

## ***Liberty Road Apartments-West***

### ***Class 3-Site Plan Review***

***January 18, 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 6.69 acres in size, zoned RMII, and located at 5871 Liberty Road S (083W16C/Tax Lot 600). The subject property is Lot 35 of SUB-UGA-ADJ20-05.

The applicant is proposing a development consisting of 150-apartment units as shown on the site plans.

Applications Requested:

- \*Site Plan Review (SPR)
- \*Design Review (DR)
- \*Driveway Approach Permit (DAP)

Adjustments Requested:

- \*SRC 702.020(d)(2) Façade and Building Design
- \*SRC 702.020(e)(4) Façade and Building Design
- \*SRC 702.020(e)(5) Façade and Building Design

#### Multi-Family Residential (RMII) Chapter 514

Density (Sheet SDR3): The site being developed is 6.69 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 100 and allowed to have a maximum of 207 units. As shown on the site plan, there are 150 units proposed on the property.

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

Setbacks (Sheet SDR3): Setbacks are shown on the tentative plan.

- North: Buildings 7, 8, 9, and 10: 10 to 33.9-foot setback/Parking: 20-foot setback; Adjacent RMII zone- existing residential dwellings and vacant land
- East: Buildings 6 and 7: 25 to 31-foot setback; Adjacent Rise Street
- South: Buildings 1, 2, 3, 4, and 5: 30 to 35-foot setbacks/Parking: 20-foot setback; Adjacent RS zone-existing single-family dwellings
- West: Buildings 1 and 11: 20-foot setback; Adjacent Eagle Dance Street  
Building 10: 10-foot setback; Adjacent RMII zone-vacant land

Maximum Height (See Building and Floor Plans): Maximum building height allowed in the RMII area is 50'. All proposed buildings are in compliance with the requirements of the Code.

- \*Building 1 is 38.2 feet in height (measured to the highest point).
- \*Building 2 is 38.4 feet in height (measured to the highest point)
- \*Building 3 is 38.2 feet in height (measured to the highest point)

- \*Building 4 is 38.4 feet in height (measured to the highest point)
- \*Building 5 is 38.4 feet in height (measured to the highest point).
- \*Building 6 is 38.4 feet in height (measured to the highest point).
- \*Building 7 is 38.2 feet in height (measured to the highest point).
- \*Building 8 is 38.4 feet in height (measured to the highest point).
- \*Building 9 is 38.4 feet in height (measured to the highest point).
- \*Building 10 is 38.4 feet in height (measured to the highest point).
- \*Building 11 is 42.3 feet in height (measured to the highest point).
- \*Building 12 (Recreation Building) is 23.2 feet in height (measured to the highest point).
- \*Building 13 is 38.4 feet in height (measured to the highest point).
- \*Building 14 is 38.8 feet in height (measured to the highest point).

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

Parking (Sheet SDR3): The development is for a 150-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 are 263 spaces. As shown on the site plan, 241 on-site parking spaces are being provided.

Total:

194	Standard Parking Stalls
37	Compact Parking Stalls
10	Handicap Parking Stalls
<b>241</b>	<b>Total Parking Stalls</b>

As required by code, 40% of the provided parking spaces (241) are set up for EV vehicle parking. Therefore, there are 97 EV parking spaces being provided on-site.

Two (2) loading zones have been provided on-site as well. One in front for Building 1 and one in front of Building 13.

All parking areas will be served by 30-foot wide internal two-way accessways that run through the development.

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 fifty (150) bicycle spaces are required and one hundred and fifty-two (152) have been provided on-site.

Recycling (Sheet SDR3): There are four (4) trash/recycle areas provided within the development, one located in the northwestern portion of the development, one located in the northeastern portion of the development, and one in the southwestern portion of the development and one located in the eastern portion of the development. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle area will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided.

Lot Coverage (Sheets SDR3 and SDR4): The buildings on the site cover 17.56% (23,667sq.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 May 30, 2023, 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. However, a Traffic Impact Analysis (TIA) was approved with the Comprehensive Plan Change/Zone Change (CPC-ZC19-03) approval for the subject property. The TIA has been submitted as part of this application submittal.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 30-foot wide driveways throughout the site. 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 150-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 are 263 spaces. As shown on the site plan, 241 on-site parking spaces are being provided.

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hundred and fifty (150) bicycle spaces are required and one-hundred and fifty-two (152) 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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