

# PLANNING COMMISSION STAFF REPORT

## The Lofts on Pierpont

PLNSUB2008-00343

Single Family Attached Residential Planned  
Development and PLNSUB2008-

00345Subdivision

929 West Pierpont Ave

November 19, 2008



Planning and Zoning Division  
Department of Community and  
Economic Development

**Applicant:** Dan Howells

**Staff:**

Nick Norris 535-6173  
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**Tax ID:** 15-02-253-007 and 15-02-253-006

**Current Zone:** RMF-30

**Master Plan Designation:**

West Salt Lake Master Plan:  
Low Density Residential

**Council District:** District Two,  
represented by Van Turner.

**Acreage:** 37,461 square feet

**Current Use:** Vacant Land

**Applicable Land Use**

**Regulations:**

- Section: 21A.24.0120  
RMF-30 Low Density  
Multi Family  
Residential District
- Section: 21A.54.080  
Standards for  
Conditional Use
- Section 21A.54.150  
Planned Developments

**Notification:**

- Public notice mailed  
on November 4, 2008
- posted on web site on  
November 4, 2008
- Property posted on  
November 7, 2008

**Attachments:**

- A. Site Drawings
- B. Half-Mile Use Map
- C. Photos

**Request**

The applicant is requesting conditional use approval for a 12 unit residential planned development located at 929 West Pierpont Avenue. The property contains two parcels. One parcel is vacant and landlocked. The second parcel fronts on 900 West and contains a single family dwelling. The Planning Commission has final review authority over planned developments and subdivisions.

**Staff Recommendation:**

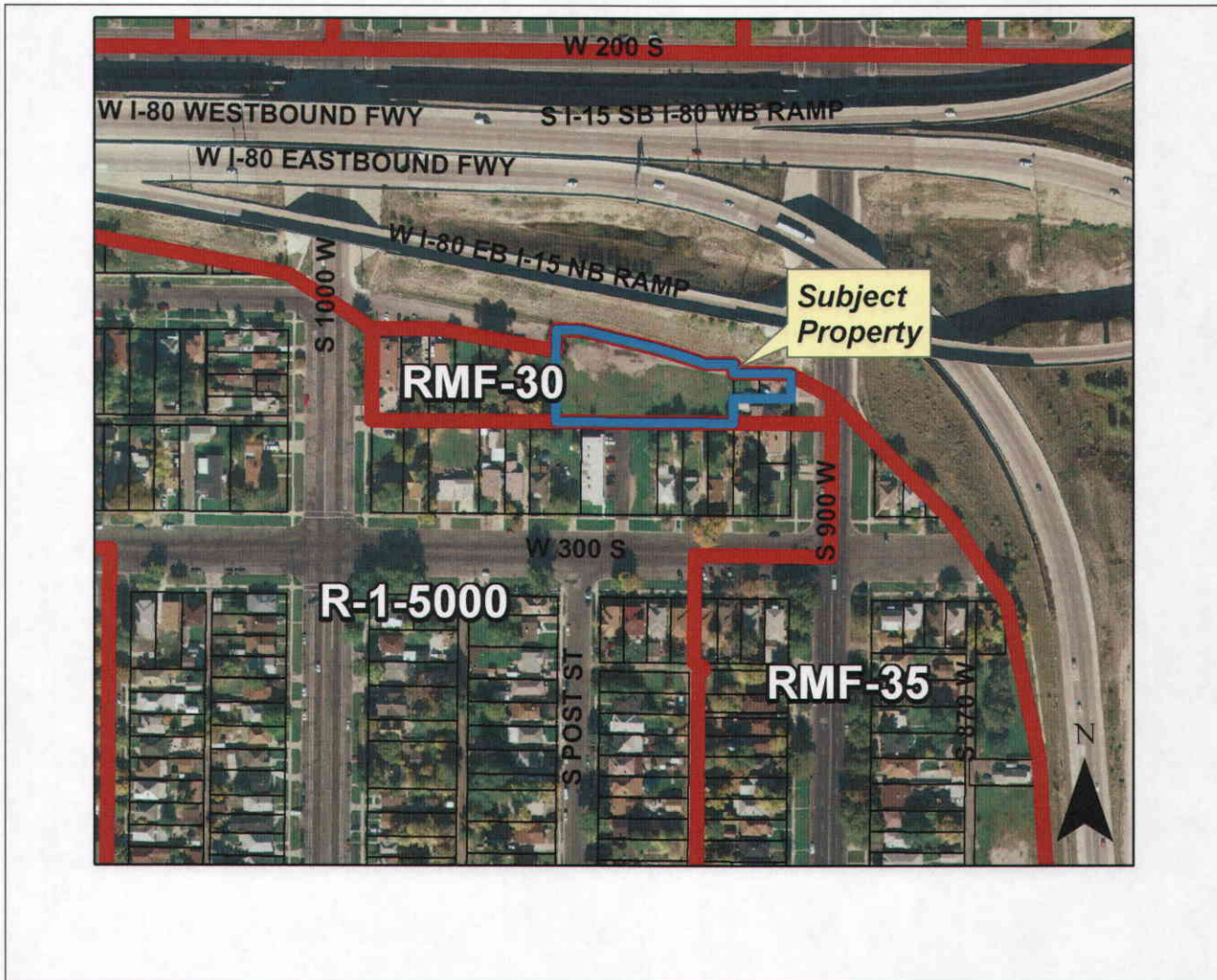
Based on the findings listed in the staff report, the Planning Staff recommends the Planning Commission approve the proposed planned development, petition PLNSUB2008-00343 with the following conditions:

1. That the rear yard setback be reduced to 14 feet for units 9-12 .
2. That the entire site be landscaped by the developer prior to issuing a Certificate of Occupancy and a landscaping buffer compatible with Zoning Ordinance 21A.48.080 be installed where common areas are adjacent to residential land uses.
3. That the units be designed to increase the prominence of the front entrance.
4. That the access gate be removed from the site plan.
5. The applicant shall work with UDOT to determine the level of appropriate landscaping on the slope created by the Interstate in order to reduce erosion and increase the buffer between the project and the Interstate.
6. The applicant shall plant a street tree in the park strip along 900 West
7. That the Planning Commission delegates final approval of the landscaping plan to the Planning Director.

Based on the findings listed in the staff report, Planning Staff recommends the Planning Commission approve the proposed subdivision, petition PLNSUB2008-00345, with the following condition:

1. That all final plat requirements of the City are adhered to.
2. That all conditions associated with petition PLNSUB2008-00343 are complied with.

## VICINITY MAP



### Background

**Project Description:** The current condition of the subject property was created by the construction of the ramp that connects eastbound I-80 to northbound I-15 prior to the rebuilding of I-15. Prior to that, Pierpont Avenue ran east and west between 900 West and 1000 West. Pierpont Avenue (approximately 250 South) was lined with lots of similar shape and dimension as the existing lots on Pierpont Avenue that are west of 1000 West. When the State of Utah took the property to construct the ramp, a portion of Pierpont Avenue was vacated and the remaining property was divided into two lots. The subject property became landlocked at that time. The applicants have purchased the property located at 254 South 900 West and intend to utilize this parcel for access to the site from 900 West. The parcel at 254 South 900 West is undeveloped and was also a remnant left over from I-80 to I-15 ramp construction.

The applicants are proposing to develop twelve (12) attached, single family dwellings on the subject property. Access to the site would be from 900 West. The development includes a private gate to prevent public access to the site. On the west side, an emergency access gate would be provided to allow emergency vehicles to exit the

site onto what remains of Pierpont Avenue. The proposed development would create 12 lots for the attached single family dwellings and one common lot that would be owned equally and maintained by the owners of the single family dwellings. A home owners association would be created to manage the common space.

**Staff Review:** The Conditional Use being requested is for a residential planned development. A planned development is required because the lots would not have frontage on a public street. A petition for a preliminary subdivision has also been submitted because each residential unit will constitute a single lot.

The proposed planned development exceeds the minimum lot area required, which is 9,000 square feet, for a planned development in the RMF-30 Zoning District. The subject property is approximately 37,329 square feet. Attached single family dwellings require a minimum of 3,000 square feet per unit. This equates to a maximum allowed density of 12 residential units. The proposed planned development complies with the maximum allowed density for a property of this size located in an RMF-30 Zoning District.

Eight of the proposed units would be located approximately 22 feet from the south property line. The remaining 4 units would be located approximately 14 feet from the south property line. Because the south property line is adjacent to an R-1/5000 Zoning district, the minimum setback is determined by the greater of the required setback on the subject property or the adjacent property. The R-1/5000 Zone requires 25% of the lot depth or 20 feet, whichever is less. In this case, 20 feet would be required. The Planning Commission can modify this setback if it is determined that the intent of the ordinance is met and that the purpose of the setback (to reduce the impacts of a land use on the adjacent properties) is met. If the setback is increased to 20 feet, it creates a drive aisle less than 20 feet in width, which is the minimum required for emergency access. If a fence is required along the south property line, the impacts of the proposed development would be reasonably mitigated. All other setbacks on the property are complied with.

The maximum building height in the RMF-30 Zoning District is 30 feet. The proposed structures are approximately 25 feet from existing grade to the peak of the roof line. The proposal complies with the maximum building height.

The proposed buildings would cover approximately 25.8% of the lot. The maximum lot coverage for single family attached dwellings is 50%. The proposal complies with the lot coverage requirements.

Due to the shape and location of the lot, it is difficult to come up with alternative site designs for the property. One option would be to require the property owner to dedicate enough land to extend Pierpont Avenue so that it connects to 900 West. To the west of the subject property, Pierpont Avenue is unimproved without curb, gutter or sidewalk and the pavement is approximately 24 feet wide. Continuing Pierpont Avenue at this width would require the dedication of the northern 24 feet of the subject property, approximately 6,900 square feet of land. In addition, all of the property located at 254 South 900 West would have to be dedicated, approximately 3,484 square feet of land. The total area of the dedicated land would be approximately 10,384 square feet. The remainder lot size would be approximately 26,945 square feet. The allowed density would be limited to eight units. The applicant would be required to construct the roadway to the City standards for public streets. The loss of the property located at 254 South 900 West and the square footage of land for four units; coupled with the need to construct Pierpont would reduce the likelihood of the parcel being developed. 300 South is a through street between 900 West and 1000 West and provides auto and pedestrian connections between 900 West and 1000 West. Due to all of this, the applicant has decided to seek planned development approval for the project.

## Comments

**Public Comments:** The applicant presented the proposal to the Poplar Grove Community Council on October 22, 2008. There were approximately twelve people in attendance when the item was presented and approximately twenty people in attendance when the Community Council voted to support the proposal. The issues raised by the community council included (applicant's response in parentheses)

- Fire hydrant locations (a new fire hydrant will be installed on the property)
- Maintenance of the property (A Homeowners Association will be created to maintain the common areas)
- Reducing cut through traffic between 900 West and 1000 West on Pierpont Avenue (Pierpont will not be extended and the development will be gated)
- Erosion issues with the elevated Interstate adjacent to the property (Additional landscaping will be installed adjacent to the slope, but the slope is UDOT property)
- Lighting and public safety (Two parking lot lights will be installed as well as exterior lights on the buildings to adequately light the parking area. All lights will be installed to direct light away from adjacent properties)

**City Department Comments:** All of the comments from the pertinent Departments and Divisions are included in this staff report. None of the Departments that provided comments were opposed to the project. The proposed project has been reviewed by the Development Review Team on several occasions. The comments from those DRT meetings are reflected in the attached staff comments. The comments are as follows:

### Public Utilities:

All design and construction must conform to State, County, City and Public Utilities standards and ordinances. Design and construction must conform to Salt Lake City Public Utilities General Notes.

Water and sewer services can be connected to the existing facilities along Pierpont Avenue. Plans must be submitted showing how the new water and sewer services will be connecting to the existing mains. The plans must show all proposed pipe routings, sizes, types, boxes, meters, detector checks, fire lines and hydrant locations. Culinary and fire connection must be separate connections at the main. For all culinary services larger than 3-inches, the water meter size must be justified by submitting AWWA M-22 method calculations or by an approved equivalent method. The engineer must provide calculations for expected peak sewer flows from this development. With this information Public Utilities will verify if the sanitary sewer system downstream for this development can handle these additional flows. If not, the developer will be responsible to provide offsite improvements as necessary to accommodate these additional flows. All existing water services not used must be killed at the main and all existing sewer services that are not used must be capped at the property line per Salt Lake City Public Utilities standards.

A grading and drainage plan must be submitted for this development. Storm water flows are not allowed to sheet flow onto adjacent lots. The development will not be required to provide on-site detention of the storm water. All finished floor elevations must be above the highest expected groundwater elevation. Flood plain information must be submitted as part of the plans.

Fire Department approval will be required. Fire flow requirements, hydrant spacing and access issues will need to be resolved with the Fire Department.

All existing easements must be provided before final plat recordation. If an existing sewer lateral or a water lateral service crosses through the property, an easement for that utility must be provided.

All sewer, water and storm drain connection agreements must be completed and fees paid in full prior to any approvals from our Department. A \$343 per quarter acre drainage fee will be accessed for this property. If offsite improvements are required, all construction must be bonded for by the developer.

### **Zoning:**

10 foot landscape buffer along South property line required. Site plan shall include show 9 shade trees, shrubs, and a 6 foot fence. \* Landscape strips on side of drive from 900 W must be landscaped with appropriate ground cover and at least one shade tree. Max allowed density of 12 units (3 for the first 9000 sq ft and an additional 3000 sq ft for each additional unit. Building is under height. \*Rear setback is only 14 feet. Although it is a PD, the PD ordinance requires the rear setback to be the greater of the required rear setback of the subject property or the adjacent property unless modified by PC, in this case it is 20 feet.\* Building coverage complies, max of 40% allowed, site plan shows 25.8% Parking required 2 stalls per unit

### **Building**

Regarding the Planned unit Development on Pierpont (Petition PLNSUB2008-00343 and PLNSUB2008-00345, conditional use and residential subdivision located at 929 West Pierpont Avenue) there appears to not be any building code issues. All building code issues regarding separation between units would be done with construction.

### **Engineering**

Engineering review comments are as follows:

1. This is a residential project to construct 12 town homes on vacant property with a private access-way located at approximately 929 West Pierpont Avenue. Water and sewer utility lines appear to exist. There are existing dwellings to the east, west and south of the parcel and a freeway to the north. Pierpont Avenue (a public asphalt street) will provide access from the west and a proposed private access way to the east is proposed to connect to 900 West. This development is proposing to improve the access way with curb and gutter, asphalt and sidewalk including gates on the west and east sides of the project, which will prevent "through traffic." The proposed private access way curb and gutter shall be constructed as per APWA Plan 205A, and the sidewalk as per APWA Std. Plan 231. A minimum of 3" of asphalt on 8" of untreated base course shall be installed in the new access way. The new driveway providing access onto 900 West shall be constructed as per APWA Std. Plan 221. All work within the Public Way on 900 West shall be completed by a licensed, bonded and insured contractor after obtaining a Public Way Permit from our office.
2. The developer must enter into agreements required by the SLC Public Utility Department and pay the required fees.
3. Final improvement drawings must be submitted by the developer for review. Drawings submitted to both Engineer and Transportation Divisions shall be via email in PDF format.
4. Alice Montoya (535-7248) in SLC Engineering will assign addresses. A certified address is required prior to applying for a building permit. 5. A Plat will be required for this project, and I have included a copy of the Subdivision checklist for use by the applicant's consulting surveyor in preparing the plat.

### **Transportation**

The division of transportation review comments and recommendations are as follows: Provide pedestrian access from each unit to the public way sidewalk. Provide public way civil drawings for the proposed driveway approach on 900 West. Show existing driveway to the south and existing sidewalk elevations. The current plan redlines do not comply with city standards for 6% grade transitions etc.

### **Fire Code Review**

Provide supra box for access at both gates. Provide No Parking Fire Lane signs at both gates facing the access way. Provide No Parking Fire Lane signs at both sides of the access lane from 900 West. All unites

shall be equipped with automatic fire sprinkler systems. All units shall be equipped with approved automatic fire detection in the bedroom and exit route from the sleeping areas

## **Project Review**

The Planning Commission Subcommittee reviewed the proposal on October 1, 2008. The Subcommittee raised the following concerns:

- The amount of asphalt surfacing to the north of the units, which ranged from 14 to 22 feet.
- The applicant should consider moving units one through four to the north to create bigger backyards and reduce the asphalt surface.
- There should be some leeway with the parking if it would allow for more green space.
- There should be some creativity as far as linkage from the entries and sidewalk, so there is not just a wall of garage doors; trees were suggested.
- Commissioners did not like how the asphalt came right up to the units and suggested a sidewalk bordering the buildings instead, and additional green space on the north side of the buildings.
- Commissioners noted that they would be willing to give more leeway on other issues if this were more pedestrian friendly.

As a result of the subcommittee meeting, the applicants updated their site plan by installing a walkway and trees along the north side of the building; increasing landscaping throughout the site, specifically with more trees; and moving the western units further from the south property line.

## **Standards**

### **Conditional Use Standards**

- A. **General Standards for Approval:** A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards set forth in this section. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.
- B. **Specific Standards:** A conditional use permit shall be approved unless the evidence presented shows that one (1) or more of the standards set forth in this subsection cannot be met. The Planning Commission, or, in the case of administrative conditional uses, the Planning Director or the Director's designee, may request additional information as may be reasonably needed to determine whether the standards of this subsection can be met.
1. **Master Plan and Zoning Ordinance Compliance:** The proposed conditional use shall be:
    - a. Consistent with any policy set forth in the City-Wide, Community and Small Area Master plan and future land use map applicable to the site where the conditional use will be located, and
    - b. Allowed by the zone where the conditional use will be located or by another applicable provision of this title.

**Analysis:** The subject property is located within the geographic boundaries of the West Salt Lake Master Plan. The West Salt Lake Master Plan was adopted by Ordinance 23 of 1995. The Future Land Use Map identifies this area as low density residential. However, Ordinance 26 of 1995 (adopted after the West Salt Lake Master Plan) amended all of the future land use maps in all master plans adopted

prior to the adoption of ordinance 26 of 1995 so that they are to be construed and interpreted to conform to the new zoning map. Therefore, the zoning map has replaced the future land use map of the West Salt Lake Master Plan. The plan states that the infill development should be compatible with the existing neighborhoods. One of the main goals of the plan is to preserve the existing predominantly low density character and related land use patterns in the residential part of the community. By zoning the property RMF-30 in 1995, the City was identifying appropriate land uses and residential density for this area. The Plan briefly mentions mass transit and the need for increased use of the mass transit system. The subject property is less than ½ mile walk to the Salt Lake Central Station. The proposed use is listed as a permitted use in the RMF-30 Zoning District.

**Finding:** The proposed use is a permitted use in the RMF-30 Zoning District. The proposed development generally complies with the West Salt Lake Master Plan.

- 2. Use Compatibility:** The proposed conditional use shall be compatible with the character of the site, adjacent properties and existing development within the vicinity of the site where the use will be located. In determining compatibility, the Planning Commission shall consider:
- a. Whether the street or other means of access to the site where the proposed conditional use will be located will provide access to the site without materially degrading the service level on such street or any adjacent street;
  - b. Whether the type of use and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected with the development of a permitted use based on:
    - i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
    - ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the proposed use which will adversely impact the reasonable use of adjacent property;
    - iii. Hours of peak traffic to the proposed use and whether such traffic will unreasonably impair the use and enjoyment of adjacent property; and
    - iv. Hours of operation of the proposed use as compared with the hours of activity/ operation of other nearby uses and whether the use during hours of operation will be likely to create noise, light or other nuisances that unreasonably impair the use and enjoyment of adjacent property;
  - c. Whether the internal circulation system of any development associated with the proposed use will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
  - d. Whether existing or proposed utility and public services will be adequate to support the proposed use at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
  - e. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries and mechanical equipment resulting from the proposed use; and
  - f. Whether detrimental concentration of existing non-conforming or conditional uses substantially similar to the use proposed is likely to occur based on an inventory of uses within one-quarter (1/4) mile of the exterior boundary of the subject property.

**Analysis:** The Transportation Division has reviewed the proposed development and indicated that the impact on the adjacent streets will not degrade the current level of service. The proposed access is approximately 66 feet from the Interstate underpass. The underpass is designed in such a manner

that it allows adequate site distances from the proposed access point. Although Pierpont Avenue will not be connected between 900 West and 1000 West for through traffic, the existing street and sidewalk network in the area provides adequate circulation. The access would be directly onto 900 West, which is adequate to carry the additional capacity of this proposal. The internal circulation and parking area comply with city standards in terms of size and location. Trash pick-up would be handled by a private company. The existing utility service in the area is capable of serving the proposed development. There are no other residential planned developments within ¼ mile of the subject property. However there are similar sized multi-family buildings located within the vicinity. There are no other known nonconforming uses in the area.

The slope created by the elevated interstate is landscaped with native grasses. The applicant could work with the Utah Department of Transportation to add additional landscape to the property. Additional landscaping will reduce the amount of erosion that occurs on the slope. The applicant shall work with UDOT to determine the level of landscaping that could be installed on the slope.

**Finding:** The proposed use of the property is compatible with the surrounding neighborhood. The applicant shall work with UDOT to determine the level of appropriate landscaping on the slope created by the Interstate in order to reduce erosion and increase the buffer between the project and the Interstate.

- 3. Design Compatibility** The proposed conditional use is compatible with the character of the area where the use will be located with respect to:
- a. Site design and location of parking lots, access ways, and delivery areas;
  - b. Whether the proposed use, or development associated with the use, will result in loss of privacy, objectionable views or large parking or storage areas; or views or sounds of loading and unloading areas; and
  - c. Intensity, size, and scale of development associated with the use as compared to development and uses in the surrounding area.
  - d. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed-use development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in Chapter 21A. 59 of this title.

**Analysis:** The access to the subject property is in an appropriate location and spaced approximately 250 feet from the intersection of 900 West and 300 South. There are no access or intersection conflicts on the east side of 900 West across from the proposed access to the subject property. The intensity and density of the proposed project complies with the underlying zoning. The size of the structure, particularly the length of the building, could create a visual impact on the adjacent properties to the south. Zoning Ordinance 21A.48.080.C.1 requires a 10 foot landscaping buffer when a lot in the RMF-30 Zoning District is adjacent to a lot in a single family zoning district. The landscape buffer is required to be improved according to Zoning Ordinance Section 21A.48.080.D.1. In addition a 6 foot high fence would reduce the visual impact of the proposed development. The conditional building and site design standards are reviewed later in this report. Where the rear yard of the proposed residential units abut the properties to the south, landscaping shall be installed by the applicant to ensure that adequate landscaping is installed.

**Finding:** The proposed development would be compatible in terms of design provided the landscaping buffer requirements, including a 6 foot high fence, found in Zoning Ordinance



21A.48.080 are complied with and that all landscaping is installed by the developer prior to receiving a certificate of occupancy.

- 4. Detriment to Persons or Property** The proposed conditional use shall not, under the circumstances of the particular case and any conditions imposed, be detrimental to the health, safety, and general welfare of persons, nor be injurious to property and improvements in the community, existing surrounding uses, buildings, and structures. The proposed use shall:
- a. Not emit any known pollutant into the ground or air that will detrimentally affect the subject property or any adjacent property;
  - b. Not encroach on any river or stream or direct runoff into a river or stream;
  - c. Not introduce any hazard or potential for damage to an adjacent property that cannot be mitigated;
  - d. Be consistent with the type of existing uses surrounding the subject property; and
  - e. Improve the character of the area by encouraging reinvestment and upgrading of surrounding properties.

**Analysis:** It is not anticipated that the proposed project would emit any known pollutant into the ground or air that would impact the subject property or the adjacent properties. The area is subject to noise and air pollution generated by vehicles on I-80 and I-15, both of which are located in close proximity. There are sound walls installed on the Interstate. The proposed use would not increase the impacts generated by I-80 and I-15. The subject property does not encroach on any river or stream. The proposal is consistent with the existing uses surrounding the subject property because it is a permitted use in the zone and the structure complies with the standards of the RMF-30 Zoning District, provided the Planning Commission modifies the rear yard setback for units 9-12. The proposal would result in private investment into the neighborhood and have an overall positive impact to the neighborhood.

**Finding:** The proposed development will not be detrimental to persons or property. The proposal complies with this standard.

- 5. Compliance with Other Applicable Regulations:** The proposed conditional use and any associated development shall comply with any other applicable code or ordinance requirement.

**Analysis:** The proposed planned development shall comply with all applicable City requirements. The comments from City Departments and Divisions are required to be satisfied. Additional standards for review follow this section. Those standards, and any recommended conditions of approval, shall be adhered to.

**Finding:** The proposal shall comply with all applicable City requirements and any conditions of approval adopted by the Planning Commission.

## Standards For Design Review

Because the propose use includes new construction, the development is subject to the standards of the Conditional Building and Site Design Chapter (Chapter 59).

**21A.59.060 Standards For Design Review:** In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

**A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot,**

1. Primary building orientation shall be toward the street rather than the parking area. The principal entrance shall be designed to be readily apparent.
2. At least sixty (60) percent of the street frontage of a lot shall have any new building located within ten (10) feet of the front setback. Parking is permitted in this area.
3. Any buildings open to the public and located within thirty (30) feet of a public street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the building's architectural design and shall be open to the public during all business hours.
4. Each building shall incorporate lighting and changes in mass, surface, or finish to give emphasis to its entrances.

**Analysis:** Due to the nature of the lot and that it was a remnant piece of land left by UDOT, having buildings face the street does not result in the most efficient development of the land. The applicant has created a site plan that is feasible to develop without dedicating land to extend Pierpont Avenue between 900 and 100 West. Extending Pierpont Avenue reduces the amount of useable land, decreases the number of allowed units, and requires the developer to construct this portion of Pierpont Avenue. Using the property at 254 South 900 West for the access point makes it impossible to construct a building fronting on 900 West.

Despite the challenges of developing the subject property in accordance with this standard, the architecture of the structure can be improved to increase the prominence of the entrance to each unit. Each unit would be approximately 16 feet wide, with the garage door accounting for 9 feet of the width. The front entrance is recessed behind the front plane of the structure by 6 feet. The front façade could be redesigning so that the garages are less prominent. This could be accomplished by requiring the garages to be no more than 50% of the width of each unit and/or by extending the primary entrance outward to be in line or extend out past the garage line.

**Finding:** The proposed project would comply with this standard if the north elevation of the structures were redesigned so that the garage doors are not as prominent and sidewalks are extended along the north side of the residential units.

**B. The primary access shall be oriented to the pedestrian and mass transit,**

1. Each building shall include an arcade, roof, alcove, portico, awnings or similar architectural features that protect pedestrians from the rain and sun.

**Analysis:** The primary access is oriented towards the parking area. The current location of the primary entrance to the residential units does provide protection to pedestrians from the weather. However, Crime Prevention Through Environmental Design (CPTED) principles suggest that natural surveillance is a design concept intended to create more eyes on the street. This concept is promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; and adequate nighttime lighting (CPTED Watch website). The primary access may protect pedestrians from the elements, but it potentially decreases safety by decreasing the natural surveillance that comes from living in a community that is designed to place eyes on the street.

**Finding:** The proposal would comply with this standard if the primary entrances to the building were more prominent and not recessed behind the plane of the garage.

**C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction,**

1. **At least forty (40) percent of any first floor wall area that faces and is within thirty (30) feet** of a primary street, plaza, or other public open space shall contain display areas, windows, or doorways. Windows shall allow views into a working area or lobby, a pedestrian entrance, or display area. First floor walls facing a side street shall contain at least twenty-five (25) percent of the wall space in window, display area, or doors. Monolithic walls locate within thirty (30) feet of a public street are prohibited.
2. Recessed or projecting balconies, verandas, or other usable space above the ground level on existing and new buildings is encouraged on a street-facing elevation. Balconies may project over a public right-of-way, subject to an encroachment agreement issued by the City.

**Analysis:** The subject property is more than 30 feet from a public street. Paragraph one of this standard appears to be oriented towards development in commercial or highly visible areas, and does not apply to a development of this type since the lot is unique and difficult to develop. The proposed development does not indicate that any balconies, verandas, or other outdoor usable spaces are planned on the second level. It could be possible to extend a balcony over the garages to reduce the visual impact of the garages. However, doing so does not necessarily create a very inviting outdoor living experience due to the proximity of the freeway. The units would have a small, private yard along the south property line that fulfills the intent of outdoor usable space.

**Finding:** The proposed development complies with this standard because the building is located more than 30 feet from a public street and the buildings do not face a public street.

**D. Architectural detailing shall emphasize the pedestrian level of the building,**

**Analysis:** The architecture of the building is focused on the garages because the garage door accounts for approximately 56% of the width of each unit and the front entrance is setback from the front plane of the building. Having a more prominent entrance and reducing the percentage of the width covered by the garage door can turn the emphasis more towards the pedestrian.

**Finding:** The proposed development could comply with this standard if the front façade of the building was redesigned in a manner that reduced the emphasis of the garage door and increased the prominence of the primary entrance.

**E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods.**

1. Parking areas shall be located behind or at one (1) side of a building. Parking may not be located between a building and a public street.
2. Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one (1) tree for each six (6) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.
3. Parking lots with fifteen (15) spaces or more shall be divided by landscaped areas including a walkway at least ten (10) feet in width or by buildings.

**Analysis:** The parking areas are located behind a fence and on the north side of the building where it is not adjacent to residential land uses. The landscaping plan does not indicate shade trees. The parking area, outside the space dedicated to garages, contains a total of 12 parking stalls. Item 2 applies to this situation, but item 3 does not. The submitted landscaping plan must be updated to

fulfill this requirement by indicating what types of trees will be planted, along with other landscaping requirements found in Zoning Ordinance 21A.48.

**Finding:** The landscaping plan shall include shade trees in the parking area to comply with this standard. The landscaping shall also comply with all applicable landscaping standards found in Zoning Ordinance 21A.48.

**F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.**

**Analysis:** No details on parking lot lighting have been submitted and no parking lot lighting is indicated on the site plan. If lighting is added, the light posts should be of a human scale and designed so light is cast down towards the ground and not up into the sky. Lights should be placed so that they do not emit light into adjacent properties. This was one area of concern raised by the Community Council and it is valid.

**Finding:** While no parking lot lighting is indicated, all exterior lighting shall be designed to be a human scale and to direct light away from adjacent land uses and to prevent light trespass.

**G. Parking and on-site circulation shall be provided**

1. Connections shall be made when feasible to any streets adjacent to the subject property and to any pedestrian facilities that connect with the property.
2. A pedestrian access diagram that shows pedestrian paths on the site that connect with a public sidewalk shall be submitted.

**Analysis:** The main vehicular access to the proposed development is from 900 West. A walkway to each unit provides for direct pedestrian access to 900 West. An emergency access gate provides access for emergency vehicles only to Pierpont Avenue. There are no sidewalks on Pierpont Avenue.

**Finding:** The proposal complies with this standard.

**H. Dumpsters and loading docks shall be appropriately screened or located within the structure.**

1. Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street nor permitted between the building and the street.
2. Appropriate sound attenuation shall occur on mechanical units at the exterior or buildings to mitigate noise that may adversely impact adjacent residential uses.

**Analysis:** The dumpster is located along the north property line, adjacent to Interstate 80. City ordinance requires the dumpster to be screened on all sides with a solid, non chain link gate. The mechanical equipment on the building would be the type of equipment normally found on residential dwellings, primarily exterior air conditioning units. City ordinance regulates where these units could be placed. Based on the site plan, the units are likely to be located in the rear yards or on the roof of the structure. Regardless, they must be located in accordance with City ordinance in terms of setback from property line.

**Finding:** The proposal complies with this standard provided that all applicable regulations for screening the dumpster and locating all other mechanical equipment are adhered to.

**I. Signage shall emphasize the pedestrian/mass transit orientation.**

**Analysis:** No signage is proposed as part of this development.

**Finding:** This standard does not apply.

**J. Lighting shall meet the lighting levels and design requirements set forth in Chapter 4 of the Salt Lake City Lighting Master Plan dated May 2006.**

**Analysis:** The Transportation Division did not indicate that additional street lighting is required along 900 West.

**Finding:** This standard does not apply.

**K. Streetscape improvements shall be provided as follows.**

1. One (1) street tree chosen from the street tree list shall be placed for each thirty (30) feet of property frontage on a street.
2. Landscaping material shall be selected that will assure eighty (80) percent ground coverage occurs within three (3) years.
3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
4. Outdoor storage areas shall be screened from view from adjacent public rights-of-way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.
5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

**Analysis:** The site plan includes street trees along 900 West. However, no further landscaping information is provided. The required front yard landscaping shall be installed as required by Zoning Ordinance 21A.48. The landscaping plan does include trees planted along the north property line. However, the proposed trees are all considered to be decorative trees. Placing larger shade trees or evergreens in this area could reduce the impacts created by the Interstate on the proposed development. Redesigning the parking area could increase the size of the landscaping setback and allow for larger trees while accommodating the required parking. The landscaping plan submitted for a building permit, if this proposal is approved, must comply with this standard and Zoning Ordinance 21A.48 Landscaping and Buffers.

**Finding:** The proposal would comply with this standard provided the required front yard landscaping is installed as required by Zoning Ordinance section 21A.48. Final approval of the Landscaping plan should be delegated to the Planning Director.

**L. Street trees shall be provided as follows.**

1. Any development fronting on a public or private street include street trees planted consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester.
2. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.

**Analysis:** The park strip in this area is approximately twenty feet wide, which is wide enough to allow for a large street tree to be planted in the park strip.

**Finding:** The proposal would comply with this standard provided a street tree approved by the Urban Forester is planted in the park strip.

**M. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty-thousand (60,000) square feet.**

1. The orientation and scale of the development shall conform to the following requirements.
  - a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
  - b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred (300 ) feet
2. Public spaces shall be provided as follows.
  - a. One (1) square foot of plaza, park or public space shall be required for every ten (10) square feet of gross building floor area.
  - b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:
    - i. Sitting space of at least one (1) sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen (16) inches in height and thirty (30) inches in width. Ledge benches shall have a minimum depth of thirty (30) inches;
    - ii. A mixture of areas that provide shade;
    - iii. Trees in proportion to the space at a minimum of one (1) tree per eight hundred (800 ) square feet, at least two (2) inch caliper when planted;
    - iv. Water features or public art; and/or
    - v. Outdoor eating areas or food vendors.

**Analysis:** The proposed development is less than 60,000 square feet. This standard does not apply.

**Finding:** This standard does not apply.

**N. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the City's adopted *Urban Design Element* and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in Section 21A.59.060 and other adopted plans and regulations, the more restrictive regulations shall control.**

**Analysis:** The purpose statement for the RMF-30 Zoning District is to provide an environment suitable for a variety of housing types of a low density nature, including multi-family dwellings. The proposed development is a low density development that complies with the density requirements of the RMF-30 Zone. The location creates some unique challenges in creating a suitable environment, namely the lack of access and the proximity to Interstate 80. However, if the recommended conditions found throughout the analysis are applied, the impacts can be reduced and result in a suitable environment in which to live.

**Finding:** The proposal would comply with this standard provided the recommended conditions of approval and all applicable city regulations are complied with.

## Standards for Planned Developments

Zoning Ordinance Section 21A.54.150 (E) lists specific standards for planned developments.

**1. Minimum Area:** A planned development proposed for any parcel or tract of land under single ownership or control shall have a minimum net lot area for each zoning district as set forth in table [21A.54.150E2](#) of this section.

**Analysis:** The minimum lot area for a planned development located in an RMF-30 Zoning District is 9,000 square feet. The subject property is approximately 37,329 square feet.

**Finding:** The subject property exceeds the minimum net lot area for a planned development in the RMF-30 Zoning District and therefore complies with this standard.

**2. Density Limitations:** Residential planned developments shall not exceed the density limitation of the zoning district where the planned development is proposed. The calculation of planned development density may include open space that is provided as an amenity to the planned development. Public or private roadways located within or adjacent to a planned development shall not be included in the planned development area for the purpose of calculating density.

**Finding:** The proposed planned development does not exceed the density limitations of the RMF-30 Zoning District and complies with this standard.

### 3. Consideration Of Reduced Width Public Street Dedication.

**Finding:** The proposed planned development does not include any reduced width public street dedications. Therefore, this standard is not applicable.

**4. Planned Developments:** Planned developments within the TC-75, RB, R-MU, MU, CN, CB, and CSHBD zoning districts and the South State Street overlay. Also planned developments within the CS zoning district, when the district is adjacent to more than sixty percent (60%) residential zoning (within 300 feet, either on the same block or across the street). Planned developments within these zoning districts may be approved subject to consideration of the following general conceptual guidelines (a positive finding for each is not required):

- a. The development shall be primarily oriented to the street, not an interior courtyard or parking lot,
- b. The primary access shall be oriented to the pedestrian and mass transit,
- c. The facade shall maintain detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction,
- d. Architectural detailing shall emphasize the pedestrian level of the building,
- e. Parking lots shall be appropriately screened and landscaped to minimize their impact on the neighborhood,
- f. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods,
- g. Dumpsters and loading docks shall be appropriately screened or located within the structure, and
- h. Signage shall emphasize the pedestrian/mass transit orientation.

**Finding:** These standards do not apply to planned developments in the RMF-30 Zoning District.

**5. Perimeter Setback:** The perimeter side and rear yard building setback shall be the greater of the required setbacks of the lot or adjoining lot unless modified by the planning commission.

**Analysis:** A portion of the setback along the south property line is less than the minimum setback required by Ordinance. The applicant is requesting the rear setback be reduced from 20 feet to 14 feet for units 9-12. Installing an appropriate fence and landscape buffer could make up for the reduction of the rear yard setback..

**Finding:** Reducing the rear yard setback from 20 feet to 14 feet for units 9-12 is appropriate due to the adjacent land use (multi-family residential) and provided that an appropriate landscaping buffer and fence be installed along the south property line. This modification must be approved by the Planning Commission.

**6. Topographic Change:** The planning commission may increase or decrease the side or rear yard setback where there is a topographic change between lots.

**Analysis:** The subject property and the adjoining properties are relatively level to each other.

**Finding:** The lack of topographic change between lots does not warrant adjusting the side or rear yard setbacks. The proposal complies with this standard.

## **Subdivision Standards**

The proposed development requires that the land be subdivided as a minor subdivision. The standards for minor subdivisions are found in Subdivision Ordinance section 20.20.020.

**A. The general character of the surrounding area shall be well defined, and the minor subdivision shall conform to this general character;**

**Finding:** As noted in the analysis of the standards for conditional uses and planned developments, the proposed development conforms to the general character of the area.

**B. Lots created shall conform to the applicable requirements of the zoning ordinances of the city;**

**Analysis:** The applicable requirements of the zoning ordinance and the modifications allowed through the planned development process are analyzed above.

**Finding:** Based on the analysis of the conditional use and planned development standards, the lots created will conform to the applicable requirements of the zoning ordinance or as modified by the Planning Commission through the Planned Development.

**C. Utility easements shall be offered for dedication as necessary**

**Analysis:** All easements for utilities must be indicated on the final recording document.

**Finding:** Staff finds that the applicant must comply with the recommendations and requirements of the various city departments to insure all necessary and required dedications and easements are made.



**D. Water supply and sewage disposal shall be satisfactory to the city engineer**

**Analysis:** Public Utilities have indicated that the property is adequately served by water and sewer and the proposed development can hook into the existing lines without negatively impacting the systems. When permits are issued, they must comply with all applicable regulations.

**Finding:** Staff finds that the applicant must comply with the recommendations and requirements of the various city departments and all applicable city regulations and procedures to insure that the water and sewer supply are satisfactory.

**E. Public improvements shall be satisfactory to the planning director and city engineer.**

**Analysis:** The proposed subdivision has been reviewed by pertinent City Departments as to applicable laws and regulations. Each of these Departments has given preliminary approval of the preliminary subdivision request.

**Finding:** Staff finds that the subdivision complies with all applicable laws and regulations.

**Attachment A**  
Site Drawings

REVISIONS



PROFESSIONAL STAMP

# NEW PROJECT THE PIERPONT LOFTS

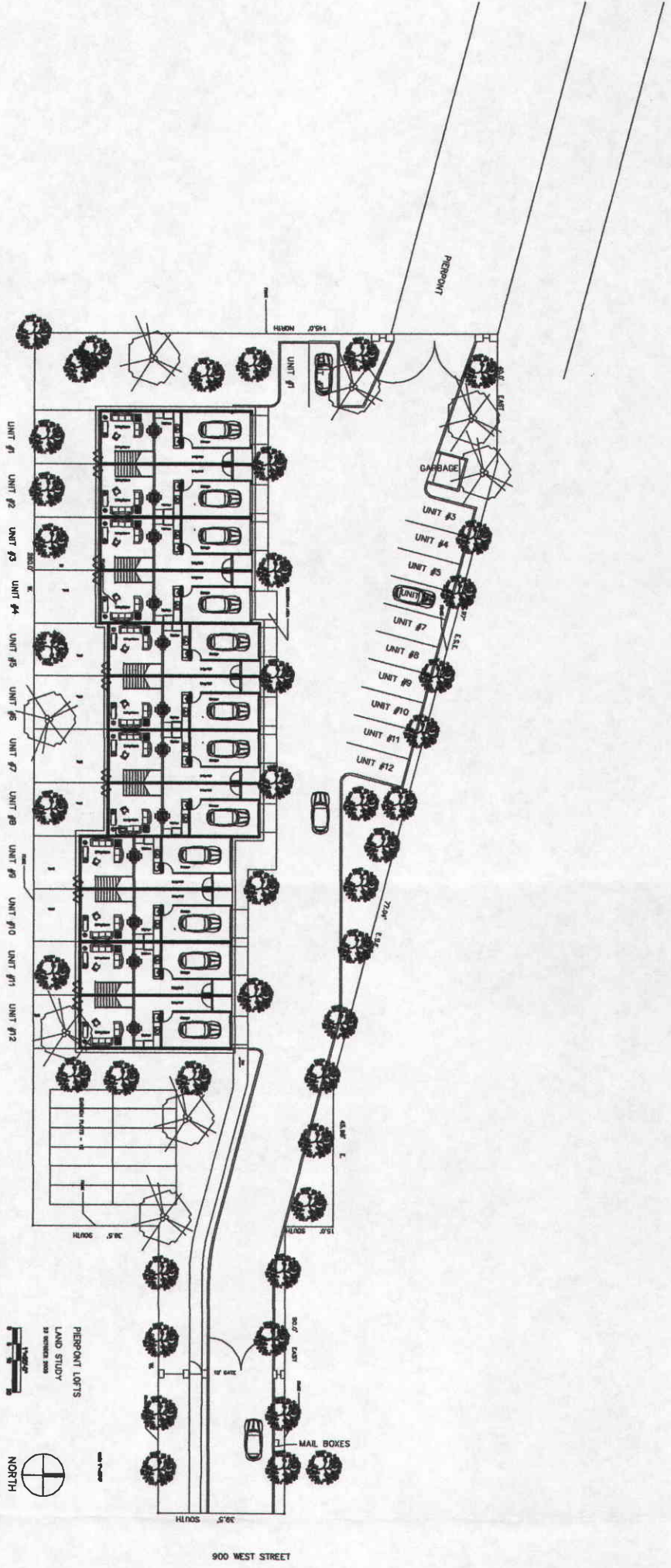
PROJECT NUMBER: 04/04/06  
DATE: 29 AUGUST 2008

designed by  
ASPECT ARCHITECTS, LLC  
479-948-0001

PROJECT ADDRESS  
PIERPONT 6 NORTH WEST  
SALT LAKE CITY, UTAH  
SHEET NUMBER

ONE of 4

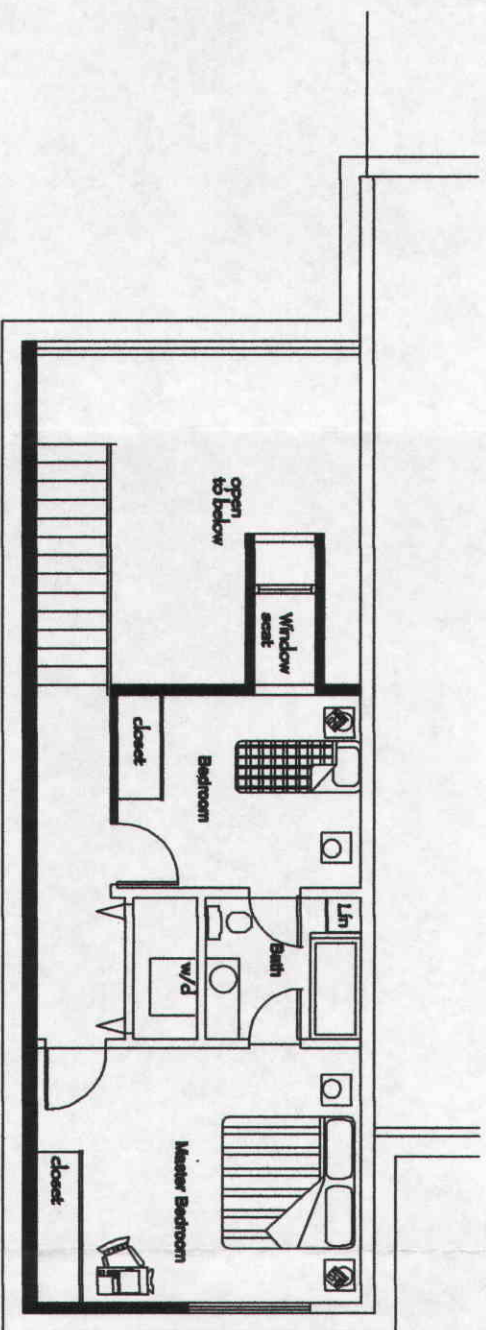
PLANNING APPROVAL \_\_\_\_\_  
PRELIMINARY



**PROJECT INFORMATION:**  
 SITE AREA: 0.288 ACRES  
 BUILDING FOOT PRINT: 8,842 S.F. (48' X 200'-8") 25.8%  
 HARD SURFACE: 15,010 S.F. 40.2%  
 LANDSCAPING: 12,078 S.F. 34%  
 DENSITY - 12 UNITS PER 0.288 S.F. = 3,110.25 S.F./UNIT

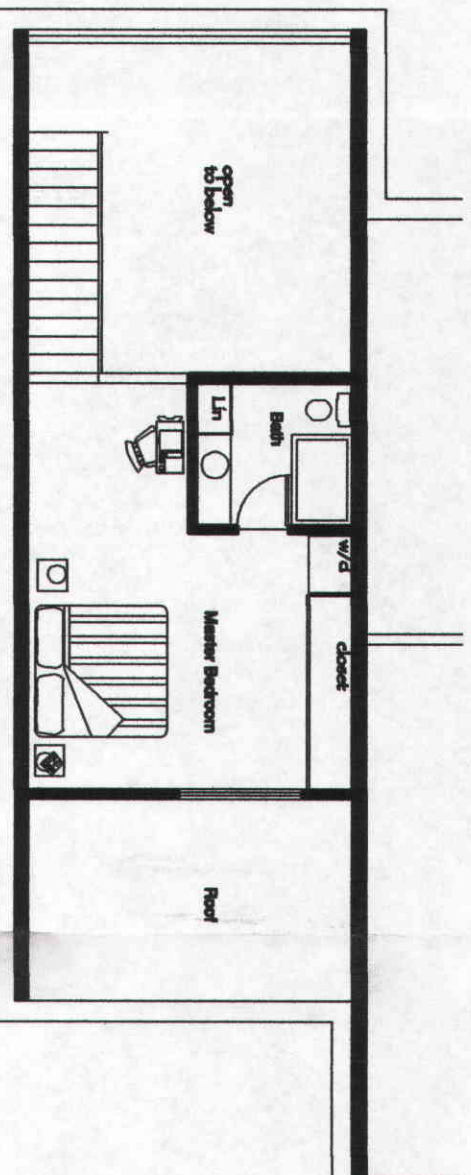
1 s.f. unit total s.f. = 788 s.f.  
 2 s.f. unit total s.f. = 858 s.f.  
 3 s.f. unit total s.f. = 928 s.f.  
 4 - 2 b.v. units total s.f. = 3,838 s.f.  
 units total s.f. = 10,228 s.f.

FENCING - EXISTING CHAIN LINK FENCE AT FREEWAY  
 REMAINING FENCING TO BE 6" WOOD SLAT FENCE



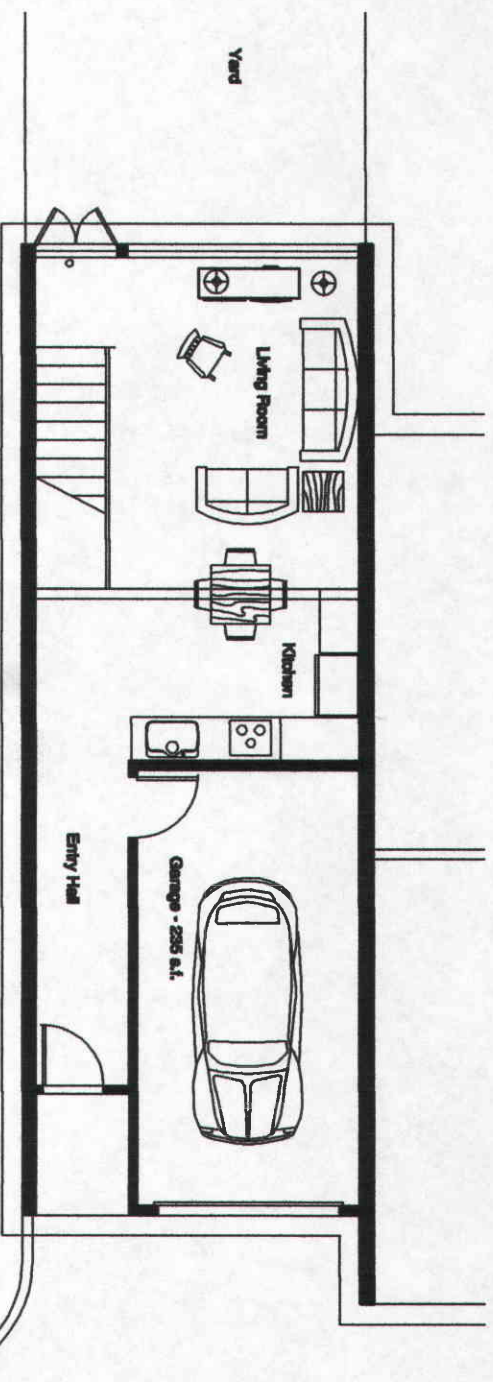
**UPPER UNIT FLOOR PLAN - Typical**  
Two Bedroom and Bath

488 s.f.  
scale 1/4"=1'-0"



**UPPER UNIT FLOOR PLAN - Typical**  
One Bedroom and Bath

328 S.F.  
scale 1/4"=1'-0"



**UNIT MAIN FLOOR PLAN - Typical**  
One & two Bedroom and Bath  
scale 1/4"=1'-0"

471 S.F.  
TOTAL = 784 S.F.

REVISIONS

PROFESSIONAL STAMP

NEW PROJECT  
THE  
PIERPONT LOFTS

Architect  
K&K Architects, LLC  
K&K Architects

PROJECT NUMBER: 00/04/03  
DATE: 29/AUG/2003

PROJECT ADDRESS  
PIERPONT & NORTH WEST  
SALT LAKE CITY, UTAH

SHEET NUMBER

TWO of 4

PLANNING APPROVAL  
PRELIMINARY

REVISIONS

PROFESSIONAL STAMP

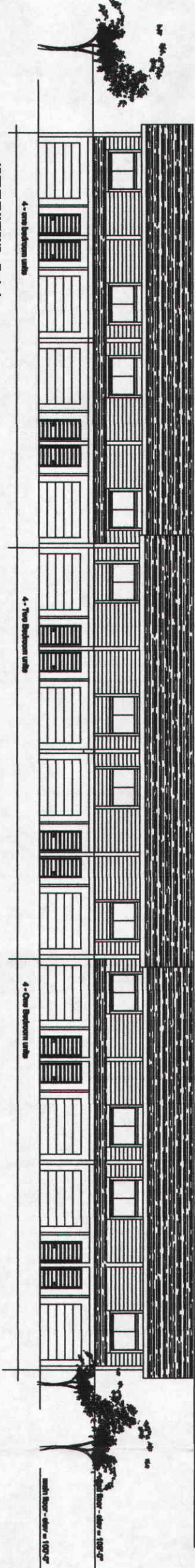
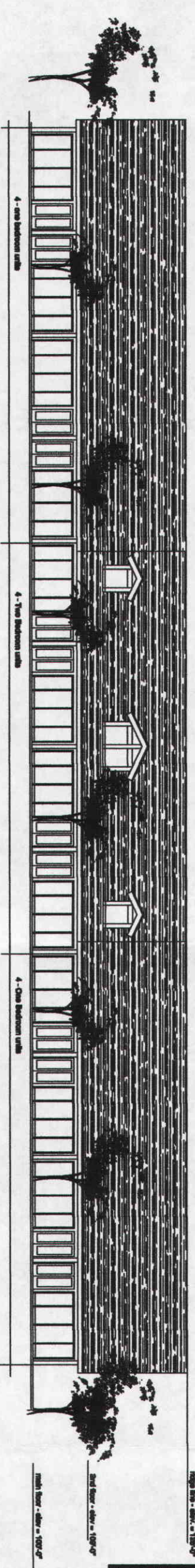
### NEW PROJECT THE PIERPONT LOFTS

Prepared by  
ARCHITECTS, LLC  
09-28-08

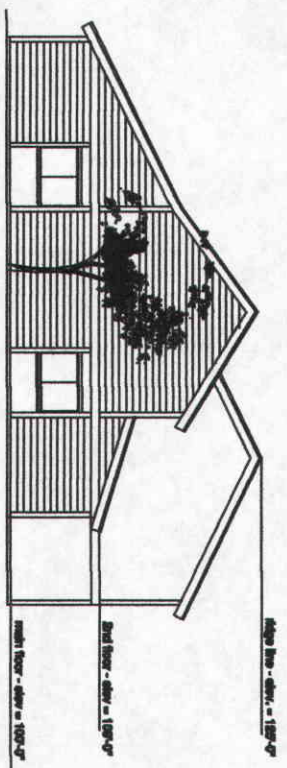
PROJECT NUMBER: 08/09/08  
DATE: 28/AUGUST/2008

PROJECT ADDRESS  
PIERPONT & HIGHTOWER  
SALT LAKE CITY, UTAH  
SHEET NUMBER

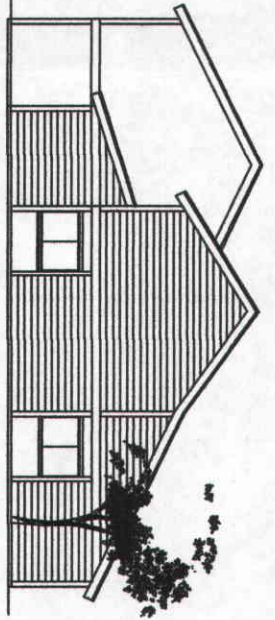
THREE of 4



UNIT ELEVATIONS - Typical  
scale 1/8"=1'-0"

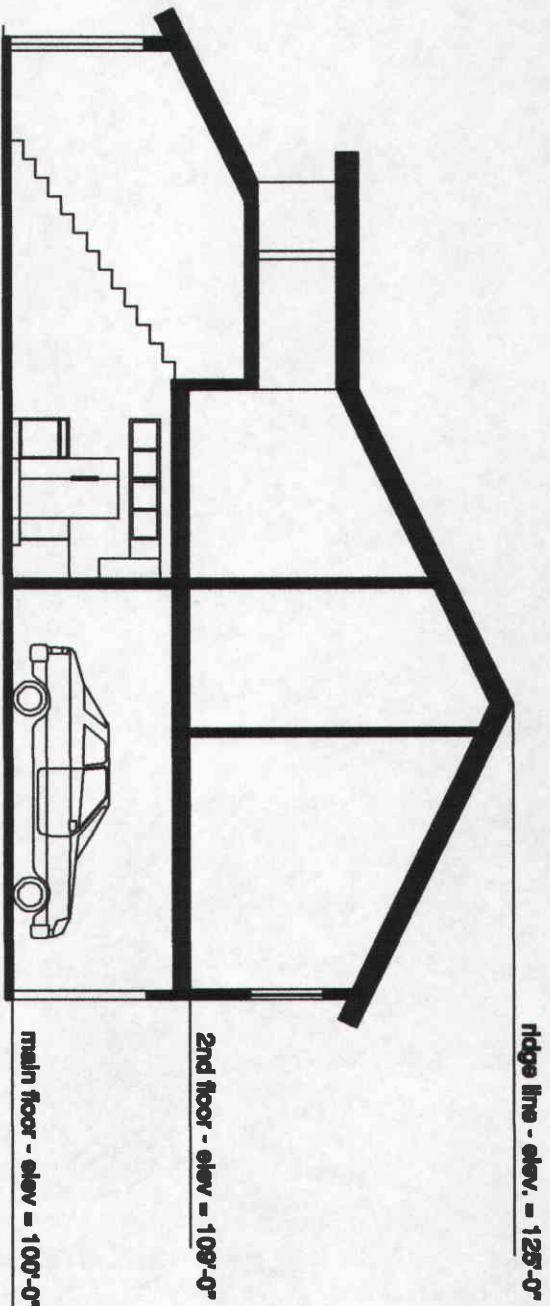


UNIT FLOOR PLAN - Typical  
The Bedrooms and Bath + Laundry & Storage  
scale 1/8"=1'-0"

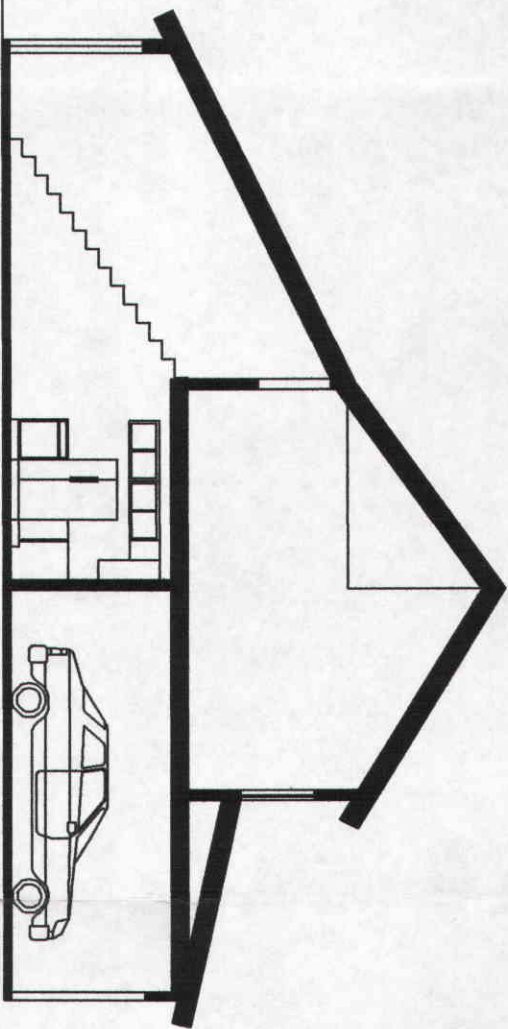


UNIT FLOOR PLAN - Typical  
The Bedrooms and Bath + Laundry & Storage  
scale 1/8"=1'-0"

PLANNING APPROVAL \_\_\_\_\_  
PRELIMINARY



**SECTION @ TWO BEDROOM PLAN - Typical**  
 scale 1/4"=1'-0"



**SECTION @ ONE BEDROOM PLAN - Typical**  
 scale 1/4"=1'-0"

NEW PROJECT  
 THE  
 PIERPONT LOFTS

REVISIONS  
 PROFESSIONAL STAMP

PROJECT NUMBER 08/06/08  
 DATE 29/AUG/08

Architect  
 Aventura LLC  
 95-96-087

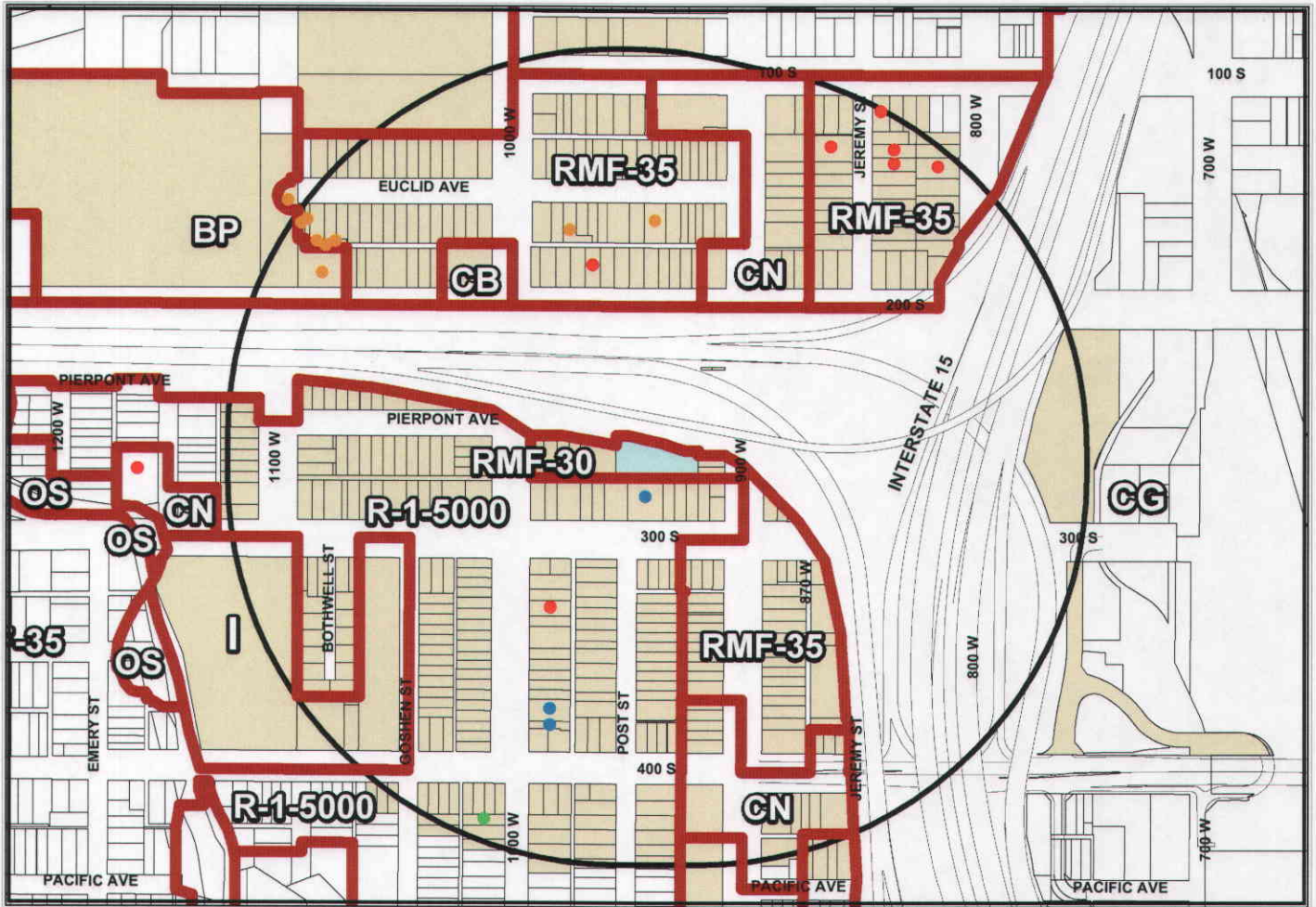
PROJECT ADDRESS  
 PIERPONT & HIGHTWIST  
 SALT LAKE CITY, UT/84

SHEET NUMBER

FOUR of 4

PLANNING APPROVAL  
 PRELIMINARY

**Attachment B**  
**Half -Mile Use Map**



- Conditional Uses in Residential Districts
- 3-4 Dwelling Units NonConforming Uses
- Industrial NonConforming Uses
- Commercial/Office NonConforming Uses
- Subject Property
- 1320 Foot Buffer around the Subject Property
- Parcels that Intersect the 1320 Foot Buffer around the Subject Property





**Attachment C**  
Photographs



Looking west from 900 West



Frontage on 900 West



Looking east from Pierpont Ave



Looking west into property



900 West underpass



Looking north on 900 West from approximate location of driveway