

CITY OF SOUTH SALT LAKE
CITY COUNCIL WORK MEETING

COUNCIL MEETING

Wednesday August 23, 2017
6:00 p.m.

CITY OFFICES

220 East Morris Avenue #200
South Salt Lake, Utah 84115

PRESIDING
CONDUCTING

Council Chair Ben Pender
Council Chair Ben Pender

COUNCIL MEMBERS PRESENT:

Sharla Beverly, Mark Kindred, Johnny McConnell, Portia Mila
Ben Pender and Shane Siwik

COUNCIL MEMBERS EXCUSED:

Kevin Rapp

STAFF PRESENT:

Mayor Cherie Wood
Charee Peck, Chief of Staff
Hannah Vickery, Assistant City Attorney
Ron Morris, Fire Chief
Mike Florence, Community and Economic Development Director
Frank Lilly, Deputy Community and Economic Development Director
Dennis Pay, City Engineer
Randy Sant, Economic Development Consultant
Mont Roosendaal, Public Assets Director
Craig Burton, City Recorder
Ariel Andrus, Deputy City Recorder

Matters for Discussion

- 1. Discussion regarding PUD's in the City.** Council Member Kindred said he wanted to continue the conversation about PUD's in the City from the July 26th Work Meeting. He wanted to have this discussion because there have been some PUD projects come before the Council for approval and there have been concerns about parking and also services that are provided. He would like to know why the City uses PUDs and where they fall in the land use matrix for the City.

Community and Economic Development Director, Mike Florence, said PUDs have been allowed in the City since 1999. The intent of the PUD ordinance was to allow flexibility in the subdivision code so the City could promote more infill housing within the City and through PUDs a lot of housing has come to the City. He gave the Council a handout that showed how many PUDs have been added to the City since 2013. A copy is attached to

these minutes and incorporated by this reference. Since 2004 thirty PUDs have been approved, eighteen single family, eleven townhomes and two condominium projects. For single family PUDs two car garages are required and a townhome PUD requires two spaces with one covered space.

Deputy Community and Economic Development Director, Frank Lilly, gave the Council a handout with PUD comparison from various cities. A copy is attached to these minutes and incorporated by this reference. He said that some cities have taken over private road through a petition to the City and some require a third-party inspector to evaluate the road before signing off on the petition. The cities that don't allow PUDs may have a subdivision standard that allows smaller lots under circumstances such as being within a certain proximately to a park and other cities only approve smaller lots as part of a master plan much like the Riverfront development in South Salt Lake. He said that South Salt Lake tends to be on the low side of the minimum road width for example a PUD that is fewer than four units can be approved with a twenty foot road, twenty feet is the minimum requirement for a fire truck.

Council Member Kindred asked how many PUDs have been approved at the twenty foot minimum road width.

Mr. Lilly didn't know an exact number but that road width is only for PUDs with three homes or less. Some cities have adopted standards for narrow streets.

City Engineer, Dennis Pay, said the City doesn't have an adopted standard but tries to follow the standard of the American Association of State Highway and Transportation Official and their given recommendation on cul-de-sacs. He said the road is not the only structure to be concerned about but also everything that is underneath. The City puts in a master meter somewhere near the entrance of the PUD and a bill is sent to the homeowners association.

Council Member Kindred asked if the City has ever taken over a private road.

Mr. Pay said not that he is aware of.

Council Member Kindred asked if South Salt Lake could take over a private road.

Mr. Lilly said there is nothing in the City code that allows the City to take over private roads.

Council Member Beverly asked if there could be a development agreement before a PUD is approved to make sure the road in a PUD is being built to City standards.

Mr. Lilly said yes, there are many cities that sign development agreements with developers and this could be done in South Salt Lake with a zone change in the area where a PUD is being built or the Council and staff could come up with a road standard that is set.

Mr. Pay thinks setting a road standard is the best route to go.

Mr. Lilly said the City could do the same thing that Murray City did and not allow private roads.

Council Member Kindred would like to know what the Council thoughts are on this subject. He likes the idea of no longer allowing private roads so there are no issues.

Council Chair Pender asked what would happen with the existing private roads and if at some point if the City takes over a private road how would that be handled. Some of the roads are not accessible for street equipment and that could become an expense to the City and wonders if the City will have to purchase new street equipment to fit down the street.

Mr. Pay said the biggest issue would be with the snow plows. The twenty foot roads have three or four houses and those streets are comparable to a long driveway and the City could take a smaller piece of equipment on those roads. This is something that would have to be looked at on a case by case basis and an application process would have to be in place if the City was to take over those roads. Maintenance may be a challenge on some of these smaller roads.

Mr. Lilly agreed that there should be a public process put in place and should be clarified with an ordinance.

Council Member Siwik doesn't want to eliminate private roads because he doesn't want the City to have to take over responsibility.

Mr. Pay said one of thing to consider is not just the width of the roadways but also how they are constructed.

Mr. Lilly said the best idea he heard was that any deferred maintenance on the road be complete before the City assumes the road and that way the City is not inheriting a problem.

Council Member Kindred asked how many PUD roads that have been approved since 2013 have a private road.

Mr. Florence said Terra Sol PUD is a public street and there are two public streets in the Riverfront area.

Council Member Kindred would like to work towards a road standard put in place and he would like a process put in place for if a private road wants to go public.

Mr. Lilly said larger PUDs are getting more and more limited and the City will mostly have smaller PUDs that will only have three or four homes and if a road standard larger than twenty feet is adopted it may affect some of these smaller PUDs.

Council Member Siwik suggested that the road width could be based on the number of units.

Mr. Lilly said that standard is in place.

Council Member Siwik said he would like to see a road being public or private being optional.

Mr. Lilly said they would look into this further and bring this item back at a later date.

Council Member Siwik suggested moving items four and five on the agenda to a later date due to the amount of time left in the meeting.

2. **Envision Utah Presentation.** Hart Crompton, planner for Envision Utah, said that Envision Utah has been asked by Salt Lake County to make a presentation to surrounding municipalities about growth and how it will affect Utah's future. A copy is attached to these minutes and incorporated by this reference.

Council Member Kindred asked what the Council can do to help Envision Utah with their goal.

Mr. Crompton said when looking at new development or redevelopment there will be less land, more people and the cost of living is rising so taking steps to help with those things will ensure the community to thrive and grow going forward. South Salt Lake is one of the best cities in terms of preparing for future.

Council Member Kindred asked for an example that sets South Salt Lake apart from other cities.

Mr. Crompton said public transportation is a large part of it and the amount of multi-family units in the City.

Council Member Siwik asked what Mr. Crompton thought about the conversation on PUD and private roads.

Mr. Crompton suggested that when discussing roads the Council should consider pedestrians and not just cars.

Mr. Florence said that South Salt Lake Downtown area is considered one of the centers because of transit and possibilities of redevelopment. The City worked with Envision Utah on the Downtown master plan. The City just received a quality growth award from Envision Utah for the work done along the street car line.

Mr. Crompton added that planners from Omaha, NE came to South Salt Lake to get ideas on what can be done in their City.

Council Member Kindred said he spoke to the gentleman that runs Green Bike and he would like to put a station in South Salt Lake.

3. **Updating Council Rules Discussion.** This item was discussed in the Regular Council meeting and was moved to Unfinished Business for September 6, 2017.
4. **Bidding Professional Services Discussion.** This item was moved to a future work meeting.
5. **Severance Package Discussion.** This item was moved to a future work meeting.

The meeting adjourned at 6:56 p.m.



Ben Pender, Council Chair



Craig D. Burton, City Recorder

Year	Address	Unit Type	# Single Family	#Townhomes
<u>2013</u>				
Bungalows on 2700	337 E. 2700 S.	Single Family	3	
Carlisle Place	3700 S 700 W	Townhomes		57
<u>2014</u>				
3030 Townhomes	137 W. 3030 S.	Townhomes		6
Terra Sol	3545 S. 500 E.	Single Family/Townhome	40	20
Majestic Elms	3656 S. 200 E.	Townhomes		10
<u>2015</u>				
Garden Avenue	570 E. Garden Ave	Single Family	4	
Riverfront Phase 1	3744 S. 900 W.	Single Family	57	
<u>2016</u>				
S-Line Townhomes	2255 S. 400 E.	Townhomes		32
Harper Lane	3705 S. 500 E.	Single Family	3	
<u>2017</u>				
50 W. Townhomes	3200 S. Richard Street	Townhomes		20
Riverfront Phase 2	3676 S. 900 W.	Single Family	70	
<u>Total</u>			177	145



Planned Unit Development Policies by Municipality – 23 August 2017
South Salt Lake Community and Economic Development

City	Allow PUD?	Allow Private Roads?	Minimum Width	Notes
American Fork	Yes	Yes	26' pavement width.	New standards will require private roads to match public street specifications.
Bluffdale	No	Yes	27' pavement width.	Infill overlay zone is used to approve modifications, such as setback variations.
Cottonwood Heights	Yes	Yes	26' pavement width.	Planned Development District exists along major corridors – district specific standards can override zoning.
Herriman	Yes	Yes	28' pavement width.	Most of the time, SF developments do have public road.
Logan	No	Yes		Private roads must meet public standards.
Hurricane	Yes	Yes		City Council must approve private roads. Private roads must meet public road standards.
Midvale	Yes	Yes	20' pavement width.	Master Planned Development. Created private road width standard, but not the approved specification.
Murray	Yes	No	25' pavement width.	Adopted standard for narrow roads and hammerhead turnarounds.
Salt Lake City	Yes	Yes – with specific planning commission approval		
Salt Lake County	Yes	Yes	20' pavement width.	
Sandy	Yes	Yes	27' pavement width.	Utility easement benefiting Sandy City required over private street. PUDs are a separate zone in Sandy. Private roads are discouraged. We have adopted a private road standard that matches public roads. Private roads can be included in lot area – making a private road public would create a nonconforming lot.

Planned Unit Development Policies by Municipality – 23 August 2017
South Salt Lake Community and Economic Development

City	Allow PUD?	Allow Private Roads?	Minimum Width	Notes
Saratoga Springs	No	No – for single-family. Yes – for multifamily lots.	28' pavement width.	Formerly had an overlay zone. PUDs were recently removed from the City ordinance. Replaced with provisions to allow lot size reductions given certain conditions. Private street cross-sections adopted
South Jordan	Yes	Yes	28' road – City Engineer can modify standards. We have approved narrower roads.	PUD's require a zone overlay. Public roads preferred. City Council has assumed private roads in the past.
Taylorsville	Yes	Yes	26' pavement width, 51' ROW	Similar experience to South Salt Lake, with many substandard roads. There's a policy to assume roads, as long as they meet standards. Private streets must meet public street standard.
West Valley City	Yes	Yes	26' pavement width.	New minimum lot size of 10,000 sf. (8,000 sf for infill). Third party inspector verifies compliance with city standards. This requirement is stipulated in a development agreement.

Takeaways:

- 1. Most of the cities that allow PUDs require private roads to meet public road standards for construction specifications and road cross-sections – so that if a city is required to take over a private road, it knows what it is getting. These cities tend to have adopted standards for private roads.**
- 2. Some cities allow PUDs but require all roads to be public.**
- 3. Those cities that no longer allow PUDs have either a small lot subdivision standard that allows for smaller lots under certain circumstances, approve smaller lots as part of a master plan (like Riverfront), or they impose a minimum lot size without exception.**
- 4. Cities have been asked to assume private roads. Hurricane, Midvale, and South Jordan have taken them over. West Valley City requires a third party inspection of the road before final sign-off. Hurricane and South Jordan require that any deferred maintenance on the road be complete before the City assumes the road.**