



MEMORANDUM

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Wayne Mills, Senior Planner

Date: January 12, 2022 (Planning Commission Meeting Date)

Re: Request for Delegation of Authority to Recommend Modifications to Certain Subdivision Design Standards

REQUEST

This is a request for the Planning Commission to delegate authority to the Planning Director, or Director's designee, to make recommendations to the Mayor regarding modifications to specific subdivision design standards when the subdivision is in certain areas of the City.

The design standards subject to this request are listed in Chapter 20.12.010(I) of the Salt Lake City Subdivision Ordinance (Title 20) and are as follows:

1. Blocks shall normally have sufficient width for an ultimate layout of two (2) tiers of lots of the size required by the provisions of the zoning and subdivision ordinances of Salt Lake City.
2. Blocks shall not exceed the following perimeter measurements: Two thousand four hundred (2,400) linear feet for zoning districts with minimum lot sizes that range from no minimum up to and including ten thousand (10,000) square feet, and; three thousand (3,000) linear feet for zoning districts with a minimum lot size greater than ten thousand (10,000) square feet.

The Salt Lake City Code citations applicable to this request are included in Attachment A.

The areas of the City applicable to the request are the industrial, airport and agricultural areas west of I-215 and the mining and open space areas citywide.

REQUIRED ACTION

This request is on the January 12, 2022 Planning Commission consent agenda. If the consent agenda is approved, the Planning Commission is approving the following motion:

I move that the Planning Commission delegate it's authority to the Planning Director or designee to make recommendations to the Mayor regarding modifications to the subdivision design standards and requirements stated in Chapter 20.12.010(I) when the subdivision is located within the following areas:

1. The Airport, M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), and AG (Agricultural) zoning districts located west of I-215, and
2. The EI (Extractive Industries), OS (Open Space), and NOS (Natural Open Space) zones citywide.

BACKGROUND

Subdivisions in Salt Lake City are required to comply with all applicable Zoning regulations (Salt Lake City Code, Title 21A), as well as the standards and processes required in the Subdivision Ordinance (Title 20). The Planning Commission has the authority to modify many zoning and subdivision standards through the Planned Development process. Outside of the Planned Development process, the Mayor can modify the specific design standards and requirements stated in Chapter 20.12 of the subdivision ordinance upon recommendation by the Planning Commission if the proposal complies with the provisions stated in the “Modifications of Standards and Requirements” chapter of the subdivision ordinance (see Chapter 20.44 citation in Attachment A for the standards). The subdivision ordinance allows the Planning Commission to delegate its recommendation authority. The Planning Director is requesting the authority to forward recommendations to the Mayor on certain modifications in certain areas without having to take the matter to the Planning Commission.

The Subject Subdivision Design Standards

As stated above, Chapter 20.12 of the Subdivision Ordinance requires specific design criteria for subdivisions. The standards are intended to address fundamental design issues, such as ensuring that lots have access to streets, can be served by public utilities, and are developable. One such design standard category relates to the design of blocks with the requirements as follows:

1. Blocks shall normally have sufficient width for an ultimate layout of two (2) tiers of lots of the size required by the provisions of the zoning and subdivision ordinances of Salt Lake City.
2. Blocks shall not exceed the following perimeter measurements: Two thousand four hundred (2,400) linear feet for zoning districts with minimum lot sizes that range from no minimum up to and including ten thousand (10,000) square feet, and; three thousand (3,000) linear feet for zoning districts with a minimum lot size greater than ten thousand (10,000) square feet.

These standards essentially establish the typical Salt Lake City grid pattern that is characterized by four sided blocks, with each block face 660 feet in length. While this is the typical pattern in the more urban parts of the City, there are areas where this block size limitation is not consistent with the City's planning goals and/or development functionality. These include the large industrial areas in the western part of the City, the airport, and land utilized for open space, recreation, agriculture, and mining.

Areas Subject to Requested Delegation of Authority

The Planning Director is requesting the authority to make recommendations to the Mayor on the modifications stated above when a proposed subdivision is in the following specific areas (see map in Attachment B):

1. The Airport, M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), and AG (Agricultural) zoning districts located west of I-215, and
2. The EI (Extractive Industries), OS (Open Space), and NOS (Natural Open Space) zones citywide.

Subdivisions in the industrial and agricultural areas west of I-215, as well as the airport zones typically exceed the block size limitation by nature of their design and use. In fact, single lots in these areas oftentimes exceed the maximum block sizes.

When analyzing a proposed subdivision, the adopted Major Street Plan (Attachment C) determines required roadway dedications and that typically dictates the layout and design of the blocks. The

street layout west of I-215 anticipates larger development areas (blocks and lots) due to the industrial nature of the development and the need to accommodate truck and train transport. The same block size issue holds true for larger open space, recreation, and mining (extractive industries) areas where these uses are typically not interrupted by public rights-of-way.

Considering that the subdivisions in the areas stated above typically comply with zoning and adopted City Plans, a more efficient approach to review and approve the subdivisions would be to allow the Planning Director to recommend modifications as part of the administrative preliminary plat process as opposed to scheduling for Planning Commission meeting. This is explained further below.

REASON FOR REQUEST

The Planning Division has been analyzing current codes and processes to identify inefficiencies and inconsistencies. As part of this ongoing process, staff found a potential discrepancy in how some subdivisions have been processed in the past. There are subdivisions that have occurred in the larger industrial areas that exceed the maximum block size. Staff has processed these through the standard subdivision process with an understanding that when the Mayor signs the final plat, the Mayor is approving the subdivision design modification. The understanding was that, since the preliminary plat approval authority has already been granted to the Planning Director, the modification recommendation authority has also been granted. Upon further analysis of the Subdivision Code, Staff determined that, in order for the Planning Director to recommend these modifications, the Planning Commission must specifically delegate that authority to the Planning Director and there must be a specific request and recommendation made to the Mayor prior to approval of the preliminary subdivision plat.

Considering the change in how requested modifications must be processed, all modification requests would be required to be reviewed by the Planning Commission even if the preliminary plat meets all other subdivision design regulations and zoning requirements and can be approved administratively. The subdivisions in the areas requested are typically basic subdivisions that comply with Zoning regulations and City planning policies, such as the Salt Lake City Major Street Plan. Allowing the Planning Director, or designee to administratively review and recommend modifications to the Mayor will create a more efficient and streamlined process than presenting these subdivisions to the Planning Commission. It will also help to reduce the number Planning Commission agenda items to allow the Planning Commission more time to focus on projects that have an impact on the future development in Salt Lake City. In the event, that the subdivision does not meet zoning or any other subdivision regulation, the project will be required to be reviewed by the Planning Commission as a Planned Development or other applicable process.

It is important to note that this request is not for approval authority. The Mayor is the final decision maker regarding modifications to the subdivision design standards and that would continue regardless of the requested delegation. It is also important to note that if a request is made to modify the block standards in areas of the City not covered by the requested delegation or if a request is made to modify any of the other design standards, those requests would have to be considered by the Planning Commission.

ATTACHMENTS

- A. Applicable Code Citations
- B. Map – Areas Subject to Requested Delegation of Recommendation Authority
- C. Salt Lake City Major Street Plan

ATTACHMENT A

The following code sections are in the Salt Lake City Subdivision Ordinance:

Section 20.12.010

Except where modified by the planning commission or its designee, all subdivision of land within Salt Lake City shall comply and conform with the design standards and requirements as set forth and as referred to in this section...

20.12.010(I): Block Design

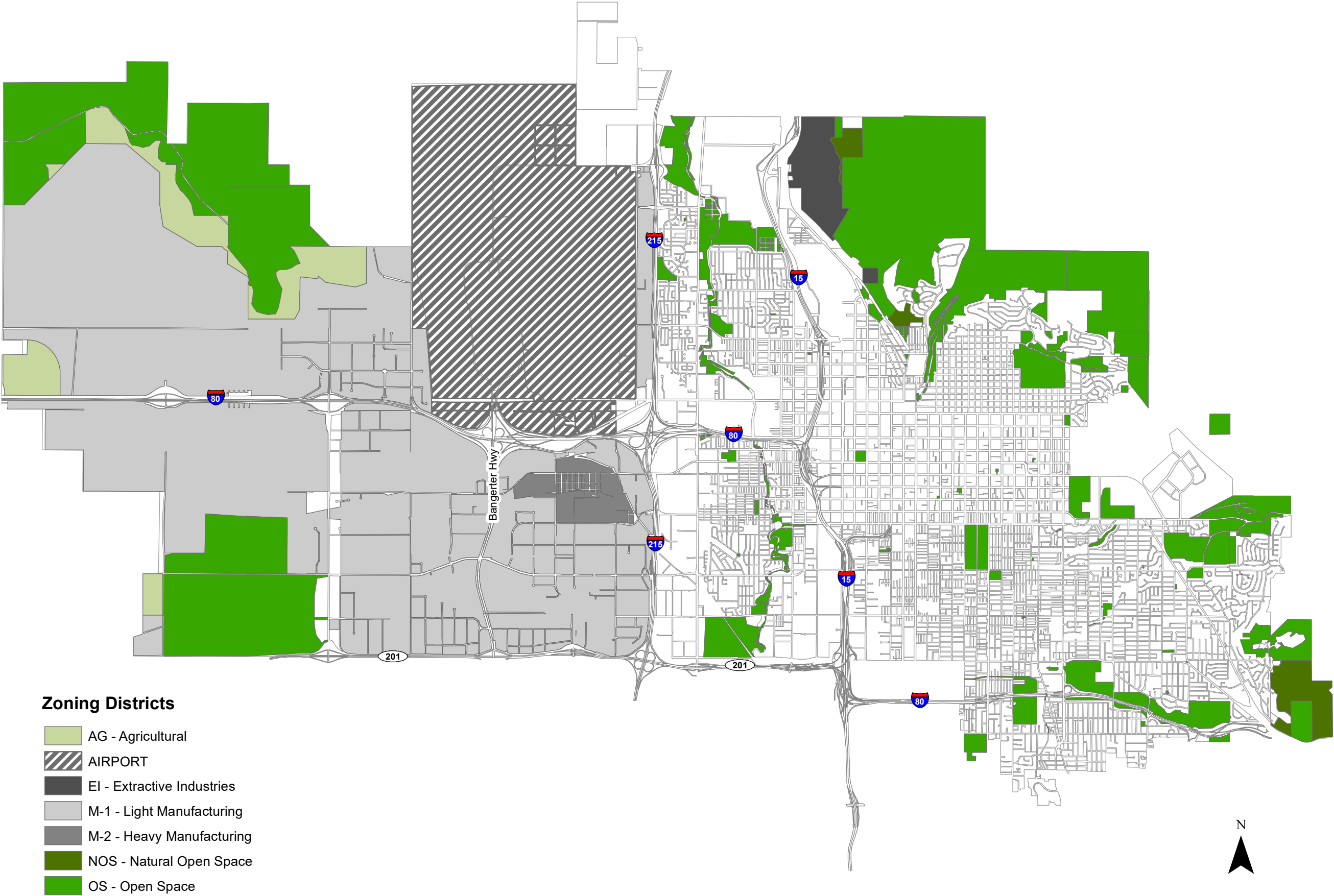
1. Blocks shall normally have sufficient width for an ultimate layout of two (2) tiers of lots of the size required by the provisions of the zoning and subdivision ordinances of Salt Lake City.
2. Blocks shall not exceed the following perimeter measurements: Two thousand four hundred (2,400) linear feet for zoning districts with minimum lot sizes that range from no minimum up to and including ten thousand (10,000) square feet, and; three thousand (3,000) linear feet for zoning districts with a minimum lot size greater than ten thousand (10,000) square feet.

20.44 Modifications of Standards and Requirements

20.44.010: MODIFICATIONS; PERMITTED WHEN; PETITION FROM SUBDIVIDER:

- A. Whenever the land involved in any subdivision is of such size or shape, or is subject to such title limitations of record, or is affected by such topographical location or conditions, or is to be devoted to such use that it is impossible, impractical or undesirable in a particular case for the subdivider fully to conform to the design standards and requirements contained in chapter 20.12 of this title, or its successor, the planning commission or its designee may recommend and the mayor may permit such modification thereof as may be reasonably necessary if such modifications are in conformity with the spirit and purpose of this title.
- B. Application for any such modification shall be made by a verified petition of the subdivider, stating fully the grounds of the application and the facts relied upon by the petitioner. Such petition shall be filed with or after the filing of the preliminary plat of the subdivision.
- C. In order for the property referred to in the petition to come within the provisions of this section, it shall be necessary that the planning commission or its designee shall find the following facts with respect thereto:
 1. There are special circumstances or conditions affecting said property;
 2. The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner;
 3. The granting of the modification will not be detrimental to the public welfare or safety, or injurious to other property in the vicinity in which the property is situated.

Attachment B: Areas Subject to Requested Delegation of Recommendation Authority



ATTACHMENT C

Salt Lake City Major Street Plan (following page)

Note: This street network will be followed if the Rail Intermodal Facility is not developed by December 31, 2028.

