



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission
From: Katia Pace, 801-535-6354, katia.pace@slcgov.com
Date: November 18, 2020
Re: PLNPCM2020-00288, PLNPCM2020-00289, PLNSUB2020-00347, 833 Emeril Townhomes - Planned Development, Design Review and Preliminary Subdivision

PLANNED DEVELOPMENT, DESIGN REVIEW & SUBDIVISION

PROPERTY ADDRESS: 833 W. Emeril Avenue
PARCEL ID: 08-35-458-011-0000
MASTER PLAN: North Temple Boulevard Plan
ZONING DISTRICT: Transit Station Area – Urban Neighborhood – Core (TSA-UN-C)

REQUEST: Jarod Hall, architect representing the property owners, is requesting approval for a new townhome development at 833 Emeril Avenue. The development will replace a single-family dwelling on a single lot with 12 single-family attached townhomes. The size of the lot is 0.27 acres, resulting in a density of approximately 44 units per acre. The buildings will be approximately 30 feet high and will be two stories tall with a roof deck on top. Each dwelling will have a car garage attached. The development involves three different applications:

1. **Planned Development:** The Planned Development is needed to address the lack of street frontage and modifications to the TSA zoning regulations. Case number **PLNPCM2020-00288**
2. **Design Review:** The development requires Design Review approval as the development did not receive enough points through the TSA development review process for administrative (staff level) approval. Case number **PLNPCM2020-00289**
3. **Preliminary Subdivision:** The development also involves a preliminary plat to create the individual new townhome lots. Case number **PLNSUB2020-00347**

RECOMMENDATION: Based on the findings listed in the staff report, it is Planning Staff's opinion that the project meets the applicable standards and therefore recommends the Planning Commission approve the requests with the following conditions:

1. Applicant shall submit a final plat for review within 18 months.
2. Applicant shall comply with all required department comments and conditions.
3. Applicant shall submit a cost estimate and associated documentation assuring shared infrastructure maintenance in compliance with 21A.55.110 with the final plat application.

ATTACHMENTS

- A. [Vicinity & Zoning Maps](#)
- B. [Renderings](#)
- C. [Elevations](#)
- D. [Site, Landscape, and Floor Plans](#)
- E. [Subdivision Plat and Civil Drawings](#)
- F. [Additional Information & Narrative](#)
- G. [Property & Vicinity Photographs](#)
- H. [Master Plan and Zoning Standards](#)
- I. [Analysis of Standards – Design Review](#)
- J. [Analysis of Standards – Planned Development](#)
- K. [Analysis of Standards – Preliminary Subdivision](#)
- L. [Public Process & Comments](#)
- M. [Department Review Comments](#)

PROJECT DESCRIPTION

The applicant is proposing to build three separate wood frame buildings, each containing four townhomes. The three end (north facing) units face and address Emeril Ave. The units will be 2 stories and on the three units facing the street there will be a rooftop deck the height with roof decks is 30'3". The nine typical units have 1,017 square feet, with 2 bedrooms and 1.5 bathrooms. The three street facing units will have 2,031 square feet, with 2 bedrooms, 2.5 bathrooms and an accessible roof space. Parking will be attached to each unit. Materials will be metal panel siding, Poly-Ash siding, glass and stucco.

QUICK FACTS

Height: Height with roof decks is 30'3"

Number of Dwellings: 12 individual townhome lots; 3 buildings and 4 units per building.

Front Setback: 0.5'

Side Setback: 5.3' and 21.5'

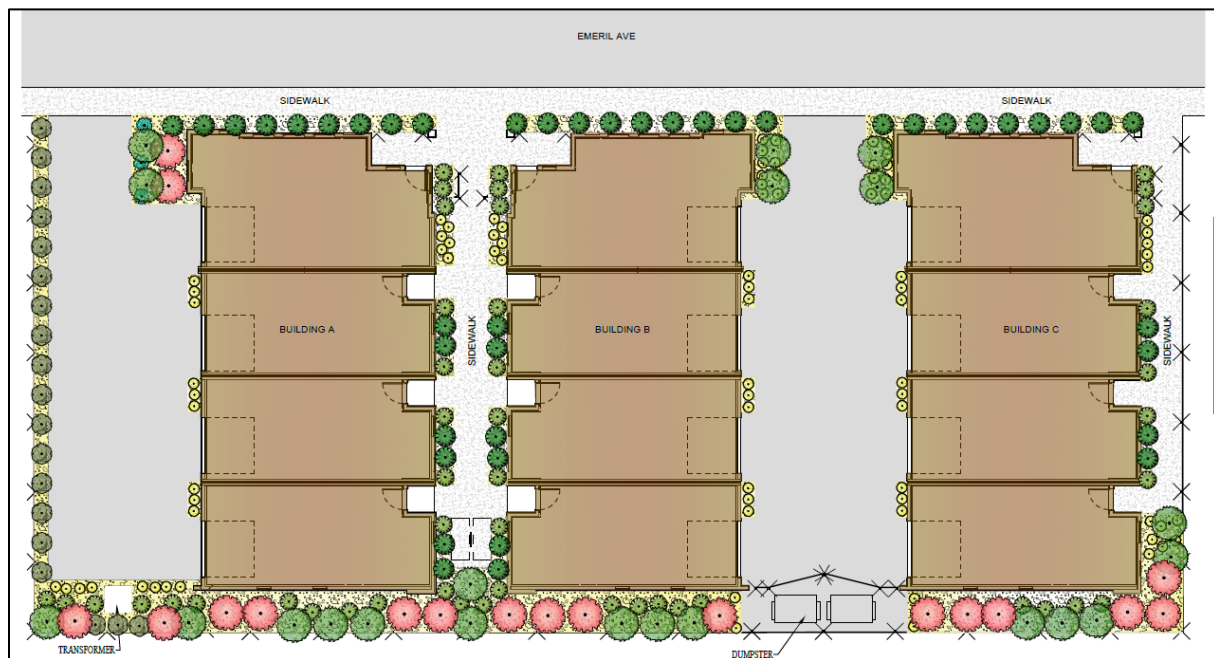
Rear Setback: 4.8'

Exterior Materials: Metal panel siding, Poly-Ash siding, glass and stucco.

Parking: Attached garages to each unit.



Rendering of the front of the development as viewed from Emeril Avenue



Site plan showing the layout of the site.

The front units will have the primary entrance facing the street. The townhome units located behind the front three homes are accessed from a walkway that runs north south.

APPLICABLE REVIEW PROCESSES

Planned Development: The applicant is requesting a modification to the zoning rules to allow for lots without public street frontage and to create individually owned townhomes.

The Planned Development process includes standards related to whether any modifications will result in a better final product, whether it aligns with City policies and goals, and is compatible with the area or the City's master plan development goals for the area. The full list of standards is in [Attachment J](#).

Design Review: The applicant is requesting minor modifications related to the percentage of stucco on the front façade. Modifications to design standards, such as high-quality material usage minimums, can also be approved through this process if the modification meets the general intent of the design standard.

The applicant didn't receive enough points through the Transit Station Area (TSA) point review process to be approved administratively. Compliance with the point system is not required. However, because the development didn't get enough TSA points, the development is required to go through the Design Review process. The TSA point system is to encourage developers to comply with additional guidelines beyond the basic zoning requirements.

The Design Review process includes several review standards related to ensuring a building is pedestrian oriented, including adequate architectural detailing for pedestrian interest and that entrances are focused on the pedestrian experience. The full list of standards is reviewed in [Attachment I](#).

Subdivision: The proposal requires a subdivision process to create the new lots. This is normally an administrative process that can be approved by Planning staff, but because the property lines are related to the Planned Development request, the subdivision is being taken to the Planning Commission for joint approval. The standards of review are in [Attachment K](#).

KEY ISSUES

The items below were identified through the analysis of the project and department review comments.

1. Lots Without Public Street Frontage
2. Design Standard Modification
3. Driveway Location and Spacing
4. Width of Fire Lane

ISSUE 1

Lots Without Public Street Frontage

The Planned Development is primarily being sought in order to create individual townhome lots that do not have public street frontage. According to the Salt Lake City Zoning Ordinance Section 21A.36.010.C, all lots in any zoning district must have frontage on a public street.

In this case, the primary access to the units will be the pedestrian sidewalk from Emeril Avenue which will lead to an internal walkway that connects to the units.



Elevation drawing from street façade showing internal walkways.

The alternative to this request would be to create the development as a condominium. A condominium unit owner technically does not own the land the unit rests on, whereas with a traditional subdivided lot, the land the unit rests on is owned by the homeowner. It is generally harder to get mortgage financing for a condominium development. The Federal Housing Administration (FHA) has a variety of condominium financing requirements that make it difficult for new condominiums to qualify for FHA loans. FHA loans have lower down payment requirements than conventional loans, which makes it easier for first time home buyers or lower income buyers to purchase a home.

Various City housing policies (*Growing SLC 2018*, see [Attachment H](#)) encourage a variety of housing opportunities for people with a wide range of backgrounds and incomes. Since this Planned Development will broaden the income range of potential homeowners, staff finds that this project will better meet City housing availability and affordability policy goals and recommends approval of the modifications.

The development will be required to establish a homeowner's association to ensure long term funding and upkeep of the shared walkway and other paved infrastructure and associated common landscaping.

ISSUE 2

Design Standard Modification

The applicant is seeking modification of a design standard through the Design Review process. Modifications may be approved if the modification still meets the intent of the specific design standard. The TSA regulation on stucco is written to significantly reduce the amount of stucco that developers can use on new development, especially large buildings, where a small percentage allowance on a large building can mean large uninteresting areas of flat stucco.

In this case, the developer is asking for a higher percentage, 24.5%, of hard coat stucco on the roof deck level than what is allowed which is 10% according to Section 21A.37.050.B.1. The roof deck level steps back more than 10' from the primary facade and makes the visibility of this façade limited from the street and sidewalks.

Overall, the street facing facade is 93.0% durable materials, comprised of metal panel siding and poly-ash siding. Poly-ash is a siding material made of fly ash, a byproduct of burning coal, along with a proprietary blend of polymers and is equivalent to the durability and look of fiber cement. This would be a higher percentage of durable material than would be required on table 21A.37.060.B.

ISSUE 3

Driveway Location and Spacing

The applicant is also requesting modification to 21A.26.078.H.2.B and 21A.44.020.F.7.A.1 that require one drive aisle per street frontage and if more than one curb cut is allowed per street frontage at least 100 feet apart would be allowed. The proposal is for two drive aisles from Emeril Avenue which will be 93.5 feet apart.

The additional drive aisle will allow the project to provide each unit with a garage to meet parking requirements. Staff finds that providing a garage for each unit is more efficient than a surface parking lot. The modification to these zoning requirements will result in a better project. Staff recommends approval of the modification.



Rendering of development showing one of the driveway aisles.

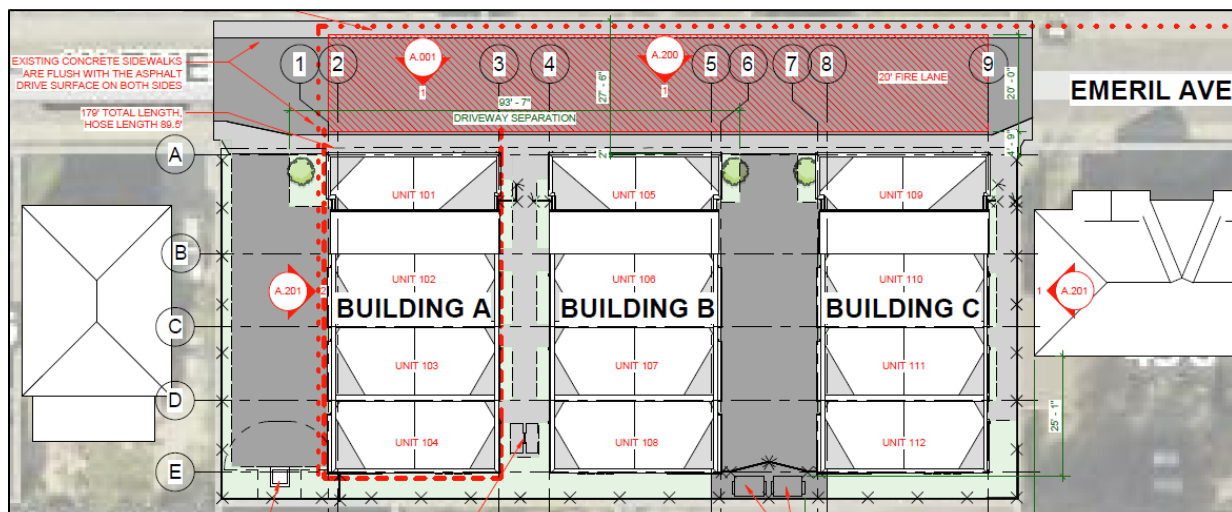
ISSUE 4

Width of Fire Lane

According to Fire code, a structure that is over 30 feet in height requires an aerial apparatus access road with a 26-foot clear width, that width does not include sidewalks. The overall proposed height of this development is 30 feet 3 inches and Emeril Avenue has only 20 feet of road width and approximately 3 feet of sidewalk on each side. In order to approve this project, the fire department would require two Alternative Means and Methods applications for an automatic fire sprinkler system in the townhomes and the second to provide a dual chamber smoke detection in the townhomes. Staff recommends approval with a condition that the applicant will comply with all required department comments and conditions.



Elevation view of front façade showing a height of 30' 3".



Site plan showing the width of Emeril Avenue.

DISCUSSION

The development has been reviewed against the Design Review standards in [Attachment I](#) and the proposal generally meets those standards. The proposal addresses the pedestrian oriented and visual interest design standards of the Design Review process, through its orientation to the sidewalk, high levels of transparency, modulation and articulation of the façade, and changes in building materials. The development also generally meets the Planned Development standards ([Attachment J](#)), complying with the development expectations articulated in the *North Temple Boulevard Plan* for the area. Additionally, the proposal complies with the subdivision standards to divide the property into individual lots as noted in [Attachment K](#).

As the applicant is generally meeting applicable standards and guidelines for the associated reviews, staff is recommending approval of the proposed development with the suggested conditions noted on the first page of this staff report.

NEXT STEPS

APPROVAL

Planned Development, Design Review, and Subdivision

If the proposal is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit plans for building permits for the development and the plans will need to meet any conditions of approval in those plans. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met. The applicant will also need to submit a final plat to finalize the property lines.

DENIAL

Planned Development, Design Review, and Subdivision

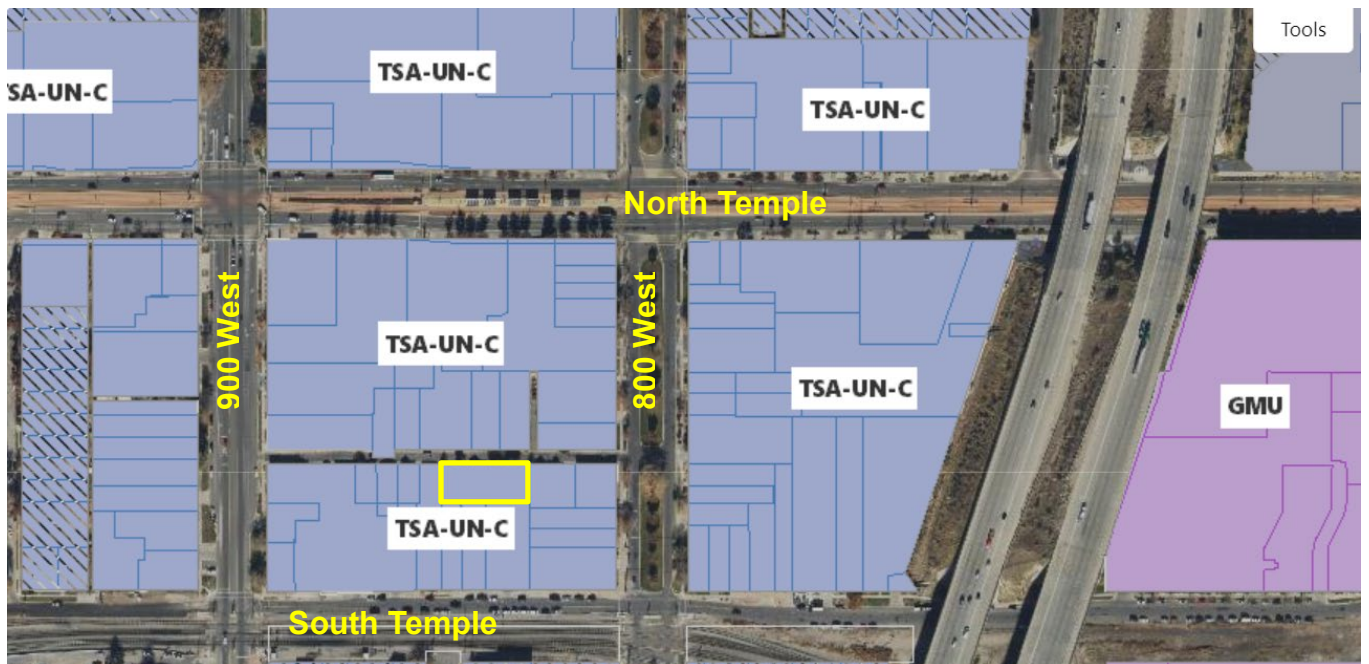
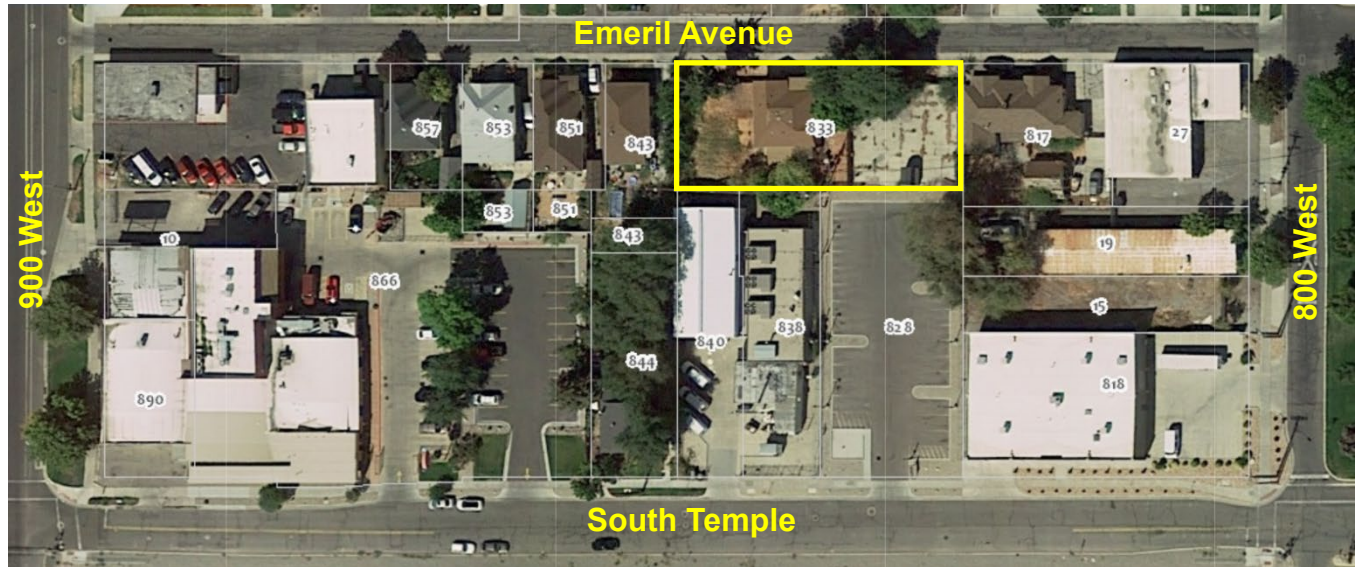
If the Planned Development request is denied, the applicant could build the same proposal as apartments or condominiums, but parking couldn't use the alley as a back-up drive aisle, so the overall site and parking configuration would need to be redesigned.

If the Design Review is denied, the applicant could change their proposal to obtain enough points for administrative approval and could modify their design to meet the base TSA zoning standards.

If the Preliminary Subdivision is denied, then the applicant would not be able to subdivide the property to create individual townhome lots.

ATTACHMENT A:

Vicinity & Zoning Maps



ATTACHMENT B:

Renderings





ATTACHMENT C:

Elevations

KEYNOTES

- 1 METAL PANEL SIDING, MBCI FLAT 12" - COLOR 1, VERTICAL
- 2 POLY-ASH SIDING, BORAL TRU EXTERIOR NICKEL GAP - COLOR 2
- 3 STUCCO - TWO TONES OF GREY
- 4 ENTRY DOOR
- 5 OPERABLE WINDOW
- 6 WINDOW
- 7 CAN LIGHTS IN SOFFIT TO HIGHLIGHT ENTRY
- 11 CEDAR FENCE

DESIGN

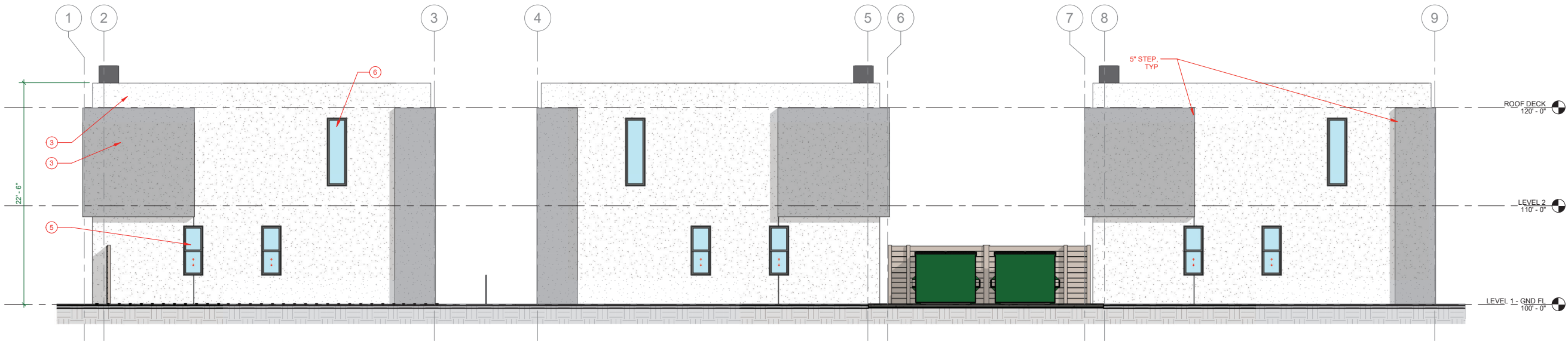
divelept

454 N 600 W, SLC, UT 84116
e: howdy@divelept.com
p: 801-680-4485
w: www.divelept.com

TOTAL STUCCO CALCULATION
ROOF DECK - 24.5% (70 SF/285 SF)
TOTAL WALL AREA - 285 sqft
TOTAL UPPER FLOOR STUCCO ARE 70 sqft
LEVEL 2 - 0%
TOTAL WALL AREA - 360 sqft
TOTAL UPPER FLOOR STUCCO ARE 0 sqft
LEVEL 1 - 0%
TOTAL GROUND FLOOR WALL AREA 357 sqft
TOTAL STUCCO AREA - 0 sqft



1 NORTH ELEVATION.
3/16" = 1'-0"



2 SOUTH ELEVATION.
3/16" = 1'-0"

Emeril Ave

REVISIONS		
No.	Date	Description

PROFESSIONAL SEAL:

OWNER:	Rooted and Co.
PROJECT ADDRESS:	833 EMERIL AVE SALT LAKE CITY, UT 84116
ARCH PROJECT #:	19-12
A.S.D.:	JDH
PHASE:	DESIGN REVIEW
PUBLISH DATE:	26 MARCH 2020
SHEET SCALE:	3/16" = 1'-0"
SHEET NAME:	ELEVATIONS



KEYNOTES

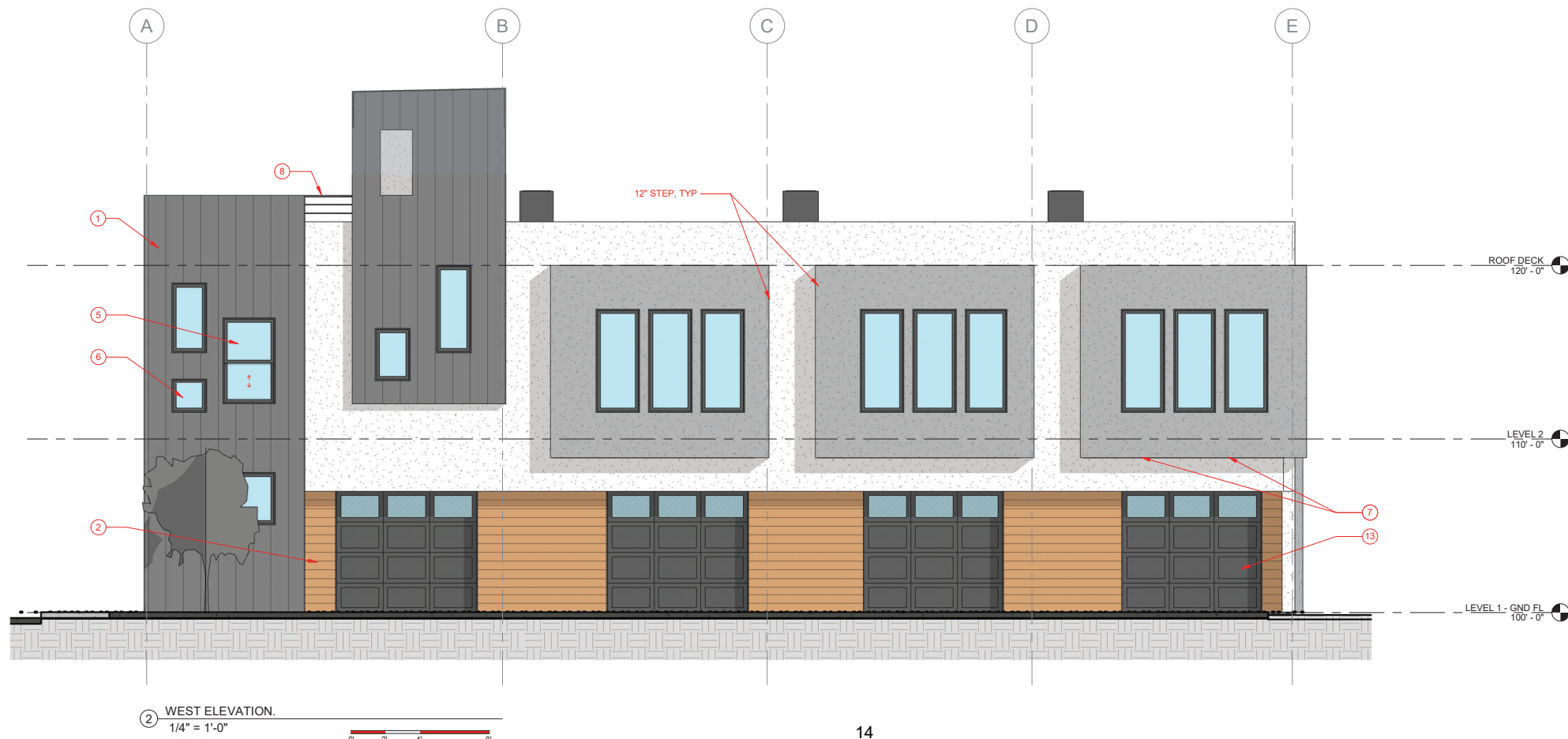
- 1 METAL PANEL SIDING, MBCI FLAT 12" - COLOR 1, VERTICAL
- 2 POLY-ASH SIDING, BORAL TRU EXTERIOR NICKEL GAP - COLOR 2
- 3 STUCOO - TWO TONES OF GREY
- 4 ENTRY DOOR
- 5 OPERABLE WINDOW
- 6 WINDOW
- 7 CAN LIGHTS IN SOFFIT TO HIGHLIGHT ENTRY
- 8 GUARDRAIL
- 11 CEDAR FENCE
- 13 GARAGE DOOR

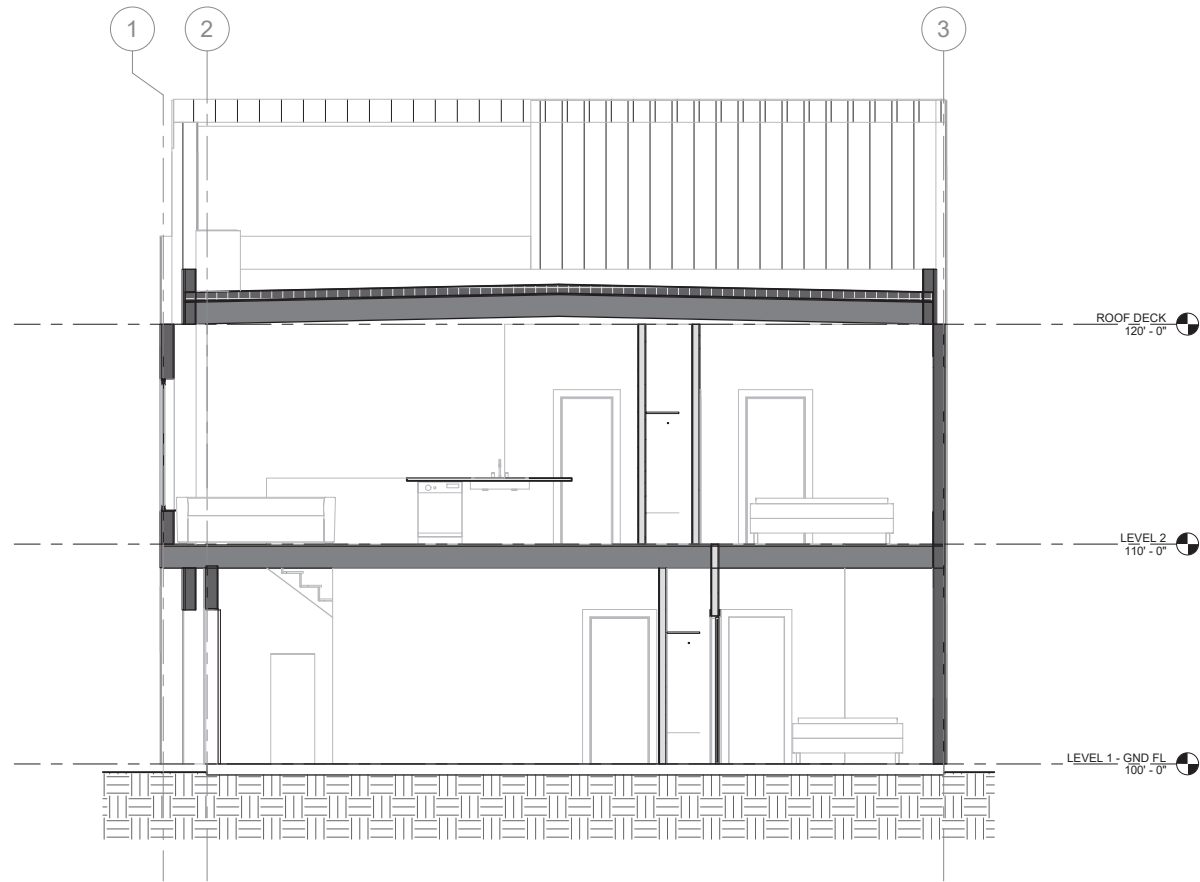
Emeril Ave

No.	Date	Description
-----	------	-------------

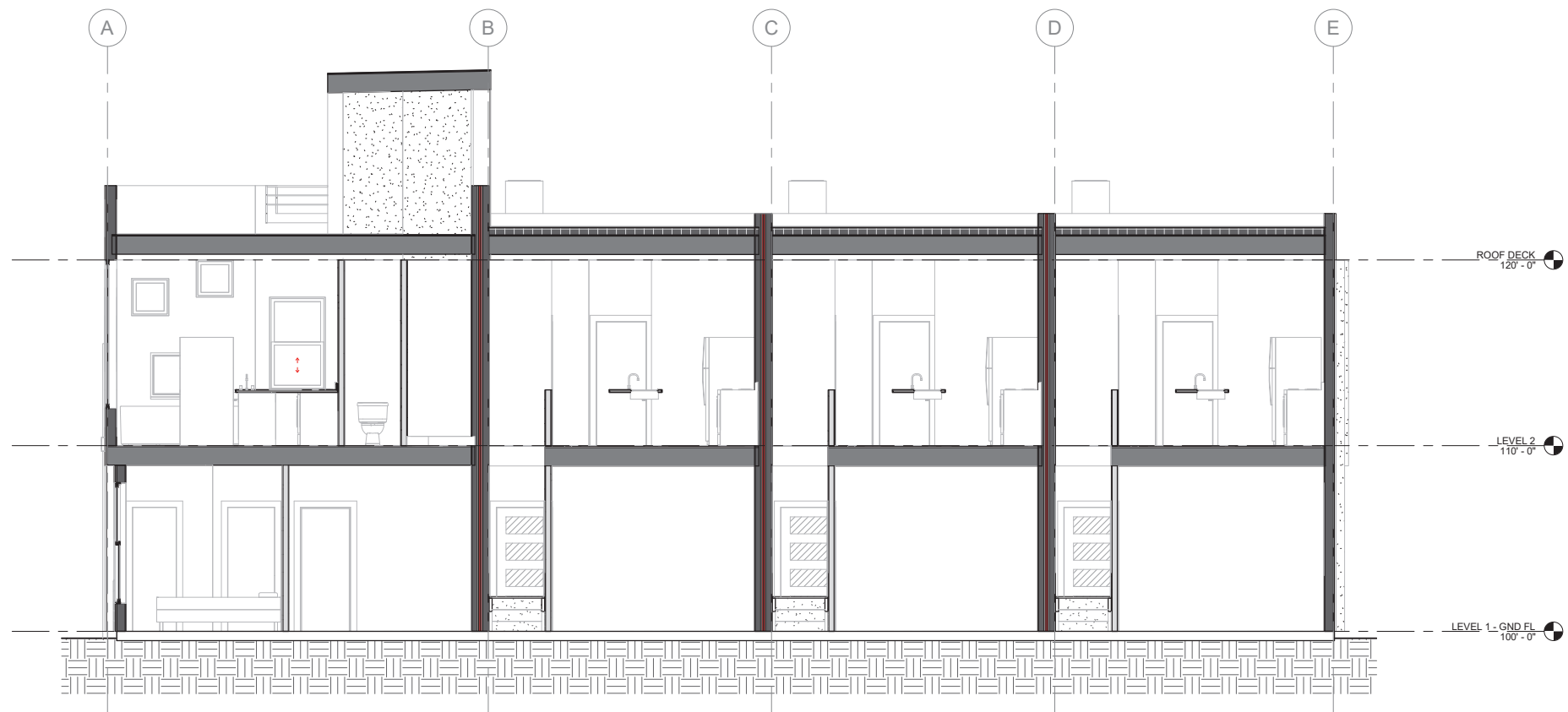
PROFESSIONAL SEAL:

OWNER:	Rooted and Co.
PROJECT ADDRESS:	833 EMERIL AVE SALT LAKE CITY, UT 84116
ARCH PROJECT #:	19-12
A.S.D.:	JDH
PHASE:	DESIGN REVIEW
PUBLISH DATE:	26 MARCH 2020
SHEET SCALE:	1/4" = 1'-0"
SHEET NAME:	ELEVATIONS

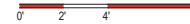




① CROSS BLDG SECTION.
1/4" = 1'-0"



② LONGITUDINAL BLDG SECTION.
1/4" = 1'-0"



REVISIONS		
No.	Date	Description
PROFESSIONAL SEAL		
OWNER: Rooted and Co.		
PROJECT ADDRESS: 833 EMERIL AVE SALT LAKE CITY, UT 84116		
ARCH PROJECT #: 19-12		
A.S.D.: JDH		
PHASE: DESIGN REVIEW		
PUBLISH DATE: 26 MARCH 2020		
SHEET SCALE: 1/4" = 1'-0"		
SHEET NAME:		

SECTIONS

ATTACHMENT D:

Site, Landscape & Floor Plans

Emeril Ave

Revisions	No.	Date	Description
-----------	-----	------	-------------

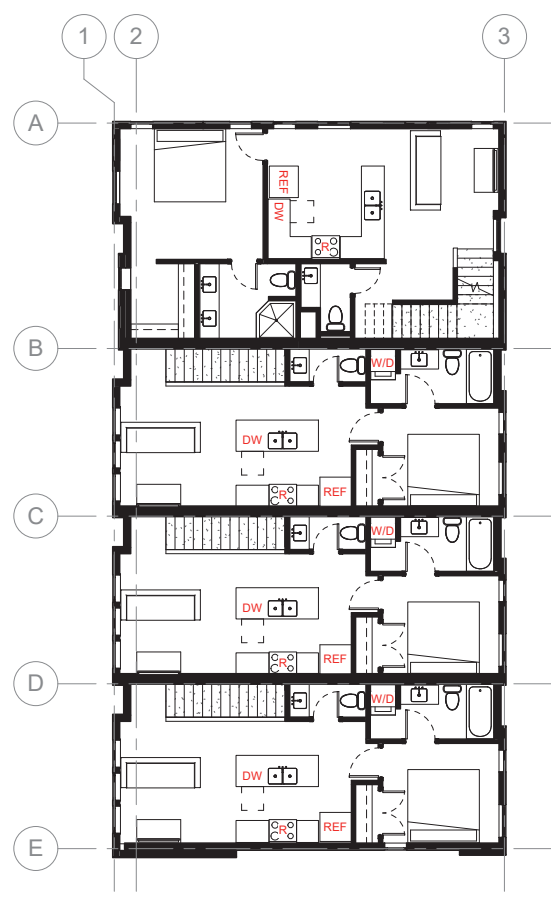
PROFESSIONAL SEAL

OWNER	Rooted and Co.
PROJECT ADDRESS	833 EMERIL AVE SALT LAKE CITY, UT 84116
ARCH PROJECT #	19-12
PHASE	JDH
PUBLISHED DATE	DESIGN REVIEW
SHEET SCALE	26 MARCH 2020
SHEET NAME	As indicated

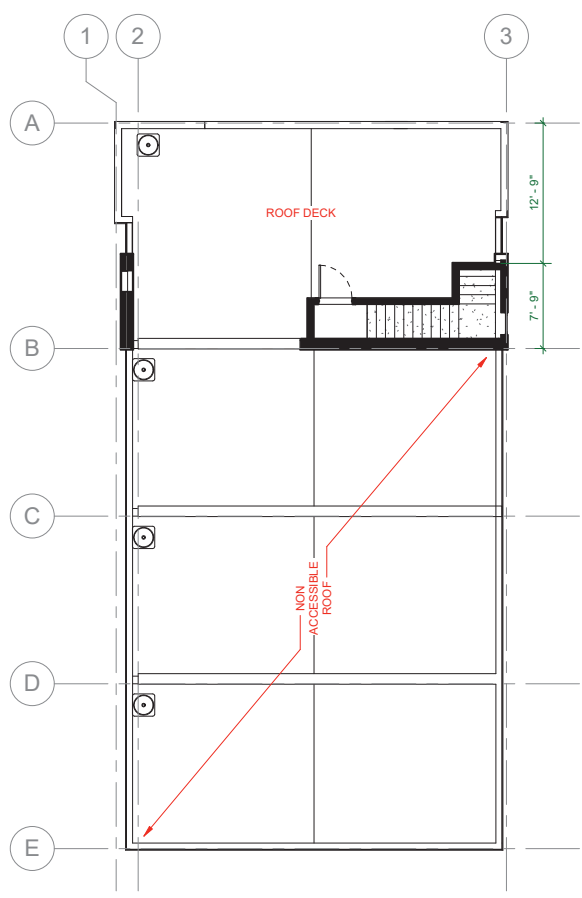
PLANS



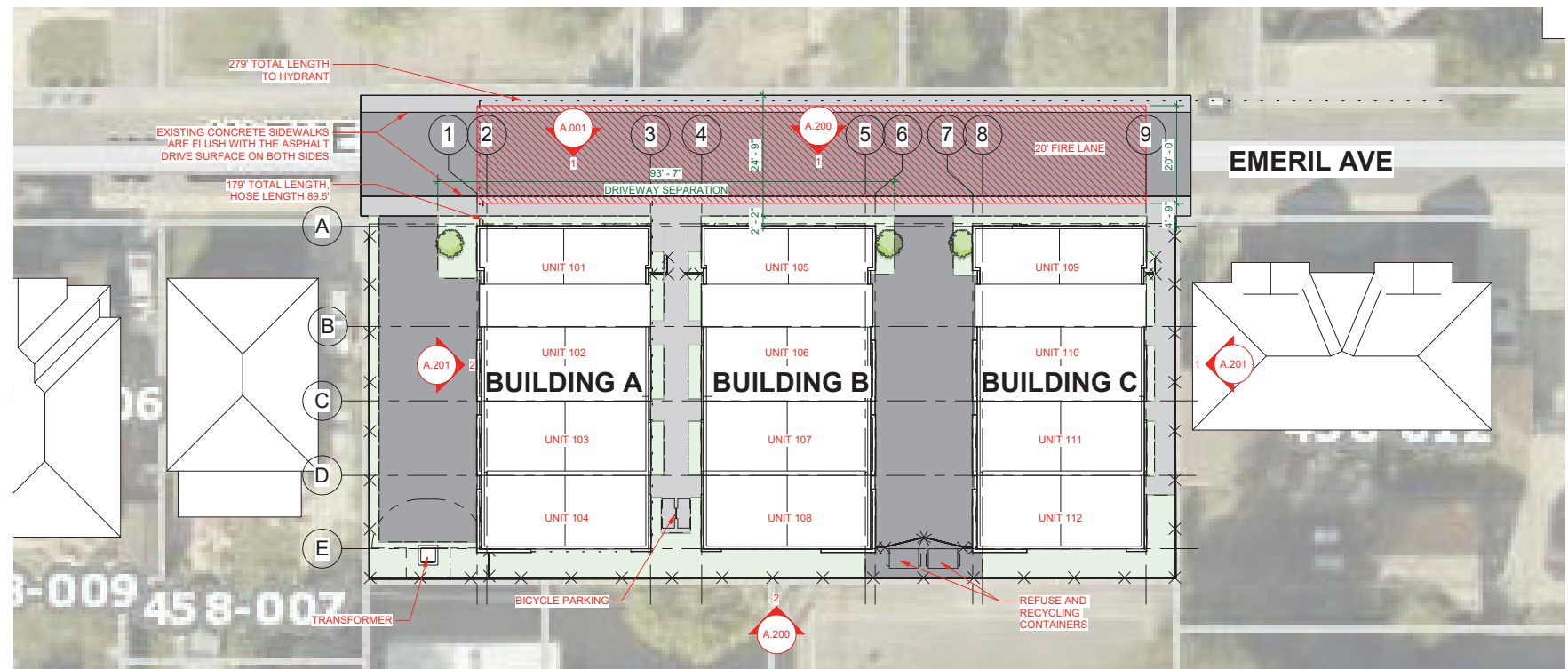
① LEVEL 1 PLAN.
 1/8" = 1'-0"



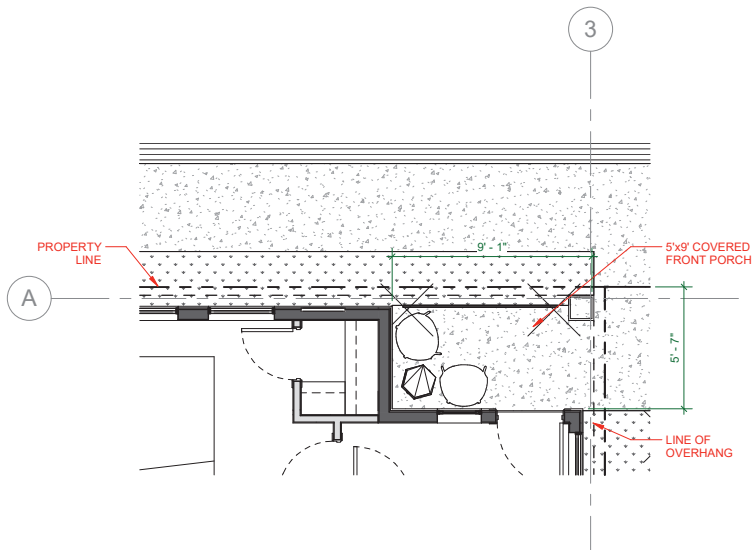
② LEVEL 2 PLAN.
 1/8" = 1'-0"



③ ROOF DECK PLAN.
 1/8" = 1'-0"











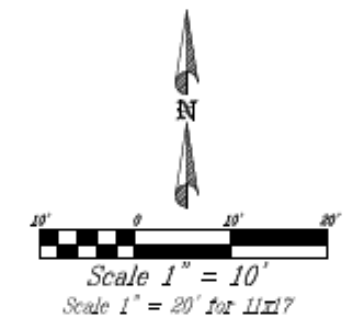
④ SITE
 1/16" = 1'-0"



⑤ FRONT PORCH PLAN
 1/4" = 1'-0"



PLANT SCHEDULE					
TREES	QTY	COMMON / BOTANICAL NAME	CONT	CAL	
	21	Kindred Spirit Oak / Quercus robur x bicolor "NadlerU+2019 TM"	B&B	2" Cal	
SHRUBS	QTY	COMMON / BOTANICAL NAME	CONT		
	18	Compact Burning Bush / Euonymus alatus "Compactus"	5 gal		
	19	Fine Line Buchthorn / Rhamnus frangula "Fine Line"	5 gal		
GRASSES	QTY	COMMON / BOTANICAL NAME	CONT		
	3	Blue Oat Grass / Helictotrichon sempervirens	1 gal		
	43	Feather Reed Grass / Calamagrostis x exiflora "Eldorado"	1 gal		
	46	Hamel Fountain Grass / Pennisetum alopecuroides "Hamel"	1 gal		
PERENNIALS	QTY	COMMON / BOTANICAL NAME	CONT		
	82	Stella de Oro Daylily / Hemerocallis x "Stella de Oro"	1 gal		
MULCH	QTY	COMMON / BOTANICAL NAME	CONT		
	1,898 sf	2-4" Cobble Rock w/Dewitt Pro-5 Weed Barrier / Washed Landscape Rock	mulch		



THIS DOCUMENT IS RELEASED
FOR REVIEW ONLY. IT IS NOT
INTENDED FOR CONSTRUCTION
UNLESS SIGNED AND SEALED.

CASE NO. 2020 L.A.
SERIAL NO. 2162296
DATE 10 JUL 2020

ROOTED AND CO.
833 EMERIL AVE

LANDSCAPE PLAN



380 E Main St. Suite 204
Midway, UT 84049 ph. (801) 723-2000

DESIGN BY: CNB
DRAWN BY: CNB

DATE: 10 JUL 2020
REV:

SHEET
1.1

ATTACHMENT E:

Subdivision Plat & Civil Drawings

EMERIL AVENUE TOWNHOMES
A PART OF THE SOUTHEAST 1/4 SECTION 35
TOWNSHIP 1 NORTH RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
SALT LAKE CITY, SALT LAKE COUNTY, UTAH

EMERIL AVENUE
N 89°58'36"E 792.00'

S 89°58'36" W 165.13'

SURVEYOR'S CERTIFICATE

I Richard Johnson, do hereby certify that I am a Licensed Professional Field Surveying License No. 189996 in accordance with Utah Code Annotated Title 88, Chapter 92. I further certify that I have reviewed the plat and description of the described tract of land shown on the plot and described below and have been satisfied by me in accordance with Utah Code Annotated 17-23-29, and that I have rendered all measurements as above shown. I am aware that I am hereby certifying that I comply with the provisions of section 87-5-2(2) of the Utah Constitution. Ownership Act. Utah Code Annotated

PROPERTY DESCRIPTION[illegible]

NOTE: THIS SURVEY WAS DONE WITH A
MAXIMUM LINEAR CLOSURE OF 1:11,000

DATE: JULY 16, 2020 EDWARD F. JOHNSON
FIS 102008

UTILITY DEDICATION

[illegible]

APPLICABLE TAX SERIAL NUMBER 08-35-458-011
WEAT STATE CODE SECTION 17-21-20

OWNER'S DEDICATION AND CONSENT TO RECORD

ROBERT AND CO. LLC, the owner of the described tract of land to be hereinafter known as PARCELS A-THRU E-THROUGH does hereby dedicate to the perpetual use of the public all streets, easements and other property as shown on this plat to be dedicated for public use and hereby consents and gives approval to the recording of this plat for all purposes shown therein.

In witness whereof, I have hereunto set my hand this ____ day of _____, 20____.

ROUTED AND CO LLC

By: _____
Print Name: _____
Title: _____








NOTARY ACKNOWLEDGEMENT

STATE OF MAINE)
) ss.
 County of Salt Lake)
 On this _____ day of _____ in the year _____
 before me _____ (name of notary public),
 a notary public, personally appeared _____
 _____ the _____
 _____ of _____
 proved on the basis of satisfactory evidence to be the person(s)
 whose name(s) he/she subscribed to in this document, and
 acknowledged he/she/they executed the same.

Commission Number _____
My Commission Expires _____

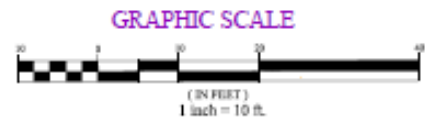
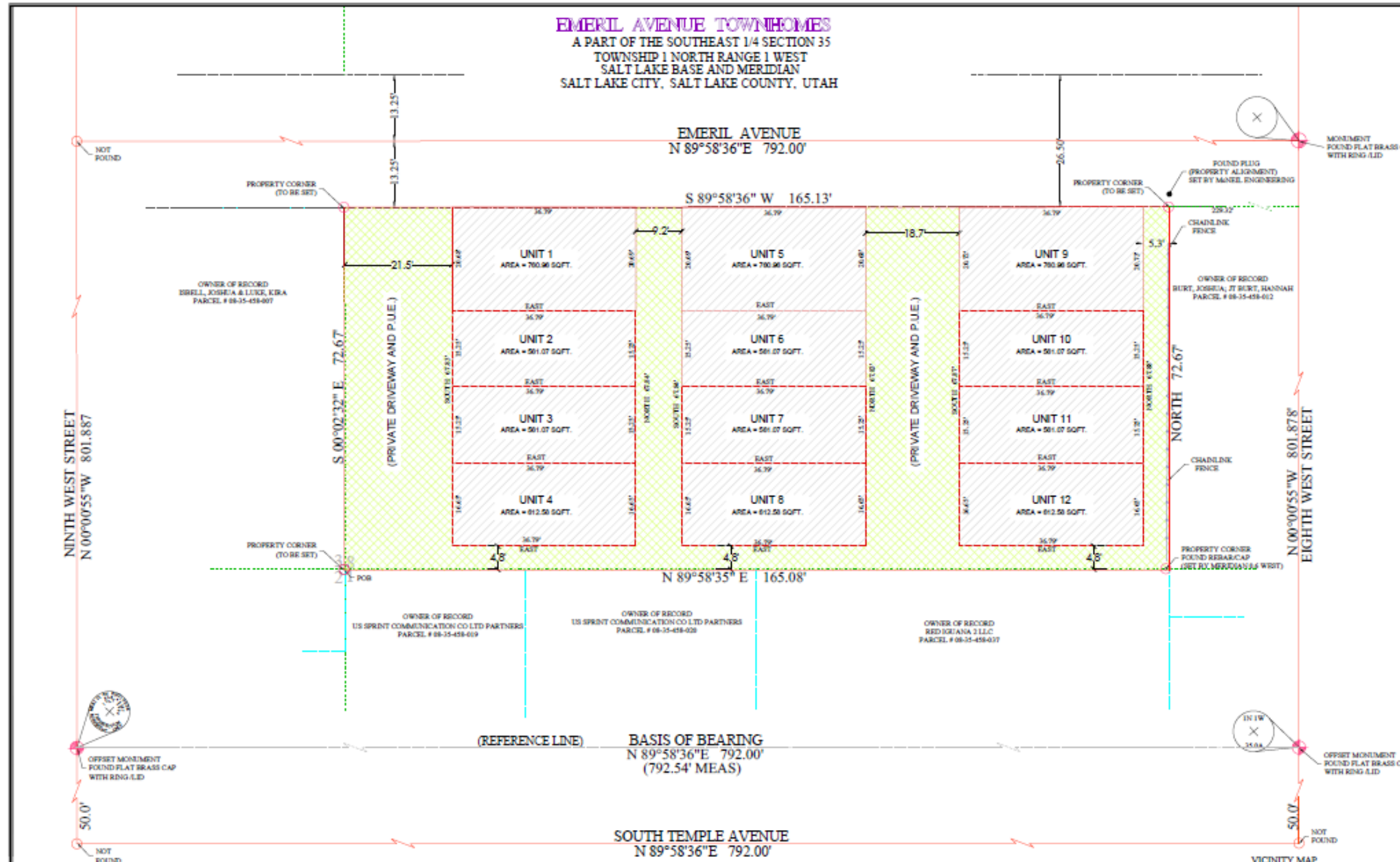
Printed name _____ A Notary Public Commissioned in Utah



REFERENCE SYMBOLS

-  = SECTIONAL CORNER  = FOUND PLUG
 = STREET MONUMENT  = 5/8 REBAR AND CAP STAMPED R JHANSON 152956 (CORNERS SET)
 = PROPERTY LINE
 = BUILDING AREA
 = COMMON AREA, P.U.E.

EMERIL AVENUE TOWNHOMES

A PART OF THE SOUTHEAST 1/4 SECTION 35
TOWNSHIP 1 NORTH RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
SALT LAKE CITY, UTAH



 PROPERTY DESIGN LLC. "LAND CONSULTANTS" P.O. BOX 701168 SALT LAKE CITY UT 84170 (801) 955-6339 (801) 495-2541 (propertydesignllc@gmail.com)		OWNER OF RECORD	DEVELOPER
		ROOTED AND CO. LLC 833 W EMERIL AVE SALT LAKE CITY UTAH	JAKE WEBER WEBER ENGINEERING S L C UT (385) 229-9663

NO. _____	CITY BUILDING DEPARTMENT	PUBLIC UTILITIES DEPARTMENT	CITY PLANNING DIRECTOR	BOARD OF HEALTH	CITY ENGINEERING DIVISION	CITY ATTORNEY	CITY APPROVAL	SALT LAKE COUNTY RECORDER	NO. _____
ACT. _____	APPROVED THIS _____ DAY OF _____ A.D. 19____	APPROVED AS TO SANITARY ORDER AND WATER UTILITY DESIGN THIS _____ DAY OF _____ A.D. 19____	APPROVED THIS _____ DAY OF _____ A.D. 19____ BY THE SALT LAKE CITY PLANNING COMMISSION	APPROVED THIS _____ DAY OF _____ A.D. 19____	I HEREBY CERTIFY THAT I HAVE READ THIS PLAT RECOMMENDED BY THIS OFFICE AND IT IS CONFORMANT TO ALL ORDINANCES WITH INFORMATION FILED AND NECESSARILY APPROVED	APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 19____	PRESENTED TO SALT LAKE CITY THIS _____ DAY OF _____ A.D. 19____ BY _____ AND A RESOLUTION APPROVED BY THE SALT LAKE CITY	RECORDED AND INDEXED AS _____ THIS _____ DAY OF _____ A.D. 19____ BY _____	FILED _____ OF _____
CHIEF _____									
OF HEALTH _____	SALT LAKE CITY ENGINEER	SALT LAKE CITY PUBLIC UTILITIES	SALT LAKE CITY PLANNING COMMISSION	SALT LAKE CITY BOARD OF HEALTH	20 SALT LAKE CITY ENGINEER	SALT LAKE CITY ATTORNEY	SALT LAKE CITY APPROVAL	SALT LAKE COUNTY RECORDER	

ATTACHMENT F:

Additional Information & Narrative



di'velept design LLC
454 N 600 W
SLC, UT 84116
[801-680-4485](tel:801-680-4485)
howdy@divelept.com

02 April, 2020

RE: Proposal Planned Development and Design Review at 833 Emeril Ave

We feel that the proposed project qualifies for the planned unit development per SLC zoning code chapter 21A.55. This project qualifies per 21A.55.010.E.

Project Summary

The project will replace one single family residence on a single lot with 12 single family attached townhomes. The total site is 0.27 acres and will have a density of 44.4 units / acre.

The project consists of three separate wood frame buildings. The exterior materials are metal panel siding, Poly-Ash siding and stucco. In total there are twelve units - nine typical units and three north units which face and address Emeril Ave. The nine typical units have 1,017 square feet of conditioned space, 2 bedrooms and 1.5 bathrooms. The three street facing units will have 2,031 square feet of conditioned space, 2 bedrooms, 2.5 bathrooms and an accessible roof space.

The primary access to the units will be sidewalks from Emeril Avenue which lead to an internal courtyard which connects the units. The parking is accessed from an existing alley.

The most recent master planning document for this area is the North Temple Boulevard plan adopted in August 2010.



Proposed Exceptions to Zoning Standards

One Drive Aisle Per Street Frontage Per 21A.26.078.H.2.B

The goal is to increase the unit density on the site. This, however, will necessitate having two drive aisles which will allow the project to provide each unit with a garage to meet parking requirements more efficiently than a surface parking lot.

Driveway Location Per 21A.44.020.F.7.A.1

We are asking for an exception to the full 100' separation of driveways that is required in 21A.44.020.F.7.A.1. Our lot has 165' feet of frontage. We have two driveways that are 93.5' apart.

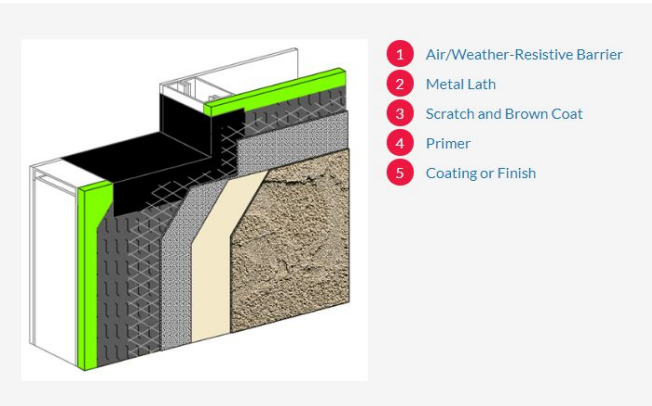
High Quality Building Materials Per 21A.37.050.B.1 and 21A.26.078.F.A

Stucco on the project will be Dryvit Commercial Cement Plaster CCP2. This is a cement based hard coat stucco that is extremely durable.

We are asking for a slightly higher percentage of hard coat stucco than is allowed on the roof deck level per 21A.37.050.B.1. We feel that this continuation of the material above provides visual interest and cohesion of the overall facade composition.

The roof deck level will be 24.5% stucco. We feel that the additional percentage is appropriate because this wall steps back more than 10' from the primary facade and consequently, as shown below, visibility to this facade is extremely limited from the street and sidewalks.

Overall, the street facing facade is 93.0% durable materials. This is higher than would be required on table 21A.37.060.B



View From Across Emeril Ave



21A.55.050 Standards for Planned Developments

A: Planned Development Objectives

Referencing the North Temple Boulevard plan, this project addresses several stated goals:

1. It creates a compact development that is in line with walkable neighborhood best practices.
2. Increases residential density near the station area from 3.7 DU/Acre up to 44.4 DU/Acre.
3. This project helps increase the diversity of building types around the transit station. Currently there are very few townhomes.
4. By creating a townhouse subdivision plat we are creating the opportunity for ownership which will help create economic stability.
5. The project will redevelop a 0.27 acre lot that is currently a single density residence. The proposed project takes advantage of a long lot by infilling the space with 12 2-story townhomes. The project will increase the density from 3.7 DU/Acre up to 44.4 DU/Acre. This is in line with the density goals stated on page 63.
6. The site provides safe, convenient circulation patterns for vehicular and non-vehicular traffic movement by separating the main entrance and the garage.

The purpose of the *North Temple Boulevard Plan* is to:

- Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
- Create compact, walkable, transit-oriented neighborhoods around each station;
- Increase transit ridership;
- Improve the overall safety of the community;
- Establish guidelines for street design and connectivity that will accommodate all users;
- Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
- Provide for a diverse mix of uses and building types around the transit stations ; and

Desired Density	Total Acres	Dwelling units per acre	Total needed to meet desired
Core	37	50	1,850
Transitional	32	30	960

B: Master Plan Compatibility

The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

1. This proposed plan is consistent with the policies set forth in the North Temple Boulevard Plan because it is increasing the density to align with the target residential density. The project is a a smaller scale than allow by the zone, but we feel it is really fitting for the scale of the smaller street on which it is located. It is on one of the smaller streets in the zone. Also because this is such a minor street we feel the lack of commercial use is appropriate. Additionally it is providing a good transition from the single family projects that are in the area to the eventual larger multifamily that will be built in the future.

C. Design And Compatibility

The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design
 - a. This project is in scale with the existing neighborhood but won't be out of place as larger buildings are built in the area. We feel the intensity of this use is very compatible with the existing neighborhood. The project is close to target residential density in the plan and significantly above the current residential density.



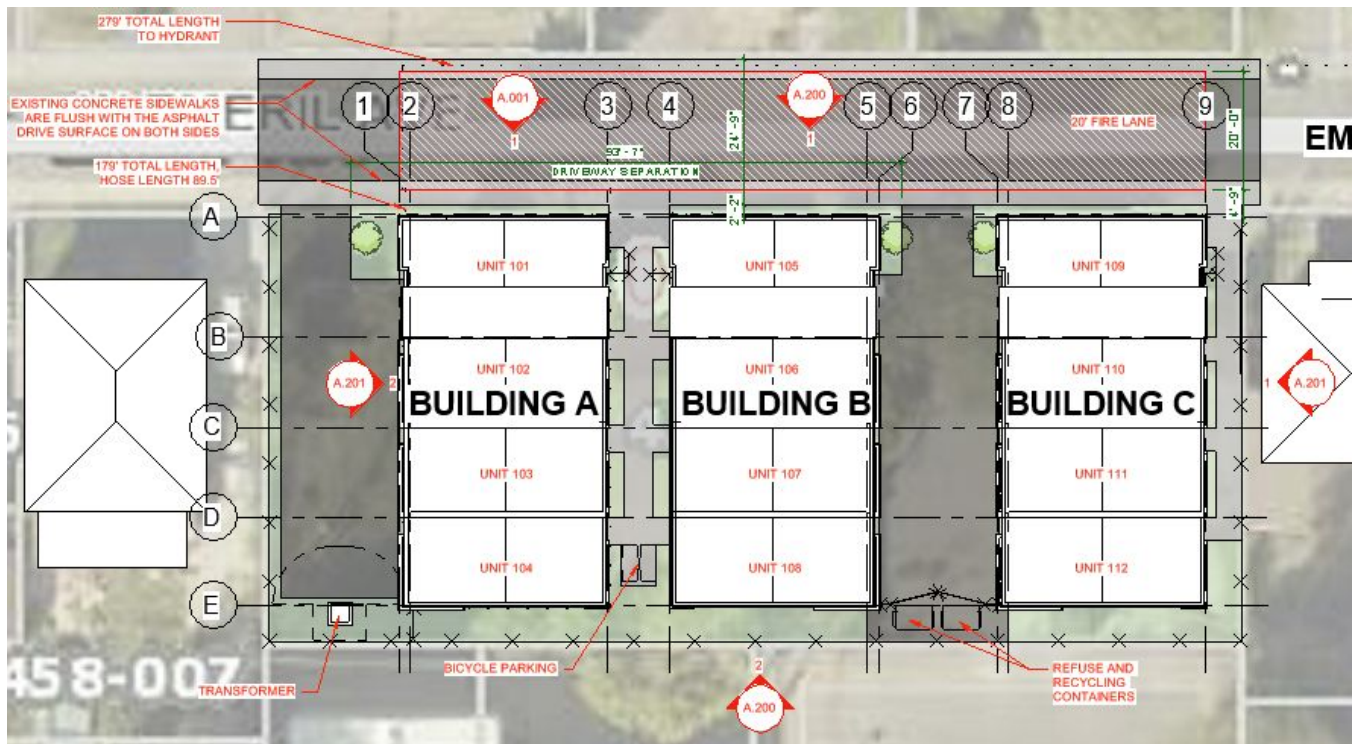
2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design
 - a. The three north townhomes have been designed to engage with the street. They have a significant amount of glass on the north elevation and the entry door is on the north, adjacent to the public sidewalk.

3. Whether building setbacks along the perimeter of the development:
 - a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
 - i. Yes, The North Temple Boulevard plan describes building forms that are oriented toward the street. Our front units are close to the sidewalk and with the entry door facing the street. We have also created a covered entry that faces the sidewalk. This project is a transitional scale between the existing buildings and the higher densities that are allowed per the zoning that will be coming in the future.
 - b. Provide sufficient space for private amenities.
 - i. We have provided a garage for each unit. We believe that one of the greatest advantages to building in urban environments is that there are a wealth of public amenities that can be used by residents. The project is within walking distance of Madsen Park, the soon to be constructed Folsom Trail, a number of restaurants, a Rancho Market, as well as bus and TRAX stops. Providing additional private amenities only serves to reduce community engagement.
 - c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
 - i. We have provided greater than zoning required setback from neighboring properties. We will also be providing an opaque fence along the property line.
 - d. Provide adequate sight lines to streets, driveways and sidewalks.
 - i. We have provided sufficient sightlines to safely traverse onto and off of the property.
 - e. Provide sufficient space for maintenance.
 - i. Maintenance will be provided by a third party, so there is no need for maintenance space.
4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
 - a. The building facades visible from the public way have many windows.
5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
 - a. There will be lights at each of the entry doors alcove to the units.
6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
 - a. Dumpsters will be located at the end of one of the driveways and screened from view.
7. Whether parking areas are appropriately buffered from adjacent uses.
 - a. Parking will be located in each unit. Driveways have been separated from the primary pedestrian circulation on the site.

D. Landscaping

The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;
 - a. There is no parking strip on Emeril Ave and there are no trees along the periphery that can be preserved.
2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
 - a. The existing landscape provides almost no buffering to abutting properties. A large portion of the lot is currently a concrete pad.
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and
 - a. Due to the lack of a parking strip, trees are being used to frame the driveways. We are also providing fencing to buffer the property from the adjacent properties.
4. Whether proposed landscaping is appropriate for the scale of the development.
 - a. We feel that the proposed landscaping is appropriate for the scale of this development.



E. Mobility

The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
 - a. The project will have a positive impact on the safety of the street, and should add a sense of activity by having residences on their roof deck or front porches. The buildings also engage the street and increase activity on the ground level.
2. Whether the site design considers safe circulation for a range of transportation options including:
 - a. Safe and accommodating pedestrian environment and pedestrian oriented design;
 - i. There will be separated pedestrians walkways and driveways to create a safer access for pedestrians.
 - b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
 - i. Bicycle parking will be provided inside the courtyard, giving residences a safe place to store their bikes.
 - c. Minimizing conflicts between different transportation modes;
 - i. We believe that through the strategies we have mentioned above we are minimizing conflicts between different transportation modes.
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
 - a. The increase of residential density that this project provides will enable adjacent uses and amenities by adding customers to the area for future businesses.
4. Whether the proposed design provides adequate emergency vehicle access; and
 - a. We have complied with the required codes.
5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.
 - a. This project is small enough that it will not have any major loading or service areas.

F. Existing Site Features

The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

1. There are no significant natural or built features that will be affected by the construction of this project.

G. Utilities

Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

1. We have had a DRT meeting and they feel that our plan for the utilities is acceptable.

21A.59.050: STANDARDS FOR DESIGN REVIEW

A. Comply with the Intent of Zoning District

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 the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

1. We believe this project complies with the intent of the North Tempe Boulevard plan by meeting the objectives of the plan spelled out in the planned development points above.

B. Primary oriented to Sidewalk

The development shall be primarily oriented to the sidewalk, not an interior courtyard nor parking lot.

1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
 - a. The north units' primary entrance face the public sidewalk.
2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
 - a. The buildings are sited close to the sidewalk. This follows the desired development pattern laid out in the zoning standards for TSA zones.
3. Parking shall be located within, behind, or to the side of buildings.
 - a. There is a garage in each unit.



View Down Emeril Ave

C. Building Facade Detailing and Glass

Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.

1. Locate active ground floor uses at or near the public sidewalk.
 - a. The ground floor near the public sidewalk will be the entry and a bedroom / office of three units. This qualifies as an active use.
2. Maximize transparency of ground floor facades.
 - a. We have provided the required amount of glass into the ground floor facades.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
 - a. It is not appropriate to the scale and rhythm of Emeril street to have storefront elements. Architectural elements such as a covered entry and steps in the facade have been incorporated into the project.
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
 - a. The courtyard between buildings will connect directly to the street.



D. Building Mass

Large building masses shall be divided into heights and sizes that relate to human scale.

1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.
 - a. The two story building scale is slightly larger than the scale of existing buildings. This project will be one of the first buildings to be constructed in the neighborhood under the TSA zoning, so it is anticipated that the scale of the buildings in the neighborhood is going to increase over the coming years.

2. Modulate the design of a larger building using a series of vertical or horizontal emphasis to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
 - a. At only two stories tall, the proposed buildings are not tall enough to require modulation to reduce the visual height.
3. Include secondary elements such as balconies, porches, vertical bays, belts courses, fenestration and window reveals.
 - a. We have included a number of secondary elements on the north facade that provide visual interest.
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
 - a. This project will help establish the desired character neighborhood. We have met all glazing requirements on the front facade of the building and have used windows as a way to create visual interest on the facade. Each building will have a single front door similar to the existing houses in the neighborhood. There will be a similar, slightly larger, amount of windows in the proposed north facade of the adjacent houses.



E. 200' Facade Limit

Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:

1. No building facades are in excess of 200 feet.

F. Privately Owned Public Spaces

If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:

There will not be any privately-owned public spaces included with this project.

1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
2. A mixture of areas that provide seasonal shade;
3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
4. Water features or public art;
5. Outdoor dining areas; and
6. Other amenities not listed above that provide a public benefit.

G. Building Height

Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.

In general, the proposed buildings are small enough that this section doesn't apply. We have responded to individual points as applicable.

1. Human scale:
 - a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
 - b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
 - i. **Buildings are less than three stories tall.**
2. Negative impacts:
 - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
 - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
 - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:
 - a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.
 - b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.
 - i. **There is a mix of roof forms in the area. Most of the houses have steeply sloped roofs while the business all have flat roofs. We are providing a flat roofline edge for most of the building. That is broken up by a covered deck area on the roof that extends off of the stairway popups.**
 - c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.
 - i. **The north units will have an accessible roof deck that will allow for a more lively roofline as it is used by future tenants.**

H. Parking and Circulation

Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.

We have separated the vehicular circulation from the pedestrian circulation .

I. Waste and Recycling Containers

Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)

The waste and recycling containers are located at the rear of the one of the driveways. The dumpster area will have a screen around the equipment. The mechanical equipment will be placed in the roof of each unit and will also not be visible from Emeril Ave.

J. Signage

Signage shall emphasize the pedestrian/mass transit orientation.

This project is a small scale residential project and we don't feel that it is appropriate to have signage.

1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.
2. Coordinate signage locations with appropriate lighting, awnings, and other projections.
3. Coordinate sign location with landscaping to avoid conflicts.

K. Lighting

Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.

1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
 - a. No street lights have been requested in connection with this project.
2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.
 - a. Lighting levels will be low-level illumination. Lights that are on the outer walls of the building will be pointed down at the ground. Lighting on the north facade will be can lights in the soffit above the front entries.
3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.
 - a. There are no signs on the building to be lit.

L. Streetscape Improvements

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.
 - a. **Trees will be provided at the entrance of the driveways. There is no parkstrip.**
2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting the use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles.
 - i. **Hardscape will comply with these requirements.**

Sincerely,



Jarod Hall, AIA

Manager
di'velept design LLC

ATTACHMENT G:

Property & Vicinity Photographs



View of the subject property, 833 Emeril Avenue. (Credit: Google Street View, March 2019)



View looking west of 833 Emeril Avenue. (Credit: Google Street View, March 2019)



View looking east of 833 Emeril Avenue. (Credit: Google Street View, March 2019)



Commercial corner of the subject block, view looking east. (Credit: Google Street View, March 2019)



Commercial corner of the subject block, view looking west. (Credit: Google Street View, March 2019)



Abutting property to the west of 833 Emeril Avenue. (Credit: Google Street View, March 2019)



Property across the street looking north of 833 Emeril Avenue. (Credit: Google Street View, March 2019)



Abutting property to the east of 833 Emeril Avenue. (Credit: Google Street View, March 2019)

ATTACHMENT H:

Master Plan & Zoning Standards

NORTH TEMPLE BOULEVARD PLAN

This development is located within the 800 West Transitional Area of the *North Temple Boulevard Plan*. The plan includes the following general vision statement for the area and associated policies:

The 800 West Station Area will become a transit-oriented neighborhood that is designed for the pedestrian, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and public places where people can safely gather and interact with others. The area will be connected to nearby places through a series of sidewalks, bicycle paths, trails and streets that are safe, convenient, comfortable and interesting. North Temple is the common ground and Main Street between the Jackson, Euclid and Guadalupe neighborhoods and the station platform and connections to the platform act as an important center piece of a multi-cultural, diverse and sustainable community.

The following policies are intended to make the vision a reality:

1. **Mobility:** Improve the pedestrian environment to create a walkable transit-oriented neighborhood.
2. **Mix of Uses:** Intensify the mix of uses around the 800 West Station.
3. **Placemaking:** Create safe, vibrant and useful public spaces.
4. **Residential Density:** Increase the residential density around the 800 West Station.

The plan also notes the following about the core area itself:

The Core Area is comprised of the land closest to the station and most likely to see significant changes over time. Based on feedback received throughout the planning process, appropriate zoning regulations might include:

- Multi story buildings up to 7 stories in height, potentially more through the use of zoning incentives;
- Building design based upon design guidelines;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with residential above;
- Buildings pulled closer to the sidewalk with doors and windows adjacent to the sidewalk;
- Reduced parking requirements with parking located behind buildings or in structures; and
- More diverse activities on the sidewalk, such as outdoor dining.

The zoning adopted for the area is generally reflective of these general policies, particularly regarding providing additional lower scale housing types and increasing the residential density of the area, and townhome developments fit within the above plan guidance.

The below are additional applicable policies and guidelines related to the proposal.

Policy #4: Residential Density: *Increase the residential density around the 800 West Station area.*

- *Strategy 4-A: Allow residential uses on the ground floors of buildings.*
- *Strategy 4-B: Establish a minimum residential density for new development located within the station area.*
- *Strategy 4-C: Establish clear guidelines for residential development and redevelopment around 800 West.*
- *Strategy 4-E: Provide a range of housing options within the Core, Transitional and Stable areas.*

The above strategies again generally involve changes to zoning that have been done to accommodate development like the proposed townhomes in this area of the City and the development will help fulfill the policy regarding providing a range of housing options. The proposal is generally in-line with the development expectations expressed in the plan.

CITYWIDE HOUSING MASTER PLAN

The City recently adopted a citywide housing master plan titled *Growing SLC: A Five-Year Housing Plan 2018-2022* that focuses on ways the City can meet its housing needs in the next five years. The plan includes policies that relate to this development, including:

Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city

- Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation.
 - *1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.*
 - *1.1.2 Develop in-fill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts.*

Objective 6: Increase home ownership opportunities

The planned development process is a zoning tool that provides flexibility in the zoning standards and a way to provide in-fill development that would normally not be allowed through strict application of the zoning code. This process allows for an increase in housing stock and housing options and provides a way to minimize neighborhood impacts through its compatibility standards. The proposed development is utilizing this process to provide additional housing ownership options in the City to help meet overall housing needs.

PLAN SALT LAKE

The City has an adopted citywide master plan that includes policies related to providing additional housing options. The plan includes policies related to growth and housing in Salt Lake City, as well as related policies regarding air quality:

Growth:

- *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*

- *Promote infill and redevelopment of underutilized land.*
- *Accommodate and promote an increase in the City's population.*

Housing:

- *Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.*
- *Increase diversity of housing types for all income levels throughout the city.*
- *Increase the number of medium density housing types and options.*
- *Enable moderate density increases within existing neighborhoods where appropriate.*

Air Quality:

- *Increase mode-share for public transit, cycling, walking, and carpooling.*
- *Minimize impact of car emissions.*
- *Reduce individual and citywide energy consumption.*

Staff Discussion: The proposed development provides in-fill housing on underutilized land near transit that is intended to accommodate additional density. The limited modifications promote the redevelopment of this underutilized land to help meet City growth and housing goals. The project also provides an increase in a moderate density housing type (townhomes) that is not common with the City. Recent planning best practices have discussed the lack of a “missing middle” housing types in urban areas. The “missing middle” housing type is generally viewed as multi-family or clustered housing which is compatible in scale with single-family homes that help meet the growing demand for walkable, lower scale urban living. This proposed development helps to meet the goals of the City master plan as well as providing needed housing.

Additionally, Plan Salt Lake speaks to air quality as a city priority. In this case, the development is in an area the City prioritized for density near a transit line to encourage use of transit. The development is also only providing one vehicle parking space per townhome, anticipating that residents may use nearby public transportation for some trips, potentially reducing car dependence and vehicle emissions. Townhome developments, with shared walls, also generally have lower energy consumption per unit than comparably sized detached single-family homes, helping meet reduced energy consumption goals of the City.

APPLICABLE MAJOR ZONING/DESIGN STANDARDS

TSA-UN-C ZONING STANDARDS

Note that lot dimensional standards in the table are generally related to the development overall, rather than each individual lot.

Requirement	Standard	Development Proposal	Compliance/Impact on Development
21A.26.078			
Front/Corner Side Yard	5' max setback for 50% of front façade, no limit otherwise	0.5'	Complies
Side/ Rear Yard	No minimums	Development site setbacks overall: Side (East): 5.3' Side (West): 21.5' Rear (South): 4.8'	Complies
Lot Area	2,500 sq. ft minimum per lot, except if a single-family attached use that has rear loaded parking, maximum of two driveway access points, and no front facing garages	Approximately 11,767 square feet (total development site) Complies with all single-family attached requirements to be exempt from lot area	Complies
Lot Width	No minimum for single-family attached uses	165.13' wide, total development site	Complies
Maximum Height	75'	30'3"	Complies
Open Space	1 ft per every 10 feet of land (10%)	1,200 sq. ft required, and 1,963 sq. ft provided or (16.4%)	Complies
21A.37.060 & 21A.26.078			
Ground Floor Glass	45% glass for residential (minimum), located between 3' and 8' height	46% between 3' and 8'	Complies
Entrances	1 per front façade, and at least 1 every 40'	3 entrances front façade, each entrance less than 40' between each other	Complies
Entrance feature	Each required entry must include 5' depth awning/canopy, 5'	Porch/recessed entry feature provided. The porch/patio area is 5' by	Complies

	depth covered porch, stoop with 3' awning/canopy, or be recessed 5'	9' and provides 45 sq. ft of usable area	
Façade Building Materials	Min. 90% lower front façade clad in durable high-quality material (fiber-cement board, brick, concrete, etc.) Min. 60% of upper front façade.	93% of lower covered in durable materials. The material proposed on the lower front is metal panel siding, Poly-Ash siding and glass. Poly-Ash is a material equivalent to fiber cement.	Complies
Maximum Length of Blank Wall	Max blank wall length 15'	Approximately 4' to 5' between windows	Complies
Stucco Limitations on Front Façade	0% on ground floor, 10% of upper floors	0% on ground floor, 0% of second floor and 24.5% stucco on 3 rd floor/roof deck.	Requested modification through Design Review.
Front Yard Landscaping/Design Requirements	30% of provided front yard must include landscaping.	Front yard is 6" and is 100% landscaped.	Complies
First Floor/Street Level Requirements	Use besides parking for min. 25' depth	Residential use across entire ground floor	Complies
Mechanical Equipment	Roof or rear yard/must be screened	Transformer will be in the rear of the development	Complies
Service Areas	Must be screened	Refuse and recycling containers will be in the rear of the property and will be screened with a cedar fence	Complies
21A.36.010.C			
Street Frontage	Each lot is required to have public street frontage	9 lots do not have public street frontage.	Requested modification through the Planned Development process.
21A.44 and 21A.26.078			
Parking	Minimal: TSA-UN-C: no spaces required Maximum: TSA-UN-C: 1 space per dwelling unit	12 attached garages, or one space per dwelling unit	Complies
Drive Aisle Per (21A.26.078.H.2.B)	One Drive Aisle Per Street Frontage	The proposal is for two drive aisles which will allow the project to provide each unit with a	Requested modification through the Planned Development process.

		garage to meet parking requirements	
Driveway Location (21A.44.020.F.7.A.1)	More than one curb cut shall be allowed per street frontage provided they are at least one hundred feet (100') apart	The proposal is for two driveways that are 93.5' apart	Requested modification through the Planned Development process.

ATTACHMENT I:

Analysis of Standards – Design Review

STANDARDS FOR DESIGN REVIEW

21A.59.050

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Finding	Rationale
A. 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 the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.	Complies	<p>The zone purpose is described in the specific purpose statement for "transition areas" and the typology statement of the "Urban Neighborhood" zone:</p> <p><i>The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit-oriented development and to enhance the area closest to a transit station as a lively, people-oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.</i></p> <p>The scale of the proposed townhomes meets the intent of the zone's purpose.</p> <p>The proposal also fits within the general guidance of the master plan regarding scale and intensity of development in this area. These master plan policies are noted in Attachment H.</p>
B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. <ol style="list-style-type: none"> Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). Building(s) shall be sited close to the public sidewalk, following and 	Complies	<ol style="list-style-type: none"> The primary entrances to the public street adjacent units face the public sidewalk on Emeril Avenue. Additional units located behind the front units are accessed from a pedestrian walkway with a direct connection to the public sidewalk.

<p>responding to the desired development patterns of the neighborhood.</p> <p>3. Parking shall be located within, behind, or to the side of buildings.</p>		<p>2. The buildings are located within 0.5' of the sidewalk and comply with the setback requirement for the zone.</p> <p>3. Each unit will have an attached garage. Garages do not face the public street.</p>
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <p>1. Locate active ground floor uses at or near the public sidewalk.</p> <p>2. Maximize transparency of ground floor facades.</p> <p>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</p> <p>4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.</p>	Complies	<p>1. The ground floor of the buildings facing the public sidewalk are occupied by living spaces.</p> <p>2. Approximately 46% of the ground floor between 3' and 8' is glass, exceeding the minimum requirement of 45% for residential uses.</p> <p>3. As this is a residential development and storefront elements are not necessarily appropriate. The setbacks and different material on the façade on the ground level creates architectural interest.</p> <p>4. This development includes enclosed porches that are oriented to the street.</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <p>1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.</p> <p>2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.</p> <p>3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveal.</p> <p>4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.</p>	Complies	<p>1. This block contains commercial properties in the corners and single-family homes in between, the homes are for the most part uniform in the architectural style, Victorian bungalows. The proposed development does not relate to the development pattern in this block. However, this project will be one of the first buildings to be constructed in the neighborhood under the TSA zoning, so it is anticipated that the scale of the buildings in the neighborhood is going to increase over the coming years.</p> <p>2. The buildings will show modulation by the setback and material change in the ground floor and roof top.</p> <p>3. The buildings will have an enclosed porch for an entrance.</p> <p>4. The project will a door and windows for each unit like the adjacent houses. However, the scale of the windows will be different.</p>
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <p>1. Changes in vertical plane (breaks in façade);</p> <p>2. Material changes; and</p> <p>3. Massing changes.</p>	Not applicable	<p>The building is less than 200' in width and this standard does not apply.</p>

<p>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16”) in height and thirty inches (30”) in width. Ledge benches shall have a minimum depth of thirty inches (30”); 2. A mixture of areas that provide seasonal shade; 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two-inch (2”) caliper when planted; 4. Water features or public art; 5. Outdoor dining areas; and 6. Other amenities not listed above that provide a public benefit. 	<p>Not applicable</p>	<p>Privately owned public space is not required in this zone and this standard does not apply.</p>
<p>G. Building height shall be modified to relate to human scale and minimize negative impacts.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize step backs to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: <ol style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break 	<p>Complies</p>	<p>This general standard and associated review standards are generally intended to address the impacts of much larger scale buildings and some of the review standards are not directly applicable. The building due to its lower scale is predominantly oriented to human scale without having to be further modulated.</p> <ol style="list-style-type: none"> 1. Human Scale <ol style="list-style-type: none"> a. The surrounding context is generally 1-2 story buildings. The proposal includes its primary massing at the first two levels, which responds to this scale context and includes a set-back roof top element that is generally not visible from the pedestrian level. b. The building is less than three stories in height and is not mixed use. 2. Negative impacts: <ol style="list-style-type: none"> a. The buildings will show some modulation with the setback and material change in the ground floor and roof top. b. There are no public or semi-public spaces to be significantly impacted by shadowing. c. No wind impact is anticipated from this scale of building. 3. Cornices and rooflines: <ol style="list-style-type: none"> a. The building is a of a contemporary design and will have a flat roof which is cohesive with the design. b. The roofline does not complement the adjacent buildings but will complement the roofline of the commercial buildings on the corners.

<p>above the first level of the building.</p> <p>3. Cornices and rooflines:</p> <ol style="list-style-type: none"> Shape and define rooflines to be cohesive with the building's overall form and composition. Include roof forms that complement the rooflines of surrounding buildings. Green roof and roof deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. 		<p>c. The roof includes an accessible roof deck that provides additional outdoor open space and activity area for residents.</p>
<p>H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.</p>	Complies	<p>The vehicular circulation will be separated from the pedestrian circulation.</p>
<p>I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served.</p> <p>Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)</p>	Complies	<p>Trash, recycling, and electrical service equipment will be in the rear, either behind the buildings or will be screened with solid fencing. Transformer will be located in the rear also.</p>
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <ol style="list-style-type: none"> Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. Coordinate signage locations with appropriate lighting, awnings, and other projections. Coordinate sign location with landscaping to avoid conflicts. 	Not applicable	<p>This is a residential development, where no signage is proposed or required.</p>
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. 	Complies	<p>The lighting is minimal but appropriate for a residential neighborhood context.</p> <ol style="list-style-type: none"> This is located on a smaller local street where the City Light Master Plan does not call for new city streetlights. The building includes minimal outdoor lights given its residential context and

<ol style="list-style-type: none"> 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and up lighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. 		<p>these are not anticipated to create light trespass and glare issues.</p> <ol style="list-style-type: none"> 3. Lights are provided at entryways to emphasize those elements and provide pedestrian comfort and safety.
<p>L. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 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. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: <ol style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles. 	<p>Complies/Not applicable</p>	<ol style="list-style-type: none"> 1. Trees will be provided at the entrance of the driveways. There is no parkstrip. 2. The proposal does not include privately owned public spaces and this standard is not applicable.

ATTACHMENT J:

Analysis of Standards – Planned Development

STANDARDS FOR PLANNED DEVELOPMENTS

21A.55.050: 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. 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. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.</p> <p>The purpose of a Planned Development is to support efficient use of land and resources and to allow flexibility about the specific zoning regulations that apply to a development, while still ensuring that the development complies with the purposes of the zone. As stated in the PD purpose statement, developments should also incorporate characteristics that help achieve City goals.</p>	<p>Complies</p>	<p>The applicant has noted that their development meets objective F.1:</p> <p><i>F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal:</i></p> <p><i>1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features.</i></p> <p>The proposed townhome development is the type and scale of development called for in this area by the <i>North Temple Boulevard Plan</i>. The proposal increases the residential density of the area with a lower scale form that is compatible with the current and anticipated redevelopment scale.</p> <p>The modifications resulting in a more enhanced product, the applicant is requesting to allow lots without frontage to allow for them to divide the ownership of the townhomes into traditional subdivided lots, rather than condominium units.</p> <p>This will allow for increased home ownership opportunities for people with a lower down payment threshold and potentially with lower incomes. The modification results in a more enhanced product, as it better meets the City's housing goals by providing home ownership opportunities for individuals with a broader range of incomes than could happen with homes only available to those able to obtain a conventional mortgage.</p>

B. The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.	Complies	As noted in Attachment H , the proposed development aligns with the policies for the area in the <i>North Temple Boulevard Plan</i> , <i>Growing SLC: A Five-Year Housing Plan</i> and <i>Plan Salt Lake</i> .
C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:	Complies	The proposed development is generally compatible with the area and the master plan's policies for development of the area as discussed in the below considerations. The project is smaller scale than the <i>North Temple Boulevard Plan</i> calls for, but it fits in with the scale of the smaller street where it is located.
C1 Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	The neighborhood is predominantly one-story single-family homes but includes a mix of two-story homes and one to two story commercial structures. The <i>North Temple Plan</i> notes that the City should “encourage higher-density development in Euclid and along the north side of North Temple to accommodate density” and to “allow for flexibility in terms of building setbacks, parking requirements, and heights to encourage a variety of housing types.” It also calls for “Provid(ing) a range of housing options within the Core, Transitional, and Stable areas.” The Master Plan also calls for a “multi story buildings up to 7 stories in height” and “buildings pulled closer to the sidewalk with doors and windows adjacent to the sidewalk” in the core area that this development is located in.
C2 Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	The three north townhomes have been designed to engage with the street. They have a significant amount of glass on the north elevation and the entry door is on the north, adjacent to the public sidewalk.
C3 Whether building setbacks along the perimeter of the development: a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.	Complies	The homes in this neighborhood are generally closely spaced together. The zoning does not allow for the front yard setback to be according to the existing development. The three north townhomes have been designed to engage with the street. The proposed development includes approximately 5 to 21 feet of side and rear setback, creating some separation for privacy and windows. The side setbacks also allow for enough room for building maintenance.

	<p>d. Provide adequate sight lines to streets, driveways and sidewalks.</p> <p>e. Provide sufficient space for maintenance.</p>		
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	<p>The ground floor of the building complies with the transparency requirements for the zone with approximately 46% glass on the ground floor between 3' and 8', and it also includes a significant entry feature for a residential context. The entry feature is approximately 5' in depth to create a usable space that engages the street,</p> <p>The building face also includes variety in material and modulation in the setback of the building face to create visual interest.</p>
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	This is a residential project and individual lighting is provided for each unit.
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	The development includes dumpsters and recycling in the rear of the building that will be screened.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	Parking will be attached to each unit. Driveways have been separated from the primary pedestrian circulation on the site.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:		Complies	This is a lower scale development in a lower scale residential context where additional landscaping is not generally necessary to prevent negative impacts on adjacent properties.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Partially complies	There will be an overall increase in the number of trees on the property with this development. There is no parking strip on Emeril Ave and there are no trees along the periphery that can be preserved.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Partially Complies	There approximately 5 trees on the property that will be removed, but other trees will be planted towards the front and rear yard. This is an urban context between properties in the same zoning, with the same development expectations, where landscape buffering is generally not anticipated or required.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	The development is a lower scale residential development within a lower scale residential context where additional buffering isn't necessary to lessen impacts.

D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	This is a lower scale development and the proposed landscaping includes new trees and landscape along the periphery.
E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:		Complies	This is a transit-oriented neighborhood that is designed for the pedestrian, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and public places where people can safely gather and interact with others
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	There will be separated pedestrian walkways and driveways to create a safer access for pedestrians.
E2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	Complies	Bicycle parking will be provided inside the courtyard, giving residences a safe place to store their bikes.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.
E4	Whether the proposed design provides adequate emergency vehicle access; and	Complies	Because Emeril Avenue has only 20 feet of road width and approximately 3 feet of sidewalk on each side. In order to approve this project, the fire department would require two Alternative Means and Methods applications for an automatic fire sprinkler system in the townhomes and the second to provide a duel chamber smoke detection in the townhomes. Staff recommends approval with a condition that the applicant will comply with all required department comments and conditions.
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	As this is a small residential development there are no loading bays.
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.		Complies	There are no natural or built features on the site, such as historically significant buildings, that significantly contribute to the character of the neighborhood or environment.
G. Utilities: Existing and/or planned utilities will adequately serve the		Complies	Public utility connections will be fully evaluated during the building permits review

development and not have a detrimental effect on the surrounding area.		phase of the development, and upgrades may be required by that department to serve the property.
--	--	--

ADDITIONAL APPLICABLE PLANNED DEVELOPMENT STANDARD

Section 21A.55.170 (Disclosure of Private Infrastructure for Planned Developments) requires Planned Developments with private infrastructure (in this case driveways, walkways, and shared private utility lines) to disclose the expected cost for maintenance of that infrastructure to owners of property in the development.

It also requires owners to be collectively and individually responsible for maintenance of those facilities. As such, the developer will need to record a cost estimate for the private infrastructure with the subdivision plat and will need to record documentation to establish a homeowner's association or similar entity to manage the shared private infrastructure. These requirements have been noted as conditions of approval on the first page of this report and the information will need to be submitted with the applicant's final subdivision plat.

ATTACHMENT K:

Analysis of Standards – Preliminary Subdivision

STANDARDS OF APPROVAL FOR PRELIMINARY SUBDIVISION PLATS

20.16.100: All preliminary plats for subdivisions and subdivision amendments shall meet the following standards:

Criteria	Finding	Rationale
A. The subdivision complies with the general design standards and requirements for subdivisions as established in Section 20.12	Complies	The subdivision generally complies with all applicable standards.
B. All buildable lots comply with all applicable zoning standards;	Complies, if modification to lot frontage approved through Planned Development	The proposal does not comply with the requirement that all lots have public street frontage. The applicant is requesting Planned Development approval for the modification.
C. All necessary and required dedications are made;	Complies	No dedications of property to public use are required for this development.
D. Water supply and sewage disposal shall be satisfactory to the Public Utilities Department director;	Complies	A full analysis of utility capacity will be done during the building permits review, and the developer may need to perform upgrades on adjacent existing utilities if necessary, to adequately serve the property.
E. Provisions for the construction of any required public improvements, per section 20.40.010, are included;	Complies	According to the Engineering review, the existing sidewalk will have to be replaced with thicker concrete where driveways will cause vehicles to cross the sidewalk.
F. The subdivision otherwise complies with all applicable laws and regulations.	Complies	The proposal otherwise complies with all other applicable laws and regulations, except where modified through the Planned Development.
G. If the proposal is an amendment to an existing subdivision and involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.	Not applicable	The proposal does not involve vacating a street, right of way, or easement, so this does not apply.

ATTACHMENT L:

Public Process & 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:

- Early notification regarding the project mailed out June 3, 2020
 - Notices were mailed to property owners/residents within 300 feet of the proposal
- The Planning Division provided a 45-day comment period notice to the Poplar Grove Community Council on May 12, 2020 but did not receive a request for the proposal to be heard at their meeting.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on November 5, 2020
- Public hearing notice posted on November 9, 2020
- Public notice posted on City and State websites and Planning Division list serve on November 5, 2020

PUBLIC INPUT

Two emails in support and another email against the project from an adjacent property owner was received by staff and is included on the following page. The following is a summary of the attached emails.

In Support of the Project

“I have looked at these and think they would be a great addition to our neighborhood. The Townhome design is modern and clean. I believe it would give Emeril Ave. a wonderful and much needed facelift and would help upgrade this whole area. I am fully in favor of this development going forward.”

“I support the exceptions on the driveways and the other needed approvals for this development. In regard to the two driveways, if at all possible, maybe the western driveway could be slated as shared, if a similar project is to be completed adjacent to this one in the future. That may not even be legally feasible, if not then never mind on the shared. I feel that overall, the development meets the intent of the TSA zoning.”

Against the Project

(Sprint is the property owner abutting the rear of the subject parcel)

“We at Sprint do not approve of this project. The proposed project would back up to our secured facility at 840 West So Temple. In our opinion, the proposed project (moving from a single-family residence to a townhome development, will cause undo harm to the Sprint facility by increasing trash, vandalism and adding security issues to the Sprint communications hub located at 840 West So Temple.”

Please deny this request.

From: [Dennis Faris](#)
To: [Pace, Katia](#); [Poplar Grove CC Chair](#); [PGCC](#)
Cc: [REDACTED]
Subject: (EXTERNAL) Fwd: 833 Emeril Avenue Townhomes
Date: Tuesday, June 23, 2020 10:47:14 AM
Attachments: [image001.png](#)

On behalf of the immediate neighbors of the property in question, please see below...

Dennis Faris
[REDACTED]

----- Forwarded message -----

From: **Dru Steadman** [REDACTED]
Date: Mon, Jun 22, 2020 at 5:58 PM
Subject: RE: 833 Emeril Avenue Townhomes
To: [REDACTED]

Dennis:

I have looked at these and think they would be a great addition to our neighborhood. The Townhome design is modern and clean. I believe it would give Emeril Ave. a wonderful and much needed facelift and would help upgrade this whole area. I am fully in favor of this development going forward.

Thank you for bringing this to my attention,

Dru

Dru M. Steadman

Legacy Sales & Marketing, Inc.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]



THIS E-MAIL AND ITS ATTACHMENTS ARE INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY WHO IS THE INTENDED RECIPIENT AND MAY CONTAIN INFORMATION THAT, UNDER APPLICABLE LAW, IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE OR ANY TYPE OF USE. IF THE READER IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, COPYING OR OTHER USE OF THIS E-MAIL IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE REPLY TO THE SENDER.

From: Dennis Faris [REDACTED]
Sent: Saturday, June 13, 2020 11:49 AM
To: John Clapp [REDACTED]; Dru M Steadman [REDACTED]
Cc: PGCC <PoplarGroveCouncil@gmail.com>
Subject: Fwd: 833 Emeril Avenue Townhomes

John and Dru,

You two are direct neighbors of this proposed development. What do you think about it? Any concerns, questions, or supportive statements?

Let us know what you're thinking!

Dennis Faris

[REDACTED]

----- Forwarded message -----

From: Pace, Katia <Katia.Pace@slcgov.com>
Date: Tue, May 12, 2020 at 11:09 PM
Subject: 833 Emeril Avenue Townhomes
To: Poplar Grove CC Chair [REDACTED]

Erik,

The Planning Division has received the request below and is notifying your organization to solicit comments on the proposal:

Request Type: Planned Development/Design Review/Preliminary Subdivision

Location: 833 Emeril Avenue

Zone: Transit Station Area - Urban Neighborhood Station - Core (TSA-UN-C)

Request Description:

Jarod Hall, representing the property owner, is requesting approval for a new townhome development at 833 Emeril Avenue. The project will replace one single family residence on a

single lot with 12 single family attached townhomes. The total site is 0.27 acres.

The development involves three different applications:

- a. **PLNPCM2020-00288 Planned Development:** The Planned Development is needed to address the lack of street frontage and modifications to the TSA zoning regulations.
- b. **PLNPCM2020-00289 Design Review:** The development requires Design Review approval as the development did not receive enough points through the TSA development review process for administrative (staff level) approval.
- c. **PLNSUB2020-00347 Preliminary Subdivision:** The development also involves a preliminary plat to create the individual new townhome lots.

I have attached a formal letter requesting the input of your organizations as well as the petitioner's application materials. A letter to neighboring property owners and residents, 300-feet of the project area, will be sent later and contact information for the Poplar Grove Community Council will be included.

As a recognized community organization you have 45 days from the date of the letter to provide comments on the proposed petition. The ending of that 45 days is on June 26, 2020. Please let me know if you would like to have the petitioner present at one of your community council meetings.

If you have any questions about the petition please feel free to contact me.

KATIA PACE

Principal Planner

PLANNING DIVISION

COMMUNITY *and* NEIGHBORHOODS

SALT LAKE CITY CORPORATION

TEL 801-535-6354

katia.pace@slcgov.com

WWW.SLC.GOV/PLANNING

--

"We are all cannibals. The simplest way to identify with another is still to eat them."
Claude Lévi-Strauss, *La Repubblica*, 1993

From: [REDACTED]
To: [Pace, Katia](#)
Subject: (EXTERNAL) Planning Commission
Date: Monday, November 9, 2020 3:06:33 PM

Katia,

I am sending in comments regarding the Emeril Townhomes. I support the exceptions on the driveways and the other needed approvals for this development.

In regards to the two driveways, if at all possible maybe the western driveway could be slated as shared, if a similar project is to be completed adjacent to this one in the future. That may not even be legally feasible, if not then nevermind on the shared.

I feel that overall the development meets the intent of the TSA zoning.

Kyle Deans
Salt Lake City Resident

From: [REDACTED]
To: [Pace, Katia](#)
Subject: (EXTERNAL) Project at 833 W Emeril Avenue, Salt Lake City
Date: Tuesday, June 16, 2020 10:05:58 AM
Attachments: [image002.png](#)

Regarding the Planned development at 833 Emeril Ave, Salt Lake City Utah:

We at Sprint do not approve of this project. The proposed project would back up to our secured facility at 840 West So Temple. In our opinion, the proposed project (moving from a single family residence to a townhome development, will cause undo harm to the Sprint facility by increasing trash, vandalism and adding security issues to the Sprint communications hub located at 840 West So Temple.

Please deny this request.

PLNPCM2020-00288
PLNPCM2020-00289
PLNSUB2020-00347

Thank You

MIKE GREGG
Southwest Region Manager
Arizona, So California, Nevada, Utah, Wyoming
Core Transmission Operations



ATTACHMENT M:

Department Review Comments

PLANNING DEPARTMENT

(Katia Pace, 801-535-6354, katia.pace@slcgov.com)

1. As a Planned Development for lots with shared common infrastructure, you will need to comply with 21A.55.110 “Disclosure of Private Infrastructure Costs for Planned Developments.” This will be a condition of approval and will be required to be completed with your final subdivision plat.

FIRE

(Douglas Bateman at douglas.bateman@slcgov.com or 801-535-6619)

A notice was added to this record on 2018-09-10.

Condition: Fire Access : Per Chief Poulsen and Captain Boden (email 6/29/2018); Emeril Avenue is NOT wide enough for any structure that would require “aerial fire apparatus access” (26 feet drivable surface lip of road to lip of road) structure shall be less than three stories and less than 30 feet in height. Structure shall have approved (70% ladder angle plus 4 feet), hand ladder and hose line access on all sides spaced from the property line and structure. Structure Fire hydrant systems shall be in accordance with IFC Sections 507.5.1 through 507.5.6; and Appendix-D. A fire hydrant cannot be proposed on Emeril Avenue (26 feet drivable surface lip of road to lip of road) therefore the structure proposed shall utilize existing infrastructure and be sized accordingly based of the fire area and fire flow requirements (see IFC Appendix-B).

(Additional comment on October 20, 2020 by Ted Itchon at edward.itchon@slcgov.com or 801-535-6636)

This project needs two Alternative Means and Methods applications which I believe would pass. The first would be for 503.1.1 to provide Automatic fire sprinkler systems in the townhomes and the second to provide a duel chamber smoke detection in the townhomes to meet Appendix D105.3 for the height of the units.

ENGINEERING

(Scott Weiler at scott.weiler@slcgov.com or 801-535-6159)

- Two pdfs containing redlines are being attached to these comments.
- The existing sidewalk will have to be replaced with thicker concrete where driveways will cause vehicles to cross the sidewalk.
- A Permit to Work in the Public Way must be obtained from SLC Engineering prior to performing work in the public way.

PUBLIC UTILITIES

(Jason Draper at jason.draper@slcgov.com or 801-483-6751)

1. The property currently has a 3/4” water meter connected to a 6” water main in Emeril Avenue.
2. The property currently has a 1915 sewer service connected to an 8” sewer main in Emeril Ave.
3. All SLCPU standards, ordinances and policies will apply.
4. Attached single family units will require an HOA to manage the water sewer and storm drain for the system.

5. The final plat will need to identify that the water sewer and storm drainage are private and are to be maintained by the HOA.
6. The existing 6" water line may not provide adequate fire flow. Additionally, if a new hydrant is required the 6" line will need to be replaced.
7. Approval of the submitted Planned Development does not provide approval of construction drawings or utility permits.

TRANSPORTATION

(Michael Barry at michael.barry@slcgov.com or 801-535-7147)

With twelve attached garages the minimum parking requirement is satisfied.

BUILDING CODE

(William Warlick at william.warlick@slcgov.com)

For purposes of the anticipated building permit application, note that the utility plan shows gas meters on the end of each building. Piping installed downstream of the point of delivery shall not extend through any townhouse unit other than the unit served by such piping. 2015 International Residential Code section G2415.3. Gas piping shall not penetrate building foundation walls at any point below grade. Gas piping shall enter and exit a building at a point above grade, G2415.6.

ZONING

(Anika Stonick at anika.stonick@slcgov.com)

Single Family Dwellings at 833 W. Emeril in TSA-UN-C zoning district, zoning review comments prepared by Anika Stonick; to meet all design requirements of 21A.26.078, including of 21A.26.078.F for front yard improvements and entry features, and to meet design requirements of 21A.37, unless modify requirements per Planned Development and/or Design Review; to pay impact fees; to remove existing building with separate demolition permit.

ATTORNEY'S OFFICE (for subdivision plat only)

The below plat corrections are required for the final plat application submission:

1. **TITLE REPORT**
A title report needs to be received and cannot be older than one (1) month from the submission of the Mylar. Andria will review any title report you provide, up to the point of the Mylar being provided.
2. **SURVEYOR'S CERTIFICATE**
It is missing the (a) signature; (b) business name; (c) business address; (d) phone number; and (e) professional stamp.
3. **OWNER'S DEDICATION**
In the body, it needs (a) the name of the owners or a blank line for them, it cannot say "the undersigned owners" and (b) name of the project/plat.
1. **OWNER'S DEDICATION NOTARY ACKNOWLEDGMENT**
In the body, it needs (a) a line for the notary public's name; (b) a line for the name of the signors or the name of the signors typed out; and (c) the name of the plat.
4. In the signature block, it needs (a) a line for the notary's signature; and (b) "A notary public commissioned in Utah" listed below the signature line.
5. Since there are multiple signors, there will need to be additional notary acknowledgements added for them.

6. The notary laws changed May 9, 2017, so the wording is different. Please have the applicant revise the wording in the body of the Notary Acknowledgment to match the attached example.

2. SIGNATURE BLOCKS

I am guessing that the “Acceptance by Legislative Body” and “Planning Commission Approval” blocks are signature blocks. Those two blocks need to be deleted and the standard signature blocks need to be added at the bottom on the plat. Those are as follows: (a) City Public Utilities (water/sewer); (b) City Planning Director; (c) City Engineer; (d) City Attorney; (e) Mayor (or the City); (f) Salt Lake County Health Department (has to say County, not Valley); and (g) Salt Lake County Recorder.

I have attached a form that the applicant can use regarding the Owner’s Dedication and Notary Acknowledgment.

URBAN FORESTRY

(Cory Davis at cory.davis@slcgov.com)

Emeril Avenue does not have a parkstrip and there are no trees to be removed.

Planning Staff Note: As with all department comments, an additional review will be done during the building permit review phase of this development, and the applicant will be required to comply with Urban Forestry rules.