City Council agenda report: June 8, 2016

Agenda Items: (1) Public Hearing on Zone Change Request from R-1-10/RA to Planned Development Residential on 9.89 acres located at the south end of Gates Lane on the south side of Clary Hills Drive.

(2) Consider a Conditional Use Permit request to use the proposed dwelling units for Short-term Residential Rental units.

(3) Consider approval of density bonus request to exceed 8 d.u./acre.

Applicant: Split Rock Development Group, Patrick Manning & Kyle Hafen , reps
General Plan: Medium Density Residential (MDR)
Acres: 9.89 acres
Project location: South end of Gates Lane on the south side of Clary Hills Drive
Total # of Units: 112 units **including** the " lockout units" which are within a main dwelling unit)
# of Buildings: There are 7 proposed 3-story buildings with 16 units / building.
Density: 112 units on 9.89 acres = 11.3 units / acre

<u>Summary of Changes made since the first PC public hearing held on March 8, 2016</u>

1. **Decreased # of potential dwelling units from 219 to 112, including the 'lockout units'.**
2. **Added additional parking, including 45 spaces along Clary Hills Drive.**
3. **Provided a landscape plan.**
4. **Provided a Traffic Impact Analysis prepared by Sunrise Engineering.**

Purpose for requesting the PD-Residential Zone: To allow for a 112 unit condominium project on 9.89 acres which translates to a density of 11.3 dwelling units per acre including the lockout units which can divide a main or "mother" unit into sub dwelling units. Note that the Density Bonus criteria must be met in order to have a density over 8 units / acre. In addition, the applicant is requesting approval to use the proposed dwelling units for short-term rental purpose, which use is listed in the PD-Residential zone as a Conditional Use.

The lockout units can be sold separately from the rest of the unit, creating a more affordable one or two room unit within the "mother" unit. **The applicant states the maximum number of units including the potential lockout units will not exceed 112 total units, down from the previous request of 219 potential total units including the lockout units.**

Recent Zoning History on Property: The property has been previously zoned PD-Residential for higher density use. In Sept / October 2006 the City rezoned the property (62.9 acres total) from Residential-Agricultural to PD-Residential for the then proposed Sun Ridge development.

Due to the recession which affected the nation beginning in late 2006 the Sun Ridge development was not built. In September 2014 the property was rezoned at the property owners request from PD-Residential back to single-family R-1-10/RA, which is the present zoning on the property.

Parking: The base requirement is 2 parking spaces per unit, and the applicant proposes a parking ratio of 2.26 spaces per unit, which includes 45 on-street parking spaces on Clary Hills Drive which will require additional street right-of-way, **as on-street parking does not count toward meeting the minimum parking requirement**. This equates to a total of 254 parking spaces for 112 dwelling units. The additional parking spaces will be used for guest parking. The goal is to set a parking requirement that meets the typical of average demand. Neither excess parking or inadequate parking is desired**. Staff recommends an initial parking requirement of 2.26 spaces per dwelling unit as proposed by applicant for the first phase of the project (ie, 1-2 buildings) and then based on actual parking demand adjust the parking requirement for the future phases as needed, either increased parking or a parking reduction.** The site plan shows 27 underground parking spaces within each building's basement parking garage. Seven buildings X 27 parking spaces = 189 total spaces within the basement parking areas. In addition to the basement parking garages, the site plan shows two surface parking lots with 22 spaces, **and 45 on street parallel spaces on Clary Hills Drive** for a total of 254 identified parking spaces in the plan submittal. Note that the on-street parking is subject to further review and may not be permitted unless additional road width is provided.

Short-term Rental Use / Conditional Use Permit Request: The main requirements in the zoning code for short-term rentals are 1) the property owners written approval that short-term use is proposed, 2) that a local Property Management company is managing the property, 3) that recreational amenities are provided for guest use sufficient for the size of the project, and 4) the project obtains a city business license for the short-term rental use, and pays the required transient room taxes. The PC must determine if the proposed amenities are adequate for the size of the project.
The amenities proposed for the project include a clubhouse and 2 swimming pools with a "lazy river" located above the pools.

Density & Density Bonus criteria: The project proposes 112 dwelling units in seven 16-plexes on 9.89 acres which equals a density of 11.3 d.u.'s / acre (including the lockout units).

Density Bonus criteria: The proposed building design incorporates balconies/decks with landscaping, varied roof lines and other features which provide architectural interest. The exterior materials appear to be stone / masonry with significant portions of windows. All four sides appear to be finished with similar materials. A landscape plan has been provided which shows a variety of trees, shrubs and various grasses and other ground covers around the building(s). The project amenities include a clubhouse, 2 pools and a lazy river according to the concept site plan. Based on the concept plans provided it appears the project merits the criteria for a density bonus.

Building Height: The Zoning code state the height limit is 35' or as approved by the City Council upon considering the PC's recommendation. The applicants have not provided a detailed building elevation to determine the building height, but have stated that the proposed building height will not exceed 35'.

Common Open Space: The Zoning code requires a minimum of 30% of the project area to be in useable open space. A landscape plan has been provided as part of the PD-Residential zone submittal requirements. The landscape plan and site plan show that at least 30% or more of the site is in landscaped open space.

Traffic Concerns: At the public hearing held on March 8, 2016 many residents expressed concern about the traffic impacts which the project would generate. Sunrise Engineering prepared a "Level of Service Analysis" for the proposed Sycamore Condominium project dated April 19, 2016. The study evaluated two different levels of development activity; a 70 unit project and a 300 unit project which could include the proposed 112 Sycamore Condo project plus anticipate another 188 housing units on surrounding vacant land which could contribute to traffic on Gates Lane and at the intersection with Santa Clara Drive. The comments below will only address the analysis done for a 300 units which includes the proposed Sycamore Condominiums along with other potential housing development along Clary Hills Drive and Gates Lane.

1. The existing level of service at the intersection of Gates Lane and Santa Clara Drive is LOS 'A'. With an additional 300 dwelling units in the subject area the LOS remains at 'A'. This assumes the current stop signs remain and the intersection is not signalized.
2. Average delay at the intersection at the PM peak period (5-6pm) increases from 0.9 seconds to 3.0 seconds with the additional units.
3. The intersection capacity utilization for the PM peak period increases from 39.8% to 47.4% with the project.
4. Sunrise Engineering concludes "that the level of service remains essentially the same during the peak periods studied'. (ie, existing LOS and with the proposed project)

Based on the Santa Clara City Master Transportation Plan and Impact Fee Analysis, traffic on Santa Clara Drive near Gates Lane is expected to increase from 10,000 cars per day in 2012 to 15,000 cars per day by 2025. The traffic increase is due mainly to the expected growth to occur in the area west of central Santa Clara, including the Ivins, Kayenta, and Gunlock areas. The proposed project will have a relatively small impact on Santa Clara Drive traffic when compared to overall projected growth on Santa Clara Drive.

Second Bridge / Crossing of the Santa Clara River: To meet the Fire Code standards and for overall public safety concerns, the City recognizes that a second access over the Santa Clara River is needed, in addition to the Gates Lane Bridge. Within the Impact Fee Facilities Study is the plan for a "low flow river crossing" at the end of Chapel Street. South of the Santa Clara River, the plan is to connect Chapel Street to Clary Hills Drive and connect to Gates Lane. This

access would provide the needed second access to developments on the south side of the River.

PC Action: The PC recommends approval of the rezone to PD-Residential, approval of a Conditional Use Permit to allow the units to be used for short-term residential rentals, and also recommends approval of a density bonus to allow up to 11.3 units /acre as presented in the building elevation drawing and according to the site plan. The PC spent over two hours hearing from many residents in the area with most opposed to the project but with a few expressing support for the development. The main concern expressed by residents was their opinion that the project wasn't compatible with single family homes located in the Hills subdivision (subdivision to the west), and some concerns about traffic, although the Traffic Analysis projects few traffic impacts from the development (LOS 'A' at intersection of SC Drive and Gates Lane even with the project). The PC vote was 5-1 in favor of the project.