



Staff Report

PLANNING DIVISION
DEPARTMENT OF COMMUNITY & NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Chris Lee, 801-535-7706

Date: October 4, 2017

Re: PLNPCM2017-00284 and PLNPCM2017-00486 – Expansion of an Existing Auto Body Shop

Conditional Use and Building & Site Design Review

PROPERTY ADDRESS: 1255 W 400 S

PARCEL ID: 15-02-303-012

MASTER PLAN: Westside

ZONING DISTRICT: CN (Neighborhood Commercial)

REQUEST: A request by Vunga Angakehe of KFM Construction, on behalf of the property owner, for both a conditional use review and a conditional building and site design review to construct an addition to an existing automotive repair shop at approximately 1255 W 400 S. Automobile repair (minor) is a conditional use in the CN zone and although the use is already established on site this proposal must be reviewed to allow for the expansion because the zoning ordinance states that when the floor area of an existing conditional use increases more than 25%, approval is required. Also, the applicant is seeking relief from the maximum setback requirements in the CN zone to allow the addition to sit further back on the property than is normally permitted. The zoning code states that modifications to the maximum setback can only be approved via the conditional building and site design review process. Consequently, the applicant has submitted a conditional use application as well as a conditional building and site design application. Both applications are addressed in this staff report.

RECOMMENDATION: Based on the analysis and findings presented in this staff report, Planning Staff recommends that the Planning Commission approve the addition as proposed with the following conditions:

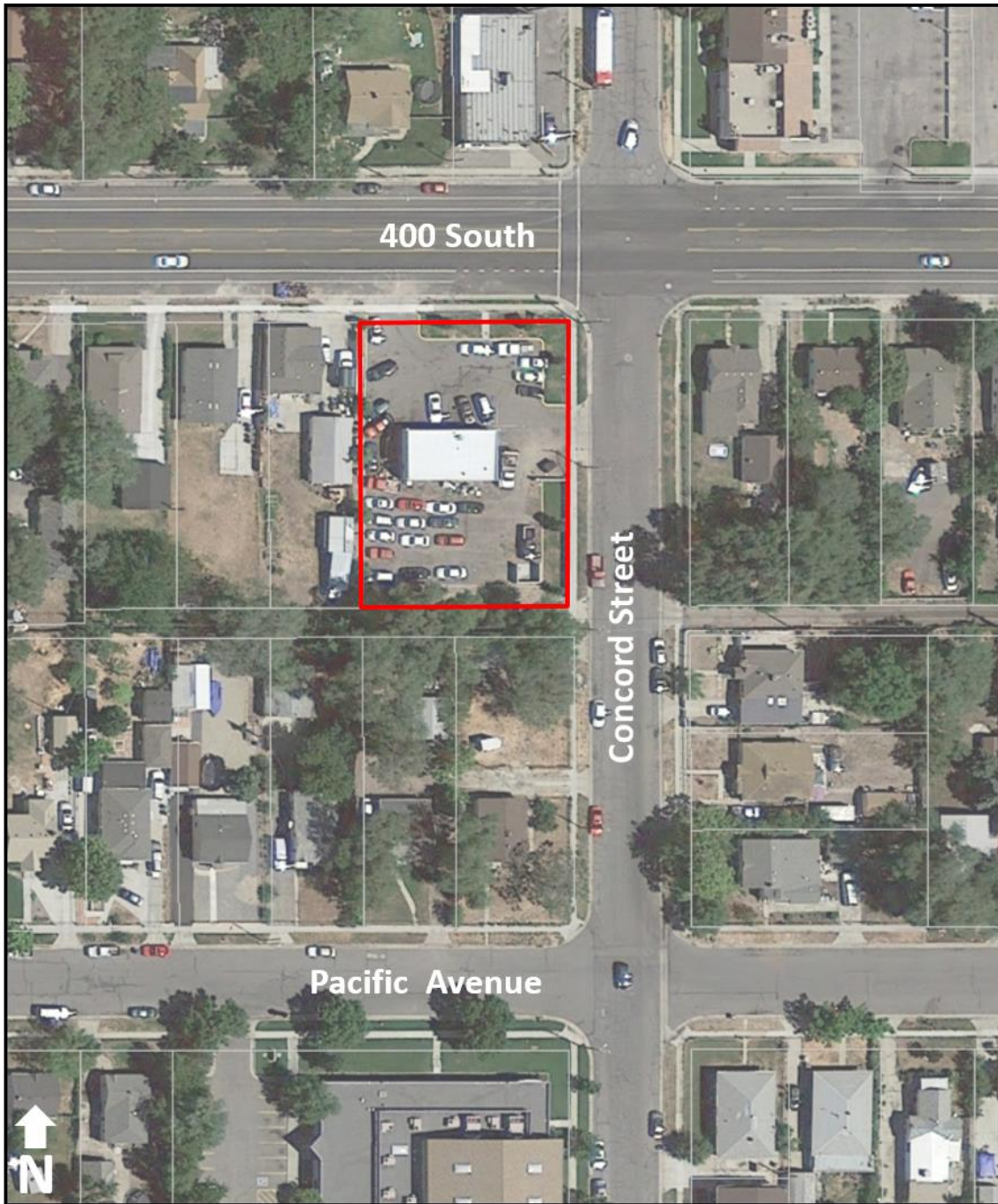
1. With the exception of the modifications specified in this staff report, the addition must comply with all applicable zoning regulations.

ATTACHMENTS:

- A. Vicinity & Zoning Map
- B. Site Plan
- C. Photographs
- D. Building Elevations
- E. Landscape Plan
- F. Existing Conditions
- G. Analysis of Standards
- H. Public Process and Comments
- I. Department Comments

PROJECT DESCRIPTION:

This proposal seeks to expand an existing auto mechanic shop on the corner parcel at 1255 W 400 S. The subject parcel is approximately .403 acres (17,555 square feet) in size with the mechanic shop located in a structure that is approximately 1,272 square feet. The building is rectangular in shape and measures approximately 48 feet by 26 feet 6 inches and is located roughly in the center of the parcel. It is a one story structure with a flat roof measuring 14 feet 7 inches in height. It is oriented towards the north where clients can access the building. There are two garage bays designed for automobile access along with a reception and office are in the northeast corner with a door to the exterior.



 Subject Property

The proposed addition would also be a one story structure but would have a slanted roof rather than a flat roof (see Attachment D). The footprint of the proposed addition would be approximately 2,435 square feet and would be located to the south and west of the existing structure (see attachment B). The existing façade on the north side would be extended to the west and would accommodate the new main entrance with double glass doors and windows. The bulk of the addition would front to the east with one large bay door to allow automobile access. The remainder of the interior space of the building would be for storage of automobiles, tires, parts, etc. The expansion would allow space for such items to be stored inside which would improve the property and mitigate existing impacts.

To achieve the desired expansion, the application must be reviewed for both a conditional use as well as a conditional building and site design. In the CN zoning district, Automobile Repair (Minor) is a conditional use which requires a conditional use review. This application is subject to standard C in section 21A.54.135 of the zoning code which states that:

An alteration or modification to a structure with a conditional use that increases the floor area by more than twenty five percent (25%) of the gross floor area or one thousand (1,000) gross square feet, whichever is less, shall be reviewed as a new conditional use pursuant to the requirements and standards of this chapter. (Ord. 65-14, 2014)

Conditional use review is required due to the size of the expansion (approximately 2,435 square feet) which increases the floor area by more than 25% and is also greater than 1,000 square feet.

Additionally, the proposed location of the addition would cause it to exceed the maximum setback allowed in the CN zoning district. As illustrated on the site plan (Attachment B), the addition is to be located to the west and south of the existing structure extending to the southwest corner of the parcel while maintaining 10 foot setbacks from both the western and southern property lines. The CN zone does not allow building façades to be setback further than 25 feet from front and corner side property lines as illustrated in section 21A.26.020(F)(6) of the zoning code:

Maximum Setback: A maximum setback is required for at least sixty five percent (65%) of the building façade. The maximum setback is twenty five feet (25').

However, it goes on to state that:

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 north and east façades of the existing building are both non-complying in regards to the set back. The north facade is located 41 feet 2.5 inches from the eastern property line running along Concord Street and 62 feet 3.5 inches from the northern property line along 400 S. The proposed addition would maintain the existing setback line along 400 South but would be even further setback (67 feet 2 inches) from the property line along Concord Street. Consequently, the applicant is seeking said exception through the conditional building and site design review process and it will be reviewed, along with the conditional use, by the Planning Commission.

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. Impacts to adjacent Residential Parcels
2. Conditional Use Review
3. Increased Maximum Setback
4. Compliance with Master Plans

Issue 1: Impacts to adjacent Residential Parcels

The subject parcel is surrounded by residential uses comprised mostly of single-family dwellings. It is directly adjacent to one residential property along the west property line. The two residential parcels to the south are separated by an alley, whereas one to the north and one to east are both across streets. Consequently, impacts upon neighboring properties is a primary concern.

When considering impacts, the first consideration is required distances, or setbacks, from structures to property lines. The underlying CN zone requires a ten foot (10') rear yard and no interior side yard. Buffer yards are required per the standards in the Landscaping and Buffers (Chapter 21.48) section of the zoning code which states that, "Lots in the CN, CB, CC or CSHBD districts which abut a lot in a residential district shall provide a seven foot (7') landscape buffer." Therefore, in this situation, any principal structure must be set back ten feet (10') from the rear property line and seven feet (7') from the interior side yard and both must meet these landscaping standards:

- a. Shade trees shall be planted at the rate of one tree for every thirty (30) linear feet of landscape buffer;*
- b. Shrubs, having a mature height of not less than four feet (4'), shall be planted along the entire length of the landscape buffer;*
- c. Landscape yards shall be maintained per section [21A.48.090](#) of this chapter; and*
- d. A solid fence between four (4) and six feet (6') in height shall be erected along the property line unless waived by the zoning administrator.*

The applicant has provided plans with the required setbacks, landscape buffers, and landscaping (Attachments B and E). Both of the setbacks to the west and south will be 10 feet and there is a full landscaping plan for the buffers in those areas as well as the landscaped yard areas on the east and north of the parcel. The setback distances combined with the plants and trees within the landscaped areas should considerably enhance the property and reduce potential impacts.

Other potential impacts could include issues such as increased traffic, parking, noise, light, etc. but there is no indication that these should cause problems due to the fact that there is only going to be a net increase of one bay from the two currently on site. The Transportation Division has not indicated that would boost traffic or present parking issues. The parking plan has been presented and deemed sufficient for the proposed use. The applicant has stated that there will be no new tools or machines on site to alter sound levels and no new lighting is proposed.

In a certain sense, the proposed addition to the structure will reduce existing impacts to the neighborhood due to the fact that the majority of the space within the structure is to be dedicated to storage of vehicles, parts, tires, etc. which is currently stored outside. Placing those materials within the structure should make for a much more clean and organized lot and enhance the visual quality of the neighborhood.

Issue 2: Conditional Use Review

This project must comply with two separate planning approvals. The first of those is the conditional use. The applicant has submitted for approval of the use, *Vehicle, Automobile Repair, Minor*, which is allowed as a conditional use in the CN zoning district. The definition from the zoning code (21A.62.040) is:

VEHICLE, AUTOMOBILE REPAIR, MINOR: A use engaged in the repair of automobiles involving the use of three (3) or fewer mechanics' service bays, where all repairs are performed within an enclosed building, and where not more than ten (10) automobiles, plus one automobile per employee, are parked on site at any one time including, but not limited to, those permitted as gas stations. Auto body repairs and drive train repair are excluded from this definition.

The existing building on site is already functioning under this use definition and the proposed expansion would maintain the same use because it is not expanding the number of bays beyond the limit of three. As stated in the project description, the review is required due to the size of the proposed expansion. As illustrated in more depth in the Analysis of Standards (Attachment G), Planning Staff is of the opinion that the standards for the conditional use are satisfied.

Issue 3: Increased Maximum Setback

With the demands of the conditional use being satisfied, the other major issue to be addressed is the requested increase to the maximum setback which is determined via the conditional building and site design review. The location of the existing structure limits the potential configuration of the proposed addition. The applicant has opted to locate it as far to the west and south as possible because in that location it is able to utilize the same setback as the existing building on the north façade, utilize the existing curb cuts for traffic flow, and maintain the business operations.

Due to the location of the existing building, placing the addition closer to either 400 S or Concord Street would have created various problems for the applicant. The location of the existing bays on the north façade of the existing structure ruled out an addition to that side of the structure so that they could be maintained. If the addition was placed to the east of the existing structure, it would hinder traffic flow onto the site and necessitate a new curb cut. It would also create a narrow drive aisle when accounting for the landscaping features already existing on site.

Taking into account all these items it was decided to place the addition to the west and south of the existing structure. That location allows for an efficient design that will allow for an efficient expansion of the business while improving the overall appearance of the site. As expressed in depth in the Analysis of Standards (Attachment G), Planning Staff is of the opinion that the standards for the conditional building and site design review are also satisfied.

Issue 4: Compliance with Master Plans

Plan Salt Lake (2015) is a citywide master plan which is also pertinent to this application. It is composed of 13 Guiding Principles which are further defined by Initiatives. The Neighborhoods section has several Initiatives that are relevant to this application including the following:

- 1. Maintain neighborhood stability and character.*
- 2. Support neighborhoods and districts in carrying out the City's collective Vision.*
- 3. Create a safe and convenient place for people to carry out their daily lives.*
- 4. Support neighborhood identity and diversity.*
- 8. Encourage and support local businesses and neighborhood business districts.*
- 12. Support west side business nodes.*

The *Economy* section also contains the following two initiatives pertinent to this project:

- 1. Maintain and grow Salt Lake City as the economic center of the region.*

3. Support the growth of small businesses, entrepreneurship and neighborhood business nodes.

Each of the Initiatives listed above speaks to the aims of the proposed addition to L&T Automotive. The project would support a local business which is currently serving as an important anchor to the neighborhood node at 400 S and Concord Street. It would help to maintain neighborhood stability and character while improving an existing business to better meet the needs of area customers. Initiative 3 under the Economy section encapsulates almost all the rest by calling out the need to “support the growth of small businesses, entrepreneurship and neighborhood business nodes”, which this proposal does very well. Approval of the application would allow a small business that is important to the neighborhood to expand the cramped building in which it is currently located to enhance both the services offered and the look of the neighborhood node.

The *Westside Master Plan (2014)* encourages infill development throughout both the Poplar Grove and Glendale neighborhoods. While residential development is primarily addressed, the master plan states that:

New residential and commercial development that is adjacent to established single-family neighborhoods should be buffered with landscaping and side or rear yard setbacks based upon the distance between the proposed building and the existing buildings. (34)

This proposed business expansion will provide a more complete use of the subject parcel and it is setback from neighboring residential properties with landscaping and setbacks on the street fronts as well.

The master plan classifies this site as being within a Neighborhood Node in Poplar Grove. Nodes are defined as:

...integrated centers of activity, points where one corridor crosses another, such as the intersections of two streets or a street and a river. (35)

And neighborhood nodes are more specifically defined as:

....small-scale intersections that incorporate small commercial establishments and residential options. These nodes are easily accessible from the surrounding neighborhoods by foot or bicycle but provide very little parking, as they are not normally major attractions for residents outside of the neighborhood. They are also ideal locations for uses that cater to everyday needs and walking trips such as corner markets, cafes/restaurants, and salons or barbershops. In the Westside, these nodes are generally surrounded by single-family homes, so the new residential component must be compatible. (38)

The Westside Master Plan states that:

The most successful types of nodes—the nodes that residents feel both positively and accurately represent their neighborhoods or communities—are those that have an integrated mix of land uses, reliable public infrastructure, a variety of transportation options and safe and inviting public spaces, streets and sidewalks. (35)

And specifically that:

The 400 South and Concord Street node is a very small commercial node with a restaurant and a neighborhood market, but has the potential to be a much more attractive neighborhood center. (36)

This proposed addition to an established and important west side business meets the intent of the Westside Master Plan (2014) by making the node more “successful” and a “more attractive neighborhood center” by improving the site with a new addition and improved landscaping and service to the local clientele of L&T Auto. Additionally, incorporating small auto repair shops into neighborhoods, allows people to drop off their cars and then walk to their homes. The proposed expansion is in keeping with the Westside Master Plan and will serve to enhance the important neighborhood node in which it is located.

DISCUSSION:

Overall, the proposal satisfies the standards for both the conditional use and the conditional building and site design. The building incorporates ground level design elements that make it pedestrian friendly and respects the human scale. The structure is only proposed to be one story in height and will have active uses on both 400 S and Concord Street. The office and intake for the building will be located on 400 S and will provide visually architectural features including glass doors and windows with a sloped roof on one plane above. While the east side will not be as visually engaging, it will be set back on the lot from Concord Street and will be buffered by landscaping and the existing cinderblock wall. That façade will be broken up by one large metal bay door providing access to the interior. It meets the intent of the Westside Master Plan and will serve to enhance and improve the important neighborhood node in which it is located. Consequently, staff recommends approval of the conditional use as well as the exception to the maximum setback standard through the conditional building and site design review process.

NEXT STEPS:

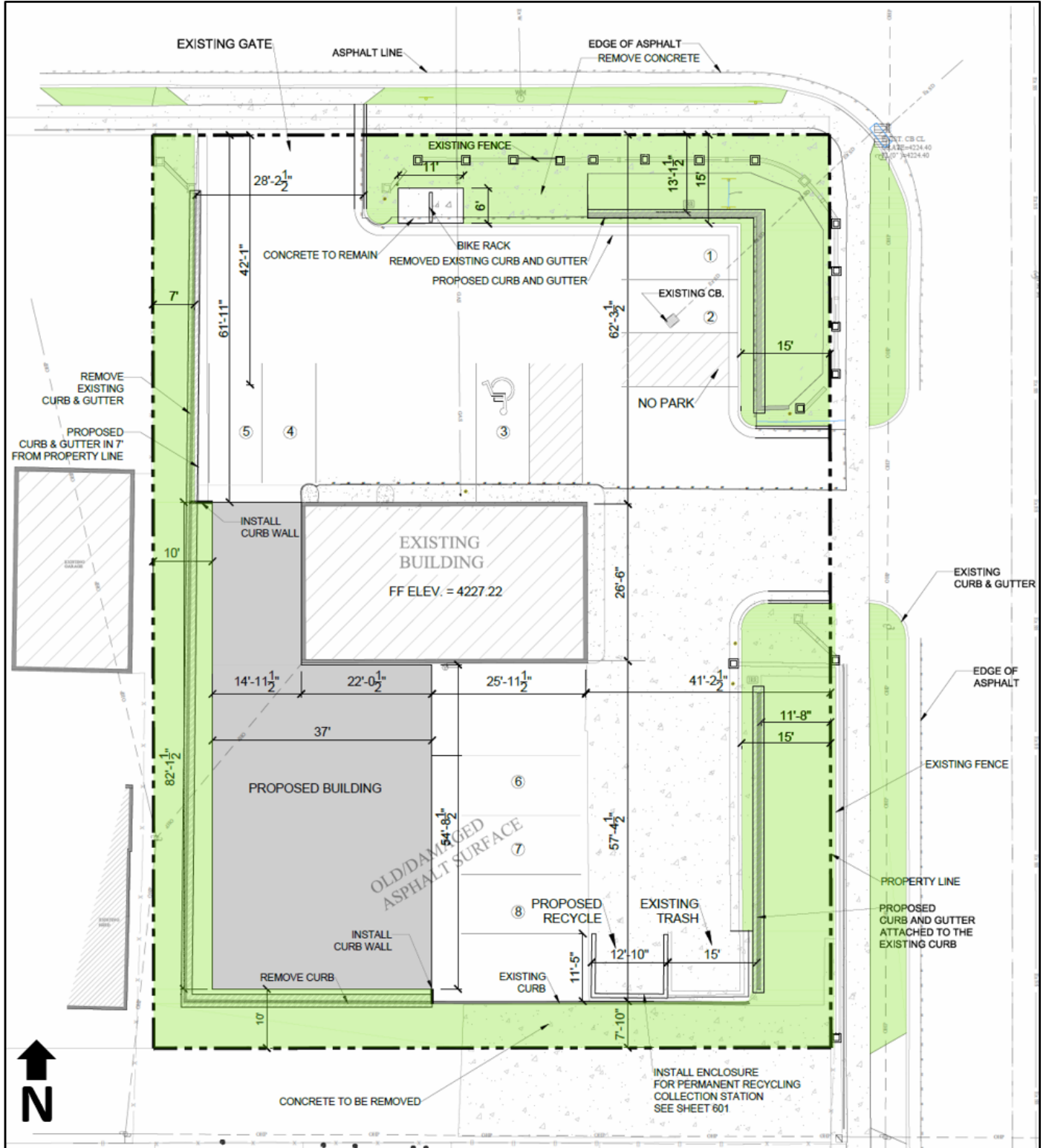
If the conditional use and conditional building and site design review are approved, the applicant may proceed with the project after meeting all conditions that may be imposed through this process and the process to obtain all necessary building permits. If approved for the conditional use, but denied for the conditional building and site design, the applicant would still be able to construct an addition but it would need to meet all standards of the CN zoning regulations.

ATTACHMENT A: VICINITY & ZONING MAP



 Subject Property

ATTACHMENT B: SITE PLAN



ATTACHMENT C: PHOTOGRAPHS



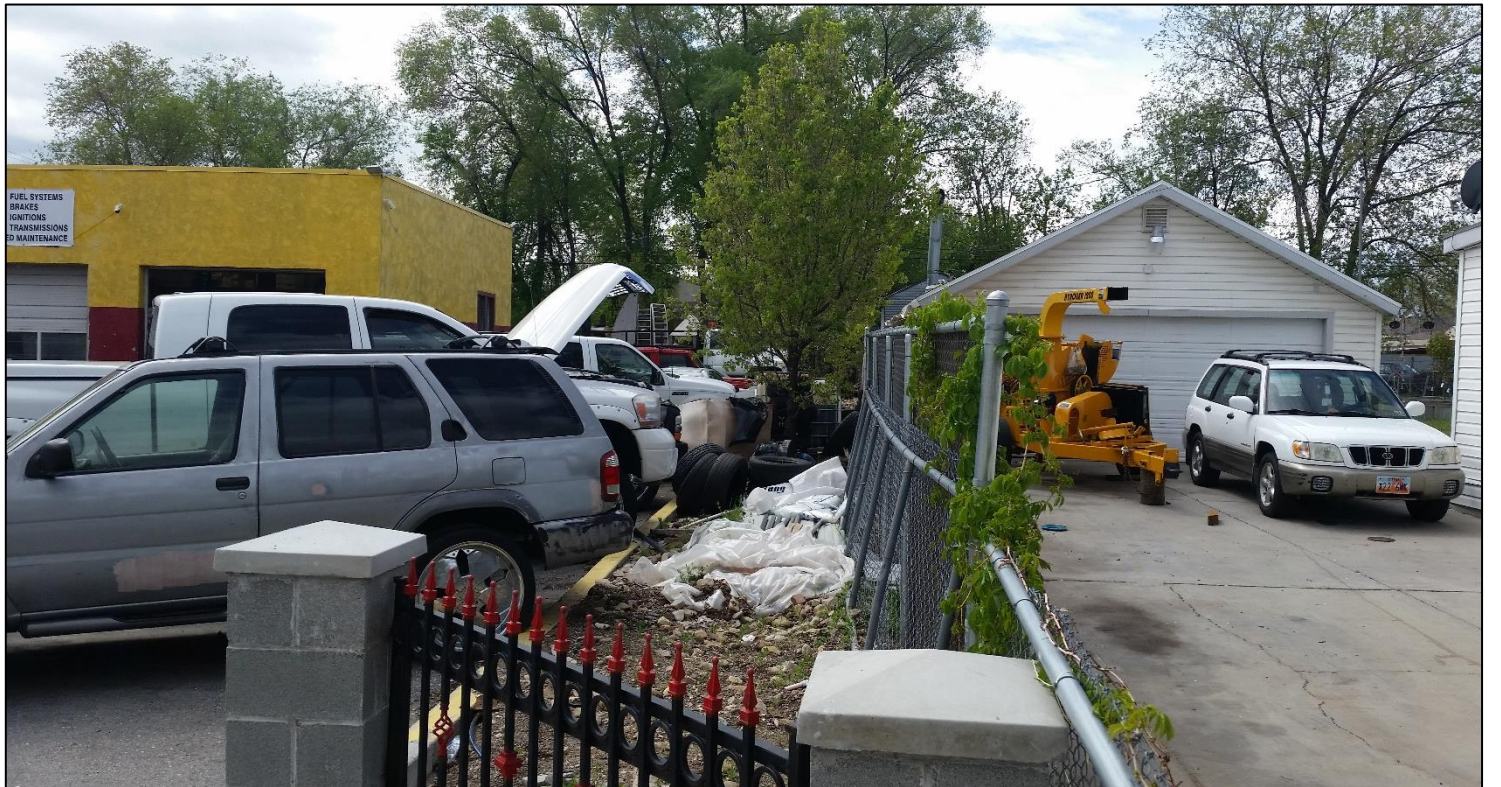
View of the subject parcel looking west across Concord Street with 400 S on the right



Looking southwest on Concord Street



View of the entrance and two existing bays on the north side of the building



Looking south along the western property line



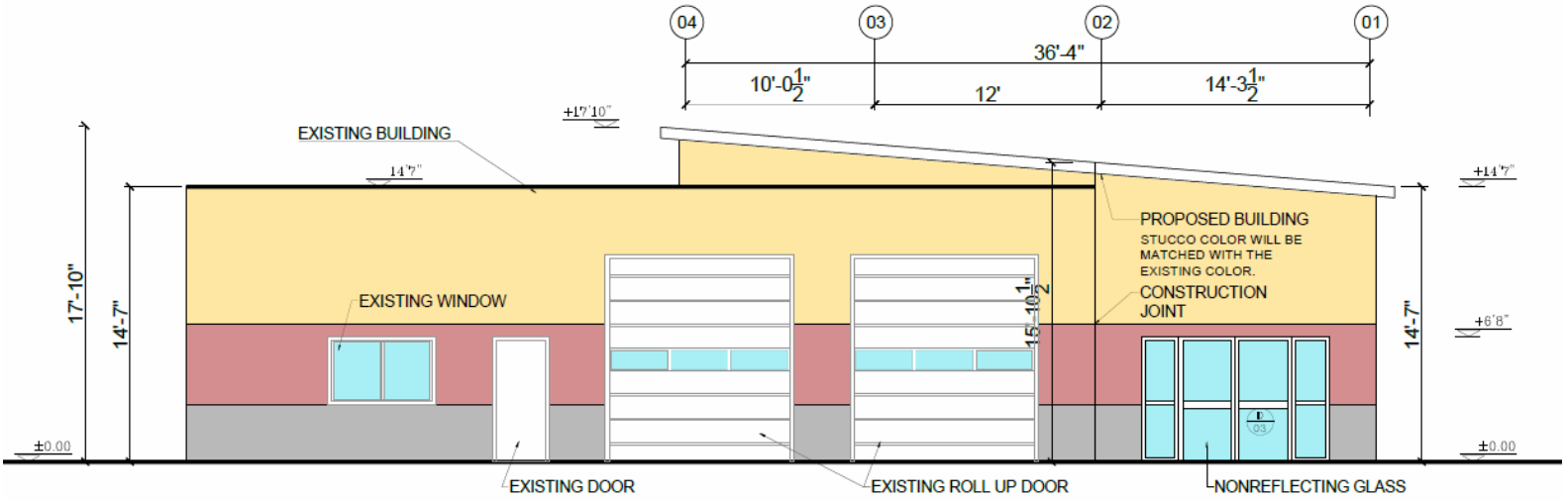
Looking east across the established parking area on the north of the parcel



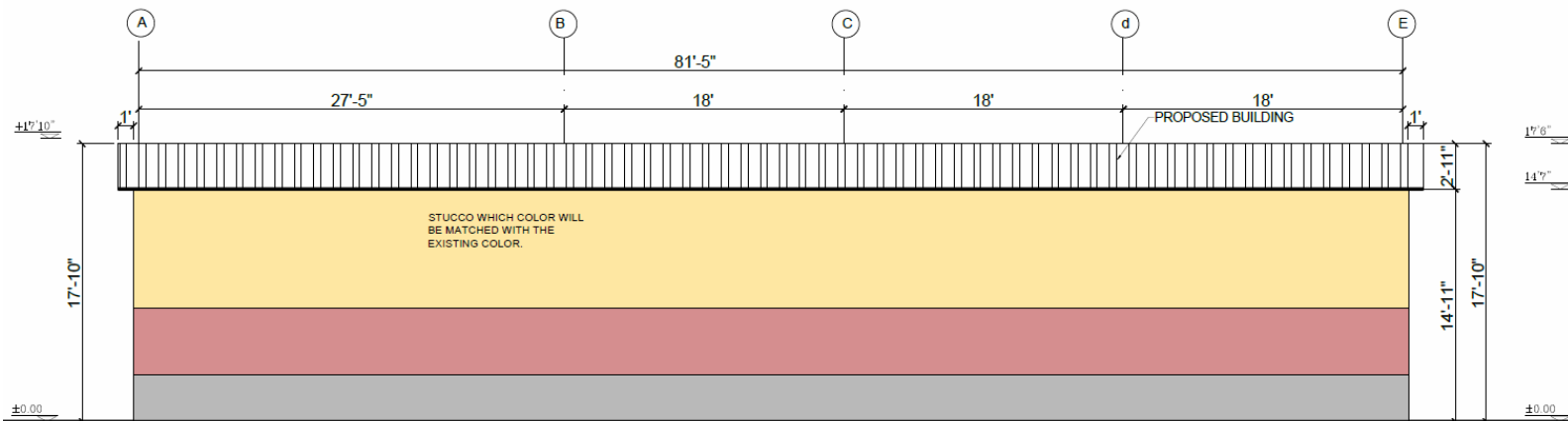
Looking towards the southwest corner of the parcel

ATTACHMENT D: BUILDING ELEVATIONS

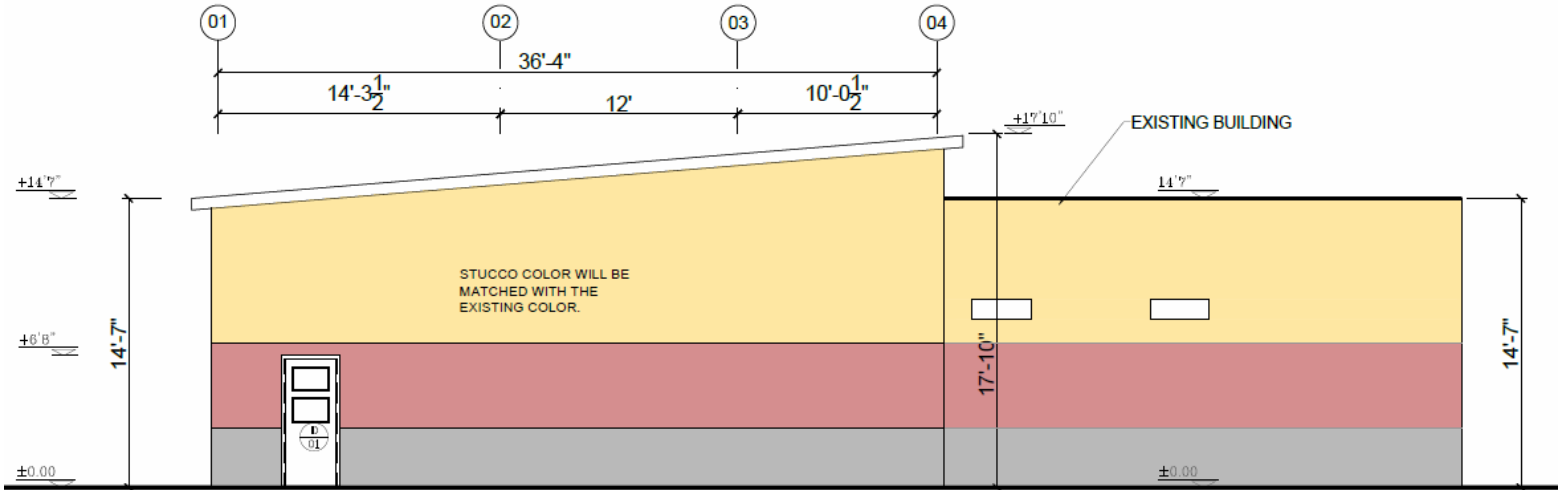
North Elevation



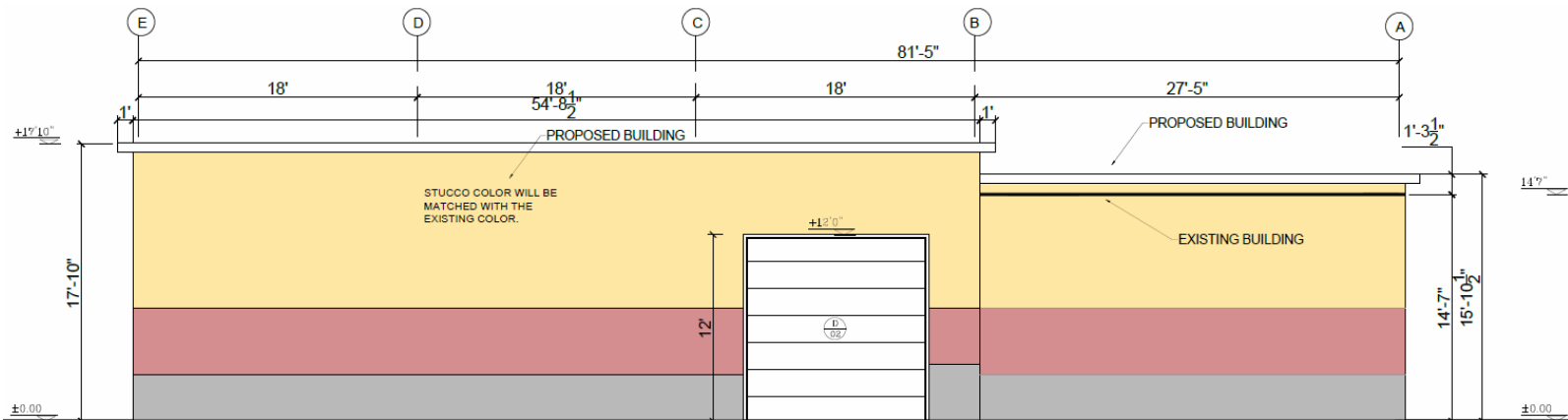
West Elevation



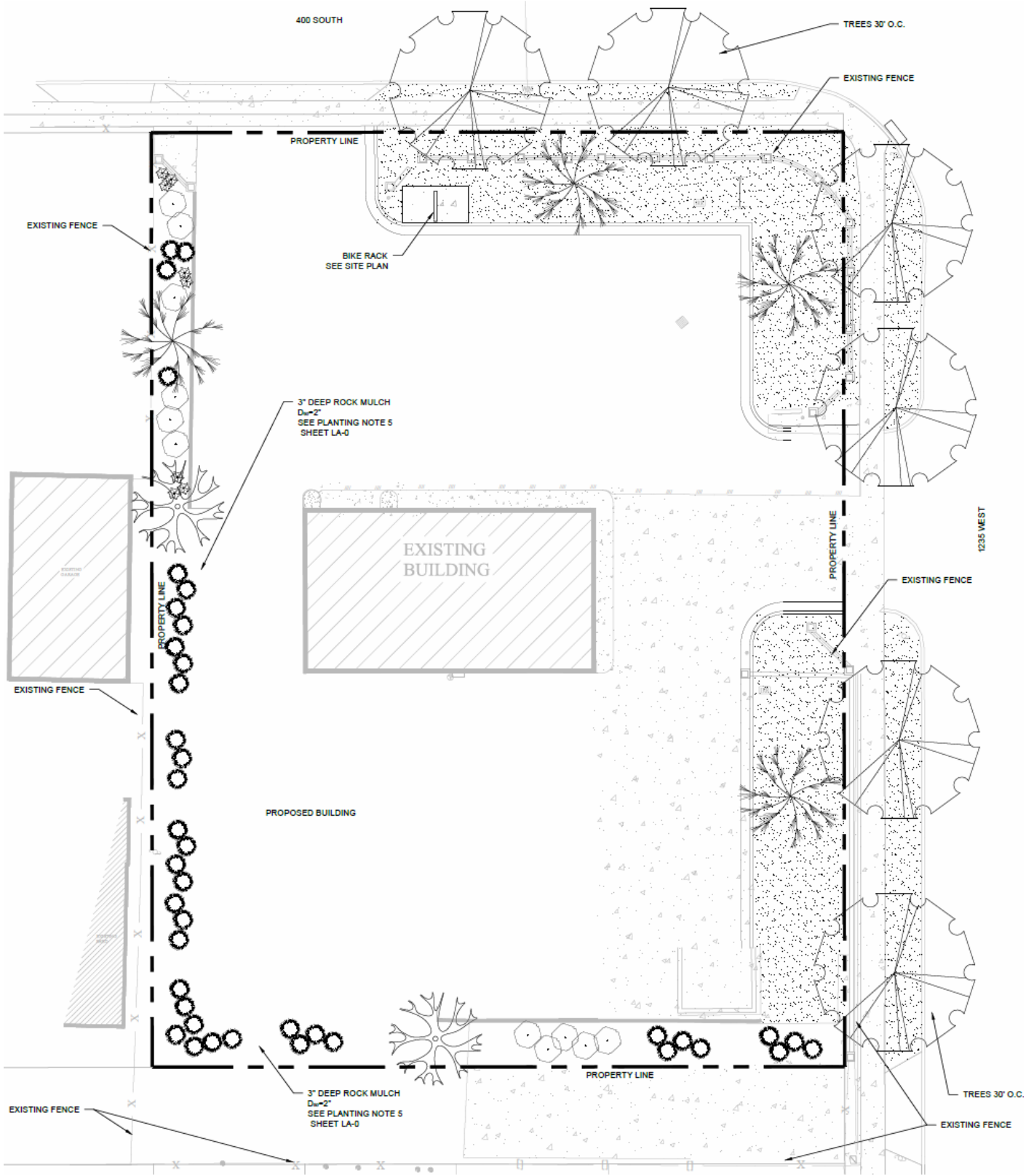
South Elevation



East Elevation

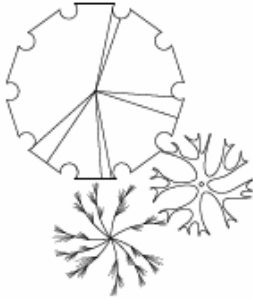


ATTACHMENT E: LANDSCAPE PLAN



PLANT LEGEND

TREES



CODE	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE (mature)	NOTES
CO	8	Tilia cordata	Lille Leaf Linden	2"-CAL (40Hx30W)	D/R
AF	2	Acer ginnala 'Flame'	Amur Clump Maple 'Flame'	1 1/2"-CAL (25Hx18W)	Multi-Trunk
PA	4	Picea abies	Norway Spruce	7-8 Feet Tall (50Hx20W)	D/R

SHRUBS



RF	11	Rosa family	Rose variety	5 GAL (4Hx5W)	
KF	8	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	1 GAL (4Hx1.5W)	D/R

GROUND COVER



CS	40	Coreopsis spc.	Coreopsis varieties	1 GAL (2Hx3W)	D/R
3455 SF		Festuca arundinacea 'Labyrinth'	RTF turf grass		

D/R: Drought Tollerent

GENERAL NOTES

- 1 ALL QUANTITIES ARE SHOWN AS AN AID ONLY - PLANS TAKE PRECEDENCE. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR FOR ALL ACTUAL QUANTITY CALCULATIONS.
- 2 PLANT COMMON NAMES ARE SHOWN AS AN AID ONLY. USE BOTANICAL NAME WHEN PURCHASING ALL PLANT MATERIAL.
- 2 ALL PLANTING TO BE DONE PER DETAILS AND COMMON INDUSTRY BEST PRACTICES

NOTE:

1/3 or 33% ground coverage by plant material required for all planting areas:

East planting area: sod - 100% coverage

North planting area: sod - 100% coverage

West and South planting area: 1839 sqft.=540 sqft required / 543 sqft provided (trees not included) - 33% coverage



ATTACHMENT F: EXISTING CONDITIONS

SITE CONDITIONS:

The site consists of one parcel on the corner of Concord Street and 400 S with one building in the approximate center of the parcel being utilized as an auto repair shop. The majority of the lot is paved with landscape buffers along the north, south and east sides.

ADJACENT LAND USE:

The adjacent uses include:

- North: Convenience store and single family dwelling across 400 S (CN zone).
- Northeast: La Frontera Mexican restaurant (CN zone).
- East: Single family dwelling across Concord Street (RMU-35 zone).
- South: An alleyway with two single family dwellings beyond it.
- West: Single family dwelling.

BASE ZONING:

CN Downtown Neighborhood Commercial District (21A.26.020)

APPLICABLE MASTER PLANS:

Westside Master Plan (adopted 2014)

Plan Salt Lake (adopted 2015)

ATTACHMENT G: ANALYSIS OF STANDARDS

CONDITIONAL USE REVIEW

21A.54.080 Standards for Conditional Use

Approval Standards: A conditional use shall be approved unless the planning commission, or in the case of administrative conditional uses, the planning director or designee, concludes that the following standards cannot be met:

1. The use complies with applicable provisions of this title

Analysis: The proposed use (Vehicle, Automobile Repair, Minor) is already existing as an active business on the site. The expansion needs to be reviewed because the floor area will exceed 1,000 square feet per 21A.54.135.c of the Zoning Ordinance. This use only allows for a maximum of three service bays within an enclosed building and no more than ten parking spaces, in addition to one for each employee, on the site.

Finding: The proposal complies with the applicable provisions of the Salt Lake City Zoning Ordinance.

2. The use is compatible, or with conditions of approval can be made compatible, with surrounding uses;

Analysis: This is an expansion of the existing use that is already on site. The addition should benefit neighbors by providing additional indoor storage space for cars and car parts. The use is similar in nature to the other uses in the immediate surroundings. There is an existing mix of retail goods and services (convenience store and restaurant) at this intersection. The proposed use would be compatible with those uses that are already established and would serve to improve the area. Additionally, it is an established business in the area.

Finding: The proposed use complies with this standard.

3. The use is consistent with applicable adopted city planning policies, documents, and master plans;

Analysis: The use is consistent with planning policies, the Westside Master Plan, and Plan Salt Lake. The documents support the development of local business interests in commercial nodes that will to serve the surrounding neighborhood to have important goods and services in close proximity to residences.

Finding: The proposal complies with this standard.

4. The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions. (Refer to Detrimental Impacts Chart for details)

Analysis: Zoning ordinance section 21A.54.080.B identifies specific items that may determine what constitutes a detrimental effect. They are listed in the following Detrimental Impacts Chart.

Finding: If the operations of the business are adhered to as stated by the applicant and all standards of the Municipal Code are followed, the proposal will comply with this standard.

21a.54.080B: Detrimental Effects Determination: In analyzing the anticipated detrimental effects of a proposed use, the planning commission, or in the case of administrative conditional uses, the planning director or designee, shall determine compliance with each of the following:

Criteria	Finding	Rationale
1. This title specifically authorizes the use where it is located	Complies	Automobile Repair (Minor) is a conditional use in the CN zone.
2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps	Complies	As discussed previously, the proposed use is consistent with the policies found in the Westside Master Plan. This project calls for expanding a business that is an asset to the community within a neighborhood node where the growth of small, local businesses is encouraged. This project is consistent with those ideals.
3. The use is well-suited to the character of the site, and adjacent uses as shown by an analysis of the intensity, size, and scale of the use compared to existing uses in the surrounding area	Complies	The automobile repair (minor) use is already in place on the site and has been established for many years. The business is part of the neighborhood and relied upon by many in the area for car repair. It is at a busy intersection comprising a neighborhood node which has other commercial uses. The intensity, size, and scale of the proposed use fits the scale of those neighboring uses. The addition will likely reduce current impacts by providing more space for storage inside the building.
4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered	Complies	The proposed addition is in line with neighboring buildings. Of most concern are the residential structures on abutting lots. The proposed addition respects their mass, scale, and design by having only one story and is sized similarly to the neighboring houses.
5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows	Complies	The proposal will have minimal traffic impact and is accessed from existing access points onto major streets.
6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic	Complies	Internal circulation has been designed to accommodate the proposed use. Traffic flow should change little from the existing pattern. Parking for clients will stay the same. The only adjustment will be one bay for auto access to the south of the currently existing building which should have no impact on adjacent properties.
7. The site is designed to enable access and circulation for pedestrian and bicycles	Complies	The site is relatively small and located at the intersection of two streets which both provide easy access from sidewalks for pedestrians and bicyclists.
8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street	Complies	The Transportation Division did not indicate any issues with street level of service.
9. The location and design of off-street parking complies with applicable standards of this code	Complies	The number of stalls and the design of the parking meets the off-street parking standards.
10. Utility capacity is sufficient to support the use at normal service levels	Complies	The site is served by all necessary utilities.
11. The use is appropriately screened, buffered, or separated from adjoining	Complies	The use is effectively screened, buffered, and separated from dissimilar uses. All required landscaping and buffering have been

dissimilar uses to mitigate potential use conflicts		included and reviewed as part of this application and will be required to meet all landscaping and screening requirements for the CN zone prior to the issue of a building permit.
12. The use meets City sustainability plans, does not significantly impact the quality of surrounding air and water, encroach into a river or stream, or introduce any hazard or environmental damage to any adjacent property, including cigarette smoke	Complies	The proposed use presents no unforeseen impacts to air quality and it is not anticipated that there would be any hazard or environmental damage to adjacent property. Any and all required grease and oil traps will need to be approved prior to the obtaining a building permit.
13. The hours of operation and delivery of the use are compatible with surrounding uses	Complies	L&T Auto Service has regular business hours of 8am-6pm which are compatible with surrounding uses. Both the convenience store and restaurant directly to the north and northeast have later business hours.
14. Signs and lighting are compatible with, and do not negatively impact surrounding uses	Complies	There are no signs proposed at this time, but any new sign must comply with the regulation in Chapter 21A.46 of the Zoning Ordinance.
15. The proposed use does not undermine preservation of historic resources and structures	Complies	There are no historic sites or features on property.

CONDITIONAL BUILDING AND SITE DESIGN REVIEW

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

Standard	Finding	Rationale
A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.	Partially Complies	The proposed addition is oriented both towards 400 S and Concord Street. However, it is set back to accommodate the layout of the existing structure and curb cuts and to allow for access to the proposed service bay. The conditional building and site design review is being sought specifically to allow for a change to the maximum setback requirements in the CN zoning district.
B. Primary access shall be oriented to the pedestrian and mass transit.	Partially Complies	By its' very nature, this automobile repair shop is oriented to automobiles and their drivers seeing as it is repair and service destination. Consequently, there is an existing parking area on the north end of the lot that will be retained as such with two existing bays to accommodate automobiles needing repair work. There will also be a bay in the proposed addition for another automobile access point to the interior of the structure. However, the primary entrance, while remaining on the north side of the building will be moved to the addition west of the current location on the northern facade. It will provide a more accommodating entrance and waiting area for pedestrians.

<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p>	<p>Complies</p>	<p>The ground level is predominately composed of stucco covering the building, metal doors for both pedestrian and automobile access, and glass windows and doors. The north elevation will be more engaging than the current building. As mentioned in the previous standard, the addition on this frontage will house a new entrance and office area. The entrance is composed of two glass doors that are framed by windows on each side and the two existing metal garage doors of the two existing bays also contain glass. Additionally, the slope of the roof, in contrast to the flat roof of the existing building, provides an interesting interplay between the two masses. The east side of the building which faces Concord Street has fewer design elements. It will contain one bay door which breaks up the façade as well as the tri-color design of the stucco treatment. It should provide a background element to the landscaping located at the street frontage.</p>
<p>D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.</p>	<p>Complies</p>	<p>Architectural detailing is effective to emphasize the pedestrian level of the building. The aforementioned variations of materials and design elements on the north side are engaging and provide context that it is only a one story structure. The east elevation will appear slightly higher than other elevations because the roof slopes upward toward the east where it reaches a maximum height of 17' 10" from a low of 14' 7" on the west. That height is addressed by the stucco treatment which is composed of three vertical bands of distinct colors and widths. The darkest and narrowest band is at the base of the building, which is topped by a wider and lighter band, which is likewise topped by the widest and lightest band at the top of the structure. That serves to create the perception of distinct building elements that direct the eye to the pedestrian level of the building; particularly when considering the distance that it is set back from the street.</p> <p>The one level design is in keeping with the other commercial buildings at the intersection as well as abutting residential properties. The selection of stucco with a design and coloration that matches the existing building will provide continuity of design, while the sloped roof and additional glass and metal will provide attractive elements.</p>
<p>E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.</p>	<p>Complies</p>	<p>Five parking stalls are planned for the north side of the building with three on the east. Landscape buffers are in place and there is an existing cinderblock wall on the east side which will help shield the parking area.</p>
<p>F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.</p>	<p>Complies</p>	<p>The parking layout and access will largely remain as it is now with parking stalls against the north façade of the structure as well as in the northeast corner of the lot behind the landscape buffer. The traffic on this side of the building should flow easily between the street access on the north and east sides. Additional parking is also planned along the east façade.</p>
<p>G. Dumpsters and loading docks shall be appropriately screened or located within the structure.</p>	<p>Complies</p>	<p>Dumpsters are screened behind landscaping and fencing at the southeast corner of the parcel.</p>

H. Signage shall emphasize the pedestrian/mass transit orientation.	Complies	No signs are proposed as part of this application.
I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.	Complies	No change of lighting on the site is proposed for this addition.
J. Streetscape improvements shall be provided as follows: 1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester. 2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years. 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above. 4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street. 5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.	Complies	<ol style="list-style-type: none"> 1. The proposed number of trees meets the standard for both 400 South and Concord Street. 2. Significant landscaped buffers will be located partially on all four sides of the parcel. The plants selected should be able to achieve 80% coverage within three years' time. 3. The applicant will utilize concrete for public spaces. 4. There should be no outdoor storage areas. One reason for the addition is to provide enough space to eliminate that need. 5. The landscape design for the site consists largely of the selection of street trees and grasses in the street buffer areas. They are species that are well adapted to the local climate.

K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:		
1. The orientation and scale of the development shall conform to the following requirements: a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting. b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').	Not Applicable	Not applicable. The building and the proposed addition are smaller than 60,000 square feet.

<p>2. Public spaces shall be provided as follows:</p> <p>a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p>	<p>Not Applicable</p>	<p>Not applicable. The building and the proposed addition are smaller than 60,000 square feet.</p>
<p>L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.</p>	<p>Complies</p>	<p>The purpose statement of the CN zoning district states that: <i>The CN neighborhood commercial district is intended to provide for small scale, low intensity commercial uses that can be located within and serve residential neighborhoods. This district is appropriate in areas where supported by applicable master plans and along local streets that are served by multiple transportation modes, such as pedestrian, bicycle, transit and automobiles. The standards for the district are intended to reinforce the historic scale and ambiance of traditional neighborhood retail that is oriented toward the pedestrian while ensuring adequate transit and automobile access. Uses are restricted in size to promote local orientation and to limit adverse impacts on nearby residential areas.</i></p> <p>The proposed project directly responds to the CN purpose statement by expanding a small scale commercial use within a residential neighborhood, on a street served by multiple transportation options.</p> <p>The Westside Master Plan (2014) encourages infill development throughout both the Poplar Grove and Glendale neighborhoods. While residential development is primarily addressed, the master plan states that: <i>New residential and commercial development that is adjacent to established single-family neighborhoods should be buffered with landscaping and side or rear yard setbacks based upon the distance between the proposed building and the existing buildings. (34)</i></p> <p>This proposed business expansion will provide a more complete use of the subject parcel and it is setback from</p>

		<p>neighboring residential properties with landscaping and setbacks on the street fronts as well.</p> <p>The <i>Westside Master Plan (2014)</i> designates the location of the subject parcel within a neighborhood node. Both it and <i>Plan Salt Lake (2015)</i> address the importance of business nodes and development in those areas.</p> <p>The proposed development meets the specifications of both master plans by improving the subject parcel where it is located with a new addition and improved landscaping as well as improving the ability of the business to serve their local clientele.</p> <p>(See Issue 2 in the Issues section for more information)</p>

(Ord. 15-13, 2013)

ATTACHMENT H: PUBLIC PROCESS AND COMMENTS

Notice of Application to the Poplar Grove Community Council:

A notice of application was sent to the Chair of the Poplar Grove Community Council on July 3, 2017. They were sent a copy of both applications, the plan set, and approval criteria for both submitted applications. They were also informed of the open house which was held on July 20, 2017.

Notice of the Open House:

Notices of the July 20, 2017 open house were mailed out on July 7, 2017.

Notice of the Planning Commission Public Hearing:

Public notice was published to local paper, posted on city and state websites and the planning division list serve on September 28, 2017.

Public Input:

No public comments have been received for this proposed project. The Poplar Grove Community Council did not request any additional information nor a project presentation. No one besides the applicant and property owner attended the open house.

ATTACHMENT I: DEPARTMENT REVIEW COMMENTS

ZONING:

- 1) The “Parking Requirements” still do not document the Usable Floor Area for the existing retail or office, nor the existing number of service bays, for the site. The “Parking Requirements” still do not document the Usable Floor Area for the proposed retail or office, and the number of proposed service bays to verify that the Number of Parking Required is accurate, or whether Transportation Demand Strategies are necessary to make this proposal work.
- 2) The curbing at the modified front yard landscaping area along 400 South needs to be returned to the public sidewalk at the east side of the driveway to separate the landscaping from the driveway.
- 3) The width dimension of the west side buffer from the face of the proposed structure to the public sidewalk is not identified (7’ minimum) nor is it, or the curbing, extended to the public sidewalk as required.
- 4) At the street side of the public sidewalk along 400 South, the drive approach width shall match the driveway width (modification of the existing drive approach may be required).
- 5) The south landscape buffer shows concrete within the required 7’ landscape buffer.
- 6) The Required 15’ corner side yard landscaping does not extend to the south property line landscape buffer line as required. Modification of the curbing, existing trash and proposed recycling container enclosure and parking to be modified accordingly and receive Transportation Div. review.
- 7) The Required 15’ corner side yard landscaping needs to be extended to provide a driveway width equal to the width of the existing drive approach as it crosses the public sidewalk, with curbing provided to separate the landscaped area from the driveway.

Once the A-001 Site Plan has addressed each of the issues noted; the Landscape Plan and Irrigation Plan will need to be modified accordingly to address the following:

- 1) Only 2 park strip trees would be required in the 400 South park strip and 4 in the 1235 West park strip. One tree may be eliminated in the 1235 West park strip, however; Urban Forestry review is required for the species planned.
- 2) There is a 10’ x 10’ sight distance triangle at each side of each driveway and Picea abies Norway Spruce is generally not a good candidate for trees near a driveway. If the applicant wants trees near the driveways within the front and corner side yard landscaped areas, a different species is suggested, one that won’t mature at a size that will block the site distance triangle.
- 3) Landscape Buffer trees, shrubs, and fence required/provided based on 21A.48.080.

***NOTE: The plan set included in this staff report was revised and resubmitted after receiving this feedback. The updates appear to comply with the feedback given in this review. They will be verified by the Building Services division prior to issuing building permits.

ENGINEERING:

No objections. It is recommended that any uneven sidewalk joints adjacent to this site be ground or replaced to remove tripping hazards.

FIRE:

Design Criteria:

- Structures or portions of structures shall be classified with respect to occupancy in one or more of the groups listed in IBC Section 302. A room or space that is intended to be occupied at different times

for different purposes shall comply with all of the requirements that are applicable to each of the purposes for which the room or space will be occupied. Structures with multiple occupancies or uses shall comply with IBC Section 508. Where a structure is proposed for a purpose that is not specifically provided for in this code, such structure shall be classified in the group that the occupancy most nearly resembles, according to the fire safety and relative hazard involved.

Definitions:

- **AREA, BUILDING.** The area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.
- **FIRE AREA.** The aggregate floor area enclosed and bounded by fire walls, fire barriers, exterior walls or horizontal assemblies of a building. Areas of the building not provided with surrounding walls shall be included in the fire area if such areas are included within the horizontal projection of the roof or floor next above.

In summary fire has no issues with the proposed zoning request; however, please keep in mind additional fire protection requirements for the structure may be required at application for building permit due to the change in building and fire area.

TRANSPORTATION:

No comments received.

PUBLIC UTILITIES:

No comments received.

POLICE:

No comments received.