

## **Planned Development Application**

825 W Hoyt Place & 826 W 200 N (Rear), Salt Lake City, UT 84104

Parcel IDs: 08-35-406-022-0000; 08-35-426-002-0000



### **Project Description**

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PDG Hoyt Place is set to develop 12 attached single-family homes across two SR-3 zoned parcels totaling 0.42 acres (18,428 square feet). Currently, the site is vacant. The proposed development will feature a double-loaded drive aisle accessed from Hoyt Place. The two-story townhomes will feature thoughtfully designed 2-bedroom, 2-bathroom layouts, each equipped with a two-car garage, offering an enhanced product to the residents. Front door access for each unit will be provided via a 8-foot-wide walkway from Hoyt Place. The project seeks two variances from City code for SR-3 parcels: a rear yard setback of 15 feet instead of the required 30 feet and an exemption for lots without street frontage as mandated by code. This development aims to introduce "missing-middle" housing, bridging the gap between large multi-family complexes and single-family homes while adhering to the SR-3 zone's density requirements. Also, by creating lots without street frontage, we can promote individual home ownership, allowing for more efficient land use while giving residents the opportunity to own their homes within a thoughtfully planned community. The site's proximity to transit in the North Temple Corridor, its environmentally conscious features, and its alignment with City Planning documents address the ongoing multi-year housing crisis.

### **Planned Development Information**

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The proposed project aligns with the goals and objectives outlined in Planned Developments 21A.55.010. It meets the criteria outlined in subsections C.2., D.2., E.1., and F of the ordinance, which specify that planned developments can qualify by introducing housing types that are not prevalent in the area, enhancing connectivity with interior block connections, integrating sustainability features, and supporting the city's master plan. We are

confident that this development fulfills all these requirements.

City Code 21A.55.010, subsection C.2., qualifies planned developments that contribute to the city's housing goals and policies. Specifically, it emphasizes developments that introduce housing types not currently common in the area while aligning with the scale of existing neighborhoods. PDG Hoyt Place addresses this requirement by offering "missing middle" townhomes in a region predominantly characterized by large apartment complexes to the south and single-family homes to the north. Moreover, plans for the site will be of a scale and intensity that are appropriate for the area and will not impose on neighboring parcels. The proposed reduced rear yard setback will enable the inclusion of additional attainable "missing middle" units suitable for families, while still meeting the zone's density requirements. Situated next to vacant SR-3-zoned parcels and the rear yards of R-1-7000-zoned properties, the project benefits from the significant separation provided by the deep rear yards in the R-1-7000 zone. Consequently, the project enhances compliance by delivering more family-friendly housing units than would be possible with strict adherence to the code.

City Code 21A.55.010, subsection D.2., qualifies improvements that enhance mobility by promoting alternatives to automobile transportation. This proposed project is strategically located within a 0.4-mile walk of North Temple's major transit boulevard, including the Jackson/Euclid UTA TRAX station (just 0.25 miles away as per the North Temple Boulevard Plan), and several bus lines. Additionally, it is within walking distance of a grocery store and less than a mile from the Jordan River Trail. This location enables future residents to navigate the community efficiently without relying on a car, thereby encouraging greater neighborhood engagement. The larger garage sizes will also support bike storage, reducing local traffic. Being within a quarter-mile radius of a light-rail station, the area is primed for increased residential density to enhance transit use. Currently, the number of dwelling units per acre in the area is significantly below the level recommended to support mass transit, making this development particularly effective in meeting the goals of subsection D.2. compared to what would be achieved with a more restrictive application of the code.

City Code 21A.55.010, subsection E.1., supports improvements that enhance a project's environmental sustainability. The construction will use high-quality materials and insulation to further improve energy performance. The landscaping will feature drought-resistant, high-quality plants to ensure sustainable maintenance. Together, these elements indicate that this planned development will exceed the environmental sustainability goals compared to what would be achieved with a stricter adherence to the SR-3 code.

City code 21A.55.010 subsection F, addresses ways in which a project can help implement an adopted master plan. The proposed project assists in the implementation of several city plans, including Plan Salt Lake, Building SLC: A Five Year Housing Plan, the Northwest Community Master Plan and the North Temple Boulevard Plan. The project possible under the planned development will provide superior adherence to these plans compared to the project possible under strict adherence to SR-3.

**Plan Salt Lake**, the citywide master plan, aligns well with the proposed development through several guiding principles. Under the neighborhood principle, initiatives 3, 5, 9, and 12 are relevant, as the project offers a secure and convenient setting that fosters community interaction and supports nearby Westside business nodes. The low-maintenance townhomes will also allow residents to age in place within their community.

In terms of the growth principle, initiatives 1, 3, 6, and 8 are addressed by the development's focus on infilling underutilized land near existing resources. This unique land use will make effective use of available infrastructure and amenities, including transit options, thereby promoting population growth and supporting a healthy lifestyle through access to nutritious food and recreational opportunities.

Regarding the housing principle, the project aligns with initiatives 2, 3, 4, and 5 by providing medium-density housing that is accessible to individuals at various stages of life, including those wishing to remain in their neighborhood as they age. The area's infrastructure can accommodate this moderate density increase, which is

necessary given the current housing shortage and the fact that the parcels are vacant.

Finally, the project supports initiatives 4 and 7 of the transportation and mobility principle by incorporating elements of transit-oriented development (TOD), even though it is not explicitly zoned as such. This approach will minimize residents' reliance on automobiles for many of their trips, thereby advancing the goals of improved transportation and mobility.

The proposed project aligns well with the objectives outlined in **Growing SLC: A 5 Year Housing Plan**, particularly in Goals 1.1.1., 1.1.2., and 3.3.1. These goals emphasize the need for flexible zoning along major transit routes, expanding the variety and quantity of housing options, and supporting developments that enable residents to age in place. Situated near a significant transit corridor, this development will enhance the neighborhood by increasing both the number and diversity of housing units. Addressing the recognized shortage of “missing middle” housing, this project will introduce this much-needed housing type. It provides an attainable solution that meets the needs of various demographics, from individuals moving out of their family homes for the first time to those looking to remain in their community as they age. Overall, the project successfully fulfills the goals set by the Growing SLC plan.

**The Northwest Community Master Plan** offers a thorough examination of area development, though it references older zoning codes that are no longer applicable to planned developments. Despite changes in zoning regulations since the plan's creation, this project will still honor the spirit and recommendations of the plan. The proposed site design will be fitting for the neighborhood, with a height restriction of two stories. Hoyt Place, specifically mentioned in the plan, is a street where the City has invested to promote development on vacant lots. By allowing this development with the proposed adjustments, we will be advancing the City's long-term vision for Hoyt Place.

**The North Temple Boulevard Plan** provides an updated vision for the area, emphasizing the need for transit-oriented development (TOD). This document highlights the importance of integrating transit-focused design, sustainability, bicycle amenities, and appropriate density. The planned development aligns with these TOD principles, especially crucial during the current housing crisis. Located on Hoyt within a 0.25-mile radius of the 800 W station, as extensively covered in the plan, this project will infill underdeveloped mid-block lots in a stable area, effectively increasing density around a key transit station. PDG Hoyt Place is set to implement these TOD strategies, supporting the plan's goals.



## Purpose Statement

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**Planned Development Objective:** The proposed planned development meets the objectives outlined in 21A.55.010 subsections C.2., D.2., E.1., and F. A variance is required due to smaller rear yard setbacks than typically mandated in the SR-3 zone. Additionally, we seek relief from street frontage requirements since some units will be accessed from a shared drive aisle rather than directly from Hoyt Place. These adjustments align with the purpose of 21A.55.010 by promoting more efficient land use and achieving a superior outcome compared to a stricter application of the SR-3 code.

**Master Plan Compatibility:** The proposed development aligns with several city plans: 1) Plan Salt Lake, 2) Growing SLC: A 5 Year Housing Plan, 3) The Northwest Community Master Plan, and 4) North Temple Boulevard Plan. By utilizing a currently open space to provide much-needed housing, the project supports community needs and adheres to the goals outlined in these plans. Our team of architects and engineers will ensure the development meets these planning goals while minimizing impacts on neighboring properties through appropriate scale and design.

**Design and Compatibility:** The design of the proposed development will harmonize with the surrounding area. Although the neighborhood features large lots, recent developments have introduced similar townhomes. The adjacent lots 843 & 845 Hoyt Place, also proposed developments, will mesh well with this addition. With these new developments there will be affordable housing for young families near public transportation and next to Mary W. Jackson Elementary School. PDG Hoyt Place will feature higher density than surrounding single-family residences but will be in line with the density of nearby townhomes and the overall neighborhood scale. Additionally, the increased rear yard setbacks from adjacent R-1-7000 zoned properties will enhance buffering and privacy for neighboring residents.

**Landscaping:** The current dirt and weed-covered property will be enhanced with new hard surfaces, including roads and sidewalks. We plan to incorporate drought-tolerant plants and minimal cover materials, creating a more engaging and attractive environment compared to typical SR-3 zone landscaping. We will work with our architectural team to ensure new landscaping contributes positively to the project's sense of place and buffers single-family homes. Post-sale, landscaping maintenance will be managed by an HOA.

**Mobility:** The development will include new paved surfaces for accessing garages and residences, with a drive aisle connecting to Hoyt Place. Its proximity to major City arterial roads and a transit hub will facilitate access, and the design will accommodate emergency services, including fire truck turnarounds. We anticipate that nearby major roads, 900 W and North Temple, will handle the traffic from this development without significantly impacting surrounding traffic conditions.

**Existing Site Features:** The project will involve some earthwork but no demolition, as the site is currently vacant. We do not expect significant impacts on the natural or built environment.

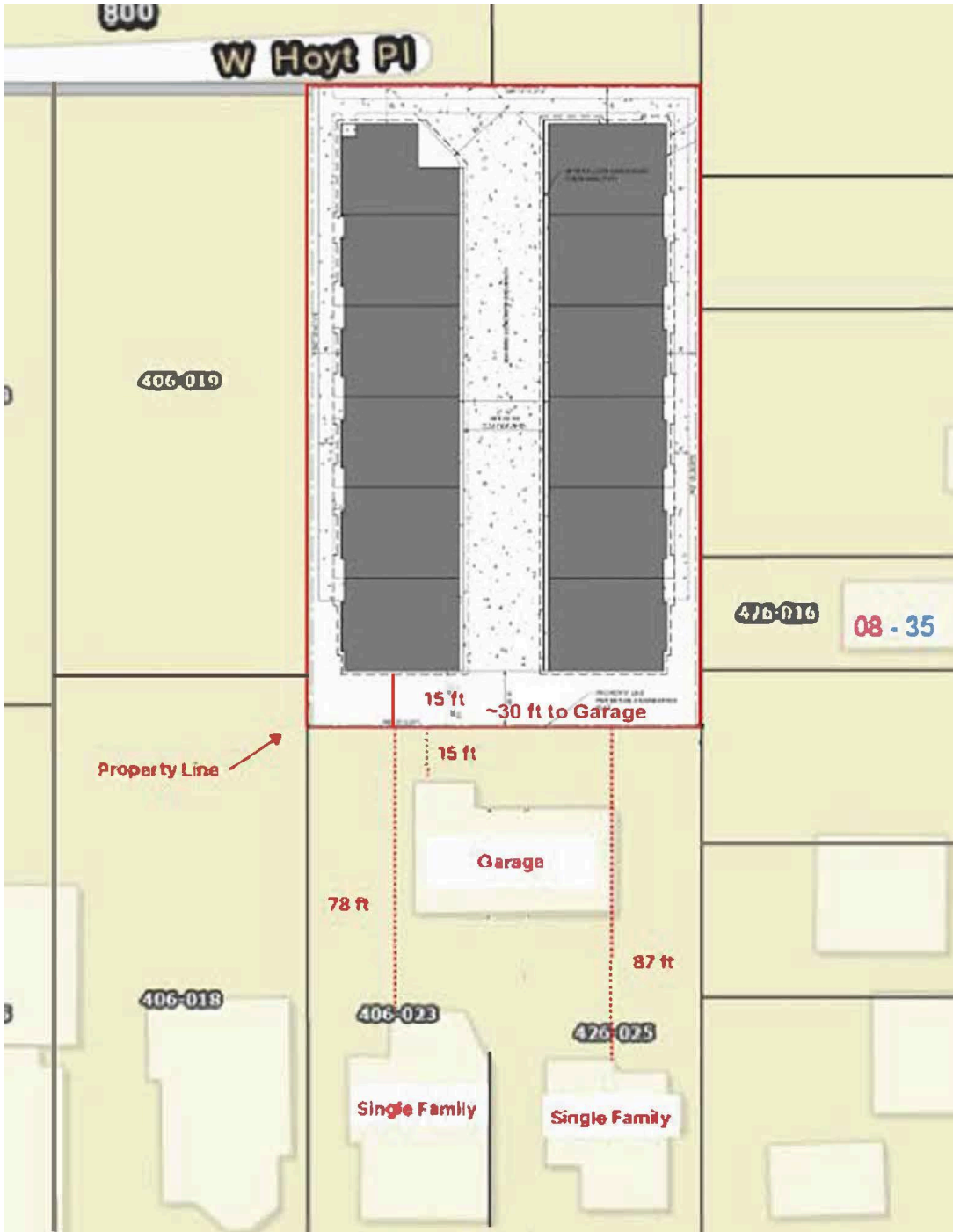
**Utilities:** Existing utilities are expected to meet the needs of the proposed project with only minor modifications. We will coordinate with utility providers to ensure these alterations do not affect neighboring areas.

## SR-3 Zoning Modification Requests

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### 1. Rear yard setback of 15 feet instead of the required 30 feet

Accessory buildings are typically required to be situated at least 10 feet from residential structures on adjacent lots. Our design proposes a setback of 15 feet, which is roughly 30 feet from the garage of the neighboring lot. This increased distance allows for efficient land use while maintaining a respectful buffer between our development and the adjacent residence, ensuring privacy and minimizing any potential impact on neighboring properties.



## 2. Exemption for lots without street frontage

Granting an exemption for lots without street frontage will promote individual home ownership. By allowing the

subdivision of these properties, we can create multiple homes for sale, facilitating access to home ownership for new and young families. This initiative will support the goal of increasing first-time homeownership opportunities, fostering community growth and stability.

### **Long Term Maintenance Plan**

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The project will involve the installation of extensive private infrastructure, including paved surfaces, community open spaces, water and sewer lines, and townhomes. To ensure proper maintenance, we will establish a Homeowners Association (HOA) responsible for managing this infrastructure. The HOA will collect dues from residents and aim to build a healthy reserve fund to address any issues with the private infrastructure as they arise. As we can lock down more accurate construction costing, we plan to record on the condo plat a “notice to purchasers” referencing the LF/SF cost estimate for the maintenance and capital improvements necessary for the common area infrastructure and landscaping such as (but not limited to):

- Sidewalk
- Curb and Gutter
- Concrete Pavement
- Fencing
- Sewer Laterals
- Sewer cleanouts
- Water Laterals
- Irrigation Laterals
- Drainage Systems

We’re eager to embrace the chance to blend preservation with innovation, making this district more efficient to accommodate Salt Lake's growth. We look forward to continuing our collaboration on this proposal.