

250 DUBLIN STREET PLANNED DEVELOPMENT APPLICATION REPORT

November 2, 2018

Introduction

250 Dublin Street is a proposed cottage court infill development located less than a 5-minute walk from the newly opened Firefly trail. The goal of the project is to integrate a collection of appropriate sized homes into the existing neighborhood, enhancing Dublin Street, the public realm, while adding pockets of open space for neighborhood interaction, exchange and enjoyment. Designed with the pedestrian in mind, private drives and alleys are used to hide automobiles from the public realm, as well as eliminate multiple driveways off Dublin Street. An inviting common space along Dublin Street is incorporated to conserve specimen oak trees and welcome the community outside the cottage court to enjoy the shade. Within the heart of the cottage court, homes are arranged to create an attractive communal outdoor space to encourage play, relaxation, and gardening in a safe vehicle-free zone. Important to this development is the interest in facilitating a high quality mixed-income development. It is the intent of this development to provide up to three lots to be placed in an affordable housing program established for the express purpose of providing affordable housing for the long term. This pursuit has led to positive preliminary discussions with the Athens Land Trust with the intent of future collaboration with their Affordable Housing Program.



Conceptual Site Plan
N.T.S.



Site Description and Current Use

The 3.22-acre site is located within the loop near the Lexington Road interchange on the west side of Dublin Street between Old Winterville Road and Branch Street. The tract of land is vacant with no existing structures on site. Vegetation consists of mature oak and pine trees filling the canopy layer while invasive plants cover the understory and ground plane. The land slopes gently down from Dublin Street to the back of the site. Due to the vacant nature of the site, it is unfortunately subject to the dumping of refuse. The frontage of Dublin Street is littered with tires and bags of household garbage.

Zoning

The existing zoning classification of the site is Single-Family Residential District *RS-5(A)*. A Planned Development is being sought, not to change the zoning classification, but to relax the density restrictions within the Airport Overlay District to allow for a density typical of that in the surrounding area and adjacent to the site, and to relax development restrictions to allow for a cottage court on fee simple lots. However, the proposed density of 4.03 units per acre (UPA) is less than the established density of the neighborhood and less than the 6 UPA allowed in the *RS-5* zoning classification.

Future Development Map

The proposed Single-Family Residential District *RS-5-PD* classification conforms to the Athens-Clarke County Future Development Map designation of *Traditional Neighborhood*.

Proposed Use

The proposed use will be 13 detached single-family homes. The homes, proportionate in scale with the existing neighborhood, are anticipated to be between 1,000 and 1,400 square feet with 2 and 3 bedrooms. The homes along Dublin Street will be equally setback from the road with inviting paths from the proposed sidewalk along Dublin to the front door and porch. Each lot will be served by an alley, providing automobile access to the rear of each of the homes. Mature specimen oak trees will be selectively preserved with a pocket park along Dublin Street conserving the most established stand of oaks.

A private drive off Dublin Street, terminating into the central green, mail kiosk, communal garden space, and a play structure provides attractive access into the heart of the community. Homes will front and overlook this central open space creating an outdoor room for socialization and beauty. Each home facing the central open space will have access to its front door via pedestrian paths with vehicular access hidden at the rear of the lots. Front porches will be provided on all homes to encourage outdoor enjoyment of the natural environment and social interaction. The open spaces within the development will be contained within an easement, ensuring its use and preservation. A Property Owner's Association will be established to govern and assess fees for the maintenance of the open spaces and private drives.



Examples of Intended Communal Green

Architecture

The architectural intent is to create quaint, beautifully detailed homes utilizing skillfully designed plans with quality materials. Varying architecture styles are encouraged to add diversity, personality and interest to the community. With each style, appropriate massing proportions, window and door composition, as well as consistent detailing will be required. Harmony will be achieved with key unified guidelines. These guidelines include:

- Front porches with a minimum of 6ft depth for usable, leisured sitting and dining.
- Home facades constructed at a build-to line for uniformity.
- Elevated slabs or crawl-spaces used to raise the front porch a minimum of 2ft above grade.
- Minimum roof height of 16ft to provide scale to outdoor spaces.

Examples of Architecture:



All proposed architecture and structures on site will satisfy the restrictions of the Airport Overlay zone as defined in Section 9-13-3.

Pedestrian Circulation

A 5-foot sidewalk per ACC standards is proposed along Dublin Street and Branch Street. In order to create a safer, more attractive pedestrian environment, a minimum 5-foot verge for planting street trees and separating pedestrians from auto traffic is proposed. Along Dublin Street, to keep the proposed sidewalk in the right-of-way, additional right-of-way will be dedicated. A sidewalk easement is proposed where the sidewalk deviates outside the right-of-way to conserve existing ACC trees. Within the community, sidewalks and crosswalks are provided for access to and through the central open space, communal garden and pocket green.

Vehicular Access

A single private drive from Dublin Street will provide access via private drives and alleys to the rear of all lots. A secondary alley access from Branch Street is added to enhance neighborhood and emergency service vehicle circulation. In order to protect the public realm and enhance the pedestrian experience, no driveways serving single lots along Dublin Street are proposed.

It is important to note that the use of private drives and alleys were utilized to create communal open space, enhance aesthetics, and in turn add value to the proposed community and existing neighborhood. Alternatively, a typical layout could have been employed using a cul-de-sac public road replacing the proposed central common open space (*See the exhibits below*). In the typically constructed alternative, the front facades of the homes would be composed primary of a garage door, and the public realm would be composed of an asphalt paved cul-de-sac and driveways.



Typical Development



Proposed Development

A 40-foot right-of-way stubbing into the rear of the site from Royal court exists, however, connecting with a public street was deemed to create a negative impact on the existing homes lying adjacent to the right-of-way, and negatively impact existing lots lying to the northeast.

Parking

Parking for each single-family home will occur in the rear of each lot with a surface parking area for two vehicles per minimum code requirement. Detached or attached garages or covered carports will be encouraged. Seven on-street parking spaces are required by code. A total of 10 on-street parking spaces will provided with 4 spaces located on the private drive and 6 on-street spaces along Dublin Street.

Traffic Generation

Although it has many limitations and necessarily requires broad generalizations, the Institute of Transportation Engineers (ITE) is the industry standard source for providing trip generation information for various land uses. The trip generation analysis was prepared by referencing the ITE Trip Generation Manual (9th Edition) and selecting the land use category best representing the subject site use, which is Single Family Homes (Land-Use Category 210).

Per ITE Trip Generation Handbook, the expected traffic generated by the project is summarized below:

| Description/ITE Code | Units Type | Units | ADT 2-WAY | PEAK AM | | | PEAK PM | | |
|----------------------------|-------------------|-------|------------|-----------|-------|--------|-----------|----------|----------|
| | | | | AM Hour | AM In | AM Out | PM Hour | PM In | PM Out |
| Single Family Homes 210 | Dwelling Units | 13.0 | 124 | 10 | 2 | 7 | 13 | 8 | 5 |
| TOTAL TRIPS: | | | 124 | 10 | | | 13 | 8 | 5 |

The potential increase of traffic on local streets is always an understandable concern for adjacent neighbors and the community at large. These concerns usually relate to safety, noise, and level of service. However, there are often many misconceptions regarding trip generation figures and the practical implications of these numbers. Regarding safety, by adding on-street parking, a sidewalk, street trees and dedicating additional r/w the proposed development is contributing to make the street significantly safer for pedestrians and vehicles. Similarly, while very difficult to quantify or measure, the addition of 13 single-family homes would not be expected to contribute to any meaningful or noticeable increase in traffic noise since it represents a small fraction of the existing traffic already present on Dublin Street, and it does not increase the speed of traffic on the street (it could be argued that it reduces speed). Finally, with peak AM and PM trips just above 10 vehicles per hour, this represents a very marginal increase – so marginal that it could be considered less than typical annual fluctuations that occur on local streets and collectors regardless of new development. While neighborhood concerns are very reasonable and to be expected, it is important to be able to quantify the impacts and evaluate the conditions based on the data and larger understanding of traffic flows.

Lighting

Outdoor lighting will be provided in conformance with Sec. 9-19-4. Indirect and low-level, pedestrian-scale lighting will be utilized to provide a pleasing and safe environment.

Utilities and Services

The proposed development will require domestic water, fire protection, and sanitary sewer services in addition to electricity, cable and internet service. The estimated water demand for the 13 single family homes is 4,693 GPD.

Water is proposed to connect to the existing 8” watermain on the west side of Dublin Street. Sanitary Sewer is proposed to connect to the existing 8” sanitary sewer main located at Royal Court. There is right-of-way access between the subject property to Royal Court located between lots 172 C2 H006 (135 Royal Court) and 172 C2 H007 (145 Royal Court).

Stormwater Management and Water Quality

Stormwater management will be provided by a detention pond at the western corner of the site – the natural low point of the site. In order to mitigate the impacts of the development, reduce the size and cost of the detention pond, and provide aesthetic value to the community, various low-impact/infiltration based best

management practices will be designed to capture, convey and treat stormwater runoff. These measures may include a combination of grassed swales, raingardens, cisterns, and pervious surfaces. Where possible, runoff will be treated at the source with a variety of infiltration practices. When necessary, the runoff from larger storms would bypass these facilities and be directed to the detention pond. The parameters and details of these measures will be designed and engineered during site construction plan development and will be subject to the final grading, soil conditions and feasibility.

Environmental Impacts

There are no state water, wetlands, floodplain or jurisdictional waters within 200' of the subject property. In addition to the stormwater management plan, a detailed erosion control plan will be prepared to mitigate the offsite impacts during construction. Care will be given to conserve and preserve as much of the existing tree canopy as possible.

Trash Disposal and Recycling

Homes will utilize individual tip carts for solid waste and recycling materials to be collected by ACC Solid Waste Department or via private contract providers. For homes facing the central green, a tip cart coral is located for convenient garbage truck access.

Waiver from ACC Development Standards

In order to enhance the aesthetic along Dublin Street and create inviting attractive interior common open space, the applicant seeks relief from strict adherence to the ACC Zoning Ordinance and Development Standards. Specifically, the applicant is requesting the following waivers from the cited sections of the Code:

1. Section 9-26-3-A-6: Private Drive Requirements. Maximum number of lots accessed by a Private Drive. A waiver is being requested to increase the total number of lots served by a private drive from 3 units to 7 units.
2. Section 9-26-3-A-6: Private Drive Requirements. 20 feet of improved width with 25 feet dedicated easement width. A waiver is being requested to decrease the improved (paved) private drive width from 20 feet to 14 feet where the private drive services lots around the central open space. The design of the drive provides for sufficient sight distance to allow drivers to negotiate and avoid directional conflicts. The request also minimizes impervious paving that has adverse effects on the environment.
3. Section 9-13-3-F: Density Restriction in Airport Overlay Zone – Minimum Lot Size. A waiver is being requested to reduce the minimum lot size from 1 acre to allow for smaller, varying lot sizes at a density not to exceed 4.03 UPA as illustrated on the attached plan.
4. Table 9-7-3(2) Continuous Street Frontage Requirement. A waiver requested to increase the maximum percentage of lots exempted from the continuous street frontage requirement from 10 percent to 61 percent. This waiver will allow for each lot to be sold as a fee simple unit, providing for more assessable home ownership options.
5. Section 8-7-15: Conserved Tree Canopy in RS-5 Zoning District. A waiver is requested to reduce the conserved tree canopy cover requirement from 15% to 13% and satisfy the unfulfilled 2% of required conserved tree canopy cover via alternative compliance. Through careful planning, existing trees will be preserved, but the preserved trees cannot satisfy the technical requirements necessary to be credited as conserved trees.