

DATE: May 10, 2006

TO: Salt Lake City Planning Commission

FROM: Ray McCandless, Principal Planner at 535-7282 or
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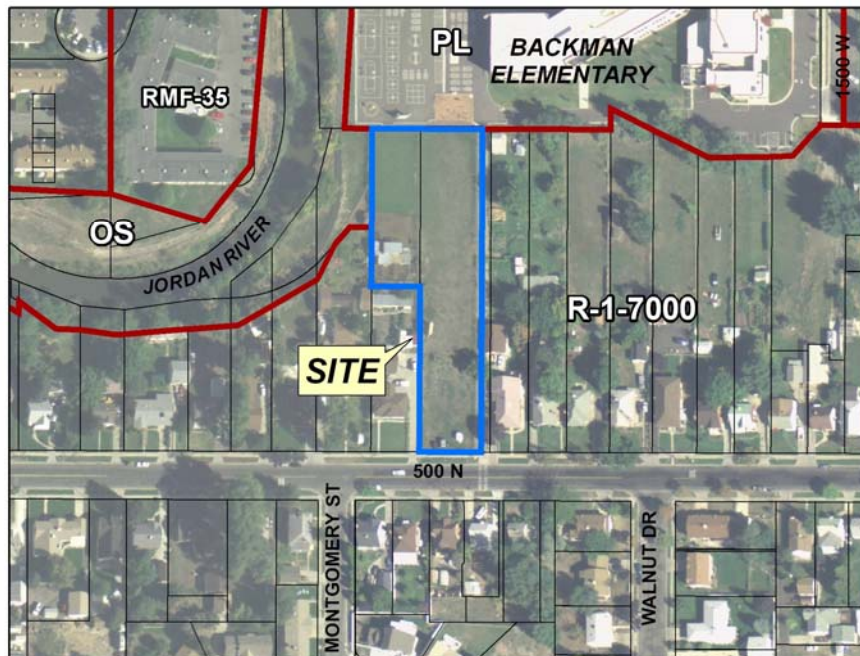
RE: STAFF REPORT FOR THE MAY 10, 2006 MEETING

CASE NUMBERS: 410-761 and 490-06-04

APPLICANT: Property Owners: Paul Bouck
Borg Holdings
Applicant: Borg Holdings L.L.C.
(Alan Borg)

STATUS OF APPLICANT: Developer

PROJECT LOCATION: Approximately 1566 West 500 North
And 1572 West 500 North



PROJECT/PROPERTY SIZE: Approximately 1.16 acres

COUNCIL DISTRICT: District 1, Councilmember Carlton Christensen

REQUESTED ACTION:

Petition 410-761 and 490-06-04 - Mr. Alan Borg, representing Borg Holdings L.L.C. is requesting conditional use/planned development and preliminary subdivision approval of a proposed 6-lot single-family residential subdivision located at approximately 1566 West 500 North in a Single Family Residential R-1-7,000 Zoning District.

PROPOSED USE(S): 6-Lot Single-Family Residential Planned Development

APPLICABLE LAND USE REGULATIONS:

Conditional Use/Planned Development:
Section 21A.54.150, Zoning Ordinance
Subdivision: Title 20, Subdivision Ordinance
Land Use: Northwest Jordan River/Airport Master Plan, Zoning Map
Zoning: Chapter 21A.24, Residential Districts

SURROUNDING ZONING DISTRICTS:

North - Public Lands, PL
South - Single Family Residential, R-1-7,000
East - Single Family Residential, R-1-7,000
West - Single Family Residential, R-1-7,000

SURROUNDING LAND USES:

North - Public School
South - Single Family Residential
East - Single Family Residential
West - Single Family Residential / Jordan River

MASTER PLAN SPECIFICATIONS:

Northwest Jordan River / Airport Master Plan - The Northwest Jordan River / Airport Master Plan was adopted in January 1992. The Northwest Community Future Land Use Plan identifies the future land use of this property as "Low Density Residential".

SUBJECT PROPERTY HISTORY:

The subject property consists of a vacant .84 acre parcel of land and the rear portion of an adjoining .33 acre parcel of land located south of the Backman Elementary School as shown on the vicinity map. The proposed development plan has undergone several revisions since the application was initially submitted. The original plat showed 6 lots which was reviewed by the Jordan Meadows and State Fairpark Community Councils and the Planning Commission Planned Development Subcommittee. The Planning Commission Planned Development Subcommittee reviewed the proposed site plan on November 18, 2006. From the discussion at the Subcommittee Meeting, the site plan was scaled back to show 4 lots and the private street shifted from the center of the development to the east property line next to the school walkway in an attempt to integrate the street with the school sidewalk. Members of the Planning Staff and the Applicant met with a representative of the Backman School who indicated that the School was not in favor of having the street next to the sidewalk as a safety concern. The 4-lot proposal was taken back to the Planning Commission Planned Development Subcommittee on March 6, 2006, where it was recommended that the applicant develop the 6 lots with the street in the center of the property as originally proposed with some minor modifications to the site plan.

ACCESS:

Access to the property is provided from 500 North Street.

PROJECT DESCRIPTION:

The applicant is seeking conditional use/planned development approval and preliminary subdivision approval for a 6-lot single family residential subdivision located at approximately 1566 and 1572 West 500 North in a Single Family Residential R-1-7000 Zoning District.

The applicant is requesting approval to subdivide this 1.16 acre property into six (6) new single-family residential lots which will be accessed via a 20' wide private street that will run north and south through the property.

The property is located in a single family residential R-1-7000 Zoning District. The Backman School (zoned Public Lands "PL") is to the north. There is a 13 foot wide sidewalk, owned by the Board of Education, leading to the Backman School which runs the length of this property along the east side. The sidewalk is on a separate parcel of land. Land uses to the east, south and west are zoned single-family residential R-1-7,000. The Jordan River Parkway is west of this property (see vicinity map).

The proposed buildings are single-story dwellings with a basement. Due to the high ground water in the area, the basements may need to be located partially above grade. The applicant has indicated that the lots will be sold to and constructed by others.

The proposed request requires Conditional Use / Planned Development approval by the Planning Commission as the interior lots will not have access on a dedicated public street. In addition, the applicant is requesting that several zoning requirements be modified through the Planned Development process.

The following information applies to the proposed development:

Average Lot Size:	7,091.33 Sq. Ft
Property Excluding the Private Street:	42,548 Sq. Ft.
Private Street:	<u>8,344.6 Sq. Ft.</u>
Total Area:	50,892.6 Sq. Ft.

COMMENTS, ANALYSIS AND FINDINGS:

1. COMMENTS

Comments from applicable City Departments are summarized as follows: (Please refer to the attached Departmental Comment Letters for details. The Planning Staff's comments are italicized)

a) Transportation: The Division of Transportation review comments and recommendations are as follows:

500 North Street is a residential collector with curb & gutter, sidewalks, and street lighting improvements. The proposed development will impose very little noticeable traffic impact. Standard reviews for public way repairs and upgrades will be required. Final plan approvals are subject to compliance to all Transportation Division review standards and access safety issues.

At the July 5, 2005 Development Review Team meeting, a proposal concept drawing for a 4-lot subdivision was reviewed. A minimum 20' wide private roadway with a 4' walk for a combined 25' easements was discussed. The limited road width restricts on-street parking and brought up the issues for visitor parking and the need for garage door setbacks of 17.5' for visitor parking in the driveway. The shared drive approach between this development and property to the west was discussed. It was recommended that the applicant contact the school and neighborhood council to see if any upgrades to the sidewalk were needed.

The plan has since been revised to show 6-lots. All driveways have adequate room for visitor parking. Visitor parking for lot 1 will be on 500 North Street. Although it was recommended that the applicant contact the school and neighborhood council to see if upgrades to the sidewalk are needed, this is not the developer's responsibility because it is on an adjoining parcel. The walkway is lighted and has recently been reconstructed, as part of the new school construction.

b) Public Utilities: There are some specific design issues that need to be considered as the developer proceeds. The Public Utilities Department will be raising these issues when plans are submitted. Because of typically high ground water in this area, the design should not include basements. The applicant will need to provide a geotechnical report addressing groundwater and basement concerns. If the street is to be private, the units will be serviced by a master water meter and a common sewer lateral. If the street is to be made public, then a public water and sewer extension will be required and each house would have a separate water meter. There will be other water, sewer and storm drainage design matters that will have to be worked through as the project proceeds.

Water, sewer and storm water facilities are in 500 North. The size is typical for the area and Public Utilities is not aware of any deficiencies. There is a 6 inch water main that has had reasonable fire flow results from prior tests. There is an 8 inch sanitary sewer line that is about 8 feet deep in front of the property and there is a 24 inch storm drain pipe.

There may be difficulty with the getting the gravity flow pipes (sewer and storm drainage) to the rear of the lot, but it depends on the elevation of the rear of the lot. This will need to be addressed by the developer. The developer will need to meet with Public Utilities to discuss additional design details. However, the Public Utilities Department does not foresee anything unusual for this project.

The street will be private.

c) Engineering Division: City Engineering Division review comments are as follows:

1. Curb, gutter and sidewalk exist in 500 North along the frontage of the proposed development. Several sidewalk panels are badly spalled and must be replaced as part of the proposed project.
2. The developer must enter into a subdivision improvement construction agreement. This agreement requires the payment of a 5% fee based on the estimated cost of constructing the street/driveway improvements. The developer will need to comply with insurance requirements for the project.
3. The Salt Lake City Transportation Division must approve all street geometrics and street lighting.

4. Design drawings for the proposed private street must comply with the Salt Lake City Engineering design standards.
5. A geotechnical investigation report containing a pavement section design for the proposed private street must be submitted for review if a pavement section less than 3" asphalt and 8" road base is proposed.
6. The subdivision plat must conform to the requirements on the Engineering Division's plat checklist.
7. If the developer desires to name the private street, the street name should be submitted as soon as possible to Judy Stevens (Salt Lake County, 468-3294) for review. SLC Engineering will provide final approval of the street name and suffix. A certified address must be provided by Alice Montoya (535-7248) prior to issuance of a building permit.
8. The developer must enter into agreements required by the Salt Lake City Public Utility Department and pay the required fees.
9. At least one member of the concrete finishing crew must be ACI certified. The name of the ACI certified finisher must be provided at the pre-construction meeting for the subdivision.

d) Property Management: The Property Management Division has no concerns about the proposed Planned Development. If the street is to remain private, the Property Management Division has no concerns. If the street is to be public, any encroachments into the right-of-way must be covered under the terms of an appropriate agreement (lease or revocable permit).

e) Airport: No comments have been received to date.

f) Fire Department: No comments have been received to date.

g) Public Services: No comments have been received to date.

h) Police: No comments have been received to date.

Community Council Comments:

The proposed development was reviewed by the Jordan Meadows Community Council on December 14, 2005 and by the State Fairpark Community Council on December 22, 2005. The Jordan Meadows Community Council supports the Planned Development request. The Fairpark Community Council recommends that the access to the Jordan River be relocated. The Community Council also requested that the homeowners be made aware that the road is private and that they will be responsible for all utilities and road maintenance. The Community Council requested that a sidewalk be installed.

2. ANALYSIS AND FINDINGS

To assist the Planning Commission in its decision making process, Staff has analyzed and made findings with respect to the following pertinent master plans, ordinances and issues relating to the conditional use, planned development and subdivision processes.

Conditional Use Review

21.54.080 Standards for Conditional Uses.

- A. The proposed development is one of the conditional uses specifically listed in this Title.**

Discussion: According to Section 21A.54.150 of the Zoning Ordinance, a Planned Development requires Conditional Use approval by the Planning Commission.

Finding: The proposed development requires conditional use approval by the Planning Commission.

- B. The proposed development is in harmony with the general purposes and intent of this Title and is compatible with and implements the planning goals and objectives of the City, including applicable City master plans.**

Discussion:

Building Density: The Northwest Jordan River/Airport Master Plan Land Use Map identifies this area as Low-Density Residential. R-1-7000 zoning on this property is considered low density residential. The proposed development contains 5.1 dwelling units per acre. The maximum density for R-1-7000 zoned property is 6.2 units per acre. The proposed development is therefore consistent with the adopted Master Plan.

Northwest Jordan River/Airport Master Plan Policies for Planned Developments:

The Northwest Jordan River/Airport Master Plan focuses on Planned Developments in the R-2A zone. At the time the Master Plan was adopted, the communities were concerned about the proliferation of apartments in the area. The Planned Development process is often used "as a maximum density mechanism rather than for design flexibility". Since that time, many of the R-2A properties were down-zoned as part of the 1995 Zoning Rewrite Project. The proposed development is for single-family dwellings, which is consistent with the current zoning of single-family residential R-1-7000 that was adopted as part of that effort.

Finding: The proposed development is in harmony with the general purposes and intent of the Zoning Ordinance and is compatible with and implements the planning goals and objectives of the City, including applicable City master plans.

C. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not materially degrade the service level on the adjacent streets.

Discussion: According to the Transportation Division's comments, the proposed development will "impose very little noticeable traffic impact" on the neighborhood. All proposed lots will be accessed by a 20 foot wide private street extending north from 500 North Street. Given that the private street only serves six homes, the traffic generated by this proposal will not be significant.

The Community Council discussed putting a sidewalk along the street. However, given the limited parcel width, either the street would have to be reduced in width which would not be acceptable to the Fire Department, or the sidewalk would have to be put on private property to meet lot area requirements. If the sidewalk were put on private property, it would only be 2 feet from the houses which is not acceptable. The other option would be to shift the buildable areas of lots 1, 2 and 3 five feet to the west, but this would reduce the yard area and side yard setback of lots 1, 2 and 3 from 15 feet to 10 feet. Given there are only 6 homes on the street, a sidewalk is not needed.

The site plan also shows a proposed access to the school walkway in the existing fence along the east property line which was recommended by the Planning Commission's Planned Development Subcommittee.

Finding: Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not materially degrade the service level on the adjacent streets.

D. The internal circulation system of the proposed development is properly designed.

Discussion: A fire access turn-around is proposed between lots 2 and 3. According to the applicant, the Fire Department has reviewed this configuration but Staff has received no comments to date. Staff submitted a second copy of the plan to the Fire Department on January 30, 2006. However, no comments have been received.

Finding: The internal circulation system of the proposed development is properly designed, provided that the Fire Department concerns are met. This should be a condition of approval.

- E. Existing or proposed utility services are adequate for the proposed development and are designed in a manner that will not have an adverse impact on adjacent land uses or resources.**

Discussion: Capacity in all utility systems is available. However, the Public Utilities Department has indicated that there may be a sewer and storm drain flow issue on the northern portion of the property. This will not be known until detailed improvement drawings are submitted. For this reason, any planned development approval should be contingent upon resolution of this issue (see the departmental comment e-mails from the Public Utilities Department).

Finding: Existing or proposed utility services are adequate for the proposed development. However, as there may be a sewer and storm drain flow issue, approval by the Public Utilities Department will be required as a condition of Planned Development approval.

- F. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.**

Discussion: No impacts to adjoining properties from light, noise or visual impacts are anticipated.

Finding: No significant impacts from light, noise or visual impacts are anticipated.

- G. Architecture and building materials are consistent with the development and compatible with the adjacent neighborhood.**

Discussion: The applicant will not be developing the lots but has provided renderings of what homes could be built on the lots. Both plans have brick facades with a 2 car attached garage. The homes measure approximately 1,300 square feet and are single-story with a basement level. Due to the high ground water in the area, the homes will likely be raised with a portion of the basements extending above grade. Since the homes will be built by others, approval should be contingent upon Planning Director approval of the final house plans and meeting the requirements of the recently adopted Compatible Residential Infill Development Ordinance. In addition, a geotechnical report addressing the groundwater, basement concerns should be provided as a condition of approval.

Finding: Planning Director approval of the final house plans, meeting the requirements of the Compatible Residential Infill Development Ordinance and a geotechnical report addressing groundwater and basement concerns should be required as a condition of approval.

H. Landscaping is appropriate for the scale of the development.

Discussion: All yard areas not covered by buildings or driveways will be landscaped.

Finding: The proposed landscaping is appropriate for the scale of development.

I. The proposed development preserves historical architectural and environmental features of the property.

Discussion: The site is not located in a historic district, and there are no unique environmental features on the property.

Finding: This standard does not apply.

J. Operating and delivery hours are compatible with adjacent land uses.

Finding: This standard does not apply.

K. The proposed conditional use or, in the case of a planned development, the permitted and conditional uses contained therein, are compatible with the neighborhood surrounding the proposed development and will not have a material net cumulative adverse impact on the neighborhood or the City as a whole.

Discussion: The impacts created by this development are mitigated through the site design, layout and building architecture.

Finding: The proposed conditional use is compatible with the neighborhood surrounding the proposed development and will not have a material net cumulative adverse impact on the neighborhood or the City as a whole.

L. The proposed development complies with all other applicable codes and ordinances.

Discussion: Modifications to zoning ordinance requirements will be required through the Planned Development approval review as discussed below. Approval of the request should be subject to meeting all applicable City departmental requirements.

Finding: Modifications to zoning requirements will be required through the Planned Development review process. The proposed development must meet all applicable City, County, State ordinances prior to issuance of a building permit.

Planned Development Review

According to **Section 21A.54.150A Purpose Statement** of the Zoning Ordinance, a planned development is a distinct category of conditional use. As such, it is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development.

Section **21A.54.150C.1. Authority To Modify Regulations** of the Zoning Ordinance states that no such change, alteration, modification or waiver of the standards shall be approved unless the proposed planned development will achieve the purposes for which a planned development may be approved.

Discussion: The standards for a Planned Development are listed in Section. 21A.54.150A of the Zoning Ordinance and are listed below. **The bolded objectives apply to this proposal.**

1. **Creation of a more desirable environment than would be possible through strict application of other City land use regulations;**
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities;
3. **Combination and coordination of architectural styles, building forms and building relationships;**
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
5. Preservation of buildings which are architecturally or historically significant or contribute to the character of the City;
6. Use of design, landscape or architectural features to create a pleasing environment;
7. Inclusion of special development amenities; and
8. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.

Items 1 and 3 above apply to the proposed planned development. A more desirable environment is achieved as the proposed buildings utilize space that would otherwise be vacant or not maintained. Better use of land is achieved because the new buildings will not require any additional publicly maintained streets or infrastructure. The proposed development makes efficient use of utility services and land resources. The request for Planned Development approval is supported by standards 1 and 3 above.

Finding: The proposed facility will achieve the purposes for which a planned development may be approved.

Section **21A.54.150C.2. Authority To Modify Regulations** of the Zoning Ordinance states that the Planning Commission must find that the proposed development will not violate the general purposes, goals and objectives of this Title and of any plans adopted by the Planning Commission or the City Council.

Discussion: As noted in the Conditional Use section above, the proposed development is consistent with the goals and policies of the Northwest Jordan River/Airport Master Plan Policies for Planned Developments.

According to the submitted site plan, in order for the Planning Commission to approve this development, several waivers from the Salt Lake City Zoning Ordinance will be required. The zoning standards requiring modification are listed below. (As the measurements below are approximate and some yard areas may be interchangeable, please refer to proposed site development plans for specific dimensions)

The zoning standards requiring modification are in bold text:

	<u>Proposed</u>	<u>Required</u>
<u>Lot 1</u>		
Lot Area	7,015 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	63.415'	50'
Front Yard	25'	20'
Side Yards	3' & 15'	8' & 10'
Rear Yard	20'	25'
<u>Lot 2</u>		
Lot Area	7,175 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	0'	50'
Front Yard	6'	20'
Side Yards	20' & 20'	8' & 10'
Rear Yard	15'	25'
<u>Lot 3</u>		
Lot Area	7,053 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	0'	50'
Front Yard	6'	20'
Side Yards	20' & 20'	8' & 10'
Rear Yard	15'	25'

Lot 4

Lot Area	7,115 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	0'	50'
Front Yard	28'	20'
Side Yards	10' & 20'	8' & 10'
Rear Yard	20'	25'

Lot 5

Lot Area	7,095 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	0'	50'
Front Yard	20'	20'
Side Yards	10' & 10'	8' & 10'
Rear Yard	20'	25'

Lot 6

Lot Area	7,095 Sq. Ft.	7,000 Sq. Ft.
Lot Frontage	0'	50'
Front Yard	10'	20'
Side Yards	15' & 20'	8' & 10'
Rear Yard	10'	25'

A summary of the required modifications to zoning requirements is as follows:

Lot 1

1. Reduction of the minimum side yard requirement from 8 feet to 3 feet on the west side of the lot.
2. Modification of the required rear yard setback from 25 to 20 feet.

Lot 2

1. Modifying the frontage requirement for a lot on a public street 50 feet to 0 feet based upon the required frontage being proposed on a private street.
2. Modification of the required front yard setback from 20 feet to 6 feet.
3. Modification of the required rear yard setback from 25 feet to 15 feet.

Lot 3

1. Modifying the lot frontage requirement for a lot on a public street 50 feet to 0 feet based upon the required frontage being proposed on a private street.
2. Modification of the required front yard setback from 20 feet to 6 feet.
3. Modification of the required rear yard setback from 25 feet to 15 feet.

Lot 4

1. Modifying the frontage requirement for a lot on a public street 50 feet to 0 feet based upon the required frontage being proposed on a private street.

2. Modification of the required rear yard setback from 25 feet to 20 feet on the north side of the lot.

Lot 5

1. Modifying the frontage requirement for a lot on a public street 50 feet to 0 feet based upon the required frontage being proposed on a private street.
2. Modification of the required rear yard setback from 25 feet to 20 feet on the north side of the lot.

Lot 6

1. Modifying the frontage requirement for a lot on a public street 50 feet to 0 feet based upon the required frontage being proposed on a private street.
2. Modification of the required front yard setback from 20 feet to 10 feet.
3. Modification of the required rear yard setback from 25 feet to 10 feet on the north side of the lot.

Section 21A.36.010C. Frontage of Lot On Public Street of the Zoning Ordinance, states that all lots shall front on a public street unless specifically exempted from this requirement by other provisions of this Title. Through the Planned Development process, the Planning Commission can modify this requirement. Lots 2, 3, 4, 5 and 6 will require a modification of this standard. Staff does not have a concern with this request as all lots are accessible and will have frontage on the private street.

Section 21A.24.060E. Minimum Yard Requirements of the Zoning Ordinance requires a minimum 20 foot front yard setback for lots in the R-1-7000 Zoning District. Lots 2, and 3 show a 6 foot front yard setback. Lot 6 shows a 10' front yard setback. A reduction in the required front yard area is needed due to the orientation of the homes on the narrow lots. A reduced front yard setback results in larger side yards and more separation between the proposed homes and homes on adjoining properties. Reduced front yard setbacks are a concern where there is limited space for guest parking. However, guest parking can be accommodated in the driveways leading to the garages and on 500 South Street on Lot 1.

Section **21A.54.150E.4 Perimeter Setback** of the Zoning Ordinance requires that the perimeter rear yard building setback shall be the greater of the required setback of the lot or adjoining lot unless modified by the Planning Commission. This means that the minimum rear yard setbacks of all lots must be at least 25 feet unless modified by the Planning Commission.

Because of the orientation of the homes, the rear yards are smaller than required by the ordinance. However, the side yards on all but lot 1 are approximately 20 feet wide. This lot configuration is necessary given the limited lot width. Given that all lots are over 7,000 feet in area there is room for adequate yard area. Staff

does not have any concerns with reducing the required perimeter setback as shown on the preliminary site drawing.

NOTE: As the yard areas on some of the lots are interchangeable, the proposed modifications may need to be revised as part of the final plat approval process. However, it is staff's intent that the proposed development be approved as reflected on the submitted site plan drawings.

Finding: The proposed development is consistent with the Northwest Jordan River/Airport Master Plan as noted in the Conditional Use section above and will not violate the general purposes, goals and objectives of this Title if approved with the proposed modifications listed above and approval conditions listed in the Recommendation section.

Subdivision Review (Salt Lake City Code, Title 20, Subdivision Ordinance)

As stated in this report, zoning modifications through the Planned Development Process will be required to allow lots 2, 3, 4, 5 and 6 to have no frontage on a dedicated public street and reduced setbacks.

Preliminary subdivision approval will also be required. Cross access easements will need to be provided and a final subdivision plat will need to be recorded. These items can be reviewed and approved administratively.

Section **20.20.070 Administrative Approval** of the Salt Lake City Subdivision Ordinance requires that the Planning Commission make the following findings in approving a preliminary subdivision:

A. The minor subdivision will be in the best interests of the City;

Finding: This issue is addressed in the Conditional Use and Planned Development Sections above and was determined to be in the best interests of the City.

B. All lots comply with all applicable zoning standards;

Discussion: The Planning Commission can modify zoning standards through the Planned Development process.

Finding: All lots will comply with all applicable zoning standards as modified by the Planning Commission through the Planned Development process.

C. All necessary and required dedications are made;

Finding: No additional right-of-way dedications are necessary. Utility easements will be dedicated on the subdivision plat.

D. Provisions for the construction of any required public improvements are included;

Finding: The construction of any required public improvements are administered by the Salt Lake City Engineering Division and Public Utilities Department through the standard development review processes.

E. The subdivision otherwise complies with all applicable laws and regulations.

Finding: The subdivision will be required to comply with all applicable laws and regulations through the City's permitting and approval processes.

Other

As noted above, the proposed development was reviewed by the Planning Commission's Planned Development Subcommittee on November 18, 2005 and March 6, 2006. The Planning Commissioner's suggestions included the following (Planning Staff comments are italicized):

1. The driveway for the house closest to 500 North Street should be located to the north of the lot. *The site plan shows the garage on the north side of the home.*
2. The applicant determine the typical (front yard) set back for properties in the neighborhood. *The applicant has measured the setback for homes along the block face and has revised his previous site plan from showing a 20 foot setback to a 25 foot setback which is consistent with the setback of other homes in the area.*
3. The garage door on Lot #4 be upscaled so that the home retains the same theme as the neighboring houses.
4. The development should be designed so that there is not a "hard line" on the west fence line. *The proposed site plan shows a 3' wide by 43' long planter area on the west fence near 500 North Street.*
5. The path between Lots 5 and 6 leading to the Jordan River Parkway should be lighted and only extend along the lot line between lots 5 and 6 and not in the side yard of Lot 5 as shown. *Appropriate access easements across lots 5 and 6 will need to be provided.*
6. Create a lighted hammerhead/access to the School walkway between lots 2 and 3.
7. Provide an easement for the adjoining neighbor to the west to allow access to the rear of his property.

RECOMMENDATION:

Based on the above comments, analysis and findings, Staff recommends the following:

A. Conditional Use/ Planned Development approval subject to:

1. Modifications of the Zoning Ordinance yard setback, frontage and perimeter setback requirements as discussed in this Report or as approved by the Planning Director (if needed) to implement the proposed site plan.

B. Preliminary Subdivision approval subject to:

1. Recordation of a final plat including necessary cross-access and pedestrian easements and utility easement dedications.
2. Meeting all City, County or State requirements including resolving any sewer and storm drainage issues with the Public Utilities Department.
3. Implementation of a Homeowners Association that addresses the maintenance of streets, entry features, utilities etc.
4. Compliance with the Compatible Residential Infill Development Ordinance including approval by the Planning Director of the final house plans and location of the driveway on lot 1.
5. Inclusion of a Fire Department access easement on the private street and turn around area on the Subdivision Plat and approval by the Fire Department.
6. Providing a geotechnical report that addresses groundwater / basement depth concerns as addressed in this Report.
7. Creating a lighted hammerhead / access to the School walkway between lots 2 and 3.
8. The pathway to the Jordan River Parkway be located between lots 5 and 6 with the necessary easement shown on subdivision plat.
6. Create a lighted hammerhead / access to the School walkway between lots 2 and 3.
7. Provide an easement for the adjoining neighbor to the west to allow access to the rear of his property.

Attachments:

- Attachment 1: Departmental Comments
- Attachment 2: Site Plan and Elevation Drawings
- Attachment 3: Community Council Letters
- Attachment 4: Other

Ray McCandless
Principal Planner

1. DEPARTMENTAL COMMENTS:

2. SITE PLAN AND ELEVATION DRAWINGS:

3. COMMUNITY COUNCIL LETTERS:

4. OTHER: