

HPC's purview for materials and design. This is less dense than what the existing conventional zoning would allow, and certainly less dense than the existing multi-family development to the north. Staff believes that the proposed quality of the development's construction and design, generally exceeds that of much of the surrounding area. With the appropriate level of Conditions of Approval, staff believes this would be a very positive form of infill development for the area.

**Staff Recommendation:** Find consistent with the Comprehensive Plan and the Planned Development Review Criteria, and recommend approval to the City Council, subject to the following conditions.

- (1) Approval shall be granted for a non-conventional single-family residential subdivision with a maximum of 10 detached dwelling units on individual lots, in general accordance with the layout of the submitted master plan, including the depicted minimum building setback distances for each Lot without variance.. Permitted uses in the development shall be limited to only single-family dwellings, private gardens, internal open space, keeping of household pets, or Home Occupations which produce no customer or client traffic and are in strict accordance with LDR Section 218-13(HH) without variance. There shall be no Home Businesses, Home Daycares, Accessory Dwellings, Personal Care Homes, short-term rentals, nor any other LDR defined permitted or conditional uses allowed.
- (2) All new dwellings within the development shall contain at least 1,400-sf heated GFA, with all architectural designs and use of materials for any new construction or exterior physical alterations being specifically approved by the Historic Preservation Commission (HPC). The two (2) existing historic single-family dwellings within the site shall be fully renovated/relocated on Lots 9-10 as approved by the HPC. All accessory buildings and structures within the development shall be approved by the HPC, with all buildings or roofed structures observing the same minimum setback requirements as the principal buildings. All other applicable development standards and permitting requirements shall be followed.
- (3) As depicted on the approved master plan, the development shall include an internal shared private "Common Area" which provides vehicular and utilities access to the interior portions of the subdivision. This Common Area shall include a shared private access roadway within a minimum 40' wide path that includes a minimum 22' pavement width, and is built to City standards as approved by the City Engineer. Shared access easements connecting individual shared residential drives to the Common Area, shall be permitted as depicted on the approved master plan with additional shared access drive(s) being permitted onto West Cranford Avenue. The Common Area shall also include a shared mailbox kiosk for the development, guest parking for at least 4 vehicles, and one or more decorative internal streetlights at a pedestrian scale. The use of decorative/pervious pavers for driveways and all parking areas is encouraged. The Common Area shall also include privately maintained stormwater management facilities for the development, with the final design and boundary layout of these facilities being approved by the City Engineer. Internal walkways or sidewalks within the development shall be considered optional.
- (4) Parking shall only be allowed within the designated shared parking spaces of the Common Area, or within the paved private driveways or carports/garages of the individual Lots. There shall be no parking within the travel way of the shared internal private road, nor along the abutting external public streets, nor on any unpaved surfaces. There shall be no outdoor parking or storage of any recreational vehicle or trailer, nor any overnight parking of any commercial vehicle.