

# CITY OF SMYRNA COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

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To: Mayor and Council

From: Russell Martin, AICP, Community Development Director  
Joey Staubes, ACIP, Planner II

Date: January 19, 2021

CC: Joe Bennett, Interim City Administrator  
Planning and Zoning Board

RE: **REZONING CASE Z19-019 – 2320 Campbell Rd**

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**Applicant:** InLine Communities LLC

**Existing Zoning:** NRC & OI (County)

**Titleholder:** Argyle Realty Company

**Proposed Zoning:** RM-10-PD

**Size of Tract:** 23.95 Acres

**Location:** 2320 Campbell Road

**Contiguous Zoning:**

**Land Lot:** 775, 810 & 811

North GC, LC & OI  
South RM-8 (Cobb)  
East R-15, RTD & RM-12  
West R-15 & GC

**Ward:** 1

**Access:** Campbell Rd & Spring Rd

**Hearing Dates:**  
P&Z July 13, 2020 &  
December 14, 2020  
Mayor and Council January 19, 2021

**Existing Improvements:** Undeveloped Property

**Proposed Use:**

Development of a 144-unit townhome & single-family detached community at a density of 6.01 units per acre.

**Staff Recommendation:**

Community Development recommends **approval** of the zoning request from **NRC & OI (Cobb) to RM-10-PD with conditions**.

The Planning & Zoning Board recommended **denial** of rezoning to MU-Conditional at the July 13, 2020 meeting by a vote of 6-0, and **denial** of the rezoning to RM-10-PD by a vote of 6-1 at the December 14, 2020 meeting.



## **PROJECT DESCRIPTION**

InLine Communities LLC is requesting to annex and rezone 23.95 acres at 2320 Campbell Road from NRC & OI (Cobb County) to RM-10-PD for the development of 144 single-family attached & detached units at a density of 6.01 units per acre.

The original rezoning plan called for the development of a 170-unit independent senior living facility and 114 townhome units at a density of 11.85 units per acre; however, the plan was revised due to concerns from the public about traffic and density.

The proposed development will consist of 134 townhome units spread across 26 buildings and 10 single-family detached units. The townhome buildings range in size between three and six units per building. There will be four three-unit buildings, three four-unit buildings, four five-unit buildings, and fifteen six-unit buildings. The applicant is proposing two townhome products: a 20' wide, three-story rear-entry townhome, a 22' wide, three-story rear-entry townhome and a 24' wide, three-story front-entry townhome. The proposed floor area for the townhomes will range between 2,200 sq. ft. and 2,700 sq. ft. The proposed unit breakdown between the unit types is: 77, 20' & 22' wide rear-entry units, 67, 24' wide front-entry units, and 10 single-family detached units. The detached single-family units will be adjacent to Vinings Pointe where the ridge begins to flatten to bring this section further into scale with the adjacent neighborhood.

The proposed development will be accessed by a full access drive on Campbell Road and right-in/right-out access drive on Spring Road with the streets and utilities within the development being private. A new future public right-of-way is proposed that will run from the Campbell Road intersection at the west to the Argyle Elementary School to the east. The applicant is proposing the new public road in accordance with the Spring Road LCI study, which contemplates a new local street that will run parallel to Spring Road to connect this area with Cumberland Boulevard. The long-term purpose of this connection would be to relieve traffic congestion on Spring Road by providing alternative access to Cumberland Boulevard. The proposed plan reflects sidewalks throughout the community with connections from Campbell Road, Spring Road and Woodruff Drive to the development and future connections along the new proposed road. The original zoning proposal included a new vehicular connection to Woodruff Drive; however, that connection was removed due to concerns regarding cut-through traffic and the impacts to the intersection of Spring Road and Woodruff Drive. The proposed streets within the development will be private but will be built to the City's construction standards. The utilities within the community (i.e. water, sanitary sewer and storm sewer) will be the private and the responsibility of the HOA. The original plan proposed gated entrances for both the townhome community and independent senior living facility; the proposed gates were removed from the revised plan. The applicant has no intentions of gating the community and has agreed to a stipulation prohibiting the installation of any gates in the future.

The zoning ordinance requires 2 spaces per dwelling unit for townhomes, which would require 298 spaces. Each townhome will have a two-car garage with a two-car driveway for a potential of four parking spaces per unit to exceed the minimum of 298 spaces. The zoning ordinance requires guest parking to equal 25% of the total townhome units which would require 38 spaces. The applicant proposes 54 guest parking which is spread throughout the community and is

placed in a manner to limit on-street parking. The development will have a total of 650 parking spaces.

The applicant is representing 10.06 acres (or 42%) of openspace for the development. A community pool, amenity area, and pocket park are reflected near the Campbell Road entrance at the front of the townhome community. Additional open space is located at the southern end of the townhome community with a path crossing the stream to provide passive recreation.

There is one stormwater detention facility planned for the community. The detention facility is located on the south side of the property adjacent to the railroad right-of-way and the adjoining apartment complex. This facility will be required to meet the City's current stormwater management requirements.

There is an existing stream buffer that constrains the development of the property. The stream buffer runs northwest to southeast through approximately two-thirds of the property. These issues are addressed in the project analysis section below.

### **STAFF COMMENTS**

Section 1508 of the Smyrna Zoning Code details nine zoning review factors which must be evaluated by the Planning and Zoning Board and the Mayor and Council when considering a rezoning request. The following provides the nine factors followed by an analysis of each factor in italics:

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.

*Applicant Response:*

*"The proposal presents needed senior living to an area that is significantly underserved; and townhomes which are consistent with nearby neighborhoods."*

*\*\*\*The applicant's response above was not modified since the site plan has been revised to remove the independent senior housing.\*\*\**

*Staff Analysis:*

*The applicant is proposing the development of the subject property for 144-unit townhome community at a density of 6.01 units per acre. The adjoining property to the east is zoned R-15, RTD, and RM-12 and is occupied by uses such as an elementary school, townhomes, and multi-family. The adjoining property to the south is zoned RM-8 in unincorporated Cobb County and is undeveloped. The adjoining property to the west is zoned R-15 and GC and is occupied by single-family detached homes, and retail uses. The adjoining properties to the north are zoned R-15, OI, & LC and are occupied by commercial and retail uses, as well as a fire station and city park. Given the description of the development patterns surrounding the subject property, the proposed use and development of the subject property will be suitable in view of use and development of adjacent and nearby properties. The proposed development will serve as an appropriate transition from the commercial and multi-family uses along Spring Road to the single-family uses to the south and west.*

2. Whether the zoning proposal or the use proposed will adversely affect the existing use or usability of adjacent or nearby property.

Applicant Response:

*"The proposal will not adversely affect nearby property. Senior Living and townhomes are consistent with nearby single-family, condominiums, apartments, and townhomes."*

*\*\*\*The applicant's response above was not modified since the site plan has been revised to remove the independent senior housing.\*\*\**

Staff Analysis:

*The proposed development is surrounded by multi-family, commercial, single-family, and public uses. The zoning proposal would be a downzoning from the current commercial zoning of Neighborhood Retail Center (NRC) and Office & Institutional (OI) in the county. The existing uses would not be negatively impacted by the proposed residential development. The zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property.*

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.

Applicant Response:

*"The subject property does not have a reasonable economic use as zoned."*

Staff Analysis:

*The subject parcel has a reasonable economic use as currently zoned. The property currently retains the Cobb County zoning district of NRC (Neighborhood Retail Commercial District) & OI (Office & Institutional District). The NRC zoning permits convenience stores, drive-thru restaurants, and self-storage facilities. The OI zoning permits uses such as offices, hotel/motels, group homes, and other professional office uses. The requested zoning would be considered a down zoning from commercial use to residential use.*

4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

Applicant Response:

*"The proposal will not have an excessive or burdensome use of existing facilities due to the road improvements proposed by Applicant."*

Staff Analysis:

*Based upon information provided by the City Engineer, the proposed development is not expected to cause a burden to the existing street network or transportation facilities.*

*Based upon information provided by the Public Works Director, adequate water capacities are available in the area to accommodate the development associated with the rezoning. Water is located within the right-of-way of Campbell Road.*

*Based upon information provided by the Public Works Director, sanitary sewer is not available through the City's public sanitary sewer system. There is an existing 8" private sewer line within a 20' private sanitary sewer easement that runs through the property of the Alder Park apartment complex and south to the railroad right-of-way. When the private sewer easement gets to the railroad right-of-way it runs under the track and runs through the adjoining apartment complex to Springhill Parkway where it connects to the County sanitary sewer system. The applicant has provided documentation of the easement and their ability to use that easement. The applicant has completed a study of the private infrastructure from the subject property all the way to the County system. The applicant's engineer believes there is adequate capacity within the private sanitary sewer line for the proposed development. The private line is currently being improved by the developer for the Sports Avenue development. The applicant is aware that they will be responsible for any improvements necessary to provide sanitary sewer to the proposed development.*

*The City has not received any information from the Cobb County School Board with respect to the impacts of the proposed development on the school system. The applicant believes the proposed development will have minimal impact on enrollment due to their market demographics. The applicant does believe the proposed project will have a positive impact on school tax revenue and school SPLOST revenue.*

5. Whether the zoning proposal is in conformity with the policy and intent of the land use plan.

Applicant Response:

*"The proposal is in conformity with the policy and intent of the Land Use Plan."*

Staff Analysis:

*The subject property is within the Cobb County CAC (Community Activity Center) land use designation. The applicant is requesting to annex the property with a City land use designation of HDR (High Density Residential). Community Development recommends retaining the CAC (Community Activity Center). The RM-10-PD zoning district is an appropriate zoning district under the CAC future land use designation. There will be no change to the future land use designation required for this rezoning.*

6. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

Applicant Response:

*“Existing and changing conditions support the development due to the planning and land use studies adopted by the City; and, in addition, given the traffic improvements and planned traffic improvements.”*

Staff Analysis:

*The City of Smyrna completed and adopted the Spring Road Livable Centers Initiative (LCI) in Spring of 2017. The LCI study lays out the City’s vision for development patterns along the Spring Road Corridor. Additionally, the LCI study lays out the transportation projects and improvements to achieve these development patterns. The subject property, being in the County, was not specifically addressed in the LCI Plan. However, the LCI study describes the future development of the Sports Avenue area and Baseball Boulevard, adjacent to the subject property, as follows:*

*“The Sports Avenue redevelopment area will consist predominately of medium density housing with neighborhood-oriented retail fronting Spring Road. The housing types in this area should vary from attached to detached townhomes, to cottages and accessory dwelling units. A more walkable grid with houses fronting on the street and hidden parking plaza will create a more walkable character similar to that which is found in other neighborhoods throughout Smyrna.”*

*The Baseball Boulevard area is described with land uses that include “medium density residential and retail/neighborhood services at major intersections as appropriate.”*

*Per the description of the area around the subject property in the LCI study, the proposed development meets the stated land uses, development patterns, and housing types for the area.*

7. Whether the development of the property under the zoning proposal will conform to, be a detriment to or enhance the architectural standards, open space requirements and aesthetics of the general neighborhood, considering the current, historical and planned uses in the area.

Applicant Response:

*“Architectural standards in the community will be enhanced by the proposal due to the high quality.”*

Staff Analysis:

*The proposed development of the subject property under the zoning proposal will enhance the architectural standards and aesthetics of the general neighborhood. The applicant has provided renderings of the proposed buildings with the rezoning application.*

8. Under any proposed zoning classification, whether the use proposed may create a nuisance or is incompatible with existing uses in the area.

Applicant Response:

*"The proposal for senior living and townhomes is neither a nuisance nor incompatible considering the nature of surrounding uses."*

*\*\*\*The applicant's response above was not modified since the site plan has been revised to remove the independent senior housing.\*\*\**

Staff Analysis:

*The zoning proposal will not create a nuisance nor be incompatible with existing uses in the area. The zoning proposal is a residential planned development with residential townhome community in an area that is already dense with respect to residential and commercial development patterns. These uses are compatible with existing uses in the area.*

9. Whether due to the size of the proposed use, in either land area or building height, the proposed use would affect the adjoining property, general neighborhood and other uses in the area positively or negatively.

Applicant Response:

*"The proposal would positively affect the area and surrounding properties due to the high quality being proposed."*

Staff Analysis:

*The zoning proposal will positively affect the adjoining property, general neighborhood and other uses due to the size of the proposal in either land area or building height. The zoning proposal meets most of the zoning requirements of the RM-10-PD zoning district, but not all of them. The applicant is seeking the following variances from the Zoning Ordinance:*

1. Reduction of the front setback along Spring Road from 75' to 50';
2. Reduction of the side setback (Adjacent to Gas Station) from 10' to 0';
3. Reduction of side to side building separation from 30' to 20';
4. Reduction of front setback along Campbell Road Extension from 50' to 10';
5. Allow driveway length 22 feet from back of curb, 20' from back of sidewalk, and 18' for alleyways;
6. Increase in building height from 35' to 45' (will have max height of 3 stories);
7. Reduction of front setback for single-family homes from 35' to 20';
8. Reduction of side setback for single-family homes from 10 to 5'; and
9. Reduction of rear setback for single-family homes from 30' to 20'.

## **PROJECT ANALYSIS**

### Zoning Review

Community Development has reviewed the proposed plan against the zoning requirements of the RM-10-PD (Section 801 and Article X of the Zoning Ordinance) with regards to setbacks, building height and building separations. The zoning proposal meets a majority of the zoning requirements of the RM-10 zoning district and Planned Development standards have been

applied. Planned Development in Article X of the zoning ordinance encourages the unified and harmonious development of land and buildings under a comprehensive plan, rather than under the conventional lot-by-lot regulations, in order to provide flexible building and land use arrangements; integrate various compatible uses; cluster development to minimize public facilities, utilities, and service delivery costs; protect environmentally critical areas; and to preserve and secure needed open and recreational space.

The applicant is seeking the following variances from Section 801 of the Zoning Ordinance:

1. Reduction of front setback along Spring Road from 75' to 50';
2. Reduction of the side setback (Adjacent to Gas Station) from 10' to 0';
3. Reduction of side to side building separation from 30' to 20';
4. Reduction of front setback along Campbell Road Extension from 50' to 10';
5. Allow driveway length 22 feet from back of curb, 20' from back of sidewalk, and 18' for alleyways;
6. Increase in building height from 35' to 45' (will have max height of 3 stories);
7. Reduction of front setback for single-family homes from 35' to 20';
8. Reduction of side setback for single-family homes from 10 to 5'; and
9. Reduction of rear setback for single-family homes from 30' to 20'.

There is a deed overlap of approximately 20 feet at the property line between the development and the gas station. The 0' side setback reduction adjacent to the gas station is required in the event that the dispute is not resolved in favor of the applicant. Additionally, it should be noted that the reduced setbacks noted above are only in certain locations, and in other areas a larger setback is provided.

Community Development has also reviewed the proposed plan against the zoning requirements of the Spring Road Corridor Design District (Section 717 of the Zoning Ordinance). The applicant is seeking the following variance from Section 717 of the Zoning Ordinance:

1. Reduction of the minimum rear setback from 100' to 40' (Section 717.162(a)).

Community Development is **supportive** of the requested variances because the proposed development plan is in-line with the master plan developed for the area in the Spring Road LCI Study. Additionally, the presence of the site constraints identified above leave a good portion of the site undevelopable and thus, Planned Development standards have been applied.

#### Traffic Study Review

The applicant has submitted a traffic impact study completed by A&R Engineering, Inc. for the proposed development that analyzes the impacts of the proposed development on surrounding transportation infrastructure. The development proposal includes a deceleration lane on Spring Road with a right in/right-out access drive and a deceleration lane on Campbell Road with a full-access drive. The traffic impact study analyzed the impacts to the following intersections:

- Spring Road at Village Parkway
- Spring Road at Campbell Road/Carolyn Drive
- Spring Road at Park Road
- Spring Road at Woodruff Drive
- Spring Road at Cumberland Boulevard

- Campbell Road at Drewsbury Place
- Campbell Road at Atlanta Road

The traffic impact study provides a trip generation analysis of the proposed development versus the uses allowed under the current development. The trip generation analysis is based off the rates and equations published in the 10<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Report. Table 4A on page 10 of the traffic impact study provides the trip generation for the proposed development.

TABLE 4 A— TRIP GENERATION (PROPOSED DEVELOPMENT)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	152 Units	16	55	71	54	32	86	1,108

A trip generation comparison was completed between the proposed development and the uses allowed under the current zoning of the property using the ITE Trip Generation Report. Table 4B provides the trip generation for an office/shopping center use and Table 4C provides the comparison between the proposed development and the office/shopping center use.

TABLE 4 B— TRIP GENERATION (CURRENT ZONING)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 710 – General Office Building	6,76,000 sf	569	93	662	112	588	700	6,773

TABLE 4C – TRIP GENERATION COMPARISON								
Land Use	AM Peak Hour			PM Peak Hour			24 Hour	
	Enter	Exit	Total	Enter	Exit	Total	Two-way	
Trip Generation - Proposed Zoning	16	55	71	54	32	86	1,108	
Trip Generation - Current Zoning	569	93	662	112	588	700	6,773	
<i>Difference (Proposed Zoning - Current Zoning)</i>	<i>-553</i>	<i>-38</i>	<i>-591</i>	<i>-58</i>	<i>-556</i>	<i>-614</i>	<i>-5,665</i>	
<i>Difference in Percentages</i>	<i>-97%</i>	<i>-41%</i>	<i>-89%</i>	<i>-52%</i>	<i>-95%</i>	<i>-88%</i>	<i>-84%</i>	

If the townhomes are developed as proposed in the zoning, this development would generate 89% less traffic in the AM peak hour, 88% less traffic in the PM peak hour, and 84% less traffic over a 24-hour period as compared to the traffic that would be generated by the office/shopping center development allowed under the existing zoning.

The traffic impact study also provides a future traffic analysis for base year 2022 and horizon year 2032 for both the “No-build” and “Build” conditions. The “No-build” conditions provide an assessment on how traffic will operate in the study horizon year without the site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The future “No-build” volumes consist of the existing traffic volumes plus increases for annual growth of through traffic. The annual growth in traffic volume was based on GDOT recorded traffic volumes for the last three years. The annual growth in traffic volume is also calculated in the “Build” scenario. Table 5 below provides the results of the future traffic analysis.

TABLE 5 – FUTURE INTERSECTION OPERATIONS									
Intersection	Future Conditions: LOS (Delay)								
	Base Year 2022				Horizon Year 2032				
	No-Build		Build		No-Build		Build		
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
1 <b>Spring Rd @ Village Pkwy</b>		<b>F (111.8)</b>	<b>F (193.0)</b>	<b>F (111.4)</b>	<b>F (192.3)</b>	<b>F (118.3)</b>	<b>F (203.8)</b>	<b>F (118.0)</b>	<b>F (203.2)</b>
	-Eastbound Approach	A (6.0)	C (25.6)	A (6.1)	C (25.5)	A (7.9)	D (48.7)	A (8.0)	D (48.7)
	-Westbound Approach	B (10.2)	C (22.2)	B (10.2)	C (22.4)	B (12.0)	C (25.3)	B (12.0)	C (25.3)
	-Northbound Approach	F (85.1)	F (86.6)	F (85.1)	F (86.6)	F (85.8)	F (85.9)	F (85.8)	F (85.9)
	-Southbound Approach	F (*)	F (*)	F (*)	F (*)	F (*)	F (*)	F (*)	F (*)
2 <b>SpringRd@Campbell Rd</b>		<b>C (20.1)</b>	<b>C (29.7)</b>	<b>C (21.2)</b>	<b>D (35.8)</b>	<b>C (22.2)</b>	<b>D (50.1)</b>	<b>C (23.2)</b>	<b>D (52.9)</b>
	-Eastbound Approach	B (10.8)	B (13.9)	B (11.5)	B (14.3)	B (13.1)	B (15.9)	B (13.9)	B (18.8)
	-Westbound Approach	C (21.6)	C (31.0)	C (22.2)	D (40.3)	C (24.3)	E (62.5)	C (25.2)	E (66.0)
	-Northbound Approach	E (68.0)	E (60.7)	E (68.6)	E (59.8)	E (68.8)	E (59.1)	E (66.8)	E (56.5)
	-Southbound Approach	E (71.2)	E (74.6)	E (71.0)	E (74.5)	E (74.7)	E (74.7)	E (70.2)	E (74.6)
3 <b>Spring Rd @ Park Rd</b>		<b>A (9.2)</b>	<b>B (16.6)</b>	<b>A (9.2)</b>	<b>B (17.3)</b>	<b>B (10.4)</b>	<b>C (29.4)</b>	<b>B (10.6)</b>	<b>C (31.5)</b>
	-Eastbound Approach	A (2.1)	A (2.8)	A (2.3)	A (3.0)	A (3.8)	A (5.4)	A (4.2)	A (5.4)
	-Westbound Approach	A (6.6)	C (20.1)	A (6.7)	C (21.2)	A (7.5)	D (38.5)	A (7.5)	D (41.7)
	-Northbound Approach	E (66.1)	E (71.7)	E (66.1)	E (71.7)	E (64.8)	E (70.9)	E (64.8)	E (70.9)
	-Southbound Approach	E (71.0)	E (75.4)	E (71.0)	E (75.4)	E (70.2)	E (74.9)	E (70.2)	E (74.9)
4 <b>Spring @ Woodruff Dr</b>	-Westbound Left	C (24.2)	B (11.4)	C (24.8)	B (11.5)	D (29.6)	B (12.2)	D (30.5)	B (12.3)
	-Northbound Approach	F (63.4)	C (26.5)	F (66.4)	D (28.0)	F (97.3)	D (34.8)	F (97.3)	E (36.7)
5 <b>Spring Road @ Cumberland Blvd</b>		<b>F (97.8)</b>	<b>F (98.6)</b>	<b>F (97.2)</b>	<b>F (98.5)</b>	<b>F (116.7)</b>	<b>F (111.0)</b>	<b>F (116.1)</b>	<b>F (112.0)</b>
	-Eastbound Approach	C (28.4)	D (38.2)	C (28.7)	D (38.9)	C (31.3)	D (50.7)	C (31.7)	D (50.7)
	-Westbound Approach	C (24.6)	D (41.8)	C (25.0)	D (42.6)	C (29.4)	E (70.2)	C (29.9)	E (74.1)
	-Northbound Approach	F (238.9)	F (95.3)	F (238.9)	F (95.3)	F (292.9)	F (113.2)	F (292.9)	F (113.2)
	-Southbound Approach	D (52.2)	F (236.6)	D (52.2)	F (236.6)	D (53.1)	F (215.3)	D (53.1)	F (215.3)
6 <b>Campbell @ Drewsbury</b>	-Eastbound Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	-Westbound Approach	B (11.6)	B (14.4)	B (11.6)	B (14.7)	B (12.1)	C (15.8)	B (12.2)	C (16.2)
	-Northbound Left	A (1.0)	A (0.0)	A (7.5)	A (0.0)	A (7.5)	A (0.0)	A (7.5)	A (0.0)
	-Southbound Left	A (7.5)	A (8.1)	A (7.8)	A (8.2)	A (7.8)	A (8.2)	A (7.8)	A (8.3)
7 <b>Campbell @ Atlanta Rd</b>		<b>B (18.8)</b>	<b>D (54.4)</b>	<b>B (19.2)</b>	<b>D (54.3)</b>	<b>C (21.7)</b>	<b>E (67.7)</b>	<b>C (22.1)</b>	<b>E (68.9)</b>
	-Eastbound Approach	B (15.6)	C (22.1)	B (15.6)	C (21.4)	B (18.5)	C (22.4)	B (18.5)	C (22.3)
	-Westbound Approach	B (17.1)	D (53.1)	B (17.2)	D (49.4)	B (18.6)	E (71.0)	B (18.7)	E (72.9)
	-Northbound Approach	D (37.8)	C (31.8)	D (37.8)	C (32.0)	D (37.8)	C (32.6)	D (37.8)	C (32.6)
	-Southbound Approach	E (56.9)	F (113.0)	E (59.5)	F (122.0)	E (66.2)	F (138.0)	E (70.3)	F (139.7)
8 <b>Campbell Rd @ S. Drwy</b>	-Westbound Approach	-	-	B (10.8)	B (12.6)	-	-	B (11.1)	B (13.4)
	-Southbound Left			A (7.9)	A (8.1)			A (8.0)	A (8.2)
9 <b>Spring Rd @ RIRO Drwy</b>	-Northbound Approach	-	-	D (27.0)	C (15.3)	-	-	D (32.0)	C (16.4)

The Spring Road corridor was recently widened and the study intersections were upgraded with several improvements; however, the impact study recommends improvements at Spring Road & Cumberland Boulevard and Spring Road & Village Parkway that could improve the no-build scenario, but are not necessarily impacted by the proposed development.

Staff has received several comments regarding existing conditions, such as turning movements along Campbell Road; specifically left turn movements from traffic exiting the shopping center on Campbell Road to access the traffic signal at the Spring Road intersection. Staff is recommended a condition to provide access management that restricts turning movements near the intersection of Campbell Road and Spring Road.

The city is requesting the following access management and system improvements to improve both operational safety and traffic facilitation at the nearby intersections:

1. A deceleration lane for east bound travel into the development on Spring Road;
2. A deceleration lane for northbound travel into the development on Campbell Road;
3. A left turn lane into the development for southbound travel on Campbell Road;
4. Right of way dedication to maintain a minimum of 30' from the centerline on Campbell Road;
5. Access management that restricts turning movements near the Spring Road intersection on Campbell Road.
6. Construct a dedicated eastbound right-turn lane on Spring Road and connect it to the existing dedicated receiving lane on Cumberland Boulevard to form a free flow right-turn lane movement.
7. Change the signal phasing of the southbound right-turn lane to "Protected-Overlap" at Spring & Cumberland Boulevard intersection.
8. Restripe the existing southbound shared 'through and left-turn-lane' into a shared through/right-turn/left-turn on Village Parkway.
9. Change the signal phasing of the southbound right-turn approaches to "Protected-Overlap" at the Spring Rd & Village Parkway intersection.

Additionally, the City Engineer has concerns that more vehicles will use the Spring Road entrance to avoid the traffic signal at Campbell Road, which will be operating at LOS E, and queuing within the development as vehicles wait to turn right on to Spring Road.

#### Stormwater Management Review

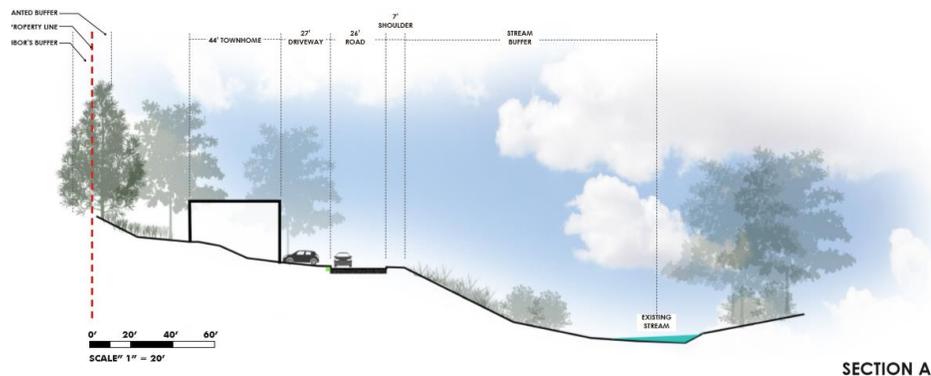
The applicant is proposing one aboveground stormwater management facility at the southeast corner of the development. The City Engineer takes no exception to the stormwater management concept as shown. He anticipates the design submitted during permitting will take into account site constraints such as topography, utilities, and tree/landscaping requirements. The site will be required to meet all the requirements of the City's Stormwater Management Ordinance.

#### Environmental Review

The proposed site plan shows a stream buffer that runs from the northwest to the southeast of the subject property. The applicant is reflecting a slight encroachment into the 50' stream buffer for a portion of sidewalk. In addition, the applicant is proposing encroachment into segments of the 25' impervious surface area setback for the private road, sidewalk and a corner of the proposed home. The applicant will provide buffer averaging to offset all encroachments into the buffer area and impervious surface area setback with a replacement ratio of 1:1.

Section 1013.3 of the Zoning Ordinance requires a 10' landscape buffer between the subject property and all external property boundaries. The plan includes a 20' buffer from the adjoining single-family homes to the west and a 10' buffer from Argyle Elementary. Due to the location of the stream buffer a minimum 50' buffer is provided between the development and the homes along Woodruff Drive. Additionally, the property to the west is located at the top of a ridge line, with development of the subject property being in the slope below the ridge. The townhomes will be built into the hillside with only the top two-floors of the townhome being visible from the single-family homes to the west, and with a 20' planted landscape buffer between the single-family homes and the proposed townhomes. At the southern end of the development the ridge begins to flatten. The development will include 10 single-family detached units at the southern end to bring this section further into scale with the development to the west. The figure below

reflects a cross-section of the proposed landscape buffer, townhome, private road and a stream. The townhomes are shown to be setback 40' from the adjoining property line.



### Water and Sewer Review

Adequate water capacities are available in the area to accommodate the development associated with the rezoning; pressure is the responsibility of the developer. Water is located within the right-of-way of Campbell Road.

Sanitary sewer is not available through the City's sanitary sewer system. There is an existing 8" private sewer line within a 20' private sanitary sewer easement that runs through the Alder Park apartment complex and south to the railroad right-of-way. When the private sewer easement gets to the railroad right-of-way it runs under the track and runs through the adjoining apartment complex to Springhill Parkway where it connects to the County's sanitary sewer system. The applicant has provided documentation of the easement and their ability to use that easement.

The applicant has completed a study of the private infrastructure from the subject property all the way to the County system. The applicant's engineer believes there is adequate capacity within the private sanitary sewer line for the proposed development. The private line is currently being improved by the developer for the Sports Avenue development. The applicant is aware that they will be responsible for any improvements necessary to provide sanitary sewer to the proposed development.

### Fire Marshal Review

The Fire Marshal's office has reviewed the current site plan and in general believes that it meets the Fire Code requirements for fire truck access and building separation requirements. The applicant will have to provide a fire truck turn analysis during the permitting process to verify maneuverability through the site. The Fire Marshal's office will also require the buildings to have a fire sprinkler system.

### Planning Review

#### **Spring Road LCI Study**

The City of Smyrna completed and adopted the LCI study in Spring of 2017. The LCI study lays out the City's vision for development patterns along the Spring Road Corridor. Although the subject property was not specifically addressed in the LCI Study, the Sports Avenue area to the east, and Baseball Boulevard to the north were studied. The LCI study also lays out the transportation projects and improvements to achieve these development patterns. Additionally,

the LCI study describes the future development of the area as follows: “The Sports Avenue redevelopment area will consist of predominately medium density housing with neighborhood-oriented retail fronting Spring Road. The housing types in this area should vary from attached to detached townhomes, to cottages and accessory dwelling units. A more walkable grid with houses fronting on the street and hidden parking plaza will create a more walkable character similar to that which is found in other neighborhoods throughout Smyrna.” The Baseball Boulevard describes land uses that “include medium density residential and retail/neighborhood services at major intersections.” The proposed development incorporates senior living and single-family attached housing that is compatible with the surrounding area. In addition, the proposed plan reflects an area for a future public road that will flow east/west through the site and could provide connection to Cumberland Boulevard in accordance with the LCI study. All the proposed streets within the development will be private.

The LCI study also contemplates the type of development envisioned for the area, which included owner-occupied attached and detached single-family housing along with accessory dwelling units. The proposed development is in line with the development pattern and ownership rates envisioned for the area.



The site plan for the current proposal does not provide vehicular access to Woodruff Drive. Community Development staff believes this lack of connectivity to the existing street is inconsistent with the Spring Road LCI study, which promotes greater street connectivity and the development in more of a grid pattern. Community Development has added a zoning stipulation with the staff recommendation for the developer to provide a vehicular and pedestrian access to Woodruff Drive from the development.

### **2040 Comprehensive Plan**

In addition, the proposed zoning meets the following goals and policies laid out in the City's Comprehensive Plan:

### Housing

- Goal 1 – Protect and preserve established residential neighborhoods.
  - Policy 1.1 Ensure adequate buffering and screening in order to protect residential neighborhoods from negative impacts of adjacent incompatible development.
  - Policy 1.2 Ensure that infill housing development is compatible with surrounding established neighborhoods.
- Goal 3 – Encourage the development of a range of housing choices in order to meet market demand and allow residents to remain in Smyrna across different life-cycle stages.
  - Policy 3.1 Encourage the construction of affordable and accessible housing in order to accommodate the growing senior population.
  - Policy 3.2 Encourage housing opportunities for young families, as well as “empty nester” households.
  - Policy 3.3 Encourage housing opportunities to ensure those who work in Smyrna have the option of living within the City.
  - Policy 3.7 Support equal housing opportunities for all persons.

### Economic Development

- Goal 6 – Promote continued economic development within downtown and other activity centers as vibrant mixed-use center for residential, government, office, retail and entertainment activities.
  - Policy 6.1 Support higher-intensity housing within and adjacent to activity centers in conformity with the Future Land Use Map.

### Land Use

- Goal 8 – Protect natural resources and sensitive environmental features from encroachment by development.
  - Policy 8.4 Consider environmental sensitivity of steep slopes and ridgelines when making land use and site plan decisions.
  - Policy 8.6 Encourage opportunities for compact development supportive of open space preservation.
  - Policy 8.7 Maintain development regulations that protect and preserve environmentally sensitive features.
- Goal 13 – Encourage an efficient, equitable, and compatible distribution of land uses.
  - Policy 13.1 Support a broad range of land uses within the city.
  - Policy 13.2 Encourage an appropriate transition of type and scale between established neighborhoods and activity centers.
  - Policy 13.6 Coordinate land use planning with transportation improvement programs.
- Goal 15 – Encourage infill development and redevelopment that has a positive impact on existing neighborhoods and activity centers.
  - Policy 15.2 Ensure that infill development is compatible with surrounding neighborhoods and activity centers.

### Quality of Life

- Goal 20 – Provide lifestyle amenities that improve the “quality of life” in Smyrna.
  - Policy 20.4 Provide a variety of recreational opportunities including both active, organized recreation, as well as areas for passive recreation (e.g. nature preserves, walking trails).

- Goal 21 – Ensure that community facilities and services are adapted to meet the changing needs of Smyrna’s diverse population.
  - Provide facilities and services for the growing population of senior citizens.

The County’s Future Land Use Map designates the subject property as Community Activity Center, which allows for more intensive development than other parts of the City to the east. The proposed development is compatible with the Community Activity Center future land use designation. The County has reviewed the annexation in accordance with House Bill 489 (Cobb County/City of Smyrna Intergovernmental Agreement) and has issued a letter of **non-objection** to the requested annexation and rezoning.

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## **STAFF RECOMMENDATION**

Community Development recommends **approval** of the rezoning from NRC & OI (County) to RM-10-PD on 23.95 acres for a 144-unit townhome community at a density of 6.01 units per acre. The rezoning represents a downzoning from a commercial use to single-family attached and detached units. The development meets many goals and policies in the Comprehensive Plan and Spring Road LCI, which serve to support housing diversity in the area. Community Development recommends approval including those variances supported by staff as shown above, **with the following conditions:**

### **Standard Conditions**

**Requirements # 2, 8, 16 and 17 from Section 1201 of the Zoning Code are not applicable. The following requirements remain applicable.**

1. The composition of the homes in a residential subdivision shall include a mixture of elements including; but not limited to: brick, stone, shake, hardy plank and stucco. No elevation shall be comprised of 100 percent hardy plank siding. The residences along external roadways shall not be permitted to utilize hardy plank for any elevation facing these roads.
2. The retention pond shall be placed and screened appropriately to be unobtrusive to homes inside and outside the development. The storm water detention plan shall be designed to create at least a ten percent reduction in a 100-year storm event. The city engineer shall approve all plans.
3. There shall be protective covenants on all lots. These protective covenants shall be supplied to the City prior to the issuance of a building permit.
4. The developer shall provide at least 200 square feet of common space per lot. This common space shall be developed with improvements for the residential subdivision such as: gazebos, fountains, recreational/playground equipment or walking trails. The common space shall be controlled and maintained by the Homeowners Association.
5. All utilities within the development shall be underground.

6. The developer shall be responsible for any traffic improvements (including additional right-of-way dedications) deemed necessary by either the City or the County during construction plan review. Sidewalks shall be provided by the developer inside the subdivision and outside the subdivision adjacent to any public right-of-way consistent with City's requirements for the extent of the development. A grass buffer with a minimum width of 2' shall be provided between the back of curb and sidewalk.
7. A strip of brick pavers or stamped concrete shall be installed on the street at the subdivision entrance for a minimum distance of 20 feet.
8. The development of any streets (including private) shall conform to the City's standards for public right-of-ways.
9. No debris may be buried on any lot or common area.
10. The developer will install decorative streetlights within the development, subject to approval by the city engineer. Utilization of low intensity, environmental type lighting, the illumination of which shall be confined within the perimeter of the subject property through the use of "full-cutoff lighting".
11. The developer will comply with the City's current tree ordinance. All required tree protection measures shall be adhered to by the developer during construction.
12. All landscape plans must be prepared, stamped, and signed by a Georgia Registered Landscape Architect for any common areas or entrances.
13. All yards and common areas are to be sodded, and landscaped. Irrigate as appropriate.

### Special Conditions

14. The development shall maintain the following setbacks:
  - Townhomes**
  - Front – 50' (Spring Road)
  - Front (along Campbell Road Extension) -10'
  - Eastern Side – 35'
  - Western Side – 35'
  - Side (Adjacent to Gas Station) – 0'
  - Rear – 40'
  
  - Single-Family Homes**
  - Front – 20'**
  - Side – 5'**
  - Rear – 20'**
15. The development shall maintain the following building separations:
  - Side to Side – 30' (Western Side of Development)
  - Side to Side - 20' (Eastern Side of Development)

Front to Side – 40'  
Front to Back – 50'  
Front to Front – 50'  
Back to Back – 50'

16. The single-family lots shall have a minimum lot size of 4,200 sq. ft.
17. The maximum impervious surface area coverage for the development shall be 65%.
18. The maximum building height for the townhomes shall be 45'.
19. The maximum number of units per building shall be 6 units.
20. The developer shall install deceleration lanes at the entrance of the development along Spring Road and Campbell Road with a minimum length of 100 feet and taper of 50 feet.
21. The developer shall provide a left turn lane to the development on Campbell Road for southbound traffic.
22. The developer shall provide access management that restricts turning movements near the Spring Road intersection on Campbell Road.
23. The developer shall construct a dedicated eastbound right-turn lane on Spring Road and connect it to the existing dedicated receiving lane on Cumberland Boulevard to form a free flow right-turn lane movement.
24. The developer shall change the signal phasing of the southbound right-turn lane to "Protected-Overlap" at the Spring Rd & Cumberland Boulevard intersection.
25. The developer shall restripe the existing southbound shared 'through and left-turn-lane' into a shared through/right-turn/left-turn-lane on Village Parkway.
26. The developer shall change the signal phasing of the southbound right-turn approaches to "Protected-Overlap" at the Spring Rd & Village Parkway intersection.
27. Minimum driveway length shall be 22' from curb of street, or 20' back of sidewalk, or 18' from alleyways.
28. The roads and utility infrastructure within the community shall be private and shall be maintained by the HOA.
29. The 50' stream buffer and 25' impervious surface area setback along the stream buffer shall be compensated at a ratio of 1:1 square feet for any encroachment along the same stream buffer within the development.

30. The developer shall meet all fire access requirements deemed necessary by the Fire Marshal during construction plan review.
31. The developer shall be responsible for any water and sewer improvements deemed necessary by the Public Works Director during construction plan review.
32. The developer shall be responsible for any stormwater improvements deemed necessary by the City Engineer.
33. The developer shall provide a 20' landscape buffer in accordance with Section 1013.3 of the Zoning Ordinance along the western property line and 10' along the Eastern property line.
34. The developer shall replace any disturbed sidewalk, curb, and gutter along the frontage of Campbell Road and Spring Road.
35. The developer shall make a sidewalk connection from the development to Campbell Road.
36. The developer shall dedicate right-of-way along Campbell Road to meet the minimum of 30 feet from the centerline.
37. The gating of the private roads shall be prohibited.
38. The townhome buildings throughout the development shall use brick, stone or other architectural features/materials in lieu of 100% hardi-plank lap siding. The building elevations shall reflect three-sided architecture with the sides containing a minimum of one-story of brick or stone facade.
39. The Campbell Road extension shall be connected to Cobb County School property provided an agreement is settled prior to final plat. However, if no such agreement is settled prior to final platting of the final phase the commitment will terminate or expire.
40. The developer shall be responsible for a vehicular and pedestrian connection from the private street of the subdivision to Woodruff Drive. The proposed connection shall be reviewed by the City Engineer during the permitting process for a Land Disturbance Permit.
41. Approval of the subject property for the RM-10-PD zoning district shall be conditioned upon the development of the property in substantial compliance with the site plan submitted 1/19/2020 and created by Planners and Engineers Collaborative and all zoning stipulations above. Should there be any conflict between the zoning conditions above and the approved site plan, the zoning stipulations above shall apply.
42. The applicant shall be bound to the elevations submitted on 1/19/21. Approval of any change to the elevations must be obtained from the Director of Community Development.

**Subject Property**



**Adjacent Properties**



