



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria, 801-535-7165, daniel.echeverria@slcgov.com

Date: January 17, 2019 (publication)

Re: PLNPCM2019-00953, PLNSUB2019-00954/00955, Axioms Townhomes Design Review, Planned Development and Preliminary Subdivision

Design Review, Planned Development, & Subdivision

PROPERTY ADDRESS: 905, 911, & 915 W Euclid Ave (approximate)

PARCEL ID: 15-02-251-017-0000, 15-02-251-016-0000, 15-02-251-015-0000

MASTER PLAN: North Temple Small Area Plan

ZONING DISTRICT: Transit Station Area – Urban Neighborhood – Transition (TSA-UN-T)

REQUEST: Jarod Hall, representing the property owners, is requesting approval for a new townhome development on the above noted properties. The development includes ten townhomes in two separate buildings. The townhomes are approximately 35' in height and are two stories tall with a roof top deck. The development includes ten parking spaces that are accessed from the adjacent alley. The development involves three different applications:

- a. **PLNPCM2019-00953 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. The applicant is requesting design standard modifications to building materials and entry requirements through this process.
- b. **PLNSUB2019-00954 Planned Development:** The development requires Planned Development approval as eight of the individual townhome lots will not have public street frontage and the alley will be used as a drive-aisle for the parking stalls in the rear.
- c. **PLNSUB2019-00955 Preliminary Subdivision:** The development also involves a preliminary plat to create the individual new townhome lots.

RECOMMENDATION: Based on the findings listed in the staff report, it is Planning Staff's opinion that overall 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 and Zoning Maps](#)
- B. [Renderings](#)
- C. [Elevations](#)
- D. [Site, Landscape, and Floor Plans](#)
- E. [Subdivision Plat and Civil Drawings](#)
- F. [Additional Applicant Provided Information & Narrative](#)
- G. [Property & Vicinity Photographs](#)
- H. [Existing Conditions – 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 and Comments](#)
- M. [Department Review Comments](#)

Project Description

The applicant is proposing to build a ten-lot townhome development on the subject properties. The properties are currently occupied by two single-family homes. The developer has provided a detailed narrative about their proposal and design considerations in [Attachment F](#).

Quick Facts

Height: ~35 feet; 2 stories with rooftop decks on roof level (~20')

Number of Dwellings: 10 townhomes, each on own lot; 5 per building

Front Setback: ~2'

Side (Project Perimeter) Setback: ~5'/6'

Exterior Materials: Brick, stucco, fiber cement board siding, glass

Parking: 10 spaces in rear (one per unit), accessed from the adjacent alley



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

Design Review: The applicant didn't receive enough points through the Transit Station Area (TSA) point review process to be approved administratively by staff. Because of that, the development is required to go through the Design Review process. The TSA point system is intended to encourage and incentivize developers to comply with additional guidelines in development, beyond the basic zoning requirements, with the alternative being having to go through the Design Review public process with the Planning Commission. Compliance with the point system is not required. The TSA point system awards points for several various aspects of a development that go above what is required by the zoning, these include things such as building materials, energy efficiency, resident amenities, and landscaping. These points can be harder to achieve on a smaller development as opposed to a large multi-family development, and the points approval process serves as less of an incentive when a proposal already must go through a public process for another aspect of their development, in this case the Planned Development process for lots without street frontage. The applicant was close to receiving enough points for administrative approval; however, because they had to go through the Planned Development process anyway, they applied for the Design Review process as well.

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](#).

Modifications to design standards, such as the percentage of glass or high-quality material usage minimums, can also be approved through this process as long as the modification still meets the general intent of the design standard. The applicant is requesting minor modifications related to the percentage of stucco on the front façade and the required front façade entry feature.

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 located in [Attachment K](#).

KEY CONSIDERATIONS:

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

1. [Lots Without Public Street Frontage and Alley Access Modifications](#)
2. [Design Standard Modifications](#)

Consideration 1: Lots Without Public Street Frontage and Alley Access Modifications

The Planned Development is primarily being sought in order to create individual townhome lots that do not have public street frontage. The alternative to this request would be to condominium-ize each unit of the development. 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. The other difference is that generally a condominium association is responsible for the exterior of the unit, whereas for a subdivided home the owner is more likely to be responsible for their home exterior maintenance.

It is generally harder to get mortgage financing for a condominium development, especially a new 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. This allowance is generally supported by various City housing policies (*Growing SLC 2018*, see [Attachment H](#)) that encourage a variety of housing opportunities for people with a wide range of backgrounds and incomes. The plan specifically cites the issues with first-time home buyers moving out of the City due to affordability issues. Because the modification will broaden the income range of potential home owners, staff believes this modification will result in a better product as it better meets City housing availability and affordability policy goals and recommends approval of the modification. The modification otherwise has no impact on any physical aspects of the development.



Site plan showing building layout. Each townhome will be on its own lot. See [Attachment D](#) full size site plan and [Attachment E](#) for plat.

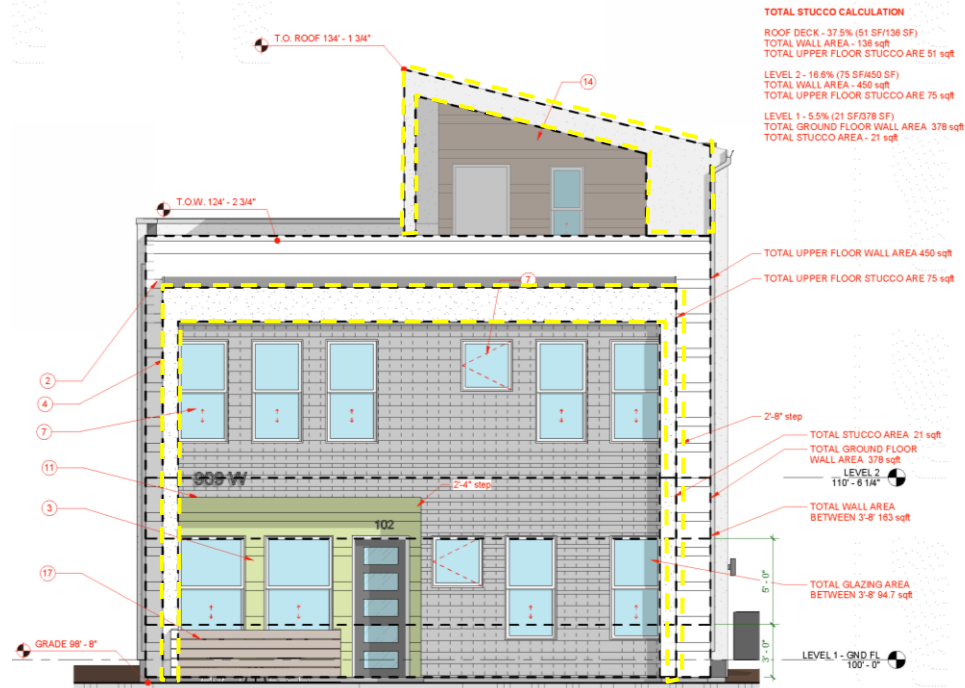
Additionally, for context, the Zoning Ordinance specifies that all lots in any zoning district must have frontage on a public street (21A.36.010.C), unless exempted by the Planning Commission through a Planned Development process. This requirement is generally intended to ensure safe and adequate access to buildings in a development. Prior to the zoning code requiring public street frontage for lots, many buildings were built tucked behind other buildings. These rear buildings were often provided limited and inadequate pedestrian/vehicle access to the public street and had limited visibility of on-site activity from the public street, creating some unsafe and uncomfortable conditions for residents. For a development that is proposing an alternative to direct access from a public street (street frontage), the Planned Development process provides a route of discretionary review, particularly to ensure adequate circulation for pedestrians and vehicles within the development and adequate light and space for residents accessing their dwellings so as not to create an uncomfortable and unsafe living environment.

is directly visible from each townhome. This provides eyes on the walkway, and the width provides adequate air and light to allow for pedestrians to comfortably walk to their unit doors from the public sidewalk. The development will also be required to establish a home owners association to ensure long term funding and upkeep of the shared walkway and other paved infrastructure and associated common landscaping.

The applicant is also seeking approval to use the alley as a drive-aisle to access the rear vehicle stalls. This is normally allowed for single-family attached uses, but the zoning ordinance

requires that “parking lots” with over 5 stalls be designed so that vehicles aren’t required to back up into a public right of way, in this case an alley. Technically, this parking area qualifies as a “parking lot” and is subject to the restriction due to the number of stalls involved. Because of that, the proposal requires a modification to the restriction to allow the proposed parking configuration. Staff believes this regulation wasn’t generally intended to apply to alleys, which have low speeds and low traffic, as opposed to higher speed and traffic public streets where backing into them can cause safety concerns. This limitation has in fact been clarified to only apply to public streets in the City’s proposed new parking ordinance. The TSA zone also includes several zoning restrictions intended to limit curb cuts onto public streets in order to limit the number of pedestrian conflict points with vehicles and the alley use design allows for no curb cuts across sidewalks onto Euclid Avenue. An alternative design so that vehicles enter and exit the property facing forward would also require much more pavement and result in less open space on the lot. Given these considerations, staff believes a modification to this zoning restriction results in a better, more efficient product that complies with the intent of the zoning and recommends approval of the modification.

Consideration 2: Design Standard Modifications



Elevation view of front facade. Stucco is highlighted with yellow dashes. Green material is fiber-cement board, the primary façade material is brick shown in dark grey, and there is additional fiber-cement board shown in white and brown. Stucco is 5% on 1st floor (vs. 0% allowed) and 21% on upper (vs. 10% allowed). Overall exceeds durable material allowances (95% 1st floor vs. 90% req; 80% upper vs. 60% req.) See full size elevation in [Attachment C](#) and renderings in [Attachment B](#).

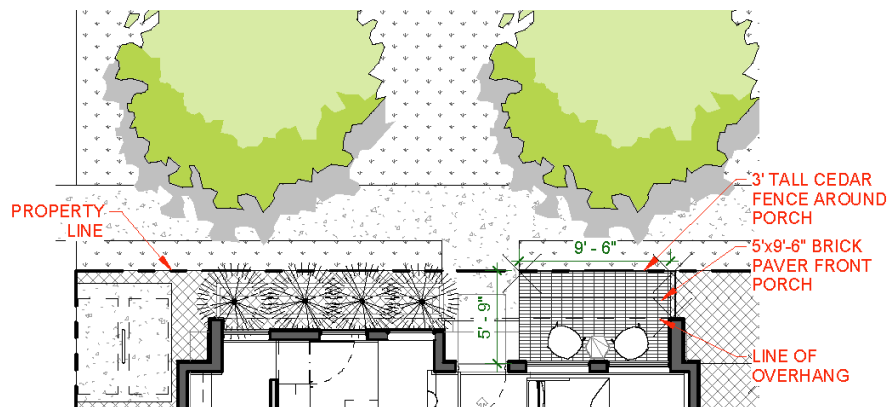
The applicant is seeking modifications to two design standards through the Design Review process. Modifications may be approved if the modification still meets the intent of the specific design standard. The first modification is related to the TSA regulations on stucco or EIFS (“synthetic stucco”). The intent of this standard was to significantly reduce the amount of stucco that developers were using 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 using stucco primarily on an architectural feature that creates visual

interest, and it provides a visually interesting texture contrast to the brick and fiber-cement boards used elsewhere on the façade. The incorporation of this stucco feature puts the applicant over the percentage limits for stucco in the TSA zone. However, as discussed, the intent of the stucco limitations wasn't to prohibit small, limited architectural features that would provide greater visual interest. Additionally, the applicant exceeds the overall minimum durable material requirements, providing ~95% durable material on the ground floor (vs. min. 90% requirement) and ~80% durable on the upper floors (vs. min. 60% requirement.) Staff recommends approval of the limited stucco allowance as it provides additional visual interest to the façade, still meets the general intent of the design standard to keep stucco usage at a low level, and exceeds the other minimum durable material requirements.

The applicant is also seeking a modification to the entry features required by the TSA zone. Each building is required to have an entry feature and the TSA zone includes four different entry feature options with specific dimensional requirements, these include a 5' deep canopy/awning, a 5' deep recessed entrance, a covered porch at least 5' in depth and 40 square feet in size, or a stoop that is at least 2' above the sidewalk and includes a 3' awning/canopy. The intent of these was to ensure that each building has a significant entrance feature that provides visual and architectural interest and engagement with the street.



Ground level rendering of development showing inset porches with 3' tall fence around porch/patio.
Full size renderings in [Attachment B](#).



Porch site plan showing layout, fence location, and the overhang line (covered portion of the porch/entry area). Applicant is providing ~55 square foot porch (exceeds min. 40 sq. ft for porch) with 5'9" total depth (exceeds 5' min. depth), but with covered depth of ~3' (less than min. 5' covering requirement). No fence/wall is required, but a fence is being included.

In this case the applicant is proposing a porch feature that generally meets the dimensional requirements for a porch or recessed entry, except that approximately 2' of the required depth will not be directly covered with a canopy or awning (3' covered area versus 5' requirement). The applicant is providing a 3' tall fence surrounding the porch that will protrude beyond the front façade, delineating the semi-private space and creating a more comfortable, usable front porch area than would otherwise be strictly required if the applicant just complied with the design standard and inset their entrance 2' more into the structure for a 5' deep covered entrance without a wall or fence feature. The proposal also exceeds the minimum overall usable porch depth and square footage requirements as shown on the diagram above. Although it doesn't strictly meet the covered depth dimensional entrance requirements, the design calls additional attention to the entry features than would otherwise strictly be required if the inset entry was simply pushed further into the structure, exceeds the other dimensional requirements, and overall maintains compliance with the intent of the design standard. As such, staff is recommending approval of the modification.

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 Small Area Plan* for the area and maintaining compatibility with the lower scale neighborhood by proposing a lower scale building than would otherwise be allowed. 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:

Planned Development, Design Review, and Subdivision Approval

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.

Planned Development, Design Review, and Subdivision Denial

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 sufficient points for administrative approval and could modify their design to simply 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 and Zoning Maps

Vicinity Zoning Map



Vicinity Zoning Map



ATTACHMENT B: **Renderings**

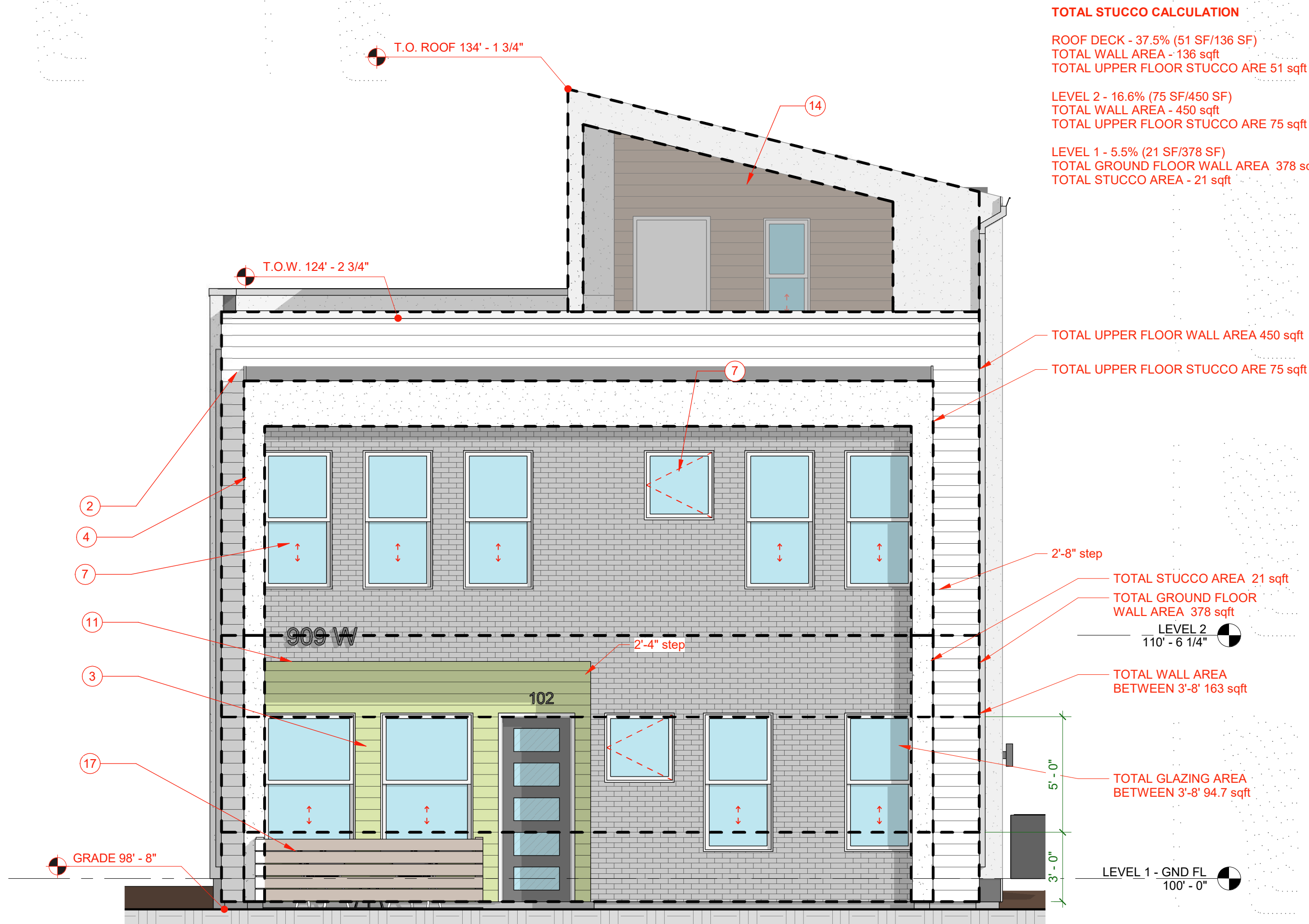








ATTACHMENT C: Elevations



1 TSA NORTH ELEVATION
1/4" = 1'-0"

0' 4' 8' 16'

TOTAL STUCCO CALCULATION

ROOF DECK - 37.5% (51 SF/136 SF)
TOTAL WALL AREA - 136 sqft
TOTAL UPPER FLOOR STUCCO ARE 51 sqft

LEVEL 2 - 16.6% (75 SF/450 SF)
TOTAL WALL AREA - 450 sqft
TOTAL UPPER FLOOR STUCCO ARE 75 sqft

LEVEL 1 - 5.5% (21 SF/378 SF)
TOTAL GROUND FLOOR WALL AREA 378 sqft
TOTAL STUCCO AREA - 21 sqft

TOTAL UPPER FLOOR WALL AREA 450 sqft

TOTAL UPPER FLOOR STUCCO ARE 75 sqft

TOTAL STUCCO AREA 21 sqft

TOTAL GROUND FLOOR

WALL AREA 378 sqft

LEVEL 2

110' - 6 1/4"

TOTAL WALL AREA

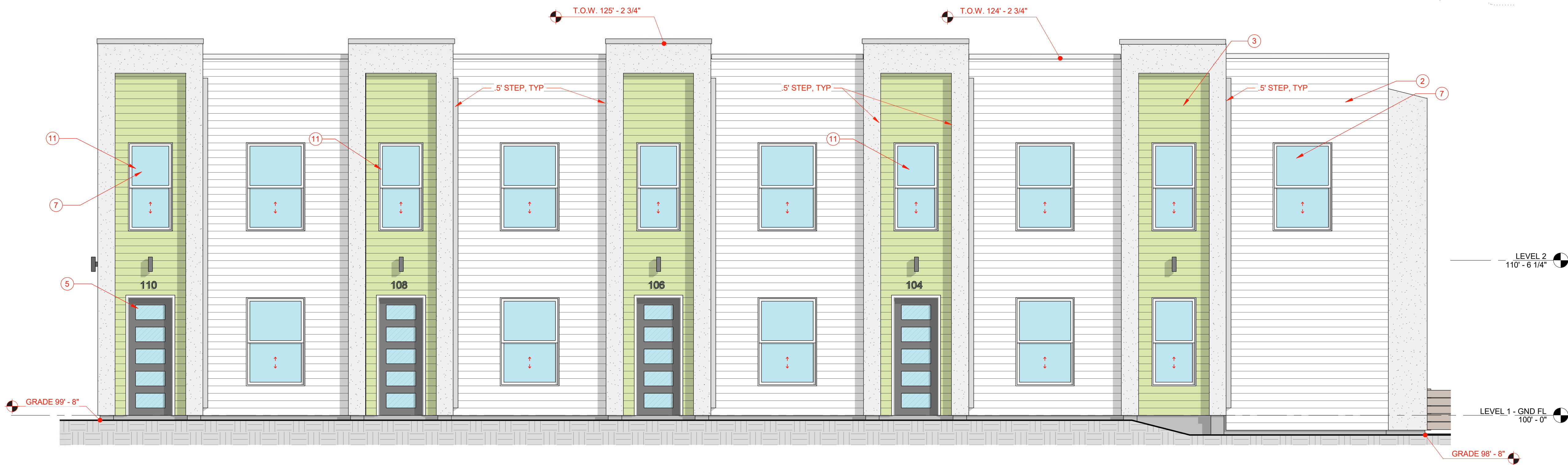
BETWEEN 3'-8" 163 sqft

TOTAL GLAZING AREA

BETWEEN 3'-8" 94.7 sqft

LEVEL 1 - GND FL

100' - 0"



2 TSA EAST ELEVATION
1/4" = 1'-0"

0' 4' 8' 16'

TSA ELEVATION NOTES

14. BUILDING MATERIALS

At least 80% of the street facade above the ground floor is clad in cement fiber board.

See 1/TSA2

Building Facades are Mirrored. Percentages are the same.

782.1 Street Facade Durable Material Square Footage
839.6 Total Facade Square Footage
781.1 SF/ 839.6 SF = **93.2%**

20 points

17. EYES ON THE STREET AND PUBLIC SPACES

Operable Openings or other similar features on all levels of the building that face a public space and allow visibility into the public space.

See 1/TSA2

15 points

18. LIGHTING

Highlights unique architectural features of a building.

See TSA2 & TSA3

6 points

21. STREETSCAPE AMENITIES

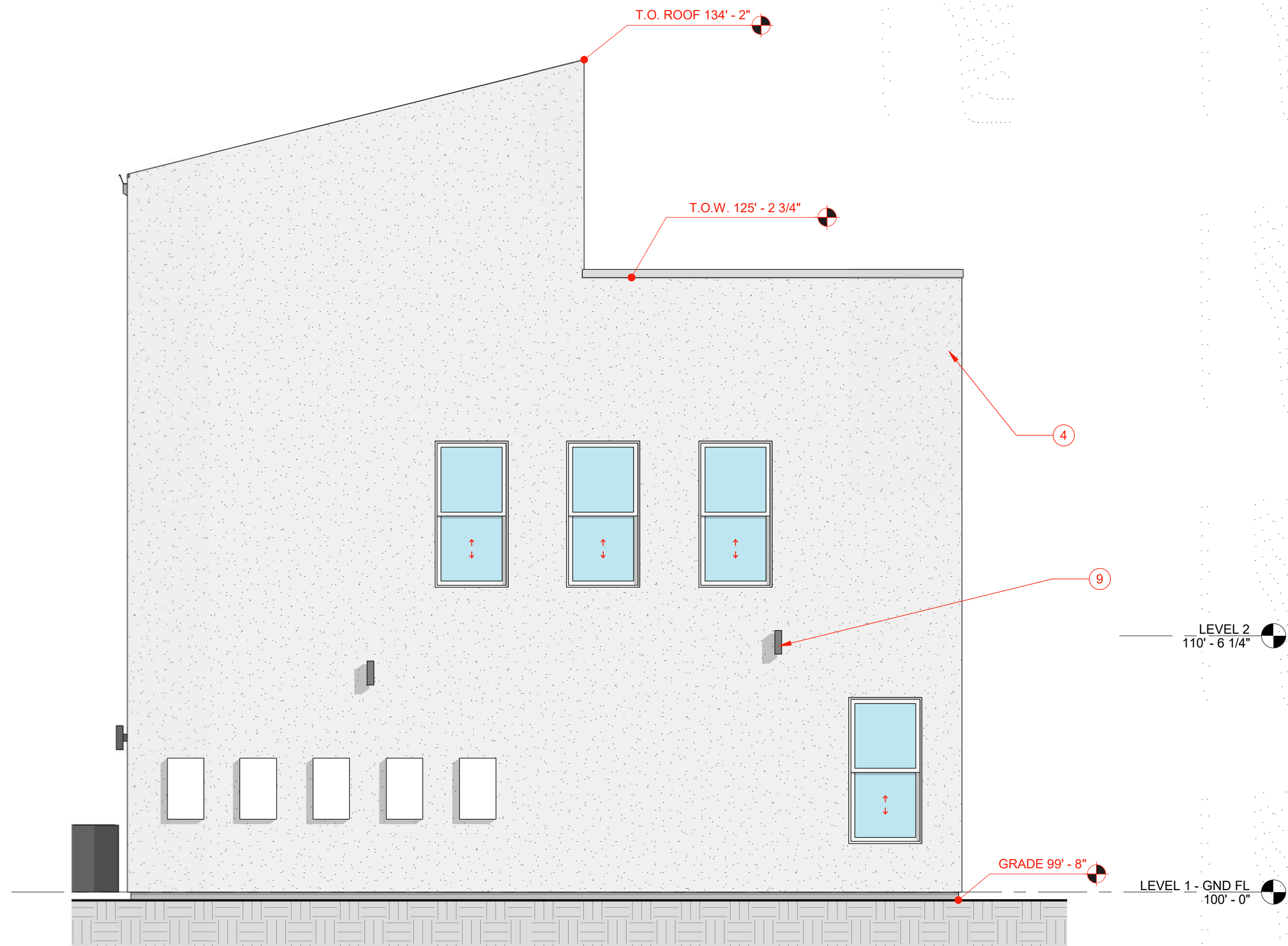
Project includes 4 planters between the building and the sidewalk.

See 1/TSA1 & 1/TSA2

3 points

KEYNOTES

- 2 FIBER CEMENT SIDING - COLOR 1
- 3 FIBER CEMENT SIDING - ACCENT COLOR
- 4 STUCCO - GREY
- 5 ENTRY DOOR
- 7 OPERABLE VINYL WINDOW
- 11 CAN LIGHTS IN SOFFIT TO HIGHLIGHT ACCENT MATERIAL
- 14 STAIRWAY TOWER
- 17 3' CEDAR FENCE



① TSA SOUTH ELEVATION
1/4" = 1'-0"

0' 2' 4' 8'



② TSA WEST ELEVATION
1/4" = 1'-0"

0' 2' 4' 8'

TSA ELEVATION NOTES

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See TSA2 & TSA3

6 points

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Project includes 4 planters between the building and the sidewalk.

See 1/TSA1 & 1/TSA2

3 points

KEYNOTES

- 2 FIBER CEMENT SIDING - COLOR 1
- 4 STUCCO - GREY
- 5 ENTRY DOOR
- 7 OPERABLE VINYL WINDOW
- 8 ASPHALT SHINGLES
- 9 DOWNLITE SITE LIGHTING

ATTACHMENT D: **Site, Landscape, and Floor Plans**

TSA DESIGN STANDARDS

21A.26.078F

Development shall comply with the design standards in chapter 21A.37 of this title when applicable as specified in that chapter.

All developments required to obtain a review score by subsection C of this section shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in chapter 21A.59 of this title if the modifications meet the intent of the specific design standard requested to be modified:

	REQUIRED	PROPOSED
EIFS AND STUCCO LIMITATION	10% Max	See Elevations
Use of EIFS or stucco is not allowed on the ground floor of street facing facades. Use of EIFS and stucco is allowed for up to 10% of the upper level street facing facades.		

FRONT AND CORNER SIDE YARD DESIGN REQUIREMENTS
Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required below

MIN SHADE TREE REQUIREMENTS 1 PER 30'
In yards greater than 10' in depth, 1 shade tree shall be planted for every 30' of street frontage.

A shade tree is any tree that has a mature min canopy of 30' and a mature height that is 40' or greater.

MIN PLANT YARD COVERAGE 50%
(2) At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.

MIN PATIO SPACE 30%
At least 30% of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.

ENTRY FEATURE REQUIREMENTS Y
All required building entries shall include at least 1 of the following features:

1. An awning or canopy over the entrance that extends a minimum of 5' from the street facing facade
2. A recessed entrance that is recessed at least 5' from the street facing facade
3. A covered porch that is at least 5' in depth and at least 40 sq ft in size; or
4. A stoop that is at least 2' above sidewalk level and that includes an awning or canopy that extends at least 3' from the street facing building facade.

DESIGN GUIDELINES

GROUND FLOOR USE (%) - 21A.37.050A1

A use other than parking shall occupy a min. of 80% of any street facing facade and must extend a min. of 25' into the building. Parking may be located behind these spaces.

Vehicle access to parking is exempt, but shall not exceed 30' in width.

100% of the first 25' on the from floor is a non-parking use.

GROUND FLOOR USE + VISUAL INTEREST 60%/25% - 21A.37.050A2
An applicant must proceed through the conditional building and site design review process for determination of the project's compliance with those standards.

The project must contribute to increased visual interest through a combination of increased building material variety, architectural features, facade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.

This point is not required because we have 100% ground floor use.

BUILDING MATERIALS: GROUND FLOOR (%) 90% - 21A.37.050B1
The ground floor facade's wall area of any street facing facade shall be clad in 90% durable materials.

Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board.

The ground floor is 94.4% durable materials.

BUILDING MATERIALS: UPPER FLOORS 60% - 21A.37.050B2
Upper floors shall include a min of 60% of durable materials on any street facing facade. Windows and doors are not included in this amount.

Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board.

The upper floors are a combined 78.5% durable materials.

GLASS: GROUND FLOOR - 21A.37.050C1
The ground floor shall have a min of 60% glass, between 3' and 8' above grade. All ground floor glass shall allow visibility 5' into the building, excluding any glass etching and window signs.

The planning director may approve a modification if residential uses face the street, the min glass requirement may be reduced by 15%.

The ground floor is 58.09 % Glass between 3' and 8'.

BUILDING ENTRANCES - 21A.37.050D
One operable entrance on the ground floor is required for every street facing facade.

Additional operable building entrances shall be required, at a min of every 40' of street facing building facade. The center of each additional entrance shall be located within 6' either direction of the specified location.

There are is a building entry in each building and the buildings are 32'-10" wide. So we comply.

BLANK WALL: MAX LENGTH 15' - 21A.37.050E
The max length of a blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor of the street facing facade shall be 15'.

Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable. This includes features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or similar features. The feature shall be either recessed or projected a min of 12".

There are no places on the on the front facade that are in excess of 15' without some architectural feature.

STREET FACING FACADE: MAX LENGTH 200' - 21A.37.050F
No street facing building wall may be longer than 200' along a street line.

Our street facing walls are 32'-10" wide.

LIGHTING: EXTERIOR - 21A.37.050H
All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties

Exterior lights will be directed down and shielded to prevent light trespass.

LIGHTING: PARKING LOT - 21A.37.050I
If a parking structure is adjacent to a residential use, any lighting poles are limited to 16' in height and must be shielded and the lighting directed down to minimize light encroachment onto adjacent properties.

Lightproof fencing is required adjacent to residential properties.

Parking lights will be mounted to the underside of the parking canopy and directed down at the cars.

SCREENING OF MECHANICAL EQUIPMENT - 21A.37.050J
All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact.

Mechanical equipment will be in the backyard of each unit and will be screened by a fence.

SCREENING OF SERVICE AREAS - 21A.37.050K
Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening viewable from the street shall be incorporated into the architecture or use materials similar to the building.

All screening devices shall be a min of 1' higher than the object being screened, and in the case of fences and masonry walls the height shall not exceed 8'.

Dumpsters must be located a min of 25' from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.

Refuse containers will be screened and are located further than 25' from any building. See TSA1

GROUND FLOOR RESIDENTIAL ENTRANCES - 21A.37.050L
Units may have a primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades also have a primary entrance.

The street facing facades have a primary entrance to the units on the street facade. Other units have an entrance from a courtyard.

TSA CHECKLIST NOTES

1.B. INTENSITY AND DENSITY OF USE

The total site area is 0.283 acres
Total number of units is 10
Units per acre = 10 / 0.283 = **35.3 U/A**
See Property Schedule and Unit Schedule on TSA1

12 points

14. BUILDING MATERIALS

At least 80% of the street facade above the ground floor is clad in cement fiber board.

See 1/TSA2

Building facades are mirrored
782.1 Street Facade Durable Material Square Footage
839.6 Total Facade Square Footage
781.1 SF/ 839.6 SF = **93.2%**

20 points

17. EYES ON THE STREET AND PUBLIC SPACES

Operable Openings or other similar features on all levels of the building that face a public space and allow visibility into the public space.

See 1/TSA2

15 points

18. LIGHTING

Highlights unique architectural features of a building. Lights will be provided that highlight the accent colors around the entry to each unit.

See TSA2 & TSA3

6 points

21. STREETScape AMENITIES

Project includes 4 planters between the building and the sidewalk.

See 1/TSA1 & 1/TSA2

3 points

24. BICYCLE AMENITIES

Project includes bicycle hook and storage space in each unit

See 2/TSA1

3 points

28. ALTERNATIVE FUEL VEHICLE PARKING

Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicles is provided at a rate equal to 7% of the total number of spaces provided for automobiles

Per discussions in the pre-submittal meeting e-Scooter Parking will be provided within the public way in conjunction with bicycle parking. See 1/TSA1 (5 pts)

4 - Level 2 Electric Parking Stalls (3 pts per stall, max 9 pts)

14 points

29. PARKING RATIOS

Less than 1.25 stall per Unit required

Total Number of Units: 10
Total Number of Parking Spaces: 10
10 Spaces/10 Units = **1 Spaces per Unit**

15 points

30. NEIGHBORHOOD INPUT

The project has been presented at an open house for the proposal on the development site and have notified residents and property owners within 300' via mail when and where the open house will be held. Meeting was held on July 15th. See sign in sheet

10 points

TOTAL POINTS 98

ZONING ANALYSIS

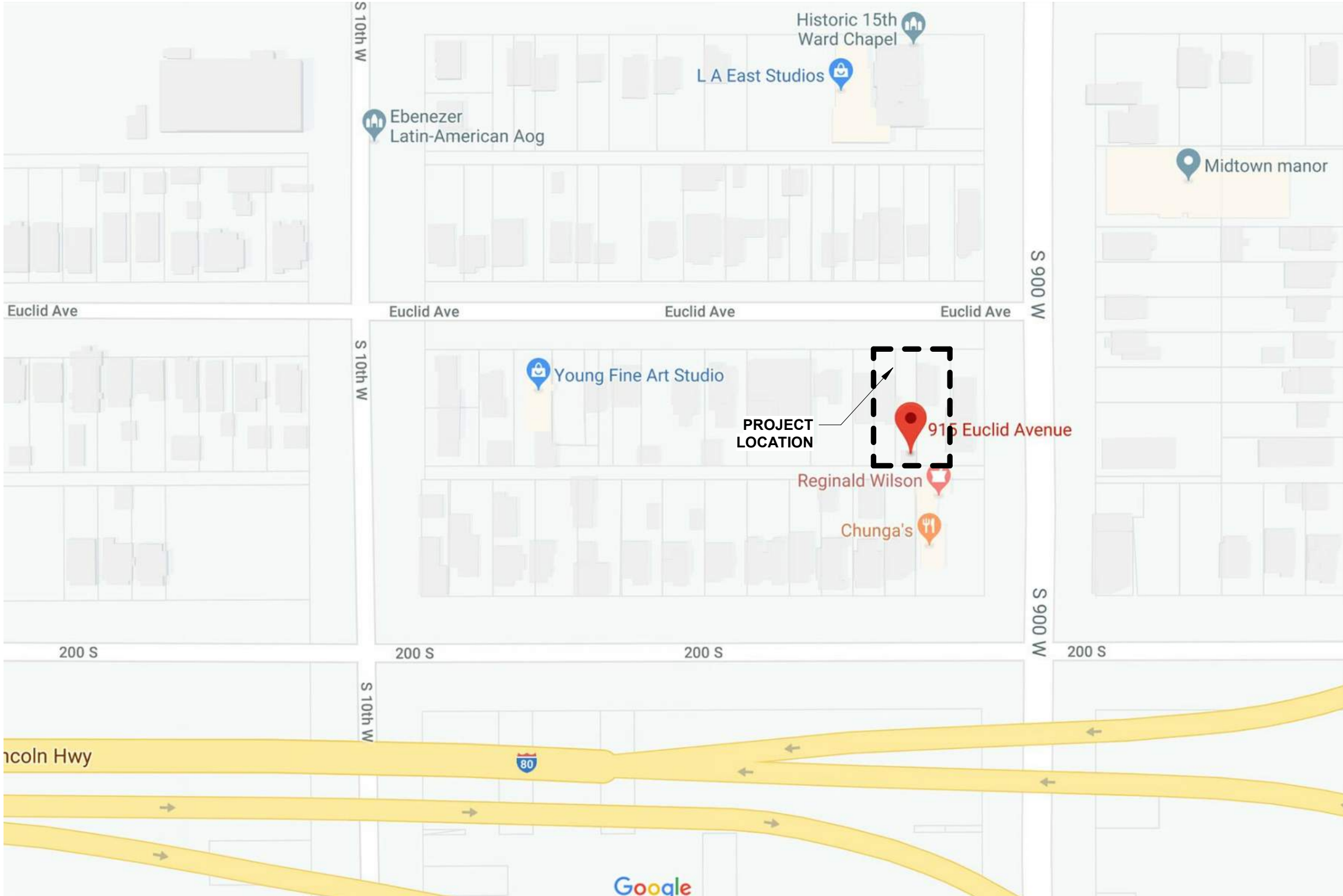
ZONE TSA-UC-T

	REQUIRED	PROPOSED
MAXIMUM BLDG COVERAGE	100%	48.3%
MAXIMUM BLDG HEIGHT	60'	34'-0"
MINIMUM FRONT YARD	0'	6"
MIN SIDE AND REAR YARD	0'	5'-4" both sides

OPEN SPACE	1:10 OF LOT (10%) 1,233 SQFT	5,731 SQ FT (46.4%) 3,316 SQFT GRASS + 2,415 ROOF
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DECK

MINIMUM PARKING SPACES	1 PER 2 BED	10
MAXIMUM PARKING	1.5 PER UNIT	10 PROPOSED



TSA VICINITY MAP
NTS

TSA SHEET INDEX

TSA	
TSA0	TSA NOTES
TSA1	PLANS
TSA2	ELEVATION
TSA3	ELEVATION
TSA4	LANDSCAPE PLANS
5	

Grand total: 5



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

AXIOMS

REVISIONS:
No. Date Description

PROFESSIONAL SEAL:

OWNER:	GUADALUPE CONDOS LLC
PROJECT ADDRESS:	909 EUCLID SALT LAKE CITY, UT 84104
ARCH PROJECT #:	19-19
A.C.R.L.:	JDH
PHASE:	CONSTRUCTION DOCUMENTS
PUBLISH DATE:	14 OCT 2019
SHEET SCALE:	As indicated
SHEET NAME:	

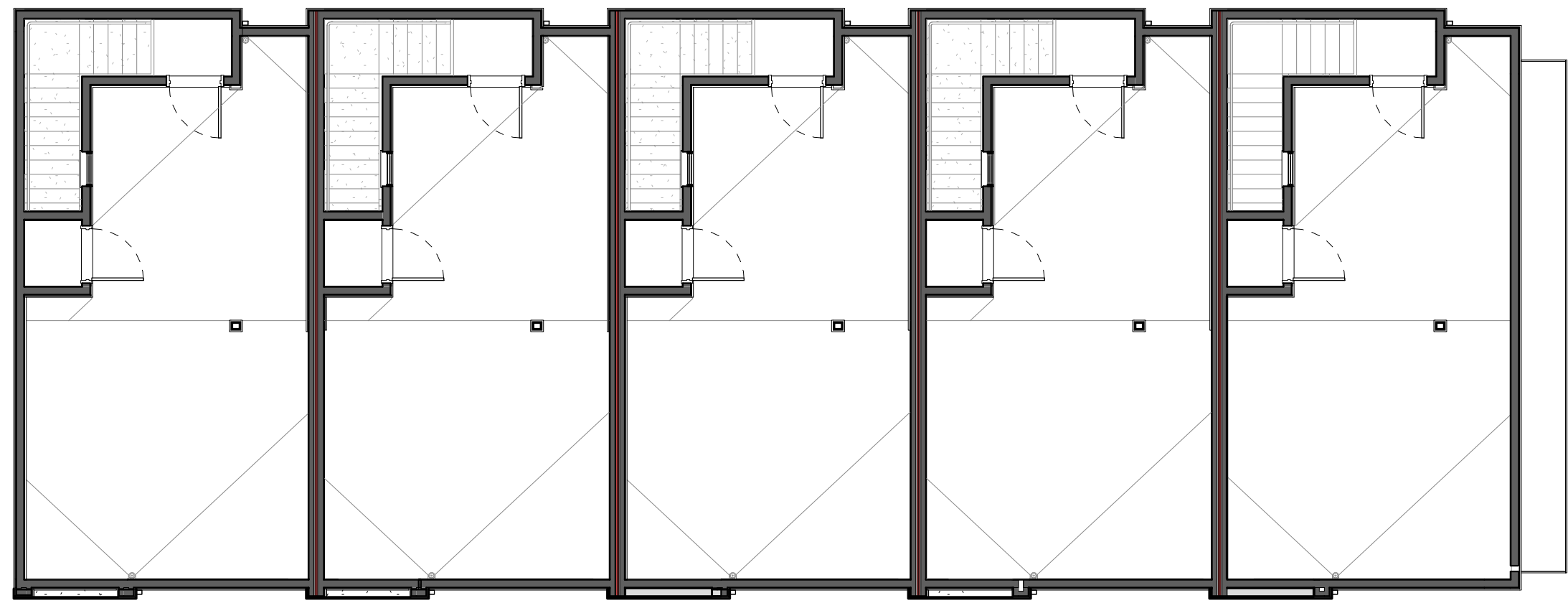
TSA NOTES

SHEET NUMBER:

TSA0

DIVELEPT DESIGN LLC ©2018

1/16



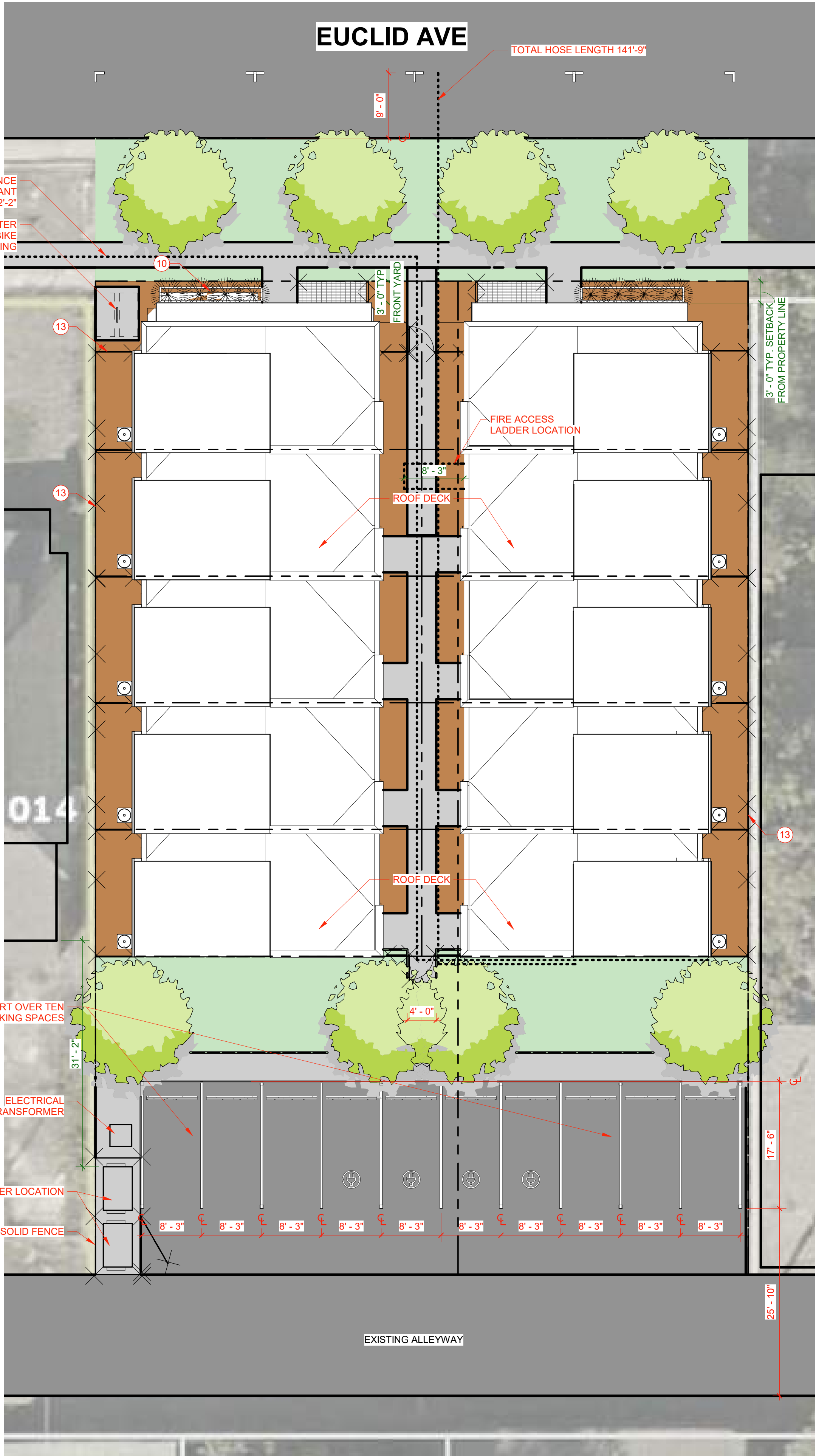
4 ROOF DECK TSA PLAN
1/8" = 1'-0"



3 LEVEL 2 TSA PLAN
1/8" = 1'-0"



2 LEVEL 1 TSA PLAN
1/8" = 1'-0"



1 TSA SITE PLAN
1" = 10'-0"

TSA PLAN NOTES

1.B. INTENSITY AND DENSITY OF USE
The total site area is 0.283 acres
Total number of units is 10
Units per acre = 10 / 0.283 = **35.3 U/A**
See Property Schedule and Unit Schedule on TSA1

12 points

21. STREETSCAPE AMENITIES
Project includes 4 planters between the building and the sidewalk.
See 1/TSA1 & 1/TSA2

3 points

24. BICYCLE AMENITIES
Project includes bicycle hook and storage space in each unit
See 2/TSA1

3 points

28. ALTERNATIVE FUEL VEHICLE PARKING
Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicles is provided at a rate equal to 7% of the total number of spaces provided for automobiles
Scooter Parking will be provided. See 1/TSA1
5 - Level 2 Electric Parking Stalls (3 pts per stall, max 9 pts)

14 points

29. PARKING RATIOS
Less than 1.25 stall per Unit required
Total Number of Units: 5
Total Number of Parking Spaces: 5
5 Spaces/5 Units = **1.0 Spaces per Unit**

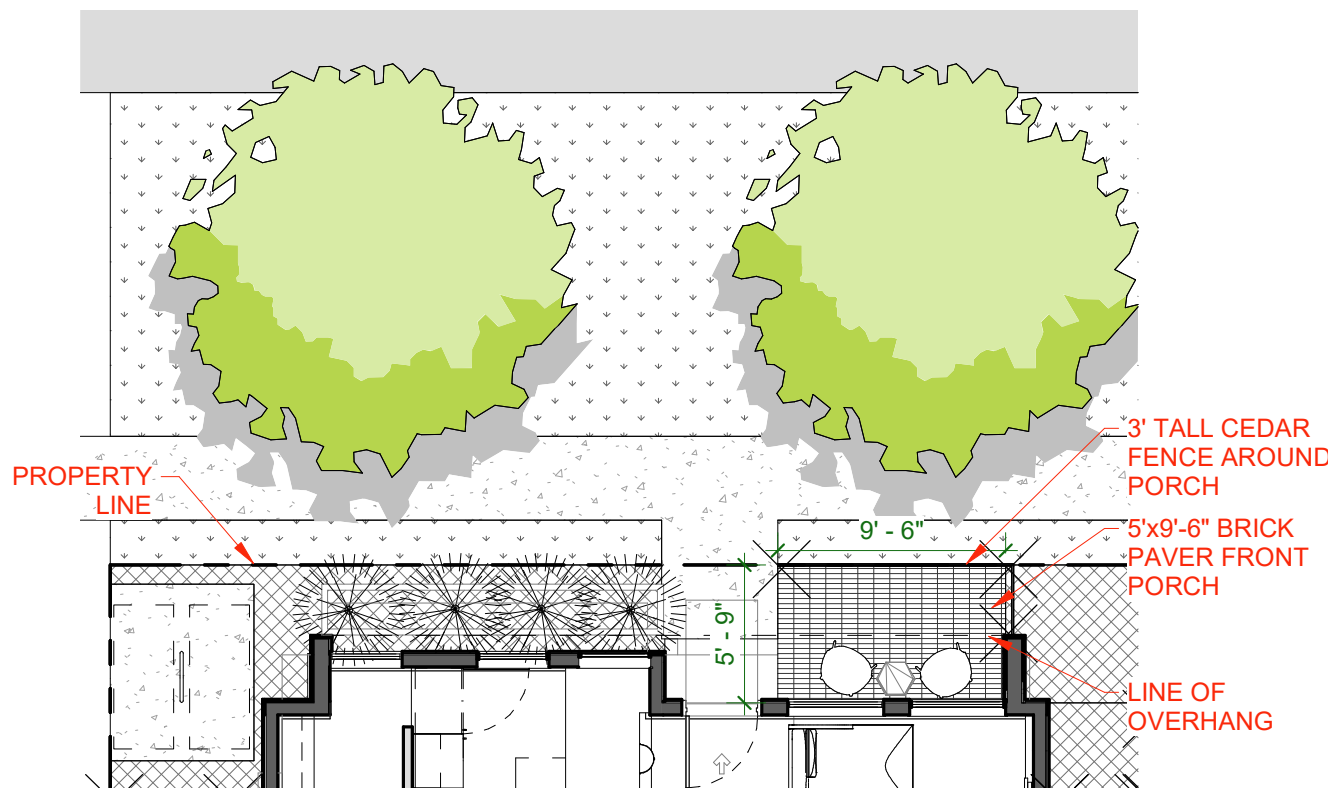
15 points

KEYNOTES

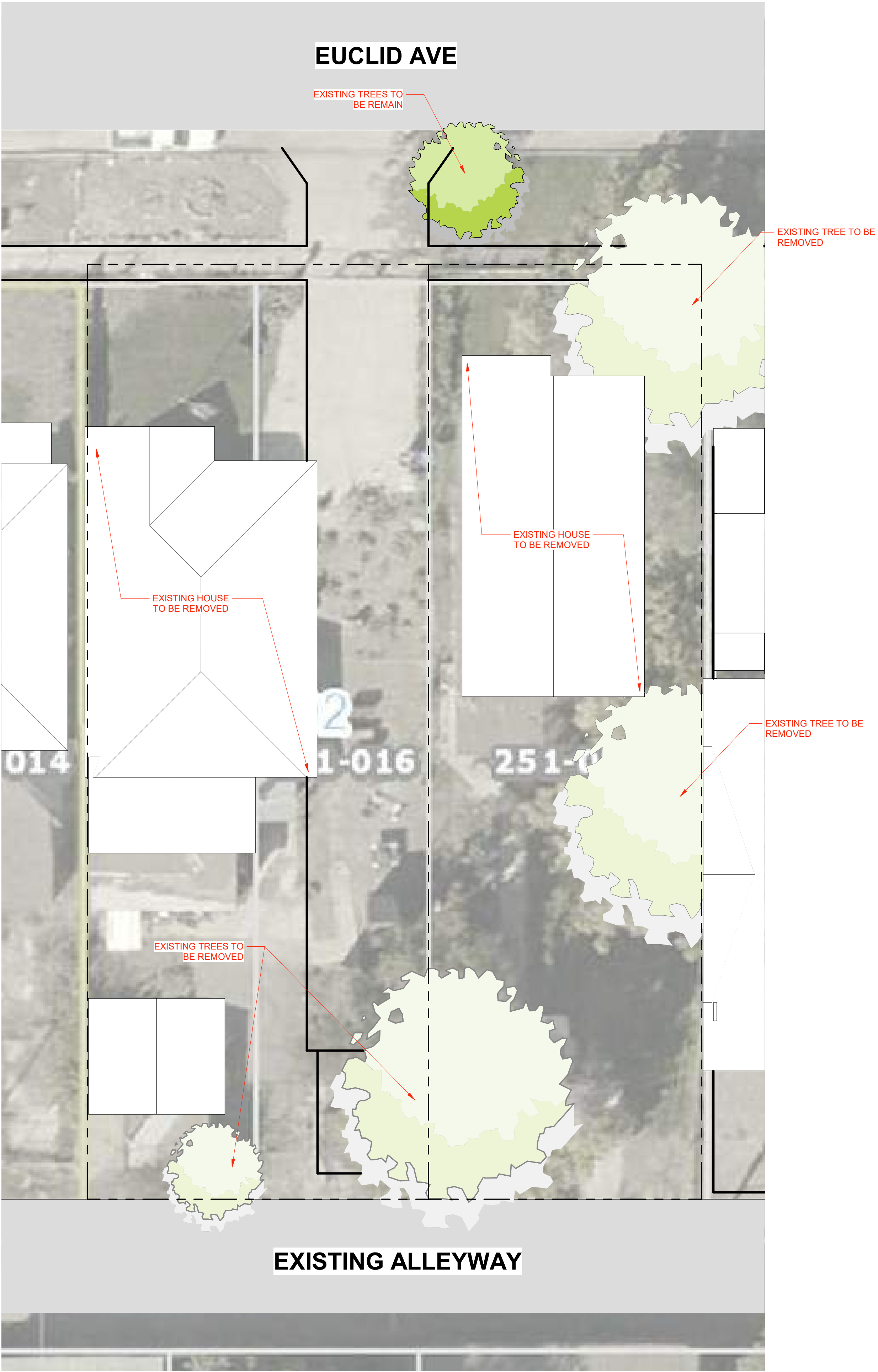
- 10 PLANTER, REMOVABLE ACCOMMODATE WORK IN THE PUBLIC WAY
12 BIKE HOOK AND STORAGE SPACE
13 6'-0" VINYL FENCE

PROPERTY

Name	Area	Acres
905 EUCLID	5,480 SF	0.126
915 EUCLID	6,850 SF	0.157
COMMON AREA	3,953 SF	0.091
TH #1	1,045 SF	0.024
TH #2	786 SF	0.018
TH #3	786 SF	0.018
TH #4	786 SF	0.018
TH #5	787 SF	0.018
TH #6	1,045 SF	0.024
TH #7	786 SF	0.018
TH #8	786 SF	0.018
TH #9	786 SF	0.018
TH #10	787 SF	0.018
TOTAL SITE	12,330 SF	0.283

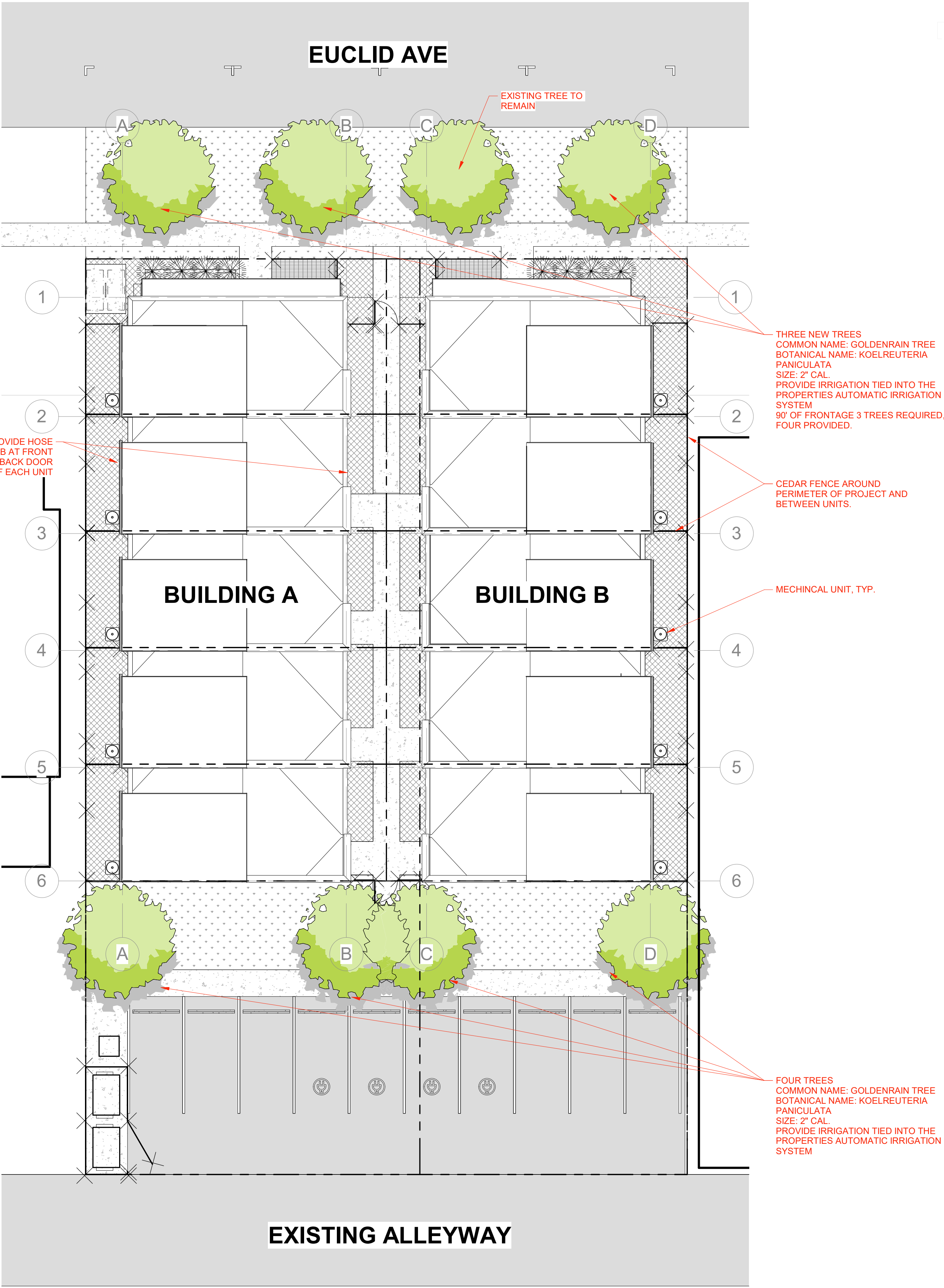


5 Front Porch Plan
1/8" = 1'-0"



1 LANDSCAPE DEMO PLAN
1" = 10'-0"

0' 5' 10' 20'



2 LANDSCAPE PLAN
1" = 10'-0"

0' 5' 10' 20'

SITE NOTES

1. ALL SIDEWALKS TO BE A MINIMUM OF 4" THICK AIR ENTRAINED CONCRETE OVER 6" ROAD BASE, UNO.
2. GRADING AT THE BUILDING SHALL HAVE A 5% MINIMUM SLOPE AWAY FROM THE BUILDING FOR A MINIMUM OF 10'-0", UNO. HARDSCAPE SHALL BE SLOPED 2% AWAY FROM BUILDING.
3. FINISH GRADE TO BE 6" BELOW TOP OF FOUNDATION, UNO.
4. FINISH GRADE OF SOFTSCAPE SHALL BE 2" UNIFORMLY BELOW PAVING SURFACES UNLESS NOTED OTHERWISE. REFERENCE CIVIL AND LANDSCAPE DRAWINGS
5. ALL EXTERIOR SIDEWALKS, STAIRS AND LANDINGS TO HAVE POSITIVE DRAINAGE BUT NO MORE THAN A MAXIMUM OF 1/4" SLOPE PER FOOT TO ALLOW POSITIVE DRAINAGE. ALL REBAR IN EXTERIOR APPLICATIONS TO BE EPOXY COATED.
6. ALL PARKING LOT LINES, ARROWS, NO-PARKING AREAS, ETC., LOCATIONS TO BE APPROVED BY ARCHITECT PRIOR TO APPLICATION.
7. TREE REMOVAL OR PLANTING IN THE PUBLIC WAY REQUIRED APPROVAL FROM SLC URBAN FORESTRY (801-972-7818)

IRRIGATION
MP ROTATOR NOZZLES ON ALL TURF AREAS AND POINT SOURCE DRIP IRRIGATION IN ALL PLANTER BEDS. ACCORDING TO 21A.48.055

- | | |
|--|--|
| | CONCRETE SIDEWALK/DRIVEWAY |
| | ASPHALTIC PAVEMENT |
| | LANDSCAPING, TURF LAWN, DROUGHT TOLERANT TALL FESCUE SOD |
| | ROCK MULCH PLANTER (3" DEPTH) |
| | PROPERTY LINE |

ATTACHMENT E: **Subdivision Plat and Civil Drawings**

Planning Staff Note:
Subdivision plans will be adjusted to match architectural site plans in Final Plat Review phase. Civil plans are provided for reference only and will be adjusted for building permits.

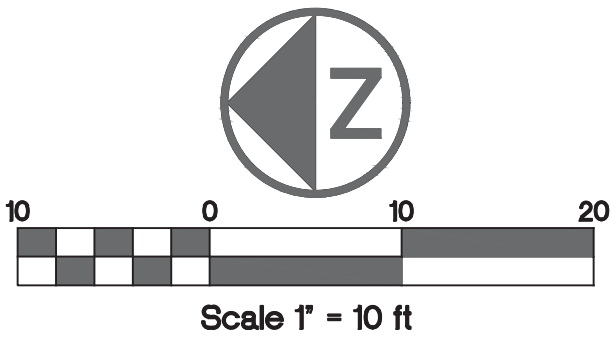
AXIOMS TOWNHOMES

A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 1

WEST, SALT LAKE BASE AND MERIDIAN

SALT LAKE CITY, SALT LAKE COUNTY, UTAH



INTERSECTION OF EUCLID AVENUE
AND 900 WEST STREET
FOUND STONE MONUMENT



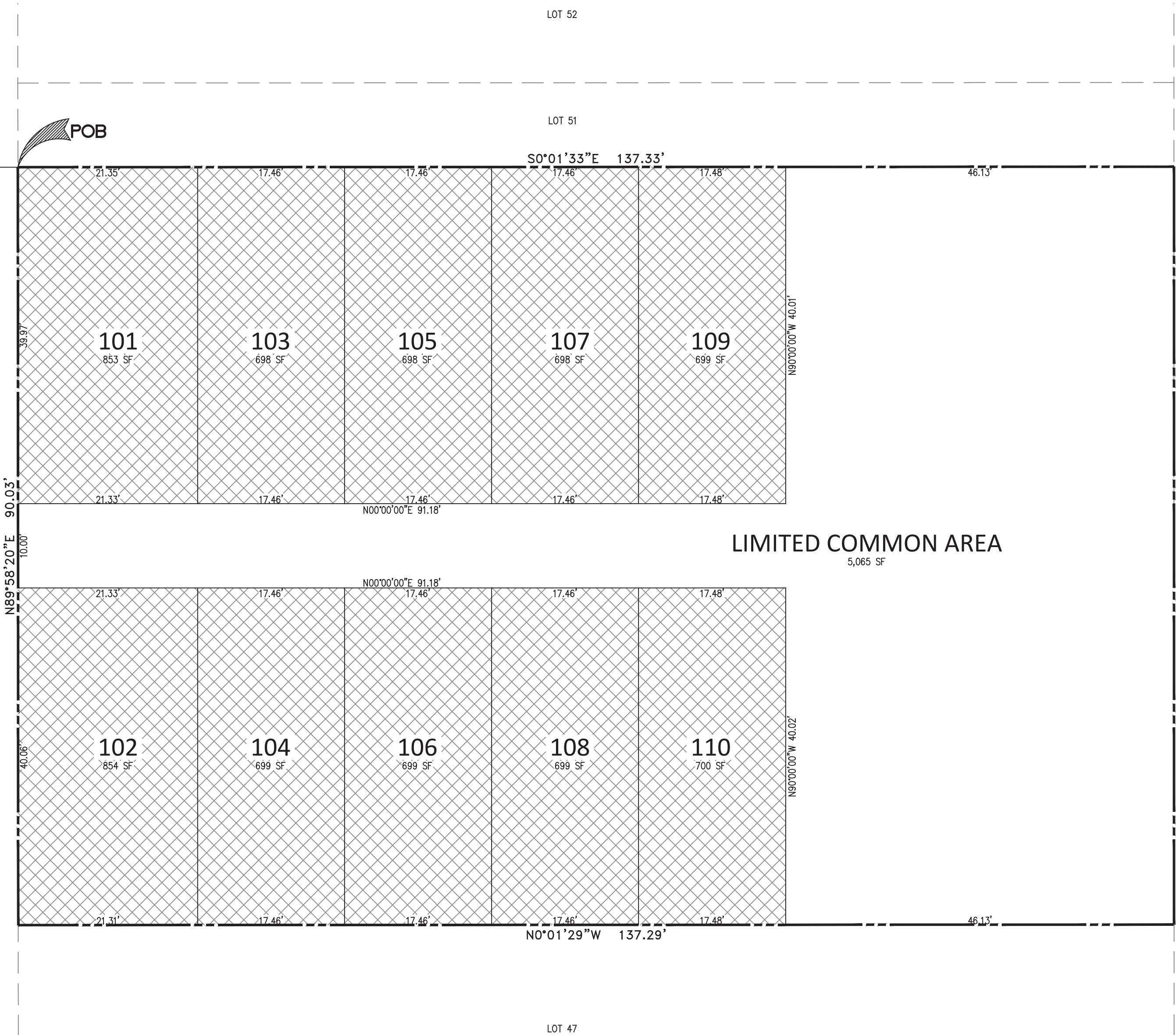
S 89°58'20" W 104.01' (TIE)

BASES OF BEARING
S 89°58'20" W 792.20' (MEAS) 792.00' (RECORDED)



INTERSECTION OF EUCLID AVENUE
AND 1000 WEST STREET
FOUND BRASS CAP MONUMENT

EUCLID AVE
PUBLIC WAY, 80.00' ROW



PUBLIC ALLEY
16.00' ROW

VICINITY MAP



SURVEYOR'S CERTIFICATE

I, KAGAN M. DIXON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 9061091 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND EASEMENTS TO BE KNOWN AS AXIOMS TOWNHOMES AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

ALL OF LOTS 48, 49, 50, AND A PORTION OF LOT 51, BLOCK 1, THE ARCHER KULLAK SUBDIVISION OF BLOCK 45, PLAT "C", SALT LAKE CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER, ALSO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS SOUTH 89°58'20" WEST ALONG THE CENTERLINE OF EUCLID AVENUE A DISTANCE OF 104.01 FEET AND SOUTH 00°01'31" EAST 40.00 FEET FROM THE MONUMENT AT THE INTERSECTION OF EUCLID AVENUE AND 900 WEST STREET, SAID POINT BEING ON THE SOUTH LINE OF EUCLID AVENUE, AND RUNNING THENCE SOUTH 00°01'31" EAST 137.33 FEET TO A 16 FOOT WIDE ALLEY; THENCE SOUTH 89°58'47" WEST ALONG SAID ALLEY A DISTANCE OF 90.03 FEET; THENCE NORTH 00°01'29" WEST 137.29 FEET TO THE SOUTH LINE OF EUCLID AVENUE; THENCE NORTH 89°58'20" EAST ALONG SAID SOUTH LINE A DISTANCE OF 90.03 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.284 ACRES, MORE OR LESS

DATE

SURVEYOR
(SEE SEAL BELOW)

OWNERS' DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND EASEMENTS AND DO HEREBY DEDICATE THE EASEMENTS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR THE PERPETUAL USE OF THE PUBLIC.

PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S

ON THE ____ DAY OF _____, A.D. 20____, PERSONALLY APPEARED BEFORE ME THE PERSONS SIGNING THE FORGOING OWNERS DEDICATION KNOWN TO ME TO BE AUTHORIZED TO EXECUTE THE FOREGOING OWNERS DEDICATION FOR AND ON BEHALF OF THE OWNERS WHO DULY ACKNOWLEDGE TO ME THAT THE OWNERS DEDICATION WAS EXECUTED BY THEM ON BEHALF OF THE OWNERS.

MY COMMISSION EXPIRES _____

COMMISSION NUMBER

PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ____ DAY OF _____, 20____.

APPROVED BY MAYOR

ATTEST BY CITY RECORDER (SEE SEAL BELOW)

APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)

PLANNING COMMISSION APPROVAL

APPROVED THIS ____ DAY OF _____, 20____ BY THE SALT LAKE CITY PLANNING COMMISSION.

COMMUNITY DEVELOPMENT DIRECTOR

CHAIRMAN, PLANNING COMMISSION

AXIOMS TOWNHOMES A RESIDENTIAL SUBDIVISION

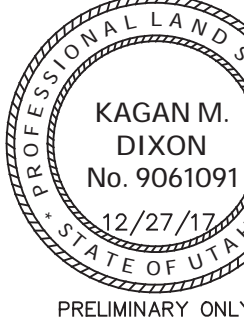
LOCATED IN THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH,
RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
SALT LAKE CITY, SALT LAKE COUNTY, UTAH

SURVEYOR'S SEAL

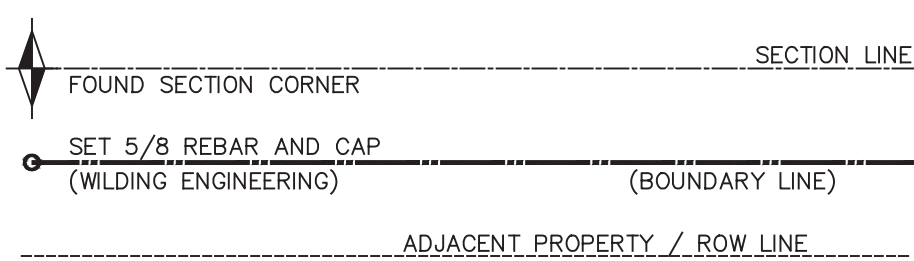
NOTARY PUBLIC SEAL

CITY ENGINEER SEAL

CLERK--RECORDER SEAL



LEGEND



PRIVATE AREA



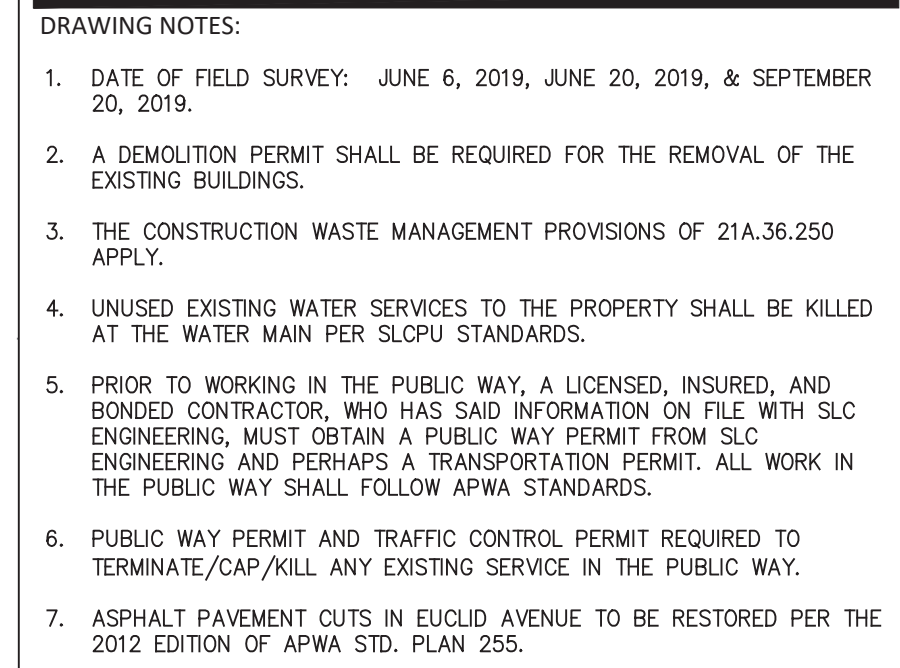
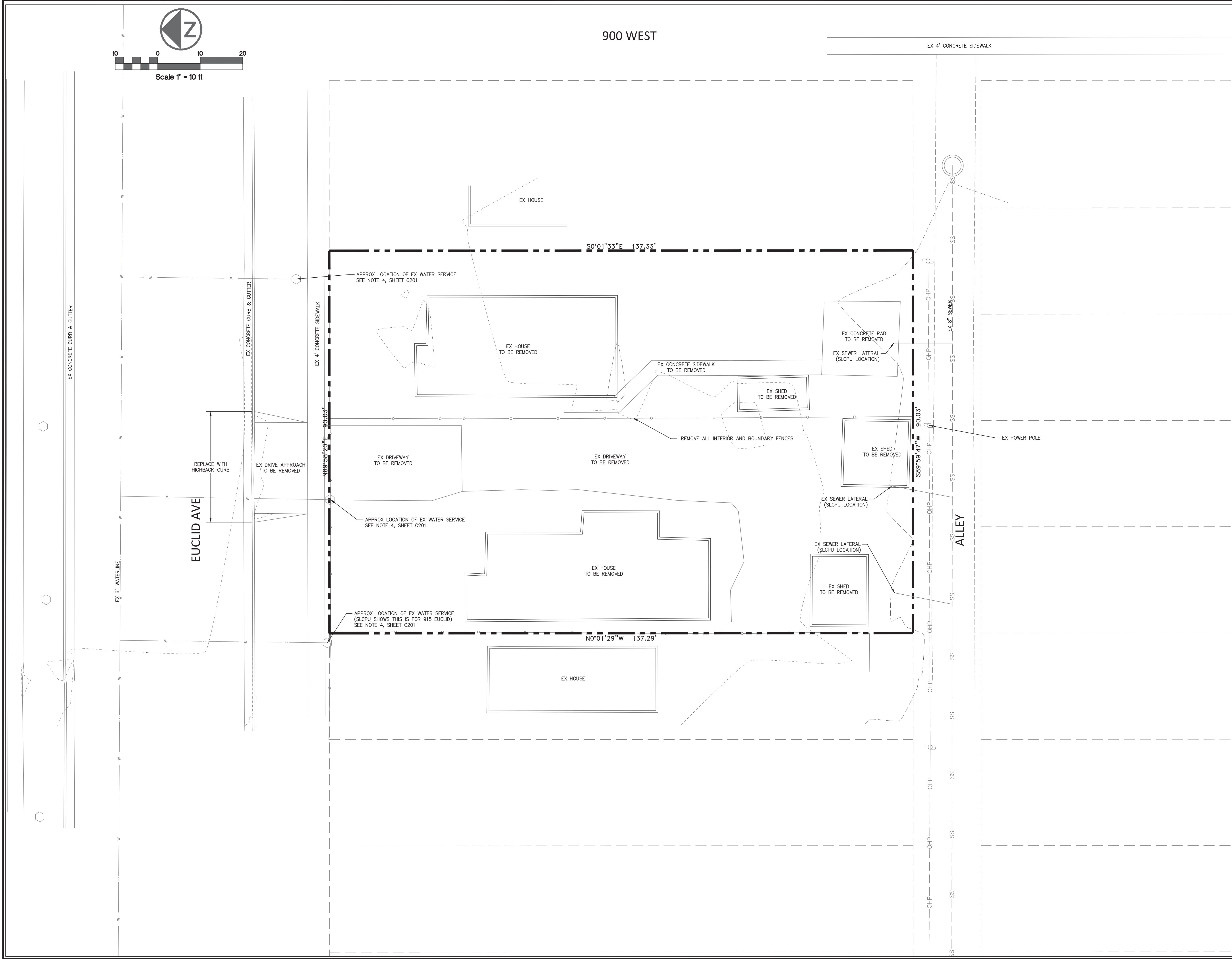
LIMITED COMMON AREA



NOTES

1. LIMITED COMMON AREAS ARE ALSO DEDICATED AS PUBLIC UTILITY EASEMENTS.




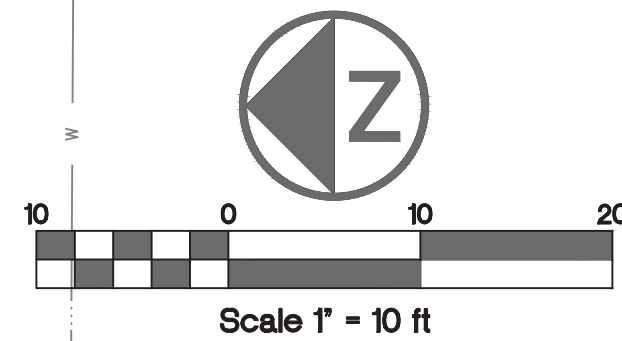


NO.	REVISION	DATE

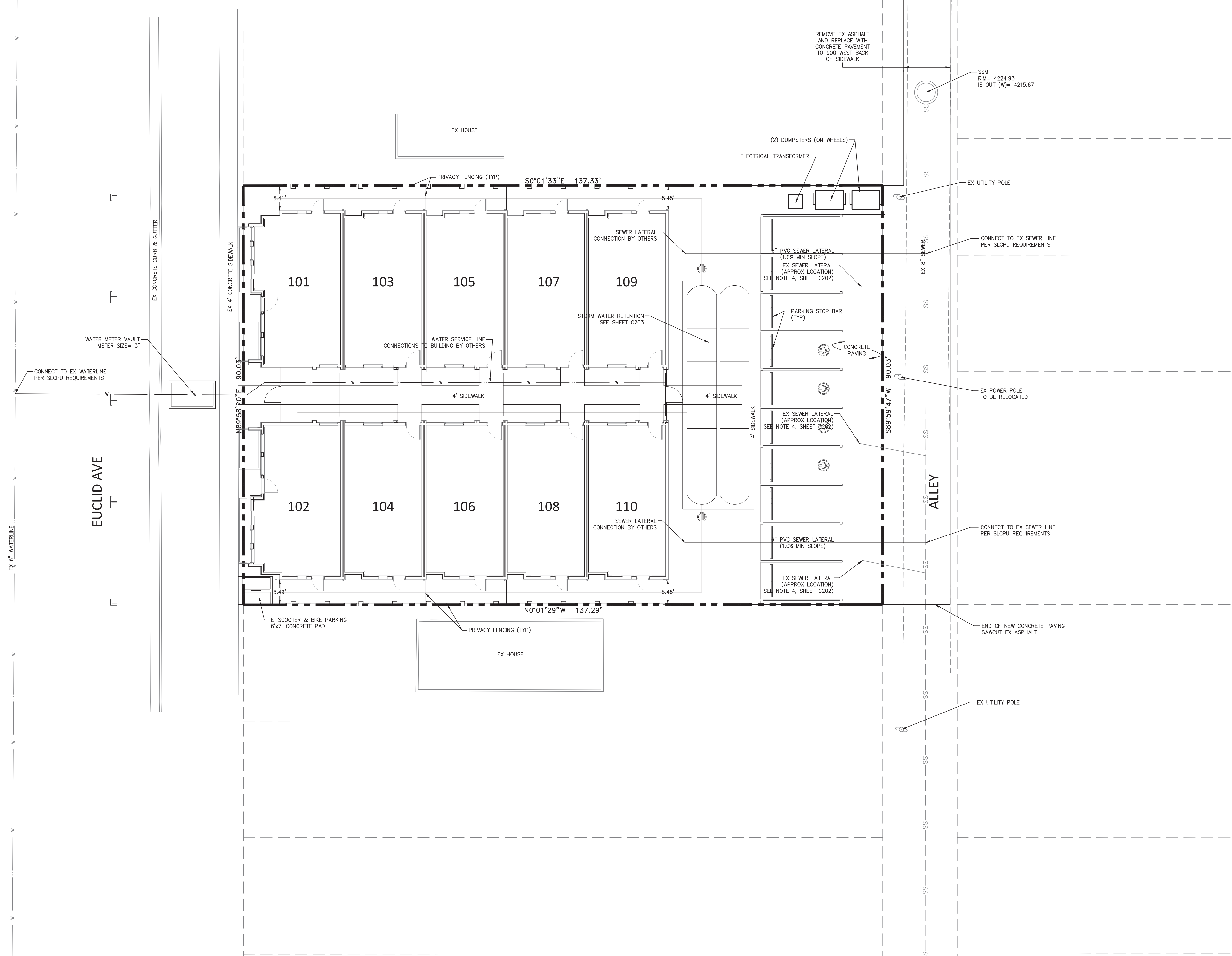
EXISTING CONDITIONS &
DEMOLITION PLAN

909 W. EUCLID AVE
SALT LAKE CITY, UTAH

DRAWN BY MEC	CHECKED	PROJECT # 19101
	DATE 9/25/19	
	SCALE 1" = 10'	
	SHEET C201	
ENGINEER'S STAMP		



900 WEST



WILDING

ENGINEERING

14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

- DRAWING NOTES:
1. ALL UTILITY CONSTRUCTION SHALL COMPLY WITH APWA STANDARDS AND SLOPU STANDARD PRACTICES.
 2. ALL UTILITIES MUST MEET THE FOLLOWING MINIMUM HORIZONTAL AND VERTICAL SEPARATIONS:
WATER AND SEWER - 10" HORIZONTAL, 18" VERTICAL
SEWER - 5" HORIZONTAL, 12" VERTICAL FROM ANY NON-WATER UTILITY
WATER - 3" HORIZONTAL, 12" VERTICAL FROM ANY NON-SEWER UTILITY
 3. UNUSED EXISTING WATER SERVICES TO THE PROPERTY SHALL BE KILLED AT THE WATER MAIN PER SLOPU STANDARDS.
 4. THE EXISTING SEWER LATERALS TO THE PROPERTY ARE OVER 50 YEARS OLD AND THE DEVELOPER HAS ELECTED TO INSTALL NEW LATERALS AS SHOWN ON THIS PLAN. SHOULD THE DEVELOPER DECIDE TO TRY TO REUSE AN EXISTING LATERAL, SLOPU REQUIRES A VIDEO INSPECTION PRIOR TO APPROVAL FOR REUSE.

Blue Stakes of UTAH 811

Bluestakes.org

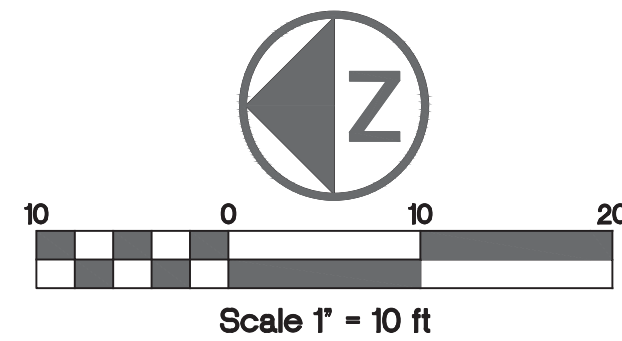
NO.	REVISION	DATE

PROJECT INFORMATION

AXIOMS TOWNHOMES

CIVIL SITE & UTILITY PLAN
909 W. EUCLID AVE
SALT LAKE CITY, UTAH

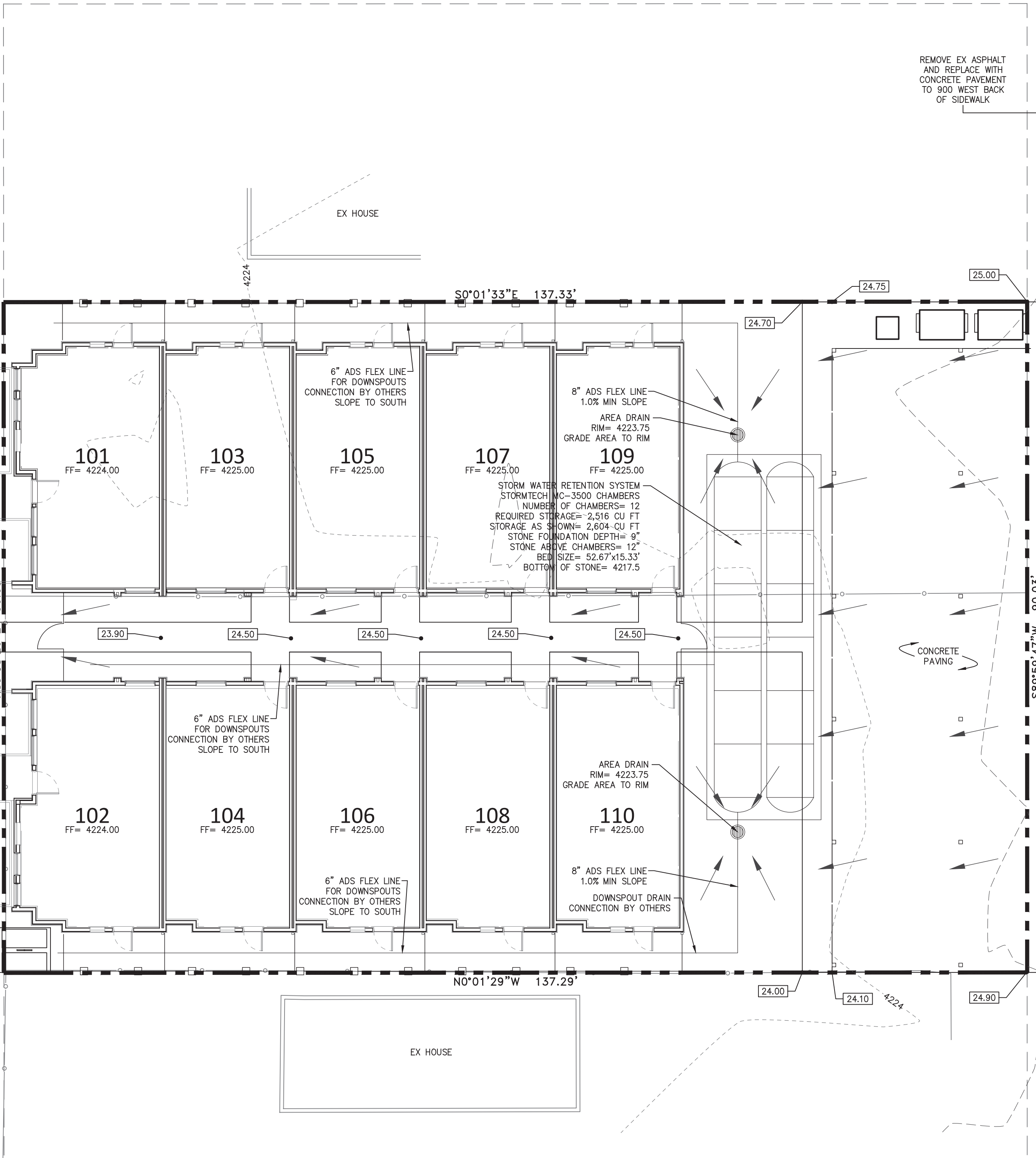
DRAWN MEC	CHECKED	PROJECT # 19101
		DATE 9/25/19
		SCALE 1" = 10'
		SHEET C202



900 WEST

EUCLID AVE

ALLEY



STORM DRAINAGE NARRATIVE:

THE SITE WILL RETAIN ITS STORM WATER ON SITE. THE BUILDING DOWNSPOUTS WILL BE CONNECTED TO AN UNDERGROUND PIPE SYSTEM, WHICH WILL CONVEY THE DRAINAGE TO THE UNDERGROUND RETENTION SYSTEM. THE PARKING CANOPY WILL DISCHARGE STORMWATER TO THE SURFACE, WHICH WILL BE SLOPED TO THE LANDSCAPED AREA BETWEEN THE BUILDING AND THE PARKING CANOPY. THIS LANDSCAPED AREA WILL BE SLOPED TO AREA DRAINS CONNECTED TO THE UNDERGROUND RETENTION SYSTEM.

THE UNDERGROUND RETENTION SYSTEM HAS BEEN DESIGNED TO ACCOMMODATE THE 100-YEAR STORM EVENT. THE SPECIFIC RETENTION SYSTEM MAY REQUIRE ADJUSTMENT, SHOULD SHALLOW (LESS THAN 6.5') GROUNDWATER BE DISCOVERED AT THE SITE. THE SIZING REQUIREMENT OF THE RETENTION SYSTEM IS PER THE FOLLOWING CALCULATIONS:

Area and Weighted C Calculation								
Description	Acres	C ²						
Impervious	0.24	0.90						
Total Pervious	0.04	0.20						
Total:	0.28	0.80						

Storage requirements by duration (maximum volume is bolded)								
Duration (min)	C _w	i (100 yr.)	Area (ac)	Q(cfs)	Vol. (cf)	Allowable Release (cf)	Storage ³ (cf)	Storage (ac-ft)
5	0.80	6.36	0.28	1.42	427	0.00	427	0.01
10	0.80	4.84	0.28	1.08	650	0.00	650	0.01
15	0.80	4.00	0.28	0.90	806	0.00	806	0.02
30	0.80	2.69	0.28	0.60	1,085	0.00	1,085	0.02
60	0.80	1.67	0.28	0.37	1,347	0.00	1,347	0.03
120	0.80	0.93	0.28	0.21	1,500	0.00	1,500	0.03
180	0.80	0.63	0.28	0.14	1,524	0.00	1,524	0.03
360	0.80	0.35	0.28	0.08	1,693	0.00	1,693	0.04
720	0.80	0.21	0.28	0.05	2,032	0.00	2,032	0.05
1,440	0.80	0.13	0.28	0.03	2,516	0.00	2,516	0.06
							Allowable release ⁴ (cfs/ac)	0.00

WILDING
ENGINEERING

14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

DRAWING NOTES:

Blue Stakes of
UTAH811
Bluestakes.org

NO.	REVISION	DATE

PROJECT INFORMATION

AXIOMS TOWNHOMES

GRADING & DRAINAGE PLAN

909 W. EUCLID AVE
SALT LAKE CITY, UTAH

DRAWN
MEC

CHECKED

PROJECT #
19101

ENGINEER'S STAMP

DATE
9/25/19

SCALE
1" = 10'

SHEET
C203

Axioms Townhomes Staff Report

28

1/16

ATTACHMENT F: Additional Applicant Provided Information & Narrative



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

10 Jan., 2020

RE: Proposal Planned Development and Design Review at 909 W Euclid

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 be combining three existing parcels that currently act as two single family residences. It proposes 10 townhome style single family attached residences. The existing homes are in rather poor condition and are not of historical significance. The total site is 0.284 acres. This gives this site a density of 35.2 units / acre.

This project will be two separate buildings that are constructed out of wood framing. The exterior materials are brick, cement board siding, and stucco. All of the units will be 2 bedroom 1.5 bathrooms with an accessible roof space. 8 of the 10 units will have 1,216 square feet of conditioned space with the north (street facing) units being a little larger at 1,309.

The primary access to the units will be along an internal courtyard where there is a sidewalk that connects all of the units and extends to a shared open space and parking at the south end of the project. 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

Entry Feature per 21A.26.078.F.C

Our Entry feature is recessed into the building providing a 2'-8" covered porch. In addition we are providing a brick paver area at that entry to further highlight the front porch area along the sidewalk. We are asking for an exception to the full 5' depth recessed depth of the front porch that is required in 21A.26.078.F.C.



Attachment F: Additional Applicant Provided Information and Narrative

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 with a cement base that is very durable.

We are asking for a small percentage of hard coat stucco to be allowed on the ground floor. It is only 5% of the street facing facade on the ground level. We feel that this continuation of the material above provides visual interest and cohesion of the overall facade composition.

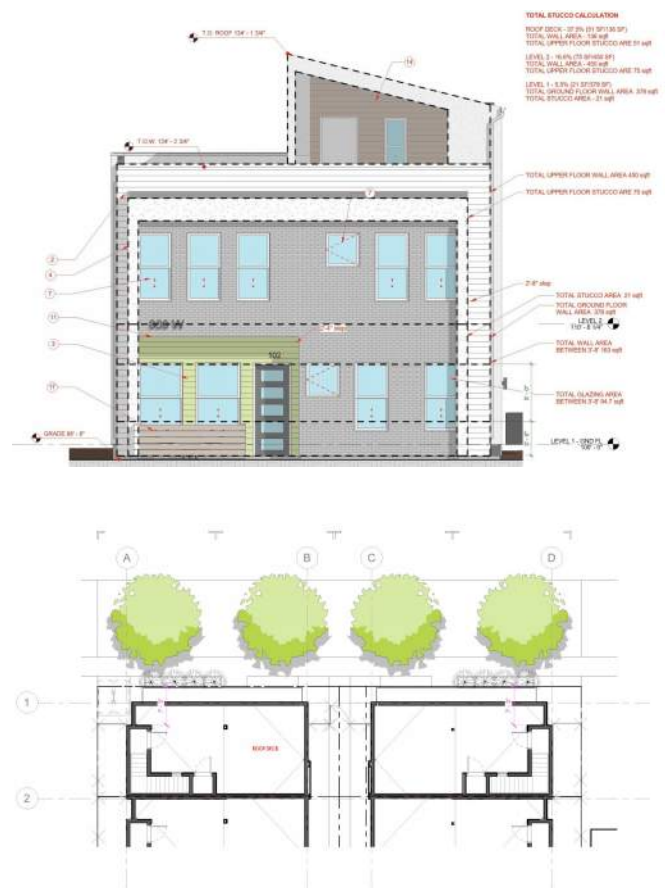


We are asking for slightly more hard coat stucco than is allowed per 21A.37.050.B.1. On both level 2 and the roof deck level.

On level 2 the amount of stucco is 15%. We have reduced the thickness of the sides and head of the accent element as much as possible, but due to the width of structural elements and the overall small size of the facade the percentage is a little over.

On the roof deck level the amount of stucco is 37%. We feel that this additional percentage is appropriate because this wall steps back from the primary facade. As you can see from the images below from our side of the street the roof deck level walls are not visible. From the middle of Euclid Ave. the canopy of the park strip trees will nearly completely obscure the upper level walls.

Overall the street facing facade is 84.8% durable materials. Which is higher than would be required on table 21A.37.060.B





View from Euclid 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 transit ridership by only providing the minimum allowed parking requirement.
3. Increases residential density near the station area from 7.04 DU/Acre up to 35.2 DU/Acre.
4. We are increasing the diversity of building types in around the transit station. There are currently very few townhomes.
5. By creating a townhouse subdivision plat we are creating the opportunity for ownership which will help create economic stability.
6. The project will redevelop a 0.284 acre lot that is currently a single density residence. The proposed project takes advantage of a deep lot by infilling the space with 10 2-story townhomes. The project will increase the density from 7.04 DU/Acre up to 35.2 DU/Acre. This is in line with the density goals stated on page 63.
7. It provides safe, convenient circulation patterns for vehicular and non-vehicular traffic movement. Vehicles will access the site from the alley and pedestrians can access from the public sidewalk.

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
- Create long term economic stability to the station areas.

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 close to the target residential density. It is also on one of the smaller streets in the zone; not having commercial use is appropriate.

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 some of the existing buildings and the neighborhood. It is a two story structure, as are many of the houses on the street. We feel the intensity of this use is very compatible with the existing neighborhood. We are near the target residential density and significantly below the max building mass that would be allowed per the TSA zone.



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. We have oriented the northernmost townhomes to be engaged with the street. They have quite a bit of glass on the north elevation and the entry door is on the north side 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. Our project is also a transitional scale between the existing buildings and the higher densities that are allowed per the zoning that will surely be coming in the future.

Attachment F: Additional Applicant Provided Information and Narrative

- b. Provide sufficient space for private amenities.
 - i. We have provided an off-street parking spot of each unit and a small landscaped area for the resident's use. 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. 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 to the units, in addition to lights by the parking area.
- 6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
 - a. Dumpsters will be located off the alley and not visible from the street.
- 7. Whether parking areas are appropriately buffered from adjacent uses.
 - a. Parking will be located off the alley so it will be separated from the primary pedestrian circulation in the area.

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- i. We are closing curb cuts and moving parking to the alley. This will create greater separation between pedestrians and vehicles.
 - b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
 - i. Bicycle parking will be provided along the north property line adjacent to the sidewalk. We are also providing a bike hanging station in each unit.
 - 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. We feel that 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 been to a DRT meeting with this project and have had separate meetings with the fire department. They feel 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 as well as additional phone calls with the Public Utilities Department and they feel that our plan for the utilities is acceptable. We have also reached out to Rocky Mountain Power and they have said they will be able to serve the site.

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 primary entrances to the northern units have 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. The parking is located behind the buildings.



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 living rooms and kitchens of two units. This qualifies as an active use.
2. Maximize transparency of ground floor facades.
 - a. We have provided the required amount of glass onto the ground floor facades.



3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
 - a. We don't feel it is appropriate to the scale and rhythm of Euclid street to have storefront elements. We have provided architectural details to the facade such as steps in the wall and a covered entry.
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 building scale of two stories matches 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.

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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 required 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 secondary element on the north facade that provides 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 reflect the established character of solids and voids in the neighborhood. It will create two buildings in place of two separate houses. Each building will have a single front door similar to the other houses in the neighborhood. There will be a similar, although slightly greater, 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 won't 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 an eclectic mix of roof forms in the area. We are providing a flat roofline edge for most of the building. That is broken up by steps in the roof in addition to popups at each of the stairways.
 - 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. Each unit 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 (to the alley) from the pedestrian circulation (Euclid Street).

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 site near the alley. This location will not be visible from Euclid Ave. The mechanical equipment will be placed in the backyard of each unit and will also not be visible from Euclid 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 above the door.
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 in the 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 F: Additional Applicant Provided Information and Narrative
Photos of Site and Adjacent Properties



Looking towards site from the East



Looking towards site from the West



From Site Looking West



Existing house at 915 W Euclid. House will be removed



From Site looking NorthWest



From Site looking North

Attachment F: Additional Applicant Provided Information and Narrative



From Site Looking NorthEast



Existing Alley



From Site looking at existing multifamily on 160 S 900 W



From Site looking at existing multifamily on 160 S 900 W

Attachment F: Additional Applicant Provided Information and Narrative



From Site looking SouthWest



From Site looking South



From Site looking at commercial building to the SouthEast



Existing alley looking West

Attachment F: Additional Applicant Provided Information and Narrative



Looking at site from existing alley.



Looking at site from existing alley



Existing alley



Looking at site from existing alley

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160 S 900 W
House to the East (MultiFamily)



160 S 900 W
Existing MultiFamily property



905 W Euclid
House will be removed.



915 Euclid.
House will be removed

Attachment F: Additional Applicant Provided Information and Narrative



919 Euclid



923 Euclid



926 W Euclid



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966 W Euclid townhomes under construction



966 W Euclid townhomes under construction



902 W Euclid



915 W 100 S

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941 W Euclid



967 W Euclid



117 S 1000 W

Department Review Response



di'velept design LLC
 454 N 600 W
 SLC, UT 84116
 801-680-4485
howdy@divelept.com

Project: Axioms Townhomes
 909 W Euclid
 SLC, UT 84

Date of Comments: 10 January, 2020

Owner:

Contractor:

AHJ Project
 Number:

Attention Daniel Echeverria Salt Lake City

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 Item #

Description Of Changes, Corrections, Additions, Etc.

Location
 On Plans

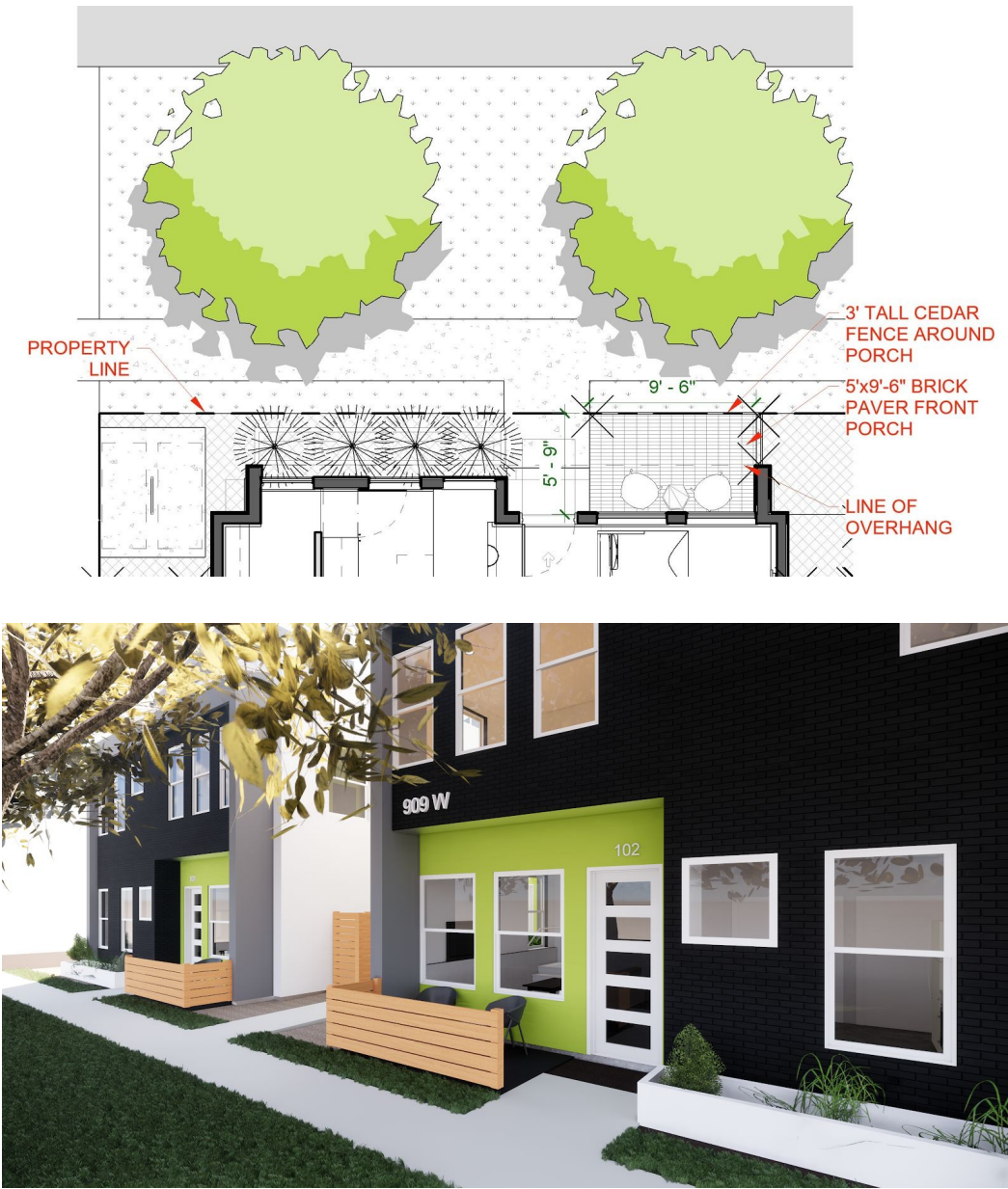
Planning Department		
1	<p>It appears that the building is within 5' of the front property line (as required) due to the overhang feature on the front façade. Please verify this information on the plans to verify setback compliance. (21A.26.078E3b). Requirements can be modified by Design Review if requested.</p> <p>Response: Yes, All of the front facade is within 5' of the front property line. Dimensions have been added to TSA1</p>	TSA1
2	<p>An entry feature is required as per 21A.26.078.F.c. There are four options. It appears that the Euclid facing entrances don't fully meet the dimensional standards of one of the options. It appears from the plans that the entry features are recessed approximately 2.8' from the façade, rather than the minimum 5 feet. A modification can be requested through the Design Review process. You would need to demonstrate that your alternative design meets the intent of the standard as per 21A.37.040</p> <p>Response: Our Entry feature is recessed into the building providing a 2'-8" covered porch. In addition we are providing a brick paver area at that entry to further highlight the front porch area along the sidewalk.</p>	TSA1, TSA2, & TSA3

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3	<p>Open space is required at a rate of 1 sq ft per 10 sq feet of land, up to 2,500 sq feet. With the open space in the back, side yards, and the roof top patios, it appears you are meeting this standard, but please note square footage compliance on the site plans, documenting the location of the open space.</p> <p>Response: Calculations have been added to TSA0. We have 46% open space.</p>	TSA0



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4	<p>Please provide calculations for the following Design Standards in a table on the elevations sheet. See Table 21A.37.060.B "Commercial Districts in the Design Standards" for specific requirements.</p> <p>a. Percentage of high-quality building materials on the ground floor street facing façade (21A.37.050.B.1). (As per 21A.26.078.F.a. EIFS/Stucco not allowed on the ground floor façade.)</p> <p>b. Percentage of high-quality building materials on the upper floor street facing façade – percentage of overall upper floors, not floor by floor (21A.37.050.B.2) (As per 21A.26.078.F.a. EIFS/Stucco allowed on 10% of upper floor façade.)</p> <p>c. Percentage of glass on the ground floor street facing façade that is located between 3' and 8' height level. (21A.37.050.C)</p> <p>Response: Stucco on the project will be Dryvit Commercial Cement Plaster CCP2. This is a cement based hard coat stucco with a cement base that is very durable.</p> <p>We are asking for a small percentage of hard coat stucco to be allowed on the ground floor. It is only 5% of the street facing facade on the ground level. We feel that this continuation of the material above provides visual interest and cohesion of the overall facade composition.</p> <p>We are asking for slightly more hard coat stucco that is allowed per 21A.37.050.B.1. On both level 2 and the roof deck level.</p> <p>On level 2 the amount of stucco is 15%. We have reduced the thickness of the sides and head of the accent element as much as possible, but due to the width of structural elements and the overall small size of the facade the percentage is a little over.</p> <p>On the roof deck level the amount of stucco is 37%. We feel that this additional percentage is appropriate because this wall steps back from the primary facade. As you can see from the images below from our side of the street the roof deck level walls are not visible. From the middle of Euclid Ave. the canopy of the park strip trees will nearly completely obscure the upper level walls.</p>	TSA2
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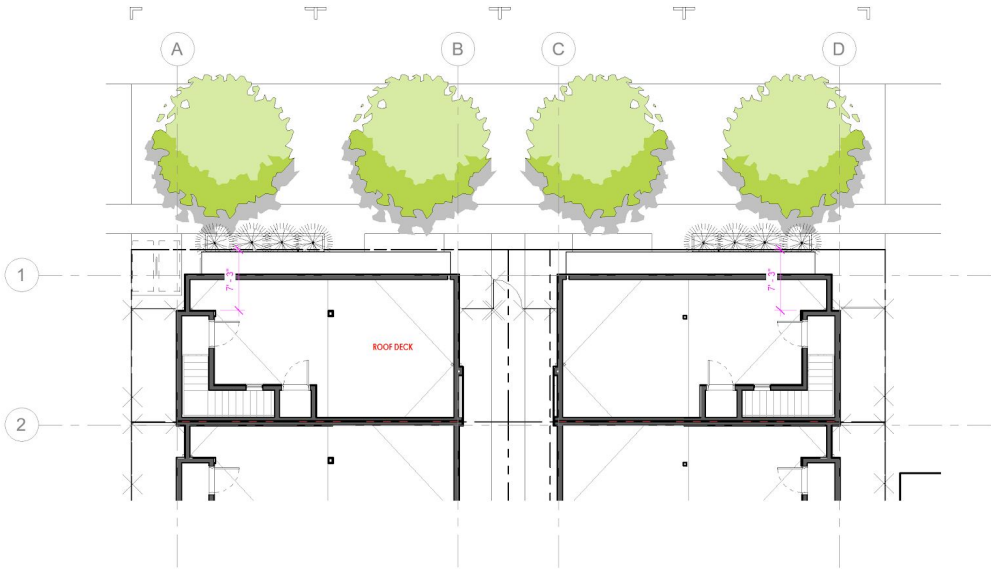
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Description Of Changes, Corrections, Additions, Etc.

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North Elevation



Roof Deck Plan





View from Euclid Ave



View from Curb



Attachment F: Additional Applicant Provided Information and Narrative

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5	<p>Verify that the dumpsters are located at least 25' from residential structure on adjacent lot as per 21A.37.050.K. Otherwise, it will need to be located within an enclosed accessory 2 structure/building. It appears that it is located closer than this distance to the residential structure on the east. Dumpsters could be shifted to west-side of lot or enclosed.</p> <p>Response: Dumpster location has been mirrored and is further than 25' from adjacent buildings.</p>	TSA1
6	<p>Trash dumpsters are required to be screened with a minimum 6' tall solid fence/screen. (21A.48.120) Please verify compliance</p> <p>Response: Solid fence called out on TSA1</p>	TSA1
7	<p>Two dumpsters appear to be shown, is one a recycling dumpster? A recycling collection station (dumpster) is required as per (21A.36.250.D).</p> <p>Response: One Dumpster is a recycling collection station.</p>	
8	<p>For the Planned Development aspect we need to see a landscape plan. The landscaping can be modified after Planning Commission approval, but more details are necessary now. The site plan helps, but its not clear what the landscaping will look like in the middle shared common area or other areas shown as brown. Is all the green intended to be turf grass? Please provide a landscape plan with additional planting details.</p> <p>Response: See Landscape plan on TSA4</p>	TSA4
9	<p>Have you discussed the location of the dumpsters with a private trash/recycling hauling company and whether the hauler will service the dumpsters from the proposed location? Just checking to avoid having to do any significant site plan modifications after Planning Commission approval</p> <p>Response: yes we are good.</p>	
10	<p>Have you discussed the proximity of the transformer to the proposed carport with Rocky Mountain Power? The location of the carport may interfere with RMP's maintenance access to the transformer. Just checking to avoid having to do any significant site plan modifications after Planning Commission approval.</p> <p>Response: yes we have.</p>	



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11	<p>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 requires that additional materials be included with your final subdivision plat application, including a "reserve study" for the shared private infrastructure that covers a period of 60 years and materials to establish an HOA, including declaration/CC&Rs. Declarations/CC&Rs will need to address shared facilities in the common area, maintenance, parking, and dumpster locations. Reserve study and declarations/CC&Rs will need to be recorded with the final plat.</p> <p>Response: Reserve study and CC&Rs will be recorded with the final plat.</p>	
12	<p>Subdivision Plat (These plat corrections are required for your final plat application submission and are not required to be done at this time. No response necessary at this point.):</p> <ul style="list-style-type: none"> a. Remove PC Approval and Legislative Body blocks on the right-hand side of the plat. See the plat blocks provided by Engineering redlines. b. Limited common area and its allowances/limitations will need to be described in the declarations/CC&R documentation. c. The top of the sheet must face north or west. Please rotate the plat. (20.20.030.A.1) d. Label the adjacent properties that are shown on the plat with their County Parcel Tax ID. (20.20.030.J.8.e) e. See Attorney's Office comments for other plat language requirements. <p>Response: These will be completed in the final plat.</p>	
13	<p>Information only, no action required:</p> <ul style="list-style-type: none"> a. Though lots are under the standard minimum lot area/width, the lots are exempt from those requirements as they are single-family attached and comply with the minimum lot area exemption requirements. (21A.26.078E4.c and d) b. Ten of the lots do not have public street frontage and modification will be built into the Planned Development request. Staff does not have concerns with the modification. c. Number of stalls means that the parking area may qualify as a parking lot under 21A.44.020.B which requires parking to be designed so that vehicles enter and exit in a forward direction. A modification will be built into the Planned Development to avoid any building permit approval issues with this zoning requirement. d. As a single-family development, the alley can be used for parking access. The parking appears to comply with the parking stall dimensional requirements, including providing additional maneuvering area on the property to provide the full width of drive aisle. (21A.44.020.E.2.c) e. As a 90' wide property, a minimum of three street trees are required (one per every 30' of street frontage.) Four are shown. Any removal/replacement or installation of new street trees requires Urban Forestry approval and will be reviewed during building permit review stage. See forestry comments below for additional tree requirements. <p>Response: Noted</p>	



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Fire		
1	<p>Are the buildings going to have fire sprinklers?</p> <p>Response: No. We do not need to have fire sprinklers.</p>	
2	<p>Is there enough ground ladder access provided along the property lines or common spaces? Approved example of access requirements can be email to the applicant</p> <p>Response: Yes, See note and space diagram on sheet TSA1</p>	TSA1
3	<p>How wide are fire department access roads?</p> <p>Response: Per the IRC only one road is required. Euclid Avenue is 44 feet from curb to curb. Given a 9' parking on each side that leaves a fire lane of 26 feet.</p>	
4	<p>Are all first story exterior portions of the buildings located within 150-feet of fire department access roads?</p> <p>Response: Yes. All portions of the building are within 138' of fire access road, see notes added to TSA2</p>	TSA2
5	<p>Fire hydrants shall extend to within 600-feet of all first story exterior portions of the structure</p> <p>Response: All portions of the building are within 352 feet of the hydrant. See notes added on TSA2.</p>	TSA2
Engineering		
1	<p>See redlines on preliminary plat for required corrections to subdivision plat. These will need to be completed for the final plat application. No changes are required at this time.</p> <p>Response: Redlines will be updated for final plat.</p>	
Public Utilities		
1	<p>The water main in Euclid is a 6" water main. If a new hydrant is required or if adequate Fire Flow cannot be provided, the main will need to be replaced at the developers expense.</p> <p>Response: A new hydrant is not required</p>	



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2	Salt Lake City Standards, policies, ordinances and practices apply to this project. Response: Noted	
3	Approval of the preliminary plat does not provide a utility development permit. Subdivision improvement plans must be submitted to public utilities for review and approval. This also may be done through a building permit application. Response: Noted	
Transportation		
1	With ten parking spaces, the minimum parking requirement is satisfied. There are no dimensions for the parking aisle. The minimum parking aisle for an 8'3" wide parking space is 24'10" Response: Backup distance of 25'-10" has been provided. Dimension added to TSA2	TSA2
Building Code		
1	No building code issues with the submitted preliminary plans. A full review of the completed set of plans will be performed after the building permit application is made. Response: Noted. Building Permit Application will be submitted soon.	
Zoning		
1	PLNPCM2019-00953 Design Review, PLNSUB2019-00954 Planned Development and PLNSUB23019-00955 Preliminary Subdivision, for parcels currently addressed 905, 911 and 915 West Euclid Avenue; zoning review comments for these petitions prepared by Anika Stonick, Development Review Planner II; properties are zoned TSA-UN-T (Transit Station Area-Urban Neighborhood-Transition) and is within Zone H of Airport Flight Path Protection; for proposal to have 10 attached single family dwellings (property lines at/through common walls) housed in two structures, each with street frontage; Response: Noted	
2	Correct A/C condenser unit locations shown on sheet A.101 where would land in yards that are smaller than 5.5 feet if size of appliances would have them getting closer than 4 feet to side property lines, or to seek Special Exception to allow as shown (see 21A.36.020.B table and 21A.52.030.13); (Planning Staff Note: Since there is no side yard requirement in this zone, the 4' setback requirement does not apply. No special exception is required.) Response: See note from Planning Staff	



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3	<p>Address building height per review required by zoning ordinance, which will be measured from the average elevation of the finished lot grade at each face of building, provide the finished lot grade elevation at each corner on each face of the building and the average height of each face on the elevation drawings;</p> <p>Response: Elevations are noted on elevations sheets. Allowable building height in this zone is 50' so we are well below allowed height.</p>	TSA2 & TSA3
4	<p>For dumpster locations shown, relate if would accommodate required recycling collection station r provide other recycling collection location (see 21A.36.250), and, to screen refuse dumpsters per 21A.48.120;</p> <p>Response: yes there is one trash and one recycling dumpster shown.</p>	
5	<p>Address TSA design requirements (21A.26.078) as well as those of Design Standards (21A.37), including: for at least 50% of street facing façade of building to be located within 5 feet of front property line (21A.26.078.E.3.b); open space requirement of 21A.26.078.E.5; stucco limit of 21A.26.078.F.2.a; entry feature requirement of 21A.26.078.E.2.c; and, to address the 8 items of table 21A.37.060.B that are noted as being required with numeric figure at item in table (such as '80' or '60/25') and 5 items of that table noted as being required with 'X' at item in table; find design requirements given in table described at 21A.37.050;</p> <p>Response: Over 50% of facade is within 5' of front property line. Open space complies, see zoning analysis.. We are asking for some small exceptions on the stucco limitation as part of our planned development. We are providing a 5'x9'6" front porch as an entry feature. The 8 items are addressed on TSA0.</p>	TSA0 & TSA1
6	<p>Provide zoning ordinance information for parking for project by addressing minimum required parking to be per 21A.44.030.G.2 (which requires parking first be figured using table at 21A.44.030.G.1 then halving);</p> <p>Response: Parking required 2 spaces for each dwelling unit containing 2+ bedrooms = 20 spaces. It is then halved. 10 spaces required. 10 spaced provided.</p>	



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Check Sheet Item #	Description Of Changes, Corrections, Additions, Etc.	Location On Plans
7	<p>Consider improving parking stall widths because typically, parking stalls with fences, walls or roof support columns alongside the stall should be one foot wider than a stall without such permanent features to side; but, proposed for 10 townhomes project are minimum 8 foot 3 inch wide stalls for where would be covered by carport structure (some, if not all, stalls will have support columns to side but are narrower than 9' 3" or 10' 3"). See information in document at link http://www.slcdocs.com/transportation/design/pdf/F1.c2.pdf which includes information "Parking stalls adjacent to columns or side walls shall be one foot wider than the standard dimensions to accommodate door opening clearance and vehicle maneuverability;"</p> <p>Response: We have reviewed the column locations with transportation, since the columns won't interfere with door function, they have approved this parking layout.</p>	
8	<p>Have any proposal to remove existing trees reviewed by Urban Forestry, per 2A.48.135;</p> <p>Response: Urban Forestry is also reviewing this proposal.</p>	
9	<p>Propose required street trees for review by Urban Forestry and required minimum park strip landscaping to reviewed by Development Review Planner (see 21A.48.060);</p> <p>Response: Urban Forestry is also reviewing this proposal.</p>	
10	<p>Propose site landscaping per 21A.48;</p> <p>Response: See provided landscape plan TSA4</p>	TSA
11	<p>Address construction waste management per 21A.36.250;</p> <p>Response: This will be addressed during building permit submission as per normal processes in the city.</p>	
12	<p>Obtain required separate building permits for demolition of existing principal buildings, and as part of that process to address demolition waste and recycling;</p> <p>Response: Building permits will be obtained as well as demolition permits.</p>	
13	<p>Pay impact fees for new dwelling units (but also will get exempted from those fees the value of fees for the number of existing single family dwellings being removed from project site);</p> <p>Response: Impact fees will be paid during building permit submission as per normal processes in the city.</p>	



Attachment F: Additional Applicant Provided Information and Narrative

Check
Sheet
Item #

Description Of Changes, Corrections, Additions, Etc.

Location
On Plans

14	<p>Arrange new or amend existing avigation easement, if required by staff with Salt Lake City Airport Authority. (Planning Staff Note: As property is in Airport Influence Zone H, no easement is required.)</p> <p>Response: See response from planning staff.</p>	
Attorney's Office		
1	<p>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.</p> <p>Response: Title Report will be supplied with Final Plat</p>	
2	<p>2. SURVEYOR'S CERTIFICATE It is missing the (a) signature; (b) business name; (c) business address; (d) phone number; and (e) professional stamp.</p> <p>Response: Surveyor's Certificate will be supplied on Final Plat</p>	
3	<p>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.</p> <p>Response: Owner's Dedication will be supplied on Final Plat</p>	
4	<p>4. 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.</p> <p>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.</p> <p>Since there are multiple signors, there will need to be additional notary acknowledgements added for them.</p> <p>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.</p> <p>Response: This will be corrected on the Final Plat</p>	
5	<p>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.</p> <p>Response: This will be corrected on the Final Plat</p>	



Attachment F: Additional Applicant Provided Information and Narrative

Check
Sheet
Item #

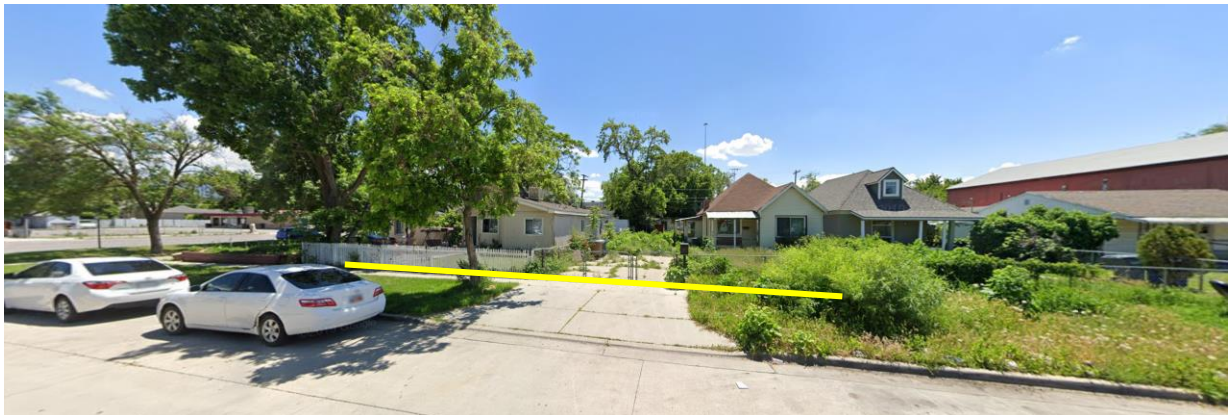
Description Of Changes, Corrections, Additions, Etc.

Location
On Plans

Urban Forestry		
1	<p>Please see the attachments regarding plan review. The submitted drawings don't address the existing trees, or proposed trees with any detail.</p> <p>Response: See the newly included landscape plan.</p>	TSA4



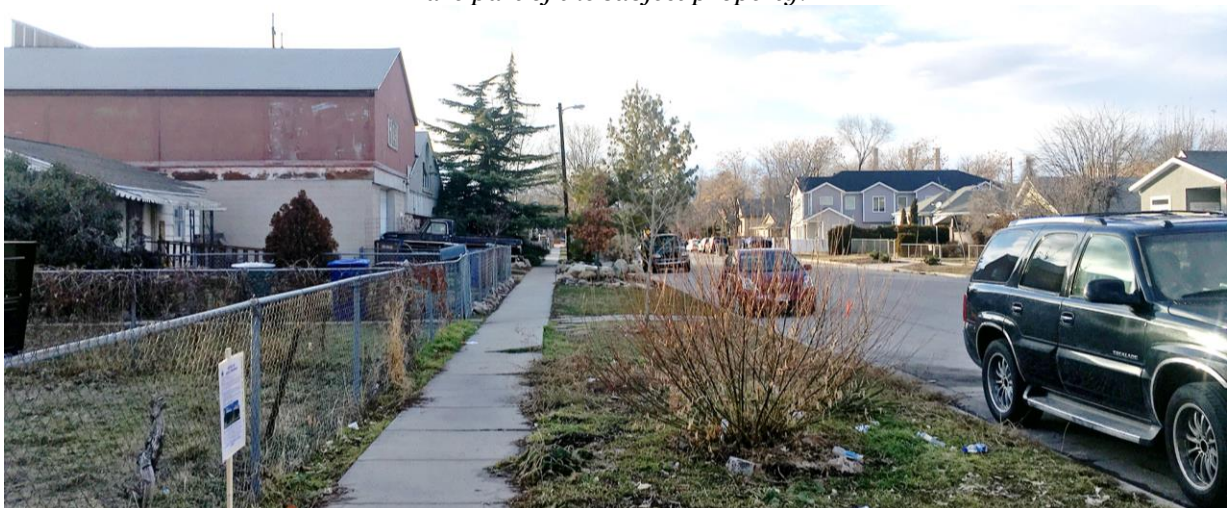
ATTACHMENT G: Property & Vicinity Photographs



View of the subject properties (yellow line) from Euclid Ave. Property includes the two single story structures in the middle of the photo on either side of the driveway. (Credit: Google Street View, March 2019)



View looking east from sidewalk in front of subject property. The two 1 story homes on the right side are part of the subject property.



View looking west on Euclid Ave from in front of subject property, showing mix of one- and two-story structures.



View looking north on 800 West from Euclid Ave



View looking south on 800 West from Euclid Ave. Two story building on the right is adjacent to the subject property.



View of the properties across the street from the development site on Euclid Ave (Credit: Google Street View, 2019)

ATTACHMENT H: Existing Conditions – Master Plan and Zoning Standards

City Master Plan Policies

North Temple Master Plan

This development is located within the 800 West Transitional Area of the *North Temple Boulevard Small Area 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 transitional area itself:

The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Area. Future development within this area should be used as a transition between North Temple and the neighborhoods nearby. Zoning regulations that could accomplish this would include the following characteristics:

- A mix of housing types, ranging from 3-4 story multifamily developments to single-family homes;*
- A buffer between the Core and Stable areas;*
- A mix of uses including residential and commercial uses that are less intense than what is found in the Core area;*
- Buildings that are located at or near the sidewalk,*
- possibly with landscaped yards or outdoor dining; and*
- Parking located to the side or behind buildings.*

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-T 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
Front/Corner Side Yard	5' max setback for 50% of front façade, no limit otherwise	~3'	Complies
Side/ Rear Yard	No minimums	Development site setbacks overall: Side (East): ~5' - ~6' Side (West): ~5' - ~6' Rear (West): ~45'	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 drive way access points, and no front facing garages.	~12,330 square feet (total development site) Individual lots vary. See plat in Attachment E . Complies with all single-family attached requirements to be exempt from lot area.	Complies
Lot Width	No minimum for single-family attached uses	90' wide, total development site ~40 feet for residential lots measured east-west length. 10' on Euclid for limited common area (shared area lot)	Complies
Maximum Height	50'	~35'	Complies
Ground Floor Glass	45% glass for residential (minimum), located between 3' and 8' height	58% between 3' and 8'	Complies
Entrances	1 per front façade, and at least 1 every 40'	1 per front façade, each façade less than 40' wide	Complies
Entrance feature	Each required entry must include 5' depth awning/canopy, 5' depth covered porch, stoop with 3' awning/canopy, or be recessed 5' (see ordinance for dimensional requirements)	Porch/recessed entry feature provided. The porch/patio area is 5'9" in depth and provides ~55 sq. ft of usable area, but is only covered for ~3, vs. 5' requirement.	Does not fully comply, requesting modification through Design Review. See discussion under Consideration 2 . Generally meets intent of the feature requirement, despite not fully meeting the specific dimensional covered depth requirement. Recommend approval of modification.
Façade Building Materials	Min. 90% lower front façade clad in durable high-quality material	~95% of lower covered in durable materials	Complies

	(fiber-cement board, brick, concrete, etc.) Min. 60% of upper	~80% of upper covered in durable materials	
Maximum Length of Blank Wall	Max blank wall length 15'	~4'/5' at a maximum between windows	Complies
Stucco Limitations	0% on ground floor, 10% of upper floors	~5% on ground floor, 16% of second floor 37.5% on upper stair tower 21% overall for upper floor and stair tower	Does not comply, requested modification through Design Review, see discussion under Consideration 2 . Overall stucco use is limited on portions of front façade viewable from the sidewalk and is only utilized where directly visible to emphasize an architectural feature, rather than being used on a large area of the structure.
Front Yard Landscaping/Design Requirements	50% of provided front yard must include landscaping, can include planter boxes. May be reduced to 30% if at least 50% of yard includes patios or is a private residential yard Min. 30% shall be outdoor public space, private residential yards, patios, or outdoor dining areas	~60% of the front yard includes landscaping. Remainder (~40%) is private residential yard/patios	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	Located in the rear of the development	Complies
Street Frontage	Each lot is required to have public street frontage	8 lots do not have public street frontage.	Requested modification through the Planned Development process. See discussion under Consideration 1 . Recommend approval of modification.
Parking	TSA-UN-T: 1 parking space per single-family attached	10 spaces, 1 per unit	Complies
Parking Alley Access (21A.44.020.B. & E.2.d)	Parking lots with >5 spaces required to be designed to allow vehicles to enter/exit in forward direction. Single-family attached may use alley for backing up.	10 spaces and vehicles must back into alley to exit parking space. Single-family attached use.	Requesting modification, although the intent of the ordinance is to allow single-family attached uses to use the alley, the provision regarding parking lots overrides that allowance. See discussion under Consideration 1 . Generally meets intent of the zoning ordinance and results in

			better product with fewer pedestrian conflict points, greater open space, and less pavement. Recommend approval of modification.
Open Space	1 ft per every 10 feet of land, up to maximum 2,500 in Transition zone	1,233 sq. ft required. 5,731 sq. ft provided (includes open landscaped areas/roofs)	Complies

ATTACHMENT I: Analysis of Standards – Design Review

21A.59.050: Standards for Design Review:

The standards in this section apply to all applications for design review as follows:

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>An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.</i></p> <p><i>The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are</i></p>

		<p><i>necessary to create mixed use neighborhoods.</i></p> <p>The zoning for the area is reflective of these statements, allowing for medium scale residential and mixed-use development, that serves as a buffer to the more intensive scale development allowed closer to Transit Stations. 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> <p>There are no other adopted urban design guideline documents related to this proposal.</p>
<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	Complies	<ol style="list-style-type: none"> 1. The primary entrances to the public street adjacent units face the public sidewalk on Euclid Avenue. Additional units located behind the street adjacent units are accessed from a pedestrian walkway in the middle of the development with a direct connection to the public sidewalk. 2. The buildings are located within 3' of the sidewalk and comply with the setback requirement for the zone, which require that at least 50% of the building be located within 5' of the front property line. 3. The parking is located behind the building and is not visible from the public street.
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual 	Complies	<ol style="list-style-type: none"> 1. The ground floor of the buildings next to the public sidewalk are occupied by active uses, including living rooms, kitchens, and porches. 2. Approximately 58% of the ground floor between 3' and 8' is glass, exceeding the minimum requirement of 45% for residential uses. This is an overall high level of transparency for a residential use. 3. As this is a lower scale townhome building, storefront elements are not necessarily appropriate. This review standard is intended for larger scale buildings outside of a primarily lower

<p>connection to the street and outdoor spaces.</p>		<p>scale residential context. However, the building includes general modulation of surfaces and articulation that provide pedestrian interest. These include various set-backs of the façade on the ground level, second level, and third level, including where there are material transitions. The front façade also includes a projecting articulation element (shown as white stucco in the elevations) that frames the front façade, and also serves to further modulate the building face.</p> <p>4. This standard is also generally related to larger scale developments; however, the building includes residential patios 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> <ol style="list-style-type: none"> 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. 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. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 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>	<p>In general, this standard is intended to be applied to much larger, more urban buildings. The proposed buildings are relatively small compared to that and incorporate features and articulation that are pedestrian scaled and oriented on the street level.</p> <ol style="list-style-type: none"> 1. The existing development pattern directly adjacent to the subject parcels does not reflect the heights allowed by the TSA zone or envisioned by the applicable master plan. Surrounding properties could be redeveloped at a similar and even greater height to the proposed development. However, the building does change in massing at the third level, reflective of the lower scale massing of the neighborhood. 2. This standard is intended for much larger buildings, however, the building is modulated so that the upper portion has less massing than the lower two levels, responding to the surrounding lower scale development pattern. The third level is stepped back so the massing of the building reads as a two-story building at the sidewalk. 3. The building fenestration includes a high level of windows across the front façade on both the lower and upper levels. The building includes a large front porch feature that occupies at least half the width of the ground floor facades. 4. As a lower scale residential neighborhood, the level and size of windows and doors on facades in the

		neighborhood is generally lower than a more urban or commercial context. The proposal is in line with the scale and ratios of the neighborhood, having smaller, separated window elements rather than larger storefront like windows.
E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	Not applicable	The building is less than 200' in width and this standard does not apply.
F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements: <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. 	Not applicable	Privately owned public space is not required in this zone and this standard does not apply.
G. Building height shall be modified to relate to human scale and minimize negative impacts. <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks 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 	Complies	<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. However, the master plan and associated zoning call for and allow even greater potential future heights (up to 50'). b. The building is less than three stories in height and is not mixed use.

<p>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.</p> <p>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.</p> <p>3. Cornices and rooflines:</p> <p>a. Shape and define rooflines to be cohesive with the building's overall form and composition.</p> <p>b. Include roof forms that complement the rooflines of surrounding buildings.</p> <p>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.</p>		<p>2. Negative impacts:</p> <p>a. Please see <i>Large Building Masses</i>, section D.</p> <p>b. There are no public or semi-public spaces to be significantly impacted by shadowing. The proposal is not seeking additional height through this process.</p> <p>c. The standard is intended for much larger urban scale buildings and is not intended for lower scale buildings. No wind impact is anticipated from this scale of building.</p> <p>3. Cornices and rooflines:</p> <p>a. The building is a of a contemporary design and includes flat, squared cornices on the second level, which are cohesive with the overall building design.</p> <p>b. The building also includes a shed roof on the third level that responds to the pitched roof context of the surrounding buildings.</p> <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>Each residential unit has direct pedestrian access to the public sidewalk via a shared walkway through the middle of the property. The walkway is visible from each unit, providing eyes on the space for safety. Parking is accessed from the alley, which is intended for such access, so there is not a driveway that would create a conflict point with pedestrians across the public sidewalk on Euclid Ave.</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. 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 are located in the rear, behind the buildings and are thus not in public view from the street Euclid Avenue. Trash and recycling containers are further required by code to be screened with solid fencing.</p>
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <p>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.</p> <p>2. Coordinate signage locations with appropriate lighting, awnings, and</p>	Complies	<p>1. This is a residential development, where no signage is proposed or required.</p>

<p>other projections.</p> <p>3. Coordinate sign location with landscaping to avoid conflicts.</p>		
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 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. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. 	Complies	<p>The lighting is minimal but appropriate for a residential neighborhood context, providing pedestrian comfort and safety, while not creating glare and trespass concerns.</p> <ol style="list-style-type: none"> 1. This is located on a smaller local street where the City Light Master Plan does not call for new city street lights. 2. The building includes minimal outdoor lights given its residential context and these are not anticipated to create light trespass and glare issues. 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. 	Complies/Not applicable	<ol style="list-style-type: none"> 1. The development will be adding additional trees to the park strip in front of the building that will exceed the minimum tree requirement. Any tree removal is subject to approval by Urban Forestry, however, no removal is currently proposed. 2. The proposal does not include privately owned public spaces and this standard is not applicable.

<p>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.</p> <p>f. Asphalt shall be limited to vehicle drive aisles.</p>		
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ATTACHMENT J: Analysis of Standards – Planned Development

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

Standard	Finding	Rationale
<p>A. 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>Complies</p>	<p>The purpose of a Planned Development is to support efficient use of land and resources and to allow flexibility with regard to 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>Development proposals are required to meet at least one of six possible objectives to qualify for the Planned Development review process. 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>As discussed in Attachment H, the proposed townhome development is the type and scale of development called for in this area by the <i>North Temple Boulevard Master 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>With regard to 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. This is a technical distinction that has no impact on the physical building itself; however, by allowing for lots without street frontage, the townhomes will be eligible for FHA financing. This will allow for increased home</p>

			<p>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> <p>Additionally, as noted in Consideration 1 the modification for the alley accesses parking reduces the potential vehicle conflict points for pedestrians, preserves more landscaping and open space, and reduces the need for additional pavement. This will overall result in a more enhanced product than would otherwise result if the alley restriction was strictly applied.</p>
<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.</p>		Complies	<p>As noted in Attachment H, the proposed development aligns with the policies for the area in the <i>North Temple Boulevard Small Area Plan</i>.</p>
<p>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:</p>		Complies	<p>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.</p>
C1	<p>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;</p>	Complies	<p>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 proposal is two stories, with a roof top deck, and while slightly taller than other two-story structures in the neighborhood is still compatible with the neighborhood mix. The North Temple Small Area Plan also notes that City should “encourage higher-density development in Euclid (this neighborhood) 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 “mix of housing types, ranging from 3-4 story multi-family developments to single-family homes” in the transitional area</p>

			that this development is located in. Overall the master plan policies reflect an expectation that there be a lower scale mix of housing opportunities in this area of the City and the proposal adds additional housing opportunities to that mix.
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 primary façade of the building is oriented to the public street and most buildings also are oriented to street in this neighborhood. The building materials on street facing facades are required to comply with the high-quality durable material requirements of the TSA zone. The applicant is utilizing fiber-cement board (with a wood-look) and small amounts of stucco on the front façade. These materials are compatible with the neighborhood where the homes have a variety of siding types, including wood, stucco, and metal siding, with limited use of brick.
C3	Whether building setbacks along the perimeter of the development: <ul style="list-style-type: none"> 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. d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance. 	Complies	The homes in this neighborhood are generally closely spaced together, with some separated by only a few feet. The proposed development includes approximately 5 to 6-foot setbacks on the sides of the development, creating some separation for privacy and windows. This also allows for small outdoor patios for each unit, providing some private amenity and open space. These spaces are private spaces, enclosed with fences and do not necessitate visibility from the sidewalk. The side setbacks also allow for sufficient room for building maintenance. The building is also set-back in the rear to allow for a large open space area in the back of the property along with parking stalls for the townhomes.
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The ground floor of the building complies with the transparency requirements for the zone with approximately 58% 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, while also defining the space with a small patio fence that creates a usable semi-private space. The building face also includes variety in material and modulation in the setback of the building face to create visual interest.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	The building is in a residential neighborhood, where there is an expectation of lower lighting levels to minimize the potential for negative impacts to surrounding residential uses. As such,

			significant lighting features are not included in this proposal.
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 are not visible from the public street.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	Parking is located in the rear of the building and accessed from a public alley that is intended for vehicle use. Other properties include fencing that limit any view of the parking area from those properties.
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:		Generally 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. There are some existing trees on private property that will need to be removed to accommodate the proposed development, however, there will overall be an increase in the number of trees on the property with this development. Further, this property is located in an urban zoning district that anticipates minimal setbacks or buffering between uses, so additional landscape buffering is generally not anticipated in this area. The proposal generally complies with most of the considerations below, taking into consideration the appropriateness of requiring additional landscaping in an urban context between similar uses.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Partially complies	There is one existing mature street tree within the adjacent park strip, and the developer is proposing to preserve the tree. However, the Urban Forestry department notes in their review (Attachment M) that the tree isn't an ideal street tree and could be replaced through their replacement process. Three new trees will be planted in the park strip, in addition to the existing tree. There are two trees along the north periphery of the property that will be removed and may not otherwise survive if retained due to their proximity to the new buildings.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Partially Complies	There are some trees on the property, but they provide minimal buffering to adjacent properties and no buffering at the ground level. The proposal will be of similar height to the adjacent property on the east where there are some trees to be removed. Additionally, 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 park strip trees that are appropriate in this lower scale residential development. The development also includes four new trees in the rear of the property within the rear open space area that are appropriate to a lower scale residential context.
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	The proposal includes direct connections for each residence to the sidewalk and positions the parking in the rear of the property along the alley. Based on these features, the design generally promotes safe and efficient transportation options, for both pedestrians and vehicles, that support Citywide transportation goals.
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	Vehicles access to the development is from a rear alley intended for vehicle use, and the alley connects to an arterial street (900 West) with two lanes and a median turning lane that is meant to accommodate such vehicle use. There is no drive access to a local street with this development.
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	The site design is pedestrian oriented, with direct walkway access to the sidewalk from each unit on the site. Each unit is access from a shared walkway through the middle of the development that is visible from the windows of each unit. Bicycles can utilize this same walkway for direct unit access. There are no driveways crossing walkways in this development as the parking is accessed from the alley, minimizing potential conflicts between transportation modes.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	As noted above, each unit has direct ground level walkway access to the sidewalk. 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	The buildings are directly adjacent to a public street, which allows for direct emergency access.
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. Garbage/recycling service will be provided from the alley, where there is an expectation for such services to be provided. A garbage truck may disrupt vehicle access through the alley for a few minutes at a time at pick up, but it would be minimal.

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 development and not have a detrimental effect on the surrounding area.	Complies	Public utility connections will be fully evaluated during the building permits review phase of the development, and upgrades may be required by that department to serve the property. Additionally, the applicant is proposing to place their electrical utility box in the rear of the property, rather than in the park strip, limiting any negative impacts to the surrounding area.

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 home owner'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 associated design standards generally concern public improvements and lot layout on new subdivision that are not on existing developed streets. 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, as eight of the lots are located behind the front two street adjacent lots. The applicant is requesting Planned Development approval for the modification. As noted in Consideration 1, the allowance is considered an enhancement as it will provide a wider range of home ownership opportunities and staff is recommending approval of the modification.
C. All necessary and required dedications are made;	Complies	No dedications of property to public use are required for this development. There is already adequate right-of-way adjacent to the development for the associated public street Euclid Ave.
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	The property is adjacent to an existing developed street with existing curb, gutter, sidewalks, and street pavement. No additional public improvements have been identified.
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	Not applicable	The proposal does not involve vacating a street, right of way, or easement, so this does not apply.

subdivision or immediately adjacent to it and there is good cause for the amendment.		
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ATTACHMENT L: Public Process and Comments

Public Notice, Meetings, Comments

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

- Early notification regarding the project mailed out October 30, 2019
 - Notices were mailed to property owners/residents within ~300 feet of the proposal
- Planning Division Open House – November 21, 2019
 - Notices were mailed to property owners/residents within ~300 feet of the proposal and sent out on the City’s Planning listserv and community council contacts.
 - No nearby residents or property owners attended.
- The Planning Division provided a 45-day comment period notice to the associated community council for the property, Poplar Grove, 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 January 8, 2020
- Public hearing notice posted on January 8, 2020
- Public notice posted on City and State websites and Planning Division list serve on January 8, 2020

Public Input:

One letter in support of the proposal from a nearby property owner/resident was received by staff and is included on the following page.

One written comment in support was provided at the City Open House.

No other public input was received.

Echeverria, Daniel

From: Mike Fife [REDACTED]
Sent: Friday, November 1, 2019 10:30 PM
To: Echeverria, Daniel
Subject: (EXTERNAL) Axiom Townhome Development (PLNPCM2019-00953 & PLNSUB2019-00954/00955)

Hi Daniel,

I'm writing about the Axiom Townhome Development and the Euclid Neighborhood generally.

The Euclid Neighborhood is a distinct area bordered by I-15 and the Jordan River on the east and west and by North Temple and I-80 on the north and south. While being as close to downtown as 9th&9th, bordered by two TRAX stops, a short drive or TRAX ride to the airport, and bordering the Jordan River Trail, the Euclid Neighborhood has seen almost no new development in decades.

I live in the Euclid Neighborhood on the same block of Euclid Ave where this project is located although on the end closer to 1000 West.

When I was on the city council, and before I ever thought about living here, we rezoned the Euclid Neighborhood to TSA zoning, more dense closer to North Temple, and less dense closer to I-80 where this project is located.

The city is planning on building the Folsom Trail along abandoned railway right-of-way generally between South Temple and 100 South which will connect Downtown to the Jordan River Trail. The Folsom Trail breaks the Euclid Neighborhood into north and south sections, basically aligned with the higher and lower density TSA sections in the neighborhood. The Folsom Trail will be a transforming amenity for the area and, in conjunction with redevelopment of the high crime motels along North Temple, will really spur development in the Euclid Neighborhood generally.

The Axiom Townhome Development is south of the Folsom Trail and south of the railroad tracks which create somewhat of an impediment to reaching the Fairpark and Jackson/Euclid TRAX stations as freight trains are frequent and sometimes lengthy, cutting off access to North Temple and TRAX at unpredictable times and for indeterminate amounts of time.

For this reason, the lower density zoning south of the trail is appropriate and is best suited for the type of missing middle infill development envisioned in this proposal. At least one parking spot per unit is a real necessity until there is a way for pedestrians to access the TRAX stations without possible interruption and long wait times and I'm happy to see that this proposal does offer one parking spot per unit which the original 5 unit proposal did not.

I'm also happy that this is a for sale project, and I hope that this will be primarily an owner occupied development.

The West Side has two seemingly conflicting goals, to entice some of the amenities available to East Side residents to the West Side and also to retain the single family home character of the West Side. Adding more dense development to the Euclid neighborhood (including even higher densities north of the Folsom Trail) can achieve both of these seemingly conflicting goals by concentrating a good percentage of additional West Side development and population in the Euclid neighborhood which will attract needed amenities, while still keeping the largely single family home areas (Rose Park and Fairpark to the north and Poplar Grove and Glendale to the south) largely unaffected from a density perspective.

In my opinion, based on the planning documents made available to the Poplar Grove Community Council, the Axiom Townhome Development looks to be exactly the type of development we need in the Euclid neighborhood south of the Folsom Trail. I hope that the Planning Commission will look favorably on these petitions.



Comment Form

Project // Axioms Townhomes
Address // 905 W Euclid Ave

Name: James Alfande

Address: _____

E-mail: james@urbanalfande.com
(if you would like to be notified of the future information and meetings)

Comments:

I support this planned development and the infill housing
it provides in our city.

You may submit this sheet before the end of the Open House, or you can provide your comments via the options below.

E-mail: daniel.echeverria@slcgov.com

Mail: Daniel Echeverria
Salt Lake City Planning Division
PO Box 145480
Salt Lake City, UT 84114-5480.

ATTACHMENT M: Department Review Comments

Planning Department (Daniel Echeverria, 801-535-7165, daniel.echeverria@slcgov.com)

1. Subdivision Plat (These plat corrections are required for the final plat application submission and are not required to be done at this time. No response necessary at this point.):
 - a. Remove PC Approval and Legislative Body blocks on the right-hand side of the plat. See the plat blocks provided by Engineering redlines.
 - b. Limited common area and its allowances/limitations will need to be described in the declarations/CC&R documentation.
 - c. The top of the sheet must face north or west. Please rotate the plat. ([20.20.030.A.1](#))
 - d. Label the adjacent properties that are shown on the plat with their County Parcel Tax ID. ([20.20.030.J.8.e](#))
 - e. See Attorney's Office comments for other plat language requirements.

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

Some questions that need additional information

- Are the buildings going to have fire sprinklers?
- Is there enough ground ladder access provided along the property lines or common spaces? Approved example of access requirements can be email to the applicant.
- How wide are fire department access roads?
- Are all first story exterior portions of the buildings located within 150-feet of fire department access roads?
- Fire hydrants shall extend to within 600-feet of all first story exterior portions of the structure

Planning Staff Note: The applicant updated their plans to document their compliance with these comments. Final compliance review will be done during building permit stage.

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

See redlines on preliminary plat for required corrections to subdivision plat. These will need to be completed for the final plat application. No changes are required at this time.

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

1. The water main in Euclid is a 6" water main. If a new hydrant is required or if adequate Fire Flow cannot be provided, the main will need to be replaced at the developer's expense.
2. Salt Lake City Standards, policies, ordinances and practices apply to this project.
3. Approval of the preliminary plat does not provide a utility development permit. Subdivision improvement plans must be submitted to public utilities for review and approval. This also may be done through a building permit application.

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

With ten parking spaces, the minimum parking requirement is satisfied. There are no dimensions for the parking aisle. The minimum parking aisle for an 8'3" wide parking space is 24'10".

Planning Staff Note: Plans were updated with this information. Final compliance will be determined during building permit review phase.

Building Code (Todd Christopher at todd.christopher@slcgov.com)

No building code issues with the submitted preliminary plans. A full review of the completed set of plans will be performed after the building permit application is made.

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

- PLNPCM2019-00953 Design Review, PLNSUB2019-00954 Planned Development and PLNSUB23019-00955 Preliminary Subdivision, for parcels currently addressed 905, 911 and 915 West Euclid Avenue; zoning review comments for these petitions prepared by Anika Stonick, Development Review Planner II; properties are zoned TSA-UN-T (Transit Station Area-Urban Neighborhood-Transition) and is within Zone H of Airport Flight Path Protection; for proposal to have 10 attached single family dwellings (property lines at/through common walls) housed in two structures, each with street frontage;
- Address building height per review required by zoning ordinance, which will be measured from the average elevation of the finished lot grade at each face of building, provide the finished lot grade elevation at each corner on each face of the building and the average height of each face on the elevation drawings;
- For dumpster locations shown, relate if would accommodate required recycling collection station r provide other recycling collection location (see 21A.36.250), and, to screen refuse dumpsters per 21A.48.120;
- Address TSA design requirements (21A.26.078) as well as those of Design Standards (21A.37), including: for at least 50% of street facing façade of building to be located within 5 feet of front property line (21A.26.078.E.3.b); open space requirement of 21A.26.078.E.5; stucco limit of 21A.26.078.F.2.a; entry feature requirement of 21A.26.078.E.2.c; and, to address the 8 items of table 21A.37.060.B that are noted as being required with numeric figure at item in table (such as ‘80’ or ‘60/25’) and 5 items of that table noted as being required with ‘X’ at item in table; find design requirements given in table described at 21A.37.050;
- Provide zoning ordinance information for parking for project by addressing minimum required parking to be per 21A.44.030.G.2 (which requires parking first be figured using table at 21A.44.030.G.1 then halving);
- Consider improving parking stall widths because typically, parking stalls with fences, walls or roof support columns alongside the stall should be one foot wider than a stall without such permanent features to side; but, proposed for 10 townhomes project are minimum 8 foot 3 inch wide stalls for where would be covered by carport structure (some, if not all, stalls will have support columns to side but are narrower than 9’ 3” or 10’ 3”). See information in document at link <http://www.slcdocs.com/transportation/design/pdf/F1.c2.pdf> which includes information “Parking stalls adjacent to columns or side walls shall be one foot wider than the standard dimensions to accommodate door opening clearance and vehicle maneuverability;”
- Have any proposal to remove existing trees reviewed by Urban Forestry, per 2A.48.135;
- Propose required street trees for review by Urban Forestry and required minimum park strip landscaping to reviewed by Development Review Planner (see 21A.48.060);
- Propose site landscaping per 21A.48;
- Address construction waste management per 21A.36.250;
- Obtain required separate building permits for demolition of existing principal buildings, and as part of that process to address demolition waste and recycling;
- Pay impact fees for new dwelling units (but also will get exempted from those fees the value of fees for the number of existing single-family dwellings being removed from project site);

Planning Staff Note: The applicant made several revisions to address these comments in their plans attached to this report. A full zoning review will be done during the building permit review phase.

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.

4. 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.

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.

Since there are multiple signors, there will need to be additional notary acknowledgements added for them.

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.

5. 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)

The existing tree at 915 W Euclid must be identified on the plans. Diameter and species. This tree is proposed for preservation according to the plans but it is a poor specimen for an urban park strip. If the project intends to preserve this tree during construction, then the plans need to address tree protection as outlined in our policy.

If the project would rather remove the tree, there will be a mitigation fee. A public right of way tree removal permit is required for tree removal. A public right of way tree planting permit is required for planting.

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 have the option to remove and replace the existing street tree subject to compliance with Urban Forestry rules.