



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOODS DEPARTMENT

To: Salt Lake City Planning Commission
From: Casey Stewart; 801-535-6260
Date: August 2, 2017 (For August 9 hearing date)
Re: PLNSUB2017-00176 Young Condominium Planned Development

PLANNED DEVELOPMENT

PROPERTY ADDRESS: 361 W. Reed Avenue

PARCEL ID: 08-25-378-003

MASTER PLAN: Capitol Hill Master Plan

ZONING DISTRICT: MU (Mixed Use)

REQUEST: Applicant requests approval of a planned development petition for reduced building setbacks, increased number of parking stalls, and alley access for vehicle parking movements related to a proposed 5-unit residential condominium building. The proposal is to reduce the two side yard setbacks (east and west sides): from the required 10 feet down to 5 feet on the east side; and, from 10 feet down to 7 feet on the west side facing the alley; to increase the number of parking stalls from 4 to 5; and to allow vehicles backing out of the driveway into the alley. The Planning Commission has final decision making authority for planned development applications.

RECOMMENDATION: Based on the information in this staff report, planning staff recommends that the Planning Commission approve the requested planned development subject to all applicable regulations and the following conditions:

1. The zoning requirements approved for modification are:
 - a. side yard setbacks of 7 feet (west) and 5 feet (east)
 - b. balconies extending two feet into the side yard setbacks
 - c. 5 total parking stalls on site
 - d. backing of vehicles from the units into the adjacent alley
2. Final planned development plan approval is delegated to the Planning Director.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Site Plan](#)
- C. [Building Elevations](#)
- D. [Existing Conditions](#)
- E. [Analysis of Standards](#)
- F. [Public Process and Comments](#)
- G. [Department Comments](#)

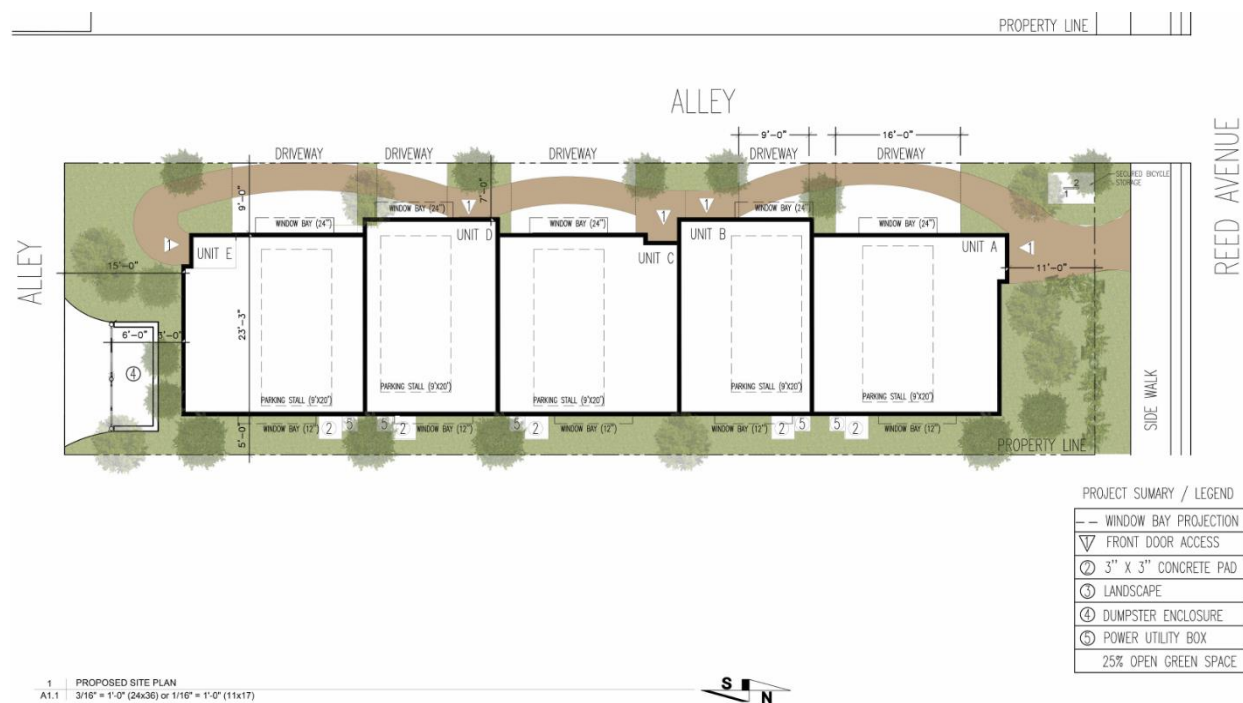
PROJECT DESCRIPTION:

Proposal Details

The property is approximately 4,800 square feet in size (0.11 acres, 37 feet wide by 132 feet long) and has an existing single family dwelling that is in a state of disrepair. The applicant proposes to demolish the existing dwelling and replace it with a three-story residential condominium building with five units in a row from front to back. The property is long and narrow for a residential lot, and complying with the side yard setback requirements leaves little room for a functional building, thus the request for reduced side yard setback dimensions. If approved as proposed, the east side yard setback would be reduced from the required 10 feet to 5 feet and the west side yard setback from 10 feet to 7 feet.

Vehicle parking would be provided by garages on the ground floor of each unit and accessed from an alley that is adjacent and directly west and south of the property. The remaining areas, aside from the building, driveways, and trash/recycling area, would be landscaped and maintained as open space.

The developer is proposing to build residential units along the west side of the property, facing the alley. These units are proposed to have garages on the ground floor with garage doors that face the alley. With the proposed configuration, vehicles would normally back out of these garages into the alley. In a town-home (single-family attached) development, these garages would be allowed. However, in a multi-family development garages that take access from the alley are not allowed. As such, the developer is requesting to modify this restriction for this development.



Project Details

Item	Zone Regulation	Proposal
Height	45 feet	35 feet or less (complies)
Front Setback	10 feet	10 feet (complies)
Side Setback	10 feet (for multi-family dwellings)	5 feet and 7 feet
Rear Yard Setback	15 feet	15 feet (complies)
Parking (residential)	3 stalls minimum 4 stalls maximum	5
Open space	20 percent of lot area	21 percent (complies)

KEY ISSUES:

The key issues listed below are discussed further in the following paragraphs and were identified through the analysis of the project materials, review of standards, ([*Attachment "E"*](#)) and department review comments:

Issue 1: side yard setbacks

The applicant requests approval for a reduction of side yard setback requirements from 10 feet on both sides down to 5 feet on the east side and 7 feet on the west side of the property. These reductions would allow for the proposed residential five unit condominium building. The existing lot is 37 feet wide, which is narrow for any project, particularly a multi-family project. If the standard side setbacks were applied, that would result in a building that is 17 feet wide and would offer very limited floor space. The reduction would facilitate a 24-foot wide building and still allow for some side yard areas. The primary reason for the requested reduction is to allow dwelling configurations that are more typical of residential condominium units, resulting in a more usable and marketable product.

The two setback reductions continue to uphold the intent of the MU zoning district design standards, which is to “...*facilitate walkable communities that are pedestrian and mass transit oriented while still ensuring adequate automobile access...*”, and the vision of the Capitol Hill Master Plan for high density uses.

A second aspect to the side yard setback request are the proposed balconies on top of the bay windows that extend into the proposed side yard setbacks 2 feet. The applicant is trying to utilize an opportunity presented by the bay window extensions to create balcony space for some of the units. The zoning ordinance does not allow balconies to extend into a front or side yard setback, only rear yard. The planning commission would have to approve the proposed balconies as part of the planned development in order for them to remain in the building design. The bay windows and balconies add depth to the sides of the building without causing a negative impact, and staff supports this feature.

Issue 2: alley access

A primary issue with this lot is the vehicle access. Parking is proposed on site as required, via individual attached garages, but access to the garages would be from an adjacent private alley to the west and south. The applicant proposes to pave the alley for that section of the alley that is directly west of the property, leaving the south section untouched. The paved area would extend into the subject property and serve as driveways for the attached garages. The alley is legally only 16.5 feet wide, but portions of the properties on either side of the alley will be paved to make it function as a wider area and improve vehicle circulation, but it is unclear how the alley would be signed for vehicle circulation.

Another issue related to the alley is a zoning ordinance restriction on alley use for parking when a development is a multi-family use. The specific provision, found in 21A.44.020.E.2.c, states the following:

*If a public alley is used as a parking aisle for single-family dwellings, two-family dwellings or twin homes, additional space shall be required on the lot to provide the full width of aisle as required on table 21A.44.020 of this section. **The parking design for all other uses shall not require backing into an alley or right of way;***

For multi-family uses, this provision prohibits a parking design that would require a vehicle to back into the alley to use a parking space. The intent of the parking code restriction is to reduce the number of vehicles using the alley for parking and thus reduce the potential for collisions in an alley. Multi-family uses generally have more parking than a single-family use and thus an increased potential for collisions. Additionally, when the restriction was written most alleys were unimproved and unpaved. Unpaved, dirt alleys would generally not hold up well with a high level of vehicle use.

However, in this case, the alley would be paved, as proposed by the applicant, and does not have the same potential for vehicle use issues. Further, the proposed parking configuration functions the same as if the residential units were townhomes (single-family attached). The Transportation division also has determined that this is an acceptable configuration and would not pose any safety issues.

The final alley issue is that the project leaves unanswered the question of who owns and controls the alley, granting permission to pave and otherwise modify, and how the alley and improvements will be maintained in the future. Since the alley is not expressly public, nor owned by the city, the city has no obligation to maintain the alley and the applicant has not provided a method for maintenance at this time but is not

required by city ordinance to do so. It is up to the planning commission to determine how crucial the alley issue is to the overall planned development.

Issue 3: maximum parking

This project highlights the difficulty the city's parking ordinance can create for small scale projects. The minimum number of parking stalls required for this number of units in the MU zoning district is three (3) stalls. The maximum number of stalls eligible for this project is four (4) stalls; while the number of dwelling units proposed is five (5). The applicant would like to officer at least one parking stall for each unit and the only way that could achieved is by approval of the planning commission via this planned development application. Staff supports the request for one additional stall given that on street parking is limited along Reed Avenue and neighborhood comments clearly indicate concern about more on street parking, and each unit is configured similarly to a townhouse style development: side-by-side units and each unit has its own ground-level entrance with vehicle garage.

DISCUSSION:

Staff agrees that the setback proposals and vehicle parking proposals result in a project that is still compatible with surrounding properties and achieves the objectives of a planned development through a carefully-designed project. The individual units have staggered footprints to help articulate the alley-facing side of the building and break up the building plane, improving the visual interest when viewed from Reed Avenue. The front façade has been revised from the original design to better coordinate with the abutting multi-family building to be constructed immediately west of this subject project. The abutting project will utilize similar materials and architecture along Reed Avenue. The front façade has a change in building plane for the front door and includes material changes for the siding, as well as an awning over the front door, providing visual interest when viewed from Reed Ave.

Staff found no comments from city departments that could not be addressed or resolved during a construction permit review.

NEXT STEPS:

If approved, the applicant could proceed with the project, subject to any conditions, and would be required to obtain all necessary city permits and make all required improvements. If denied the applicant would still be able to construct a building but it would be subject to all of the MU design standards and would have to design the project with no vehicles backing into the alley.

ATTACHMENT A: Vicinity Map

REED AVE

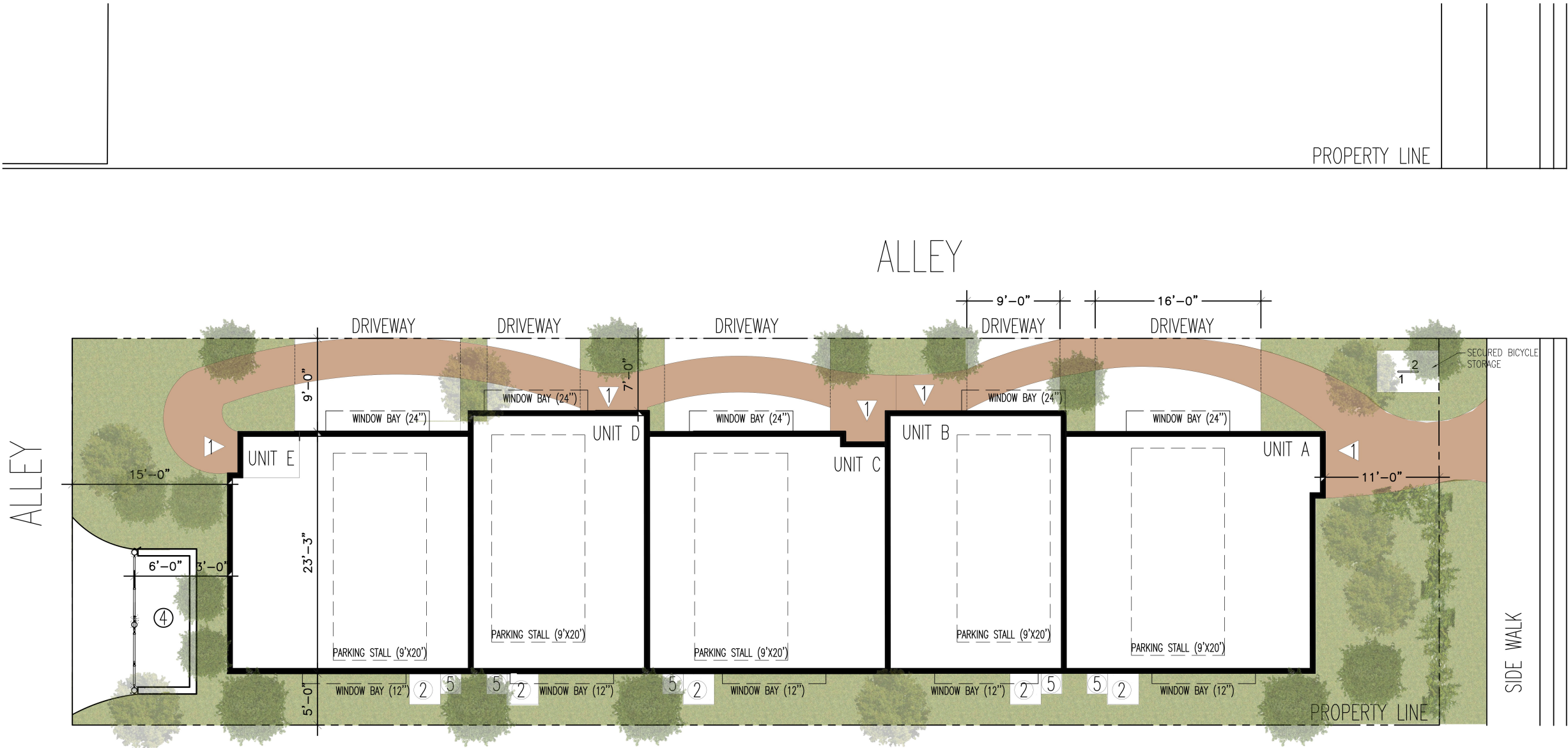
400
West

N

300
West



ATTACHMENT B: Site Plan



1	PROPOSED SITE PLAN
A1.1	3/16" = 1'-0" (24x36) or 1/16" = 1'-0" (11x17)



PROJECT SUMMARY / LEGEND	
--	WINDOW BAY PROJECTION
▽	FRONT DOOR ACCESS
②	3" X 3" CONCRETE PAD
③	LANDSCAPE
④	DUMPSTER ENCLOSURE
⑤	POWER UTILITY BOX
25% OPEN GREEN SPACE	



SMITH HYATT ARCHITECTS

TEL: 801-298-5777
845 SOUTH MAIN STREET
BOUNTIFUL, UTAH 84010

PROJECT:
**REED AVENUE
REALTY L.C.**
SLC, UTAH

DATE

REVISIONS

No.	DESCRIPTION
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PHASE:
SCHEMATIC
DESIGN

August 1st, 2017

SHEET No.

A0.0

17095

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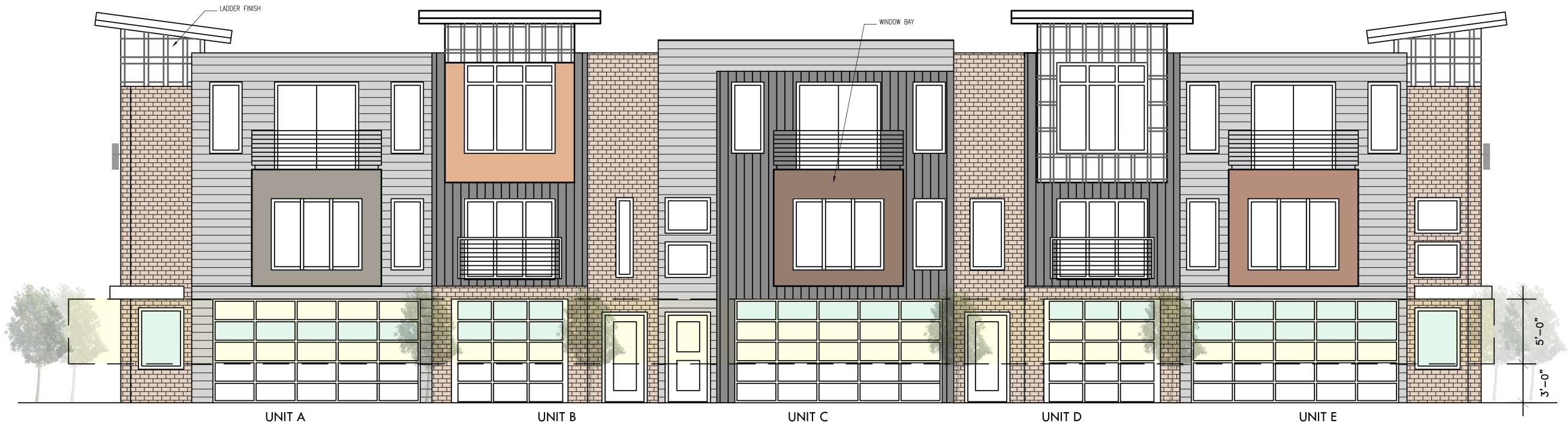
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ATTACHMENT C: Building Elevations



2 WEST ELEVATION
1/4"=1'-0" IF THIS SHEET IS NOT 36X24 THEN IT IS A REDUCED SIZE PLOT.
USE GRAPHIC SCALE ACCORDINGLY.



1 EAST ELEVATION
1/4"=1'-0" IF THIS SHEET IS NOT 36X24 THEN IT IS A REDUCED SIZE PLOT.
USE GRAPHIC SCALE ACCORDINGLY.

SMITH HYATT ARCHITECTS

TEL: 801-298-5777
845 SOUTH MAIN STREET
BOUNTIFUL, UTAH 84010

PROJECT:

REED AVENUE
REALYTICS L.C.
SLC, UTAH

DATE

REVISIONS

DESCRIPTION

No.

ELEVATION
UNIT TYPE A & B

PHASE:
SCHEMATIC
DESIGN
August 1st, 2017
SHEET No.
A1.0
17095

FULL SCALE DRAWING: 24"X36" OR 24"X48" SHEET
HALF SCALE DRAWING: 12"X18" OR 11"X17" SHEET

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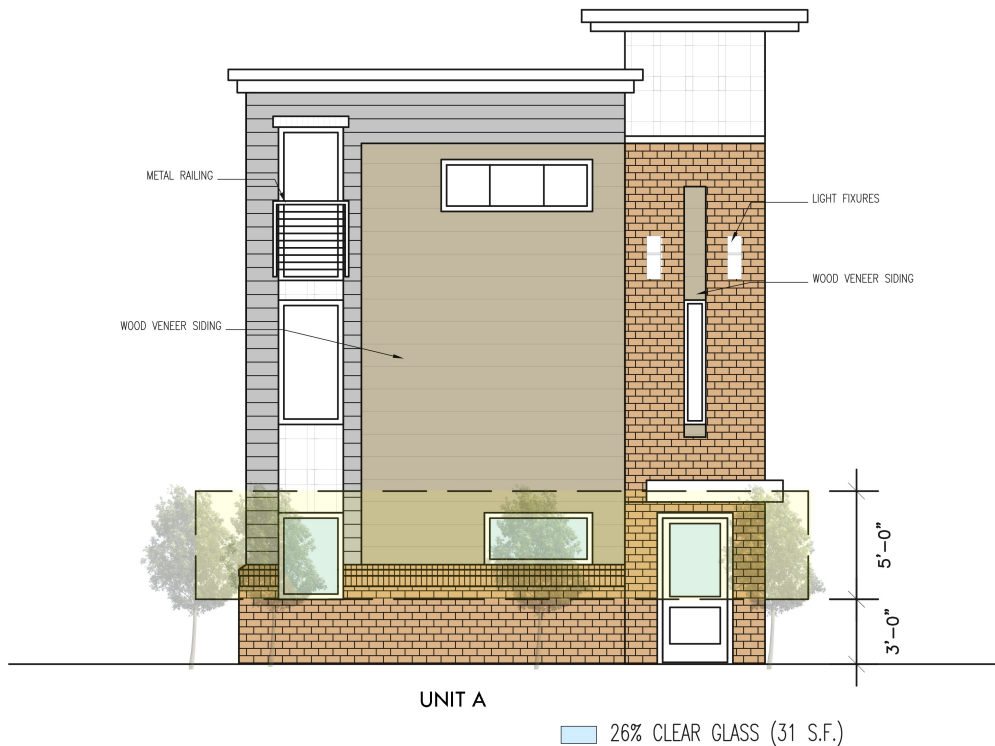
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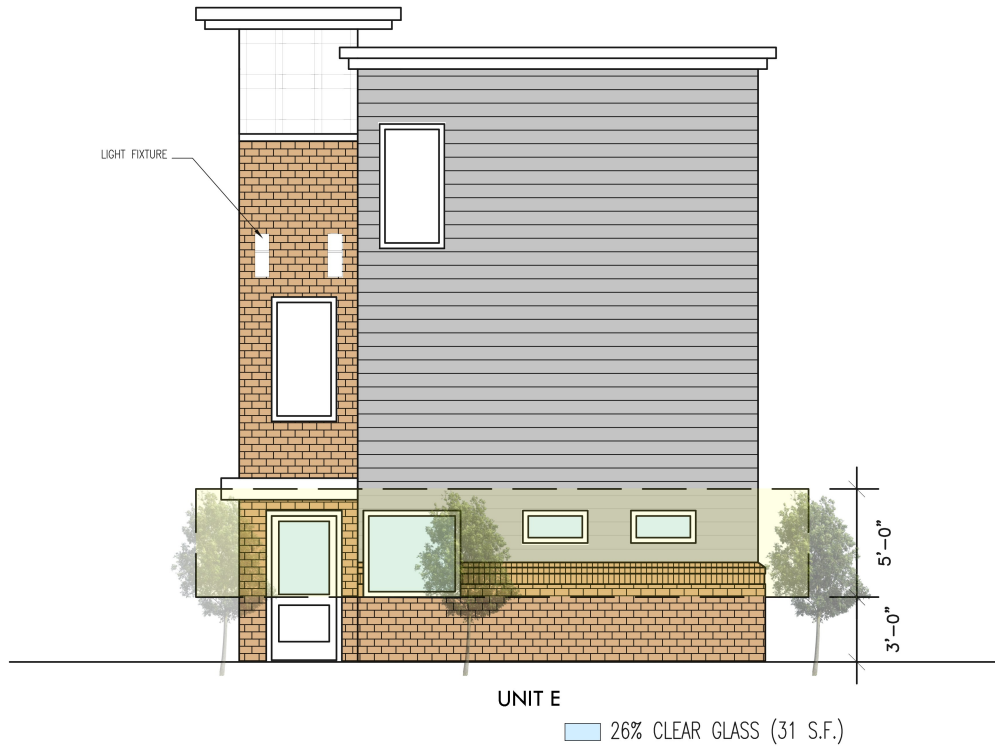
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USE GRAPHIC SCALE ACCORDINGLY.



2 SOUTH ELEVATION
1/4"=1'-0" IF THIS SHEET IS NOT 36X24 THEN IT IS A REDUCED SIZE PLOT.
USE GRAPHIC SCALE ACCORDINGLY.

ATTACHMENT D: Existing Conditions

Existing Conditions:

The subject site consists of one lot, 4,800 square feet in total area (0.11 acres), containing one single family dwelling and multiple detached accessory buildings in the rear yard. The site is generally level with landscaping in the front yard and one mature tree in the rear yard.

The adjacent uses include a vacant lot to the west and single family dwellings and related accessory buildings on all other sides.

21A.32.130: MU MIXED USE DISTRICT:

- A. Purpose Statement: The purpose of the MU mixed use district is to encourage the development of areas as a mix of compatible residential and commercial uses. The district is to provide for limited commercial use opportunities within existing mixed use areas while preserving the attractiveness of the area for residential use. The district is intended to provide a higher level of control over nonresidential uses to ensure that the use and enjoyment of residential properties is not substantially diminished by nonresidential redevelopment. The intent of this district shall be achieved by designating certain nonresidential uses as conditional uses within the mixed use district and requiring future development and redevelopment to comply with established standards for compatibility and buffering as set forth in this section. 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.
- B. Permitted Uses: Uses in the MU mixed use district as specified in section [21A.33.070](#), "Table Of Permitted And Conditional Uses For Special Purpose Districts", of this title are permitted subject to the provisions set forth in section [21A.32.010](#) of this chapter and this section.
- C. Planned Development Review: Planned developments, which meet the intent of the ordinance, but not the specific design criteria outlined in the following subsections may be approved by the planning commission pursuant to the provisions of chapter 21A.55 of this title.
- D. Minimum Lot Area And Width: There are no minimum lot area and lot width requirements for multi-family dwellings in this district.
- E. 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').
 - (B) Single-family detached, two-family and twin home dwellings: Four feet (4') on one side and ten (10) on the other.
 - d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not be more than twenty feet (20').
 - 2. Multi-Family Dwellings, Including Mixed Use Buildings With Less Than 25% Nonresidential Uses:
 - a. Front Yard: Ten feet (10') minimum.
 - b. Corner Side Yard: Ten feet (10').
 - c. Interior Side Yard: Ten feet (10').
 - d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not exceed thirty feet (30'), however, if one hundred percent (100%) of the off street parking is provided within the principal building and/or underground, the minimum required rear yard shall be fifteen feet (15').
 - 3. Nonresidential Development, Including Mixed Uses With Greater Than 25% Nonresidential Uses:
 - a. Front Yard: Ten feet (10') minimum.
 - b. Corner Side Yard: Ten feet (10').
 - c. Interior Side Yard: No setback is required.
 - d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet (30').
 - 4. Legally Existing Lots: Lots legally existing on the effective date hereof, April 7, 1998, shall be considered legal conforming lots.

5. Additions: For additions to buildings legally existing on the effective date hereof, required yards shall be no greater than the established setback line.
6. Maximum Setback: A maximum setback is required for at least seventy five percent (75%) of the building facade. The maximum setback is twenty feet (20'). Exceptions to this requirement may be authorized through the conditional building and site design review process, subject to the requirements of chapter 21A.59 of this title, and the review and approval of the planning commission. The planning director, in consultation with the transportation director, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk. The planning director may waive this requirement for any addition, expansion, or intensification, which increases the floor area or parking requirement by less than fifty percent (50%) if the planning director finds the following:
 - a. The architecture of the addition is compatible with the architecture of the original structure or the surrounding architecture.
 - b. The addition is not part of a series of incremental additions intended to subvert the intent of the ordinance.

Appeal of administrative decision is to the planning commission.

7. Parking Setback: Surface parking lots within an interior side yard shall maintain a twenty five foot (25') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The planning director may modify or waive this requirement if the planning director finds the following:
 - a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.
 - b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.
 - c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.
 - d. The landscaped setback is consistent with the surrounding neighborhood character.
 - e. The overall project is consistent with section [21A.59.060](#) of this title.

Appeal of administrative decision is to the planning commission.

- F. Maximum Building Height: The maximum building height shall not exceed forty five feet (45'), except that nonresidential buildings and mixed use buildings shall be limited by subsections F1 and F2 of this section. Buildings taller than forty five feet (45'), up to a maximum of sixty feet (60'), may be authorized through the conditional building and site design review process, subject to the requirements of chapter 21A.59 of this title, provided that the additional height is for residential uses only.
 1. Maximum Height For Nonresidential Buildings: Nonresidential buildings shall not exceed thirty feet (30') or two (2) stories, whichever is less.
 2. Maximum Height Of Mixed Use Buildings Of Residential And Nonresidential Uses: Mixed use buildings shall not exceed forty five feet (45'). Nonresidential uses in a mixed use building are limited to the first two (2) stories.
- G. Minimum Open Space: For residential uses and mixed uses containing residential use, not less than twenty percent (20%) of the lot area shall be maintained as open space. This open space may take the form of landscaped yards or plazas and courtyards, subject to site plan review approval.
- H. Required Landscape Yards: All front and corner side yards shall be maintained as landscape yards.
- I. Landscape Buffers: Where a nonresidential or mixed use lot abuts a residential or vacant lot within the MU mixed use district or any residential district, a ten foot (10') landscape buffer shall be provided subject to the improvement requirements of subsection [21A.48.080D](#) of this title.
- J. Nonresidential Use Of A Residential Structure: The conversion and remodeling of a residential structure to a nonresidential use shall be allowed only if the exterior residential character is maintained.
- K. New Nonresidential Construction: Construction of a new principal building for a nonresidential use that includes the demolition of a residential structure or located between two (2) existing residential uses on the same block face shall only be approved as a conditional use pursuant to chapter 21A.54 of this title, unless located on an arterial street. (Ord. 12-17, 2017)

ATTACHMENT E: ANALYSIS OF 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;</p> <p>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</p> <p>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</p> <p>D. Use of design, landscape, or architectural features to create a pleasing environment;</p> <p>E. Inclusion of special development amenities that are in the interest of the general public;</p> <p>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</p> <p>G. Inclusion of affordable housing with market rate housing; or</p> <p>H. Utilization of "green" building techniques in development.</p>	Complies	<p>Of the stated objectives for planned developments, there are two most applicable to this project, objectives "A and F".</p> <p>A. The project abuts a new multi-family project being permitted for construction immediately to the west. The subject project is designed to coordinate with the architectural style, materials and building forms of that abutting project. Together the projects will functionally improve the alley that separates them and coordinate its use and function.</p> <p>F. The existing dwelling is in a blighted state, which is defined as "a deteriorated condition". It could be repaired as well as demolished. Redevelopment of this property is viewed as positive by some in the vicinity as indicated by comments of those who attended the open house for this project.</p> <p>No other stated objectives are determined applicable by staff.</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>	Complies	<p>The proposed residential use is allowed and anticipated in the MU zoning district, this aspect of the project is consistent with both the master plan and zoning ordinance.</p> <p>The Capitol Hill Master Plan designates this site and surrounding properties as "high density mixed use". The proposed condominium increases the density of units on the property, which is more in step with the high density category of the master plan than the current use of single family dwelling.</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> <ol style="list-style-type: none"> 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 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: <ol style="list-style-type: none"> 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; 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; c. 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. 	<p>Complies</p>	<p>1- The proposed alley access will be improved from dirt surface to asphalt surface per the applicant's design which will facilitate and improve vehicle access to the side and rear of the property. Reed Avenue fronts the property and is a public street maintained to city standards.</p> <p>2- The proposal would create multiple driveways entering/exiting the alley whereas there were was only one before. Also, the vehicles exiting the individual garages will back into the alley while vehicles from the adjacent (west) apartment building of 21 units will have vehicles also using the alley for access. These two projects both increase the amount of vehicle traffic and potentially create more vehicle conflicts with the maneuvering patterns. The level of concern is mitigated by the low number of vehicles involved from this proposal and the improving of the alley.</p> <p>3- There is no "internal" circulation system with this proposal, only the typical residential driveways that access the required vehicle parking. However, similar to item #2 above, the backing of vehicles into the alley increases the potential for vehicle circulation conflicts immediately adjacent to the site and involves traffic from a new apartment project under construction to the west.</p> <p>4- The provision of water and sewer service can be handled adequately as evidenced by comments from the public utilities department.</p> <p>The applicant would have to work with the city's public utilities division to ensure storm drainage is handled properly in coordination with the paving of the alley. There is no indication that storm drainage will be a problem at this time.</p> <p>5- With the low intensity residential uses proposed, there are no visual or audible impacts anticipated with this project that would require buffering or other mitigation measures. The adjacent uses are also residential uses.</p> <p>6- Intensity: the increased dwelling density will have an impact on the street, alley and adjacent properties, primarily due to increased vehicle traffic. However, the applicable master plan designates this property as "high intensity mixed use" and anticipates increased pedestrian and vehicle traffic. The building is designed to comply with height and lot coverage limits and is considered compatible with adjacent properties. The proposed building height (30 feet) is similar to what would be allowed for a single family home (28 feet).</p> <p>The proposed use, being solely residential, is not subject to the additional design criteria of the "conditional building and site design review".</p>
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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.		
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;	Complies	The site contains a large existing mature tree and some shrubs. All existing vegetation will be removed from the site. New vegetation will be planted in the front and side yard areas to enhance the project.
E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;	Complies	There are no historical, architectural, or environmental features on this site that require preservation.
F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.	Complies	The proposal has adequately shown the ability to comply with all other applicable code or ordinance requirements at this time.

ATTACHMENT F: 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:

Open House

April 20, 2017 at the Liberty Senior Center. Written comment sheets of attendees are included in the following pages.

Community Council meeting

None, the community council did not schedule this item for any discussion.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on July 27, 2017

Public hearing notice posted on July 27, 2017

Public notice posted on City and State websites and Planning Division list serve: July 27, 2017

Public Comments

The proposal was forwarded to the Capitol Hill Community Council for comments. The community council opted not to discuss the petition at a meeting and provided no comments otherwise.

As for comments from the open house, concerns related to:

- 1) Increased usage of the alley by vehicles when combined with the apartment building under construction on the other side of the alley to the west.
- 2) Increased parking on Reed Avenue by unit owners and visitors.
- 3) Maintenance of the alley (HOA?)
- 4) Too many units for this area and Reed Avenue.
- 5) Concrete wall suggested for sound barrier for property to the east.
- 6) Construction management to avoid trespassing onto adjacent residential property to the east.

In response to the comments raised at the open house, there is no density limit in the MU zoning district, the limiting factors being the dimensions of the setback and building height, required open space, and required on-site parking. This project requests less setback dimensions and reduced open space area, thereby allowing for increased building footprint but the same number of units, or even more, could still be achieved by additional height.

Allowing the modifications wouldn't have much of an overall impact on the vehicle numbers or usage of the alley for vehicle access. As explained previously, legal control of the alley is unknown and so is permission to pave it and maintain it. That leaves the question of whether a HOA can even legally make decisions regarding the alley maintenance.

A concrete wall along the east lot line of the subject site could be a condition of approval, but staff did not find that to be a necessary restriction versus a wall or fence of another material. If the project is approved, construction would be subject to building permit provisions and is not granted the right to trespass onto adjacent private property. That would have to be arranged at a civil level between the property owners.

Staff acknowledges the concerns raised at the open house but found no issues that exceeded or would create impacts beyond what could be constructed by right anyway.

ATTACHMENT G: City Department Comments

Transportation (Mike Barry):

Alley access: Dimensions for parking space requirements are provided in Table 21A.44.020. The requirements for using the alley as an access are that there is a minimum of twenty two feet seven inches (22' 7") from the garage door to the opposite side of the alley for 90 degree, a stall length of seventeen feet six inches (17' 6") and a width of nine feet (9'). It doesn't look like there is enough room on the plan. That said, the garage door appears to be for a two-car garage (16'-18') and that would provide greater maneuverability (basically an extra, extra wide stall) and the designer could play around with the parking angle (i.e., 70 degree angle) and may be able to get it to satisfy the requirements per Table 21A.44.020. If the intent is to park two cars, then they need to revise the plans.

Engineering (Scott Weiler):

Certified address required prior to building permit issuance. See Alice Montoya at 801-535-7248.

Public Way Permit is required prior to performing work in the public way of Reed Avenue. Licensed, bonded and insured contractor to obtain permit to install or repair required street improvements.

Approved site plan required. Submit approved site plan to Engineering Permits Office @ 349 South 200 East. Contact Josh Thompson @ 801-535-6396 for Permit information.

Fire: [No comments]

Public Utilities (Jason Draper):

A single sewer lateral and water service connection will be allowed for the property. The existing sewer lateral will need to be evaluated before reuse is accepted.

Public Utility permit, connection, survey and inspection fees will apply.

Parcels must be consolidated prior to permitting.

Please submit site utility and grading plans for review. Other plans such as erosion control plans and plumbing plans may also be required depending on the scope of work. Submit supporting documents and calculations along with the plans.

Please submit site utility and grading plans for review. Other plans such as erosion control plans and plumbing plans may also be required depending on the scope of work. Submit supporting documents and calculations along with the plans.

All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.

Zoning: (Greg Mikolash):

-MU Zone

-A demolition permit will be required for the removal of the existing building (see 18.64 for demolition provisions). As part of the demolition application, the construction waste management provisions of 21A.36.250 apply.

-Any public way encroachments will need to be discussed with the SLC Real Property Div. in Room #425 at 451 S. State St. 801-535-7133.

-This proposal will need to be discussed with the building and fire code personnel in Room #215.

-A Certified Address is to be obtained from the Engineering Dept. for use in the plan review and permit issuance process of each site.

-This proposal will need to comply with the appropriate provisions of 21A.32.010 (general purpose standards within the special purpose regulations) and is subject to site plan review regulations found in 21A.58.

-Buildings taller than forty five feet may be authorized through the conditional building and site design review process (21A.59).

-This proposal will need to comply with the appropriate provisions of 21A.32.130 (mixed-use zoning standards- any appropriate provisions of 21A.34 (overlay district requirements).

-The proposal will need to comply with the appropriate provisions of 21A.36 (conformance with all lot and bulk

criteria) and including a permanent recycling collection station and a waste management plan for each site.

- This proposal will need to comply with any appropriate provisions of 21A.40 and including ground mounted utility boxes – the provisions of 21A.44 for parking and maneuvering, bicycle parking - the provisions of 21A.48 for landscaping.
- Given that no site plan was provided, will adequate room be provided for all vehicular maneuverability, particularly for emergency, trash/recycling vehicles?
- Will enough room be provided for dumpsters, garbage cans and/or recycle bins?