di'velept design LLC
454 N 600 W
SLC, UT 84116
801-680-4485
howdy@divelept.com

May 17, 2023

Design Review 52S 800W Apartments

Project Summary

52S 800W Apartments is a proposed 89 unit apartment project located just South of the Folsom Trail. It will be one building on a single parcel that equals 0.38 acres. The building will have 1 Bedroom and Studio units.This project will be replacing several existing single family detached homes.

Sincerely,

Jarod Hall, AIA
Manager
di'velept design LLC

21A.37 Design Standards

50.A.1 Ground Floor Use

Parking is setback 25' from the face of the building. The lobby and stairs separate the street from the parking.

See A.001 for dimensions

We are asking for a modification to allow less than 80% of the facade to have the 25' setback due to the constraints of the site.

50.B.1 Building Materials Ground Floor

Required 90%

Provided 100% Durable Material, See Elevations on Sheets A.200 for calculations.

50.B.2 Building Materials Upper Floors

Required 80%

Provided 100% Durable Material, See Elevations on Sheets A.200 for calculations.

50.C.1 Glass Ground Floor

Required 60%

Provided 27%

See A.200 for calculations. We are aware that we aren't meeting this standard and will have to apply for a modification through the design review process

50.D Building Entrances

Entries are spaced at the required 40' max. See A.001 for dimensions.

50.E Max. Blank Wall

Allowable max - 15'

Provided max blank wall is 13'-5". See A.200

50.F Max Wall Length

Max Allowed - 200'

Provided - 88'-0" See A.000

50.H Exterior Lighting

Exterior light shall all be down facing lights. To light the entries to the building there will be can lights in the soffits of the 5’ recess.

50.I Parking Lot Lighting

There are no exterior parking lots so this standard does not apply to this project.

50.J Screening of Mechanical Equipment

Mechanical equipment has been screened.

50.K Screening of Service Areas

Dumpsters for the project are located inside the parking lot by the entry and exit door..

50.L Ground Floor Residential Entrances

There are no ground floor units so this standard does not apply to this project.

Request For Modifications

Ground Floor Use and Visual Interest (21A.37.050.A):
a. Ground Floor Use Only: This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum 80% of the length of any street facing building facade. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces. Please provide the width and depth measurements for the non-parking ground floor uses along with the corresponding percentage calculation for ground floor use. Note that the loading bay area is a required parking stall and may not be exempted as an entry or exit way necessary for access to parking.

We are asking for a modification to reduce the 80% length requirement.

Currently we have 72% of our facade meeting the requirement. The project meets the intent of the zoning code by maximizing glazing where possible on the facade and buffering the parking by having spaces that promote activity in between parking and the street.

Glass (21A.37.050.C):
a. The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum 60% of glass between three feet (3') and eight feet (8') above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5'), excluding any glass etching and window signs when installed and permitted in accordance with chapter 21A.46, "Signs", of this title. Provide additional ground floor windows or add glass to the overhead coiling doors so that the ground floor elevation has a minimum 60% glass within 3-8’ above grade. Please update the ground floor glazing calculations on Sheet A.200.

We are asking to lower the ground floor glazing percentage requirement.

There are a number of constraints on our site that make meeting the requirement difficult. We have to place a transformer which can’t have windows or doors around it at the South East corner of the site so maintenance can access it. We also have to place our fire riser room on the front of the building for fire department access. Between the transformer, fire riser room, parking garage entry, and how narrow the site is, we are really limited on locations for glazing.

With glazing in all possible locations we are short of the required 60% glazing.

Screening of Service Areas (21A.37.050.K):
a. Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened, and in the case of fences and/or masonry walls the height shall not exceed eight feet (8'). Please demonstrate how the loading area will be screened from the public view.

We have done a couple projects where the loading bay is visible on the front of the building. We haven't been required to screen the loading space previously because it wasn't seen as a loading dock. It is a single service space that will only be used occasionally by residents moving in and out, it won't have regular deliveries like a restaurant or retail space would. Placing the space at the corner allows the front of the building to be opened up and creates a base that is more interesting than a typical concrete box. Is screening necessary here?

Even if each apartment had someone move out and someone else move in once a year and both groups used the loading space, it would be empty for over half the year.

We think it is better to have a loading space separate and outside of the parking garage in an apartment because often a resident who is not trained to drive a truck will be the one parking. This stops them from driving through a tight parking garage in a vehicle that they are not accustomed to.

Having a loading bay inside of the parking garage would require us to lift the entire floor above by 4’. This would cause us to lose 1 story, 18 units total, otherwise we would be over the maximum height allowed.

Driveway Standards (21A.44.060.A.6.c):

a. In non-residential zoning districts, the minimum driveway width is 24’ for a two-way driveway and the maximum driveway width is 30’. The maximum width is for all driveways combined when more than one driveway is provided. Please include the total driveway width measurements on the site plan. If the garage access and the loading area are sharing a driveway, please verify that the design will not exceed the maximum width allowed.

Our driveway and loading bay access are connected, so we are asking for a modification to allow a larger drive aisle max width. A 42’’ wide drive aisle is shown. Broken down it includes a 24’W entry and exit drive aisle, 15’W loading bay, and a 3’W inbetween.
We are allowed only one curb cut because the width of our site is under 100’, we can’t get enough distance between them.

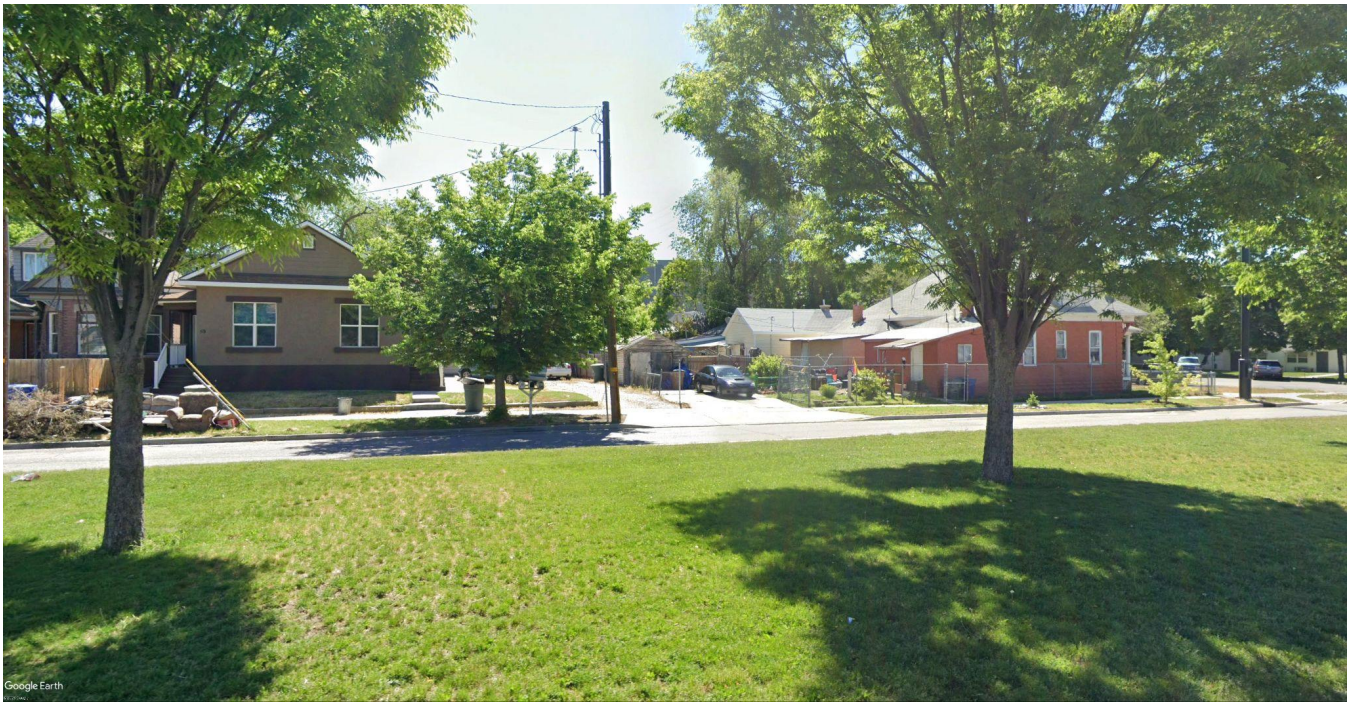
Context Photos

Project Site With 3 Existing Houses

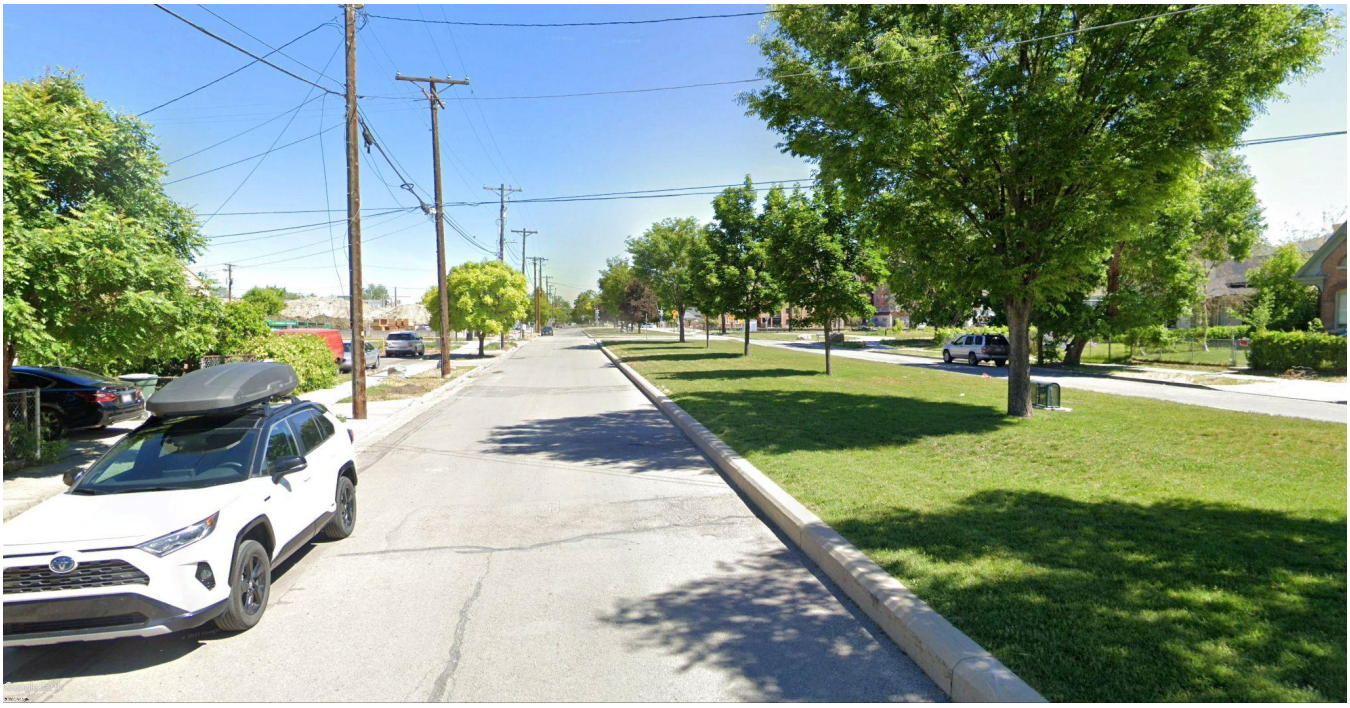
Building North Of The Site

Houses South Of The Site

Looking Across The Street From The Site



Looking North Up 800 W



Looking South Down 800 W