

MEMO

To: Planning Commission
From: Hector Soto, Jr., AICP, Senior Planner
CC: File
Date: December 30, 2024
Re: Appl. #PL2024-025 - REZONING from RP-3 and CP-2 to RP-4 and PMIX, PRELIMINARY DEVELOPMENT PLAN and CONCEPTUAL DEVELOPMENT PLAN - Ovation, 325 SE M-150 Highway; Engineering Solutions, LLC, applicant

Following the applicant's and staff's presentations during the public hearing held on November 14, 2024, the Planning Commission expressed concerns about the adequacy of parking for the proposed townhomes due to the increasing numbers of households having three (3) or more vehicles, plus the need to accommodate guest parking.

As presented, the proposed townhouse development met the UDO's minimum off-street parking requirement by providing one (1) garage space plus one (1) driveway space for each individual dwelling unit for the townhome portion of the development. Additionally, on-street parking will also be available on one side of the street to ensure that a minimum 20'-wide clear path is maintained along all streets to allow fire department access.

Due to these concerns, the Planning Commission continued the application to a date certain of January 9, 2025, and directed the applicant to look for opportunities to provide additional parking areas throughout the townhome area.

To address the Planning Commission's parking concerns, the applicant has submitted a revised plan (included in the meeting packet as an attachment) that most significantly: 1) eliminated a total of 16 dwelling units (four 4-plex buildings) that reduced the total number of townhouse dwelling units from 208 to 192; 2) replaced the original 4-plex townhome design that provided one (1) garage space per individual dwelling unit with a new 4-plex townhome design that provides two (2) dwelling units with 2-car garages and two (2) dwelling units with 1-car garages per building; and 3) provided a total of 54 head-in parking spaces composed of parking pods of 14 parking spaces, 20 parking spaces and 20 parking spaces in the southeast, southwest and northwest quadrants, respectively, of the townhome area. Other notable but less significant changes include: a change in street configuration in the northwest quadrant of the townhome area; and relocating common area amenities so they are both more internal and more equally distributed within the townhome area.

The table below provides a comparison of project area sizes, lots, dwelling units, townhome area parking and density resulting from the plan revision. The reduction in townhouse units lowered the proposed

density of the townhome area alone by nearly 1 dwelling unit per acre and reduced the overall density (townhome area + conceptual apartment area) by 0.5 dwelling units per acre.

	Original Plan	Revised Plan
Size of Property	27.16 acres – RP-4 zoning 10.08 acres – PMIX zoning ±37.24 total acres (1,622,174 sq. ft.)	28.06 acres – RP-4 zoning 9.18 acres – PMIX zoning ±37.24 total acres (1,622,174 sq. ft.)
Number of Lots	52 lots – RP-4 zoning 2 lots – PMIX zoning (conceptual) 54 total lots and 3 common area tracts	48 lots – RP-4 zoning 2 lots – PMIX zoning (conceptual) 50 total lots and 6 common area tracts
Dwelling Units	208 dwelling units – RP-4 zoning 200 dwelling units – PMIX zoning (conceptual)	192 dwelling units – RP-4 zoning 200 dwelling units – PMIX zoning (conceptual)
Parking Spaces – Townhome area¹	416 off-street parking spaces	576 off-street parking spaces 54 head-in on-street parking spaces 630 total parking spaces
Density	7.7 du/acre – RP-4 (12.0 du/acre max -- RP-4) 19.8 du/acre – PMIX (conceptual) 11.0 du/acre – overall density	6.8 du/acre – RP-4 (12.0 du/acre max in RP-4) 21.8 du/acre – PMIX (conceptual) 10.5 du/acre – overall density

¹ – Does not include available on-street parallel parking.

The image below illustrates the change in the proposed townhome design from 1-car garage units to a mix of 2-car and 1-car garage units. With the design change, the number of off-street parking spaces per building increases from 8 (4 garage spaces + 4 driveway spaces) to 12 (6 garage spaces + 6 driveway spaces).



Figure 1 - Original townhome design with 1-car garages.

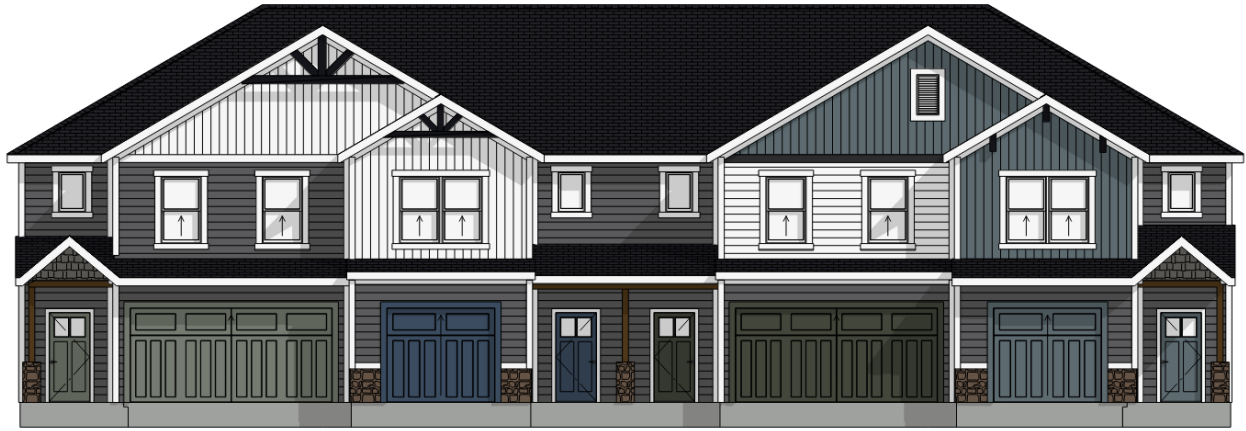


Figure 2 - Revised townhome design with mix of 2-car and 1-car garages.

The image below illustrates the locations of the three parking areas that comprise the total of 54 head-in parking areas provided throughout the townhome area. Locating two of the parking areas adjacent to amenities increases the utility of the parking spaces by serving amenity users during the day and evening and serving overnight parking needs by adjacent residents.



Figure 3 - Revised townhome layout with head-in parking areas (clouded in red).

The recommendations below have been revised to reflect the most recent plan submittal dates.

Recommendations

1. Rezoning from RP-3 and CP-2 to RP-4 and PMIX shall be in accordance with the zoning boundaries depicted on the preliminary development plan uploaded December 18, 2024.
2. Development shall be in accordance with the preliminary development plan uploaded December 18, 2024, except that Lots 1 and 2 shall receive conceptual development plan approval only. Development of Lots 1 and 2 shall be subject to separate preliminary development plan approval under future separate application.
3. Building architecture and material palette shall be consistent with the elevations uploaded December 18, 2024.
4. Road improvements shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated October 31, 2024.