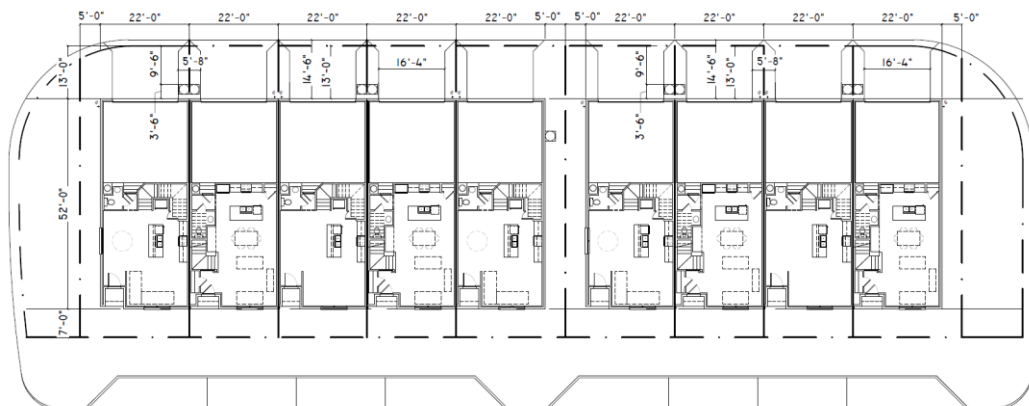
APPROVED



PROPOSED

Further, the applicant is proposing to remove the conceptual images of the townhomes from the special development plan exhibits. Instead, they propose to conform to the minimum TOD standards required by the zoning code.

Neighborhood parking ratios. The applicant is requesting to eliminate the rear parallel parking along the alley adjacent to all townhome lots. After approval of the 2018 plan, a detailed review of townhome unit plot plans by the applicant found that gas meters and HVAC condenser units along the alleys would impede the required 8' x 22' parallel parking space dimensions along the alley. The typical driveways for the 22-foot wide townhome lots would be 16.25 feet wide but only 14.5 feet deep, which is not enough for a parking space.





The applicant’s proposed parking ratio revisions would include a minimum of four (4) parking spaces per duplex unit, two (2) parking spaces per townhome unit, and 0.62 on-street parking spaces per unit for the neighborhood. The total parking ratio for the development would therefore be 3.1 parking spaces per unit. The TOD Code requires two (2) parking spaces per unit, but the previously-approved 2018 special development plan for Urban Trails required a minimum neighborhood parking ratio of 4.23 spaces per unit.

The new parking summary is provided below.

| PROPOSED URBAN TRAILS PARKING REVISIONS | | |
|---|---------------|--------------|
| | ORIGINAL PLAN | REVISED PLAN |
| Onsite Parking Spaces (Garage) | 200 | 200 |
| Duplex Driveway Spaces | 48 | 48 |
| Townhome Driveway Spaces | 113 | 0 |
| On-Street Parking Spaces | 62 | 62 |
| Total Parking Spaces | 423 | 310 |
| Neighborhood Parking Ratio | 4.23/unit | 3.10/unit |

STAFF REVIEW: The Development Review Committee generally supports the requested revision to the first floor ceiling height due to previous approvals for reduced 22-foot townhome width affecting the livable floor area. The Development Review Committee also supports the proposed modifications to the architectural concept renderings.

The Development Review Committee supports a minor reduction in required parking for the neighborhood, but believes the 3.10 spaces per unit ratio is too low. Some townhome unit plot plans should be explored that still allow for alley parking to achieve a total on-street and alley parking ratio of 1.0 spaces per townhome unit. This would mean at least one half of the 76 townhomes would need to be designed to accommodate alley parking spaces. This would result in a neighborhood parking ratio of 3.48 parking spaces per unit.

COMPREHENSIVE PLAN & CURRENT ZONING: This area is designated on the Comprehensive Land Use Plan and is currently zoned Transit Oriented Development. The purpose of the transit oriented development code is to support the development of the community’s station areas into pedestrian-oriented, mixed-use urban neighborhoods, with convenient access to rail transit, shopping, employment, housing, and neighborhood retail services. The goal of each station area is to encourage an efficient, compact land use pattern; encourage pedestrian activity; reduce the reliance on private automobiles; promote a more functional and attractive community through the use of recognized principles of urban design; and allow property owners flexibility in land use, while prescribing a high level of detail in building design and form.

SPECIAL DEVELOPMENT PLAN: The applicant is requesting a revised special development plan for consideration of modifications to the standards of the transit oriented development district. The special development plan process is intended to allow applicants development flexibility to address specific market opportunities and/or contexts within the transit oriented development district. In evaluating a special development plan,



the Planning and Zoning Commission and City Council must consider the extent to which the application meets the following:

- the goals and intent of transit oriented development in the city;
- provides an alternative "master plan" approach by consolidating multiple properties to create a predictable, market responsive development for the area;
- fits the adjoining context by providing appropriate transitions;
- provides public benefits such as usable civic and open spaces, livable streets, structured and shared parking, and linkages to transit; and,
- does not hinder future opportunities for higher intensity transit oriented development.

CITY COUNCIL: The City Council will consider this request at the June 8, 2020, meeting following a recommendation by the Planning and Zoning Commission.

RECOMMENDATION:

Approve SDP 2020-02, with a modification to the requested parking ratio requirement to equal 3.48 parking spaces per unit.