



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: J.P. Goates, 801-535-7236, jp.goates@slcgov.com
Date: January 13, 2015
Re: PLNSUB2015-00218 326 W Reed Ave Marmalade Courtyards Planned Development;
PLNSUB2015-00219 Marmalade Courtyards Preliminary Subdivision

Planned Development and Subdivision

PROPERTY ADDRESS: 326, 332, 338, 344 W Reed Ave and 775, 765 N 300 West

PARCEL ID: 08-25-451-004, 08-25-451-005, 08-25-451-008, 08-25-451-007, 08-25-451-006, 08-25-377-014, 08-25-377-013

MASTER PLAN: Capitol Hill

ZONING DISTRICT: MU Mixed Use District

REQUEST: The applicant Neighbor Works Salt Lake, is proposing a 30 unit single family attached townhome and condominium planned development and related subdivision. The properties are located at and 326, 332, 338, and 344 West Reed Ave and at 775 and 765 N 300 West and consist of vacant lots and vacant structures. The subject and surrounding properties are located in the MU Mixed Use District. The consolidated lots are proposed to be subdivided into 23 new construction lots with townhome style single family attached units and the existing structures on 300 West will be rehabilitated for the creation of 5 condominium units and 2 townhomes on 5 lots. The new townhome units will include tucked under parking garages and the units from existing structures will have covered parking to the rear. The units will be accessed by a private street extending from Reed ave. to 800 North. This proposal requires Planned Development review due to a reduced width private street, lots that do not front a public street, and a reduced front yard setback.

RECOMMENDATION (Planned Development and Subdivision):

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission approve the Subdivision and Planned Development request. In order to comply with the planned development standards, the following conditions of approval apply:

1. The applicant shall comply with all department requirements for acceptance of the proposed private street and all other Department/Division conditions attached to this staff report.
2. Preliminary Subdivision and Lot Consolidation requirements must be met and approved as part of final approval. Lot lines may be adjusted to accommodate street and public utility improvements including the requirements for easements, as required by the applicable City departments and approval of these lot line adjustments shall be delegated to the Planning Director.
3. The applicant shall file a final subdivision plat for approval by the City.
4. Driveway locations and street design standards are subject to final approval for maneuverability and safety by the Transportation and Engineering Divisions in the final plat subdivision process. Lighting plans shall reflect public street standards for residential local streets and abutting residential land use as per section 21A.32.130.N.
5. The applicant shall record the associated document that discloses future private infrastructure costs and shall reference said document on the plat in compliance with 21A.55.170.

6. Final approval authority shall be delegated to the Planning Director based on the applicant's compliance with the standards and conditions of approval noted in this staff report.

ATTACHMENTS:

- A. Vicinity Maps
- B. Site Plans
- C. Building Elevations
- D. Additional Applicant Information
- E. Property Photographs
- F. Analysis of Existing Conditions
- G. Analysis of Standards - Planned Development
- H. Analysis of standards - Subdivision
- I. Public Process and Comments
- J. Department Review Comments

PROJECT DESCRIPTION:

PLANNED DEVELOPMENT

The existing condition of the properties between Reed Ave. and 800 North and 300 West contains a mix of odd sized vacant lots and abandoned structures that have been a blighted public nuisance for several years. The project occupies approximately 1.47 acres fronting on Reed Avenue, 800 North, and 300 West. The applicant is proposing twenty three new condo units on individual lots accessed by a reduced width private street connecting 800 North and Reed Ave. The existing structures on 300 West will be subdivided into two townhome units, and five condominium units. Construction will involve demolition of condemned structures on Reed Ave. and partial demolition structures on 300 West. The combined project will provide a total of 30 new housing units, 20% being affordable. Off street parking will be provided at two per new townhome unit and one per unit for units in existing structures. Ten guest parking spaces will also be provided.

The property is bisected by a forty eight inch sewer main transmission line running from 300 West Northwest through the property and a fault line running approximately parallel to the sewer main. The related easements will limit a large portion of the property from development that will be used for guest parking.

The abutting properties to the North are single family detached structures. To the East is a vacant lot abutting a night club and duplexes to the West. The properties to the South on Reed Avenue are townhomes and single family structures. All of the properties on the block are zoned MU Mixed Use. This project will require modifications to zoning requirements that include a proposed 20 foot wide private street and sidewalk accessed via Reed Ave. and 800 North, and reduced front setbacks at the Southwest portion of the property on Reed Ave.

SUBDIVISION

The proposed subdivision of twenty eight lots and common area will be reviewed as a preliminary subdivision and be subject to final subdivision approval by the City. The private drive will be a modification of the Subdivision Design Standards which is subject to Planning Commission approval. The proposed individual lots for new units are approximately 1,100 square feet each. The lot sizes for the existing structures to be subdivided are approximately 1,600 square feet for the townhomes to the South, 900 square feet for the four condos, and 980 square feet for the one Northeast corner unit. There is no minimum lot area in the MU District for single-family attached dwellings provided that:

- a. Parking for units shall be rear loaded and accessed from a common drive shared by all units in a particular development;
- b. Driveway access shall connect to the public street in a maximum of 2 locations; and
- c. No garages shall face the primary street and front yard parking shall be strictly prohibited.

The proposed development will generally meet all of the criteria above.

KEY ISSUES:

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

1. Limited Private Street Width
2. Frontage of lots on a private street
3. Reduced front yard setback
4. Environment and safety

Issue 1- Limited private street width

The City generally requires 50 feet of right-of-way dedication for a residential street. The nature of the lots and designed access to multiple units as presented would not allow for 50 feet width. The existing access from 800 North behind the existing buildings is only 40 feet. The proposed street access is 20 feet from curb to curb. Due to this exception, the applicant is applying for consideration of reduced width private street per 20A.12.010 General Regulations and Standards for access to public streets. The proposed private street would be accessed via 800 North or Reed Ave., providing vehicle access to parking garages, covered parking and guest parking. The street will maintain a uniform 20 foot width throughout with a 4 foot sidewalk on one side to provide access to all units via sidewalk or street crossing. The proposed 20 foot width would accommodate the narrow lot access and maintain adequate width for two way vehicle movement and emergency access and require that no parking signs be posted on the street. The relevant City departments have reviewed the street proposal and have provided comments regarding the proposed private street in Attachment J. The Transportation Division also identified issues with angled parking being too close to the sidewalk and the requirement for multi-family developments to have bike racks and ADA parking spaces. These issues and other transportation division requirements will need to be addressed as part of the approval process.

The street will not be maintained by the City. Private property owners are responsible for their own garbage collection. The collection will take place via dumpster collection in the guest parking area. The water and sewer line maintenance, snow removal, and pavement maintenance will be the responsibility of the property owners. The private street will need to meet current city standards for approval. The developer will need to disclose established maintenance costs and owners association plans as part of the planned development as per 21A.55.170.

Issue 2- Frontage of lots on a private street

The Salt Lake City Zoning Ordinance in section 21A.36.010.C requires that “all lots front on a public street unless specifically exempted from this requirement by other provisions of this title.” The intent of this regulation is to ensure orderly development that can be easily accessed and is visible from public streets. The lack of such a regulation before zoning standards were adopted allowed for haphazard development that was sometimes tucked away behind other properties and structures and hidden from public view. These developments were often accessed on substandard private roads which were difficult to access for emergency vehicles and were served by inadequate utility infrastructure. However, in some cases it is appropriate to modify this street frontage standard through the Planned Development process if such a modification will result in a better development result. The proposed project will have full pedestrian access and the private street will provide access to all parking facilities. The narrow private street will not result in unneeded and right-of-way width, as it will solely being used for garage parking access.

Issue 3- Front Yard Setback

As part of the lot consolidation and subdivision, the front lot line at the South West corner of the project does not line up with the other parcels will create a reduced setback. This one front lot line does not follow the other lots on Reed Ave. and is set back from the other front lot lines four feet, resulting in the front yard setback on lot 1 and 2 of less than 10 feet. This will not change the blockface facades proposed on Reed Avenue, the front yard setback will be six feet rather than the required ten feet on the two lots. In order to maintain a consistent block face, relief from the required ten foot setback will be required.

Issue 4- Environment and Safety

The nature of the private street raises concerns over visibility, police and emergency access. Salt Lake City has a Street Lighting Master Plan and Policy that was adopted in 2006. Lighting levels and design requirements are contained therein and should be adhered to. Windows should be present on all facades and provide adequate natural surveillance and accord with 21A.32.130.M.2

Condition: Private street shall be signed with “no parking” signs and is subject to the Salt Lake City Transportation Division approval and applicable department requirements for private street access must be met.

Condition: Street lighting shall be installed according to public street standards for residential local streets.

Condition: Disclosure of private infrastructure costs shall be established as per 21.A.55.170 and per Engineering comments where the subdivider must establish a Homeowners’ Association to bear the responsibility of the roadway maintenance.

DISCUSSION:

The proposed project is in a challenging location that has been blighted for an extended period of time. As discussed above and in attachment G and H, the proposal generally meets the intent of the MU Mixed Use District. The subdivision regulations being modified are necessary to achieve drive access to the interior block as designed. The standard fifty foot right-of-way would be prohibitive and unneeded for basic driveway access. The location of the property and its close proximity to major streets does not warrant additional automotive right-of-way, vehicle throughput, or on-street parking. The individual properties will maintain full public street access via the private drive. The issue of maintenance is the primary concern over streets of this type, and requirements of a maintenance plan and agreement is a condition of approval.

The MU District requires a 10’ front yard setback that will not be met for an approximate twenty eight foot portion of the Reed Ave frontage. Following the required setback in this section would create an odd configuration of frontage. Modification of this requirement is needed to provide for a uniform street frontage on Reed Ave.

NEXT STEPS:

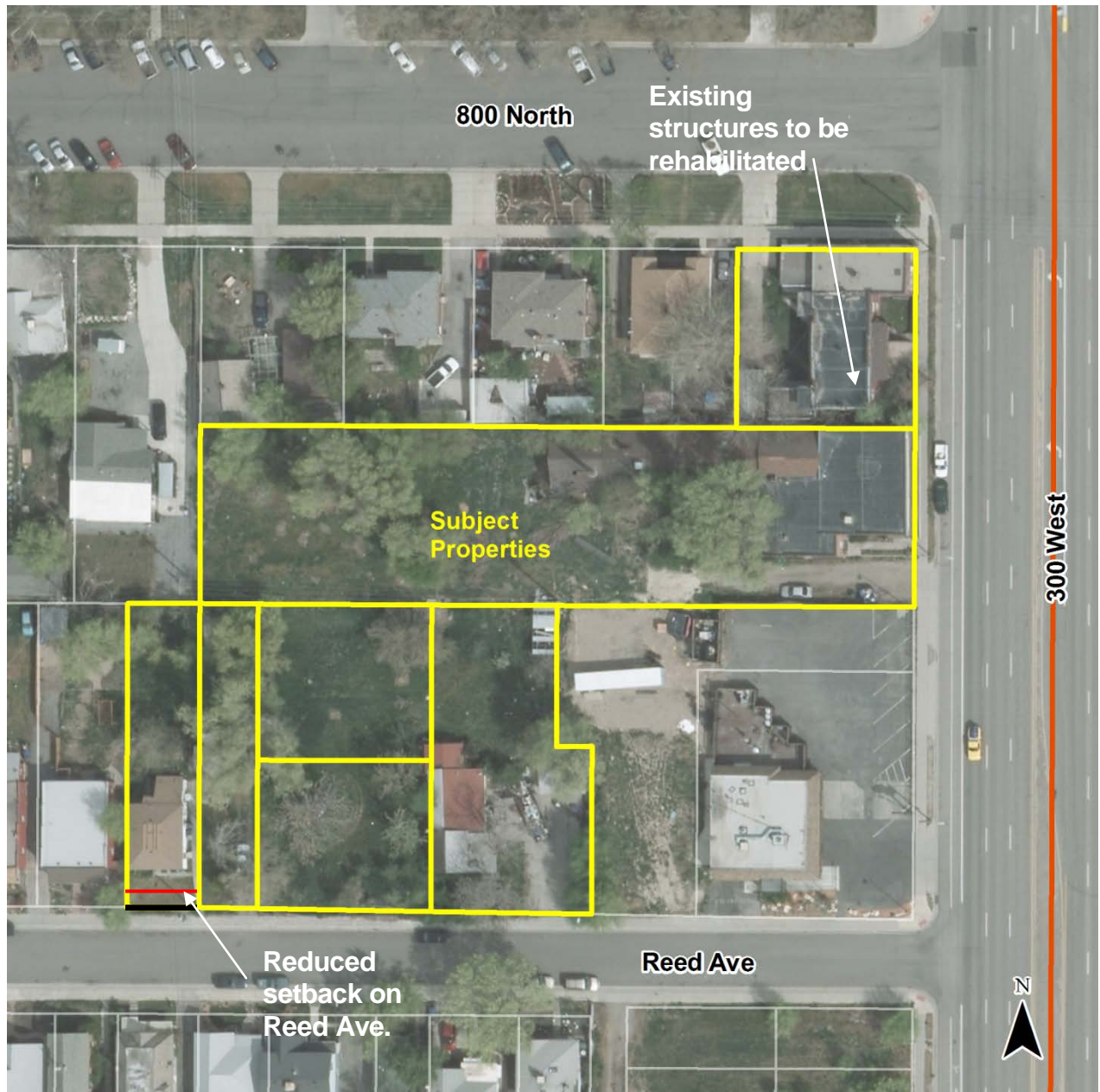
Planned Development/Subdivision Approval

If the Planned Development is approved, the applicant will need to need to comply with the conditions of preliminary subdivision approval and file a Final Subdivision Plat that incorporates any changes required by City departments and the Planning Commission.

Planned Development/Subdivision Denial

If the Planned Development proposal is denied, the applicant would not be able to develop the property as proposed without Planned Development approval and modification to the subdivision or zoning ordinance and typical roadway standards.

ATTACHMENT A: VICINITY MAP



ATTACHMENT B: SITE PLANS

FLORES-SAHAGUN
ARCFLO+

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Salt Lake City, Utah 84111

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E: info@arcflo.com

www.fs-arcflo.com

PREPARED FOR:

NeighborWorks

CONSULTANT INFO:

PROJECT LOCATION:

Reed Avenue &
300 West

AUTHORITY HAVING JURISDICTION:

Salt Lake City, Utah

ZIP CODE:

84103

PROJECT TITLE:

The Reed
Avenue Project

PROJECT ID #:

Q4-1400-13

ISSUE DATE:

12/2/2015

SHEET TITLE:

Conceptual
Site Massing

SCALE:

As Noted

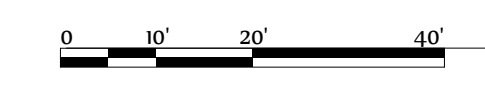
SHEET NUMBER:

A-1



17,010 open space

Conceptual Site Massing
Scale: 1" = 20'



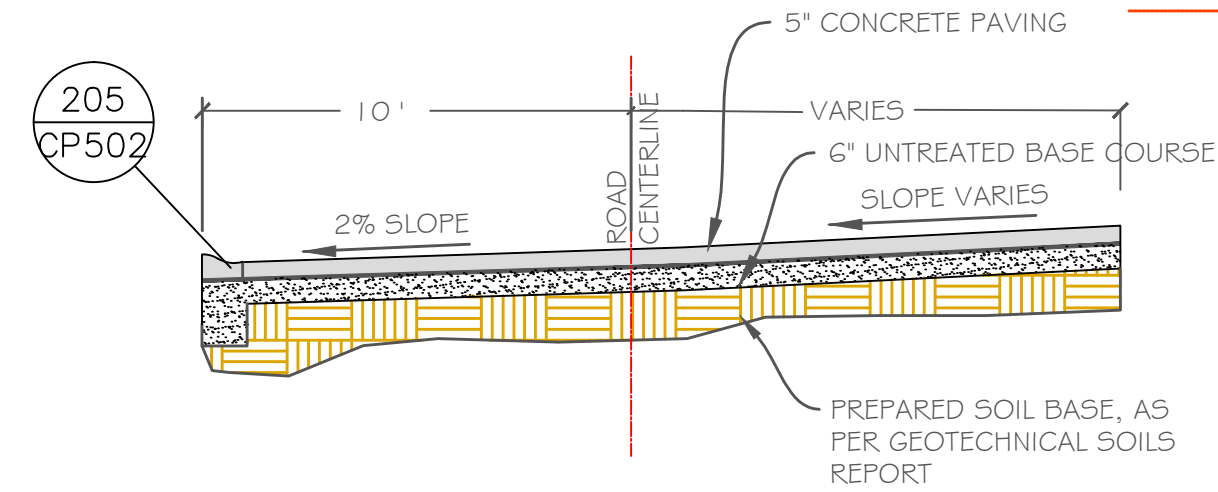
1A

800 N REED AVE
SALT LAKE CITY
Townhome Development

DRAWING TITLE

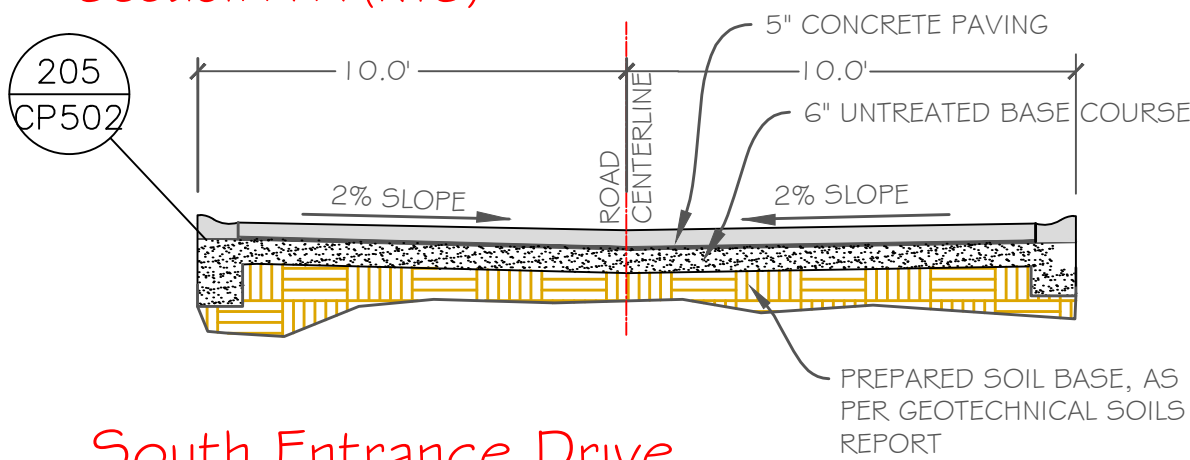
SITE PLAN

Typical road way sections



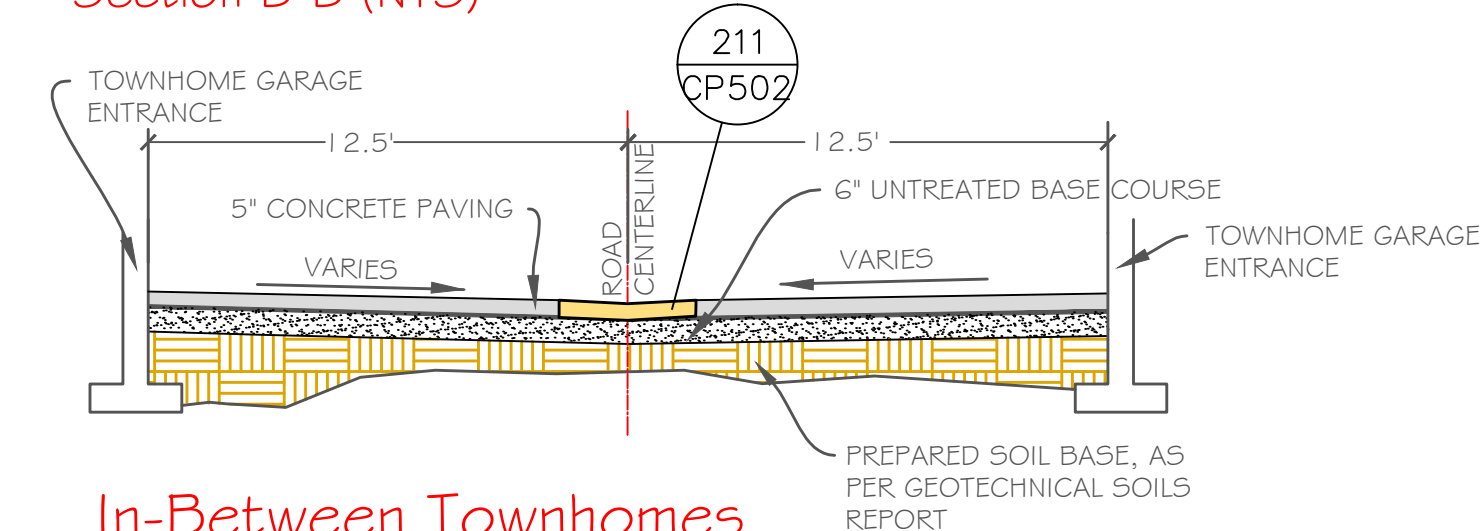
North Entrance Drive

Section A-A (NTS)



South Entrance Drive

Section B-B (NTS)

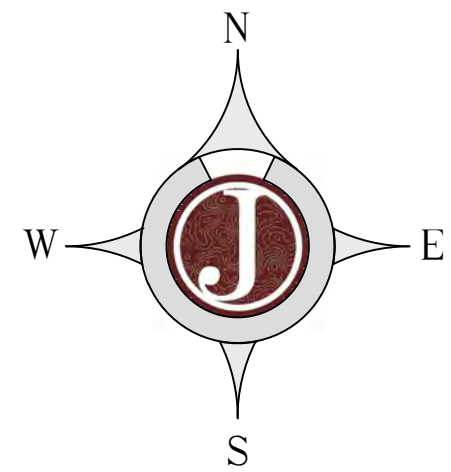


In-Between Townhomes

Section C-C (NTS)

DETAIL CALLOUTS

- 205 TYPE A GUTTER
- 206 CURB AND GUTTER CONNECTION
- 209 CURBS
- 211 WATERWAY
- 225 OPEN DRIVEWAY
- 231 SIDEWALK
- 251 ASPHALT CONCRETE PAVEMENT



CLIENT
NEIGHBORWORKS (BOB LUND)
622 WEST 500 NORTH
SALT LAKE CITY, UT. 84116
801-539-1590

COMPLETION STATUS
PRELIMINARY ONLY

PROJECT
REED AVE
800 N REED AVE
SALT LAKE CITY, UT. 84103

GENERAL

SITE PLAN NOTES:

1. CONCRETE PAVING = 18,792 SQ.FT
2. BUILDING FOOTPRINTS = 26,371 SQ.FT
3. WALKWAYS = 5,360 SQ.FT
4. LANDSCAPING = 13,952 SQ.FT
5. TOTAL PROPERTY = 63,986 SQ.FT 1.47 ACRES
6. PERCENTAGE OF SITE COVERAGE = 41.2%

LEGEND

- BOUNDARY
- EXISTING CONCRETE
- EXISTING BUILDING
- EXISTING BUILDING TO BE REMOVED
- PROPOSED EDGE OF CONCRETE/ 6" CURB WALL
- PROPOSED ROAD WAY CENTERLINE
- PROPOSED CONCRETE
- PROPOSED FIRE HYDRANT
- PROPOSED BOLLARD
- PROPOSED TOWNHOME
- PROPOSED CARPORTS
- PROPOSED CONCRETE PATIO

REVISIONS:

REV #	DESCRIPTION	DATE



JOHANSON ENGINEERING
CIVIL • PLANNING • SURVEYING

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SALT LAKE CITY, UTAH
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STAMP

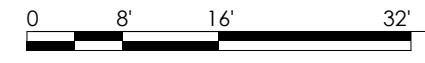


PROJECT NO. E-14-14
DATE 11/30/15
DRAWN BY JACOB WEBER, P.E.
CHECKED BY CAREY D. JOHANSON, P.E.
SHEET NUMBER CS-102

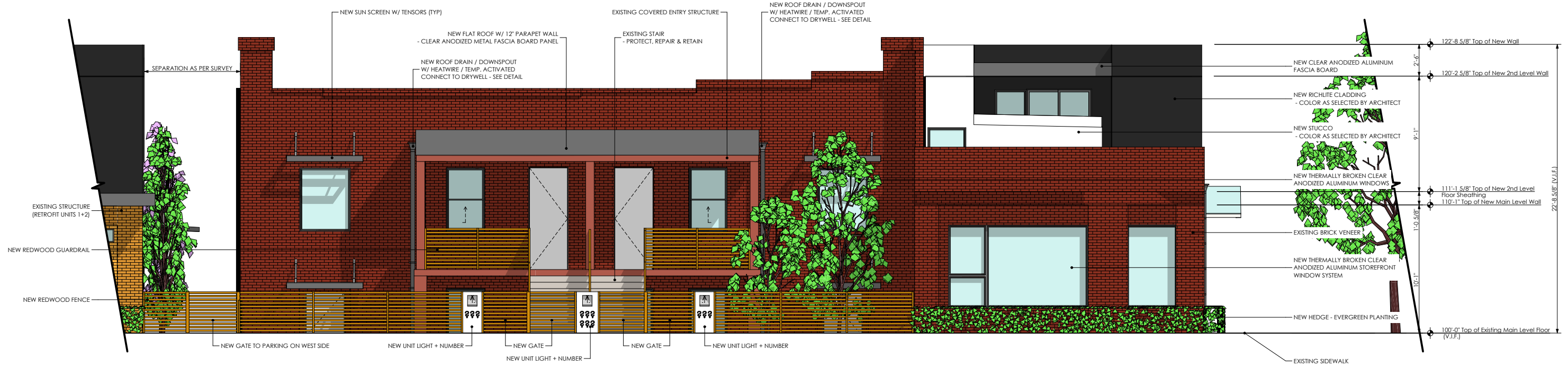
ATTACHMENT C: BUILDING ELEVATIONS



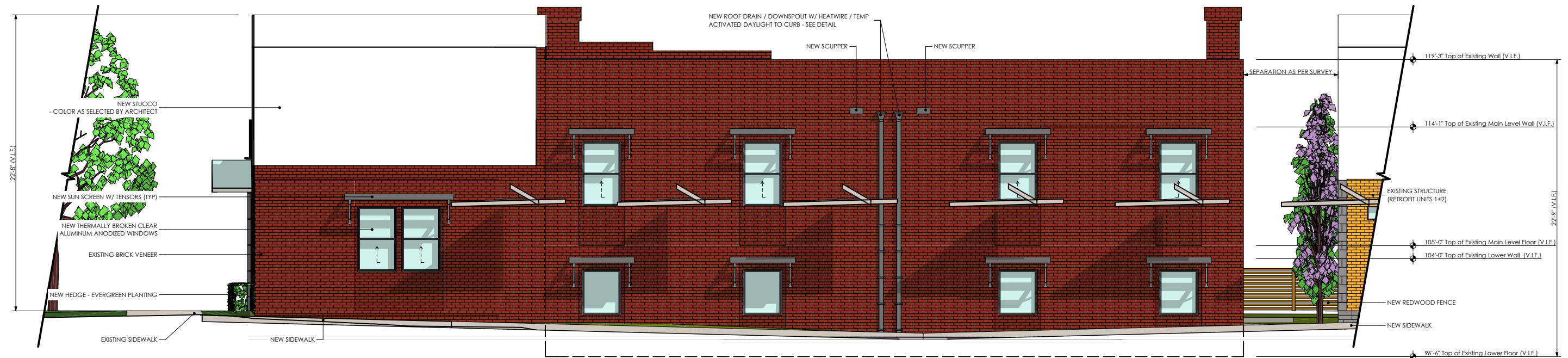
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- COLOR AS SELECTED BY ARCHITECT
- RICHLITE CLADDING
- COLOR AS SELECTED BY ARCHITECT
- STUCCO
- COLOR AS SELECTED BY ARCHITECT
- CLEAR ANODIZED WINDOWS
- PERFORATED ALUMINUM GUARDRAIL
WITH REDWOOD HANDRAIL
- COLOR AS SELECTED BY ARCHITECT
- CLEAR ANODIZED STOREFRONT WINDOWS
- CEMENT BOARD
- COLOR AS SELECTED BY ARCHITECT
- REDWOOD FENCE
- EXISTING SIDEWALK, CURB & GUTTER



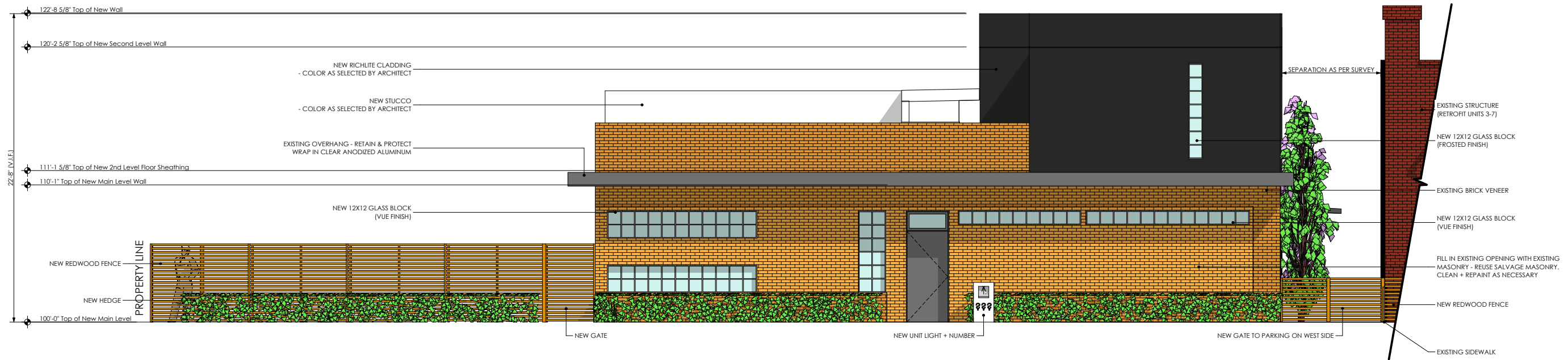
SOUTH ELEVATION ①
 Scale: 1/16" = 1'-0"



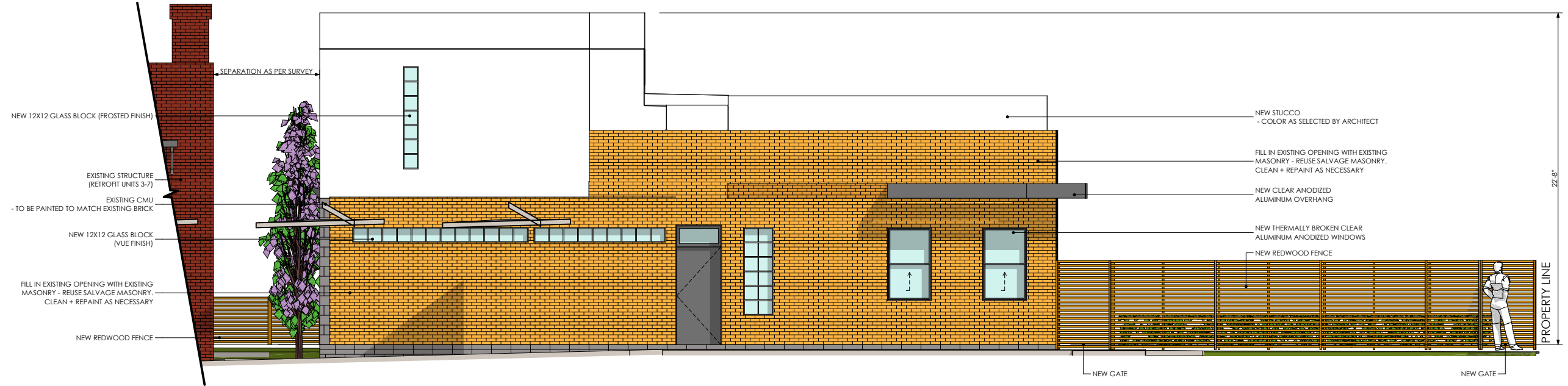
EAST ELEVATION ②
 Scale: 1/8" = 1'-0"



WEST ELEVATION ①
 Scale: 1/8" = 1'-0"



EAST ELEVATION
 Scale: 1/8" = 1'-0" ②



WEST ELEVATION
 Scale: 1/8" = 1'-0" ①

ATTACHMENT D: ADDITIONAL APPLICANT INFORMATION



Rebuilding Neighborhoods
house by house... block by block!

622 West 500 North, Salt Lake City, Utah 84116

t: 801.539.1590 f: 801.539.1593

www.nwsaltlake.org

PLAN UNIT DEVELOPMENT

Project description

The existing site is 1.47 acres in size and is located in the middle of the block, with frontage on 800 North, 300 West and Reed Avenue to the South. The property is located within the Mixed Use (MU) zoning district. The property slopes from East to the Southwest corner of the property, approximately 10°. In addition the site is traversed by a 48" diam. sewer line, located approximately in the middle of the East property line, and it runs SE to NW. Moreover, there is a portion of the SLC fault line that runs almost parallel to the sewer line. Most of the property is open land (vacant).

To the NE corner, there is an existing building that contains 7 existing units, which are one and two bedroom units. There is also a commercial building facing 300 West and 800 North. On the street frontage at Reed Avenue there are two single family homes and associated garages.

We are proposing a Planned Unit Development with a single, two way street that traverses the site from North to South with housing clusters of three to five townhouses, each of them with a two-car garage access from the rear of the unit. There are 23 new construction units to the South portion of the site, facing Reed Avenue and the interior of the development. On the NE corner we are proposing to renovate the existing 7 unit building into a five, two-bedroom living units and 6 new parking stalls. The commercial building will be renovated to house two new living units. In the core of our site, we are proposing a playground, picnic area and an additional 10 visitor parking spaces.

Plan Unit Development Information

- a. The new units to the South of this development and the new library are perfect examples of the contemporary design with new exterior materials such as cement board, aluminum store front, wood and metals. The renovation of the existing units with their traditional exterior finishes will provide us the opportunity to represent the existing historical structures on the existing surroundings.
- b. We will be working as much as possible within the existing natural topography. We are interested in protecting the natural vegetation, geologic features and preventing erosion within our site.

- c. The existing multi-housing building will be retrofitted with new electrical, plumbing, HVAC system and energy saving components. Within the remodeling of the building, the existing building will be stripped down to bare studs and all additions made, leaving the original building intact.
- d. The development will have new construction units in a contemporary design and the remodel units will provide a blend of new and existing. As the neighborhood is in transition, the new units to the South of this development and the new library are perfect examples of the contemporary design and this renovation will complement the existing historical structures in the neighborhood nearby.
- e. This development will be key in renovating the existing blighted structures and will redevelop this parcel.
- f. Affordable housing is a component of this development. 20 % of these units will be affordable and the rest will be market rate.
- g. No Green program or Leed certifications on these units. We are committed to bring the units as close to an Energy Star as possible, by incorporating higher R values in insulation for walls and ceiling, high energy appliances, lighting, and HVAC system. In addition a rough-in connection will be provided for future solar panels.

ATTACHMENT E: PROPERTY PHOTOGRAPHS



Northwest view from Reed Ave.



North view from 800 North



West view on Reed Ave.



West view from Reed Ave.



North view from Reed Ave.



North view of sidewalk on 300 West



East view from 300 West

ATTACHMENT F: EXISTING CONDITIONS

21A.32.130 Mixed Use District Standards: The proposed Planned Development is in the MU Mixed Use District. The purpose of the MU district is to encourage development of areas as a mix of compatible residential and commercial uses. The design standards are intended to facilitate walkable communities that are pedestrian and mass transit oriented while still ensuring adequate automobile access to the site.

MU Mixed Use District Standards for “Single Family Attached Dwellings”	Finding	Rationale
C. Planned developments which meet the intent of the ordinance but not specific design criteria in the following subsections may be approved by the planning commission.	Complies with approval of Planned Development	With the exception of street width and front yard setback, the proposed project meets nearly all criteria set in the MU Mixed Use District ordinance and its intent.
D. Minimum lot area for single-family attached dwellings: 3,000 square feet per dwelling unit. Minimum lot width for single-family attached dwellings: Interior: 22 feet Corner: 32 feet Qualifying provisions: 1. There is no minimum lot area nor lot width required provided: a. Parking for units shall be rear loaded and accessed from a common drive shared by all units in a particular development; b. Driveway access shall connect to the public street in a maximum of 2 locations; and c. No garages shall face the primary street and front yard parking shall be strictly prohibited.	Complies	The lot area for proposed units will be less than 3,000 square feet. The lot width will be less than 22 feet. Both are allowed due to qualifying provisions met as follows: The parking for new units is rear loaded and is accessed from a common drive. The drive access connects to 2 separate public streets. No garages will face any public street.
Minimum yard area requirements: 1. Single-Family Detached, Single-Family Attached, Two-Family, And Twin Home Dwellings: a. Front Yard: Ten feet (10'). b. Corner Side Yard: Ten feet (10'). c. Interior Side Yard: (1) Corner lots: Four feet (4'). (2) Interior lots: (A) Single-family attached: No yard is required, however if one is provided it shall not be less than four feet (4'). d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not be more than twenty feet (20').	Requires modification for a section of the front yard that does not meet 10 foot front yard requirement at the Southwest corner for 30' of the 152' feet of frontage on Reed Ave.	a. The front yard setback for buildings fronting Reed ave. is a minimum of 10 feet for the majority of the front yard except the approximate Southwest 30 feet. b. N/A c. (2)The side yards for all lots are a minimum of 4 feet where a side yard is provided d. Rear Yards for the property are a minimum of 20 feet
Parking Setback to be 25 feet setback or behind the primary structure	Complies	Where applicable, parking is setback greater than 25'
Maximum building height: 45 feet	Complies	The proposed buildings are approximately 32 feet tall.
Minimum Ground Floor Glass not less than 40% or 25% for residential	Complies	The ground floor façade will have greater than 40% glass surface
Minimum Open Space not less than 20% of the lot area	Complies	The provided open space calculation is approximately 27% of the lot area
Landscaping requirements: I. Front and corner side yards maintained as landscape J. Landscape buffers where a nonresidential use meets residential	Complies	Front and corner side yards will be landscaped where applicable

<p>Entrance and visual access:</p> <ol style="list-style-type: none"> 1. Public street facing facades provide at least one operable building entrance 2. Maximum length of any uninterrupted blank wall is 15 feet 3. Mechanical must be screened from public right of way or view. 	<p>Complies</p>	<p>New construction will have operable entrances on the street. No new blank walls will be created on any façade. There are no public facing utilities or mechanical equipment as part of the project.</p>
<p>Parking and structure lighting adjacent to residential land use lighting poles limited to 16 feet and be shielded from residential properties. Lightproof fencing required adjacent to residential properties</p>	<p>Complies with conditions</p>	<p>Lighting plan is not included with submission and will be required to meet section 21A.32.130.N as a condition of approval</p>

ATTACHMENT G: ANALYSIS OF PLANNED DEVELOPMENT STANDARDS

21A.55.050: Standards for Planned Developments: The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

Standard	Finding	Rationale
<p>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section:</p> <p>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.</p>	<p>Complies</p>	<p>The applicant intends to achieve objectives A, C, F, and G.</p> <p>A. These objectives are being met by proposing a pedestrian street oriented townhome style development with custom architecture and materials. The objectives involve rooftop patios and front porches and street fronting facades that orient the development to the street.</p> <p>C. The buildings fronting 300 West will be rehabilitated and largely preserved maintaining a historic feel on the 300 West block face.</p> <p>F. The blighted irreparable structures on Reed avenue will be demolished and removed. These structures have been a public nuisance and center for dumping and criminal activity for an extended period of time.</p> <p>G. The project includes thirty units 20% of which will be affordable.</p>
<p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p> <p>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</p> <p>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</p>	<p>Complies</p>	<p>The property is located in the Capitol Hill Master Plan area. The future land use map calls for high density mixed use in the area. The regulations were also amended to realize the density intent of the district and runs concurrent with the "Mayor's Livability Principles" to:</p> <ul style="list-style-type: none"> • Pursue a strategy for additional high-density residential development near downtown. • Enable moderate density in existing areas including increasing moderate density for attached single-family and multi-family developments. <p>The West Capitol Hill Neighborhood zoning amendments included changes to the MU to encourage this land use. The residential land use implementation items from the Capitol Hill Master Plan include:</p> <ul style="list-style-type: none"> • Portions of the area between 300-900 North Streets and 300-400 West Streets are identified as mixed-use areas. The West Capitol Hill Neighborhood Plan July, 1996), allows both low-density residential and non-residential development, but medium to higher density residential development is encouraged. Properties which front on 300 West Street, are prime locations for market-rate, high

		<p>density residential development because of their access to a major arterial, as well as their proximity to Warm Springs Park and Downtown.</p> <p>The plan also addresses some of the treatment for new development.</p> <ul style="list-style-type: none"> • Allow moderate increases in multi-family uses in appropriate locations and within the mixed-use area. • Encourage new medium/ high density housing opportunities in certain appropriate locations within the West Capitol Hill Neighborhood. <p>The Capitol Hill master plan specifically calls out treatment of existing structures:</p> <ul style="list-style-type: none"> • Promote the rehabilitation of the existing housing stock in the West Capitol Hill neighborhood to assure long term viability. <p>The proposed development type is allowed by the MU zone and meets the criteria set forth in the Capitol Hill Master Plan.</p>
<p>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:</p> <p>1. Whether the street or other adjacent street/access; 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</p> <p>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:</p> <p>a. 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;</p> <p>b. 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;</p> <p>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</p> <p>3. Whether the internal circulation system of</p>	<p>Complies</p>	<p>1. The property may be accessed from Reed Ave. or 800 North. The addition of 30 new homes on local streets directly served by an arterial is not expected to have any detrimental impact on the service level of 300 West, which is classified as a state highway. The new private street and subsequent access points will provide sufficient means of access to the properties without notable local street impacts.</p> <p>2.a. The curb cut and driveway for access to the property currently exists. Access to the property, with proper sight distance should not negatively impact the nature of the local street.</p> <p>2.b. Each new unit will be parked at 2 spaces per. The existing units will have a minimum of 1 space per unit with guest parking of ten additional spaces.</p> <p>2c. The proposed access to the sight is from 2 local streets which are directly connected to major arterials with adequate capacity.</p> <p>3. The circulation of traffic will be isolated to the interior of the development. The street will include a 4 foot sidewalk connecting to 800 North and Reed Ave. No adverse impacts are anticipated on surrounding property and additional pedestrian circulation will be added.</p> <p>4. The development will be required upgraded utility infrastructure where determined to be necessary by the City Public Utilities Department and other responsible entities in order to adequately provide service.</p> <p>5. The planned development concerns single-family attached dwellings, unlike higher density multifamily or commercial uses, the proposed dwellings are not expected to have</p>

<p>the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;</p> <p>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;</p> <p>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</p> <p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>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.</p>		<p>excessive adverse impacts on adjacent properties from trash collection, deliveries, or mechanical equipment use. The perimeter setback will meet the requirement of the MU District.</p> <p>6. The general intensity, size and scale of the planned development lots are similar in height to the surrounding uses and should be compatible with the required yards for existing buildings. The proposed development is not expected to have a negative impact on adjacent properties.</p> <p>The proposal does not involve commercial or mixed use development and is not subject to the Conditional Building and Site Design Review.</p>
<p>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;</p>	<p>Complies with conditions</p>	<p>No desirable mature vegetation exists on the property; the existing condition of the lots consists entirely of weeds and invasive tree species. The proposed development will include drought tolerant plants and the final landscape plan prepared for building permit approval and will need to identify the “hydrozones” for plant watering purposes, as well as comply with all other applicable provisions of 21A.48.055 “Water Efficient Landscaping.”</p>
<p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p>	<p>Complies</p>	<p>Some architectural features will be preserved on the property fronting 300 West. The remaining structures and environmental features have no preservation value.</p>
<p>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</p>	<p>Complies with conditions</p>	<p>The Planned Development is also being reviewed for compliance with the subdivision standards for preliminary subdivisions particularly the subdivision standards for private streets and lots that do not front a public street. The Planned Development is subject to all other department and division requirements and conditions.</p>

ATTACHMENT H: ANALYSIS OF STANDARDS – PRELIMINARY SUBDIVISION

20.16.100: STANDARDS OF APPROVAL FOR PRELIMINARY PLATS: All preliminary plats for subdivisions and subdivision amendments shall meet the following standards:

Standard	Finding	Rationale
A. The subdivision complies with the general design standards and requirements for subdivisions as established in Section 20.12.	Complies with Planned Development approval	<p>The applicant is requesting modification to the subdivision and zoning standards through the Planned Development process. The following subdivision standard modifications are proposed for this development:</p> <ol style="list-style-type: none"> 1. 20.12.010.E “Access to Public Streets.” The applicant is requesting that this provision be modified to allow the lots to be accessed by a private street, as opposed to directly from the public street, Reed Ave. The proposed private street access will provide adequate access to the lots from the public street and act as a private driveway. <p>The proposed subdivision otherwise complies with the applicable standards.</p>
B. All buildable lots comply with all applicable zoning standards	Complies with Planned Development approval	<p>The lots in the proposed subdivision will comply with the standards of the base MU zoning district with the following provisions:</p> <p>Qualifying provisions:</p> <ol style="list-style-type: none"> 1. There is no minimum lot area nor lot width required provided: <ol style="list-style-type: none"> a. Parking for units shall be rear loaded and accessed from a common drive shared by all units in a particular development; b. Driveway access shall connect to the public street in a maximum of 2 locations; and c. No garages shall face the primary street and front yard parking shall be strictly prohibited. <p>The proposed drive access and parking will meet these provisions. The proposal does not meet front yard setback, reduced width private street, and lots that do not front a public street requirements.</p>
C. All necessary and required dedications are made;	Complies	<p>The proposal will not require any public dedications, such as new public right-of-way. The private street will provide private walkways and driveways to accommodate pedestrian and vehicle access to the properties and will be recorded on the final plat.</p>
D. Water supply and sewage disposal shall be satisfactory to the public utilities department director;	Complies, with conditions	<p>The proposal was reviewed by the Public Utilities department and issues were identified. Please see attachment J for details. The applicant will need to develop an acceptable utility proposal before building permits can be issued and the final plat can be recorded. This is a condition of approval.</p>
E. Provisions for the construction of any required public improvements, per Section 20.40.010, are included.	Complies, with conditions	<p>The proposal underwent cursory review by the Engineering department for compliance with this standard. Engineering has no objection to the proposed development. The final preliminary plat will be subject to compliance with all comments received from Engineering as a condition of approval.</p>
F. The subdivision otherwise complies with all applicable laws and regulations.	Complies	<p>There is no evidence that the subdivision does not comply with all other applicable laws and regulations.</p>
G. If the proposal is an amendment to an existing subdivision and involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the	Not applicable	<p>This proposal does not involve vacating a street, right-of-way, or easement. The amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.</p>

ATTACHMENT I: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

Notice of Application:

A notice of application was emailed to the Capitol Hill Community Council chairperson. The Community Council was given 45 days to respond with any concerns and to request that the applicant meet with them. The Council requested the applicant present their project at the December 17th 2015 Capitol Hill Community Council meeting. The applicant presented the project and several drawings for the project. The nature of responses was primarily inquisitive of items including: landscaping, and the proposed private street, criminal activity and safety, HOA establishment and maintenance. Several comments reflected positive feelings about eliminating the blight that currently exists. Community Council Chair Eric Jorgensen indicated a board recommendation would be forthcoming, which is not required. Mr. Jorgensen voiced support for the project, and stated how great Neighbor Works is and the work they do is important. In addition, Mr. Jorgensen wrote: "You were there when the group gave their approval for the project. Of course, I'm totally in support of improving that part of our neighborhood and Neighborworks is a great partner for these types of infill renewal."

Notice of the public hearing for the proposal included:

Public hearing newspaper notice sent on January 12, 2016

Public hearing notice mailed on January 14, 2016

Public hearing notice posted on January 15, 2016

Public Input:

The applicant met requirements for notification and meeting with and presenting to the Capitol Hill Community Council. At the time of this staff report publication, no public comments have been received.

ATTACHMENT J: DEPARTMENT REVIEW COMMENTS

Department Review Comments

Zoning (Alan Michelsen)

- 1) A separate demolition permit will need to be obtained for each address where a principal building is to be demolished.
- 2) A new certified address is required for each parcel, from the Engineering Dept., for use in the plan review and permit issuance process.
- 3) This property lies within a seismic special study area and requires a site specific Natural Hazards Report to show that no buildings will be built over a fault line as per section 18.28.40.I.3. Determinations of the appropriate setback distance from the fault shall be made based on recommendations contained in the geological report.
- 4) Each lot within the proposed subdivision needs to meet the minimum lot area, lot width, yard setback requirements, building height, and minimum first floor glass, minimum open space, building entrance, maximum length of blank wall and screening requirements of 21A.32, unless modified through the planned development process.
- 5) Development of this proposal will also be reviewed against 21A.44, for off-street parking, maneuvering and loading, and 21A.48 for landscaping and buffers.
- 6) A tree protection and removal plan shall be submitted and approved by the Urban Forestry Division pursuant to the provisions of section 21A.48.135, Contact *SLC Urban Forestry at 972-7818*.
- 7) Will need to address how trash will be removed and if dumpsters are proposed, dumpster screening as per 21A.48.120.
- 8) Will need to address recycling collection and screening as per 21A.36.250.
- 9) Will need to address construction and demolition waste as per 21A.36.250.G.

Public Utilities Department (Jason Draper)

Marmalade Courtyards

Provide full improvement plans to public utilities for review.

Utility requirements and easements will depend on whether the street will be public or private.

Only a single water meter is allowed per property unless evaluated and approved by the director of public utilities

Water meters should not be used for multiple properties

Each service lateral needs to be connected to a meter or tied to a master meter. - The water system needs to be reevaluated.

Sewer and water plans will need to be evaluated based on street and property ownership decisions.

A complete Technical Drainage Study will be required.

A SWPPP document will be required for construction activities.

Police Department

No comments received

Transportation Division (Mike Barry/Scott Vaterlaus)

The 20' drive access would not meet standards for a public roadway for a number of reasons. The plat has a note toward the bottom that calls out a "Dedicated Public Access Roadway"; I'm not sure this is the proper terminology. There is not enough information to determine if the minimum parking requirements are met for all units and if the garages provide the required parking space dimensions. For single family attached dwellings the minimum parking requirement is two parking spaces per dwelling unit and it is slightly different for multi-family residential, which is 2 spaces for 2 bedroom unit, 1 space for a 1 bedroom unit, ½ space for a studio. There are seven angled parking spaces near the north drive; the parking space farthest to the north is not permissible because a vehicle would need to back up over the sidewalk while pulling out. In the case of multi-family developments, bike racks and ADA parking spaces are generally required; none are shown on plans.

Engineering Division (Scott Weiler)

City Engineering review comments are as follows:

Based on the submitted preliminary plat, this project proposes to create 23 lots for townhomes and 6 condominium units between Reed Avenue and 800 North. The 20' wide unnamed roadway that will be created by this development is labeled on the preliminary plat as "Dedicated to Public Access Roadway", suggesting that the intent is for it to be a public street. SLC Transportation and SLC Fire Department will determine the acceptability of the street geometrics, whether the proposed unnamed street is public or private. SLC Transportation will determine sidewalk requirements.

If the proposed unnamed roadway is to be dedicated as a public street, prior to the plat being recorded, the subdivider must enter into a Subdivision Improvement Construction Agreement. This agreement requires the subdivider to provide a security device, such as a Payment & Performance Bond, to guarantee acceptable completion of the public way improvements. The agreement also requires insurance from the subdivider and the contractor and the payment of a fee based on the estimated cost of constructing the proposed roadway improvements (not including sewer, water, storm drain or street light improvements). The fee is calculated as 5% of the first \$100,000 of street improvements and 2% of the amount over \$100,000. A copy of the agreement can be sent to you via email, if requested.

If the proposed unnamed roadway is to be dedicated as a public street, improvement plans for its construction must comply with the Salt Lake City Engineering design standards. Some of the significant requirements are as follows:

The engineering drawings must show the profile view for top back of curb (APWA Std. Plan 205, Type A) grade on both sides and centerline grade of the proposed unnamed street, with stationing increasing from left to right.

Minimum curb design grade is 0.50%.

The minimum size lettering is 1/10" and capital letters shall be used.

The text shall be readable from one of two directions on a given sheet.

The north arrow shall be towards the top or left of the sheet.

A cover sheet, with approval signatures from SLC Planning, SLC Public Utilities, SLC Fire Department and SLC Engineering must accompany the improvement plans.

A geotechnical investigation report containing a pavement section design for the proposed street construction must be submitted for review.

If the proposed unnamed roadway is not dedicated as a public street, the subdivider must establish a Homeowners' Association to bear the responsibility of the roadway maintenance. In this event, the work that will be performed in the public way of Reed Avenue, 800 North and 300 West can be performed by a licensed contractor obtaining a Permit to Work in the Public Way, rather than the subdivider entering into a Subdivision Improvement Construction Agreement.

The preliminary plat has been reviewed and redlined by the SLC Surveyor and accompanies this memo.

The developer must enter into agreements required by the SLC Public Utility Department and pay the required fees.

At least one member of the concrete finishing crew must be ACI certified. The name of the ACI certified finisher must be provided at the pre-construction meeting for the subdivision.

The construction contractor must file a Notice of Intent with the State of Utah, Department of Environmental Quality, Division of Water Quality, to comply with the NPDES permitting process. A copy of the pollution prevention plan must also be submitted to SLC Public Utilities.

Fire Department (Ted Itchon)

No comments

ATTACHMENT K: MOTIONS

Potential Motions

Staff Recommendation:

Based on the findings listed in the staff report, it is the opinion of Planning Staff that the project generally meets the applicable standards overall, and therefore recommends the Planning Commission approve the Planned Development and Subdivision located at approximately 326 West Reed Ave and at 765 North 300 West . In order to comply with the planned development standards, Staff recommends the following conditions of approval:

1. The applicant shall comply with all department requirements for acceptance of the proposed private street and all other Department/Division conditions attached to this staff report.
2. Preliminary Subdivision and Lot Consolidation requirements must be met and approved as part of final approval. Lot lines may be adjusted to accommodate street and public utility improvements including the requirements for easements, as required by the applicable City departments and approval of these lot line adjustments shall be delegated to the Planning Director.
3. The applicant shall file a final subdivision plat for approval by the City.
4. Driveway locations and street design standards are subject to final approval for maneuverability and safety by the Transportation and Engineering Divisions in the final plat subdivision process. Lighting plans shall reflect public street standards for residential local streets and abutting residential land use as per section 21A.32.130.N.
5. The applicant shall record the associated document that discloses future private infrastructure costs and shall reference said document on the plat in compliance with 21A.55.170.
6. Final approval authority shall be delegated to the Planning Director based on the applicant's compliance with the standards and conditions of approval noted in this staff report.

**Not Consistent with Staff Recommendation:
(Planned Development/Subdivision)**

Based on the testimony, plans presented and the following findings, I move that the Planning Commission deny the Preliminary Subdivision and Planned Development request due to the following standard(s) that are not being complied with:

(The Planning Commission shall make findings on the Planned Development and Subdivision standards and specifically state which standard or standards are not being complied with.)