



CITY COUNCIL STAFF REPORT

MEETING DATE:	26 August 2015
APPLICANT:	Joseph Cook
ADDRESS:	115 and 137 West 3030 South
REQUEST:	Final Plat Approval for a 6-lot Townhome PUD and to establish a PUD Overlay Zone for the Development
PROJECT NUMBER:	S-15-008
ZONE:	Commercial General / TOD Overlay
PREPARED BY:	Alexandra White, City Planner

SYNOPSIS: Joseph Cook is petitioning the City Council to approve a 6-lot townhome planned unit development on 3030 South between 115 and 137 West. This is the applicant's second proposal. Earlier this year, the City Council adopted new provisions for townhome development in the TOD overlay district, which regulates uses and development standards at the property. The total site is just over one half acre. The proposed density will be 12 units per acre. The maximum density allowed in the TOD overlay district is 15 units per acre.

The proposal includes six new townhomes with rear-loaded garages built in a contemporary style, with significant shared open space behind the units.

The Planning Commission forwarded a recommendation to the City Council on a rezone and final plat approval for this PUD.

SUMMARY:

- The proposed PUD will consist of six 3-story townhomes units, and one single-story unit.
- All units feature rear-loaded garages. Primary pedestrian entrances will be off 3030 South.
- All units will have access to shared open space at the rear of the property. The open space exceeds what is required by the residential design standards.
- The proposal meets the minimum lot sizes and lot widths required by ordinance.

PLANNING COMMISSION RECOMMENDATION:

At a public hearing held on 16 July 2015, the Planning Commission unanimously recommended approval to grant final plat approval for the Lofts at 30300 and to recommend that the City Council establish a PUD overlay zone, with the following conditions:

1. Prior to being issued a building permit the applicant will provide building elevations that comply with Townhome-style Multifamily Building Design Standards, found in Section 17.21.090 of the South Salt Lake City Municipal Code.
2. The applicant work with the City Engineer and Fire Marshal to ensure that the roadway widths meet the required standards and that emergency vehicles have sufficient access to the proposed residences.
3. Bonds for all common and public improvements will be submitted to the City prior to any development.
4. All items of the staff report.



CITY COUNCIL STAFF REPORT

General Information:

Location: 115 and 137 West 3030 South

Surrounding Zoning and Land Uses:

North: Single Family Residential

South: Single-Family Residential

East: Single Family Residential

West: Single Family Residential

Figure 1: Project Location



General Plan and Zoning Compliance: The Future Land Use Map recommended that TOD areas be reduced in scale and designates this area as general commercial. However, the City Council in 2015 modified the TOD overlay district to preserve the option for housing along the corridor, provided that the housing contributed to a neighborhood's transformation. Developments smaller than one acre must provide units that front a public right-of-way.

Density: The applicant is proposing a density of 12 units per acre. The maximum allowed density in the TOD overlay zone is 15 units per acre.

Size: The proposed PUD will be approximately 0.5 acres in size. The minimum lot size will meet the requirements outlined in §17.13.130 of the South Salt Lake Municipal Code.

Access: All six units will have pedestrian entrances off 3030 South. Vehicular access will be provided through a shared lane behind the units, which will access the lane through rear-loaded garages. The road widths as proposed do not meet the City's requirements; the City's PUD development standards require that the road have a pavement width of 25 feet. The final design of the road is subject to the Fire Marshal and City Engineer's approval.

Water, Sewer, and Other Public Utilities: Water service will be provided by South Salt Lake City and sewer service will be provided by the Mount Olympus Improvement District.

Design Standards: The design standards for townhomes will apply to this development. The front facades of the proposed townhomes feature a contemporary design with a mix of materials and a well-articulated building front. Staff recommends that additional architectural details be added to the rear facades of the buildings. Each unit will have a minimum of three bedrooms.

Building Height: The three story townhomes will have a height of 31 feet above grade. The maximum height allowed for townhomes is 38 feet.

Parking: The PUD development standards require three parking stalls per unit. Each unit will feature a two-car garage, and the developer is proposing four shared parking stalls on-site.

Garbage: The developer will need to contract with a private company for garbage collection. The applicant proposes a waste container as part of the development. The waste container will be subject to the City's waste container design standards.

Bonding: The developer will be required to provide a bond guaranteeing the completion of the development of all public infrastructure.

Open space: The applicant is proposing significant open space as part of the project, consisting of a large shared open area on the south side of the property.

Public Works: The developer has submitted preliminary construction drawings but will need to continue to work with the public works inspector to review and approve final civil drawings. The applicant is proposing a small swing set and barbeque area as part of the development.

CC&R's and Estimated HOA Fees: The applicant has provided covenants, codes, and restrictions for the PUD, to cover maintenance and replacement costs for all shared roadways and amenities. Pursuant to Art. VIII, 3.a. of the HOA CCR's, the developer estimates until January 1 of the year immediately following the conveyance of the first Lot to an Owner, the annual assessment shall be the aggregate of \$834.00 for each Lot, payable at the rate of \$69.50 per month.

Requirements:

Title 17 Chapter 13 – Land Use Districts

17.13.030 – Planned Unit Development Overlay (PUD) District

A. Purpose. The purpose of the transit oriented development (TOD) overlay district is to use incentives to encourage property owners to develop their property using transit

oriented design principles while preserving rights under the existing base district designation.

B. The TOD district is established:

1. To promote new, well-integrated residential, commercial, office, institutional and other employment center development close to TRAX and transit stations;
2. To ensure that new development takes advantage of compatible, higher density, transit friendly, design opportunities in close proximity to transit systems in order to provide options for economic development and diversity;
3. To encourage pedestrian orientation and human scale in new development and promote public infrastructure that supports transit use and mixed-use development;
4. To manage parking and vehicular access utilizing shared parking and driveway access to avoid pedestrian conflicts;
5. To promote residential development that is compatible with surrounding uses and that is of sufficient scale to create functional mixed use neighborhoods near transit; and
6. To encourage, through design, configuration, and mix of buildings and activities, a pedestrian-oriented environment which provides settings for social interaction and active community life.

C. Uses. In the Transit Oriented Development Overlay district, uses, buildings, structures or land shall not be used or developed except in accordance with the adopted land use matrix as found in Chapter 15 of this title. The overlay district shall not allow uses that are otherwise prohibited in the base district, unless specifically noted as a permitted or conditional use in the commercial land use matrix under Chapter 15.

D. Applicability. A property owner shall follow the provisions of the Transit Oriented Development Overlay District when developing or changing the use of property. If T.O.D. provisions are adopted as part of a development the City may allow for increased building heights, decreased setbacks and decreased parking requirements. For such incentives the City may require increased building architecture and site design features.

E. Regulations. Regulations for the Transit Oriented Development Overlay district are as follows

1. Buildings and Site Development. Buildings, sites and structures shall comply with the requirements for residential and commercial design review found in Chapters 21 and 23 of this title.

2. Minimum Development Area for Residential Subdivisions.

- a. The minimum area for any residential subdivision or planned-unit development shall be one (1) acre, unless every lot in the subdivision or planned unit development subdivision fronts a public right-of-way. Development fronting the right-of-way shall meet the maximum build to zone of the district unless otherwise modified by the Land Use Authority.

3. Minimum Area.

- a. The minimum area of any lot for multi-family development shall be one (1) acre.
- b. The minimum area of any lot for detached single family residential planned unit development shall follow of the regulations for R1-5,000 and R1-6,000 of this chapter.
- c. The minimum area of any lot for attached single-family structures with private yard areas in planned-unit developments shall be a minimum 2,500 square feet. Planned Unit Development (PUD) housing developments shall follow the PUD regulations of this chapter and Title 15.12.

4. Minimum Width. Width regulations are as follows:

- a. The minimum width of any lot for a multi-family development shall be two hundred and fifty (250) feet at all points along the length of the property.
- b. The minimum width of any lot shall be fifty (50) feet at all points along the length of the property for single family detached homes
- c. The minimum width of any lot shall be thirty (30) feet at all points along the length of the property for single family attached twin homes. The minimum width of any lot for a single family townhome development, consisting of three or more single family attached structures, shall be twenty (20) feet in width at all points along the length of the property.
- d. The Land Use Authority may decrease the minimum lot width along the frontage for residential parcels when accessed from a cul-de-sac or turnaround area. The Land Use Authority may decrease the rear lot width when natural or man-made features would obstruct or impede the lot from meeting the minimum width requirements.

5. Minimum Number of Units. The minimum number of units for any rental multi-family development shall be fifty (50) units.

6. Commercial Outdoor Storage. Temporary outside storage is permitted within the Transit Oriented Development Overlay District if the following requirements are met.

- a. Temporary storage areas, fencing and screening materials for temporary storage areas must be approved by the City before installation.
- b. In order for the City to approve a temporary storage area there must also be a principle commercial building and use on the property
- c. Temporary storage areas are prohibited within the front setback area of any property used for temporary storage
- d. Temporary outside storage facilities shall be located on a properly drained site that is graded to ensure rapid drainage and to ensure that the site remains free from stagnant pools of water.
- e. The maximum height of any fence or wall that screens the temporary outside storage shall be eight (8) feet in height
- f. Fencing must screen the temporary outside storage from the Trax line and from any public right-of-way. Fencing and screening materials may include chain link (using a 3 ½" x 5" chain link diamond) with pre-installed privacy slats, vinyl, wood, finished masonry and decorative metal. Fencing shall be maintained at all times.
- g. Temporary storage shall not exceed the height of the fence
- h. Materials shall be stored in a unified and organized manner

7. Residential Density. The maximum density for any multi-family residential development in the TOD District shall be fifteen (15) units per acre.

Title 15 Article VIII – Planned Unit Development (PUD)

15.12.810 - Purpose and intent.

- A. Planned unit development (PUD) is intended to permit flexibility, to encourage new and imaginative concepts in the design of neighborhood and single-family housing projects and to provide a means of encouraging preservation and enhancement of housing ownership in the city. To this end, the PUD developments should be planned as one complex land use rather than an aggregation of individual unrelated buildings located on separate unrelated lots.
- B. Substantial compliance with the zone regulations and other provisions of the zoning ordinance in requiring adequate standards related to the public health, safety, and general welfare shall be observed, without unduly inhibiting the advantages of unified site planning.
- C. PUD developments are intended to be flexible yet the development must be compatible with surrounding uses. On parcels greater than five acres, PUD regulations allow for some flexibility in density and housing character; however PUD developments are not intended to promote housing that substantially alters the neighborhood in which it is to be located. PUD regulations are not intended to allow for circumvention of zoning requirements in such a way as to result in significantly higher densities in size of development in otherwise low density residential neighborhoods. All development is intended to complement and strengthen neighborhoods as a

compatible component of the city's housing stock. The planning commission and city council shall determine if a PUD is deemed compatible and may deny approval if the proposal is determined to be incompatible.

15.12.820 - Use and zoning regulations.

- A. Notwithstanding any other provisions of city ordinances to the contrary, PUD developments shall be permitted in all districts of the city except the LI light industrial zone. The provisions as herein set forth shall be applicable if any conflict exists.
- B. An overall development plan for a PUD showing building types, location, size, heights, expected uses, number of residential units, access roads, open spaces, parking, landscaping and all other appropriate items may be approved by the planning commission and city council. If approved, building permits may be issued in accordance with such plan, even though the uses, housing types, development specifications and the location of the buildings proposed differ from the uses, housing types, and regulations governing such items in effect in the zone in which the development is proposed, provided the provisions of this chapter are complied with and a specific development plan is approved.
- C. The planning commission and city council may vary all yard, setback, and similar zoning regulations, as well as vary the city's development specifications, within PUD developments approved under this chapter provided the provisions of this chapter are complied with and a specific development plan is approved for each development. The planning commission and city council may approve PUD developments with use variations provided all provisions of this chapter are complied with and the following restrictions are followed:
 - 1. Use variations in residential districts may be for residential uses only. No commercial or industrial use variations allowed.
 - 2. Use variations in commercial districts shall be limited to commercial and residential uses only. No industrial use variations allowed.

15.12.840 - General requirements.

- A. The development shall be in single or corporate ownership or the application filed jointly by the owners of the property.
- B. The properties adjacent to the PUD shall not be adversely affected, and to this end, the planning commission may require, in the absence of appropriate physical boundaries or installed buffers, that uses of least intensity and greatest compatibility be arranged around the boundaries of the project. Yard and height conditions of the adjacent properties should be closely matched on the periphery of the project.
- C. Site development specifications and sign regulations shall be determined when approving the site development plan.
- D. **Minimum Scale of Projects.** No subdivisions may be considered planned unit developments unless consisting of at least three lots.
- E. **Density.** In R-1, A-1 and R-M zones, the number of dwelling units shall be based upon the lot area requirements of the zone in which the PUD is located. In commercial or overlay zones, the city

shall determine a density based upon the general plan as well as other area specific master plans and the proximity to mass transit. In commercial and business zones, density shall be determined by the parking and open space requirements. In a PUD that is five or more acres, a density increase may be granted by the planning commission and city council. The minimum lot size the planning commission and city council can approve in PUD's five or more acres in area is four thousand five hundred (4,500) square feet. To qualify for a density increase and smaller lot sizes, the city shall require higher quality design standards with additional architectural and site amenities.

F. As part of the preliminary and final plat applications, and in addition to all other required drawings, all PUD developments shall be required to provide a project design guidebook. At a minimum, this guide book will illustrate and provide the following design standards and amenities to ensure that a unique identity is created for each neighborhood. The city council and planning commission may require additional building and site related features as deemed necessary to ensure that the PUD development is compatible with the surrounding neighborhood and the development results in more desirable, modern and attractive housing.

1. **Building Design Standards:** the guidebook shall provide and demonstrate architectural renderings of each type of proposed building, the inclusion of additional architectural details to the exterior façades, the exterior front facades of the buildings shall have at a minimum two different types of exterior materials. Where feasible, buildings should include the use of porches and alternative placement of garages. Buildings on contiguous lots that share a lot line shall not have the same exterior front elevation.
2. **Site amenities:** The guidebook shall provide and demonstrate design and dimensional layout of the development, roadway widths, pedestrian lighting plan unique to the neighborhood, sidewalk or trails, open space, landscape plan and street tree plantings species that will be installed in the park strip areas or in front of individual homes.

G. **Sustainable Practices.** The use of renewable energy strategies is encouraged in all new developments. In order to positively contribute to the human and environmental footprint of new neighborhoods buildings shall, where feasible, incorporate sustainable design practices by providing solar panels and other renewable energy strategies into the design of residential buildings. In the event that renewable energy is not being implemented in the project, the developer and architect are to anticipate the introduction of solar technologies in the future. The building design is to be "solar ready" so that renewable energy systems can be easily installed.

H. **Setbacks.** In R-1, A-1 and R-M zones, the planning commission may vary rear and side yard setbacks. The minimum front yard setbacks in R-1, A-1 and R-M zones shall be eighteen (18) feet if the home has a front loading garage. If a home has a rear loading garage, the front setback may be reduced to eight feet as long as the yard area where the driveway is located has an eighteen-foot setback from the property line. The planning commission may vary all setbacks in all other zones.

I. **Roads.** Road widths shall be based upon the number of dwelling units.

1. Three to Four units twenty-foot minimum pavement width, no parking on road;
2. Five to ten units twenty-five-foot minimum pavement width, parking one side only;
3. Ten to fifteen units thirty-foot minimum pavement width sidewalk one side;

4. Fifteen (15) units and up, adopted road and sidewalk standards must be followed with the following exceptions.

- a. A reduction in the adopted standard roadway pavement width to a minimum thirty (30) feet may be approved by the planning commission and city council upon a favorable recommendation from the public works director. The director will evaluate such items as traffic patterns, design of the development, traffic counts and other information provided by the developer that will be necessary to ensure a proper evaluation.
- b. A reduction in the standard roadway width to thirty (30) feet of pavement may be considered if alleys are used to access rear loading garages on a majority of the units. An alley is required to be a minimum of twenty (20) feet in width.

5. Private roads, driveways and alleys may be calculated as part of the lot area but must be limited to fifteen (15) percent of each total lot area.

6. Dedication of private roads and lanes. Where it can be demonstrated that such acceptance would be of benefit to the city, and the construction standards of such lanes meet city standards or some compensation arrangements are made to the satisfaction of the city council, the city council may consider accepting private lanes as a dedicated public right-of-way.

J. **Building Height.** In R-1 and R-M zones, new construction may have a greater height than existing dwellings but may only be forty (40) percent taller than the tallest existing adjacent dwelling unit(s) as measured from the grade of the nearest public right-of-way, up to a maximum of thirty-five (35) feet in height. In A-1 zones, the maximum height is thirty-five (35) feet.

1. Commercial and Business Zones. The maximum normal height is forty-five (45) feet except as allowed in the following section.

2. Heights Greater Than Forty-Five (45) Feet. For all locations where buildings and/or developments have proposed heights of forty-five (45) feet or greater, the following additional standards shall apply:

- a. Planning Commission and City Council Approval Required. All proposed heights greater than forty-five (45) feet shall require design review approval by the planning commission following procedures as set forth in this chapter.
- b. Mitigation of Impacts to Scale. Where greater heights are proposed, the city may require the provision of amenities intended to mitigate the effects of the greater height with regard to providing a human scale at the street level on the site. The city may require the inclusion of plazas, appropriate landscaping, and street-oriented objects such as benches, planters, street lights and lamp posts, and other such items as deemed appropriate considering the particular development.
- c. Mitigation of Impacts to Infrastructure. Where greater heights are proposed, the city may require the provision of additional measures to mitigate impacts directly related to the increased density of such a building. These may include underground or other structured parking, traffic control devices, street and capital facilities improvements, and other such items as deemed appropriate by the city.

- d. Architectural Features Required. Where greater heights are proposed, the city may require the provision of architectural features at the street level, which are sufficient in detail to be compatible with and enhance the pedestrian and vehicle traffic at the scale of the street on which the building is located.
- e. Mitigation of Height if Adjacent to an R-1 Zone. If a building in a commercial or business zone is proposed to be a height of greater than forty-five (45) feet and is adjacent to an R-1 zone, the building shall be setback from the property line(s) contiguous to the R-1 zone a distance equal to half the height of the proposed building unless the planning commission determines that a lesser setback is appropriate.

K. **Open Space.** All planned unit developments shall include twenty (20) percent common usable open space as part of the development

1. Exceptions or Reductions. If it can be shown that open space or the required twenty (20) percent open space is implausible or undesirable, the planning commission and city council may consider granting an exception or reduction to that requirement upon finding any of the following:
 - a. A more effective design and one more compatible with the surrounding neighborhood will be obtained;
 - b. The location is in close proximity to a light rail station;
 - c. The location is within one-quarter mile of a city or county park.
2. Common use open space shall be in usable size segments not in small scattered pieces as determined by the city. Open space shall not include yard areas, required landscaping or required setback areas but shall be in addition to such areas.
3. Common use open space areas shall be landscaped and shall include amenities such as lighting, benches, walkways, playgrounds, pavilions and other gathering areas, play courts, playground equipment, tot lots and other items. The amount, size and layout of amenities shall be determined by the city as part of the approval of the development plan and shall be based on the size and configuration of the common use open space.
4. The city council, upon recommendation of the planning commission, shall require the preservation, maintenance, and ownership of common use open space and common use facilities utilizing at the city's option one of the following methods:
 - a. Dedication of the land as a public park or parkway system or public facility;
 - b. Granting to the city a permanent open space easement on and over said private open spaces to guarantee that the open space remain perpetually in recreation use, with ownership and maintenance being the responsibility of a homeowners' association established with articles of association and bylaws which are satisfactory to the city; and recording an agreement with the city for assumption of facilities in the event of failure to maintain and/or dissolution of the homeowners' association; or

- c. Complying with the provisions of the Condominium Ownership Act of the state of Utah, which provides for the payment of common expenses for the upkeep of common areas and facilities. Recreation uses and facilities may be developed within the common space areas in compliance with a recreation and landscaping plan approved as part of the approved final development plan of the PUD.
 - d. If the second or third method, as set forth above, is utilized to maintain the open spaces and facilities, but the organization established fails to maintain said in reasonable order and condition the city may, at its option, do or contract to have the required maintenance completed and shall invoice the individually owned properties within the PUD the cost of the property maintenance. If the maintenance costs are not paid, the assessment shall be a lien against property and shall be filed with the county recorder, or the city may bring suit to collect the maintenance fees together with a reasonable attorney's fees and costs.
- 5. The developer shall submit plans for landscaping and improving the common open space. The developer shall also explain the intended use of the open space and provide detailed provisions of how the improvements thereon are to be financed and the area maintained.
- 6. A project must generally meet the intent of the requirements of the zoning ordinances, must insure proper use, construction and maintenance of common use open space and common use facilities, and must demonstrate that the development will benefit the future residents of the project, surrounding residents, and the general public.
- L. If the project contains private infrastructure, amenities and roadways prior to recordation of a subdivision plat and associated documents, the developer shall submit to the city a plan describing the following:
 - 1. The actual installation costs of all common area improvements;
 - 2. The anticipated functional life of roads or common driveways;
 - 3. The anticipated functional life span of all common sewer, storm sewer and water systems;
 - 4. The anticipated functional lifespan of all common area amenities;
 - 5. A plan showing a maintenance or replacement schedule for common area roads or common driveways and amenities;
 - 6. A reserve study estimating the amount of fees that will need to be annually collected to maintain and replace common improvements.
- M. The developer shall be required to provide a bond in an amount determined by the city engineer guaranteeing the completion of the development of all common facilities or areas, including access and open space or facilities, or any phase thereof. When completed in accordance with the approved plan, the bond shall be released. If uncompleted at the end of two years, the city will review the progress and may proceed to use the bond funds to make the improvements in accordance with the approved plan. The bond shall be approved by the community development department and shall be accompanied by a bond agreement acceptable to the department and shall be filed with the city recorder.

- N. Once the overall development plan has been approved by the city council after recommendations from the planning commission, no changes or alterations to such development plans or uses shall be made without first obtaining approval of the planning commission and city council.
- O. The design of the preliminary and final plans and plats in relation to streets, access, blocks, lots, common open spaces, and other design factors shall be in harmony with the intent of the city's general plan, development specifications, zoning ordinances and all applicable ordinances, laws and regulations. Streets and access shall be so designed as to take advantage of open space vistas and create drives with an open space character.
- P. The city may place whatever additional conditions or restrictions it may deem necessary to insure development and maintenance of the desired residential character. Such conditions may include plans for disposition or reuse of property if common use open space and common use facilities are not maintained in the manner agreed upon or such is abandoned by the owners and may include requirements for recorded provisions which would allow the city to perform maintenance to access and infrastructure (roads and utility facilities) in the event of failure of the property owners to perform needed maintenance or repairs.

15.12.850 - Review Considerations.

- A. In considering a proposed PUD, the city shall consider the following as well as other items of the zoning ordinances, this chapter, the city's development specifications and any applicable considerations. Design review criteria shall also apply.
 - 1. Resultant Design. In any use of the planned unit development standards for subdivisions, it should be shown that the resultant design is better in terms of livability, appearance, function and contribution to the city's housing stock, while still allowing for alternative housing styles and economic viability of the project, than could be achieved by means of regular subdivision standards for the zone in which the project is to be located.
 - 2. Porches. To encourage front porches, and their use, porches shall be allowed to extend into the required front yard by a maximum of five feet, provided that the porch will cover the width of at least fifty (50) percent of the home's front face.
 - 3. Parking. All planned unit developments must provide appropriate off-street parking for each lot and/or unit in the development. Except for those projects containing multiple-unit buildings and other exceptions, spaces for two vehicles side by side per unit shall be the normal condition.
 - 4. Individual Lot PUDs. In primarily individual lot PUD developments, garages, either attached or detached, are required for each unit. In order to mitigate impacts of the generally small lot, higher density nature of PUD developments, the city shall encourage alternative garage systems wherever possible. To that end, the city may consider the following when reviewing parking on a proposed project:
 - a. Shared Drives. Where side or rear entry garages are to be used, shared drives (meaning driveways which are directly abutting) may be allowed. Such drives shall not be greater than thirty (30) feet in width (total together). All other driveways must be separated by a minimum of six feet.

- b. Capacity. All front loading garage designs shall have a minimum capacity of two vehicles, side by side.
 - c. Exception. Alternative garage designs (other than front loading) may be eligible for an exception to the above standard, if it can be shown that the off-street parking in the project would not be negatively impacted.
 - 5. Multiple-Unit PUD. In primarily multiple-unit PUD subdivisions (meaning those with primarily buildings containing multiple units), two parking spaces per unit shall be provided with one space being covered by an approved carport. Additional parking stalls (guest or RV parking) may be required by the city based on review of the site amenities, access conditions and other factors appropriate to the project.
 - 6. Relationships. The design of buildings and their relationship on the site and their relationship to development beyond the boundaries of the project shall be a factor for consideration.
 - 7. Site Issues. Some of the site issues for consideration shall include the following:
 - a. The landscaping and screening as related to the several uses within the development and as a means of its integration into its surroundings;
 - b. The size, location, design, and nature of signs if any, and the intensity and direction of area or flood lighting.
 - 8. Completion. The demonstrated ability of the proponents of the planned unit development to financially carry out the proposed project under total or phase development proposals within the time limit established shall be a consideration.
- B. Twin Homes. In order to avoid any increase in the already high rental housing stock of the city, and yet to allow for alternative housing styles and economy of development and design, twin homes may be allowed only as found herein.
- 1. In individual lot, noncondominium PUDs located in primarily individual lot residential areas, twin home structures may be allowed as a portion of the development. In determining their allowance, the planning commission shall apply the following criteria:
 - a. Allowance. Twin homes may be allowed as a maximum ratio of the units in the project of one set of twin homes (meaning one building) for every four single-family buildings in the project.
 - b. Lot Size. Lots designated for twin homes (meaning the combination of the two abutting lots which will house one twin home building) shall be a minimum of twenty (20) percent larger in area than the average of the lots for the single-family residences in the same project.
 - c. Flag Lot. No twin homes shall be allowed on a flag lot.
 - d. Appearance. Twin homes shall be designed to have the appearance of a single-family residence. Factors such as differing drive approaches, placement on corners in the subdivision, offsetting entries, differing porches and other architectural features should be used to achieve compliance with this standard.

- e. Location in Project. Except under special circumstances demonstrated to the city, any lots designed for twin homes in a planned unit development shall not be located in a manner that disrupts the continuity of the neighborhood character in the area where the project is being designed. Except in special circumstances as determined by the city, twin home lots (meaning the combination of two abutting lots intended to house one building) shall not be located contiguous to another twin home lot.
2. In primarily nonresidential areas, those along the light rail corridor, and for condominium PUD developments in both nonresidential and residential areas, twin homes may be allowed as determined by the planning commission based on project design, density, compatibility with the surrounding neighborhood, consistency with the intent of subsection B of this section, and other factors deemed appropriate to the project.

15.12.860 - Procedures and submittals.

- A. PUD development shall be approved by the city using the procedures contained in this chapter for concept plan, preliminary plan and final plat.
- B. All plan, documents, plats and applications as required by this chapter shall be provided by the developer. The community development department shall determine any special items needed for PUD development review, including any as may be necessary to determine that the contemplated arrangement of uses make it desirable to apply regulations and requirements differing from those ordinarily applicable under the zoning ordinances, other regulations and specifications of the city.

Staff Analysis:

The proposed plat meets the City's minimum PUD standards, and fulfills the intent of the TOD land use district to promote residential development that is compatible with surrounding uses and is of sufficient scale to create functional mixed use neighborhoods.

The design of the project will include six units with pedestrian entrances that front 3030 South. This design, with minor modifications to the rear facades, will be a significant improvement to existing conditions on the street.

Planning Commission Recommendation:

At a public hearing held on 16 July 2015, the Planning Commission unanimously recommended approval to grant final plat approval for the Lofts at 30300 and to recommend that the City Council establish a PUD overlay zone, with the following conditions:

1. Prior to being issued a building permit the applicant will provide building elevations that comply with Townhome-style Multifamily Building Design Standards, found in Section 17.21.090 of the South Salt Lake City Municipal Code.
2. The applicant work with the City Engineer and Fire Marshal to ensure that the roadway widths meet the required standards and that emergency vehicles have sufficient access to the proposed residences.
3. Bonds for all common and public improvements will be submitted to the City prior to any development.
4. All items of the staff report.

Planning Commission Minutes

Planning Commission Regular Meeting Minutes

Thursday, July 16, 2015

City Council Chambers

220 East Morris Avenue

Time 7:00 p.m.

Commission Members Present:

Rachael Lauritzen, Presiding
Holly Carson
Brandon Dalton
Jonathan Meakin
Mark Kindred

Staff Members Present:

Michael Florence, Community Development Director
Francis Lilly, Deputy Director/Housing Administrator
Alexandra White, City Planner
Paul Roberts, City Attorney

Moment of Reflection:

Chair Lauritzen

Pledge of Allegiance:

Commissioner Meakin

Motion to Approve the Agenda

Commissioner Kindred

Second to the Motion:

Commissioner Meakin

Vote:

Unanimous

New Business

- **Public Hearing
S-15-008**

1. Preliminary Plat Approval and Recommendation for a Rezone for a Seven-Unit PUD.

Action Item

Address: 137 West 3030 South

Applicant: Joseph Cook

Community Development Director, Michael Florence, presented the staff report regarding a preliminary plat approval and rezone application for a seven-unit PUD located at 137 West 3030 South. He stated that the applicant, Joseph Cook, originally submitted the application one year ago, but the City Council requested that staff reexamine the Transit-Oriented Development (TOD) Corridor prior to approval. As a result, the City adopted the new TOD Core districts, which

surround the transit stations, and amended the TOD Corridor ordinance. Mr. Cook has now resubmitted his application, which is consistent with the General Plan. Mr. Florence presented aerial photographs of the one-half acre parcel, and identified the existing structures that will be removed. The proposed townhomes will be three-bedroom, three-story units with rear-loaded two-car garages. The site will also allow for one additional visitor stall per unit. Staff recently discovered that the proposed road did not meet the minimum width requirements, and did not provide a turnaround area for the Fire Department. Staff recommended continuing the item to allow more time for Mr. Cook's engineer to address the issues. Mr. Florence presented the proposed elevations, designs, and landscaping plan.

The applicant, Joseph Cook, assured the Commission that they would work to resolve the road width and turnaround issues, which would probably result in the loss of a unit. Mr. Cook stated that the unit at the east end would be a different design than the others, as it would only be a single level. He and the owner of the existing, occupied home made an agreement in which the owner would give Mr. Cook his property in exchange for one unit.

Chair Lauritzen opened the public hearing at 7:10 p.m. There were no public comments. Chair Lauritzen closed the public hearing.

Motion to continue the Preliminary Plat Approval for a Seven-Lot Townhome PUD and the decision for a recommendation to the City Council to establish a PUD Overlay Zone to the August 6, 2015 Planning Commission Meeting.

Commissioner Carson

Second on the motion:

Commissioner Kindred

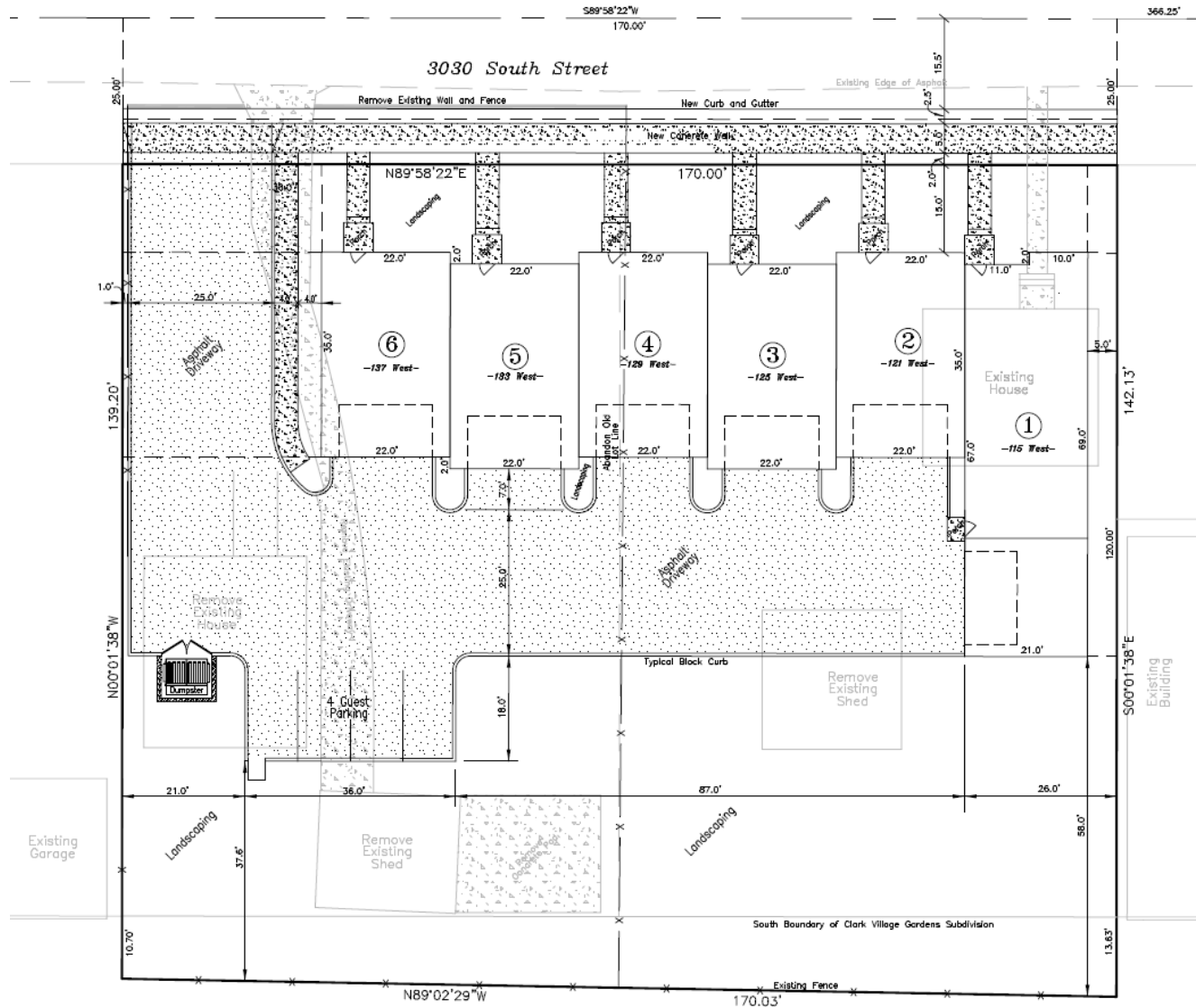
Vote:

Unanimous

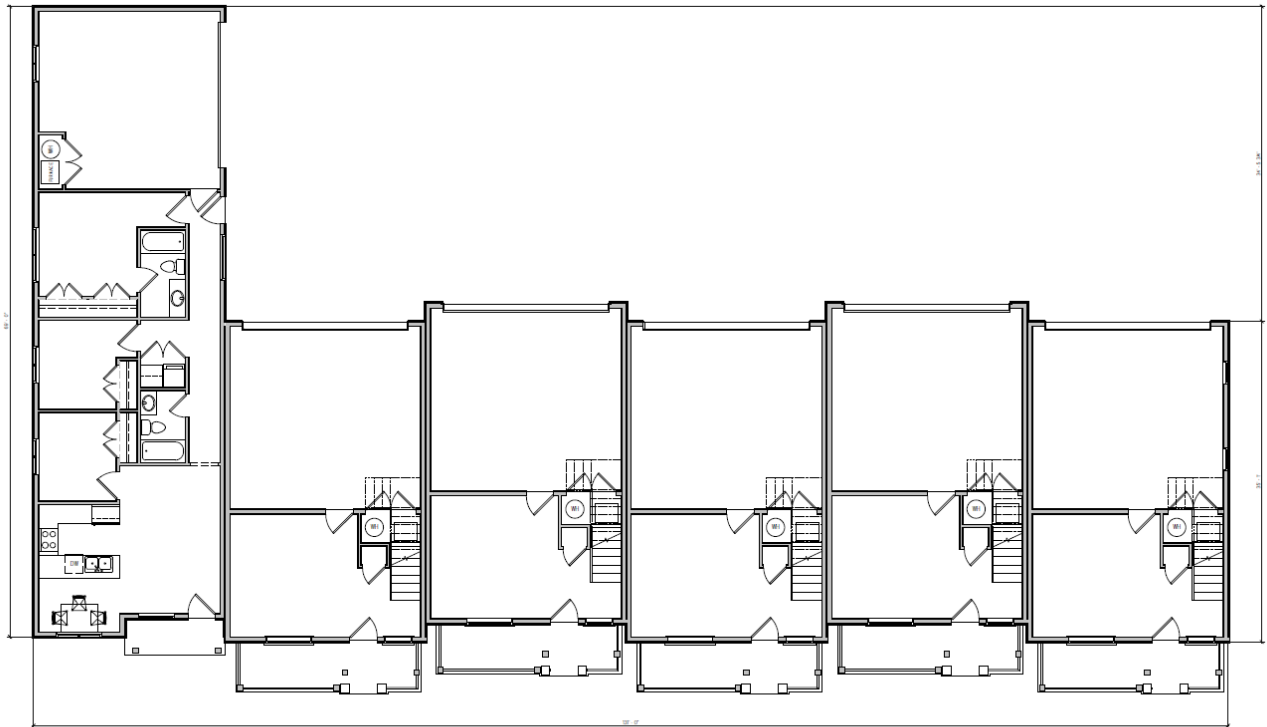
Attachments:

1. Site Plan
2. Floorplans
3. Elevations

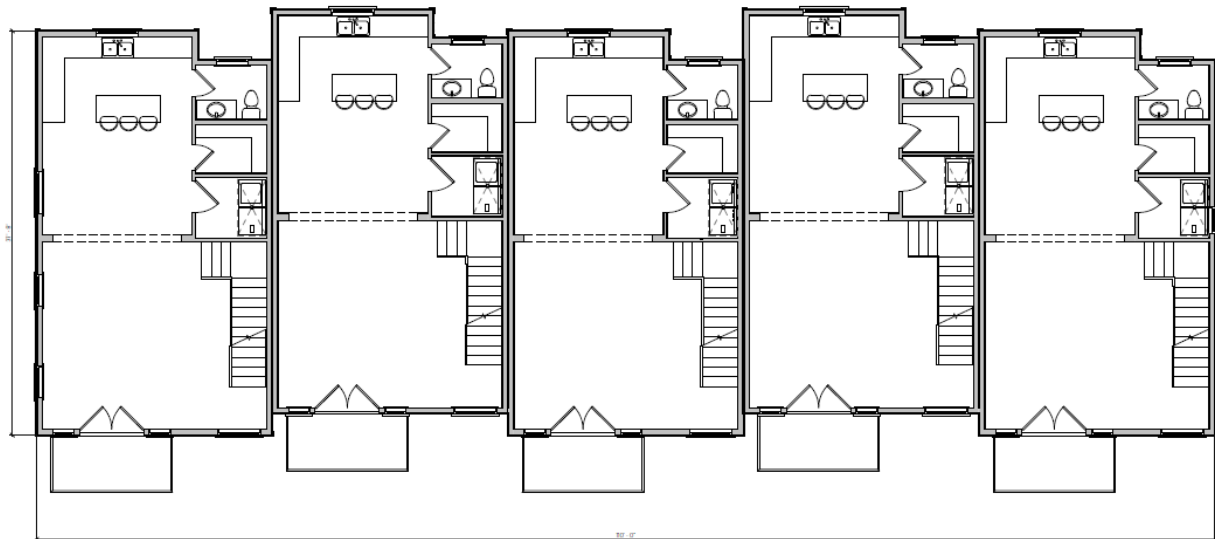
Attachment 1. Site Plan



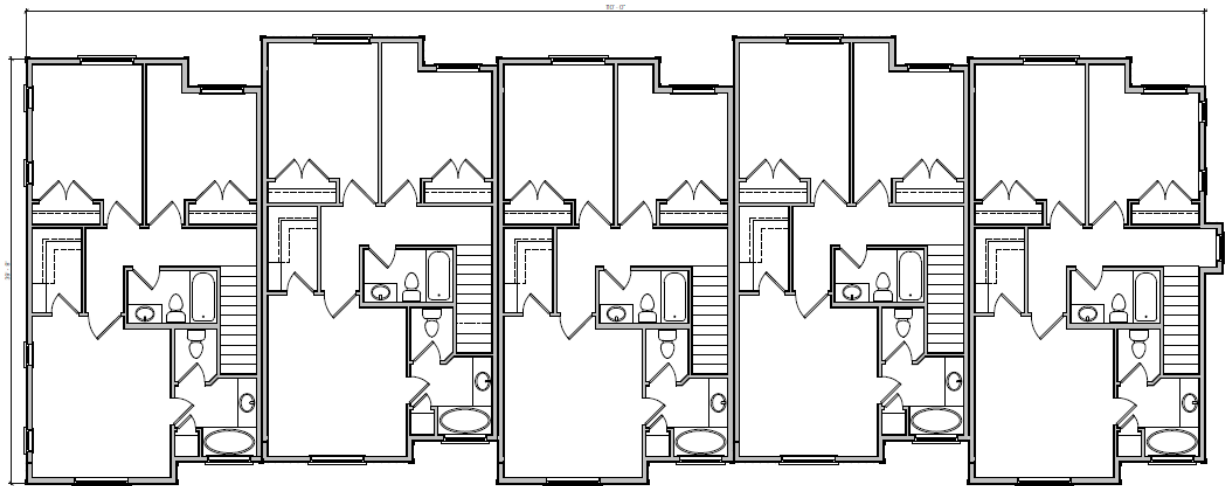
Attachment 2. Floor Plans



FOUR PLEX GROUND LEVEL
FLOOR PLAN
14'-0"



FOUR PLEX SECOND LEVEL
FLOOR PLAN
14'-0"



FOUR PLEX THIRD LEVEL FLOOR
PLAN
1/4" = 1'-0"

Attachment 3. Elevations



1
A2.1 FRONT ELEVATION
1/4" = 1'-0"



1
A2.3 REAR ELEVATION
1/4" = 1'-0"



1
A2.2
RIGHT SIDE ELEVATION
1/4" = 1'-0"



2
A2.2
LEFT SIDE ELEVATION
1/4" = 1'-0"



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



2/8" = 1'-0" REAR PERSPECTIVE