



Staff Report

**PLANNING DIVISION
COMMUNITY AND NEIGHBORHOODS**

To: Salt Lake City Historic Landmark Commission
From: Caitlyn Tubbs
(385)-315-8115 or Caitlyn.Tubbs@slcgov.com
Date: October 14, 2021
Re: **PLNHLC2021-00567 – Third Avenue Townhomes New Construction**

NEW CONSTRUCTION AND DEMOLITION OF NONCONTRIBUTING BUILDING

PROPERTY ADDRESS: 860 East 3rd Avenue and 868 East 3rd Avenue
PARCEL ID: 09-32-379-001-0000 & 09-32-379-002-0000
HISTORIC DISTRICT: Avenues Local Historic District
ZONING DISTRICT: RMU-35 and H Historic Preservation Overlay District

REQUEST: Oren Hillel, representing the property owner, is requesting a certificate of appropriateness to construct a new six-unit single family attached townhome building at approximately 860 East 3rd Avenue in the place of an existing non-contributing auto service station.

RECOMMENDATION: Upon review of the proposal and the applicable standards and ordinances Staff recommends the Historic Landmark Commission approve the requested Certificate of Appropriateness with the findings listed in this staff report.

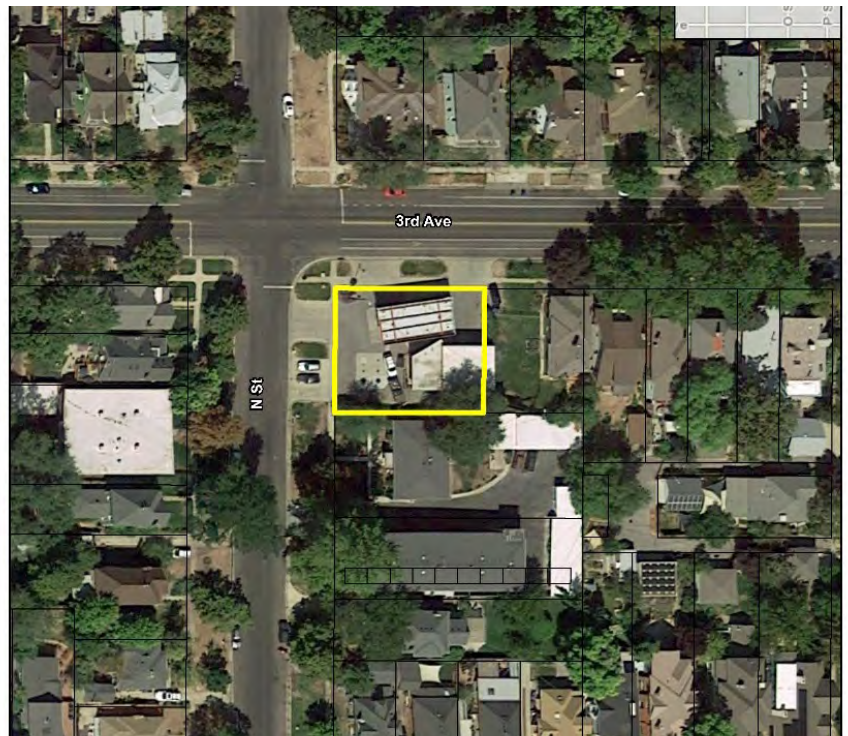


Figure 1: Vicinity map showing subject property where six townhome units are proposed. The existing detached 1904 single family home is located on the lot to the east of the outlined parcel.

PROJECT DESCRIPTION:

The Applicant has proposed the construction of a building with six townhome units. These townhome units will be three stories in height and each will have a two-car rear-loaded garage. There is a 10' landscaped strip between the project driveway and the adjacent property to the south. The subject property currently has an existing abandoned auto service building which was determined to be a non-contributing structure which will be demolished to make way for the proposed building, if approved. The property owner also owns the parcel to the east of the proposed building; this property has an existing detached single-family home which was constructed in 1904. This house is considered contributing to the local historic district and will be preserved as part of this development.

Elevations Visible from 3rd Avenue:

The most prominent face of the building is the northern elevation which fronts along Third Avenue. This is considered the “front” of the building and is the longest street-facing façade. The grading of the site slopes gradually downward toward the western property line. Front patios are provided for each unit and stairs lead from the sidewalk up to the front doors; a longer staircase is needed as the units move westward.



Figure 2: Northern Elevation as viewed from Third Avenue.



Figure 3: Rendering of northern elevation as viewed from Third Avenue.

The eastern façade of the building faces the detached single-family home which is also a component of the overall project. The eastern face of the building includes the same mixture of building materials as well as multiple windows. There will be approximately nine feet (9') of space between the walls of the single family home to the east of this building and the eastern wall, so minimal portions of the ground floor of this façade will be visible. However, the upper stories will be readily visible from Third Avenue.

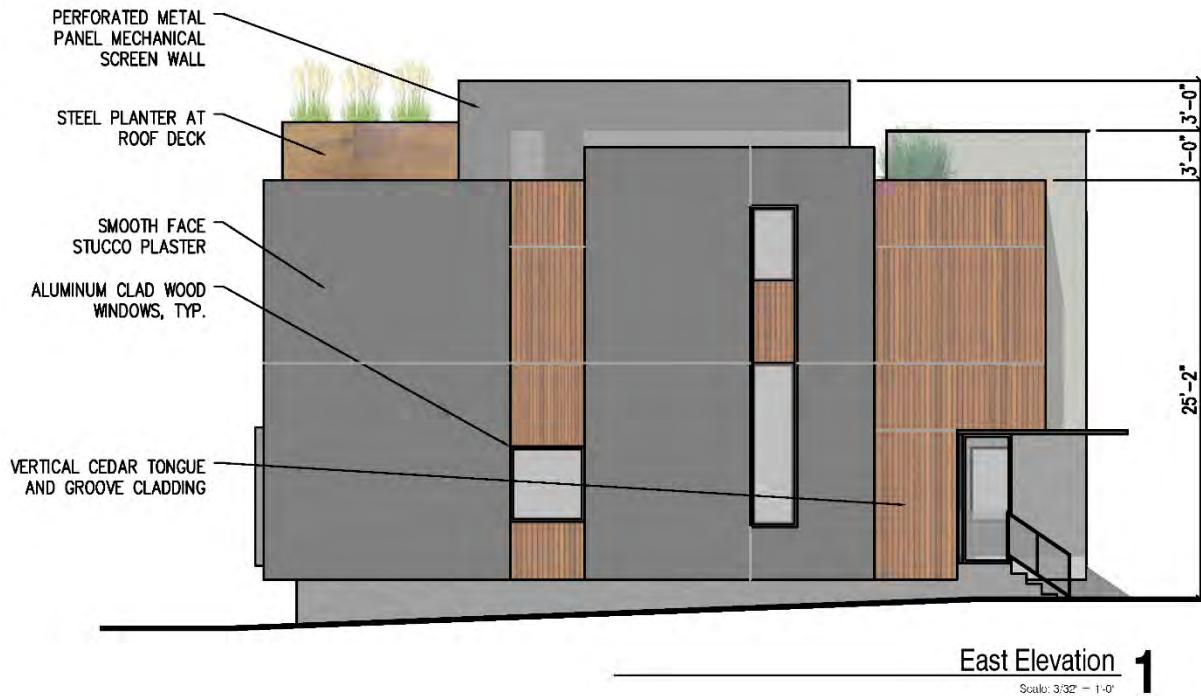


Figure 4: Eastern elevation as viewed from Third Avenue.

Elevations Visible from N Street:

The secondary elevation of the proposed building faces westward to N Street. The Applicant has wrapped the same mix of building materials around the building corner so as to maximize the architectural interest on all street-facing facades. The Applicant has also included a sunk-in sitting area and an at-grade patio along the western wall for the end unit in order to increase the amount of pedestrian engagement at the ground level. There will be a door leading from the basement of the westernmost unit out into the sunk-in area but the remainder of that wall at the ground level houses mechanical equipment in the interior of the dwelling which is not conducive to adding another door onto that building face.



Figure 5: Western Elevation as viewed from N Street.

The rear of the building will be partially visible from N Street. The townhome units are rear-loaded into a two-car garage and the building is set forward to the northern property line to allow adequate room to maneuver vehicles up the driveway and into their respective garages. The Applicant has incorporated the same building materials into the rear of the building as well to provide more architectural interest since this face is also visible from the public right of way.

E: ELEVATIONS



Figure 6: Southern elevation, partially visible from N Street.



Figure 7: Aerial rendering of southwest corner.

BACKGROUND INFORMATION:

The subject properties are located at the southeast corner of the intersection of Third Avenue and N Street in the Avenues Local Historic District. The site consists of an existing auto service station which is no longer in use and a detached single family home to the east which was constructed in 1904 and is considered a contributing structure to the local historic district. The subject properties abut a single family residence to the east and a fourplex to the south, both of which are located in the SR-1A zoning district. Across the street to the north (3rd Avenue) and west (N Street) are other detached single family homes which are also located in the SR-1A zoning district. The subject properties are located in an established neighborhood with mature landscaping and buildings which contribute to the historic atmosphere of the area.

The subject properties were previously zoned CN or Neighborhood Commercial but this zoning was amended to RMU-35 by the City Council (PLNPCM2020-00703). The zoning was amended in order to facilitate the new construction of these townhome units. The Applicant has also amended the lot line (PLNSUB2021-00843) between the 806 East and 868 East properties and relocated it farther east and closer to the single-family home. There will be approximately nine feet (9') between the western wall of the single-family home and the eastern wall of the proposed townhome building. The Applicant also submitted a Minor Alteration request (PLNHLC2021-00612) to request a certificate of appropriateness to repaint the existing painted brick of the detached single-family home and to construct a six foot (6') tall wooden fence in the side yard between the existing home and the proposed building. This request was approved administratively by Staff on July 6th, 2021.

This new construction request was brought to the Historic Landmark Commission on September 2, 2021 for a work session. The Commission provided feedback to the Applicant regarding the building materials, pedestrian engagement, and the rooftop patios for the proposed units. The

Applicant returned to their development team with the Commission’s feedback and provided a revised plan set on September 12th.

Staff has reviewed the updated site plan and architectural drawings of the six townhome units as well as the amended lot lines and has determined both the detached single-family dwelling and the townhomes meet the underlying zoning standards as outlined below:

Zoning Ordinance Standards for Single Family Attached Units in RMU-35 Zoning District:

Standard	Finding	Rationale
Minimum Lot Area and Lot Width: 2,500 square feet and thirty-two feet (32') of street frontage.	Complies	The lot on which the Applicant proposes the six townhome units is 13,612 square feet in size and is 134 feet in width.
Minimum Front Yard Requirements: Minimum of 5' & Maximum of 10'	Complies	The front yard setback is 5'; there are projections as allowed by Table 21A.35.020C for bay windows in the living rooms of the proposed units as well as the front entry ground floor patios.
Corner Side Yard: Four feet (4')	Complies	The proposed building is set 5' from the corner side lot line.
Interior Side Yard: Four feet (4')	Complies	The proposed building is 4' from the eastern property line.
Rear Yard: 25% of Lot Depth but need not be more than twenty feet (20')	Complies	The rear yard setback is 28 feet.
Maximum Building Height: 35 feet.	Complies	The proposed building is 35' in height as measured from grade to the top of the rooftop railing. There is a projection of 3' above the 35' maximum height to screen the rooftop mechanical equipment as allowed by Table 21A.35.020C.
Minimum Open Space: 20% of the lot area shall be maintained as open space. This open space may take the form of landscape yards, plazas and courtyards.	Complies	The Applicant has provided 35% open green space as part of this proposal.

KEY ISSUES AND DISCUSSION:

The key issues listed below have been identified through the analysis of the project, neighbor input and department review comments.

Issue 1: Compliance with Standards of Approval

Section 21A.34.020(H) outlines the standards of approval for new construction in a local historic district. Staff has reviewed the proposal and compared it with the adopted standards of approval.

For the settlement patterns and neighborhood character staff found the building was placed as far forward on the lot as possible with a minimal front setback which is common in the surrounding area. Additionally, the widest portion of the building is located along Third Avenue; although the building is wider than most found in the surrounding neighborhood it is modulated into six individual units so the overall massing of the building is broken down to be less visually intrusive.

The site is easily accessible to pedestrians, cyclists, and vehicles. With the building being placed so closely to the public right of way along Third Avenue the occupants are able to sit and converse with neighbors on the sidewalk. Cyclists have the ability to enter the dwellings via the front door or through the rear-loaded garages. Each of the six townhome units has its own two-car garage which is loaded from a shared driveway at the rear of the building. This driveway is eighteen feet wide and is accessed off of N Street.

The Applicant has not proposed any retaining walls or landscaping features which would require extensive site work. There is an existing gradual slope downward to the west across the entirety of the project site. The stairs up to the front entries of each of the unit increase in height as one moves westward. The Applicant has also not proposed any landscaping structures such as gazebos or arbors or any landscaping lighting.

The proposed building materials include brick veneer, stamped concrete, and wooden accents which are all commonly found in the Avenues Local Historic District. These materials are compatible with the surrounding area and the entirety of the district. The proposed building's form, scale and character mimic existing patterns found in the Avenues Local Historic District. The openings (doors and windows) in a typical structure in the Avenues Local Historic District follow the pattern of thirds which the Applicant has incorporated into the fenestration pattern of the building. The windows and doors are of a style that is uncommon in the Avenues Local Historic District but are in keeping with the proposed building's contemporary architectural style. The majority of structures surrounding the project site have pitched roofs but there is a multi-family structure across N Street to the west which also has a flat roof, similar to the roof proposed on the townhome structure. The Salt Lake City Residential Design Guidelines encourage buildings not to attempt to provide a false sense of history and it is staff's determination that, although the contemporary style of the proposed building is somewhat dissimilar to its immediate neighbors, it is still in keeping with the overall spirit of the guidelines and ordinance.

Issue 2: Street Level Engagement

The Applicant originally included a front entry stoop for each of the units. Following staff feedback that the majority of homes in the Avenues Local Historic District have a front porch large enough to sit and socialize the Applicant decided to add an at-grade sitting patio area for each of the six units. Additionally, the Applicant included a sunk-in sitting area at the northwest corner of the building as well as a second at-grade patio on the western side of the building to further the pedestrian engagement with the project at the ground level. With the inclusion of this additional outdoor space staff has determined the Applicant and his design team have provided a reasonable amount of street level engagement.

NEXT STEPS:

If approved, the applicant may proceed with constructing the project and will be required to obtain all necessary permits. If denied the applicant would not be allowed to construct the six-unit townhome building or the decision of the Historic Landmark Commission could be appealed. The applicant could return to the commission with an updated design in the future as well.

ATTACHMENTS:

- A.** Vicinity Map
- B.** Historic District Map
- C.** Site Photos
- D.** Applicant's Submittal Materials
- E.** New Construction Design Guidelines
- F.** Public Process and Comments
- G.** Department Review Comments

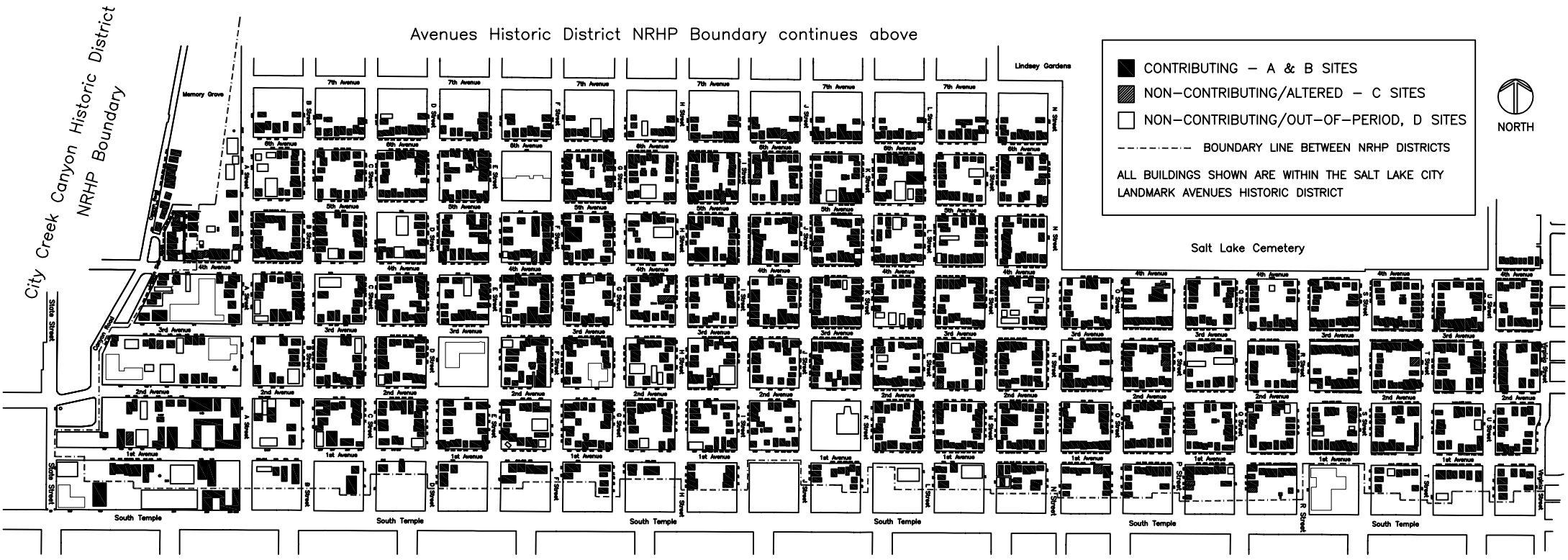
ATTACHMENT A: VICINITY MAP

Vicinity Map



Salt Lake City Planning Division 7/15/2021

ATTACHMENT B: HISTORIC DISTRICT MAP



Avenues Historic District

Salt Lake City, Salt Lake County, Utah

Reconnaissance Level Survey
2007-2008

ATTACHMENT C: SITE PHOTOS



Figure 8: View of existing single family dwelling, to remain



Figure 9: View of existing abandoned service station as viewed from 3rd Avenue.



Figure 10: View of existing service station as viewed from N Street.



Figure 11: View from site looking toward N Street.



Figure 12: View of multifamily building to the south of subject property as viewed from N Street.



Figure 13: View of structures across N Street.



Figure 14: View of structures across 3rd Avenue from subject property.

ATTACHMENT D: APPLICANT'S SUBMITTAL MATERIALS

THIRD AVENUE HOMES |
HISTORIC LANDMARK COMMISSION
APPLICATION FOR NEW CONSTRUCTION
09 SEPTEMBER 2021

REMARC INVESTMENTS |
BLALOCK & PARTNERS
ARCHITECTURAL DESIGN STUDIO

the

AVENUES

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 - Material precedents

1 PROJECT DESCRIPTION: NARRATIVE

PROJECT NARRATIVE

Located at the southeast corner of the intersection at 3rd Avenue and N Street, the two parcels include a Gas Station / Auto Repair Shop (CN Zone) and a single-family residence, with attached vacant lot (SR-1A Zone). The applicant has received city council approval for a rezone of the property to a Residential Mixed-Use zone (RMU-35). The historic single family residence would be restored through renovation and maintained per its original use and intent. The remaining site area would be developed as six (6) single-family attached homes, with pedestrian access from the north and west (3rd Ave and N Street), and dedicated two-car garages accessed from the rear of the property.

There are two goals with this project:

1. To create a for-sale housing solution addressing the City's need for small- and mid-sized developments compatible with the surrounding neighborhood;

2. To create a sensitive design solution that strengthens the neighborhood fabric and restores the streetscape;

The first goal addresses a need for increased housing options in Salt Lake City. These proposed homes will offer three-bedroom options in an established neighborhood setting. The project seeks to help balance the low supply of for-sale residences within the city limits, particularly at the smaller development scale. This "missing-middle" housing dilemma is due, in part, from the rising land costs and the challenges limiting density.

Using input from the GACC, Planning Department, Salt Lake City Council and the HLC, the design has been crafted to implement the project's second goal: a sensitive design solution. A "traditional" front porch configuration and garage access from the rear of the site allow for completing the streetscape with planting and a more pedestrian-focused approach. This development would sensitively enhance this neighborhood corner. The current conditions - asphalt parking lot, Repair Shop, extensive concrete drive lanes, multiple parked cars and traffic - would be replaced with fresh landscaping, a restored sidewalk and pedestrian-first activity, restoring the streetscape and revitalizing the neighborhood energy.

The site development is consistent with zoning standards complying with:

- **Minimum Lot Area:** The layout has been designed with all parking units as rear loaded, with the garages at the rear yard not facing a primary street, with one connection point to N Street. As per RMU-35 standard 21A.24.164 C.1, this allows for no minimum lot area.
- **RMU-35 Setbacks:** The siting provides for 5' minimum front yard and corner yard setbacks, along with 4' for the interior sideyard between lot lines of the historic home and new development (for a total of over 8'). 25% Rear yard setback is achieved.
- **Maximum Building Height:** The project maintains a maximum height of 35'. The development is careful in its siting to reduce height into the grade, as each unit is progressively shorter relative to finish grade as the development works east. Mechanical screen walls extend 3' above the max. building height to visually screen mechanical equipment between units and from the street vantage point, allowable per Table 21A.36.020C.
- **Parking Calculations:** Per Table 21A.44.040-A, Residential Use, single-family (attached) shall be provided with 2 spaces per dwelling unit. Each unit is provided with a 2-car garage at the base level, compliant with the Off Street Parking requirements.
- **Minimum Open space Area and proper Landscape Buffers** are provided.
- **Ground Floor Use, Building Material types** (80% at ground level of street facing facades) and **Glass quantities** (45% between 3'-8' height at ground level of street facing facades, *residential use*) are provided as call for in the Zoning Design Standards (21A.37.050).

The site development is consistent with Standards and Design Guidelines in a Historic District by;

Settlement Pattern & Neighborhood Character

- **Block, Street and Site Patterns, & Lot and Site Patterns:** The development utilizes setbacks and lot widths that are consistent with the existing lot sizes on the block, aligning with standards outlined in sections 12.1 thru 12.5. Additionally, the immediate neighborhood is composed of a combination of Multi-Family unit developments and Single-Family residences. Building heights vary among these existing residences, with many of the Multi-family developments exceeding the height proposed in this new development. Massing is broken down to reinforce the scale and character of surrounding contexts. Front doors are oriented along the primary facade along 3rd Avenue, maintaining lot orientation consistent with the block, with stairways and porches engaging the sidewalk. The design aesthetic wraps around the west facade to engage N street with a walkout patio area, activating the streetscape and providing opportunity for social interaction at the pedestrian level.
- **The Public Realm & Building Placement, Orientation and Use & Site Access, Parking and Services:** The development is designed to enhance the pedestrian experience, locating garage access for each unit in the rear portion of the lot and away from primary street frontages. Each unit is broken down in scale to subdivide the development into individual modules, reinforced by individual porches at each unit along 3rd Ave. along with varying and articulating roof height to differentiate scale. Decks are located along grade level adjacent to the entries to each unit along N Street & 3rd Ave, further activating the pedestrian experience. Additional rooftop access provides useable space as a residential amenity, city views and opportunity for casual engagement between tenants.
- **Site & Building Services & Utilities:** To enhance the perception from street level, rooftop equipment is screened by a metal screen wall and set back from the building perimeter. Rooftop access is gained via roof hatches providing access to an occupiable roof terrace area, planters and potential photovoltaic arrays.
- **Front Yard Landscape:** The development enhances the residential landscape, replacing a site that was once dominated by concrete hardscape with a combination of turf and drought tolerant planting with at grade patio areas. The building engages with the sidewalk providing an open and inviting aesthetic off of both N street and 3rd Avenue. The steepness in grade along the site creates challenges in terms of access to the units, primarily at the westernmost unit, but the design makes efficient use of site area to provide attractive front yard landscaping and occupiable deck space.
- **Building Form & Scale:** The scale of the development relates to the surrounding block, forming an individual unit width that is clearly defined and comparable to the surrounding bungalows, while also forming a balance between the single family and multi-family developments found adjacent to the property and block. The building is purposefully sited into the earth, reducing scale as it transitions west to existing single family residences. The building steps down immediately adjacent to the existing bungalow at the east of property, respecting the lower slung scale. The overall height of the facade relates to the vertexes of gabled roofs along the streetscape as well as respective of the scale multi-family developments around the adjacent block, with several existing developments exceeding the height proposed for this project.
- **Facade Articulation and Proportion:** The composition of the design features an articulated facade that speaks to the individual unit sizes, using the porch and entry canopy to each unit as a central ordering feature, helping to define a human scale. The entry stairway and porch widths take cues from the adjacent bungalows. The facade is broken down in both plan and elevation; in plan, the design is recessed at each unit entry, while a consistent base plinth provides a foundation course for the primary and secondary facades above. Openings are sized similar to the windows found in the traditional bungalows nearby, but also to achieve Zoning minimum glass levels and provide proper daylighting into each unit. Opening placement is meant to be compatible with the nature of the existing historic neighborhood, while providing a complementary counterpoint of asymmetry the differentiates the new development so it is respective of its era. Windows are set back into the facade, with frames selected to provide a reveal and depth adjacent to the predominant brick facade. The fenestration pattern on both 3rd Ave and N Street is based off of the following criteria; developing a window solution that respects the scale/proportions/patterns of the neighborhood, capitalizes on bringing natural daylighting into the unit/s, and complies with the Zoning ordinances min. glazing quantities.
- **Materials:** The building materials are carefully selected to tie into the neighborhood, with brick as the predominant material, detailed with varying coursing and texture - using running bond as the main field with recessed soldier courses to define windows - making a nod to the historic masonry found in the avenues. Secondary wood cladding helps add warmth to the residential use and is used in varying sizes to also introduce a complementary texture. Smooth rendered stucco plaster is used as well, also taking cues from the exterior palette of nearby structures. Where concrete is used to define the base plinth of the structure, it is treated with an integral color and will be of an architectural grade finish.

DESIGN CONFIRMATIONS WITH HLC & PLANNING

Thru the process of incorporating feedback from the GACC, Planning and HLC, several design moves were implemented to make the project better based off of input and suggestions received. Some of these may require approval from Planning and/or the HLC. These include;

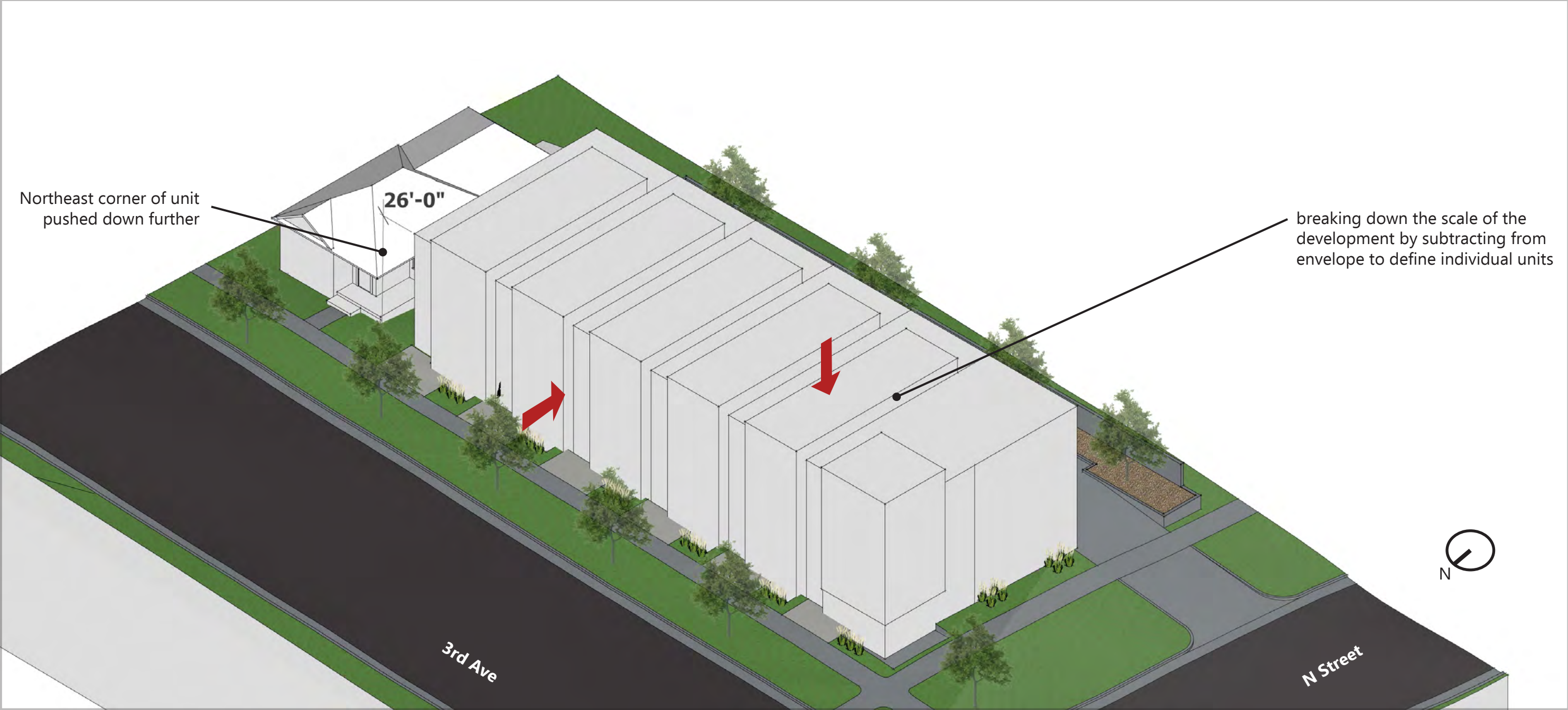
- **The sunken patio area at the southwest corner. This seating area, which encroaches into the front and side yard setbacks, was implemented to help engage the sidewalk and street frontage.**
- **Bulkheads for stair access to unit rooftops were eliminated. These were also being used to help screen mechanical screen walls. In their place, each unit now features a mechanical screen wall that helps provide privacy as well. Mechanical equipment parapet walls up to 5' beyond the allowable height are allowed per Zoning code 21A.36.020C, but the team would like to ensure the configurations shown are allowable.**
- **Exterior staircases along the north elevation provided to access each unit encroach within 4' of property line for the (3) western most units. During the design process the team reviewed options that would step each unit to follow the topography, which would have resulted in a much taller building at the east interface with existing residence. Instead, the design features units which will all be constructed at the same height and carved into the topography to reduce scale. This provides for a much more sensitive solution but does require more steps for the western most units.**

STEP 1 : SITING

- DEFINE THE BUILDABLE AREA
- DETERMINE THE BUILDING ELEVATION



STEP 2 : ARTICULATION & SCALE



STEP 3 : DEFINE THE FRONT PORCH



STEP 4 : OPENING DESIGN



STEP 5 : MATERIAL SELECTION



planted roof garden at each unit

powder coated tube steel railing, typ. at each porch

perforated metal screen mechanical parapet/screen wall

roof hatch and skylight to provide roof access and natural daylighting

Primary building material to be brick veneer, ties to neighborhood contexts

Secondary material to be wood accent to provide warmth and residential aesthetic

smooth finished stucco plaster

wood clad site wall



3rd Ave

N Street



NORTHWEST PERSPECTIVE



NORTH PERSPECTIVE

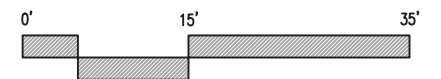
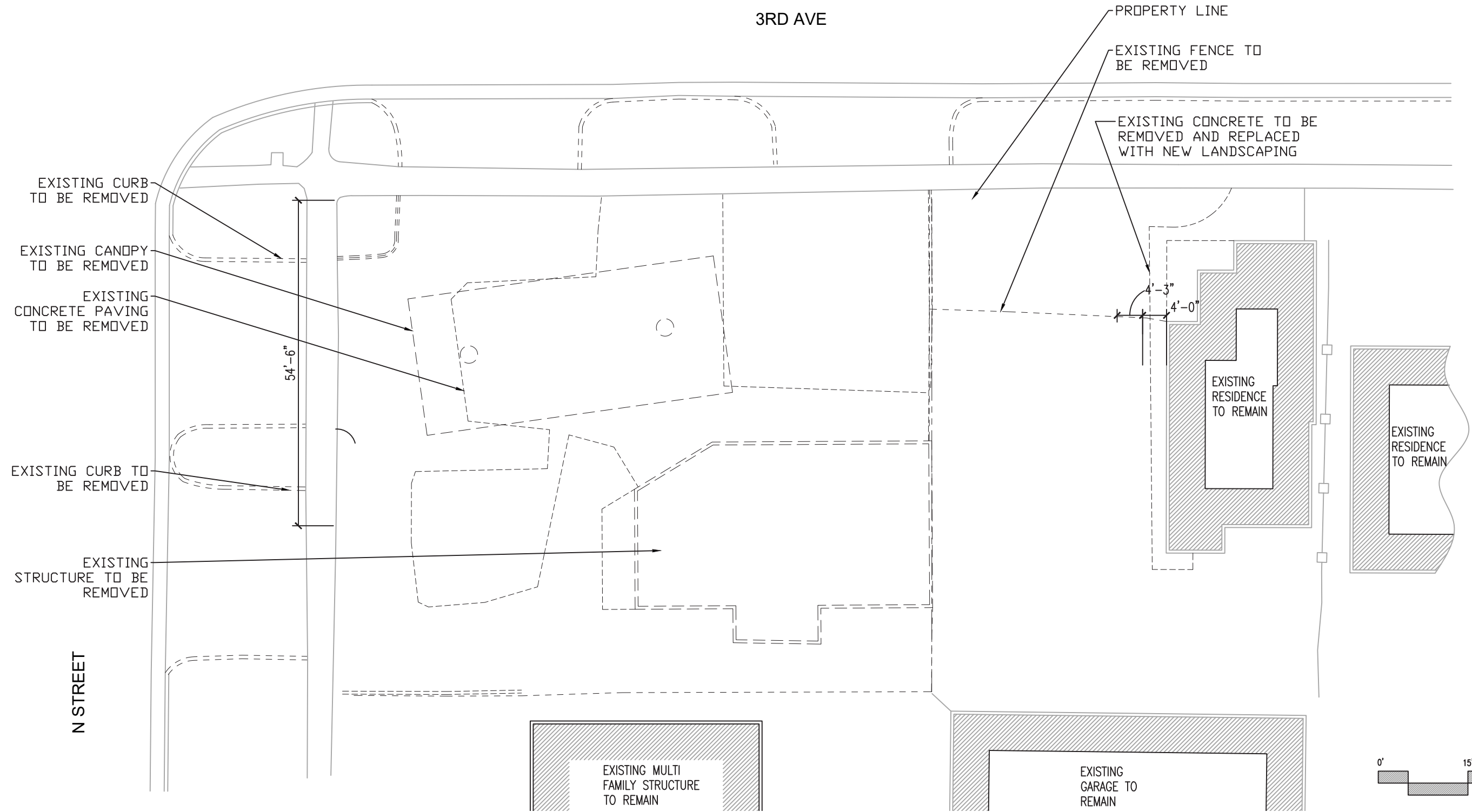


NORTHEAST PERSPECTIVE



2 DRAWINGS TO SCALE: SITE PLAN

3RD AVE



EXISTING SITE PLAN

3RD AVE

LINE OF FLOOR ABOVE, TYP.

LINE OF ENTRY CANOPY ABOVE, TYP.

SITE WALLS AND BELOW GRADE TERRACE

NEW TREES AND LANDSCAPING

PROPERTY LINE

REAR ACCESS DRIVE ENTRY

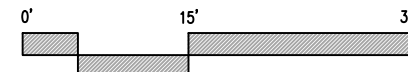
N STREET


EXISTING RESIDENCE TO REMAIN

EXISTING RESIDENCE TO REMAIN

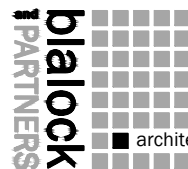
EXISTING MULTI FAMILY STRUCTURE TO REMAIN

EXISTING GARAGE TO REMAIN



SITE PLAN PROPOSED **A1** 

Scale: 1/16" = 1'-0"

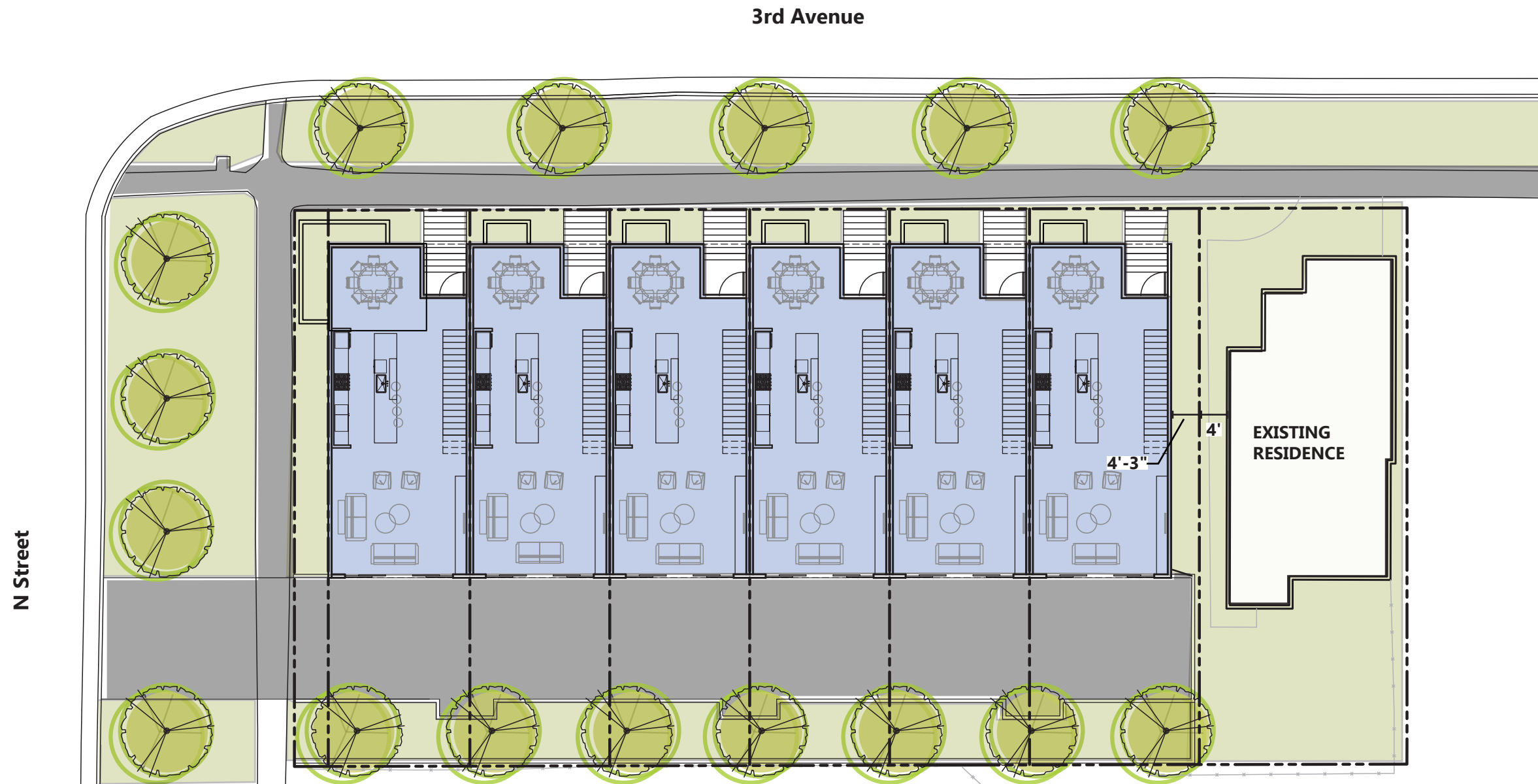


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project
Address: 860 E. 3RD Ave.

date:
09.23.2021
issuance:



PROPOSED SITE DEVELOPMENT

RMU-35 Rezone

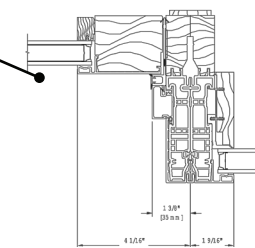
- Six 3-Story For-Sale Homes
- 2-car garages loading @ south side
- Lot Area = 13,612 sf
- 31% Green Space
- 54% Open Space
- Existing House to Remain
- Variation & Relief along primary facades
- Exploration of the "Front Porch"
- Completes Historic Streetscape



2 DRAWINGS TO SCALE: ELEVATIONS

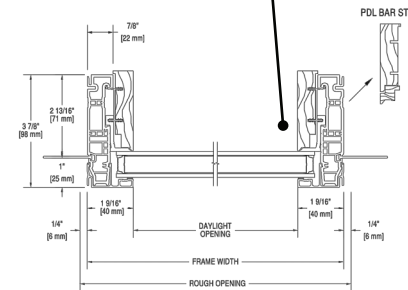


Wood framed door with vision lite, mulled to aluminum clad wood window

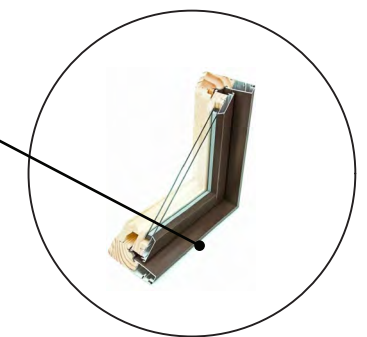


Door Jamb Detail **3**
Scale: NTS

Aluminum clad wood window, Frame designed to provide depth and shadow in profile

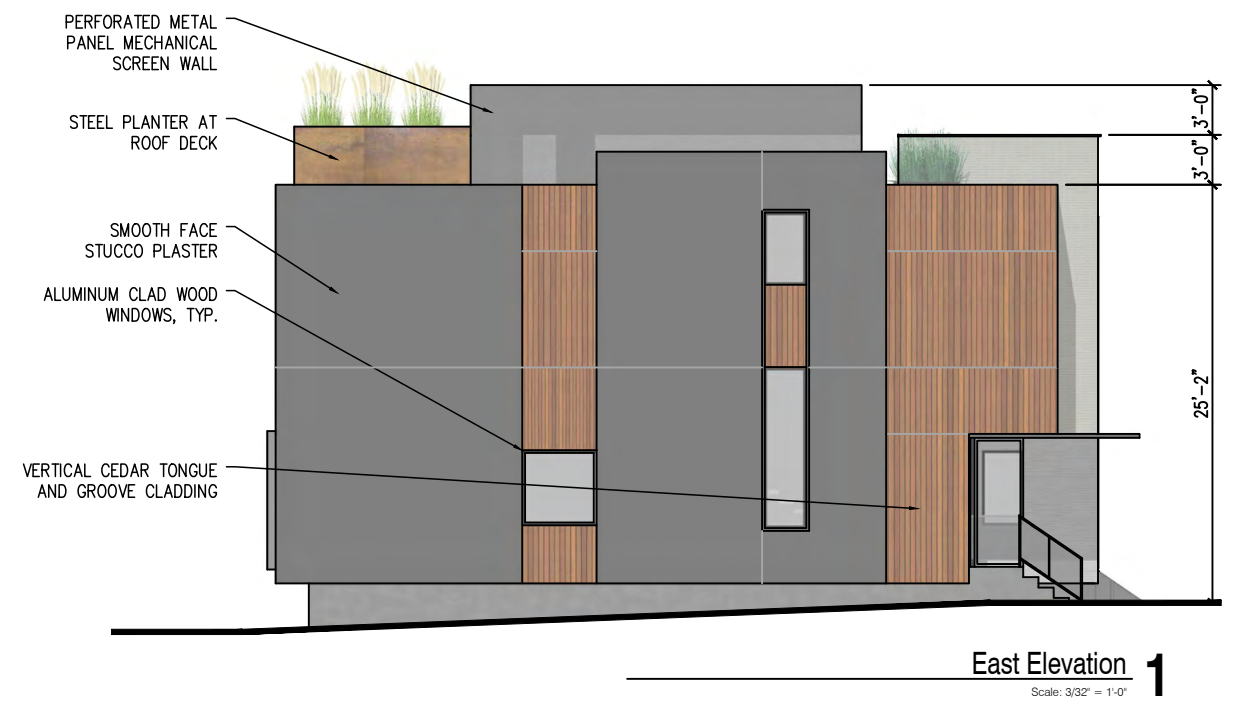


Window Jamb Detail **2**
Scale: NTS



Window Frame Axon **1**
Scale: NTS

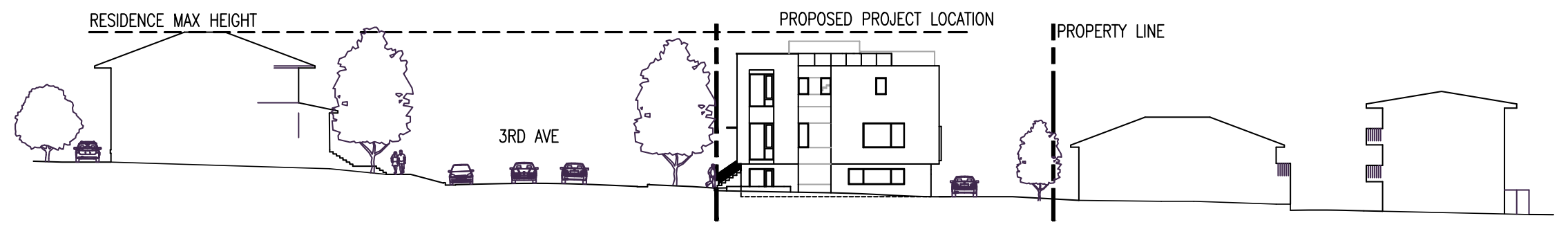
2 DRAWINGS TO SCALE: ELEVATIONS



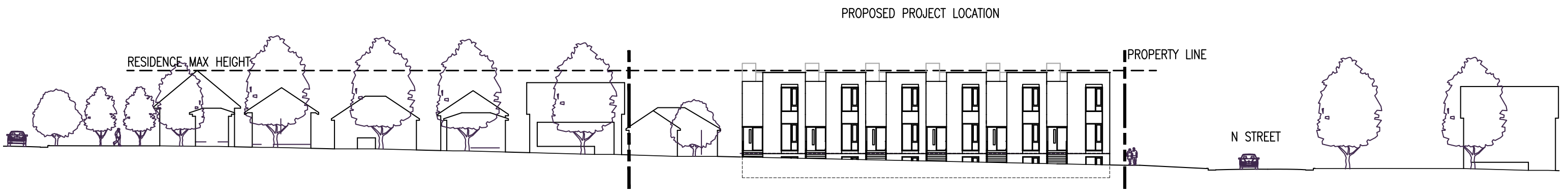
2 DRAWINGS TO SCALE: STREET SCAPE ELEVATIONS



South Streetscape Elevation **C4**
Scale: 1/32" = 1'-0"



West Streetscape Elevation **B4**
Scale: 1/32" = 1'-0"



North Streetscape Elevation **A4**
Scale: 1/32" = 1'-0"

3 PHOTOGRAPHS



3 PHOTOGRAPHS



A



B



C



D



E



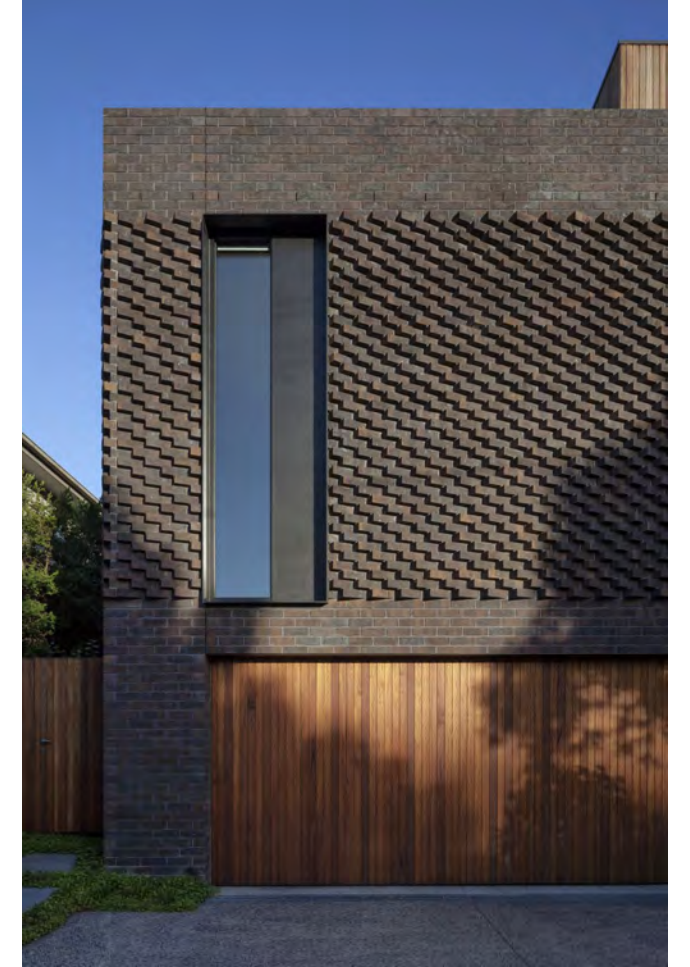
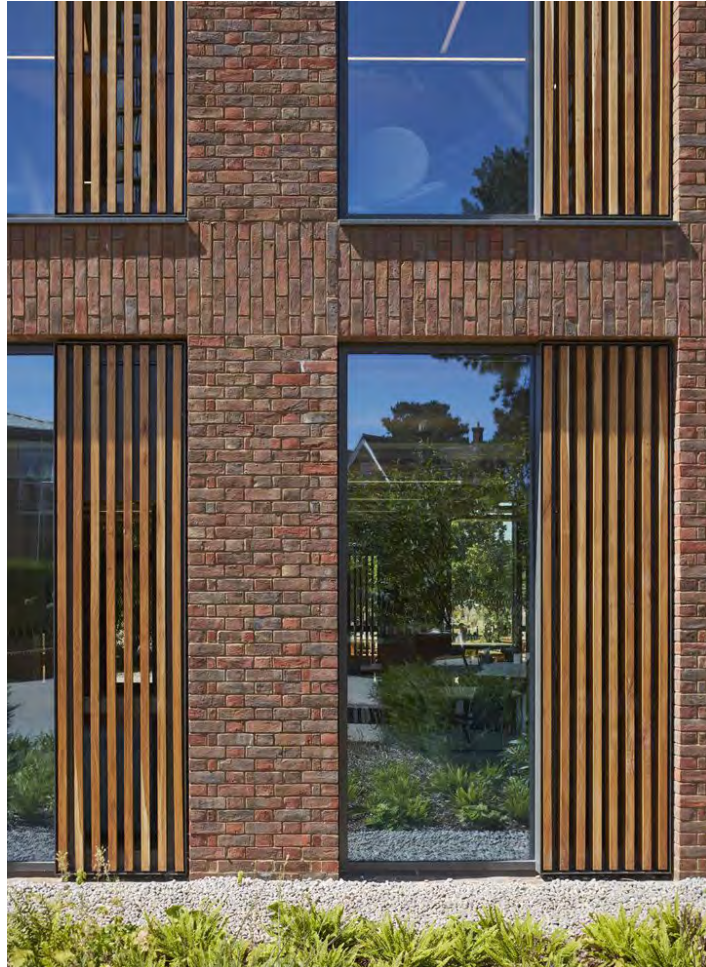
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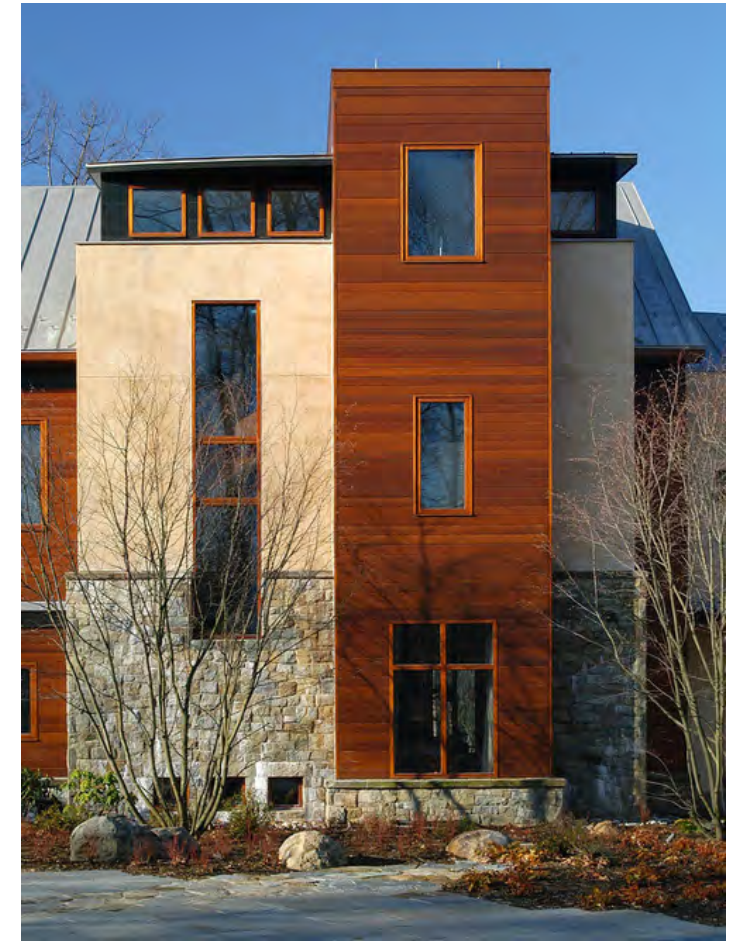
4 MATERIALS



4 MATERIALS



4 MATERIALS



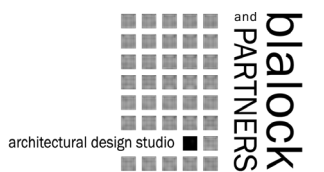
THIRD AVENUE HOMES |
HISTORIC LANDMARK COMMISSION
APPLICATION FOR NEW CONSTRUCTION
09 SEPTEMBER 2021

THANK YOU

the

REMARC INVESTMENTS |
BLALOCK & PARTNERS
ARCHITECTURAL DESIGN STUDIO

A V E N U E S



ATTACHMENT E: NEW CONSTRUCTION DESIGN GUIDELINES

H Historic Preservation Overlay District – Standards for Certificate of Appropriateness for New Construction (21A.34.020.H)

In considering an application for a Certificate of Appropriateness for new construction in a historic district, the Historic Landmark Commission shall find that the project substantially complies with all of the general standards that pertain to the application and that the decision is in the best interest of the City.

Standard	Analysis	Finding
<p>1. Settlement Patterns and Neighborhood Character</p> <p>a. Block and Street Patterns: The design of the project preserves and reflects the historic block, street, and alley patterns that give the district its unique character.</p> <p>b. Lot and Size Patterns: The design of the project preserves the pattern of lot and building site sizes that create the urban character of the historic context and the block face.</p> <p>c. The Public Realm: The project relates to adjacent streets and engages with sidewalks in a manner that reflects the character of the historic context and the block face. Projects should maintain the depth of yard and height of principal elevation of those existing on the block face in order to support consistency in the definition of public and semi-public spaces.</p> <p>d. Building Placement: Buildings are placed such that the project maintains and reflects the historic pattern of setbacks and building depth established within the historic context of the block face. Buildings</p>	<p><u>Block and Street Patterns:</u></p> <p>The proposal will not affect the overall block and street design; it will replace an existing abandoned auto service establishment. The townhome building is modulated to distinguish each unit from its neighbor and will facilitate the appearance of narrow housing lots, which are common in the Avenues Local Historic District.</p> <p><u>Lot and Size Patterns:</u></p> <p>The townhome building is modulated to distinguish each unit from its neighbor and will facilitate the appearance of narrow housing lots, which are common in the Avenues Local Historic District.</p> <p><u>Public Realm:</u></p> <p>The proposal includes sitting areas along the Third Avenue frontage to provide a semi-public space on the private property. Most homes in the Avenues Local Historic District also have a front stoop or a front porch where the occupants can engage with their neighbors.</p> <p><u>Building Placement:</u></p> <p>The proposed building is located along the northernmost half of the parcel with a small front setback similar to that found elsewhere along the same block face. This brings the building entrances closer to the public realm and creates sitting areas along Third Avenue similar to the front porches found on other properties in the historic district.</p> <p><u>Building Orientation:</u></p> <p>The proposal is oriented so the primary façade runs along Third Avenue. The parking for the proposal is located in rear-loaded garages on the southern side of the parcel. The Applicant has added a seating area on the western end of the proposed building to create more engagement along N Street.</p>	<p>Complies</p>

<p>should maintain the setback demonstrated by existing buildings of that type constructed in the district or site's period of significance.</p> <p>e. Building Orientation: The building is designed such that principal entrances and pathways are oriented such that they address the street in the pattern established in the historic context and the block face.</p>		
<p>2. Site Access, Parking, and Services:</p> <p>a. Site Access: The design of the project allows for site access that is similar, in form and function, with patterns common in the historic context and block face.</p> <p>1. Pedestrian: Safe pedestrian access is provided through architecturally highlighted entrances and walkways, consistent with patterns common in the historic context and the block face.</p> <p>2. Vehicular: Vehicular access is located in the least obtrusive manner possible. Where possible, garage doors and parking should be located to the rear or to the side of a building.</p> <p>b. Site and Building Services and Utilities: Utilities and site/building services (such as HVAC systems, venting fans, and dumpsters) are located such that they are to the rear of the building or on the roof and screened from public spaces and public properties.</p>	<p><u>Site Access - Pedestrian:</u></p> <p>The primary façade is pedestrian-oriented. There is an at-grade patio for each of the six townhome units and a staircase leading up to the front entry stoop. As the site slopes downward to the west these staircases increase in height. The sitting areas and the proximity of the front doors to the public right of way on Third Avenue are commonly found in the Avenues Local Historic District.</p> <p><u>Site Access - Vehicular:</u></p> <p>Vehicular access to the site and to the six units is provided by a shared driveway off of N Street. Each of the six units provides a two-car garage for the occupants and each of these garages is accessible from the eighteen foot (18') wide shared driveway.</p> <p><u>Site and Building Services:</u></p> <p>The mechanical systems are located internally to the six townhome units as well as on top of the roof where they are screened from view.</p>	<p>Complies</p>

<p>3. Landscaping and Lighting</p> <p>a. Grading of Land: The site's landscape, such as grading and retaining walls, addresses the public way in a manner that reflects the character of the historic context and the block face.</p> <p>b. Landscape Structures: Landscape structures, such as arbors, walls, fences, addresses the public way in a manner that reflects the character of the historic context and the block face.</p> <p>c. Lighting: Where appropriate lighting is used to enhance significant elements of the design and reflects the character of the historic context and the block face.</p>	<p><u>Grading of Land:</u></p> <p>The proposal does not include retaining walls or grading beyond the slope which is already present on the site. The proposed building has been designed to be compatible with the existing slope.</p> <p><u>Landscape Structures:</u></p> <p>There are no landscape structures proposed as part of this development.</p> <p><u>Lighting:</u></p> <p>The Applicant has not proposed outside landscape lighting as part of this proposal.</p>	<p>Complies</p>
<p>4. Building Form and Scale:</p> <p>a. Character of the Street Block: The design of the building reflects the historic character of the street façade in terms of scale, composition and modeling.</p> <p>1. Height: The height of the project reflects the character of the historic context and the block face. Projects taller than those existing on the block face step back their upper floors to present a base that is in scale with the historic context of the block face.</p> <p>2. Width: The width of the project reflects the character of the historic context and the block face.</p>	<p><u>Height:</u></p> <p>While the proposed building is taller than a few structures on the same block face it is in keeping with the overall height of structures in the immediate area. There is a slope to the west and the structures across the street to the north of the project site are also built at a higher grade than the subject property.</p> <p><u>Width:</u></p> <p>The proposed building is wider than the structures on the same block face as it incorporates six units side-by-side. The Applicant has modulated these units to delineate where one unit ends and the other begins which breaks up the overall visual length of the building.</p> <p><u>Massing:</u></p> <p>While the overall building is significantly wider than other structures in the surrounding area the modulation of each of the six units is comparable with the massing seen in other dwelling structures in the Avenues Local Historic District.</p> <p><u>Roof Forms:</u></p> <p>While the majority of roofs in the Avenues Local Historic District have some degree of pitch to them it is not entirely unique to see a flat-roofed structure; in fact, new construction buildings in local historic districts often include flat roofs. The multi-family building directly to the south of the subject property also sports a flat roof on its accessory parking structure and there is a flat-roofed multi-family building across N Street to the west of the project location.</p>	<p>Complies</p>

<p>Projects wider than those existing on the block face modulate the façade to express a series of volumes in scale with the historic context and the block face.</p> <p>3. Massing: The shape, form, and proportion of buildings reflects the character of the historic context and the block face.</p> <p>4. Roof Forms: The building incorporates roof shapes that reflect forms found in the historic context and the block face.</p>		
<p>5. Building Character:</p> <p>a. Façade Articulation and Proportion: The design of the project reflects patterns of articulation and proportion established in the historic context and block face.</p> <p>1. Rhythm of Openings: The facades are designed to reflect the rhythm of openings (doors, windows, recessed balconies, etc.) established in the historic context and block face.</p> <p>2. Proportion and Scale of Openings: The facades are designed using openings (doors, windows, recessed balconies, etc.) of similar proportion and scale to that</p>	<p><u>Rhythm of Openings:</u></p> <p>The majority of dwellings in the Avenues Local Historic District have a pattern of thirds for the door and window openings. The proposed building incorporates this pattern of thirds in the placement of the doors and windows.</p> <p><u>Proportion and Scale of Openings:</u></p> <p>The architecture of the proposed building is of a contemporary style and the windows are of a different style than those typically found in the surrounding area.</p> <p><u>Ratio of Wall to Openings:</u></p> <p>The majority of dwellings in the Avenues Local Historic District have a pattern of thirds for the door and window openings. The proposed building incorporates this pattern of thirds in the placement of the doors and windows, however, other structures in the area sport more glazing.</p> <p><u>Balconies, Porches and External Stairs:</u></p> <p>The Applicant has provided a front entry stoop and an at-grade patio for each of the six townhome units in order to create a space where the building occupants could sit and converse with friends and neighbors. Front porches are highly prevalent in the Avenues Local Historic District and are often used as semi-private spaces for the building occupants.</p>	<p>Complies</p>

<p>established in the historic context and the block face.</p> <p>3. Ratio of Wall to Openings: Facades are designed to reflect the ratio of wall to openings (doors, windows, recessed balconies, etc.) established in the historic context and the block face.</p> <p>4. Balconies, Porches, and External Stairs: The project, as appropriate, incorporates entrances, balconies, porches, stairways, and other projections that reflect patterns established in the historic context and the block face.</p>		
<p>6. Building Materials, Elements, and Detailing:</p> <p>a. Materials: Building facades, other than windows and doors, incorporate no less than eighty percent (80%) durable material such as, but not limited to, wood, brick, masonry, textured or patterned concrete, and/or cut stone. These materials reflect those found elsewhere in the district and/or setting in terms of scale and character.</p> <p>b. Materials on Street-Facing Facades: The following materials are not considered to be appropriate and are prohibited for use on facades which face</p>	<p><u>Materials:</u></p> <p>The proposed building incorporates durable building materials in the form of stamped concrete and brick veneer over more than 80% of the primary street facing façade.</p> <p><u>Materials on Street-Facing Facades:</u></p> <p>The façade materials include brick veneer, wood accents, and stamped concrete and do not include any of the prohibited materials listed in the ordinance.</p> <p><u>Windows:</u></p> <p>Windows are incorporated into the building following the tradition pattern of thirds commonly found in the Avenues Local Historic District.</p> <p><u>Architectural Elements and Details:</u></p> <p>The Applicant’s design team has included building materials and front entries including patios which are commonly found in the surrounding area and the in the Avenues Local Historic District.</p>	<p>Complies</p>

<p>a public street: vinyl siding and aluminum siding.</p> <p>c. Windows: Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.</p> <p>d. Architectural Elements and Details: The design of the building features architectural elements and details that reflect those characteristic of the district and/or setting.</p>		
<p>7. Signage Location: Locations for signage are provided such that they are an integral part of the site and architectural design and are complementary to the principal structure.</p>	<p>No signage has been proposed as part of this project.</p>	<p>Not Applicable, complies</p>

ATTACHMENT F: PUBLIC PROCESS AND COMMENTS

September 2, 2021 – The Historic Landmark Commission held a work session to discuss the project with the Applicant and his design team.

July 16, 2021 – An early notification was sent out to all property owners and occupants within a 300' radius.

To date one public comment has been received in support of the development and it has been attached with this packet.

From: [Mills, Wayne](#)
To: [Julia Silge](#); [Historic Landmark Comments](#)
Cc: [Tubbs, Caitlyn](#)
Subject: RE: (EXTERNAL) Third Avenue Townhomes project
Date: Tuesday, October 5, 2021 10:38:27 AM

Thank you for your comments. We will forward them to the Historic Landmark Commission members for their consideration. If you would like to participate in the public hearing, you can find the meeting link and instructions here - <https://www.slc.gov/boards/historic-landmark-commission-agendas-minutes/>.

Thanks again.

WAYNE MILLS

Planning Manager
Planning Division

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

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Disclaimer: The Planning Division strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Division. Those relying on verbal input or preliminary written feedback do so at their own risk and do not vest any property with development rights.

From: Julia Silge [REDACTED]
Sent: Monday, October 4, 2021 7:49 PM
To: Historic Landmark Comments <historiclandmarks.comments@slcgov.com>
Subject: (EXTERNAL) Third Avenue Townhomes project

Hello! I live at 903 East 3rd Ave very close to the proposed Third Avenue Townhome project and I wanted to reach out and voice my support of this project. I think that more dense housing in the Avenues is a great idea and the proposed design looks very nice to me (certainly nicer than the closed up gas station). It will be different from many of the other buildings in the Avenues but that is part of the charm of living in a historic neighborhood, with buildings of many eras together, including new ones built when appropriate. I hope that my other neighbors in the Avenues will join me in welcoming some higher density housing.

Thanks,
Julia Silge

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Zoning Review – Caitlyn Tubbs

The proposal is compliant with the setback, lot coverage, and building height standards as set forth in the RMU-35 zoning district.

Building Review – Steven Collett

The 6-unit townhome development located on 860 East 3rd Avenue is required to be constructed per the current State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Fire Review-Douglas Bateman

*Fire hydrant shall be located within 400-feet of all ground level exterior walls as measured by the drive route and in straight lines and right angles

*Aerial apparatus access shall be provided to one entire side of the building from an approved access road that has a minimum width of 26-feet and no overhead obstructions. The road shall be no closer than 15-feet or greater than 30-feet away from one entire side of the building

*Approved route around building shall be calculated at height of building X 70% + 4 feet. If this distance cannot be provided from the property lines to the face of the building, the applicant may apply for an alternate means and methods for installation of NFAP 13D fire sprinklers. The application shall provide fire sprinklers in all rooms, closets, bathrooms and garages

Transportation – no comments received

Engineering – no comments received

Public Utilities – no comments received

Police – no comments received