



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: JP Goates, 801-535-7236, or jp.goates@slcgov.com

Date: July 6, 2017

Re: PLNSUB2017-00324 Planned Development
PLNSUB2017-00504 Preliminary Subdivision

Planned Development and Preliminary Subdivision

PROPERTY ADDRESS: approximately 842 and 834 Hoyt Place
PARCEL ID: 08-35-405-017, 08-35-405-018
MASTER PLAN: North Temple Boulevard Plan/800 West Station Area Plan
ZONING DISTRICT: SR-3, Special Development Pattern Residential District

REQUEST: The applicant, Dave Robinson, on behalf of the property owners, Edward and Richard Foster, is proposing to develop an approximate .55 acre property located on a private street at approximately 842 and 834 West Hoyt Place. The properties will be subdivided into 10 individual lots with common areas and consist of six single-family attached units in two structures and four single-family detached units with optional accessory dwellings. The applicant is requesting Planned Development approval for modification of certain zoning standards related to lots not fronting a public street, rear yard setbacks, minimum lot sizes and widths, and parking for accessory dwellings. Consideration of these types of modifications must be reviewed as a Planned Development. The applicant is also requesting Preliminary Subdivision approval with a private street as part of this request.

RECOMMENDATION: Based on the findings listed in the staff report, it is the opinion of Planning Staff that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission approve the Planned Development and Preliminary Subdivision requests with the following conditions:

1. The applicant shall file a Final Subdivision Plat that meets all City approvals to be recorded with Salt Lake County prior to issuance of Certificates of Occupancy.
2. The applicant shall provide access easements for parking pads that cross property lines and reference such easements on the Final Plat.
3. All other applicable zoning standards not modified by the Planned Development approval shall apply to the development.

ATTACHMENTS:

- A. Vicinity Map
- B. Preliminary Plat
- C. Site Plans
- D. Building Elevations
- E. Additional Applicant Information
- F. Property Photographs
- G. Existing Conditions and Zoning
- H. Analysis of Standards - Planned Development
- I. Analysis of Standards - Preliminary Subdivision
- J. Public Process and Comments
- K. Department Review Comments

PROJECT DESCRIPTION:

PLANNED DEVELOPMENT

The subject properties are located on a private street at approximately 842 and 834 West Hoyt Place. The street currently provides access to 14 parcels; four of which contain occupied single-family dwellings, two contain abandoned single-family structures, and the remaining seven parcels are vacant. The street is currently unimproved and will require entirely new roadway and utility infrastructure in order to provide service to the project. One of the existing abandoned structures at 834 West will be demolished. The subject properties were rezoned to SR-3 Special Development Pattern Residential in 2016 to accommodate the type of development that is being proposed.

The two subject properties total approximately .55 acres and will be subdivided into 10 individual lots. The following is a summary of the approximate lot and building types being proposed:

Single-family attached

- 1,224 to 1,676 square foot lots
- 954 square foot footprint with two floors
- 27' 4" in height
- Two bedrooms, two and a half bathrooms
- One car tucked-under parking garages.

Single-family detached

- 2,176 and 2,332 square foot lots
- 1,166 square foot footprint with two floors
- 28' in height.
- Three bedrooms, two and a half bathrooms
- Two car garage with a two car garage

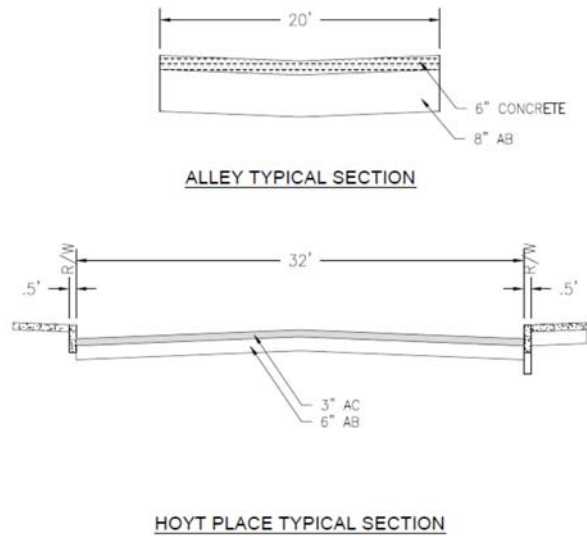
Single-family detached with optional ADU

These units with optional accessory dwellings will maintain three bedrooms, two and a half bathrooms and add studio apartment in place of the garage. The parking for units that are built with an ADU option



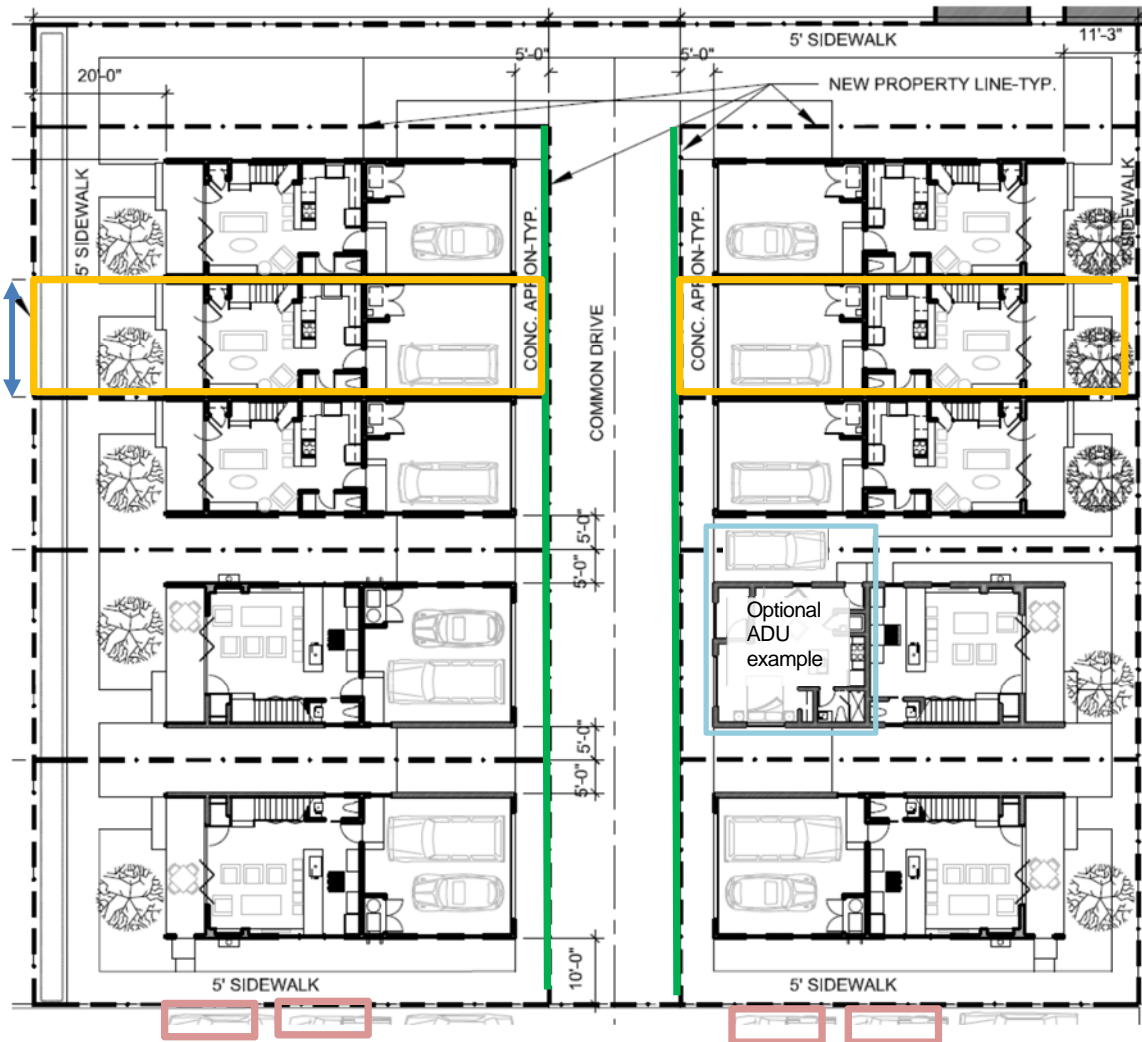
will be located in the side yard of each unit with potential tandem parking. Through the planned development, the ADU parking is being requested as a modification in order to allow for on street parking credit. This request is due to the ordinance not providing credit for on street parking in single-family districts. However, the zoning administrator has made the determination that the parking ordinance doesn't define those districts clearly, and that the SR-3 is actually defined as a medium density residential district. The requested modification of this provision is to ensure this clarity and allow for parking flexibility with this type of housing.

The proposed roadway infrastructure on Hoyt Place will consist of asphalt pavement that is 32' wide from curb to curb, a six inch curb, and five foot sidewalk that will run the length of the street on the North side. The applicant will be required to work out details of curb cuts and sidewalk access with adjacent property owners that will utilize Hoyt Place. The proposed project will share a 20 foot wide common drive alley to access parking garages and side yard parking, and share a 15' by 160' common open space at the North property line. The front yards will be set back from property lines approximately 20 feet. The project will be part of a required home owners association (HOA) that will be responsible for maintenance of common area drive access, open space, snow removal, and utility infrastructure. The utility improvements in Hoyt Place are to be dedicated to the City where an access easement will be required. The utilities on site will be privately maintained.



Requested Modifications

The applicant is requesting modifications to the zoning ordinance for lots that do not front a public street, minimum lot areas of less than 1,500 square feet, minimum 20' lot widths, and rear yard setbacks that do not meet the 15' minimum rear yard of the SR-3, and allowance of credit for on street parking when units include an optional accessory dwelling. The site plan shown below outlines the location of the requested modifications on the following page.



←→ Lot width less than 22'

21A.24.100.C - The proposed width for two of the lots is 18'. While the ordinance does require a minimum width for lots in the SR-3, the type of townhome product proposed is only 18' in width and requires a lot of the same width. The dwellings between the two end units will not be able to achieve this minimum and be on individual lots simultaneously. The Planned Development Process allows for this modification without a change in density with the average townhome lot size being over 1,500 square feet.

Attached unit lots less than 1,500 sq. ft.

21A.44.100.C - The middle townhome units mentioned above will be on lots that are less than 1,500 square feet, which is the minimum in the SR-3 district. The proposed lot area for the middle units are 1,224 and 1,312 sq ft. However, the overall density of the single-family attached units is 1,502 square feet, which meets the minimum lot area requirement of planned development approval.

Rear yard setback less than 15'

21A.44.100.E.4 - Due to the East West orientation of the proposed lots and drive access, the rear yard for each unit will back onto a 20' drive aisle. The overall space provided behind each unit is 15' for a total of 30' between the back of each unit. However, with the drive aisle being common area under the HOA, this modification is necessary to provide for individual lots being separate from the common drive area.

On street parking credit for accessory dwellings

21A.44.040.B.7 - The applicant desires to leave the option open for the single-family detached units to use the garage space for a studio accessory dwelling. This will require parking for the primary unit to be located in the side yard and

the ADU parking to be allowed on the private street. This proposed configuration will meet the minimum parking requirement of one space for each dwelling. The ordinance allows for commercial and multifamily projects to receive a 50% reduction the minimum parking requirement when the project is ¼ mi. of a fixed transit station, but the proposed project is technically single-family attached/detached it therefore requires this modification.

PRELIMINARY SUBDIVISION

The proposed subdivision of 10 lots, drive aisle, and common area open space is being reviewed as a Preliminary Subdivision. One of the conditions of this approval is that the applicant file for Final Plat approval by the City, and all of the requirements therein. The Preliminary Subdivision Design Standards require that private streets are reviewed for approval by the Planning Commission as part of a Planned Development. The private street standards for approval include: “the most logical development of land requires that lots be created which are served by a private street or other means of access”. The proposed access to the individual lots will not meet the standard for public streets as the



single-family cul-de-sac requirement is a 50' wide section. The current width between the proposed properties is 30'. The access to the private alley is via Hoyt Place which is an existing private street and will be upgraded as part of the proposed project. This upgrade of the approximate 33' right of way will need to meet the standards of the City Engineering and Public Utilities divisions. The applicant has proposed construction and maintenance of the street as part of the project.

The proposed individual lots vary in size from 1,224 to 2,332 square feet averaging approximately 1,803 square feet. The lot sizes vary in size due to the nature of unit types being townhome product combined with detached units. The average lot size for the townhome units is 1,502 square feet which meets the minimum lot size and average density requirement for Planned Developments, and the average for the detached units is 2,254 square feet which also meets the average density provision of the Planned Developments. None of the lots exceed the maximum lot size in the SR-3 district which is 200% of the minimum lot size.

KEY ISSUES:

The Planning Staff has solicited comments and input from the applicable departments within the City, the Fairpark Community Council and held a public open house. The comments received at these meetings were typical topics such as parking, HOA maintenance, and privacy fencing. None of the

comments received were oppositional in nature and in the opinion of staff did not warrant identification of any key issues that would negatively impact surrounding property owners.

The general comments received can be found in Attachment J for public comment and Attachment K for City department comments. Any significant issues related to construction and infrastructure are identified in department comments will be addressed in the final plat and building permits process.

DISCUSSION:

The two subject properties and six additional lots underwent a rezoning process in 2016 where eight lots on Hoyt Place were rezoned from R1-5,000 and R1-7,000 to SR-3. The purpose of the rezone was to allow for more flexibility in housing options through development of the inner block, and to implement the guidance found in the 800 West Station Area Plan by changing the zoning to a district that was created for development of interior residential blocks. The decision to grant the rezone was made by the City Council with the acknowledgement and expectation that any proposal for development would be reviewed by the Planning Commission and meet the requirements and standards for Planned Developments as well as the purposes of SR-3 districts.

The proposed development has been found by staff to be consistent with the purpose statement of the SR-3 district that calls for a medium density zoning district that provides *“a variety of housing types, in scale with the character of development located within the interior portions of city blocks”*. This proposal introduces three housing options, being single-family detached, single-family attached townhomes, and studio accessory dwellings.

The Planned Development objectives and standards will primarily be met by this proposal through elimination of blighted structures, and providing a street that is in the public interest. Hoyt Place has not never maintained for residential use. The condition of the street is completely unimproved and full of pot holes with blowing dust and abundant weeds. There are also two abandoned structures that consistently attract transient individuals creating an extremely unsafe environment. The new street will provide sidewalks, parking, utility infrastructure and dust control among other benefits.

The project will also meet the purpose statement of planned developments by promoting greater efficiency in use of the land, utility services, and transportation systems. The proposed incremental increase in density utilizes the land to a more efficient degree than would otherwise be found in the area. In addition, the location of the proposed development is approximately 1,600 feet legal walking distance from the Jackson/Euclid TRAX station and provides access to bicycle lanes on 900 West that connect to 300 North bike lanes that lead to downtown.

The rezoning and current development proposal on Hoyt Place directly follows the direction set in the *North Temple Boulevard/800 West Station Plan* by proposing a mix of detached, and attached single-family dwellings in mid-block areas. The type of development specifically cited in the 800 West Station plan at this location is identified as: “twin homes and attached single-family dwellings, primarily at mid-block areas that are currently underdeveloped or under-utilized”. The housing options proposed by the project are identified as examples in the plan for infill of stable areas in the plan area. In addition, the guidance of the 800 West Station Area Plan calls for infill development at the proposed location specifically (excerpt shown above). That plan includes language that calls for increases in density at an increment that is meant to be compatible with the surrounding neighborhood. In addition, these housing options are also consistent with the goals of the City found in the guidance of the citywide plan: *Plan Salt Lake*, with the second initiative of the *Plan Salt Lake* housing section being to “Increase the number of medium density housing types and options.” Not only does the proposed development meet the guidance of these plans closely, it is also important to note that the project is one block North of the Jackson Euclid TRAX station, bicycle lanes on 900 West that connect to downtown, and multiple shopping amenities, schools, recreation opportunities within one half mile.

It is the opinion of staff that the proposed configuration is the most logical way to develop the subject properties. These properties are approximately 184’ deep and if they were to be subdivided North and South, the result would be single-family lots of roughly 21’ wide by 184’ deep to fall below the maximum lot size. In addition, the maximum rear yard setback is 30’ and continuation of the current development pattern with that lot depth would require that the rear of the buildings be 154’ from the required front yard. If the building were to have a similar setback to dwellings on the street face, this would result in a building that is over 140 feet in depth, or a front yard that is over 100’ from the front property line.

800 West Stable Area

Zoning regulations should be aimed at maintaining the existing development characteristics while allowing appropriately scaled residential infill development. Minor changes happen within the existing development pattern and are consistent with the overall scale of the surrounding structures. These areas may see smaller scale development, such as

- Infill development such as twin homes and attached single-family dwellings, primarily in mid-block areas that are currently underdeveloped or under-utilized; and
- New development that is compatible in terms of scale to existing development in other parts of the Stable Area.



There are opportunities for infill development in the interiors of the blocks in the Jackson neighborhood. The 800 West and 900 West blocks between 200 and 300 North are examples.

This fact provides adequate justification for the proposed configuration if the structures to be oriented as proposed.

In summary, the proposed modifications allow the development to access the expanse of property at the mid-block of Hoyt Place and utilize



this asset for more housing choices in the community. Development of the interior portions of the block will not be possible without a new street and utility infrastructure and the applicant is willing to create the street amenity at significant cost. The ordinance that requires lots to front a public street render the subject properties undevelopable without modifications being granted through Planned Development approval.

NEXT STEPS:

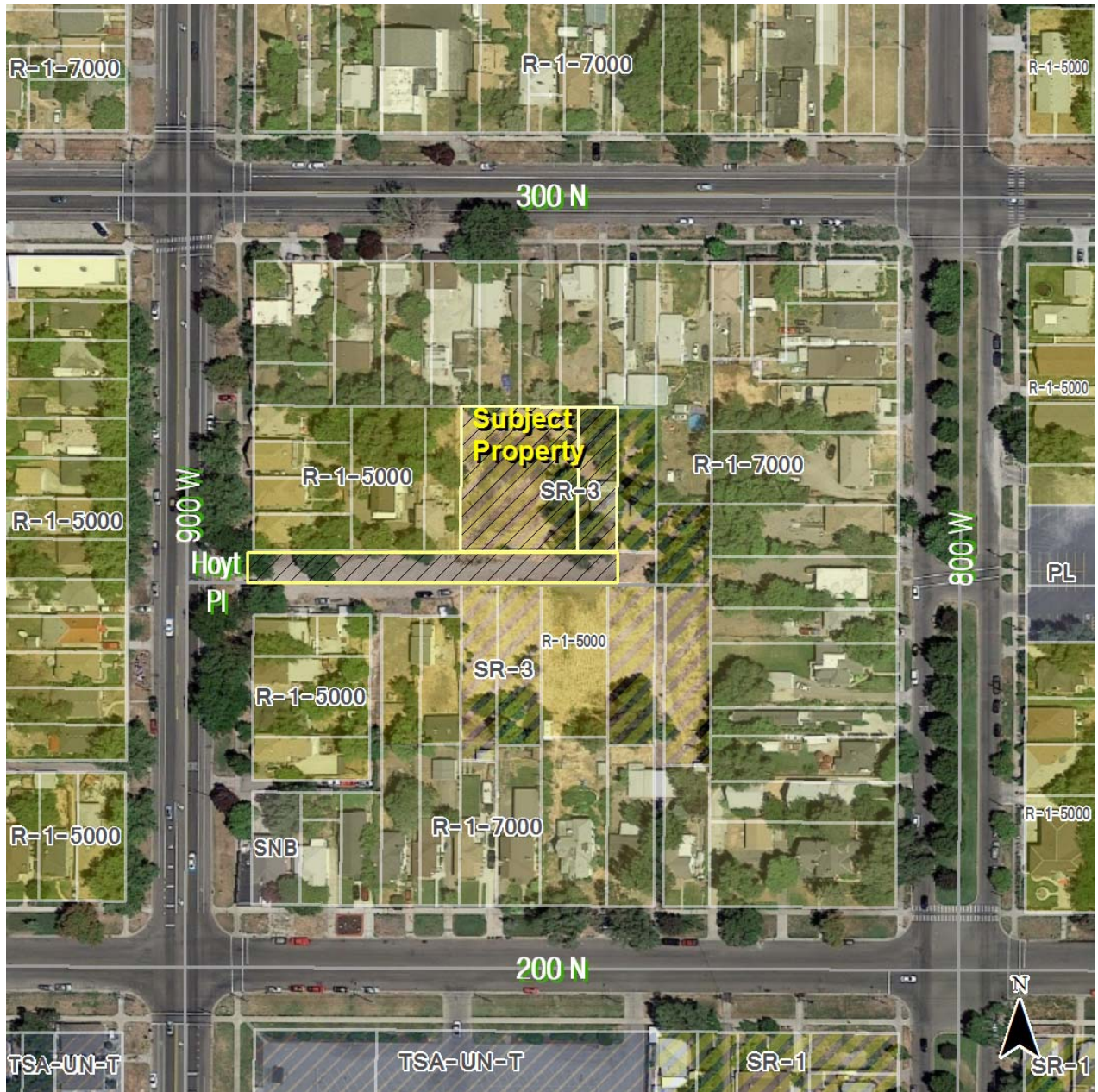
Planned Development and Preliminary Subdivision Approval

If the Planned Development is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City department/divisions and the Planning Commission. The applicant will then be able to submit for building permits for the development. The applicant will also need to submit a final subdivision plat to finalize the proposed property boundaries in which the applicant shall record disclosures for future private infrastructure maintenance costs and parking easements, and shall reference said documents on the plat in compliance with 21A.55.170. The applicant will need to obtain agreements from affected property owners with rights to the Hoyt Place private street in order to conduct street improvements. The applicant will need to satisfy technical requirements of fire access as noted in Attachment K. Final certificates of occupancy for the buildings will not be issued until the conditions are met and the final subdivision plat is recorded. Final approval authority shall be delegated to the Planning Director based on the applicant's compliance with the standards and conditions of approval noted in this staff report.

Planned Development and Preliminary Subdivision Denial

If the Planned Development is denied, the applicant could not develop the property under the current ordinance because the lots do not have frontage on a public street.

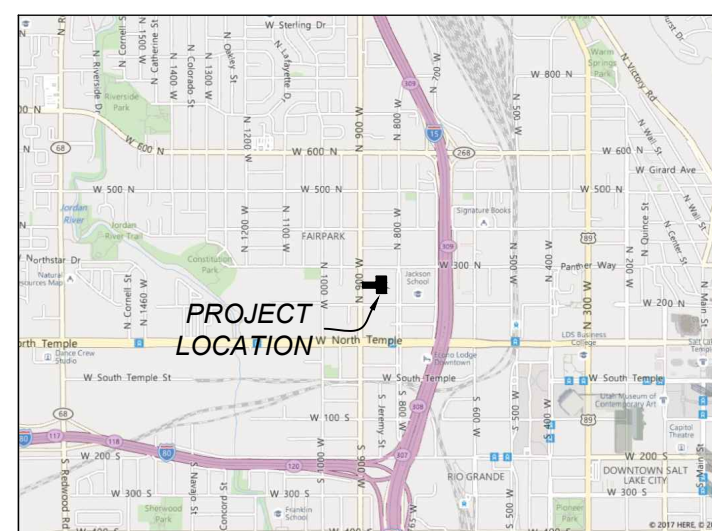
ATTACHMENT A: VICINITY MAP



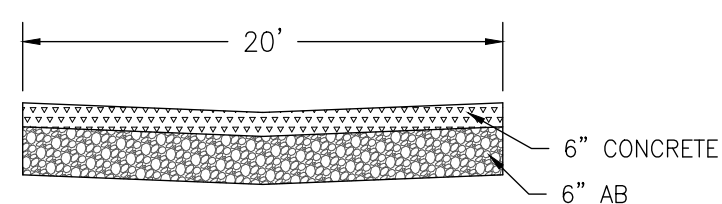
ATTACHMENT B: PRELIMINARY PLAT

HOYT PLACE SUBDIVISION - PHASE 1

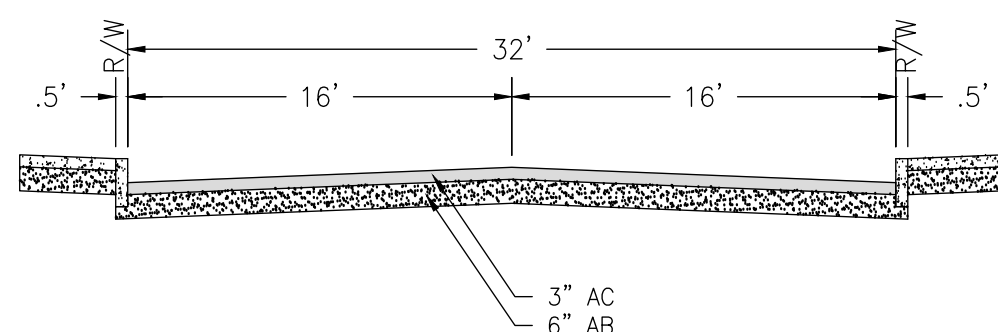
LOCATED IN THE SOUTHEAST 1/4 OF SECTION 35,
TOWNSHIP 1N, RANGE 1W,
SALT LAKE BASE & MERIDIAN
SALT LAKE CITY, UTAH



VICINITY MAP



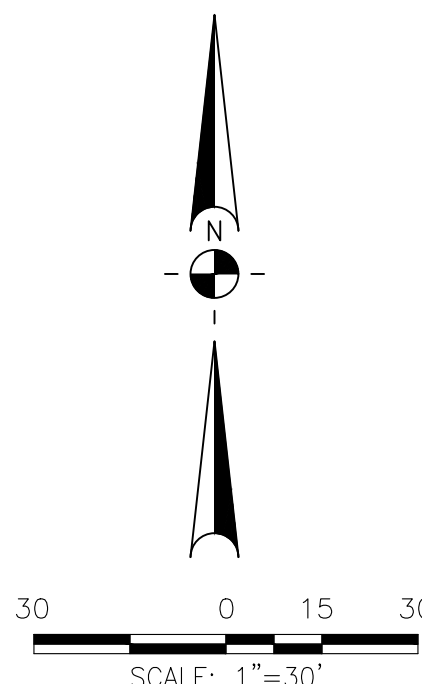
ALLEY TYPICAL SECTION



HOYT PLACE TYPICAL SECTION

LEGEND

- NEW CONCRETE WALK, CURB & GUTTER
- NEW PERVIOUS CONCRETE PAVEMENT
- NEW AC PAVEMENT
- EX BUILDING TO BE REMOVED
- EXISTING PAVEMENT EDGE
- PROJECT/PHASE BOUNDARY
- NEW PARCEL LINE
- EXISTING PARCEL LINE
- ROADWAY CENTERLINE
- FINISHED GRADE CONTOUR
- EXISTING GRADE CONTOUR

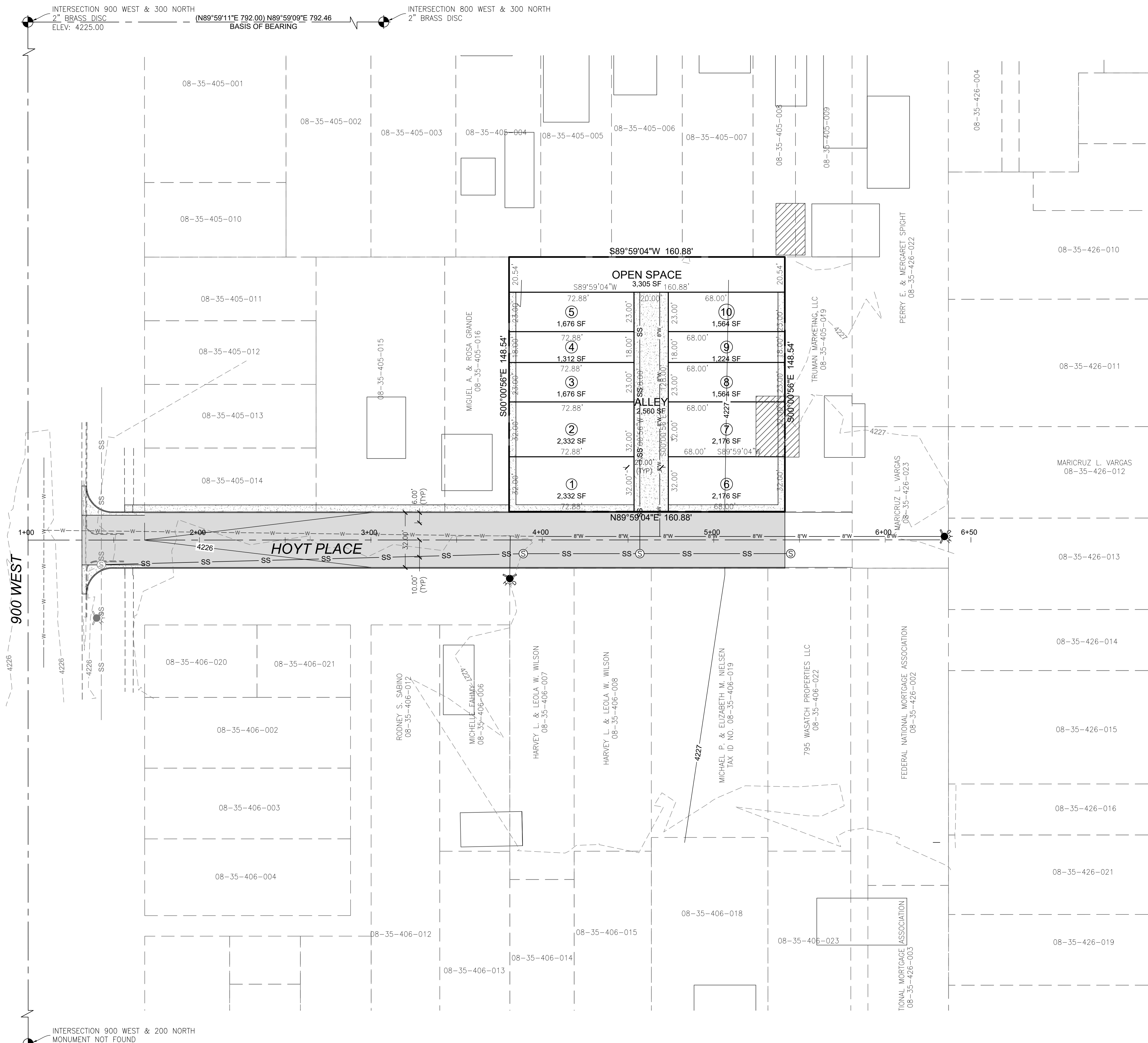


PROJECT NOTES

OWNER / DEVELOPER: DAVE ROBINSON / CITYBLOCK / 916-476-5696
 ENGINEER: DELTA ENGINEERING / 801-709-0799 / KEVIN@DCIVIL.BIZ
 ZONING: SR-3
 APNS: 08-35-405-019, 08-35-405-017
 PROJECT AREA: 0.55 ACRES

LEGAL DESCRIPTIONS

PARCEL 1 (TAX ID NO. 08-35-405-019): COMMENCING 2 RODS NORTH AND 5 FEET WEST FROM THE SOUTHWEST CORNER OF LOT 4, BLOCK 70, PLAT "C", SALT LAKE CITY SURVEY, RUNNING THENCE NORTH 9 RODS; THENCE EAST 47.5 FEET; THENCE SOUTH 9 RODS; THENCE WEST 47.5 FEET TO THE PLACE OF BEGINNING.
 PARCEL 2 (TAX ID NO. 08-35-405-017): COMMENCING 2 RODS NORTH AND 5 FEET WEST OF THE SOUTHEAST CORNER OF LOT 4, BLOCK 70, PLAT "C", SALT LAKE CITY SURVEY, RUNNING THENCE WEST 112-1/2 FEET; THENCE NORTH 9 RODS; THENCE EAST 112-1/2 FEET; THENCE SOUTH 9 RODS TO THE PLACE OF BEGINNING.



HOYT PLACE SUBDIVISION PHASE 1 SALT LAKE CITY, UTAH

PROJECT No. 1701A

DELTA Engineering
Provo • Utah
801.709.0799

DRAWN: KDC
 CHECKED: SLK
 DATE: 6/15/17
 SCALE: 1"=30'
 SHEET TITLE: PRELIMINARY PLAT

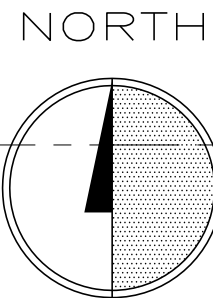
SHEET No. **C-1**

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ATTACHMENT C: SITE PLANS

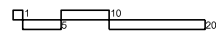
SITE SUMMARY:
 TOTAL DEVELOPMENT ACRES: 24,836.9055 S.F.
 = .57 AC
 TOTAL COMMON AREAS: 5,253.0049 S.F. = 21%
 COVERAGE
 SINGLE UNIT FOOTPRINT: 1,166 S.F.
 LOT 1: 2,497.4389 S.F. = 47% COVERAGE
 LOT 2: 2,217.0286 S.F. = 53% COVERAGE
 LOT 3: 2,885.7596 S.F. = 40% COVERAGE
 LOT 4: 2,563.0116 S.F. = 45% COVERAGE
 TOWNHOMES- 3 X 953.7808 = 2,861.3424 S.F.
 TOWNHOMES LOT 1: 4,991.5994 S.F. = 57%
 COVERAGE
 TOWNHOMES LOT 2: 4,432 S.F. = 65%
 COVERAGE
 PARKING: 20
 10 SINGLE UNITS + POSSIBLY 4 ADUs
 18 BEDROOMS IN SINGLE UNITS
 + POSSIBLY 4 BEDROOMS IN ADUs

900 WEST

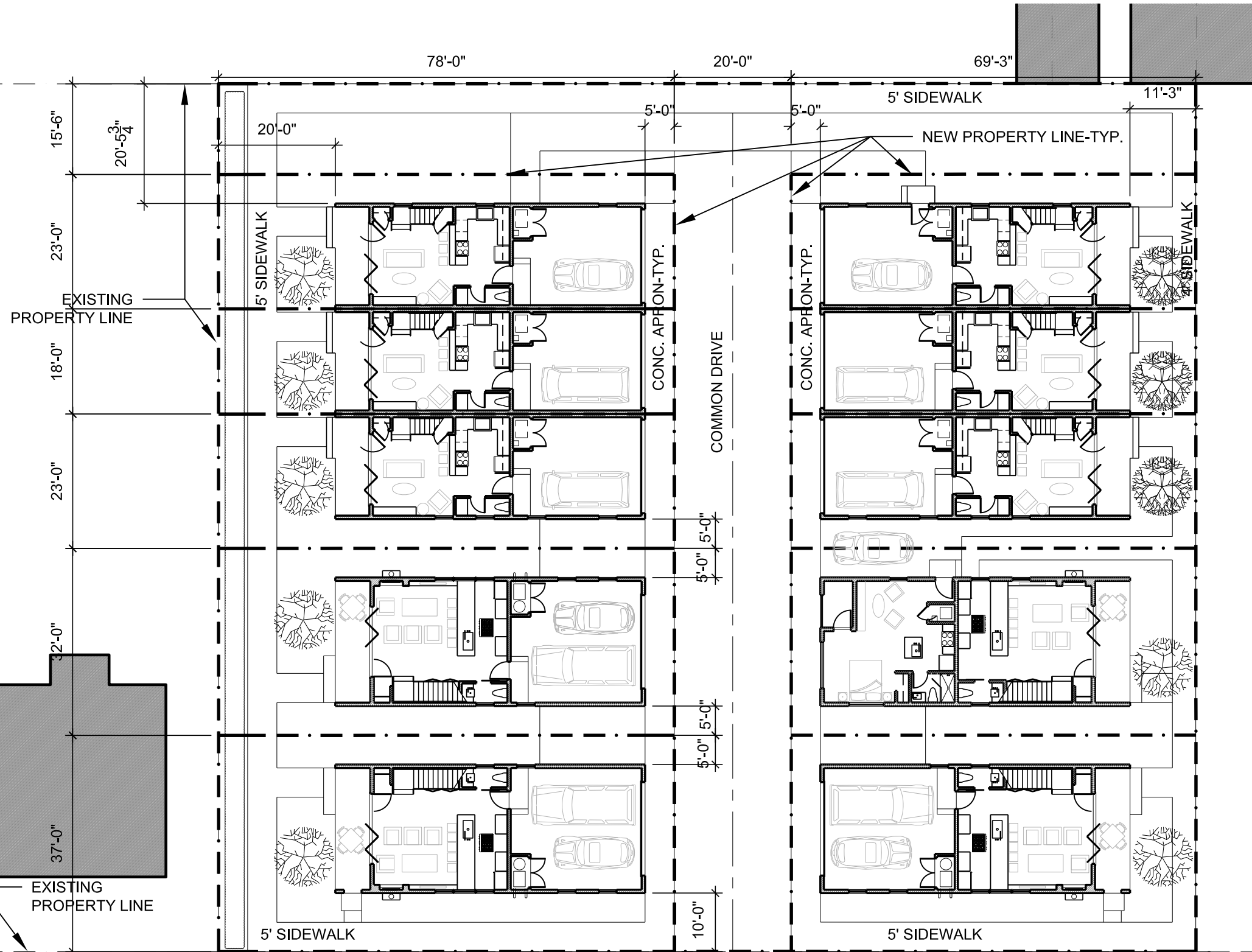


ARCHITECTURAL SITE PLAN - HOYT PLACE

7-6-17



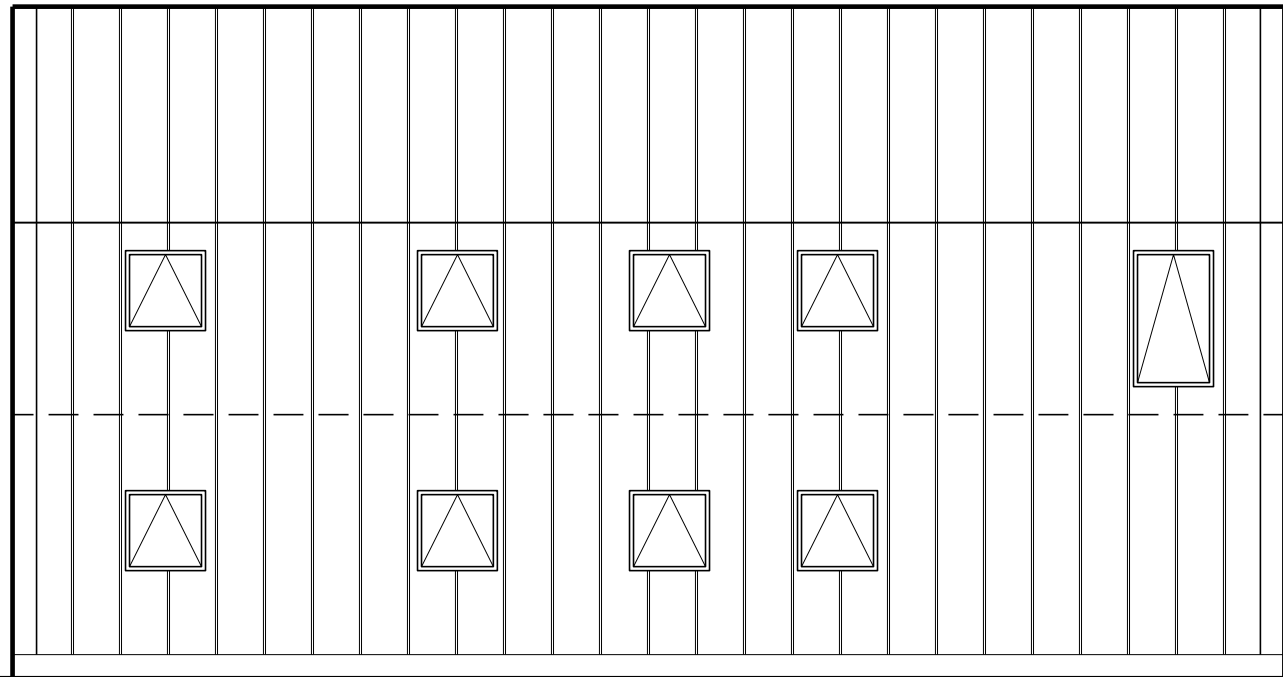
HOYT PLACE



kenneth e. wheadon
architect

1194 east crystal avenue
 salt lake city, utah 84106
 801.466.6292

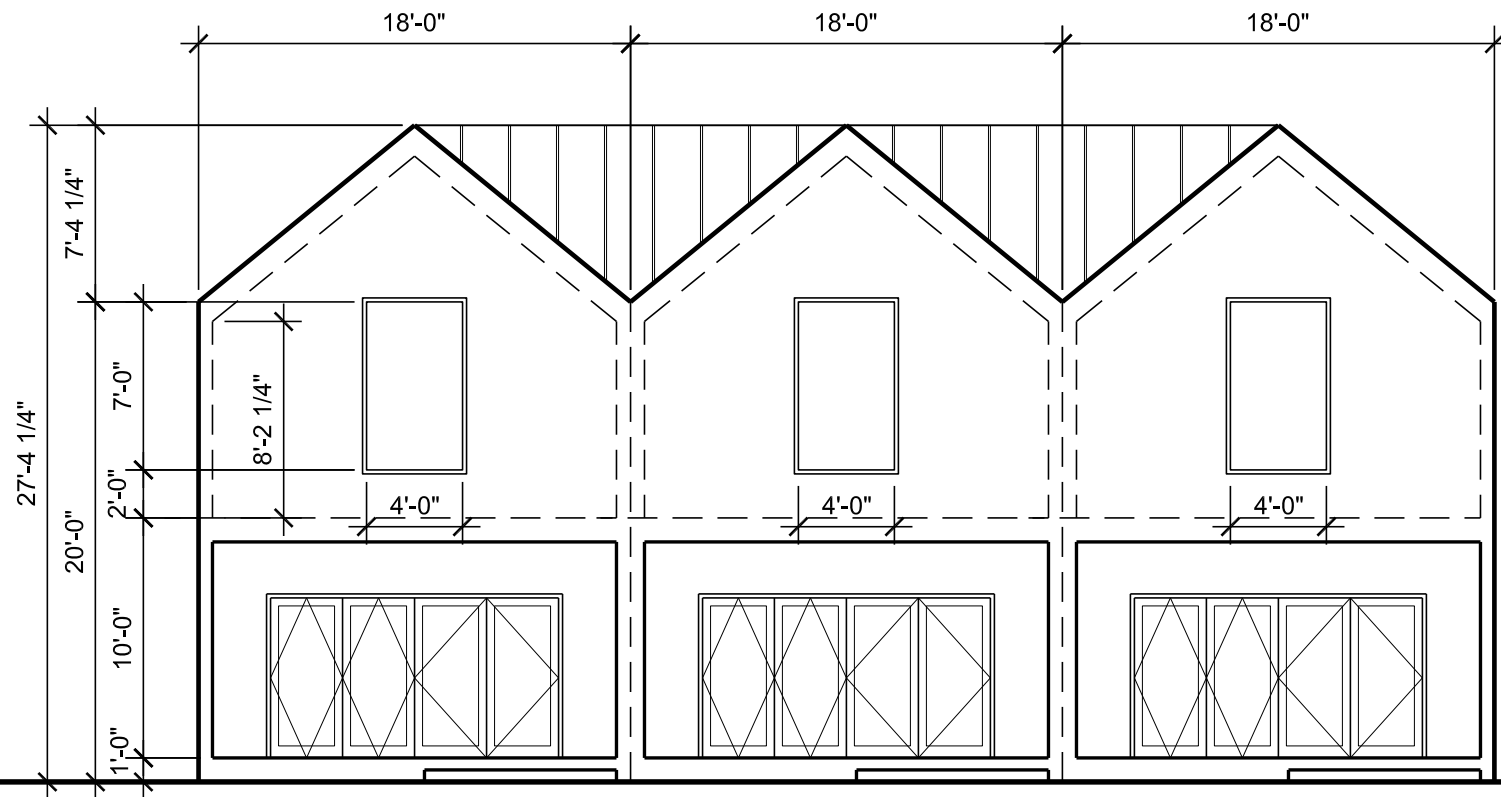
ATTACHMENT D: BUILDING ELEVATIONS



SIDE ELEVATION
1/8" = 1'-0"

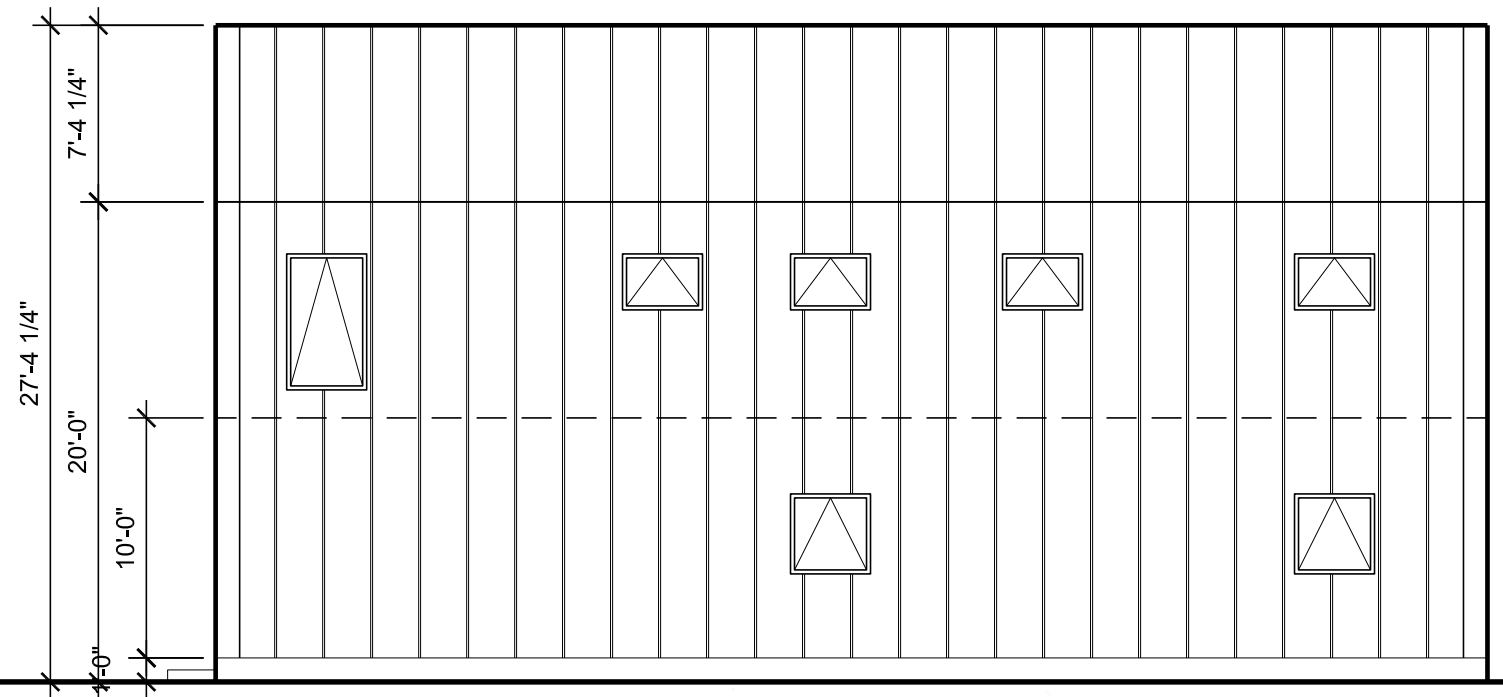


REAR ELEVATION
1/8" = 1'-0"



FRONT ELEVATION
1/8" = 1'-0"

SIMPLE SLOPE-4 TOWNHOMES

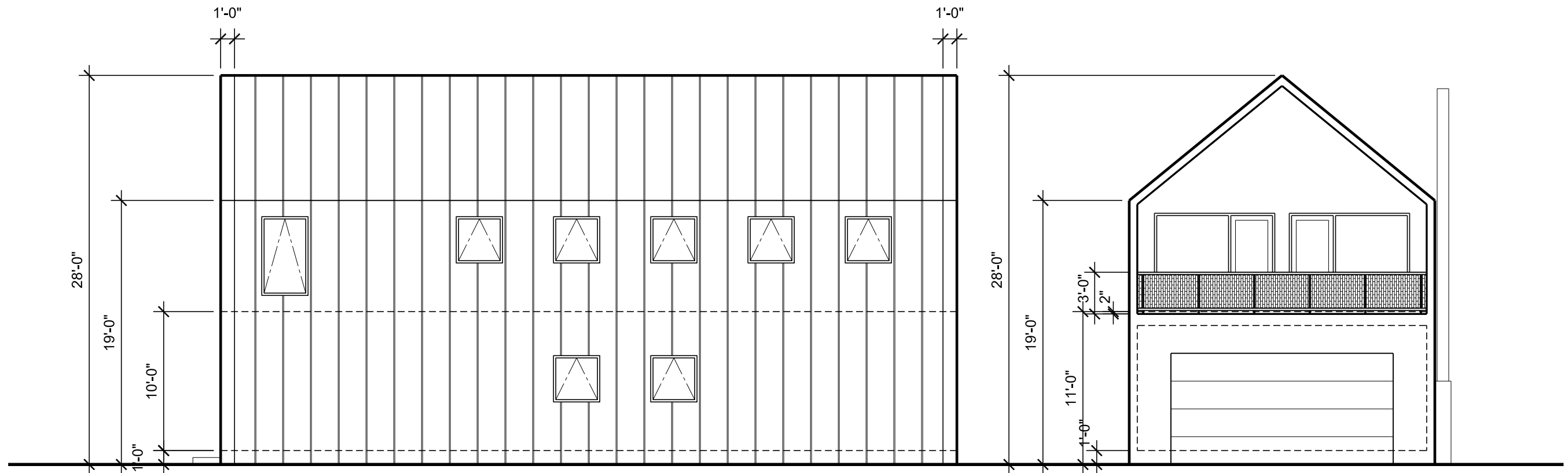


SIDE ELEVATION
1/8" = 1'-0"

kenneth e. wheadon
architect

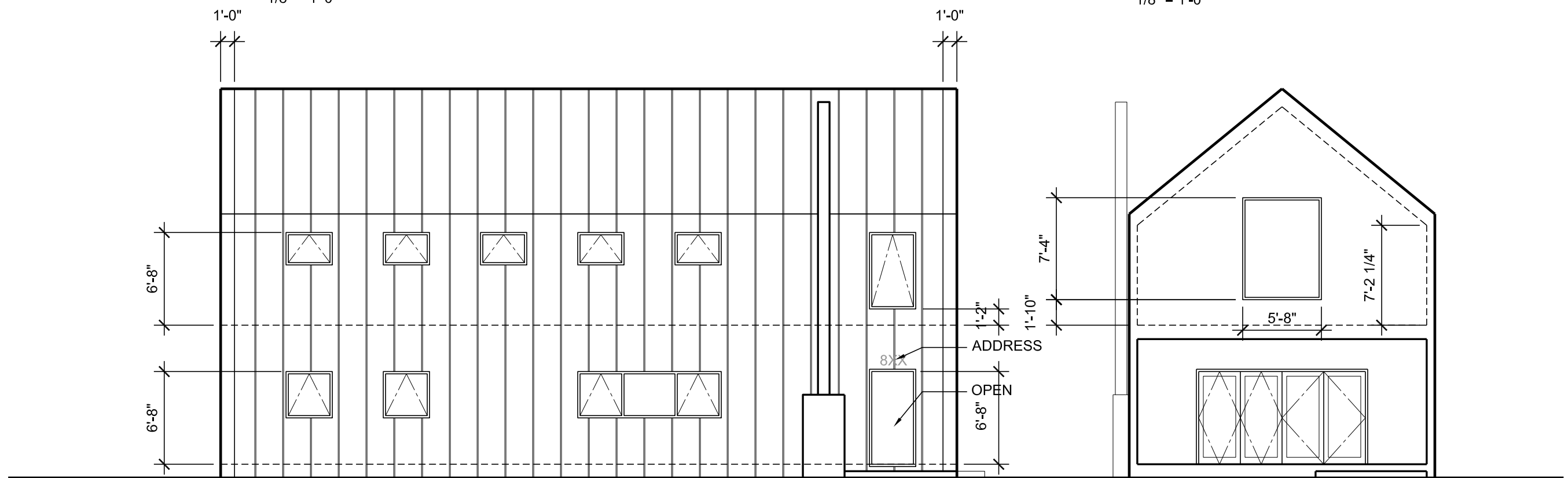
MATERIALS ARE THE
SAME AS PER PRODUCT

1194 east crystal avenue
salt lake city, utah 84106
801.466.6292



SIDE ELEVATION
1/8" = 1'-0"

REAR ELEVATION
1/8" = 1'-0"



STREET SIDE ELEVATION
1/8" = 1'-0"

FRONT ELEVATION
1/8" = 1'-0"

MATERIALS ARE THE SAME AS PER PRODUCT

SIMPLE SLOPE-1 W/ STREET SIDE TREATMENT

ATTACHMENT E: ADDITIONAL APPLICANT INFORMATION



HOYT PLACE

1. Project Description:

City Block (Developer) is assembling over ten parcels (approximately 1.9 acres) at 900 West between 200 and 300 North in the Fairpark neighborhood. Hoyt Place is a classic infill development of under-utilized property with open fields and two abandoned homes that have attracted illegal camping and drug use year after year. The abandoned structures will be demolished. They are neither historic nor aesthetically significant.

The Planned Development includes 10 new homes in phases 1 with future phases planned. Most of the proposed homes are single-family detached, with a few single-family attached. The new homes have a 2-car attached garage accessed by alleyways.

The subject area was recently rezoned SR3 and the proposed development has been designed with utmost respect to the neighborhood, while utilizing proven and traditional planning principles. These “smart growth” principles include;

- Inviting porches for neighbor interaction and interest
- Encourages walking
- Seamless indoor/outdoor living
- Compatibility with surrounding neighbors
- Separation of vehicles and pedestrians
- Multiple features to accommodate our diverse population
- Timeless design
- High quality and sustainable material

The separation of sidewalk and driveway, due to alley fed garages, improves the pedestrian experience and mimics desirable elements seen in the surrounding neighborhoods and other historic neighborhoods such as Marmalade, the Avenues and Harvard-Yale. The pitched roof, shape and scale of the homes are very traditional and inspired by timeless Scandinavian homes; the clean lines, window placement, porch treatment, etc. add a contemporary feel to traditional design. This new development will be accessed via 900 West and pedestrian paths will connect the surrounding neighborhoods, school, grocery and public transportation.

2. Planned Development Information:

a. Without utilizing the Planned Development option, this site becomes impossible to develop, due to its irregular shape, the long narrow parcels, one point of vehicular access and required reduced width street. The proposed development offers homes that are traditional in shape, size and scale, and that are size appropriate for the neighborhood. The simple lines and pitched roof are both timeless and contemporary with a nice level of sophistication. The homes are oriented in a manner that maximizes open space and enhances ones sense of community. The homes are alley-fed with garages in the rear. The width and depth of the lots and the distance between homes are similar to nearby neighbors and neighborhoods. The homes meet the 28’ height limitation for this particular zoning. Most of the new homes in the surrounding area have a pitched roof height of 28’ to 32’ (See Rendon Ct. at approximately 300 North and 650 West). This height limitation allows the homes to be built slab on grade (without basements), while providing two stories above grade. This feature is critical to providing excellent living space while respecting the water table in the area. The pedestrian experience in this development will be excellent and consistent with other established neighborhoods that have narrower streets, rear loaded garages and on-street parking.

b. The proposed design includes natural and water wise landscaping. The project area is flat with no recognizable topographic or water features.

c. Pedestrian access will be greatly improved and will provide safe and pleasant pedestrian access for students, parents and teachers. The welcoming sidewalks benefit the residents as they access stores, public transportation, the State Fairgrounds, the Jordan River trail and more.

d. The proposed lots are uniformly sized and have a consistent layout with homes facing landscaped front yards and walkways. As mentioned earlier, the garages are alley-fed, eliminating the visual and physical presence of garages and driveways. This enhances the

pedestrian experience and enjoyment of front yards for children, residents and visitors. Strategically placed community gardens and open space encourages a sense of place, neighbors and self-sufficiency.

e. The layout of the subdivision and the road right-of-way allows for future development of the adjacent properties in a uniform manner. This development is an inner block, infill project and will not be generally visible to the general public. However, the development of 10 homes will improve the neighborhood, providing new homes for residents and families near downtown, rather than in the suburbs. This of course helps combat urban sprawl, traffic on freeways and air pollution.

f. We are proposing to demolish the two blighted structures on the property. In addition, the vacant parcel is currently and essentially a large unused weed patch, attracting illegal camping and drug use.

g. The proposed homes are on relatively small lots and the homes will range from 1,100 to 1,800 square feet. These homes will help provide a balanced approach to housing in Salt Lake City; to balance the number of “for rent” apartments with “for sale” single-family homes that are attractive, affordable and moderately priced. The multiple floor plans accommodate nearly every demographic and price point, including; young families, established families, active adults, students, couples and single professionals.

h. There are several “green” features included in this development. Each home is pre-wired for solar and is available to the homeowner. The size of the homes and lots and its proximity to downtown, helps reduce urban sprawl. It is important for Salt Lake City to encourage and promote infill and redevelopment in existing neighborhoods, attracting families and individuals that would otherwise move to the suburbs, which negatively impacts regional air quality, water consumption and traffic. The wise use of land requires much less water for landscaping and the efficient size and design of the homes uses less energy per household. Our new homes include best construction practices and materials, such as; LowE dual pane windows, insulated fiberglass exterior doors, R-21 blow-in fiberglass insulation in walls, R-50 insulation in the attics, Icynene expanding foam insulation at truss and joist ends to eliminate heat loss/gain at vulnerable connections, Tyvek certified house wrap with 10 yr warranty on leaks, metal roofs instead of asphalt shingles, 95%+ efficient forced air furnaces, 14 SEER smart sized air conditioning units, 50 gal energy efficient quick recovery water heaters or 90%+tank less water heaters, natural gas connections for ranges and dryers, Panasonic Whisper Green exhaust fans, exposed concrete, ceramic tile and engineered wood flooring finishes, carpet and pad made with recycled materials, recycled crushed concrete for gravel prep under new concrete, MDF trim around doors and windows, low VOC paint, and low maintenance - low water landscape designs. In addition, we will be including pervious pavement where appropriate, allowing for on-site storm water infiltration.

ATTACHMENT F: PROPERTY PHOTOGRAPHS



Looking East onto Hoyt Place from 900 West



Southwest corner view of the subject property from Hoyt Place



South view of the subject property from Hoyt Place



Subject property abandoned structure proposed to be demolished



Southwest view showing conditions of the Hoyt Place



Southeast view of the subject property from Hoyt Place



West view from Hoyt Place

ATTACHMENT G: EXISTING CONDITIONS

North Temple Boulevard 800 West Station Area Plan

The proposed development is located within the North Temple Boulevard Plan Area. The North Temple Boulevard Plan was adopted by the Council on August 10th 2010. The Jackson Neighborhood is identified in the plan for transit station area mixed use, and an increase of residential density around the 800 West Station ranging from single-family to 3-4 story multifamily developments. The current zoning reflects what is specifically called out in the plan at this specific location through the intent and direction of the SR-3 district purpose and the acknowledgement of underdeveloped interior blocks.

Adjacent Land Use

The land uses surrounding the site include:

- **East:** SR-3, Special Development Pattern Residential District
- **West:** R-1/5,000, Single-Family Residential District
- **North:** R-1/7,000, Single-Family Residential District
- **South:** R-1/5,000, Single-Family Residential District and R-1/5,000, Single-Family Residential District

SR-3 Zone Standards	Finding	Rationale
<p>Minimum lot area for single-family attached and twin home dwellings: 1,500 square feet per dwelling unit.</p> <p>Minimum lot area for single-family detached dwellings: 2,000 square feet per dwelling unit.</p> <p>Maximum lot size shall not exceed 200% of the minimum lot size other than through the subdivision process</p>	Complies	<p>The proposed townhome units consist of three units within each structure. The end units will have side yards that allow for lots that meet the minimum requirement.</p> <p>Two of the townhome lots will be less than 1,500 square feet and are proposed to be 1,312 and 1,224 square feet. The area of each remaining lots will not exceed 200% of the minimum lot size.</p> <p>The Planned Development process allows for calculation of the planned development to include open space that is provided as an amenity. The proposed project will not exceed the overall density limit of the SR-3 District.</p>
<p>Minimum lot width: Single-family attached and twin home dwellings - 22' interior, 32' corner Single-family detached dwellings - 30' interior, 40' corner</p>	<p>Attached lots require modification</p> <p>Detached lots Comply</p>	<p>All of the lot widths with the exception of two units comply with the standard. The two middle units will not comply with the 22' width because they are between the two abutting attached units. This standard would require that all interior attached units are 22' in width.</p> <p>The proposed project meets the overall density limitation for Planned Development approval.</p>

<p>Minimum yard requirements:</p> <ol style="list-style-type: none"> 1. Front yard: 10 feet 2. Corner side yard: 10' 3. Interior Side Yard, single-family attached: No less than 4 feet where a yard is provided 4. Rear Yard: 20% of lot depth but not less than 15 feet, and not to exceed 30 feet. 5. Accessory Buildings And Structures In Yards: Wholly behind primary structure 	<ol style="list-style-type: none"> 1. Complies (20' provided) 2. Complies 3. Complies 4. Requires Modification 5. NA 	<p>The proposed yards all meet the requirements of the SR-3 District with the exception of the rear yard requirement. This is due to individual lots sharing a common drive that will be shared through an HOA. The actual physical dimensions between rear yards do provide 15 feet per unit when the drive access is included.</p>
<p>Maximum building coverage:</p> <p>Shall not exceed sixty percent (60%) of the lot area for detached dwellings and seventy percent (70%) for attached dwellings.</p>	<p>Complies</p>	<p>The calculated averages provided by the applicant are 53% or less for the single-family detached and 57% and 65% for the attached units.</p>
<p>Maximum building height: 28' Maximum wall height: 20'</p>	<p>Complies</p>	<p>The proposed single-family detached structures are 28' and single-family attached are approximately 27' 4". The proposed wall heights for all buildings are approximately 19'-20' respectively.</p>

ATTACHMENT H: ANALYSIS OF PLANNED DEVELOPMENT STANDARDS

21A.55.050: Standards for Planned Developments: The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

Standard	Finding	Rationale
<p>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section:</p> <p>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</p> <p>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</p> <p>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</p> <p>D. Use of design, landscape, or architectural features to create a pleasing environment;</p> <p>E. Inclusion of special development amenities that are in the interest of the general public;</p> <p>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</p> <p>G. Inclusion of affordable housing with market rate housing; or</p> <p>H. Utilization of "green" building techniques in development.</p>	<p>Complies</p>	<p>The applicant intends to achieve objectives A and E and F.</p> <p>A. The inclusion of single-family detached and attached units in the same area will provide a unique housing environment that provides living options not commonly available. The courtyard type development provides for neighbor interaction and balcony overlooks increase the natural surveillance in the area. The materials consist of long lasting yet affordable metal and concrete finishes.</p> <p>E. Hoyt Place is a private street that has not been maintained or improved. The existing homes on the street do not have means of improving the street through any private entity and no improvements will happen without private investment. The proposed project will make improvements to the street including sidewalk, storm drain, sewer, water and paving that will become accessible to the general public, providing much needed access and connections to the interior block.</p> <p>F. The single-family structure at 834 Hoyt Place has been vacant for an extended period and according to City records has been under enforcement for multiple boarding and weed violations. Multiple reports of trespassing and illegal activity also exist. While the structure has not been surveyed in order to meet the definition of "blighted", it is the opinion of Staff that demolition of the structure is in the public interest.</p>
<p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p> <p>1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and</p>	<p>Complies</p>	<p>1. The proposed development is located in the North Temple Boulevard Plan 800 West Station Area Plan. The plan specifically calls for development in the specific area of Hoyt Place:</p> <ul style="list-style-type: none"> • Residential Density: Increase the residential density around the 800 West Station. P.47 • Zoning regulations should be aimed at maintaining the existing development characteristics while allowing

<p>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</p>		<p>appropriately scaled residential infill development. Minor changes happen within the existing development pattern and are consistent with the overall scale of the surrounding structures. These areas may see smaller scale development, such as</p> <ul style="list-style-type: none"> • Infill development such as twin homes and attached single-family dwellings, primarily in mid-block areas that are currently underdeveloped or under-utilized; and <p>New development that is compatible in terms of scale to existing development in other parts of the Stable Area P. 52</p> <p>The plan specifically identifies the proposed area as a stable area and with opportunity for infill development in the interiors of the blocks in the Jackson neighborhood. The 800 West and 900 West blocks between 200 and 300 North are examples. The specific strategy the proposed project meets it located on P. 65 and calls for allowing undeveloped or underutilized mid-block areas in the Jackson neighborhood to be developed with a variety of appropriately scaled housing types, such as twin homes or attached single-family dwellings.</p> <p>2. The proposed development type and use is allowed in the SR-3 zone.</p>
<p>C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:</p> <ol style="list-style-type: none"> 1. Whether the street or other adjacent street/access; means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any 2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on: <ol style="list-style-type: none"> a. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets; b. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property; 	<p>Complies</p>	<p>1. The proposed units served by Hoyt Place will be accessed by to 900 West between 200 and 300 North. ✕ The access to Hoyt Place is made by an existing curb cut that would require widening in order to match the proposed 32' road.</p> <p>The Transportation Division did not express any concerns regarding potential traffic impacts from the development.</p> <p>2.a. The ingress/egress to the properties will be served by the Hoyt Place, a private street and feed onto 900 West, a local street with ample capacity. The orientation of the existing private will not change.</p> <p>2b. The proposal includes one space per unit on the properties, and the improved private street will have adequate width for parking on both sides with approval from Fire, providing the option for additional parking that will not be in the public right of way.</p> <p>2c. No impact is anticipated for the peak period and all collectors and arterials accessed by the applicable section of 900 West are operating below capacity.</p>

<p>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</p> <p>3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;</p> <p>4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;</p> <p>5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and</p> <p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.</p>		<p>3. The circulation of traffic will be isolated to the interior of the development due to the dead end nature of the street. The street will include a 5 foot sidewalk connecting from the interior of the block to 900 West. The improvement of the street is anticipated to improve access for adjacent properties.</p> <p>4. The development will be required to install new utility infrastructure where determined to be necessary by the City Public Utilities Department and other responsible entities in order to provide adequate service.</p> <p>5. The planned development concerns single-family attached and detached dwellings, unlike higher density multifamily or commercial uses, the proposed dwellings are not expected to have excessive adverse impacts on adjacent properties from trash collection, deliveries, or mechanical equipment use. Service to the properties will take place solely on Hoyt Place. The perimeter setback will be equivalent to all surrounding properties and exceed adjacent structure setbacks in some cases.</p> <p>6. The general intensity, size and scale of the planned development lots are compatible with the height and yard setbacks for the surrounding properties and are not expected to have a negative impact on adjacent properties. The proposed attached single-family structures are a smaller scale product that will be more compatible with the scale of detached homes.</p> <p>The proposal does not involve commercial or mixed use development and is not subject to the Conditional Building and Site Design Review.</p>
<p>D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;</p>	<p>Complies</p>	<p>No desirable mature vegetation exists on the property; the existing condition of the lots consists entirely of weeds. The proposed development will include common space at the entrance with drought tolerant plants. The final landscape plan will be prepared for building permit approval and will need to indentify the “hydrozones” for plant watering purposes, as well as comply with all other applicable provisions of 21A.48.055 “Water Efficient Landscaping”</p>
<p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p>	<p>Complies</p>	<p>There are no known historical, architectural, or environmental features exist on the property.</p>

<p>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</p>	<p>Complies with conditions</p>	<p>The Planned Development is also being reviewed for compliance with the subdivision standards for preliminary subdivisions particularly the subdivision standards for lots that are lower than the minimum lot size for the SR-3 zoning district and standards for private streets. The average lot sizes follow the subdivision standards and do not exceed the overall density requirement. The Planned Development is subject to all other department and division requirements and conditions.</p>
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ATTACHMENT I: ANALYSIS OF STANDARDS – PRELIMINARY SUBDIVISION

20.16.100: STANDARDS OF APPROVAL FOR PRELIMINARY PLATS: All preliminary plats for subdivisions and subdivision amendments shall meet the following standards:

Standard	Finding	Rationale
A. The subdivision complies with the general design standards and requirements for subdivisions as established in Section 20.12.	Complies with approved Planned Development	The applicant is requesting modification to the subdivision and zoning standards through the Planned Development process. The following subdivision standard modifications are proposed for this development: <ol style="list-style-type: none"> 20.12.010.E “Access to Public Streets.” The applicant is requesting that this provision be modified to allow the lots to be accessed by a private driveway, as opposed to directly from the public street. The proposed private street will provide adequate access to the lots from Hoyt Place via the public street of 900 W, and is the most logical way to provide this access. The proposed subdivision otherwise complies with the applicable standards.
B. All buildable lots comply with all applicable zoning standards	Complies with subdivision and Planned Development approval	Other than the modifications requested as part of the planned development, the lots in the proposed subdivision will comply with the standards of the base SR-3 zoning district, as the average lot size for attached units is no greater than 200% of the 1,500 square feet and the single-family lots do not exceed 200% of 3,000 square feet.
C. All necessary and required dedications are made;	Complies	The proposal will not require any public dedications, such as new public right-of-way. The private street will provide walkways and driveways to accommodate pedestrian and vehicle access to the properties that will be recorded on the final plat.
D. Water supply and sewage disposal shall be satisfactory to the public utilities department director;	Complies, with conditions	The subject properties currently do not have satisfactory utility infrastructure. The proposal was reviewed by the Public Utilities department and issues were identified. Please see attachment K for details. The applicant will need to develop an acceptable utility proposal before building permits can be issued and the final plat can be recorded. This is a condition of approval.
E. Provisions for the construction of any required public improvements, per Section 20.40.010, are included.	Complies, with conditions	The proposal underwent cursory review by the Engineering department for compliance with this standard. Engineering has no objection to the proposed development. The final plat will be subject to compliance with all requirements received from Engineering as a condition of approval.
F. The subdivision otherwise complies with all applicable laws and regulations.	Complies	There is no evidence that the subdivision does not comply with all other applicable laws and regulations. Prior to final approval, staff will ensure the subdivision complies with all other applicable laws and regulations. The project will require a final subdivision approval.
G. If the proposal is an amendment to an existing subdivision and involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.	Not applicable	This proposal does not involve vacating a street, right-of-way, or easement. There is no evidence that there would be a material impact of adjacent properties or the public.

ATTACHMENT J: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

- Public Open House on June 15th, 2017
- Fairpark Community Council Presentation on June 22nd, 2017

Notice of Application:

A notice of application was emailed to the Fairpark Community Council chairperson over 45 days prior to the scheduled public hearing. The Community Council was given 45 days to respond with any concerns and to request that the applicant present to them. The Council requested the applicant present their project at the June 22nd 2017 meeting.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on June 30, 2017

Public hearing notice posted on June 29, 2017

Public notice posted on City and State websites and Planning Division list serve: June 28, 2017

Public Input:

The project was presented for comments as a public open house held at the Salt Lake City and County Building located at 451 South State on June 15th, 2017. The general comments received were supportive in nature and primarily inquisitive as to the details of the project. Approximately five individuals approached the applicant or staff. Two of the individuals were residents of the block Hoyt Place is located within, and had no concerns about the development other than how the outcome would affect their block. No comment sheets were filled out.

The Fairpark meeting held June 22nd was held at the Northwest Community Center. The applicant presented the project and handed out informational sheets for attendees and Council members. The nature of responses was primarily inquisitive of items including: HOA establishment and provisions. The question of whether or not it could be gated was asked, and if fencing would be installed. Several comments reflected that it would be much better than what is existing and that the new housing is badly needed and “a real amenity” would be good for the community with its proximity to downtown and improvements to the block. Several inquires were also made as to price points for sales and the market for housing. Other questions were technical in nature regarding fire access, garbage collection and city involvement with snow removal etc.

Overall the comments and questions were constructive and inquisitive. None of the attendees were opposed to the project and the Chair did not feel a vote was warranted because it could be divisive.

Comments have been received by city staff through email and telephone calls. In total, two property owners have called staff to express concerns and ask questions. Neither caller was opposed to the project.

ATTACHMENT K: DEPARTMENT REVIEW COMMENTS

Department Review Comments

Zoning (Ken Brown)

Building Services zoning comments for this planned development application in a SR-3 zoning district are as follows:

21A.24.010: GENERAL PROVISIONS:

- **H. Side Entry Buildings:** To provide for adequate air, light and separation between buildings, greater yard requirements are necessary for buildings whose principal means of entry is located along an interior side yard. For all such buildings, the side yard shall not be less than twelve feet (12'), eight feet (8') of which shall be devoted to landscape area.
 - Viewing this proposed planned development as “fronting” on Hoyt Place; this proposal does not seem to comply (the east dwellings are setback only 11’-3” from the east property line).
- **I. Front Facade Controls:** To maintain architectural harmony and primary orientation along the street, all buildings shall be required to include an entrance door, and such other features as windows, balconies, porches, and other such architectural features in the front facade of the building, totaling not less than ten percent (10%) of the front facade elevation area, excluding any area used for roof structures. For buildings constructed on a corner lot, only one front facade is required in either the front or corner side facade of the building.
 - Viewing this proposed planned development as “fronting” on Hoyt Place; this proposal does not seem to comply because all front doors face the abutting properties to the east and the west and not on a street.
- **L. Parking And Loading:** All uses in the residential districts shall comply with the provisions governing off street parking in chapter 21A.44.
 - With the placement of a furnace/water heater closet within the garages of each of the units; it appears that the minimum inside depth of each proposed two-car garage is insufficient for two cars as determined by 21A.44.020 E (17’-6” minimum inside dimension for the depth of each car parking space – not including sufficient space between the inside of the garage door and the furnace/water heater closet to walk around the second vehicle). Each garage would be considered a one-car garage with storage unless modified accordingly.
 - The minimum inside width of each two car garage for the single-family attached dwelling units is insufficient for two cars as determined by 21A.44.020 E.2.a (18’-6” minimum as measured from inside of outer wall to inside of outer wall). Each garage would be considered a one-car garage with storage unless modified accordingly.
 - The parking requirement for each dwelling is one (1) parking stall with one (1) additional onsite parking stall for each ADU that contains a studio or single bedroom and two (2) additional onsite parking stalls for each ADU that contains two (2) or more bedrooms. The parking is currently insufficient for any ADU’s unless each garage is modified to meet the minimum inside dimensions, and then, only studio or single bedroom ADU’s could be allowed because off-site parking is not a permitted use in the SR-3 zoning district. The planning commission may approve only planned developments for uses listed in the tables of permitted and conditional uses for each category of zoning district or districts.

21A. 21A.24.100: SR-3 SPECIAL DEVELOPMENT PATTERN RESIDENTIAL DISTRICT:

- Lots 4 & 9 are less than the twenty two foot (22’) minimum lot width requirement and the one thousand – five hundred square foot (1,500 sq. ft.) requirement of 21A. 21A.24.100 C.

- Building height shall be measured as the vertical distance between the top of the roof and the established grade at any given point of building coverage. Existing & proposed grade contour lines shall be shown at a minimum of two foot (2') intervals on a site plan or grading plan for review of building height and interior side yard wall height.
- The side yard setback dimensions of Lots 5 & 10 have not been identified.
- If the garage side of each lot is the rear yard as shown on the elevation drawings; none of the lots meet the rear yard setback requirement of 21A. 21A.24.100.

21A.40.200: ACCESSORY DWELLING UNITS:

- Accessory dwelling units shall be subject to 21A.40.200.

Chapter 21A.48: LANDSCAPING AND BUFFERS:

- A landscape plan shall be provided showing the location, quantity, size name, both botanical and common names and hydro zone of all proposed plants.
- All landscape areas shall be maintained with at least one-third (1/3) of the yard(s) area covered by vegetation. Rock mulch, or other non-vegetation elements may cover only two-thirds (2/3) of the yard(s) area.

Public Utilities Department (Jason Draper)

- There is an existing 6" main in Hoyt Place. This will need to be upsized to a 8" main.
- Existing connections to the main will need to be reestablished.
- The water main will need to end with a hydrant
- A New 8" Sewer main will need to be installed in Hoyt Place connecting to the main in 900 West.
- Storm drain infrastructure may need to be installed in Hoyt Place,
- If Hoyt Place remains a public road then no easements are required.
- If Hoyt Place becomes a private roadway, an exclusive 20' easement for water and sewer will be required.
- A shared private 8" sewer lateral will probably be the best option – coordinate with public utilities
- It looks like there is not room for separate water meters for each property. Shared water meter may be required. Coordinate plan with public utilities.
- Shared meters and shared private sewer lateral require specific approval for exception.
- Plans for roadway and subdivision will be reviewed by public utilities.
- Main extension agreements will be required for new utility mains.
- All connection, survey, inspection, impact, and permit fees will apply
- Refer to DRT for additional discussion and review.

Police Department

No comments received

Transportation Division (Scott Vaterlaus)

Since Hoyt Place is a private street, Transportation Division has little oversight. The fire marshal should verify whether they will allow parking on both sides as it will leave only 18 feet clear space with 32' curb to curb. Since it is private I don't think the on-street parking credit would apply. Allowing parking between the units overlapping property lines seems to be an issue that will cause future problems between residents on who gets to park there. The 30 feet between facades for the drive aisle will be tight but is adequate for vehicles to maneuver getting in and out of the garages. Typically we

would want a 10' triangle clear zone between the buildings and sidewalk for safe interaction between motorist and pedestrians. If you have any questions please let me know.

Engineering Division (Scott Weiler)

No objections to the proposed planned development. Plat checklist and title block were sent to JP

Fire Department (Ted Itchon)

After reviewing this and speaking with you I believe that this project came up in a telephone conversation with Ted and I based on road widths. The developer/architect will need to show the road widths from curb face to curb face and indicate where parking will be prior to any approval. They will also need to show the radius of the turnaround to ensure that it meets code. Right now this cannot be approved until they show dimensions and submit an alternative means and methods for the alternative to a hammerhead. Because of the issues we have seen with the alternatives to the three primary turnarounds we will need to extend the turn from 70' to 80', this will include the space past the backing lane.

The primary issue with this project is that the dimensions and radius need listed, the no parking needs called out with signage and alternative means and methods for the turnaround will need to be submitted with drawings to ensure that the turnaround meets the code.

If you need anything further please let me know.

Richard Boden | Deputy Fire Marshal

Regarding the above caption's fire department access issues, we offer the following information.

- The drawings and sketches which have been offered are conceptual and may be used as a bases for final approval and should not be considered as an approval from this office.
- When the fire department access roads for structures that are under 30 feet in height has a minimum dimension of 20 ft. clear width and clear height of 13 ft. 6 inches.
- The measurement for parking is a minimum of 6 ft. width.
- When a fire department access road measures 32 ft. measured from the face of high-back curb to the face of the high-back curb, will accommodate parallel parking on both sides of the street with fire department access.
- The fire department access roads shall not be greater in a dead end than 150 ft., without an approved turnaround that is listed in Appendix Figure D103.1. Using one of the acceptable alternative will required and approved Alternative Means and Methods application. This office has been informed with the new purchase of the aerial equipment that the measurement for the hammer head turnaround is 80 ft. not 70 ft. as listed in Appendix Figure D103.1.
- The alley which is indicated as an approved turn around will be acceptable as long as each of the dwelling unites has an approved method to a public-way and not using the alley. EDWARD P. "TED" ITCHON