



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOODS DEPARTMENT

To: Salt Lake City Planning Commission
From: Casey Stewart; 801-535-6260
Date: April 5, 2018 (For April 11 hearing date)
Re: PLNSUB2017-01071 361 Reed Avenue 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: The applicant, Dave Young of Realtytics, LLC, requests approval of a planned development petition for reduced side yard building setbacks, parking stall count above the allowed maximum, and alley access for vehicle parking movements related to a proposed 4-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 7 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 the allowed maximum of 4 to 8; 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. 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](#)

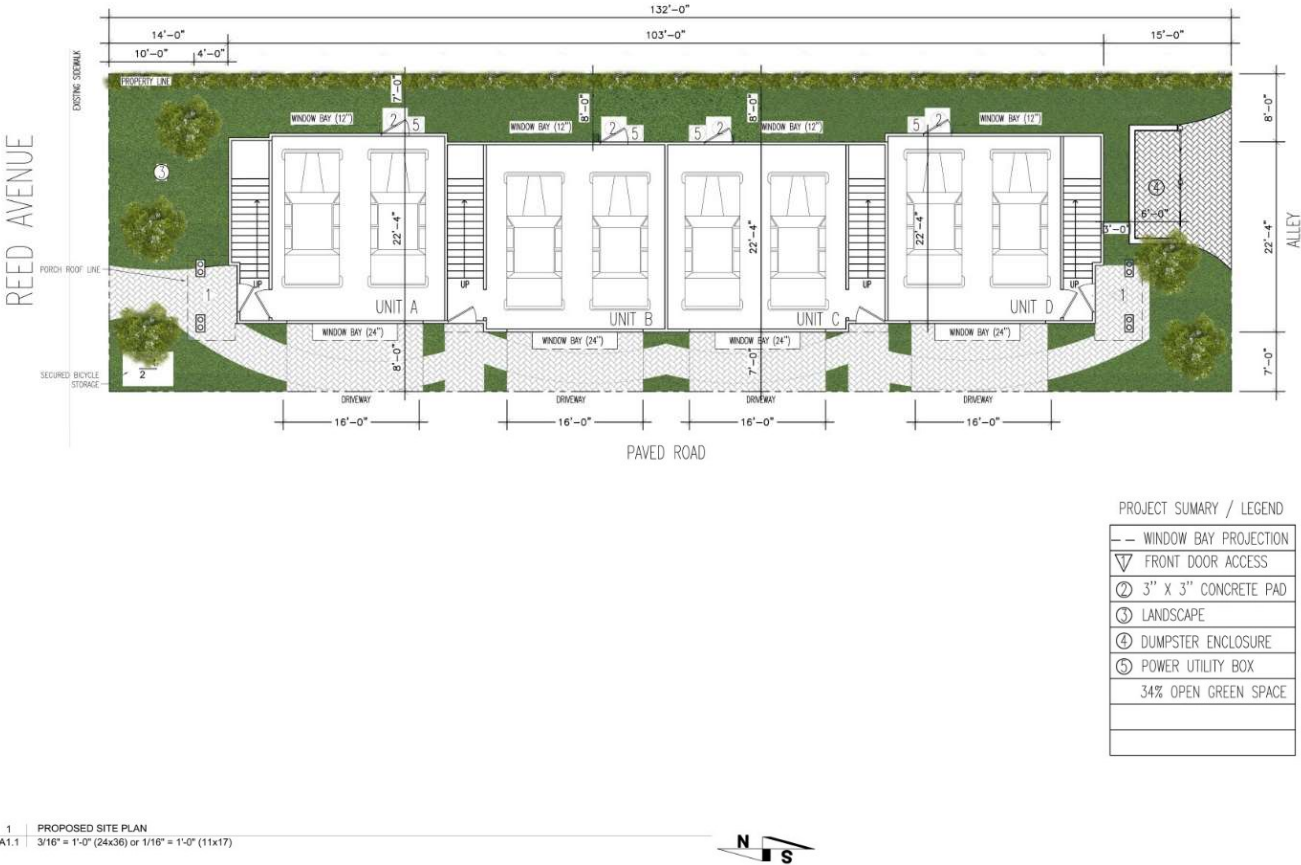
PROJECT DESCRIPTION:

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 four units in a row, side-by-side, from front of property 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 and west side setbacks would be reduced from the required 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 that face west, toward the alley. With the proposed configuration, vehicles would normally back out of the garages into the alley. In a town-home (single-family attached) development, vehicles backing into the alley would be allowed; however, in a multi-family development such as this, 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)	7 feet (both sides)
Rear Yard Setback	15 feet	15 feet (complies)
Parking (residential)	3 stalls minimum 4 stalls maximum	8 stalls
Open space	20 percent of lot area	34 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 7 feet. These reductions would allow for the proposed residential four 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 23-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 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.

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 four (4). The applicant would like to provide two parking stalls for each unit to reduce pressure for “on street” parking along Reed Avenue (in response to neighborhood concern about street parking) and the only way that could be achieved is by approval of the planning commission via this planned development application. Staff supports the request for four additional stalls 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 adjacent single family residences. The front façade has a porch, numerous windows, a change in building plane for the front door and includes material changes for the siding, which all serve in 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

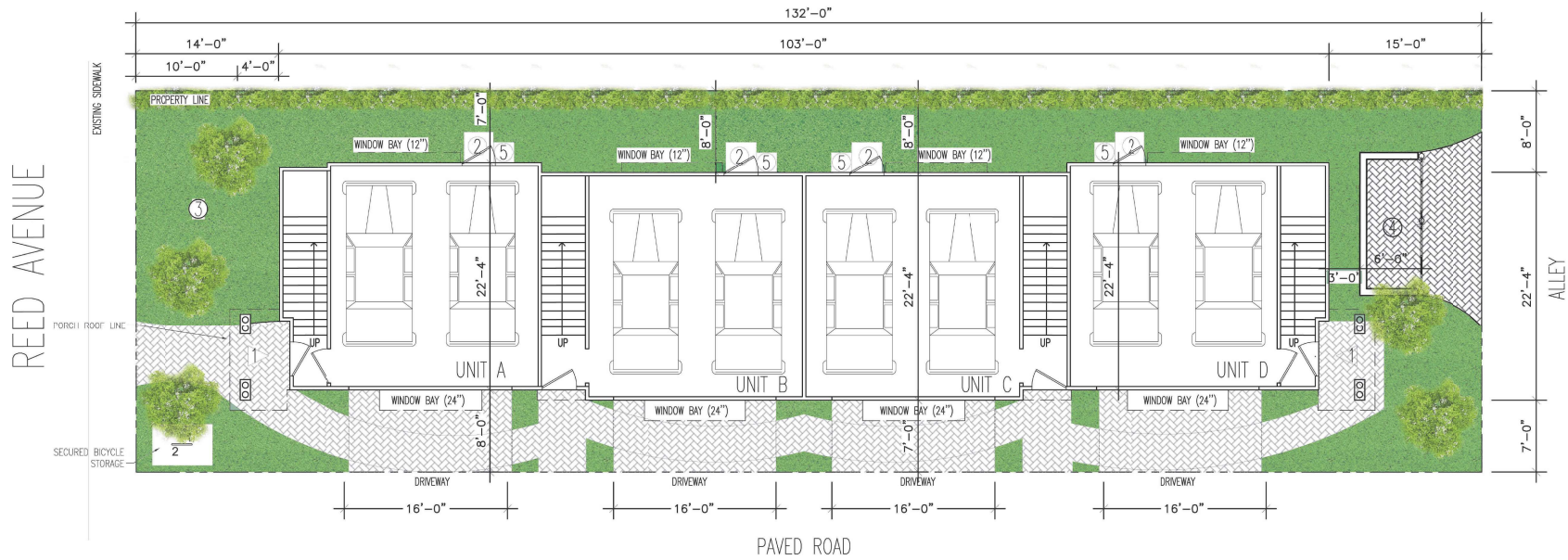
REED AVE

400
West

N

300
West

ATTACHMENT B: Site Plan



PROJECT SUMMARY / LEGEND	
—	WINDOW BAY PROJECTION
▽	FRONT DOOR ACCESS
②	3" X 3" CONCRETE PAD
③	LANDSCAPE
④	DUMPSTER ENCLOSURE
⑤	POWER UTILITY BOX
	34% OPEN GREEN SPACE

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



SMITH HAAT ARCHITECTS
1801 S. 1800 E.
SALT LAKE CITY, UT 84143
TEL: 801-388-5777
FAX: 801-388-5778
WWW.SMITHHAATARCHITECTS.COM

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

DATE: _____

REVISIONS

No.	DESCRIPTION

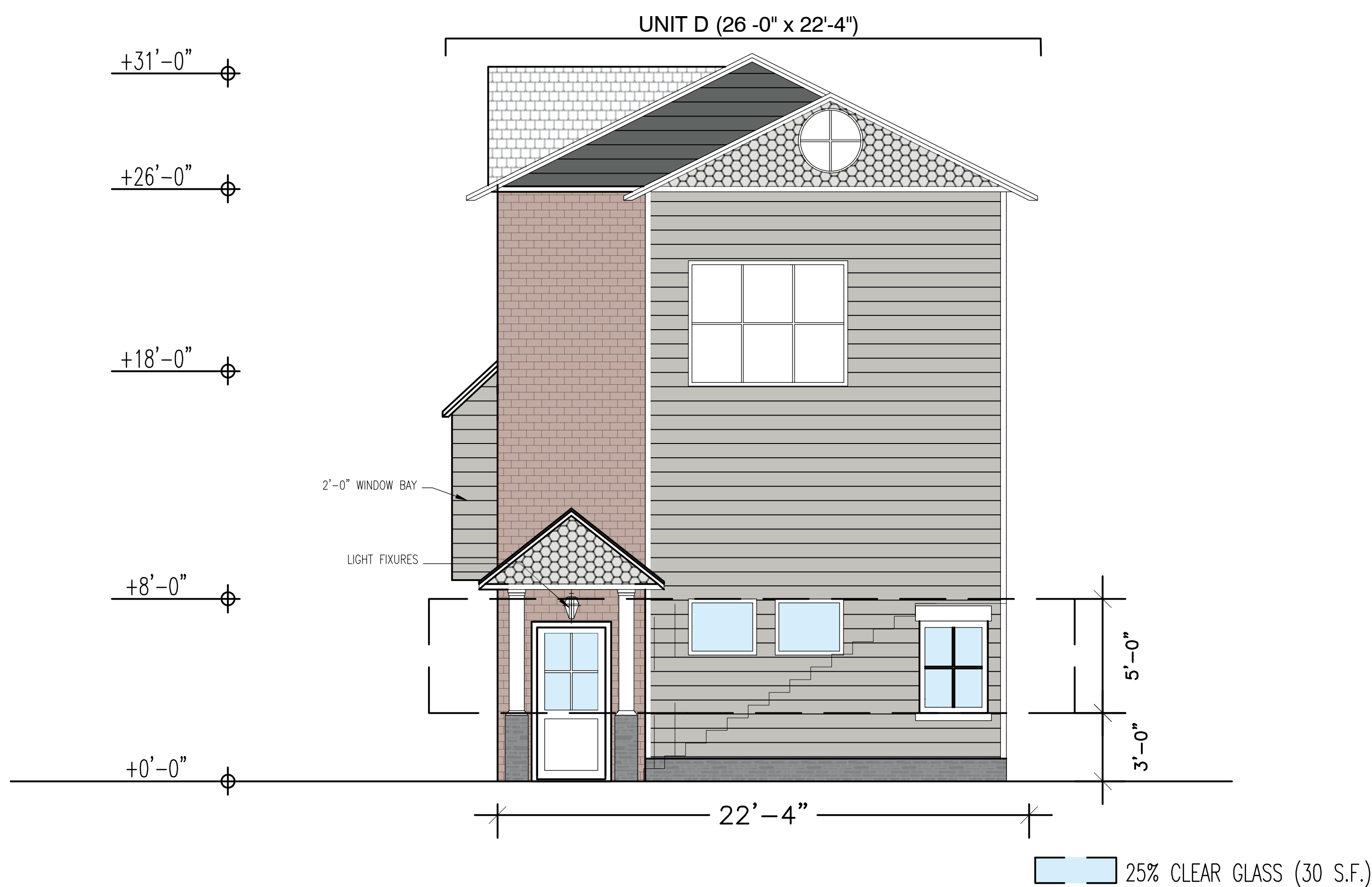
PROPOSED SITE PLAN

PHASE: PRELIMINARY SITE LAYOUT

SHEET No. **A1.0**

17095

ATTACHMENT C: Building Elevations



2 SOUTH 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

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1. THE GENERAL CONTRACTOR AND/OR OWNER, AS PART OF THE DESIGN TEAM, ARE TO ENSURE THE DESIGN TEAM'S WORK IS PROTECTED BY A PROFESSIONAL DESIGNER'S SEAL AND SIGNATURE. THE DESIGN TEAM IS NOT RESPONSIBLE FOR ANY CHANGES MADE TO THE DESIGN DURING THE COURSE OF CONSTRUCTION, AND WILL BE RESPONSIBLE FOR ANY CHANGES MADE TO THE DESIGN DURING THE COURSE OF CONSTRUCTION. THE DESIGN TEAM IS NOT RESPONSIBLE FOR ANY CHANGES MADE TO THE DESIGN DURING THE COURSE OF CONSTRUCTION.

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

PHASE:
 PRELIMINARY SITE LAYOUT

SHEET No.
A2.1

REVISIONS	DATE	No.
DESCRIPTION <td></td> <td></td>		

FULL SCALE DRAWING: 24"X36" OR 36"X24" SHEET
 HALF SCALE DRAWING: 12"X18" OR 18"X12" SHEET

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 is in line with existing single family dwellings to the east of the site. The subject project is designed to coordinate with the roof styles (gable roofs) and building forms of abutting, existing dwellings.</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. Staff considers the redevelopment of this site to be a positive step toward the goals and policies of the local master plan and Plan Salt Lake in general.</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>	<ol style="list-style-type: none"> 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. 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. 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. 4- The provision of water and sewer service can be handled adequately as evidenced by comments from the public utilities department. <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> <ol style="list-style-type: none"> 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. 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>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:

Community Council meeting and comments

The community council provided comments, which are part of this attachment (see following page). The comments concerned building architecture, traffic impact, parking, and buffering/landscaping. The applicant responded to and revised the project to satisfy the concerns raised. The community council intends to speak in support of the project at the planning commission public hearing.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on March 29, 2018

Public hearing notice posted on March 29, 2018

Public notice posted on City and State websites and Planning Division list serve: March 29, 2018

Public Comments

A neighbor provided email comments, which are attached. The comments express concern with the density and close proximity to older, existing homes.

February 22, 2018



CAPITOL HILL
NEIGHBORHOOD
COUNCIL
WWW.CHNC-SLC.ORG

Casey Stewart
Salt Lake City Planning Division
By email to casey.stewart@slcgov.com

Re: 361 Reed Ave.- proposed Planned Development

Dear Mr. Stewart,

This letter contains the Capitol Hill Neighborhood Council's response to the above proposed planned development. The documents submitted were reviewed by our Infrastructure and Planning Committee and their comments on the project were adopted by the full Council at our meeting last night. Our comments on the project are as follows:

We approve of the planned development with the following exceptions. The following refers to the sections of the Approval Criteria for the Planned Developments you provided.

C. Compatibility. While the height of the building is appropriate, the character of the street façade is not. Its design appears to anticipate the proposed building to the west rather than to the existing context as required by this criterion. Almost the entire block face on which it is located consists of single-family houses. These typically feature a lower portion on the street such as a porch as well as entrances and/or windows facing the street. This is an important feature, providing "eyes on the street" and contributing to the feeling of a neighborhood. We would like to ask the developer to consider revising the design so that a residential unit faces the street rather than the stair as shown in the current design. This would improve the façade by creating more openings as well as continuing the existing pattern on the block face.

C.1. Impact of added traffic on street service level. Due to the parking on both sides, only a single traffic lane exists on Reed Ave. The eight additional cars added by the development will create approximately 21 additional daily vehicle trips (<http://nhts.ornl.gov/2009/pub/stt.pdf>), further degrading the service level of the street.

C.2.b. Parking. Parking is permitted on both sides of Reed Ave. and is fully utilized by residents and businesses. We appreciate that the developer is providing 2 parking stalls per unit, but are concerned that guest parking will worsen an already bad situation.

C.5. Buffering. The submitted documents show no buffering between the development and the adjacent house to the east. This is especially important because the developer is seeking to reduce the width of that side yard.


**CHNC PURPOSE
STATEMENT**
*Enhance and
strengthen the vitality
of our neighborhoods
by fostering a
participatory
community of
Informed, Engaged
and Empowered
residents working
together to improve
our neighborhoods.*

Casey Stewart re 361 Reed Ave, p.2.

D. Landscaping. The submitted documents do not provide sufficient information for us to evaluate this criterion.

We would like to ask the developer or his architect to contact the Chair of our Infrastructure and Planning Committee, David Scheer, with their responses to the above items and, in particular, a revised design for the street façade of the project. Mr. Scheer can be reached at dscheer7854@gmail.com or (801) 910-0920.

Respectfully,

A handwritten signature in black ink, appearing to read "Laura Arellano". The signature is fluid and cursive, with the first name "Laura" and last name "Arellano" clearly distinguishable.

Laura Arellano, Chair
Board of Trustees
Capitol Hill Neighborhood Council

Stewart, Casey

From: [REDACTED] on behalf of Nancy Wakefield [REDACTED]
Sent: Thursday, March 8, 2018 7:05 PM
To: Stewart, Casey
Subject: 361 Reed

Casey,

I'm a neighbor that got one of the outreach letters some weeks ago. A couple of thoughts if you're still taking comments.

- I'm assuming the four units mentioned in the letter are pretty much the same as the original five. The new proposal has what? Deeper setbacks, not quite so crammed in?
- Mixed feelings. The Marmalade Lofts are dense so why not? Won't be attractive though, won't add anything interesting to the street.
- If I lived in the house to the east I'd be peeved at so many windows facing me.
- I've forgotten the original drawings I saw, are there plans for balconies or rooftop gardens? I think outdoor space or living roofs are good for us.
- I just don't like the idea of building new on the expectation that the alley access is a given. Too weird that nobody owns the land but that neither SLC or the county will appropriate. Not surprisingly I'd love a gravel dump every few years to help keep it passable.

I'm pretty discouraged about the city development. I hear words about about diversity, forward-looking, clean, etc. but they don't seem to have any connection to modest, everyday people like me. All I see is a need for lots of money. I'll have to sell up and leave in a few years. I won't be able to stay into my retirement years as I'd hoped. Of course, I'll benefit from the equity so I can go somewhere cheaper and have my money go further. But I've been downtown

for 20 years. I wanted to stay and enjoy our city. But, oh well,
mine's an old story.

Thanks,
Nancy Wakefield

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. *[Based on the dimensions, including the garage depth, driveway depth, and alley, the project complies with the alley maneuvering requirements.]*

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.

-Will enough room be provided for dumpsters, garbage cans and/or recycle bins?