

Baxter Road Apartments

Class 3-Site Plan Review

December 20, 2024

SRC 220.005(f)(3) Class 3 Site Plan Review Criteria:

(A) The application meets all applicable standards of the UDC;

Applicant Findings: The subject property is 6.15 acres in size, zoned RM-II, and located at 1700 Baxter Road SE (083W14BD/Tax Lots 100 and 200).

The applicant is proposing a development consisting of 138-apartment units as shown on the site plans.

Applications Requested:

- *Site Plan Review (SPR) Class-3
- *Design Review (DR) Class-1
- *Driveway Approach Permit (DAP)
- *Urban Growth Area Permit (UGA)
- *Partition
- *Tree Variance

Adjustments Requested:

- *SRC 702.020(d)(2) Façade and Building Design
- *SRC 702.020(e)(4) Façade and Building Design
- *SRC 514.010(d) Table 514-4 (Setbacks)-Front Yard Setback

Multi-Family Residential (RMII) Chapter 514

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Density (Table 514-3): The site being developed is 6.15 acres in size. Development in an RMII zone shall meet a minimum of 15 dwelling units and shall not exceed 31 dwelling units. Therefore, the site shall be developed with a minimum of 92 and allowed to have a maximum of 191 units. As shown on the site plan, there are 138 units proposed on the property.

The development is in compliance with the minimum and maximum density requirements.

Setbacks (Table 514-4): Setbacks are shown on the tentative plan.

North: Buildings F and G: Adjacent RMII zoned property; 29.2 to 31-foot setbacks/Parking: 10-foot setback
Building E: Adjacent Snowball Avenue cul-de-sac; 20-foot setback
Building D: Adjacent Abbie Avenue cul-de-sac; 35-foot setback
East: Buildings J, K, and L: Adjacent Snowline Street; 20-foot setback
Building G: Adjacent Snowline Street; 16-foot setback (an adjustment has been requested)
Building A: Adjacent Snowline Street; 35-foot setback
South: Buildings A, B, and C: Adjacent Baxter Road; 20-foot setback
Building D: Adjacent Baxter Road; 45-foot setback
Building E: Adjacent Abbie Avenue cul-de-sac; 20-foot setback
Building F: Adjacent Snowball Avenue cul-de-sac; 25-foot setback
West: Buildings D, E, and F: Adjacent RS zoned property; 30-foot setback with 8-foot sight obscuring fence

Note-Per SRC Section 702.020(e)(2)(A): A 5-foot reduction is permitted to each required setback in Table 702-5 provided that the height of the required fence in Sec. 702.020(b)(2)(B) is increased to eight feet tall.

Maximum Height (Table 514-6/See Building Elevations): Maximum building height allowed in the RMII area is 50'.

- *Building A is 33.6 feet in height (measured to the middle of the gable)
- *Building B is 34.11 feet in height (measured to the middle of the gable)
- *Building C is 34.11 feet in height (measured to the middle of the gable)
- *Building D is 33.9 feet in height (measured to the middle of the gable)
- *Building E is 33.6 feet in height (measured to the middle of the gable)
- *Building F is 33.6 feet in height (measured to the middle of the gable)
- *Building G is 34.11 feet in height (measured to the middle of the gable)
- *Building H is 34.2 feet in height (measured to the middle of the gable)
- *Building I is 33.6 feet in height (measured to the middle of the gable)
- *Building J is 33.6 feet in height (measured to the middle of the gable)
- *Building K is 33.6 feet in height (measured from highest grade to the middle of the gable)
- *Building L is 34.11 feet in height (measured from highest grade to the middle of the gable)
- *Building M (Recreation Building) is 18.11 feet in height (measured to the middle of the gable)

Therefore, the buildings are in compliance with the building height requirement.

Parking: The development is for a 138-unit apartment complex. Code does not require a minimum amount of parking for multi-family developments. However, the maximum parking allowed is 1.75 spaces per dwelling unit. Therefore, the maximum parking spaces allowed on the site is 242 spaces. As shown on the site plan, 230 on-site parking spaces are being provided. The applicant is requesting an adjustment.

Total:

74	Standard Parking Stalls
149	Compact Parking Stalls
7	Handicap Parking Stalls
230	Total Parking Stalls

As required by code, 40% of the parking spaces provided (230) are set up for EV vehicle parking. Therefore, there are 92 EV parking spaces being provided on-site.

Two (2) loading zones have been provided on-site as well. One in front for Building J and one in front of Building M (Recreation Building).

All parking areas will be served by 30-foot wide internal two-way accessways that run through the development. The parking area between Buildings F and G is only 26 feet in width because aerial access for Fire can still be achieved adjacent the buildings.

Bicycle Parking: The Code requires 1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for the residents. One hundred and thirty-eight (138) bicycle spaces are required. One hundred and thirty-eight (138) have been provided on-site.

Recycling: There are 3 covered trash/recycle areas provided within the Development. The trash areas are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle areas will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided.

Lot Coverage: The buildings on the site cover 20% (53,124sq.ft.) of the lot. Therefore, lot coverage is under the 50% maximum allowed and in compliance with code.

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. Therefore, meeting the requirements of the Public Works Department.

A Preliminary Drainage Report dated December 20, 2024, has been submitted as part of this application.

(B) *The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;*

Applicant Findings: A TGE form has been submitted as part of this packet. The size of the development does not warrant a TIA.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development has 30-foot-wide driveways throughout the site. The parking area between Buildings F and G is only 26 feet in width because aerial access for Fire can still be achieved adjacent the buildings. The driveways provide circulation throughout the site and onto the surrounding street system.

The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected.

The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

(C) *Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and*

Applicant Findings: Parking: The development is for a 138-unit apartment complex. Code does not require a minimum amount of parking for multi-family developments. However, the maximum parking allowed is 1.75 spaces per dwelling unit. Therefore, the maximum parking spaces allowed on the site is 242 spaces. As shown on the site plan, 230 on-site parking spaces are being provided. The applicant is requesting an adjustment.

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Bicycle Parking: The Code requires 1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for the residents. One hundred and thirty-eight (138) bicycle spaces are required. One hundred and thirty-eight (138) have been provided on-site.

The design of pedestrian circulation systems shall provide clear and identifiable connections within the multiple family development and to adjacent uses and public streets/sidewalks. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Therefore, this standard has been met.

(D) *The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.*

Applicant Findings: Utility plans have been provided that show how the site will be served with City water, sewer, storm water facilities, and other utilities appropriate to the development. As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. Therefore, meeting the requirements of the Public Works Department.

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