

## Planning Commission Staff Report

### FOOTHILL PLACE APARTMENTS CARPORT RELOCATION CONDITIONAL USE

PLNPCM2010-00074

2200 & 2260 South Foothill Blvd

Hearing date: April 28, 2010



Planning Division  
Department of Community &  
Economic Development

**Applicant:**

Jackson Square Properties, LLC

**Staff:**

Casey Stewart 535-6260  
casey.stewart@slcgov.com

**Tax ID:**

16-23-101-004, 16-23-152-009

**Current Zone:**

RMF-35 (Mod Density Multi Family  
Res)

**Master Plan Designation:**

East Bench Master Plan:  
High Density Residential

**Council District:**

District 7 – Soren Simonsen

**Community Council:**

Sugar House

**Lot size:** 10.3 acres & 7.4 acres

**Current Use:**

Multi-family apartment buildings

**Applicable Land Use Regulations:**

- Chapter 21A.24.130 RMF-35 District
- Chapter 21A.54 Conditional Uses

**Notification**

- Notice mailed April 15, 2010
- Sign posted April 9, 2010
- Posted to Planning Dept and Utah State Public Meeting websites April 15, 2010.

**Attachments:**

- A. Site/Building drawings
- B. Photographs
- C. City Department Comments

**Request**

This is a request for conditional use approval to amend a previously approved planned development for the Foothill Place apartment complex. The proposed amendment consists of moving 62 carports from the interior of the property to the western edge of the property. The intent is to remove the carport structures from near the main office building and open the area up for a more welcoming feel as visitors come to the site.

**Staff recommendation**

Based on the findings listed in the staff report, it is the Planning Staff's opinion that the project adequately meets the applicable standards and therefore recommends the Administrative Hearing Officer approve the application subject to the following conditions:

1. Compliance with all City department requirements outlined in the staff report for this conditional use. See *Attachment C* of the staff report for department comments.

## VICINITY MAP



### **Background**

#### **Project Description**

The project site currently consists of two parcels that house an apartment complex. The Board of Adjustment approved the current use (multi-family apartment buildings) in approximately 1974 as a conditional use. The applicant requests approval to move 62 carports from the interior of the property to the western boundary of the property. The purpose is to provide a more open view and less congested parking in the vicinity of the main office/visitor center. The carports would be relocated along the western property line, where the parking stalls are currently uncovered. The total number of parking stalls and carports will not change and no new buildings are proposed. The project is simply relocating carports to another location on the property.

The project is being processed through the conditional use process because the proposal involves modifying a previous conditional use for the site.

## Comments

### Public Comments

Staff conducted an open house for this project on March 18, 2010 and received no objections or concerns from citizens or the local community council. Two people attended the open house to view the plans.

### City Department Comments

Comments were received from the following City departments and are attached as “Attachment C”: Public Utilities, Engineering, Transportation, Fire, and Building Services. In general, the departments had no objections to the proposed development but provided specific improvements or modifications required according to their respective area of development oversight.

## Analysis and Findings

### Standards for Conditional Uses; Section 21A.54.080

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. 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 shall be denied. In order to identify and evaluate the detrimental effects and the need for and/or adequacy of mitigating conditions, the planning commission shall review and consider the following:

1. **Master Plan and Code Compliance:** The proposed development is supported by the general policies of the City Wide, Community, and Small Area Master plan text and the future land use map policies governing the site;
  - a. The proposed development is one of the conditional uses specifically listed in this title; and
  - b. The proposed development is supported by the general purposes and intent of the zoning ordinance including the purpose statement of the zoning district.

**Analysis:** The proposed conditional use is within the East Bench Master Plan area on property designated as High Density Residential. The proposed relocation would cause no conflicts with the designation or current use.

**Finding:** The project is not in conflict with the East Bench Master Plan.

2. **Use Compatibility:** The proposed use at the particular location is compatible with the character of the site, adjacent properties, surrounding neighborhoods, and other existing development. In determining compatibility, the Planning Commission may consider the following:
  - a. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not materially degrade the service level on the adjacent streets;
  - b. The type of use and its location does not create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected with the development of a permitted use. In determining unusual patterns, the Planning Commission shall consider:
    - i) The orientation of driveways and if they direct traffic to the major streets or local streets, and, if directed to the local streets, the impacts to the safety, purpose, and character of the local streets;
    - ii) Parking locations and size, and if parking plans encourage street side parking to the proposed use which impacts the adjacent land uses;

- iii) Hours of peak land use when traffic to the proposed use would be greatest and that such times and peaks would not impact the ability of the surrounding uses to enjoy the use of their properties; and
- iv) The hours of operation of the proposed use when compared with the hours of activity/operation of the surrounding uses and the potential of such hours of operation do not create noise, height, or other nuisances not acceptable to the enjoyment of existing surrounding uses or common to the surrounding uses.
- c. The internal circulation system of the proposed development is properly designed for motorized, non-motorized and pedestrian traffic, and mitigates impacts on adjacent properties;
- d. Existing or proposed utility and public services are adequate for the proposed development and are designed in a manner that will not have an adverse impact on adjacent land uses or resources; and
- e. Appropriate buffering such as landscaping, setbacks, and building location, is provided to protect adjacent land uses from light, noise and visual impacts.
- f. Detrimental concentration of existing non-conforming or conditional uses substantially similar to the use proposed. The analysis is based on an inventory of uses within a quarter mile radius of the subject property.

**Analysis:** The relocation of the 62 carports will not affect the current use of the property. Compatibility with the current use and adjacent properties will be maintained. Vehicle circulation and access will continue to meet city standards.

**Finding:** The project satisfies this standard. Staff finds that the proposal maintains compatibility with the existing institutional, commercial, and residential uses that are adjacent to the property.

**3. Design Compatibility:** The proposed conditional use is compatible with:

- a. The character of the area with respect to: site design and location of parking lots, access ways, and delivery areas; impact on adjacent uses through loss of privacy, objectionable views of large parking or storage areas; or views and sounds of loading and unloading areas;
- b. Operating and delivery hours are compatible with adjacent land uses; and
- c. The proposed design is compatible with the intensity, size, and scale for the type of use, and with the surrounding uses.

**Analysis:** The new location of the carport structures will not affect the character of the area with respect to parking lots and access ways. All parking stalls will remain, although carports will not exist now in the interior of the property. The relocation will not impact adjacent uses and the carports will be constructed in the same style as existing carports.

**Finding:** The project satisfies this standard.

**4. Detriment to Persons or Property:** The proposed use will not, under the circumstances of the particular case and the 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 applicant shall demonstrate that the proposed use:

- A. Does not lead to deterioration of the environment by emitting pollutants into the ground or air that cause detrimental effects to the property or to neighboring properties;
- B. Does not introduce hazards or potentials for damage to neighboring properties that cannot be mitigated; and

- C. Is in keeping with the type of existing uses surrounding the property, and that as proposed the development will improve the character of the area by encouraging reinvestment and upgrading of surrounding properties.

**Analysis:** No deterioration of the environment will occur as a result of this application. The structures do not emit any harmful or hazardous pollutants into the ground or air that will not be mitigated through the building permit process.

**Finding:** The project satisfies this standard. The project will not result in detriment to persons or property.

5. **Compliance with Other Applicable Regulations:** The proposed development complies with all other applicable codes and ordinances.

**Analysis:** Approval of this application is based on compliance with all applicable City building permits and codes prior to installation.

**Finding:** Staff finds the proposed conditional use must comply with all other applicable codes and ordinances.

#### Planned Developments; *Section 21A.54.150.E*

All new planned developments would need to comply with the following standards; however, this application is to amend a previously approved (1974) planned development. The amendment to move carports from one area of the property to another area is unaffected by the following standards.

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:** For planned developments, the RMF-35 district has a minimum lot size requirement of 9,000 square feet, which the current development exceeds.

**Finding:** The project satisfies 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.*

**Analysis:** The original planned development was approved in 1974. This proposed carport project does not include any additional dwelling units and therefore does not increase the density.

**Finding:** This project satisfies this standard.

3. *Consideration Of Reduced Width Public Street Dedication:*

**Analysis:** The project does not involve any type of street dedication.

**Finding:** This standard is not applicable.

4. *Planned Developments: in certain zoning districts planned developments are subject to additional design guidelines. The RMF-35 zoning district is not one of the districts subject to additional guidelines.*

**Finding:** The project satisfies this standard.

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:** The proposed carports comply with the minimum one foot setback for accessory buildings.

**Finding:** The project satisfies this standard.

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 project is proposed for a single lot and does not involve a topographic change between lots.

**Finding:** The project satisfies this standard.

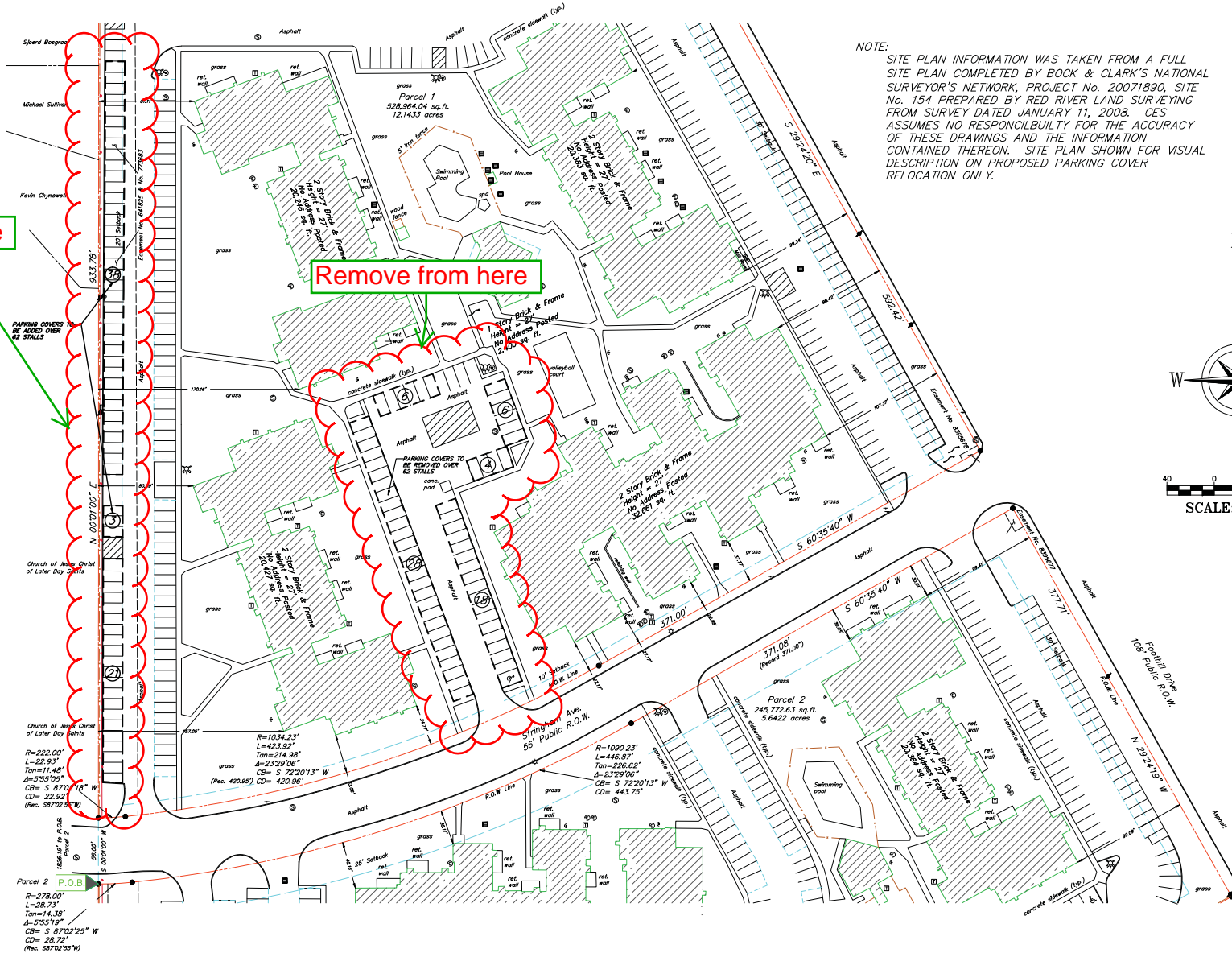
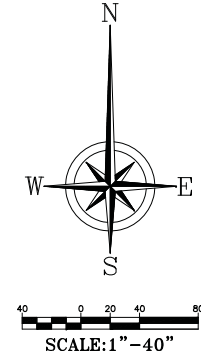
***Attachment A***  
Site / Building drawings



Rebuild here

Remove from here

NOTE:  
SITE PLAN INFORMATION WAS TAKEN FROM A FULL  
SITE PLAN COMPLETED BY BOCK & CLARK'S NATIONAL  
SURVEYOR'S NETWORK, PROJECT No. 20071890, SITE  
No. 154 PREPARED BY RED RIVER LAND SURVEYING  
FROM SURVEY DATED JANUARY 11, 2008. CES  
ASSUMES NO RESPONSIBILITY FOR THE ACCURACY  
OF THESE DRAWINGS AND THE INFORMATION  
CONTAINED THEREON. SITE PLAN SHOWN FOR VISUAL  
DESCRIPTION ON PROPOSED PARKING COVER  
RELOCATION ONLY.



# **PROPOSED SITE PLAN**

SCALE: 1" = 40'-0"

**Carlson Engineering Services**

STRUCTURAL ENGINEERING & RESIDENTIAL DESIGN  
360 NORTH 200 WEST SUITE 410  
SALT LAKE CITY, UT 84143  
PHONE: (801) 796-2784 FAX: (801) 796-6253

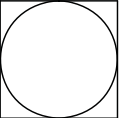
## **PROPOSED SITE PLAN**

**AMCO PROJECT**  
2260 SOUTH FOOTHILL DRIVE  
SALT LAKE CITY, UTAH  
FOR: JACKSON SQUARE PROPERTIES

REVISIONS:	date:	rev. #:
	12/16/09	1

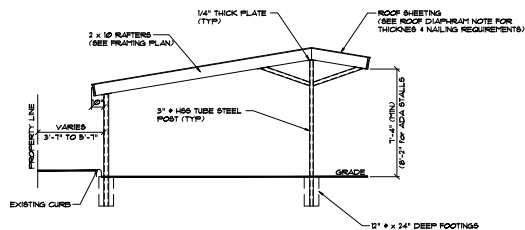
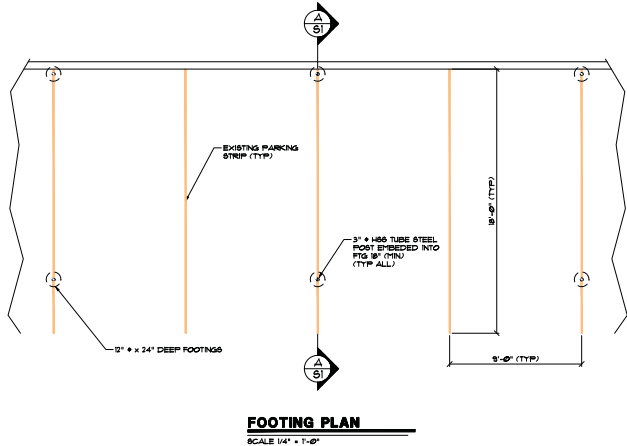
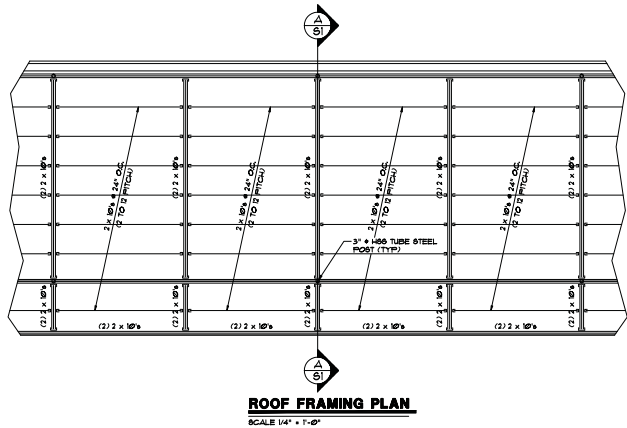
CHCKD BY:   
date:

DRAWN BY:   
date:



SHEET NO.   
SP





OSB + WAFER BOARD NOTE:  
PANEL EDGE & END SPACING TO BE 18"  
TO ALLOW FOR PANEL MOVEMENT DUE  
TO CHANGES IN MOISTURE CONTENT.

**ROOF DIAPHRAGM:**  
USE 5/8" (24/16) APA RATED OSB SHEETING NAILED  
W/ 8d NAILS @ 6" O.C. AT DIAPHRAGM BOUNDARIES  
AND PANEL SUPPORTED EDGES. FIELD NAIL W/ 8d  
NAILS @ 12" O.C. (W/ H-CLIPS)

- GENERAL NOTES:**
1. VISITS TO THE JOB SITE BY REPRESENTATIVES OF THE ENGINEER DO NOT CONSTITUTE APPROVAL OF THE WORK PERFORMED BY THE CONTRACTOR OR HIS SUBCONTRACTORS AND ARE HEREBY FOR THE PURPOSE OF OBSERVING THE WORK BEING PERFORMED.
  2. CONTRACTORS SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES, OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND/OR SPECIFICATIONS BEFORE PROCEEDING WITH ANY WORK INVOLVED. IN ALL CASES UNLESS OTHERWISE DIRECTED, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN AND BE PERFORMED.
  3. CONTRACTOR SHALL VERIFY ALL CONDITIONS, DIMENSIONS AND ELEVATIONS, ETC., AT THE SITE AND SHALL COORDINATE WORK PERFORMED BY ALL TRADES DO NOT SCALE OFF ANY DRAWINGS.
  4. TEMPORARY BRACING SHALL BE PROVIDED WHEREVER NECESSARY TO TAKE CARE OF ALL THE LOADS TO WHICH THE STRUCTURE MAY BE SUBJECTED, INCLUDING WIND. SUCH BRACING SHALL BE LEFT IN PLACE AS MAY BE REQUIRED FOR SAFETY, OR UNTIL ALL THE STRUCTURAL ELEMENTS ARE COMPLETE.
  5. CONTRACTOR AND ALL SUBCONTRACTORS SHALL PERFORM THEIR TRADES AND DUTIES IN A MANNER CONFORMING TO THE PROCEDURES AND REQUIREMENTS AS STATED IN THE 2006 INTERNATIONAL BUILDING CODE (OR LATEST ACCEPTED CODE ADOPTED BY THE LOCAL BUILDING OFFICIALS).
  6. ANY SPECIAL INSPECTION REQUIRED BY THE BUILDING OFFICIAL OR THE INTERNATIONAL BUILDING CODE ARE THE RESPONSIBILITY OF THE OWNER OR CONTRACTOR.
  7. DESIGN OF MASONRY FIREPLACES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DESIGN OF REINFORCING AND ANCHORAGE SHALL CONFORM TO THE PROCEDURES AND REQUIREMENTS AS STATED IN THE 2006 INTERNATIONAL BUILDING CODE (OR LATEST ACCEPTED CODE ADOPTED BY THE LOCAL BUILDING OFFICIALS).

- FRAMING NOTES:**
1. ALL WOOD BEAMS, JOISTS AND COLUMNS SHALL BE NUMBER 2 GRADE LUMBER OR BETTER. ALL GLUE LAMINATED TIMBER MEMBERS SHALL HAVE A MINIMUM BENDING STRESS OF 2400 PSI.
  2. PROVIDE SOLID BLOCKING AT ALL DEPTH OF JOISTS AT ENDS AND AT EACH SUPPORT OF JOISTS.
  3. PROVIDE SOLID BLOCKING AT BEARING ENDS OF TRUSSES.
  4. LAMINATED BUILT-UP BEAMS OF 2 x MEMBERS SHALL BE SPIKED TOGETHER WITH NOT LESS THAN 16d NAILS AT 12" O.C. TOP AND BOTTOM LINE (2) 16d CORNER NAILS AT ALL SUPPORTS.
  5. ALL STRUCTURAL SHEATHING SHALL BE APA RATED AND SHALL NOT EXCEED MAXIMUM SPAN RATINGS.
  6. TRUSSES TO BE DESIGNED AND ENGINEERED BY MANUFACTURER AND GUARANTEED TO WITHSTAND LOADS.
  7. PROVIDE FIRE BLOCKING IN ANY STUD CAVITY GREATER THAN 8'-0".
  8. PROVIDE SIPRONG HITS AT 24" O.C. ON BEARING ENDS OF TRUSSES.
  9. PROVIDE JOIST HANGERS WHERE SHOWN OR WHERE APPLICABLE.
  10. PROVIDE CROSS BRIDGING IN SPANS GREATER THAN 8'-0".
  11. PROVIDE GABLE AND END TRUSSES AS REQUIRED.
  12. TRUSSING TO INCLUDE ALL FURNISH PLANT SHELVES AND CEILING RAFTERS AS PER PLAN.
  13. ALL WOOD BEAMS AND HEADERS SHALL BEAR ON A MINIMUM OF (2) CORRUGATED STUDS AT EACH END UNLESS SHOWN OTHERWISE.
  14. NO DOUBLE TOP PLATE REQUIRED ON NONBEARING WALLS. STUD SPACING TO BE 16" O.C. FOR BEARING AND 24" O.C. FOR NONBEARING WALLS UNLESS SHOWN OTHERWISE.
  15. ALL HEADERS TO BE (2) 2 x 8x MIN. (UNCL)

**Carlson Engineering Services**  
STRUCTURAL ENGINEERING & RESIDENTIAL DESIGN  
360 NORTH 200 WEST SUITE 110  
SALT LAKE CITY, UT 84119  
PHONE: (801) 736-2784  
FAX: (801) 736-6253

**STRUCTURAL PLANS & DETAILS**

**AMCO PROJECT**  
2260 SOUTH FOOTHILL DRIVE  
SALT LAKE CITY, UTAH  
FOR JACKSON SQUARE PROPERTIES

REVISIONS:	DATE	REV. #
12/18/09		0
4/20/10		1

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DATE: [blank]

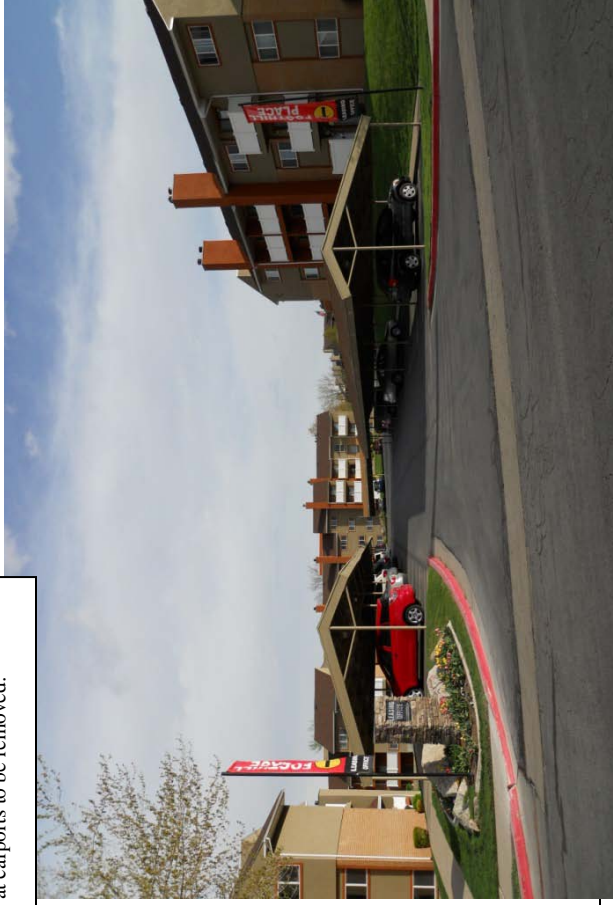
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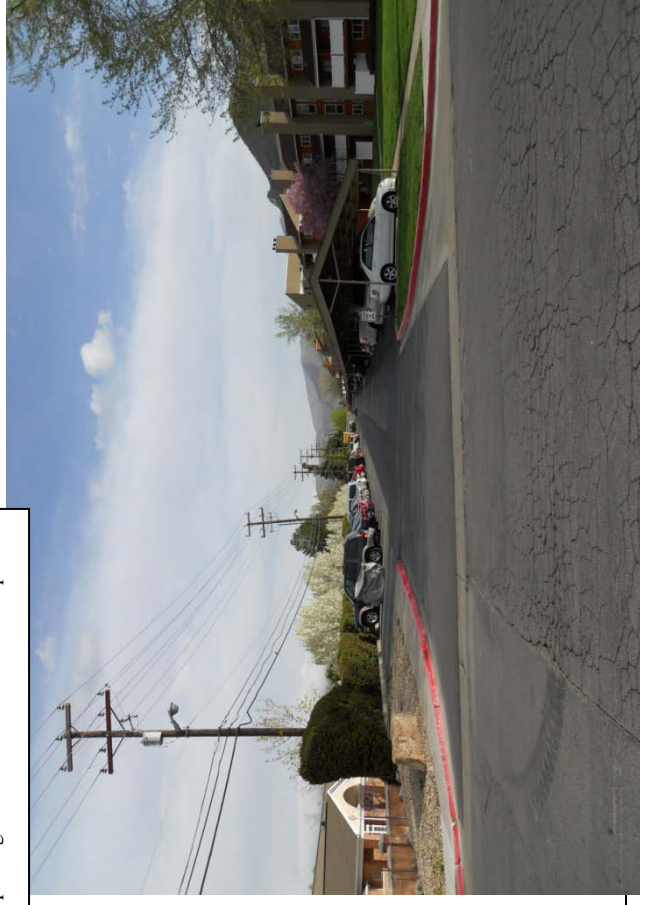
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***Attachment B***  
Photographs

From Stringham Ave looking north at carports to be removed.



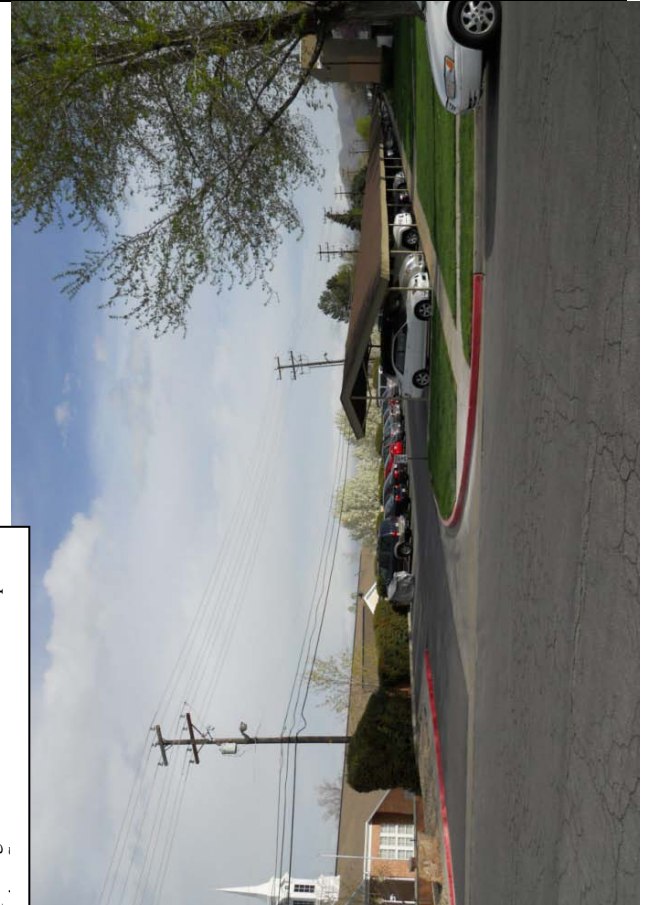
From Stringham Ave looking north at parking stalls to be covered with carports.



Standing near lease office looking southwest at carports to be removed.



From Stringham Ave looking north at parking stalls to be covered with carports.



***Attachment C***  
City Department comments

- **Public Utilities (Justin Stoker):** “No objection to proposal. There appear to be no conflicts with the public utilities.”
- **Engineering (Randy Drummond):** “It is our understanding that this is an application to replace 62 interior carports with 62 carports along the west boundary of the project. All street right-of-way exists as required on both Stringham Avenue and Foothill Boulevard, and all of the required street improvements exist on both streets. There are 14 trip hazards on the sidewalk on Stringham Avenue that must be ground down to eliminate said hazards, and one panel of sidewalk on Stringham Avenue that is sufficiently cracked to require replacement as per APWA Std. Plan 291A. The sidewalk shall be replaced as per APWA Std. Plan 231. All of this work shall be completed by a licensed, bonded and insured contractor via a Public Way Permit to be obtained from our office.”
- **Transportation (Barry Walsh):** “The proposal to relocate the existing 62 carports does not change the existing parking stall provisions for the site per sheet SP – Site plan. The detail sheet S1 is not fully dimensioned, but appears to comply with the required column buffer exception per SLC standard detail F1.c2 for a 9’-0” wide stall. The elevation detail needs to note a 7’-4” plus height clearance for standard passenger vehicles and 8’-2” height where ADA stalls are designated.”
- **Fire (Ted Itchon):** “The following issues are:
  - The basic road width shall be 20 foot clear and 13 foot 6 inches high.
  - The turning radius is 45 feet out side and 20 foot inside.
  - The road design is SH20.
  - Dead ends shall not exceed 150 feet without a turnaround.”
- **Building Services (Tim Burke):** “This review is on plans drawn by Carlson Engineering Services stamped (not stamped, signed nor dated), sheets SP and S1 as well as a memorandum by Casey Stewart dated March 2, 2010. Comments:
  1. The design needs to be modified to comply with IBC Sections 406.1.3 and 704.2. Issues to be addressed shall include but not be limited to:
    - a. Classification of the carports as a “U” structure.
    - b. Distance from the face of the carport posts to the property line.
    - c. Distance from the face of the eave or overhang to the property line.
    - d. Total area of each carport and the separation distance between carports.
  2. Expand the section drawing AA on sht. S1 to include the property line drawn vertically and all dimensions as compliant with IBC Sections 406.1.3 and 704.2.
  3. This review does not constitute a complete nor formal plan review for Building Code compliance.
  4. Zoning and Fire Department reviews are by others.”
- **Zoning (Alan Hardman):** “If Public Utilities Dept approves the location of the carports, there are no zoning issues. The lot coverage remains the same.”