

PROJECT NARRATIVE

Both 511 and 515 W. Dayton Street are owned and operated by Jeff Rood and Mad Pad Properties. They are zoned Downtown Residential 2 (DR2) which allows for further development as a Residential Building Complex by a Conditional Use which this project includes.

The proposed projects include the addition a new 2-story, 2-unit apartment building behind each of the existing 3-unit apartment buildings at 511 and 515 W. Dayton Street. Each of the existing apartment buildings are circa 1914-15 and sit on the front half a 4,356 sf (.1 acre) site which results in a density ratio of 30 units / acre. The additional proposed 2-units per site results in a density ratio of 50 units / acre. There is an existing concrete driveway between the two existing buildings that leads to a backyard that is a compacted gravel parking lot. This access is allowed by an existing reciprocal easement which will be maintained but amended to allow for shared pedestrian, bike and below grade utility access to the rear of the site and new building locations. Each apartment in the new buildings will include 4 bedrooms, 2 bathrooms, a kitchen and living area. Each basement in the new buildings will include a utility room, shared laundry facilities, indoor bike parking and a common area for shared indoor activity. Each new building also includes 5 covered exterior bike parking spaces on each property (City requires 1 space/apartment unit) and each new apartment has a front and back porch. The new buildings will be protected by an automatic fire sprinkler system (NFPA R13). The exterior materials, detailing and color palettes are similar too and intended to compliment the existing buildings, comprised of smart siding clapboard siding and trim with the stair massing articulated with smart siding board-and-batten siding. The roof line, detail and fiberglass shingles are intentionally similar too the existing structures. A new masonry and timber entry arbor is provided near the public sidewalk along W. Dayton Street to both identify the new property addresses in addition to the entry point to the back of the existing site. The existing concrete driveway and drive apron are replaced with a new, narrower paver walkway that leads to a and common activity area located between all four buildings at mid-site. New landscape/plantings are proposed along the new walkway as well as the existing front yards of the existing 511 and 515 buildings. A new 6-foot high, wood privacy fence is proposed along the rear and side property lines to help protect and maintain the improved properties in addition to reducing or limiting the likelihood of large, multi-rear yard gatherings that have been problematic at times in the past.

The proposed new buildings and site development are consistent with the Mifflandia plan, providing additional living units, increased scaled housing that is more closely aligned with “missing middle housing” than the new larger buildings in the neighborhood and reinforcement of the existing scale and character of this portion of the neighborhood. We have presented the project twice to the neighborhood group and received positive feedback from participants related to the scale, character and proposed siting.

As part of the project, we are also asking for a revision to the rear yard setback from 20 feet to 10 feet so we can add that 10 feet of space between the back of the existing buildings and front of the new building, resulting in 20 feet between the two. Note, by code, we could be as close as 3-5’ between the rear of the existing and front of the new buildings however we do not believe this is sensible or desirable for a variety of reasons including but not limited to improved natural light, openness, access, shared common space, etc. In addition, we also believe this would allow for at least 20’ between the back of the new buildings and potential

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new buildings if/when they are developed on the adjoining back yard property, provided they are also allowed to go from a 20' rear yard to a 10' rear yard, resulting in a more consistent and viable development of open space between buildings as development continues in this neighborhood. This also allows us to provide a shared and more controlled "active area" between the four buildings as opposed to increased space just behind the new buildings at the rear yard and spilling into adjacent rear yards.

More specifically to setbacks and buildable site area, CoM Zoning allows for a 7'-0" separation between buildings (2 x the side yard setback) and that combined with the typical DR2 rear yard setback of 20'-0", provides for an allowable building depth of 43'-6". The Uniform Dwelling Code (UDC) on the other hand requires a minimum separation of dwellings on the same property of at least 3'-5' with rated wall construction considerations and a minimum 10'-1" separation without needing to go to fire rated construction, which we prefer and plan to use. Note that the separation is between the primary dwelling structures and features such porches, decks, eaves, etc. are not the primary structure per UDC however are impacted by construction type based on the separation between each other and/or the lot line. We are proposing a separation of 20'-9" between the existing dwelling structure and new dwelling structure which also results in a clear separation of at least 10'-1" between the existing back porches and the new front porch roof eave which would be the closest the construction of the new built construction. This combined with the proposed rear yard setback adjustment to 10'-0" results in a building depth for the new primary structure of 39'-9" (less than the allowable 40'-6" with a 10'-1" min. separation or 43'-6" with a 7'-0" separation per CoM zoning).