

Planning Commission Staff Report

HAMPTON INN MIXED USE PROJECT

Conditional Use, Planned Development
and Conditional Building and Site Design Review
PLNPCM2010-00236, PLNSUB2009-00383
1345 & 1355 South Foothill Drive
Hearing date: June 9, 2010



Planning Division
Department of Community &
Economic Development

Applicant:

Wade Olsen

Staff:

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Tax ID:

16-15-129-001, 16-10-379-009

Current Zone:

CB (Community Business)

Master Plan Designation:

East Bench Master Plan:
Neighborhood Business

Council District:

District 6 – J.T. Martin

Community Council:

East Bench – R. Gene Moffitt (Chair)

Lot size: 1.28 acres

Current Use:

Motel, dental offices

Applicable Land Use Regulations:

- Chapter 21A.26.030 CB District
- Chapter 21A.54 Conditional Uses
- Chapter 21A.59 Conditional Building and Site Design Review

Notification

- Notice mailed May 27, 2010
- Sign posted May 28, 2010
- Posted to Planning Dept and Utah State Public Meeting websites May 27, 2010.

Attachments:

- A. Site/Building drawings
- B. Photographs
- C. City Department Comments
- D. Written public comments

Request

This is a request for conditional use, planned development, and conditional building and site design approval for a proposed mixed use project including a hotel, retail space, and dental offices. The project would combine two parcels and demolish existing motel and dental office buildings and redevelop with those same uses on the site but in an upgraded, expanded and modernized manner. The Planning Commission has final decision-making authority for all three processes.

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 for both conditional use and planned development approval and therefore recommends the Planning Commission approve the application as proposed subject to the following conditions:

1. Compliance with all City department requirements outlined in the staff report for this project. See *Attachment C* of the staff report for department comments.
2. The property owners shall combine the two lots into one.
3. Final planned development site plan approval is delegated to the Planning Director.
4. All access onto Foothill Drive, a state road, must be approved by the state department of transportation.
5. Allowed modifications from standards:
 1. *Building height up to 35 feet*
 2. *Parking structure setback reduced to three feet from 2300 east property line.*
 3. *Dumpster can be located where shown, on second level of parking structure within what would normally be considered the front yard adjacent to 2300 E.*
 4. *No public pedestrian entrance required for façade facing 2300 E.*
 5. *Reduction from 40% to 25% for required glass content along 2300 E.*
 6. *No additional canopy trees within the parking areas as required for each six parking spaces.*

VICINITY MAP



Background

Project Description

The project site currently consists of two parcels, one which contains a motel use (Scenic Motel) and the other which contains a dental office building. The proposal is to demolish the existing buildings, combine the two parcels and redevelop the site with an 81-bed, 3 story hotel (34 feet 6 inches); two street level small retail spaces; dental offices, and a two level parking structure. The zoning ordinance was recently amended to allow hotels, through the conditional use process, in the CB district along state arterial roads. The retail use and dental offices are permitted without the need for conditional use review.

The proposal requires review under three processes: conditional use, planned development, and conditional building and site design review. *Conditional use* review is required for: (1) the hotel use, (2) the proposed building height, which exceeds 30 feet, and (3) the proposed building size which exceeds 20,000 square feet in total floor area. *Planned development* review/approval is being requested by the applicant to seek relief from the front setback requirement for the parking structure and dumpster location. *Conditional building and site design review* is required in the CB district when modification of the required first floor glass content is

proposed, as is the case with this project. Details about these aspects of the project are discussed under the *project review* section of this report.

Comments

Public Comments

The applicant has made multiple presentations to the community councils of East Bench, Bonneville Hills, and Sunnyside East. Based on these community council meetings, the applicant has modified the building by stepping the 2nd and 3rd floors back from Foothill Drive to reduce the visual impact from the overall building height. Some of the community councils provided written comments, which are included with this report as “*Attachment D*”.

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.

Project Review

- **Internal Project Review**

The project has been reviewed by the following City departments: Engineering, Transportation, Fire, Public Utilities, Building Services, and Planning. According to documents and plans provided, all departments have determined that the project complies, or has the ability to comply, with all development requirements pertaining to the City’s site plan development regulations and the CB zoning district other than the items from which the applicant seeks relief. The requirements of each department are listed in “*Attachment C*” of this report.

The planned development process is intended to provide flexibility in the application of site design in order to achieve a result more desirable than through strict application of City land use regulations. The proposed mixed uses are desirable for this site given its location amongst other offices, retail uses, and proximity to the University of Utah and associated medical services, for which short term lodging is in demand. It also is located along a mass transit route and a state arterial route providing easy access to transportation corridors. The planned development review process has been invoked by the applicant for flexibility in working with location of the proposed parking structure and solid waste dumpster (see *Discussion* section that follows).

The site has two physical characteristics that create difficulty for redevelopment. First, the topography slopes up significantly from west to east (from Foothill Drive up to 2300 East), changing 18 feet in overall grade. This grade change contributes to the request to exceed the CB district 30-foot height limit by four feet six inches. Second, the property is considered a double-frontage lot which poses challenges for building setbacks, particularly for the proposed parking structure.

Discussion

The following discussion clarifies the specific reasons for the three types of review processes involved with this project: conditional use, planned development, and conditional building and site design review of this project and staff’s consideration of each reason.

- Hotel use in a CB district (*21A.26.090 Table of Permitted and Conditional Uses*): The Salt Lake City Council recently amended the uses allowed in CB district to include Hotel/Motel when located along a state arterial road. The use is only allowed as a conditional use.
- Building size in the CB district (*21A.26.030.H*): The CB district requires any proposed buildings over 20,000 square feet in total floor area to be reviewed as a conditional use. The project involves two buildings: a hotel building with some retail area at street level facing Foothill Drive. The second building will house dental offices with a parking structure behind and above the offices. A summary of floor area calculations follows:

Hotel 1st Level: 17,784 sq. ft.
 Hotel 2nd Level: 17,135
Hotel 3rd Level: 16,056
Total Hotel Area: 50,975 sq. ft.

Retail Lease Space #1: 1,791 sq. ft.
 Proposed Foothill Dental: 2,329
 Retail #1 (Basement): 1,647
Retail #2 (Basement): 2,397
Total Retail Area: 8,164 sq. ft. (4,120 sq. ft 1st level; 4,044 sq ft. basements)
Total Area (Hotel + Retail) = 59,139 sq ft (including 4,044 sq ft basements)
 Parking: 48 Stalls 1st Level / 34 Stalls 2nd Level

The mix of commercial and office uses will enhance the existing uses in the area and strengthen this community business area, while efficiently utilizing the existing site. After combining the two parcels, the total parcel area would be 1.28 acres. This size provides opportunities for multiple buildings and uses as proposed and allow for a more efficient, flexible design on this area between Foothill Drive and 2300 East.

- Building height in the CB district (*21A.26.030.H*): The CB district limits the building height to 30 feet. The proposed hotel building complies with this limit for most sections of the building but there is one portion of the building where the building height reaches close to 35 feet. That section begins 55 feet from the front façade of the building along Foothill Drive and is approximately the middle 1/3 of the building along the east/west axis. When viewed from Foothill Drive, the building is stepped back at the 2nd and 3rd stories, lessening the visual impact of the overall building height; however, the sloping lot makes it difficult to stay under 30 feet at all portions of the building. The Zoning Ordinance section *21A.26.010.J* permits the planning commission, by conditional use, to allow additional building height if the first floor of the building exceeds 20,000 square feet, which the proposed building does (approx 22,000 sq ft). The planned development process also allows for an additional five feet in building height when approved by the planning commission.

The significant change in grade on this lot causes difficulty for commercial buildings in relation to a 30-foot building height limit. The proposed building has been revised to include stepped back facades as it increases in height as viewed from the front (Foothill Drive). This tactic reduces the visual impact and adds architectural interest to the building. Staff supports the proposed building height and design to reduce visual impact.

- Minimum first floor glass (*21A.26.030.I*): The building facade facing Foothill Drive is required to have a minimum of forty percent (40%) non-reflective glass. The proposal satisfies this requirement. In addition, and due to the double frontage lot, the building façade along 2300 East

is subject to the same requirement. Given that the building contains hotel rooms, the applicant seeks relief from the glass requirement along 2300 East to avoid making the hotel rooms easily viewable by the passing public. Each hotel room facing 2300 East will have transparent glass windows with curtains on the inside but the total glass content will not reach 40 percent, instead a 25% content is proposed. Adding more glass and more curtains would not be in line with the intent of the glass requirement to increase pedestrian interest in the use. Relief from this requirement can be granted by the planning commission through the *conditional building and site design review* process (associated standards are discussed later in this report).

Staff recognizes the hardship created by a double frontage lot and the irony of creating more visual interest in hotel rooms along 2300 East. Staff supports relief of the glass requirement along 2300 East.

- **Parking setback (21A.26.030.F.7):** The project includes a two level parking structure which has a setback requirement of 35 feet from a front property line in the CB district. With the two front property lines (Foothill Drive and 2300 East), available area for any type of parking structure is extremely limited and would not be cost effective. The proposed parking structure is located and designed as to be hidden from view from Foothill Drive. This is achieved by locating the lower level parking area behind the dental office building, and the upper level parking area above the same building but with a screen wall to prevent view of vehicles. When viewed from 2300 East, the upper level parking area is at the same level as the public street and would appear as a surface level parking area with a screen wall to limit view of the vehicles. The parking structure complies with the setback from the property line along Foothill Drive, but would be located approximately three feet from the property line along 2300 East. The applicant seeks approval for this reduced setback through the *planned development* review process.

In this case, the number of proposed parking stalls exceeds the number that would typically be required for the project by approximately 24 stalls. The number of hotel rooms would require 41 stalls (1 stall per every 2 rooms); retail area would require 4 stalls (2 stalls per 1,000 sq ft); dental offices would require 12 stalls (5 stalls per 1,000 sq ft) – for a total of 57 stalls. The applicant proposes 81 stalls. Removal of 24 stalls from the eastern area of the parking structure would provide opportunity for a greater setback, although not likely the full 35 feet. However, pulling the parking structure further into the interior of the lot would create a more abrupt view of both parking levels from 2300 East, thereby leaving little question that a parking structure exists on the site. Compare that to the proposed design which prevents a view of the lower level parking area from 2300 East, thereby giving less sense of an imposing parking structure. The proposed design also works well with the significant grade change as it drops toward Foothill Drive.

- **Dumpster located in a front yard (21A.36.020.B):** Dumpsters are only allowed in a rear yard. In this situation, with two front yards and no rear yard, some relief would be required to place a dumpster on the site. The proposed location on the second level in the southeast corner of the parking structure, it is within the front yard along 2300 East. The dumpster will be screened and kept in a fenced in area that will be accessible for pick up by trash trucks from 2300 East. Again, the applicant seeks approval for this location through the *planned development* review process. Staff supports relief of this requirement due to the lot having double frontage and with the proposed screening.

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 (hotel) and permitted uses (dental offices, retail goods/restaurant) are all uses listed as allowed in the CB district. The site location is within the East Bench Master Plan area on property designated for 'Neighborhood Business'. The proposed uses would cause no conflicts with the master plan designation or policies. The CB district is *"intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods. The design guidelines are intended to facilitate retail that is pedestrian in its orientation and scale, while also acknowledging the importance of transit and automobile access to the site."* The proposed site and building design facilitate pedestrian retail by locating the retail portions up front along Foothill Drive and providing the required transparent glass to encourage visibility into the retail space.

The East Bench Master Plan states *"Redevelopment or at least renovation of some business properties in the East Bench area is quite likely and is considered the most desirable approach to meeting future business needs in the community.... More efficient use of existing business properties is the preferred approach to meet future business needs"*. This proposal meets these criteria by removing an aging, undersized, but successful business, and consolidating parcels to allow room for the proposed redevelopment.

Finding: The project is supported by the policies and intent of both the East Bench Master Plan and CB district.

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 aspects of the project that require conditional use review – hotel use, height, building size – have been designed to be compatible with the character of the site and surrounding area. Vehicle traffic will be directed primarily onto Foothill Drive, a major street. Some traffic will enter/exit using 2300 East but not enough to adversely impact that street. Parking provisions are more than adequate to contain all parking on site and prevent street side parking of which is currently not allowed adjacent to the site. The site is proposed to have clear pedestrian connections and pathways among the various buildings. Appropriate setbacks, screening, and landscaping are provided to minimize impact to adjacent properties. The hours of operation of the different uses on the site will be similar to surrounding commercial uses with minimal peak traffic occurrences throughout the day.

Finding: The project satisfies this standard. Staff finds that the proposal maintains compatibility with the existing adjacent commercial properties and poses little impact to surrounding streets.

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 site design incorporates elements oriented to both pedestrian and vehicle traffic and strengthens the area as a community business area. Multiple uses are proposed for the site which contributes to the services provided for surrounding area. Although the hotel building size is large enough to require conditional use approval, the building designs are efficient, architecturally interesting, and keep a low profile in order to be compatible with surrounding uses and views.

Finding: The project satisfies this standard. The design is compatible with the character of the area.

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. The reinvestment and upgrading of the site and associated buildings will strengthen the community business character of the area and maintains similar uses on the site.

Finding: The project satisfies this standard. The project will not result in detriment to persons or property and improves the site and adjacent commercial area.

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: The project satisfies this standard. Staff finds the proposed conditional use must comply with all other applicable codes and ordinances.

Standards for Planned Developments; *Section 21A.55.050*

Through the flexibility of the planned development regulations, the city seeks to achieve *any* of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
 - B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
 - C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
 - D. Use of design, landscape, or architectural features to create a pleasing environment;
 - E. Inclusion of special development amenities that are in the interest of the general public;
 - F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
 - G. Inclusion of affordable housing with market rate housing; or
 - H. Utilization of “green” building techniques in development.
- A. **Planned Development Objectives:** The Planned Development shall meet the purpose statement for a planned development (Section 21A.55.010) and will achieve at least one of the objectives stated in said Section;

Analysis: The project proposes coordination of architectural styles with the hotel and dental office buildings and establishes strong building relationships within the site. The site design and architecture create a pleasing environment compared to what exists now and it contributes to the updated design of the shopping center across Foothill Drive. The site would be improved through this redevelopment. The applicant claims that green building techniques will be used where feasible and has plans to utilize solar panels for some on site energy generation.

Finding: The project, through use of the planned development process, achieves at least four of the objectives for planned development, thereby satisfying this standard.

B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:

1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and,
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Analysis: Refer to page 6. This same standard was addressed previously as item “1” under the conditional use review.

C. Compatibility: The proposed planned development 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:

1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, 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 planned development which will adversely impact the reasonable use of adjacent property;
 - iii. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;

5. 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 planned development, and;
6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.
7. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used 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: Refer to pages 6 and 7. This same standard was addressed previously as items “2” and “3” under the conditional use review. The project will be subject to the conditional building and site design review standards. These are addressed later in the report.

- D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

Analysis: The site will have all new landscaping, which as planned, as appropriate for the scale of the project. The applicant states the landscaping will contain primarily drought tolerant plant species.

Finding: The project, through use of the planned development process, achieves at least four of the objectives for planned development, thereby satisfying this standard.

- E. Preservation: The proposed Planned Development shall preserve any historical, architectural, and environmental features of the property;

Analysis: The site will be completely redeveloped. The existing motel structure is not listed on any national or local registers of historic places or cultural resources. The site has no other features that would need preservation.

Finding: The project satisfies this standard.

- F. Compliance with Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.

Analysis: Other than the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.

Finding: The project satisfies this standard.

Planned developments within the ... CB District...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.

Analysis: The project as proposed demonstrates both features: the retail and office uses are oriented to Foothill Drive while the hotel entrance is interior to the site. As most of the hotel patrons will be arriving in some sort of vehicle (private, rental car, or shuttle), this configuration draws the vehicle traffic further into the site away from the main entrance and limits the pedestrian/vehicle conflicts. The surface parking areas are properly setback and landscaped while the parking structure is designed into the site to reduce visual impact from surrounding properties and streets. The front façade has sufficient glass and architectural detailing to facilitate pedestrian interaction.

Finding: The project achieves multiple planned development guidelines for the CB district.

Conditional Building and Site Design Review standards

Conditional building and site design review shall be approved in conformance with the provisions of the following standards for design review found in chapter 21A.59.060 of the City's Zoning Ordinance.

Note: Analysis for these criteria is at the end of the criteria, starting on page 13.

- 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 percent (60%) of the street frontage of a lot shall have any new building located within ten feet (10') of the front setback. Parking is permitted in this area.
 - 3. Any buildings open to the public and located within thirty feet (30') 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.
- B. 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.
- C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
 - 1. At least forty percent (40%) of any first floor wall area that faces and is within thirty feet (30') 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 percent (25%) of the wall space in window, display area, or doors. Monolithic walls located within thirty feet (30') 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.
- 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 adjacent neighborhoods.
1. Parking areas shall be located behind or at one 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 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 feet (10') in width or by buildings.
- F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.
- 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.
- 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 of buildings to mitigate noise that may adversely impact adjacent residential uses.
- I. Signage shall emphasize the pedestrian/mass transit orientation.
- 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.
- K. Streetscape improvements shall be provided as follows:
1. One street tree chosen from the street tree list shall be placed for each thirty feet (30') of property frontage on a street.
 2. Landscaping material shall be selected that will assure eighty percent (80%) 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.
- L. Street trees shall be provided as follows:
1. Any development fronting on a public or private street shall 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.

M. **[Not Applicable to Hampton Inn project due to size being less than 60,000 square feet]** 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 feet (300').
2. Public spaces shall be provided as follows:
 - a. One 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:
 - (1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - (2) A mixture of areas that provide shade;
 - (3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 - (4) Water features or public art; and/or
 - (5) Outdoor eating areas or food vendors.

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 this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 61-08 § 2 (Exh. B), 2008; Ord. 89-05 § 8, 2005; Ord. 3-05 § 11, 2005)

Analysis: Considering the standards, the project achieves most of them. There are three standards that the project does not comply with and the applicant requests those standards be waived for this project. First, there is no building entrance for pedestrians along 2300 East (standard A.3). The applicant requests the planning commission waive the pedestrian access requirement for this frontage, considering that the lot has two fronts and this is the secondary access point to the site.

Second, the percentage of glass proposed for 2300 East, the secondary access point, does not reach 40 percent (standard C.1). The double-frontage aspect of this site and the nature of a hotel use result in a floor plan conflict along 2300 East. The front and main building entrance for the hotel faces Foothill Drive, the main entrance point. Hotel rooms would be located toward the rear of the building, which faces 2300 East. The building façade along 2300 East includes glass, approximately 25 percent, which consists of windows for each of the rooms. Requiring additional glass along this façade for the intent of improving pedestrian interest and visibility conflicts with the privacy aspects of the room occupants. Staff finds the amount of glass provided along 2300 East is sufficient for the purposes of avoiding a monolithic wall and serves to increase the architectural interest of the building, although the amount of glass might not meet the letter of law. The glass content along Foothill Drive complies with the 40 percent standard.

Third, with a good portion of the parking being provided within a parking structure, planting one large broadleaf canopy tree for every six (6) parking spaces does not work because the trees can't be planted in/on the structure (standard E.2). Furthermore, the surface parking area complies with the standard landscaping requirements for parking areas and sufficient screening/setback is provided by the applicant.

Staff supports waiving these three standards for the project. The project meets, or will meet subject to recommended conditions of approval, the other standards for design review.

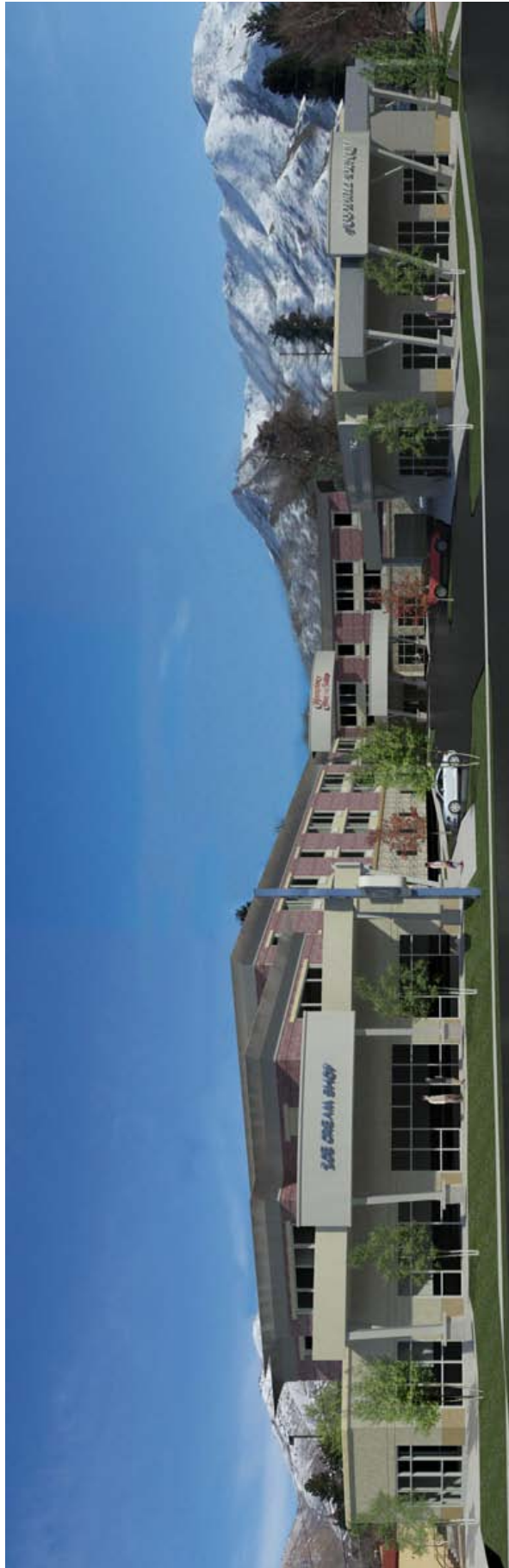
The standards for *conditional uses* and the guidelines for the *planned development*, as previously discussed, address essentially the same design standards as *conditional building and site design review*. Staff finds the proposal overall adequately satisfies the standards of all three review processes. The project incorporates many site and building design features that lend itself to both pedestrian, mass transit, and automobile access, thereby achieving the purposes of both the design standards and the CB zoning district.

Discussion of the Design Review, Planned Development, Conditional Use processes.

The Conditional Building and Site Design Review process was developed as part of the walkable communities ordinance project adopted in December 2005. The intent of the Conditional Building and Site Design Review process was to allow the applicant to request an alternative to the strict requirements of the walkable communities' regulations while still meeting the intent of ensuring pedestrian orientation. In July 2008, through the process to make changes to the Conditional Use regulations, design criteria were inserted into the Conditional Building and Site Design Review chapter of the ordinance which conflicts with the original intent of the chapter to allow for flexibility. For example, in the commercial zoning districts, one of the requirements is that a commercial development must have at least 40% glass on the first floor of the front façade. In that chapter, it says that an applicant can go through the Conditional Building and Site Design Review process to modify that requirement, while still meeting the intent. However, now the Conditional Building and Site Design Review ordinance says that not only must you meet the 40% glass requirement; you also have to meet many more design requirements. In other words, the whole intent of providing a process for design flexibility has been eliminated.

The Planning Staff recognizes this conflict and recommends that the ordinance be amended so that the design criteria are inserted into the appropriate zoning chapters, and that Chapter 59, Conditional Building and Site Design Review retain its original intent as a "process chapter" similar to Chapter 54, the "Conditional Use" chapter or Chapter 18, the "Variance" chapter. Therefore, until the changes can be processed, projects that require the Conditional Building and Site Design Review process will also be processed as a Planned Development, which gives the Planning Commission the authority to modify or waive requirements.

Attachment A
Site / Building drawings



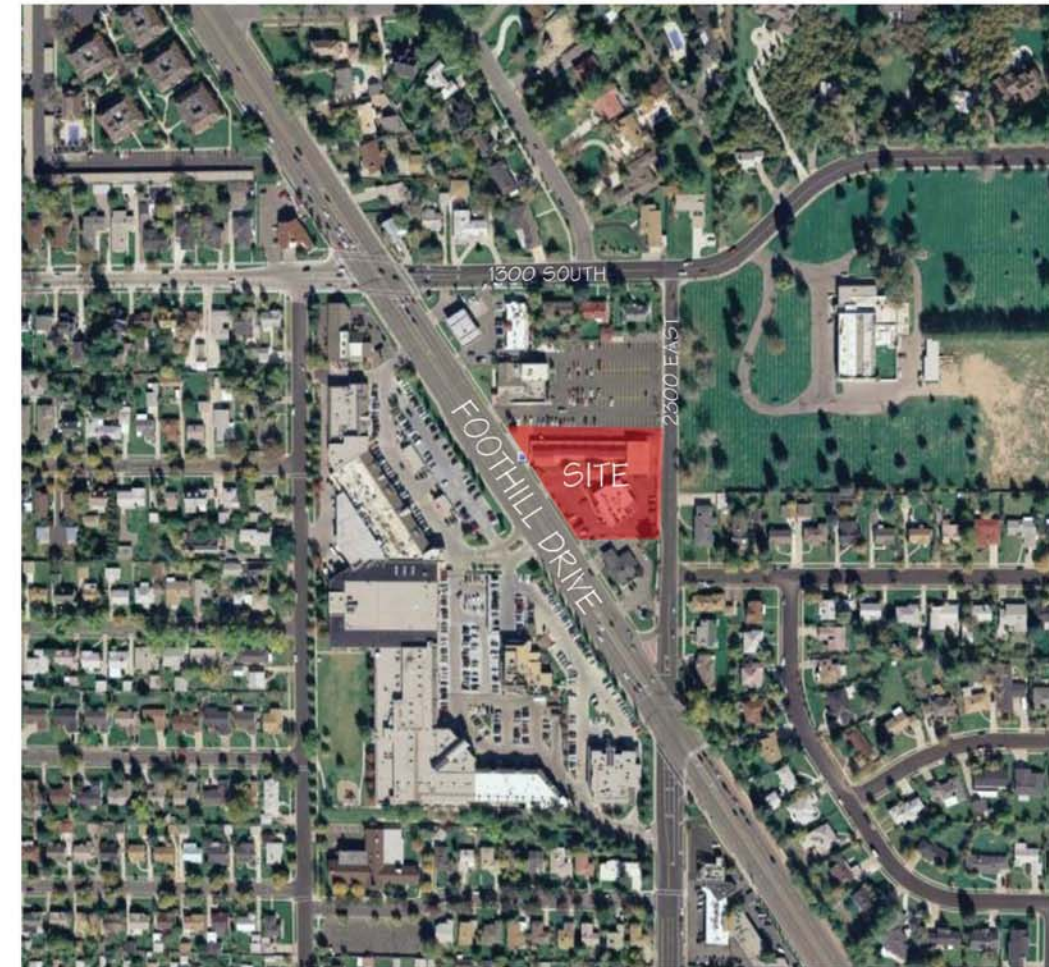
HAMPTON INN AND SUITES

1345 FOOTHILL DRIVE, SALT LAKE CITY, UTAH

PRW Architecture, Inc. : PO BOX 540804, NORTH SALT LAKE, UTAH 84054 : P. (801) 936-1343 : F. (801) 936-0180



2300 EAST



DEVELOPMENT PLAN
1" = 20'-0"

HAMPTON INN AND SUITES

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STREET VIEW ELEVATION

3/32" = 1'-0"



SOUTH HOTEL ELEVATION

3/32" = 1'-0"



WEST ELEVATION

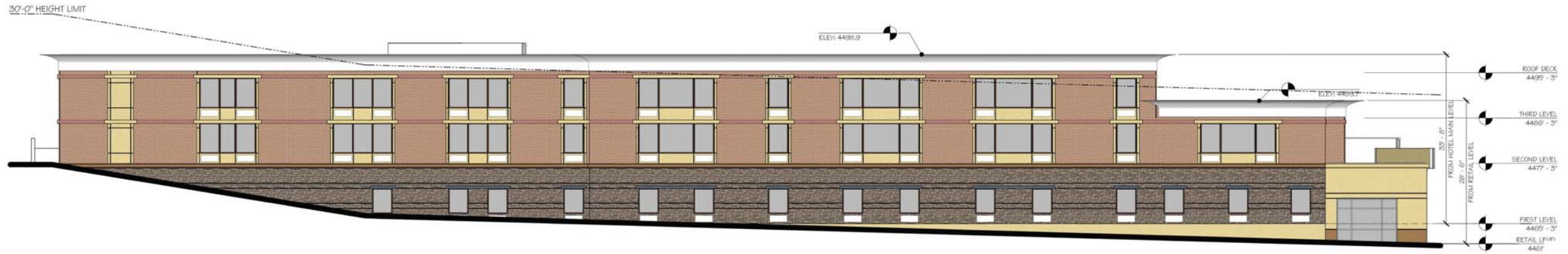
3/32" = 1'-0"



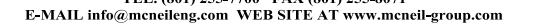
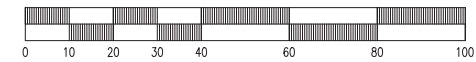
HAMPTON INN AND SUITES

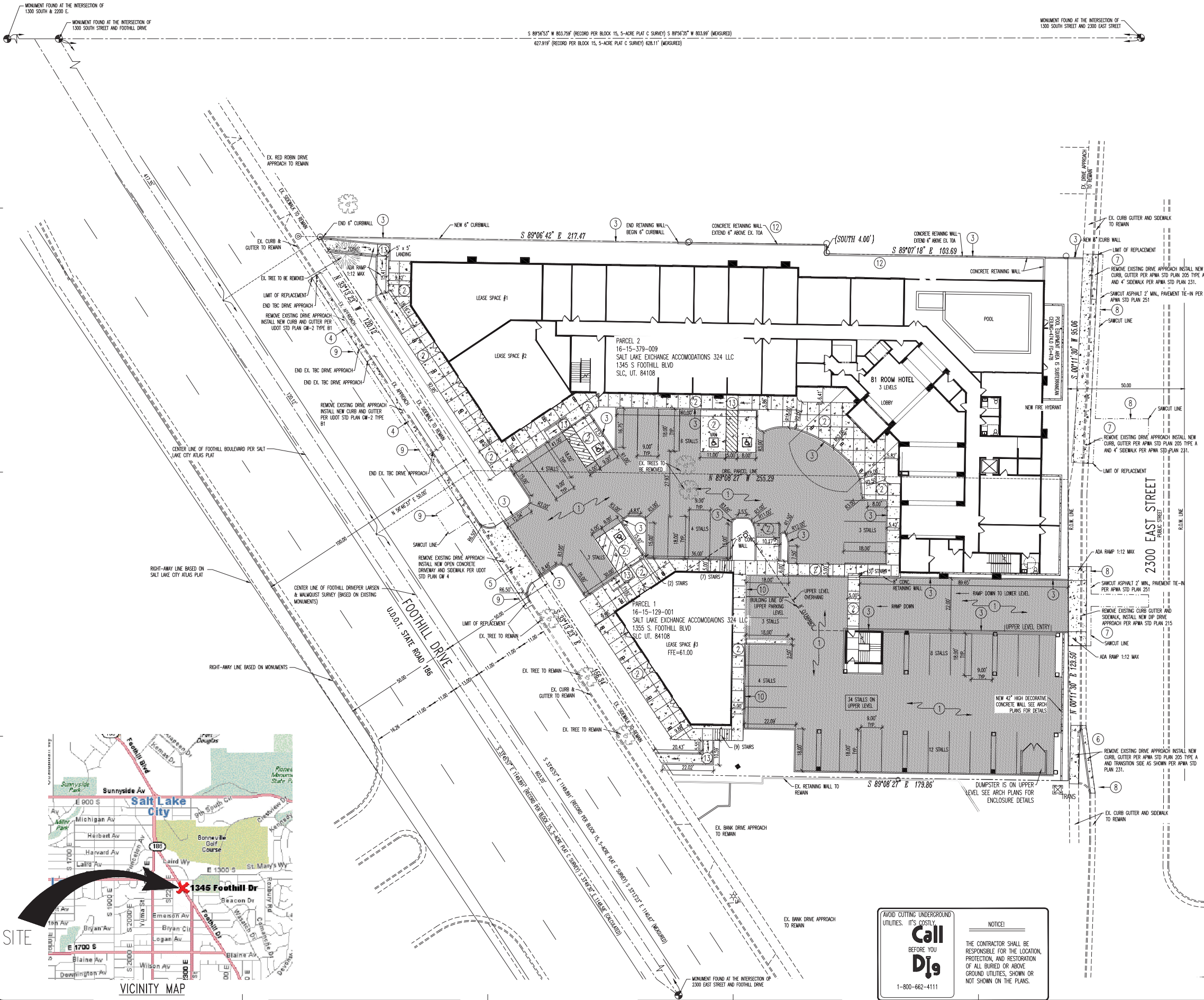
1345 FOOTHILL DRIVE, SALT LAKE CITY, UTAH

PRW Architecture, Inc. : PO BOX 540804, NORTH SALT LAKE, UTAH 84054 : P. (801) 936-1343 : F. (801) 936-0180



1345 SOUTH FOOTHILL DRIVE
SALT LAKE CITY, UTAH





DEED DESCRIPTION

PARCEL 1
BEGINNING AT A POINT WHICH IS 9.95 FEET SOUTH 8.0 FEET EAST FROM THE NORTHEAST CORNER OF LOT 13, BLOCK 15, FIVE ACRE PLAT "C", BIG FIELD SURVEY, AND RUNNING THENCE SOUTH 07°02'52" EAST 95.05 FEET; THENCE NORTH 89°08'27" WEST 255.09 FEET TO THE EAST LINE OF FOOTHILL DRIVE; THENCE NORTH 33°15'54" WEST ALONG THE EASTERLY LINE 119.83 FEET; THENCE SOUTH 89°06'42" EAST 217.06 FEET; THENCE SOUTH 4 FEET; THENCE SOUTH 89°07'18" EAST 103.69 FEET TO THE POINT OF BEGINNING.

PARCEL 2
COMMENCING SOUTH 07°02'52" EAST 105 FEET AND SOUTH 89°08'27" EAST 8 FEET FROM NORTHEAST CORNER LOT 13, BLOCK 15, FIVE ACRE PLAT "C", BIG FIELD SURVEY, SOUTH 07°02'52" EAST 129.5 FEET NORTH 89°08'27" WEST 176.76 FEET MORE OR LESS TO EASTERLY LINE OF FOOTHILL DRIVE NORTH 33°45'57" WEST 157.35 FEET SOUTH 89°08'27" EAST 256.14 FEET MORE OR LESS TO BEGINNING.

SUBJECT TO A RIGHT OF WAY ALONG FOOTHILL DRIVE AS MAY BE DETERMINED FROM A SURVEY BY THE SALT LAKE CITY ENGINEER. SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHTS OF WAY APPEARING OF RECORD OR ENFORCEABLE IN LAW OR EQUITY.

PARKING:

REGULAR STALLS	77
HANDICAP STALLS	4
TOTAL STALLS	81

CONSTRUCTION TYPE

TYPE VB

GENERAL NOTES:

ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED

SEE ARCHITECT'S SITE PLAN FOR ADDITIONAL INFORMATION

SEE LANDSCAPE PLANS FOR IRRIGATION AND PLANTING

ALL WORK TO COMPLY WITH GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS

ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- STANDARD DUTY ASPHALT PAVEMENT WITH GRANULAR BASE PER DETAIL "D1", SHEET C5.01.
- CONCRETE PAVEMENT WITH GRANULAR BASE PER DETAIL "C1", SHEET C5.01.
- CONCRETE CURB WALL. SEE DETAIL "C2", SHEET C5.01.
- REMOVE EXISTING DRIVE APPROACH INSTALL NEW CURB AND GUTTER PER UDOT STD PLAN GW-2 TYPE B1
- NEW CONCRETE OPEN CONCRETE DRIVEWAY AND SIDEWALK PER U.D.O.T. STANDARD DRAWING GW-04.
- REMOVE EXISTING DRIVE APPROACH INSTALL NEW CURB, GUTTER PER APWA STD PLAN 205 TYPE A AND TRANSITION SIDE AS SHOWN PER APWA STD PLAN 231.
- REMOVE EXISTING DRIVE APPROACH INSTALL NEW CURB, GUTTER PER APWA STD PLAN 205 TYPE A AND 4' SIDEWALK PER APWA STD PLAN 231.
- REMOVE EXISTING DRIVE APPROACH INSTALL NEW CURB, GUTTER, DRIVE APPROACHES AND UTILITIES. PAVEMENT TIE-IN PER APWA STD PLAN 251.
- REMOVE EXISTING DRIVE APPROACH INSTALL NEW CURB, GUTTER, DRIVE APPROACHES AND UTILITIES. PAVEMENT TIE-IN PER U.D.O.T. STD'S AND SPEC'S. INSTALL 6" PAVEMENT OVER 12" ROAD-BASE OVER 12" COMPACTED SUB-GRADE.
- 24" CONCRETE CURB AND GUTTER. SEE DETAIL "D2", SHEET C5.01.
- CONCRETE SIDEWALK, REFER TO PLAN FOR LENGTH'S AND WIDTH'S, SEE DETAIL "D4" FOR SECTION VIEW.
- CONCRETE RETAINING WALL SEE GRADING PLAN SHEET 2.01 FOR HEIGHTS, SEE STRUCTURAL PLANS FOR DIMENSIONS AND CONCRETE REINFORCEMENT.
- ADA ACCESSIBLE RAMP: 1:12 MAX IN DIRECTION OF TRAVEL, 2% MAX CROSS SLOPE.

AREA TABLE

	AREA	%
HARDSCAPE	20,854 SQ. FT.	37%
LANDSCAPE	12,070 SQ. FT.	22%
BUILDINGS	22,707 SQ. FT.	41%
TOTAL	55,631 SQ. FT	100.0%

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HAMPTON INN & SUITES
DEE'S INC.

1345 S. FOOTHILL DRIVE

SALT LAKE CITY, UTAH

NORTH EAST QUARTER OF SEC. 15, T.1 S., R. 1 E., S.1 E. & M.

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO:	290036
CAD DWG. FILE:	290036 PLN
DRAWN BY:	RJP
DESIGNED BY:	RJP
FIELD CREW:	-
CHECKED BY:	SFM
DATE:	3-16-09

SHEET TITLE
HORIZONTAL
CONTROL
PLAN

C1.01
SHEET 4 OF 9

AVOID CUTTING UNDERGROUND UTILITIES. IT'S COSTLY.

Call DJS BEFORE YOU

1-800-662-4111

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

Attachment B
Photographs

Panoramic view of full site (looking east across Foothill Drive)



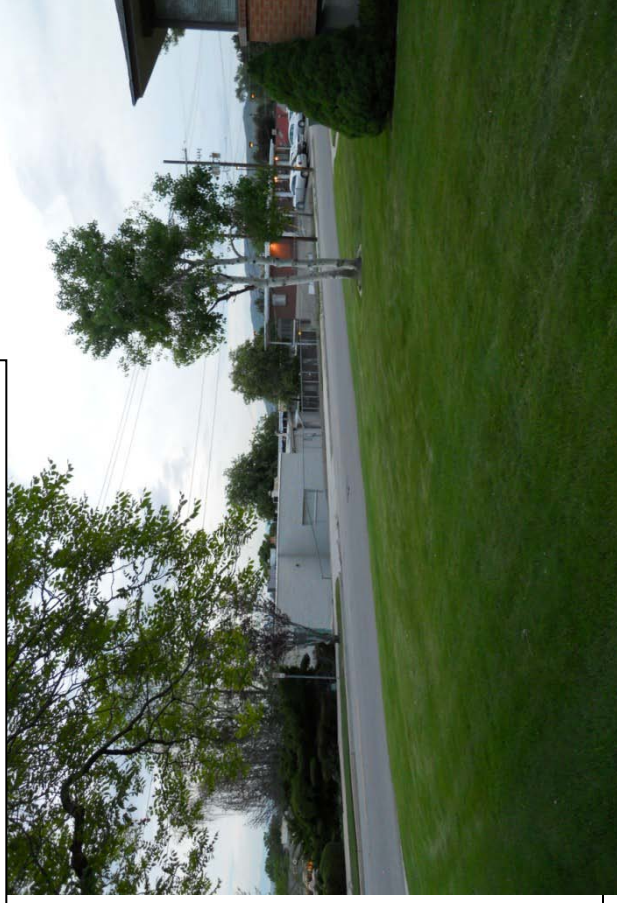
Panoramic view looking north at Scenic Motel



Looking southwest across Foothill Drive at Scenic Motel, Foothill Dental in background.



From intersection of 2300 East and Sheridan Ave looking northwest at Foothill Dental, Scenic Motel in background.



Looking east at Scenic Motel and Foothill Dental buildings.



From Larkin Mortuary looking west across 2300 East at Scenic Motel.



Attachment C
City Department comments

- **Public Utilities (Justin Stoker):** “We have provided a preliminary review of the project located at 1345 S. Footbill Drive. We have no objection to items related to the conditional use permit. In review for the conditional use permit, we have found some items on the improvement plans that will need to be addressed to be able to obtain building permits. The following items must be addressed to obtain permits from this department. A demlotion plan must be provided showing the action regarding the existing water and sewer lines on the property. It appears that the project is currently located on two separate parcels. It is unclear from the plans whether the proposed structures will be located on individual parcels or not. Public Utilities does not allow a building to cross property lines. A subdivision amendment may be appropriate. Also, it appears that there are two existing 1-inch water lines that currently service the northern parcel. Current city ordinance only allows one culinary meter per parcel. The two existing 1-inch water lines would need to be killed at the main and the proposed 4-inch water meter would need to serve as a master meter for the entire parcel. Private submeters may be used for the leased space, but would be the responsibility of the owner and not Public Utilities. The proposed 4-inch water meter must be constructed inline with the new tap to the water main. No bends are allowed between the tap and the meter. A 4-inch meter requires hydraulic calculations and average daily demand to determine fees and suitability to the parcel. Please provide these calculations. Additional information must be provided for the storm detention system. It is unclear how much of the site drains to the proposed Contech storm detention system. If the two parcels are to remain separate, provide a separate storm detention system or appropriate easements for cross drainage. If a multi-level parking structure is used, then plumbing plans must be submitted that clearly show the outer surface of the garage collected and conveyed to a storm system. Any covered parking areas, must be collected and conveyed to sanitary sewer. Appropriate water quality devices must be installed for all parking areas. Many of the Keyed Notes refer to the old W-XX details, please rereference the details to APWA standard plans 2007 edition. Fire hydrants may not be connected to the proposed 8-inch fire water line. Please provide a separate tap to the main or proposed a detector check assembly and make the fire hydrant connection behind the detector check on private property. As a note to the designer, PVC C-900 is not available in sizes less than 4-inches, please review and identify appropriate pipe material.”
- **Engineering (Randy Drummond):** All work within the right of way of 2300 East will require a Public Way Permit from the city engineering department and must be done according to engineering’s requirements. A UDOT permit will be required for the vehicle access on Foothill Drive.
- **Transportation (Barry Walsh):** Provide pedestrian access from public sidewalk to building entry. Provide parking structure grid dimensions for proper column spacing and parking stall buffer compliance. Provide required 5% required bicycle parking with details and locations. A 4% maximum slide slope for parking stalls exposed to snow and ice. Ramp to upper level parking and the entry to the parking level need to match grade percentages.

From: Walsh, Barry
To: Stewart, Casey; Drummond, Randy; Itchon, Edward
Subject: RE: Hampton Inn - 1345 S Foothill - project review
Date: Monday, May 10, 2010 10:42:24 AM
Attachments: HamptonInn-plans redline 5-10-10.pdf

May 10, 2010

Casey Stewart, Planning

Re: **PLNPCM2010-00236**: Hampton Inn hotel conditional use at 1345 South Foothill Drive.

The division of transportation review comments and recommendations are as follows:

Our past review was for Zoning text amendment PLNPCM2009 – 00135 to allow hotel/motel as a conditional use in the Community Business (CB) zone.

For the Hampton Inn at 1345 and 1355 South Foothill Drive on February 26, 2009 for Kevin LoPiccolo.

The proposed site is adjacent to a major arterial, Foothill Drive a UDOT roadway, and a local class, 2300 East SLC roadway.

A Traffic Impact Studies (TIS) is required by UDOT for this site. Other site development conditions cover issues with parking, vehicular and pedestrian access, circulation, and services.

The DRT has reviewed this proposal and commented on design issues for public way improvements, parking layout, ADA compliance, bike provisions, circulation - pedestrian and vehicular, grades, etc.

I have redlined the PDF submitted, with comments to address maximum grades (4% side to side) for parking stall exposed to snow & ice, ramp grades and transition conflicts to the upper level parking access, and the parking structure grid spacing and dimensions to accommodate required parking stall buffers, etc.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
Randy Drummond, P.E.
Ted Itchon, Fire
Larry butcher, Permits
Peggy Garcia, Public Utilities
File

From: Stewart, Casey
Sent: Friday, May 07, 2010 11:12 AM
To: Drummond, Randy; Itchon, Edward; Walsh, Barry

SALT LAKE CITY

2006 Preliminary IFC PLAN REVIEW SHEET

LOG: PLNPCM2010-00236	PROJECT NAME: Hampton Inn
DATE: 10 May 10	ADDRESS: 1345 South Foothill Drive

REVIEWED BY: Edward P. "Ted" Itchon **Phone: (801) 535-6636**
E-mail: edward.itchon@slcgov.com **Fax: (801) 535-7750**

Plans submitted for the proposed structure at the above listed location have been checked. The following items require correction(s), clarification(s), or additional details before they can be approved. Please provide revised plans and calculations **along with a written response** to each of the items listed below to facilitate a shorter back-check time. In your written response, please clearly indicate where the correction, clarification, or additional details can be found; whether on the plans or on an attachment. **Please call to schedule an appointment to discuss the responses** to facilitate a shorter second review check time.

1. Provide an address for the building, and to indicate the unit designation under the address number. Address shall be in Arabic numerals large enough to be distinguishable from the road that serves the structure. The minimum size of these numerals shall not be less than 6" high and 3/4" in width.
2. Provide a fire hydrant within 400' of all exterior walls of the structure.
3. Fire hydrants shall be a minimum one 4 1/2 inch outlet, two 2 1/2 inch outlets dry barrel type with a control valve and drain at the base of the fire hydrant.
4. Fire Department access shall be within 150' of all exterior walls.
5. Fire hydrants shall be within 400' of all commercial structures.
6. Water mains serving fire hydrants shall have a minimum size of 8".
7. Fire hydrants installed shall have a minimum 1- 4 1/2" and 2-2 1/2" outlets with national standard threads and caps, dry barrel type with a single valve and drain valve at the base. The fire hydrants shall be independently controlled by an additional control valve placed immediately in front of the fire hydrant supply.
8. Fire department access roadways shall be unobstructed minimum of 20' wide and 13'6" high.
9. Fire department access roadways shall be designed to HS20 specifications.
10. Fire department access road way maximum dead end length is 150'.
11. Fire department access roadway outside turning radius is 45' and the inside turning radius is 20'.
12. Fire Department access roadway maximum grade is 10%.
13. Automatic Fire sprinkler and fire alarm system shall be installed in the structure.

14. * This office shall receive all fire protection system information to include shop drawings, manufactures cut sheets for equipment installed, and calculations for both fire suppression and fire alarm systems.
15. All structures 30 feet and greater in height measured form the lowest point of Fire Department access to the highest floor level shall be provided with a Automatic wet or Semiautomatic dry standpipe system.
16. Standpipe systems shall extend through a roof of a flat roof system.
17. Standpipe discharge of 2 ½ inch outlet shall be equipped with National Standard male threads with a reducing cap to 1 ½ inch. This outlet shall be controlled with a globe valve and located at the intermediate stair landing.
18. * All fire protection and detection systems shall transmit a fire alarm signal when extinguishing agent is flowing, to an approved off site monitoring station. A tamper signal shall be transmitted when any control valve is moved towards a position, which is not in a normal operation. All circuits shall be supervised to indicate a trouble signal when a circuit is faulted, shorted or open.
19. * The fire alarm circuits shall be a Class "A" for both initiating and indicating. When the structure houses an "A" occupancy. Or a Class "B" circuit in conduit.
20. The fire prevention bureau shall be notified three working days in advance to conduct the inspection of all fire suppression and fire alarm systems.

SALT LAKE CITY BUILDING SERVICES

Preliminary Zoning Review

Log Number: PLNPCM2010-00236

Date: May 7, 2010

Project Name: Hampton Inn

Project Address: 1345 South Foothill Drive
1355 South Foothill Drive

Contact Person: Casey Stewart
Phone Number: (801) 535-6260

Fax Number: (801) 535-6174
E-mail Address:

Zoning District: CB

Reviewer: Alan Hardman Phone: (801) 535-7742

Comments

This preliminary zoning review is based on comments received at a DRT meeting held on November 19, 2008.

1. Consolidate both parcels into one new parcel as approved by the Planning Division. Obtain Address Certificate(s) from the city Engineering Division for new address(es).
2. Verify compliance with all of the zoning requirements of the CB zone. See Zoning Checklist provided by Darlene Batatian.
3. Non-complying zoning issues need to be addressed and approved or waived in the Conditional Use / Planned Development process:
 - a. Buildings having a total floor area of 20,000 s.f. or more shall be allowed only as a Conditional Use. Buildings exceed the allowable floor area (59,139 s.f.);
 - b. Buildings may not exceed the maximum 30 feet height allowed. Building height is defined as the vertical distance measured from the average elevation of the finished lot grade at each face of the building per Illustration B 21A.62.050. Parapet walls may exceed the maximum building height per 21A.36.020C. Buildings exceed the height limit;
 - c. Parking structures shall maintain a 35 foot minimum setback from a front property line per 21A.26.040.F7. The elevated parking deck with underground parking is considered a parking structure;
 - d. Parking is not permitted within 15 feet of the front property line per Table 21A.44.050. Two parking stalls along Foothill Drive are within 15 feet of the front property line;
 - e. The first floor elevation facing a street of all new buildings shall not have less than 40% non-reflective glass surfaces. The hotel rooms along 2300 East do not meet this requirement; and

- f. Trash dumpsters are allowed only in rear yards per Table 21A.36.020B. There is no rear yard since this project has double frontage.
- 4. UDOT approval required for improvements along Foothill Drive.
- 5. City Planning, Public Utilities, Fire, Transportation and Engineering approvals required.
- 6. Any proposed ground-mounted transformers require separate conditional use approval.
- 7. Demolition permits required for the existing buildings.
- 8. All signage requires separate approvals and permits.
- 9. Impact fees required for new net square footage.

Attachment D
Written public comments

From: [Deanne Evans](#)
To: [Stewart, Casey](#)
Subject: Hampton Inn/Scenic Motel on Foothill
Date: Thursday, May 20, 2010 11:33:12 AM

Dear Mr. Stewart,

At last night's East Side Community Council meeting, Darlene Batatian gave a clear, precise, detailed presentation on the updated plans for the new Hampton Inn/Scenic Motel on Foothill. Wow! That fabulous, aesthetically pleasing Inn will be such an improvement for the use of the property on the Foothill corridor!!! A lovely inn should also bring welcomed business to the merchants and restaurants in the Foothill area.

Darlene also mentioned several adjustments to the code that needed to be passed by the Planning Commission before the plans could be passed. I personally thought every variance she told us about seemed to be reasonable and logical. For instance, because of the terracing of the Inn, a 33' height structure, instead of the 30' should be an insignificant, minor adjustment. Not putting the 40% glass frontage on the 23rd East side, where bedrooms are located, also seemed to be a very logical adjustment to the code, etc.

Bottom line: Our family members are thrilled with the beautiful, well thought-out plans, and we will be anxiously awaiting the work to proceed.

Most sincerely,
Deanne Evans
1526 Canterbury Dr.
801-582-9961

From: [Shelby Herrod](#)
To: [Bonneville Hills - Ellen Reddick](#)
Cc: [Stewart, Casey](#)
Subject: Re: Hampton Inn/Scenic Motel- Letter
Date: Saturday, May 29, 2010 2:25:40 PM

Hello-

I live just down the street from where this Hampton Inn would be built. I reviewed the letter and also the pictures of what it will look like. I think it looks great and like the idea of two attractive businesses in front of it on Foothill. My only suggestion is to **plant as many trees as possible** along the park strip and in front of and around the hotel and businesses.

I think the Scenic Motel sign is a classic.. perhaps someone will purchase it. However the Scenic Motel is a dump and needs to be removed. The Dental Office is not the prettiest either so I think it is okay to rid of it also.

I am glad an attractive hotel will be built here on Foothill. It is needed!

Thank you
Shelby Herrod

Shelby Herrod
1616 S 2200 E
Salt Lake City, Utah 84108
901-270-3548

From: Ellen Reddick <ellen@impactfactoryutah.com>
To: shelbyherrod@yahoo.com
Sent: Thu, May 27, 2010 3:46:39 PM
Subject: FW: Hampton Inn/Scenic Motel- Letter

Here you are – let me know what you think.

Ellen Reddick
801.581.0369

From: Darlene Batatian [<mailto:dbatatian@comcast.net>]
Sent: Thursday, May 27, 2010 10:45 AM
To: Pete Taylor; Ellen Reddick
Cc: Casey Stewart; Kevin Jones
Subject: Hampton Inn/Scenic Motel- Letter

Community Council Chairs:

Attached is a letter on behalf of the developer of the Scenic Motel/Hampton Inn development, summarizing the issues that the Planning Commission will be hearing at the Public Hearing for this project on June 9. The Planning Commission is interested in your input, so I hope you can take a moment to read this and to look at the attached drawings/

1/27/10

Welcome!

Please sign in:

Name

Community
Council

email / phone #

Ron Woodhead

CLAREY SMOLKA

Roger Keddington

Ralph & Rose Gochmour

DAVID Holbrook

Thomas A. Duff

Gray R. Hurd

Virginia Malm

Scott Browning

rvwoodhead@yahoo.com

smolcons@yahoo.com

rkedd@comcast.net

DK.HOLBROOK@gmail.com

runbrowning@hotmail.com

CONCERNS / ISSUES

TRAFFIC - WATER PRESSURE - UTILITIES - POWER

Happy it's a "stepped" approach so view is not interfered with. I think it would improve the site by replacing an older building.

This appears to be a great improvement & will perhaps bring Foothill Village back to life. We were happy to hear it will not ruin the view which we enjoy -- best to you - we're behind you & support this action.

THE EXISTING MOTEL IS CONSTANTLY FULL - THIS WILL BE A GOOD ADDITION

Traffic on 23rd East a concern.

Love the Project - CONCERN ABOUT 80 ROOMS + 81 PARKING SPACES. Feel you need AN AGREEMENT w/ Red Robin to Park at night. Numerous people for Events at "U" meet Family at Hotel - Share a room but have 2 or more cars.

We'll support 100% if you can be SURE CARS will not park on Street for Hotel, Dental or ICE CREAM.

we the owners surrounding
the property are strongly opposed.
The ~~prop~~ proposed ~~zone~~ ^{zoning} ~~amendment~~ ^{amendment} does not support
the use the planning & zoning
portion that it does ^{not} support
the project as well taken. This
80 unit project over ~~exceeds~~ ^{exceeds} the
zoning the property - the
neighborhood is ^{the} single family
dwellings, & not the
over built ~~buildings~~ ^{buildings}. The
traffic on foothill is already
far too heavy for the present
roadway. This project should
be located as the city planners
stated on a ~~prop~~ ^{prop} line.
We are not opposed to commercial
development but this heavy
density development is a monstrosity
We believe the building & the
area do not support the ~~seg~~ ^{seg} design
or density. We have been owners
in the of the property over
surrounding for over 50 years
Thomas A. Duffin

I am very familiar with the area having been raised by Ralph & Virginia (the owners of the Scenic Motel). As a young boy there was only one house above Foothill Drive and one private school - St Marys of the Watch. I have witnessed as a close resident the incredible growth of traffic in the area served by Foothill Dr, 23rd East and 13th South. Everyone knows that motor vehicle traffic on Foothill Dr. for 2 hours in the morning and 2 hours in the evening make the commute to Downtown SAC and the University of Utah a nightmare. Until traffic patterns can be devised to make the travel on Foothill safer and more plausible for the aforesaid commuters there can only be further problems.

I have for the past 2 years traveled north on 19th East to Sunnyside, through a school zone and then taking Guardians Way to the Trax Line. That commute is over 8 minutes. If Foothill was better to cover the heavy traffic that time should be cut in half. I oppose the proposed development.

Gary R. How

I am very against the project for the following reasons:

- Not enough parking - 80 rooms - 80 stalls the overflow will come to our lot at Red Lobster
- To Big for the site - we were told when Red Lobster was built to follow the Code with change. why can they exceed size when we could not?
- Will make traffic worse on 23rd and Sheridan Road.
- will destroy our home's view that is directly behind the project. We will never be able to get out of our driveway on 23rd East. We wait 21 to 18 minutes ~~now~~ now.
- lights will blind our home at night from the lot & cars. our home is directly across from 23rd Entrance.

Mark Duffin & Amelia Duffin
& Carl Duffin

2 hrs. 23rd East + ~~13th~~ 13th South

I can see nothing but trouble on 13th E
+ 23rd East. It is positively impossible to
get on 23rd E as traffic is solid on 23rd East
at many times. you have to wait several light
changes to get on Foothill. Several cars coming ^{traffic}
down 13th often to turn left to go up Foothill
slide into my yard or wreck on cars around the
bend.

It is far to large a project for the size
of project. Also Sheridan Road comes right
into the parking lot projected.
