

Developments evaluated for SPBAC Review and Comment – 4/23 Subcommittee Mtg

Notes

PROJECT	Location/Brief Description	Subcommittee Recommendations to Full SPBAC	Full Committee Action/Date	Potential Ped-Bike issues with this project (original subcommittee discussion notes)	Potential code issues raised (original subcommittee discussion)
PSPR25-0003 Farmin Flats Building 1	Church St. downtown, two commercial spaces; many small living units without vehicular parking, thus making walk/bike essential.	Request developer ensure full, well lit, pedestrian access to living units from front sidewalk. For Phase 1 specifically, consider pedestrian access from sidewalk not through the commercial area. Access needs to be and to feel safe day and night. -Bike parking: inside the building, first floor, lockable to building, easily accessible with an outside entry and inside entry. Separate from trash. 1 space per living unit (many people without cars have multiple bikes), and 1 in 5 spaces extra wide to accommodate e-bikes. Consider extra lockers or storage and wide enough doorway entry/access for paniers, baskets, and bike trailers.		Pedestrian access from sidewalk on Phase 1 building is through commercial space. Only when a business is open? Otherwise, have to enter from alley which can be dark and muddy. Will there be adequate (but not garish) lighting for pedestrians in the "canyon" between the two buildings? Will there be secure bike parking required in the interior trash area or under stairs of Phase 1 building, like in Phase 2 plans? How many bike parking spaces? Is the exterior bike parking currently visible outside Phase 1 building just for customers/visitors of commercial space?	We can't locate a requirement for bike parking in a development such as this (bike parking is currently tied to parking lot requirements). Nor a requirement that pedestrians have unfettered access to their dwellings from sidewalk.
PSPR25-0005 Farmin Flats Building 2					
Brewery on North Boyer	Adding a 2nd industrial building to a 2008 project.	5th document is original "N Boyer Building Permit Review." It has a full paragraph on "Sidewalks" (Page 3, section 5) which spells out sidewalk requirement and the previous PAC's recommendations for ped access. Since this project seems to be continuing off 2008 approvals and plans, we would like to see this paragraph implemented at this time.		Current activity on the plans is not indicating that sidewalk requirement is being upheld. A sidewalk requirement is visible in original 2008 permit review. We would like to see that upheld now that the project is continuing.	West side of N. Boyer is seeing neglect in sidewalk construction (city accepting "in lieu funds" instead). In lieu funds are allowed by code, but we are not certain it is the preferable option. Full pathway/sidewalk was a high priority of city council for at least a decade. Will explore.
PSPR24-0003 Boyer Meadows Industrial Park	Mountain View Dr. off N. Boyer; a number of industrial/commercial spaces in a series of buildings. First phase.	Recommend inclusion of bike parking in plans.		Where is bike parking? This plan has more than 20 cars, though non-contiguous Maybe require that bike parking be shown for approval? Convenient to each building?	Bike parking is required if a nonresident lot holds more than 20 cars. Is that adequate?
PSPR24-0001 Milbrath Multi-Family	Lake St. and Florence Ave.; three buildings, one with 5 townhouse units, 2 duplexes. On the Dover Bike Path and highway 2.	Ensure robust buffer to bike path from shared driveway, with a paved walk/bike entry to/from the bike path from each unit and the driveway. It appears trash area is located adjacent to pathway, and it needs to be moved or well buffered. Need to show doorway connections to frontage street sidewalks -- each unit in building 3 has only driveway and pathway access. Make the latter access robust and direct. Why is sidewalk at S end of Florence connection right on the curb? Snow storage will be a problem and restrict access to bike path. (Pp. 9, 10) Minimize driveway width on Florence for traffic calming. Add amber LED lights at intersections for better visibility, reduced glare, and Dark Sky compliance.		Proposed shared driveway in center of development: ensure robust buffer to bike path, with a paved walk/bike entry to/from the bike path. It appears trash area is located adjacent to pathway (city staff have already remarked on this and tagged for redesign and resubmit in Nov 2024 - see document "Initial Review Comments"). Need to show doorway connections to frontage street sidewalks. E unit in building 3 has only driveway and pathway access. Make the latter robust and direct. Why is sidewalk at S end of Florence connection right on the curb? Snow storage will be a problem there and restrict access to bike path. (Pp. 9, 10) Minimize driveway width on Florence for traffic calming. When walking this area, there are currently no street lights at the intersections.	
CODE AMENDMENT					
Amendments to City Code 10-2-3-D ar	Proposed plan amendment by city regarding sidewalks and small plats.	Holding recommendations while drafting continues (our current understanding of project - Brandon can advise at mtg). First version was already presented to P&Z and approved, could go before council at any time? We would greatly appreciate having a presentation of this at the general committee.		This is a proposed code amendment to the requirement that short plats be required to provide infrastructure improvements, including sidewalks. We want to understand and have opportunity to comment on this.	May result in more spotty sidewalk (or no sidewalk at all in certain neighborhoods). Even isolated chunks of sidewalk get used! Also, hard to retrofit sidewalk after landscaping has happened.