



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

Planning and Community Development Department

AGENDA ITEM:

Case No: P 23-05
Proposal: Final review of replat
Applicant: Sitka Community Land Trust (SCLT)
Owner: SCLT
Location: 1342-1414 Halibut Point Road
Legal: Lots 1-8 and Lot 10 Su's Heeni Shaak Subdivision
Zone: R-2 - Multifamily Residential District
Size: 83,302 SF
Parcel IDs: 1-4709-001 through 1-4709-010
Existing Use: Residential/ Vacant
Adjacent Use: Residential/ Veterinary Hospital
Utilities: Existing (Halibut Point Road and Mills Street)
Access: Halibut Point Road

KEY POINTS AND CONCERNS:

- Replat to address site topography
- Existing houses under construction on Lot 2 at 1350 Halibut Point Road and on Lot 7 1346 Halibut Point Road
- Proposed changes include a boundary line adjustment, rearrangement of parking areas, redesignating a lot from a home site to a communal area and add an additional lot for a home site, redesignate lot orientations, and adjustments to easements.

ATTACHMENTS:

Attachment A: Aerial
Attachment B: Current Plat
Attachment C: Proposed Plat
Attachment D: Parking Plan
Attachment E: Photos
Attachment F: Applicant Materials

BACKGROUND & PROJECT DESCRIPTION

SCLT is proposing a replat of their planned unit development (PUD), the second phase of their housing development on Halibut Point Road which was approved by the Planning Commission and Assembly last year under case file P 22-02. This subdivision resulted in 7 lots for single-family homes with an access easement in the center of the lots, a large lot for a future multifamily development, and open/communal space. They are proposing the following changes:

- Adjust the boundary line between Lot 10 (lot reserved for the multifamily development) and the unsubdivided remainder of Lot 8 due to the proximity of the overhead power lines.
- Relocate parking spaces due to the boundary line adjustment between Lots 8 and 10. The applicants have submitted a new parking plan that provides 23 readily available parking spaces for the entire neighborhood. Phase I carries a requirement of 1.5 spaces/dwelling unit, for a total of 11 spaces. If that same parking requirement is applied to this replat, then the 23 spaces are sufficient. In the case that parking requirements for Phase II are not lowered from 2 spaces/dwelling unit to 1.5, a total of 25 parking spaces will be needed. The applicant has identified three potential additional spaces (for a total of 26), however those three additional spaces are not ideal due to the need for tandem parking and other space constraints.
- Move the community area from the unsubdivided east side of Lot 8 to Lot 1 to provide space for parking. Lot 1 has extensive grade changes and easements making it challenging to fit a house on the property.
- Subdivide Lot 5 into two lots to maintain seven sites for single-family homes in the subdivision.
 - This lot is the largest in the Phase II subdivision and easiest to access given its grade and proximity to parking, making it an ideal candidate for subdivision.
 - The resulting lots are 2,211 sq net (Lot 5A) and 1,973 sq net (Lot 5B). These are of similar size to lots in the Phase I development.
- Adjust the central access easement. It was envisioned that these lots would have their frontage along the central access easement as designed in Phase I. However, given the elevation and resultant grading level for the access easement, it is not practicable for these lots to be accessed for daily use along the central easement. Instead of the 20' central access easement equally straddling all seven lots, the applicant requests that the downhill lots (5, 6, and 7) have 8' of easement, and the uphill lots have 12' of easement. The easement will also be widened in front of Lots 2 and 3 to accommodate an access ramp and stairs. This would require some minor shifting of property pins. It has been verified that all installed utilities are still contained within the easement. This would also decrease setbacks along this line from 10' to 8' for Lots 5, 6, and 7.
- Change in lot orientations and setbacks. With the elevation changes, the front of certain lots has been reoriented to better match how residents will access their homes. The setbacks have been adjusted as follows:
 - No changes to Lots 1A – 4A: 10' fronts, 5' sides, 0' rears.

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- SU'S HILL
 SHAAK SO
- 38.22' 20'
 8' side setback
 S68°08'E
- LOT 2426 5B SF
 1973 SF NET
- 5' front setback
 5' side setbacks
 5' rear setback
 8' side setback
- S23°59'30"W
 S68°58'E
 S24°01'28"W
 S76°08'02"E
 78.20'
 10'
 57.43'
- LOT 2211 5A SF
- PARKING
- 24' 16.5'

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ANALYSIS

Site: A significant portion of the area has varying topography. SCLT has developed different elevation levels to address the grade changes. Central parking is at level 1, lower bench homes and west parking is at level 2, the access and utility easement is at level 3, and the upper bench of homes at level 4.

Utilities: Utilities are available from Halibut Point Road and have already been installed.

Access, Roads, Transportation, and Mobility: Access will be available from Halibut Point Road. A large, U-shaped driveway is provided on the road frontage to facilitate easier ingress/egress. This is also where trash will be collected. By changing the orientation of lots, houses on lots 5-7 should be more easily accessible. The widening of the central access easement also affords space for stairs and ramp, improving accessibility and mobility. The redesignation of the utility easement running from Mills Street to HPR opens the opportunity for a neighborhood connector trail, improving accessibility to educational and assets in the area.

Public Health, Safety, and Welfare: Lots are accessible to emergency services, and no hazards resulting from the replat were identified.

Orderly and Efficient Layout and Development: This proposal aims to maximize use of the area in light of the topography challenges and meet the needs of prospective neighborhood residents.

Comprehensive Plan: Complies with Comprehensive Plan Section on Housing H.1.1e, “Encourage higher density development”, and Land Use Section LU 8.2 “Amend development standards to promote affordable development including increasing height, decreasing minimum lot size and width, establishing lot and structure maximums in specific zones, and reducing parking requirements as appropriate.”

RECOMMENDATION

Staff recommends approval of the final plat of the Su’s Heeni Shaak Subdivision at 1342-1414 Halibut Point Road subject to the attached conditions of approval.

1. “I move to approve the final plat at 1342-1414 Halibut Point Road in the R-2 multifamily residential district subject to the attached conditions of approval. The properties are also known as Lots 1-8 and Lot 10 Su’s Heeni Shaak Subdivision. The request is filed by the Sitka Community Land Trust. The owner of record is the Sitka Community Land Trust.”

Conditions of Approval.

- 1) All utilities, including water, sewer, and electricity shall be required to have an approved permit from the municipality; and all utility permits and design shall comply with all applicable code and design polices including, but not limited to 15.04.100, 15.04.110, 15.04.240, and 15.04.250.

- 2) This subdivision development and the plat, prior to recording, complies with all applicable Sitka General Code.
- 3) As a replat of a Planned Unit Development, the following exceptions to development standards are granted and reflected in the plat notes of the final plat:

Lots 1A, 2A, 3A, and 4A: Lot fronts are the southern boundary lines and have 10' front setbacks, 5' side setbacks, and 0' rear setbacks along the northern boundary lines common to the undeveloped Davidoff Street right-of-way.

Lots 5A and 5B: Lot fronts are the western boundary lines common to Lot 8A and have 5' front setbacks, 5' side setbacks along the boundary line common to Lots 5A and 5B, 8' side setbacks for all other sides, and 5' rear setbacks along the boundary lines common to Lot 6A.

Lots 6A and 7A: Lot fronts are the southern boundary lines and have 8' front setbacks, 5' side setbacks, and 8' rear setbacks along the shared boundary lines with Lots 2A and 3A.

Minimum lot size requirements are waived.

Maximum building coverage for Lots 1A – 7A is increased to 60%.

Parking spaces for Lots 1A – 7A are centralized on Lot 8A and parking requirements have been reduced to 1.5 spaces per dwelling unit for these lots.

- 4) All applicable state, federal, and tribal permits, licenses, regulations, and statutes shall be followed in subdividing this land.
- 5) Easement maintenance agreements for any access and utility easements shall be developed and recorded before final plat recording.
- 6) All easement agreements will be cited via plat notes. The City and Borough of Sitka is a party to all easements.

2. I move to adopt the following findings as listed in the staff report:

- a. The final plat demonstrates the goals and intentions of the planned unit development subdivision designation;
- b. The final plat enables the development of property other than by the strict application of subdivision standards in order to allow for mixed densities and provide a greater level of design features and site amenities;
- c. The final plat provides for more efficient use of land;
- d. The final plat encourages harmonious and coordinated development of the site; and

- e. The final plat design is not injurious to the public health, safety, and welfare and further that the proposed plat notes and conditions of approval protect the harmony of use and the public's health, safety, and welfare.