



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission
From: Katia Pace, (385) 226-8499, katia.pace@slcgov.com
Date: January 13, 2021
Re: PLNPCM2020-00727, Windsor Court - Planned Development

PLANNED DEVELOPMENT

PROPERTY ADDRESS: 1966 S. Windsor Street
PARCEL ID: 16-17-377-038-0000
MASTER PLAN: Sugar House Master Plan
ZONING DISTRICT: Moderate Density Multi-Family Residential District (RMF-35)

REQUEST: Mike Spainhower is requesting planned development approval for a multi-family dwelling at 1966 S. Windsor Street. The project would be built on an existing vacant lot. The project would be a multi-family rental with 17 units. The building would be approximately 35 feet high at its highest point. The total site is 0.717 acres, resulting in a density of approximately 23 units per acre.

A Planned Development, **PLNPCM2020-00727**, is needed to address a modification to the front yard setback and landscape buffers.

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

1. Applicant shall comply with all required department comments and conditions.

ATTACHMENTS

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

PROJECT DESCRIPTION

The applicant is proposing to build a multi-family rental building with 17 units, it would contain 3 - three-bedroom units, 10 - two-bedroom units and 4 - one-bedroom units. The project would be built on an existing vacant lot that is located on a mid-block between 800 and 900 East and Ramona and Redondo Avenues with accessed from Windsor Street. The building will be 3 stories high and approximately 35 feet at its highest point. One unit on the ground floor will serve as an ADA unit. There will be nine attached single car garages, and twenty-two ground level parking spaces. Materials will be cement fiber panel (or stucco), brick, smooth cement fiber lap siding and stucco. The lot has an irregular shape, it's mostly landlocked located on the mid-block with a small access to Windsor Street. Parley's Creek goes through the underground of this property. The proposed building is designed to maintain the required setbacks from the Parley's Creek Easement.

QUICK FACTS

Size of Lot: 0.717 acres or 31,261 square feet

Rear Setback: (irregular shape lot) 54 feet, 42.6 feet and approximately 20 feet

Side Setback: 10 feet

Front Setback: 10 feet

Height: 35 feet at its highest point

Number of Dwellings:

total of 17 units -

3 - three-bedroom units

10 - two-bedroom units

4 - one-bedroom units

Exterior Materials: Materials will be cement fiber panel (or stucco), brick, smooth cement fiber lap siding and stucco (only of south elevation).

Parking: 9 attached parking garages and 22 ground level parking spaces.

There will be four entrances to the building and access to the units will be from the interior of the building.

The furthest north, the south and west portion of the lot abuts the R-1/7,000 zoning district. The east and remaining northern portion of the lot abuts the RMF-35 zoning district. The adjoining properties are single-family and multi-family residential and further south of this lot, not connecting, is the IHC Memorial Clinic.



Rendering of the rear of the development, North elevation.



Rendering of the front of the development, South elevation



Proposed materials and lighting

APPLICABLE REVIEW PROCESSES

Planned Development: The applicant is requesting a modification to the front yard setback and changes to landscape buffer.

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

KEY ISSUES

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

1. Street Frontage
2. Parley's Creek Easement
3. Reduced Front Yard Setback and Landscape Buffers
4. Traffic Impact

ISSUE 1

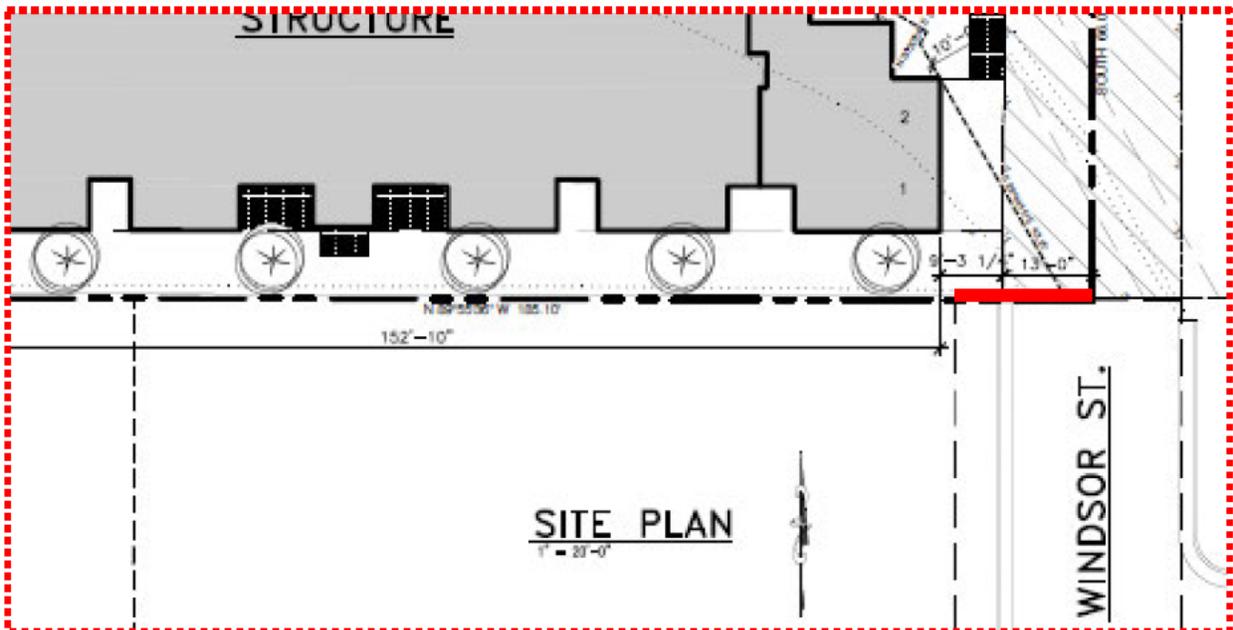
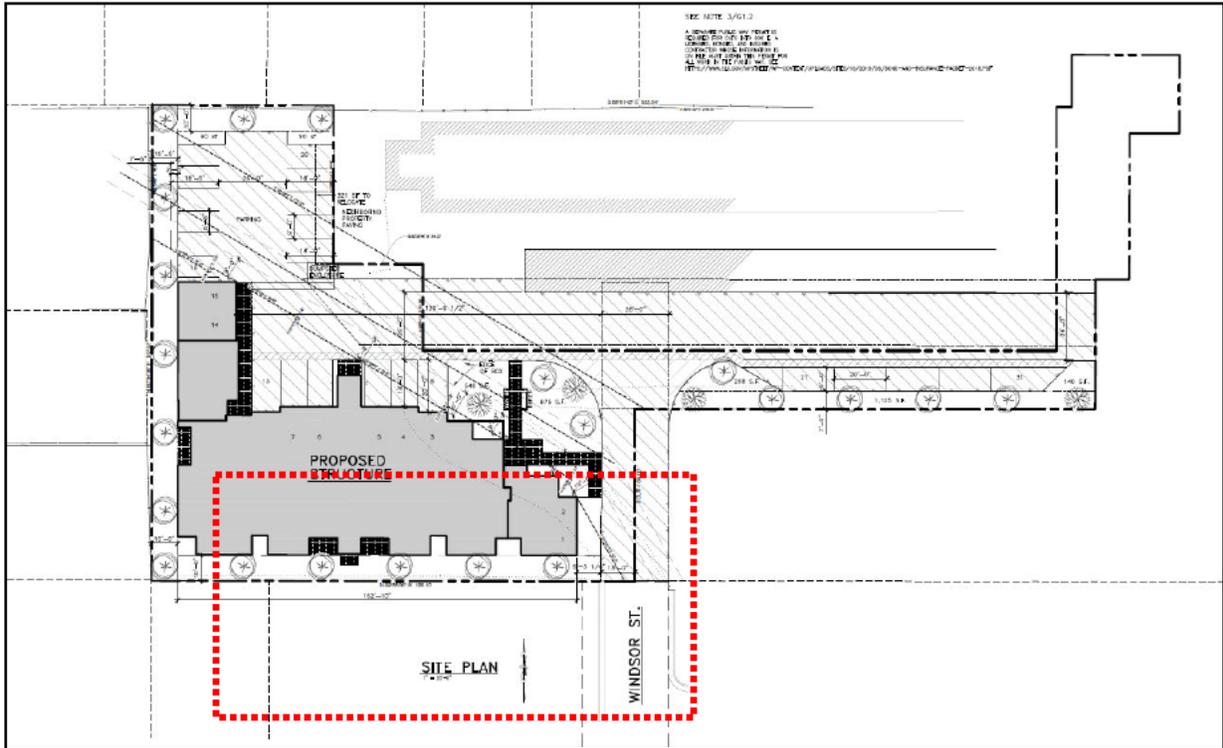
Street Frontage

Preliminary review called this parcel as not having street frontage because the city and county's map show the portion of Windsor Street that gives access to this project as being part of the lots abutting the street. However, with closer examination it was determined that this portion of Windsor Street is in fact a public street.



Showing street frontage on Windsor Street

According to the Salt Lake City Zoning Ordinance Section 21A.36.010.C, all lots in any zoning district must have frontage on a public street. And according to the definition of Street Frontage on Section 21A.62: “All of the property fronting on one side of the street between intersecting streets, or between a street and a waterway, a dead end street, or a political subdivision boundary, and having unrestricted vehicular and pedestrian access to the street” technically this property has street frontage because there is approximately 21 feet of the property that faces Windsor Street.



Red line, showing street frontage, is approximately 21 feet.

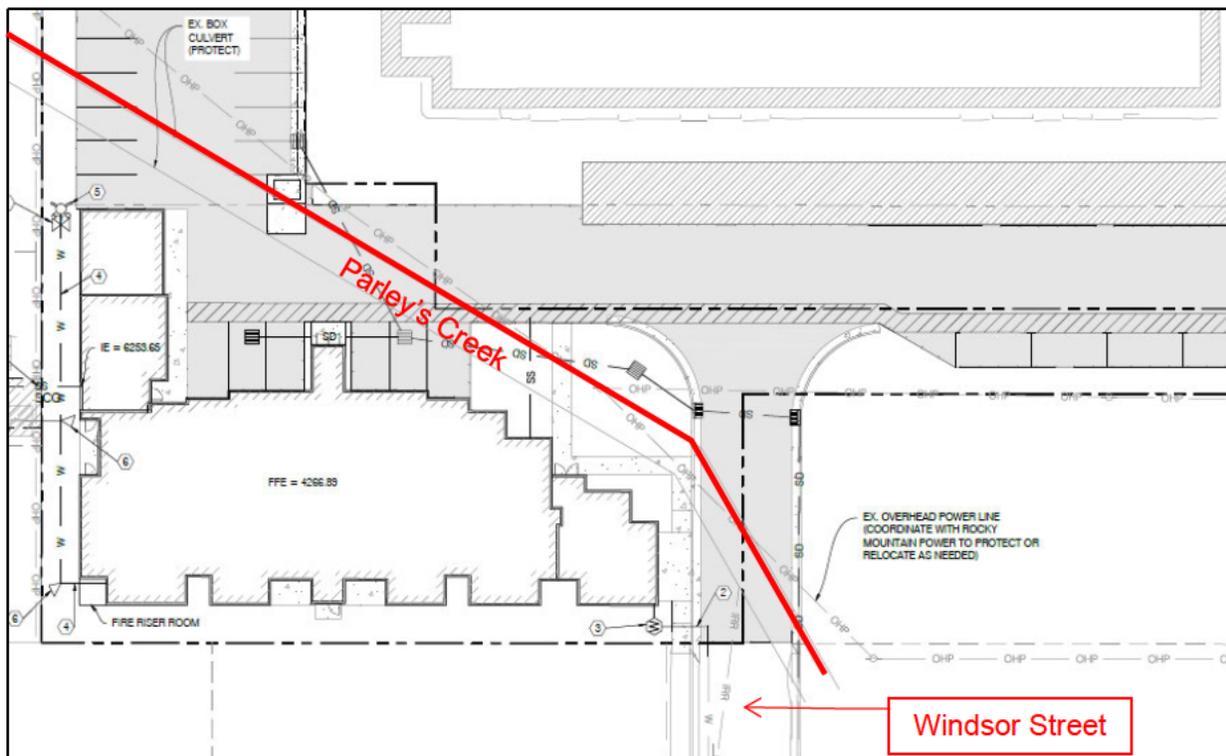


Street Frontage from Windsor Street.

ISSUE 2

Parley's Creek Easement

This lot has an irregular shape and Parley's Creek goes through the underground of this property; the building cannot be built in the easement. The proposed building is designed to maintain the required setbacks from the Parley's Creek Easement.



ISSUE 3

Reduced Front Yard Setback and Landscape Buffers

Designing this project was challenging because of the property's limitation such as being at a landlocked location and the Parley's Creek easements that run in the middle of the parcel limiting some of the zoning regulations to be fully met. The applicant has requested modification of the front yard setback from 20 feet to 10 feet. In addition, a walkway from the entrance to the building to a walkway connecting it to the Windsor Street sidewalk would require a modification to the landscape buffer since a impervious material on the buffer would not be allowed otherwise.



Rendering of development showing front façade (South Elevation).

Landscape buffering between the proposed development and neighboring single-family properties will be maintained. However, a 7 feet parking landscape buffer between property at 868 Ramona Avenue is not provided. Modification of the parking landscape buffer is being requested through the Planned Development process. Currently the property abutting the proposed parking is also parking for 868 Ramona.

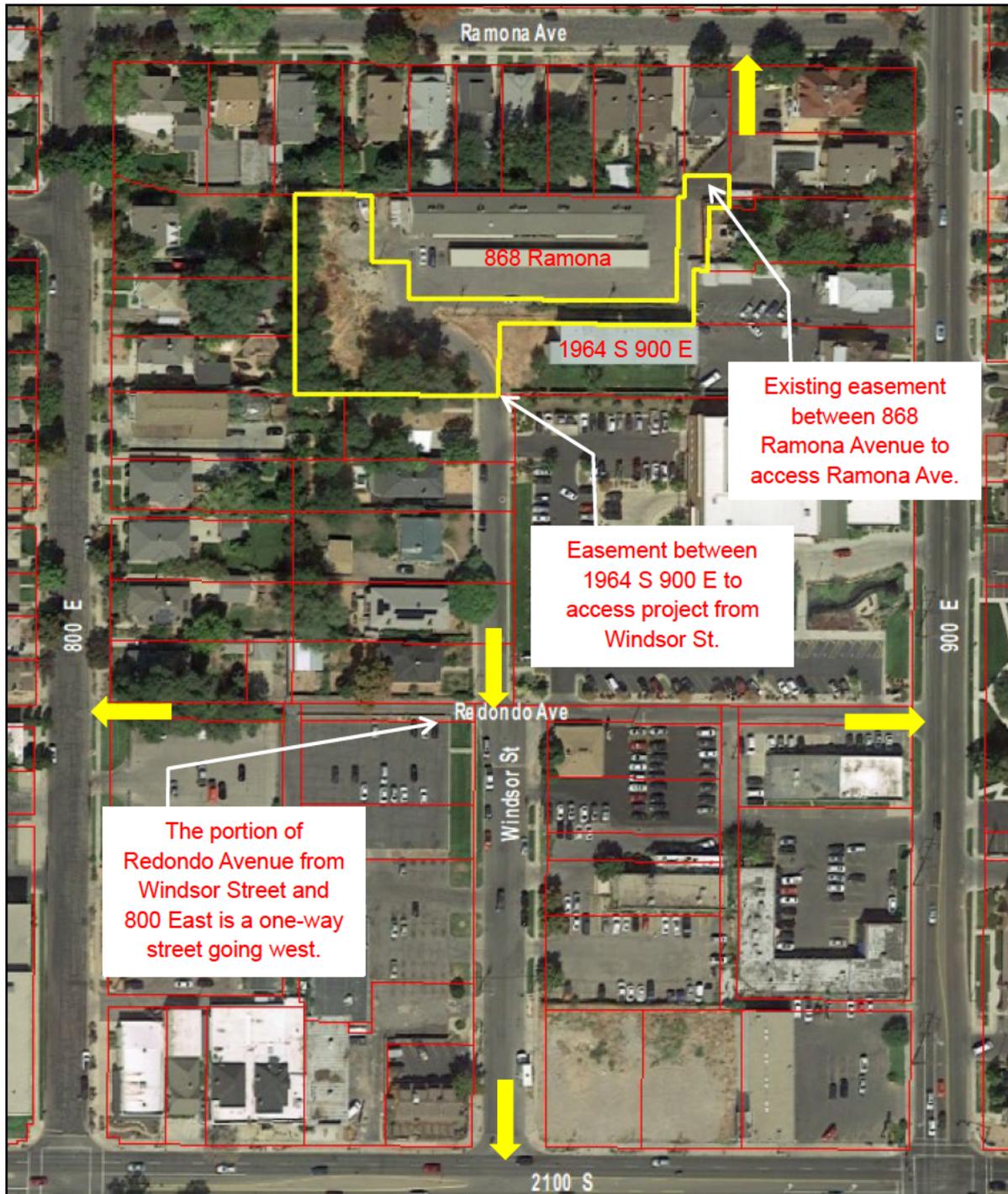


Proposed location where proposed modification of parking landscape buffer would be waived.

ISSUE 4

Traffic Impact

The main vehicular and pedestrian entrance to the project will be from Windsor Street where the driveway faces 13 feet of the street and the remainder of the driveway is an easement between the abutting property at 1964 South 900 East. Another easement exists between 868 Ramona Avenue for interior circulation. A potential secondary access will be to Ramona Avenue, there is an easement between this project and 1940 and 1932 E. 900 South that is used by the existing mid-block building at 868 Ramona Avenue to access Ramona Avenue.



The yellow arrows show access points.

From Windsor Street a vehicle, pedestrian or bicycle has the option to turn onto Redondo Avenue to access either 800 or 900 East (the portion of Redondo Avenue from Windsor Street and 800 East is a one-way going west), or continuing on Windsor Street and turning on 2100 South.

DISCUSSION

The Planned Development standards ([Attachment G](#)), comply with the development expectations articulated in the *Sugar House Master Plan* for the area.

Sugar House Development Objectives

- Provide a mix of housing types, densities, and costs to allow residents to work and live in the same community. Locate higher density housing on or near public transportation routes to afford residents the ability to reduce their reliance on the automobile.
- Direct a mixed-land use development pattern within the Sugar House Business District to include medium- and high-density housing and necessary neighborhood amenities and facilities. These developments will be compatibly arranged, taking full advantage of future transit stations, Sugar House Park, Fairmont Park, and the proximity to the retail core.

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 condition noted on the first page of this staff report.

NEXT STEPS

APPROVAL

Planned Development

If the proposal is approved, the applicant will need to need to comply with 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.

DENIAL

Planned Development

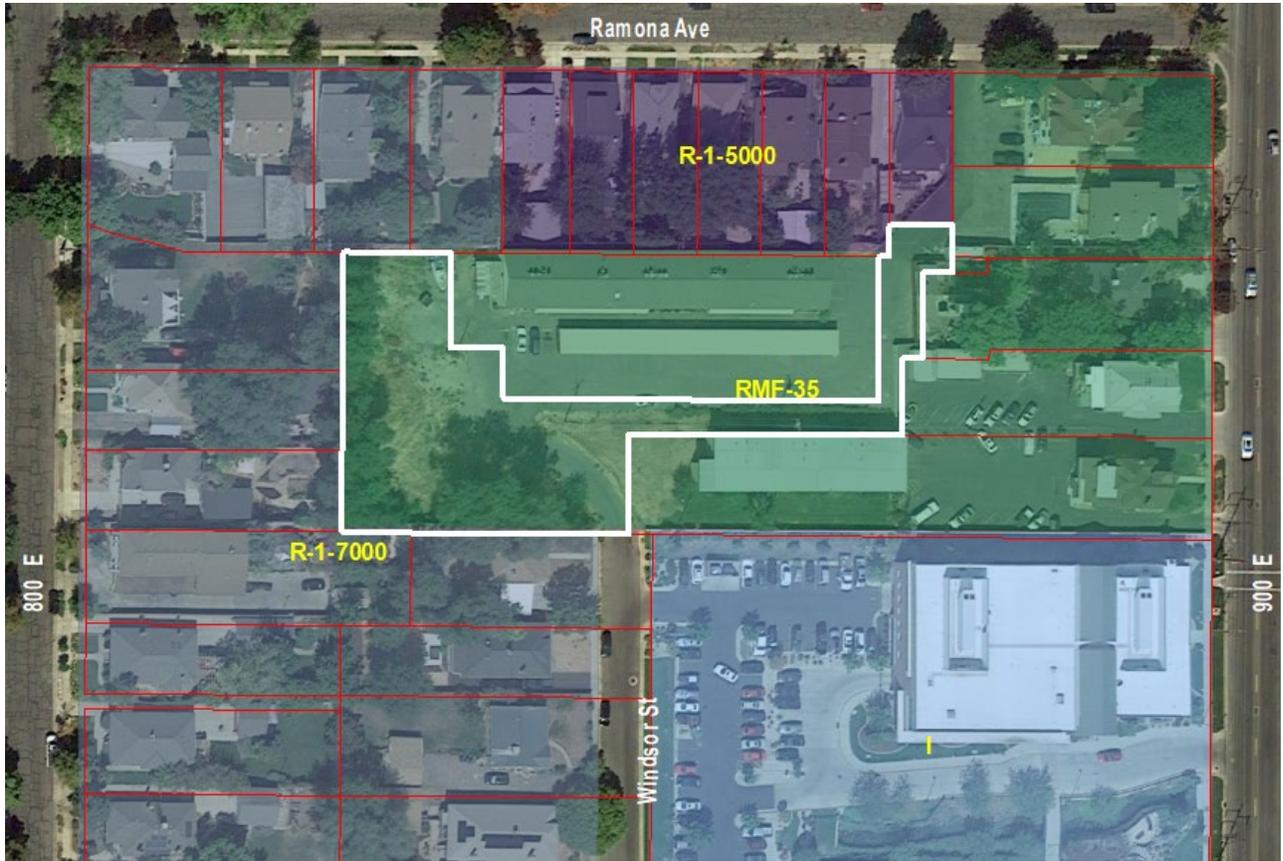
If the Planned Development request is denied, the applicant would not be able to build without modification for the front yard setback, a smaller building could be built.

ATTACHMENT A:

Vicinity & Zoning Maps



Vicinity Map



Zoning Map

ATTACHMENT B:

Elevations & Renderings



NORTH (FRONT) ELEVATION



NORTH (FRONT) ELEVATION

KEYED NOTES

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- 1 ROOF RAFTERS OR PRE-FAB. TRUSSES - SEE FRAMING PLAN FOR SIZE AND LOCATION ANCHOR WITH SIMPSON VPA OR H2.5 AT EACH JOIST/TRUSS. INSTALL PER MANUF. SPECS.
 - 2 ARCHITECTURAL GRADE ASPHALT SHINGLES ON 30# FELT, W/ METAL FLASHING.
 - 3 4' x 8' x EXT. OSB ROOF SHEATHING
 - 4 ICE & WATER SHIELD 3'-6" MIN. FROM EAVES AND AT VALLEYS. (24" MIN. INSIDE THE EXTERIOR WALL LINE)
 - 5 SOLID BLOCKING NOTCHED EACH SIDE FOR VENT WITH CONNECTION PER BLOCKING DETAIL TO DOUBLE TOP PLATE.
 - 6 R-38 INSULATION WITH BAFFLES AT EAVE TO PROVIDE 1/300 VENTING WITH SOFFIT AND RIDGE VENTS. MAINTAIN 1" GAP FROM OSB.
 - 7 ALUMINUM 10" STEPPED FASCIA, PROVIDE METAL DRIP EDGE.
 - 8 ALUMINUM SOFFIT AND TRIM W/ VENTING PER 13/G1.2.
 - 9 2x6 STUDS AT 16" O.C. WITH 1/2" GYP. BD. AT INTERIOR AND 7/16" OSB AT EXTERIOR. INSTALL R-20 INSULATION, MIN.
 - 10 BRICK VENEER INTERSTATE BRICK TUMBLEWEED - WITH 22 ga. TIES AT 16" O.C. BOTH WAYS, WITH No. 9 WIRE IN HORIZ. JOINTS AT 16" O.C. WITH 1" AIR SPACE AND 1/2" OVERHANG FROM ANGLE IRON OR FOUNDATION. PROVIDE WEEPHOLES AND FLASHING PER 12/G1.2.
 - 11 8" EXPOSURE FIBER-BOARD LAP SIDING & ARTISAN ACCENT TRIM AT WINDOWS/DOORS, SMOOTH, PAINTED SW7566 WESTHIGHLAND WHITE. MITER CRN'RS.
 - 12 JAMES HARDIE FIBER-BOARD ASPYRE COLLECTION REVEAL PANEL SYSTEM, EVENING BLUE.
 - 13 TYVEK HOMEWRAP WEATHER BARRIER ON OSB.
 - 14 CABINET DESIGN AND MATERIAL PER OWNER
 - 15 ALUMIN. GUTTER AND DOWNSPOUT.
 - 16 2x4 FDN GRADE REDWOOD OR PRESSURE TREATED SILL W/ FIBERGLASS SEALER - TYP.
 - 17 ANCHOR BOLT - WITH 7" EMBED. 12" MAX FROM ENDS OF PLATE (2) BOLTS PER PLATE MIN. USE 3" x 3" x .229" SQ. WASHERS.
 - 18 CONCRETE FOOTING - SEE STRUCTURAL SHEETS FOR SIZE AND REINFORCING
 - 19 ALL FOOTINGS SHALL BE PLACED ON UNDISTURBED GROUND OR ON STRUCTURAL FILL, AND BELOW FROST LINE
 - 20 DOUBLE GLAZED, LOW-E WINDOWS. U=.32 MAX. VINYL, WHITE COLOR.
 - 21 INSTALL SEISMIC TIE-DOWN STRAP AT WATERHEATER - SECURE TO STUDS. INSTALL SHEET METAL PAN UNDER W/H AND PROVIDE DRAIN WITHIN SPACE.
 - 22 PROVIDE CURB AT WASHER/DRYER AREA FOR WATER CONTAINMENT WITH DRAIN, VENT DRYER TO OUTSIDE PER 24/G1.2.
 - 23 4" CONC. SLAB ON 4" GRAVEL BASE.
 - 24 STUCCO SIDING, APPLY PER MANUFACTURER'S SPECS. MATCH SW 7689 ROW HOUSE TAN (SOUTH ELEVATION ONLY)
 - 25 ATTIC ACCESS W/ 30" MIN. HEADROOM AND LIGHT WITHIN SPACE. SEE 9/G1.2 FOR ATTIC FURN.
 - 26 STANDING SEAM METAL ROOF OVER 30# FELT, INSTALL PER MANUF. SPECS. CONSULT OWNER.
 - 27 OPTIONAL BRICK PAVERS AT FRONT AND BACK PORCH, PER OWNER.
 - 28 34"-36" WOOD HANDRAIL W/ BALUSTER AT 4" O.C. OR METAL BRACES AT 4'-0" O.C.
 - 29 36" WOOD GUARDRAIL W/ BALUSTER AT 4" O.C.
 - 30 STAIR - (4) 2 x 12 MIN. STRINGERS W/ 1/2" GYPSUM BOARD AT BOTTOM
 - 31 FIREBLOCK AT 10'-0" O.C. MAX. PER IRC SEC. R602.8. SEE NOTE 8/G1.2
 - 32 PROVIDE GAS STUB TO DECK/PATIO, CONSULT OWNER.
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 - 34 3/4" T&G PLY ON FLOOR JOISTS W/ R-30 MIN. INSULATION THROUGHOUT FLOOR.
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 - 36 REGENCY P42 PANORAMA ANSI Z21.88b OR EQUAL. (IMC 303.3 EXP. #1) SEE 26/G1.2.
 - 37 PROVIDE ELECTRICAL PANEL FOR CENTRAL VAC. AND FUTURE SECURITY SYSTEM, AND INTERCOM SYSTEM - CONSULT OWNER.
 - 38 INTERIOR WALLS: 2x AT 16" O.C. W/ 1/2" GYPSUM BOARD EACH SIDE.



PROJECT FOR
SUGAR HOUSE COMMONS LLC

PROJECT NAME
WINDSOR COURT LLC

PROJECT ADDRESS
1966 SOUTH WINDSOR STREET SALT LAKE CITY UTAH

SHEET TITLE
EXTERIOR ELEVATIONS

PROJ. NO. 2001	PROJ. DATE 01-02-20
SCALE 1/4" = 1'-0"	PLOT DATE 08-20-20

SHEET NO.
A2.1

LEGEND

- 2x6 STUD WALL
- 2x4 STUD WALL
- HIDDEN LINE
- KEYED NOTE
- DOOR MARK
- WINDOW MARK



WEST (RIGHT) ELEVATION

KEYED NOTES			MARK	DATE	REVISION
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SPN
Planning & Design
2091 E. MURRAY HOLLADAY RD.
#228 HOLLADAY, UTAH 84117
design@spnhomes.com, spnhomes.com
OFFICE: 801-466-1250

PROJECT FOR	
SUGAR HOUSE COMMONS LLC	
PROJECT NAME	
WINDSOR COURT LLC	
PROJECT ADDRESS	
1966 SOUTH WINDSOR STREET SALT LAKE CITY UTAH	
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A2.2	

LEGEND	
	2x6 STUD WALL
	2x4 STUD WALL
	HIDDEN LINE
	KEYED NOTE
	DOOR MARK
	WINDOW MARK



EAST (LEFT) ELEVATION

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SOUTH (REAR) ELEVATION



SOUTH (REAR) ELEVATION

KEYED NOTES

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- 1 ROOF RAFTERS OR PRE-FAB. TRUSSES - SEE FRAMING PLAN FOR SIZE AND LOCATION ANCHOR WITH SIMPSON VPA OR H2.5 AT EACH JOIST/TRUSS. INSTALL PER MANUF. SPECS.
 - 2 ARCHITECTURAL GRADE ASPHALT SHINGLES ON 30# FELT, W/ METAL FLASHING.
 - 3 4" x 8" x EXT. OSB ROOF SHEATHING
 - 4 ICE & WATER SHIELD 3'-6" MIN. FROM EAVES AND AT VALLEYS. (24" MIN. INSIDE THE EXTERIOR WALL LINE)
 - 5 SOLID BLOCKING NOTCHED EACH SIDE FOR VENT WITH CONNECTION PER BLOCKING DETAIL TO DOUBLE TOP PLATE.
 - 6 R-38 INSULATION WITH BAFFLES AT EAVE TO PROVIDE 1/300 VENTING WITH SOFFIT AND RIDGE VENTS. MAINTAIN 1" GAP FROM OSB.
 - 7 ALUMINUM 10" STEPPED FASCIA, PROVIDE METAL DRIP EDGE.
 - 8 ALUMINUM SOFFIT AND TRIM W/ VENTING PER 13/G1.2.
 - 9 2x6 STUDS AT 16" O.C. WITH 1/2" GYP. BD. AT INTERIOR AND 7/16" OSB AT EXTERIOR. INSTALL R-20 INSULATION, MIN.
 - 10 BRICK VENEER INTERSTATE BRICK TUMBLEWEED - WITH 22 ga. TIES AT 16" O.C. BOTH WAYS, WITH No. 9 WIRE IN HORIZ. JOINTS AT 16" O.C. WITH 1" AIR SPACE AND 1/2" OVERHANG FROM ANGLE IRON OR FOUNDATION. PROVIDE WEEPHOLES AND FLASHING PER 12/G1.2.
 - 11 8" EXPOSURE FIBER-BOARD LAP SIDING & ARTISAN ACCENT TRIM AT WINDOWS/DOORS, SMOOTH, PAINTED SW7566 WESTHIGHLAND WHITE. MITER CRN'RS.
 - 12 JAMES HARDIE FIBER-BOARD ASPYRE COLLECTION REVEAL PANEL SYSTEM, EVENING BLUE.
 - 13 TYVEK HOMEWRAP WEATHER BARRIER ON OSB.
 - 14 CABINET DESIGN AND MATERIAL PER OWNER
 - 15 ALUMIN. GUTTER AND DOWNSPOUT.
 - 16 2x4 FDN GRADE REDWOOD OR PRESSURE TREATED SILL W/ FIBERGLASS SEALER - TYP.
 - 17 ANCHOR BOLT - WITH 7" EMBED. 12" MAX FROM ENDS OF PLATE (2) BOLTS PER PLATE MIN. USE 3" x 3" x .229" SQ. WASHERS.
 - 18 CONCRETE FOOTING - SEE STRUCTURAL SHEETS FOR SIZE AND REINFORCING
 - 19 ALL FOOTINGS SHALL BE PLACED ON UNDISTURBED GROUND OR ON STRUCTURAL FILL, AND BELOW FROST LINE
 - 20 DOUBLE GLAZED, LOW-E WINDOWS. U=.32 MAX. VINYL, WHITE COLOR.
 - 21 INSTALL SEISMIC TIE-DOWN STRAP AT WATERHEATER - SECURE TO STUDS. INSTALL SHEET METAL PAN UNDER W/H AND PROVIDE DRAIN WITHIN SPACE.
 - 22 PROVIDE CURB AT WASHER/DRYER AREA FOR WATER CONTAINMENT WITH DRAIN, VENT DRYER TO OUTSIDE PER 24/G1.2.
 - 23 4" CONC. SLAB ON 4" GRAVEL BASE.
 - 24 STUCCO SIDING, APPLY PER MANUFACTURER'S SPECS. MATCH SW 7689 ROW HOUSE TAN (SOUTH ELEVATION ONLY)
 - 25 ATTIC ACCESS W/ 30" MIN. HEADROOM AND LIGHT WITHIN SPACE. SEE 9/G1.2 FOR ATTIC FURN.
 - 26 STANDING SEAM METAL ROOF OVER 30# FELT, INSTALL PER MANUF. SPECS. CONSULT OWNER.
 - 27 OPTIONAL BRICK PAVERS AT FRONT AND BACK PORCH, PER OWNER.
 - 28 34"-36" WOOD HANDRAIL W/ BALUSTER AT 4" O.C. OR METAL BRACES AT 4"-0" O.C.
 - 29 36" WOOD GUARDRAIL W/ BALUSTER AT 4" O.C.
 - 30 STAIR - (4) 2 x 12 MIN. STRINGERS W/ 1/2" GYPSUM BOARD AT BOTTOM
 - 31 FIREBLOCK AT 10'-0" O.C. MAX. PER IRC SEC. R602.8. SEE NOTE 8/G1.2
 - 32 PROVIDE GAS STUB TO DECK/PATIO, CONSULT OWNER.
 - 33
 - 34 3/4" T&G PLY ON FLOOR JOISTS W/ R-30 MIN. INSULATION THROUGHOUT FLOOR.
 - 35
 - 36 REGENCY P42 PANORAMA ANSI Z21.88b OR EQUAL (IMC 303.3 EXP. #1) SEE 26/G1.2.
 - 37 PROVIDE ELECTRICAL PANEL FOR CENTRAL VAC. AND FUTURE SECURITY SYSTEM, AND INTERCOM SYSTEM - CONSULT OWNER.
 - 38 INTERIOR WALLS: 2x AT 16" O.C. W/ 1/2" GYPSUM BOARD EACH SIDE.

SPN
Planning & Design
 2091 E. MURRAY HOLLADAY RD.
 #228 HOLLADAY, UTAH 84117
 design@spnhomes.com spnhomes.com
 OFFICE: 801-466-1250

PROJECT FOR
SUGAR HOUSE COMMONS LLC

PROJECT NAME
WINDSOR COURT LLC

PROJECT ADDRESS
1966 SOUTH WINDSOR STREET SALT LAKE CITY UTAH

SHEET TITLE
EXTERIOR ELEVATIONS

PROJ. NO. 2001	PROJ. DATE 01-02-20
SCALE 1/4" = 1'-0"	PLOT DATE 08-20-20

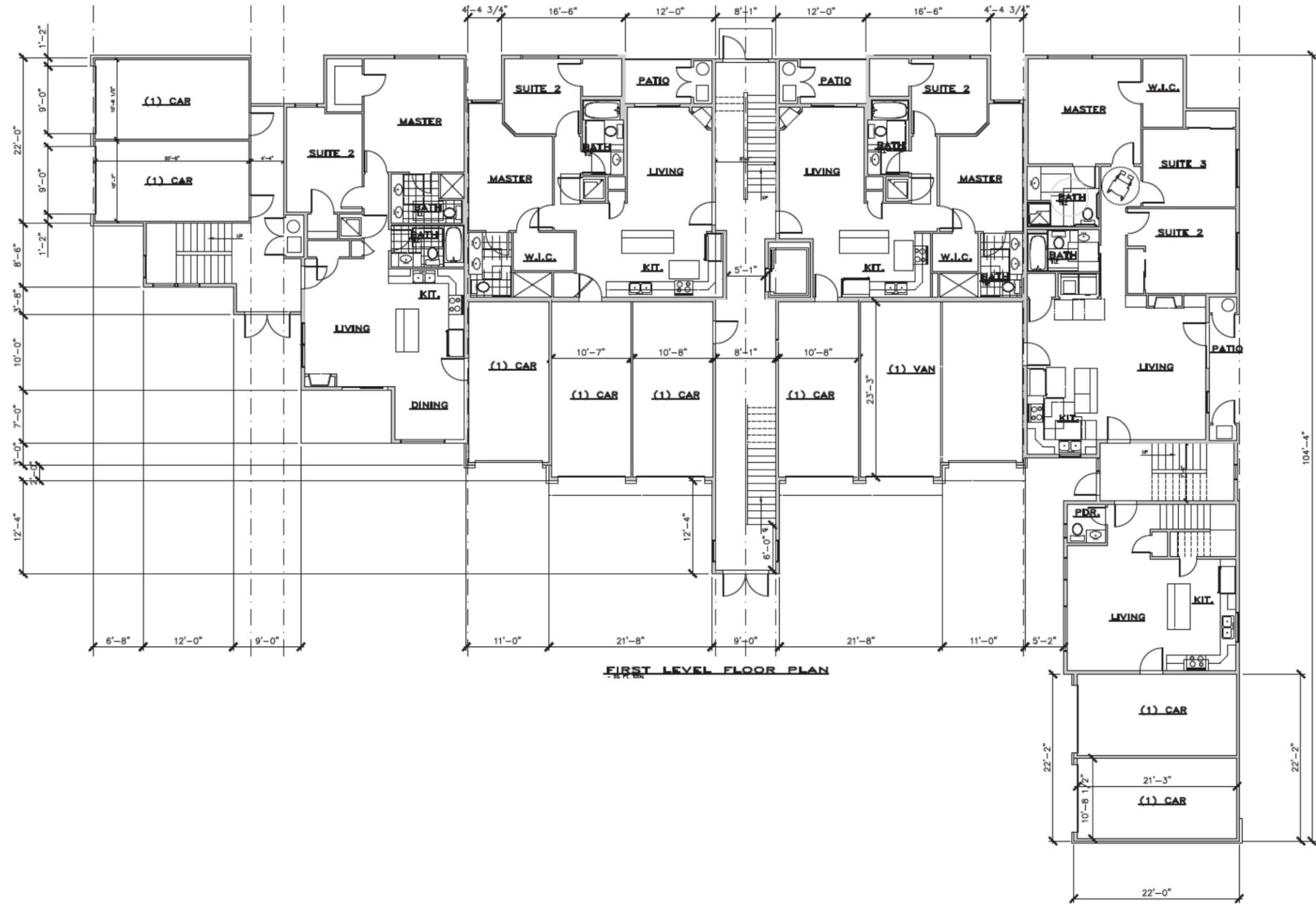
LEGEND

2x6 STUD WALL	KEYED NOTE
2x4 STUD WALL	DOOR MARK
HIDDEN LINE	WINDOW MARK

SHEET NO.
A2.4

ATTACHMENT C:

Site, Landscape & Floor Plans



FIRST LEVEL FLOOR PLAN

KEYED NOTES

- | MARK | DATE | REVISION |
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PROJECT FOR
SUGAR HOUSE COMMONS LLC

PROJECT NAME
WINDSOR COURT LLC

PROJECT ADDRESS
1966 SOUTH WINDSOR STREET SALT LAKE CITY UTAH

UNIT SCHEDULE

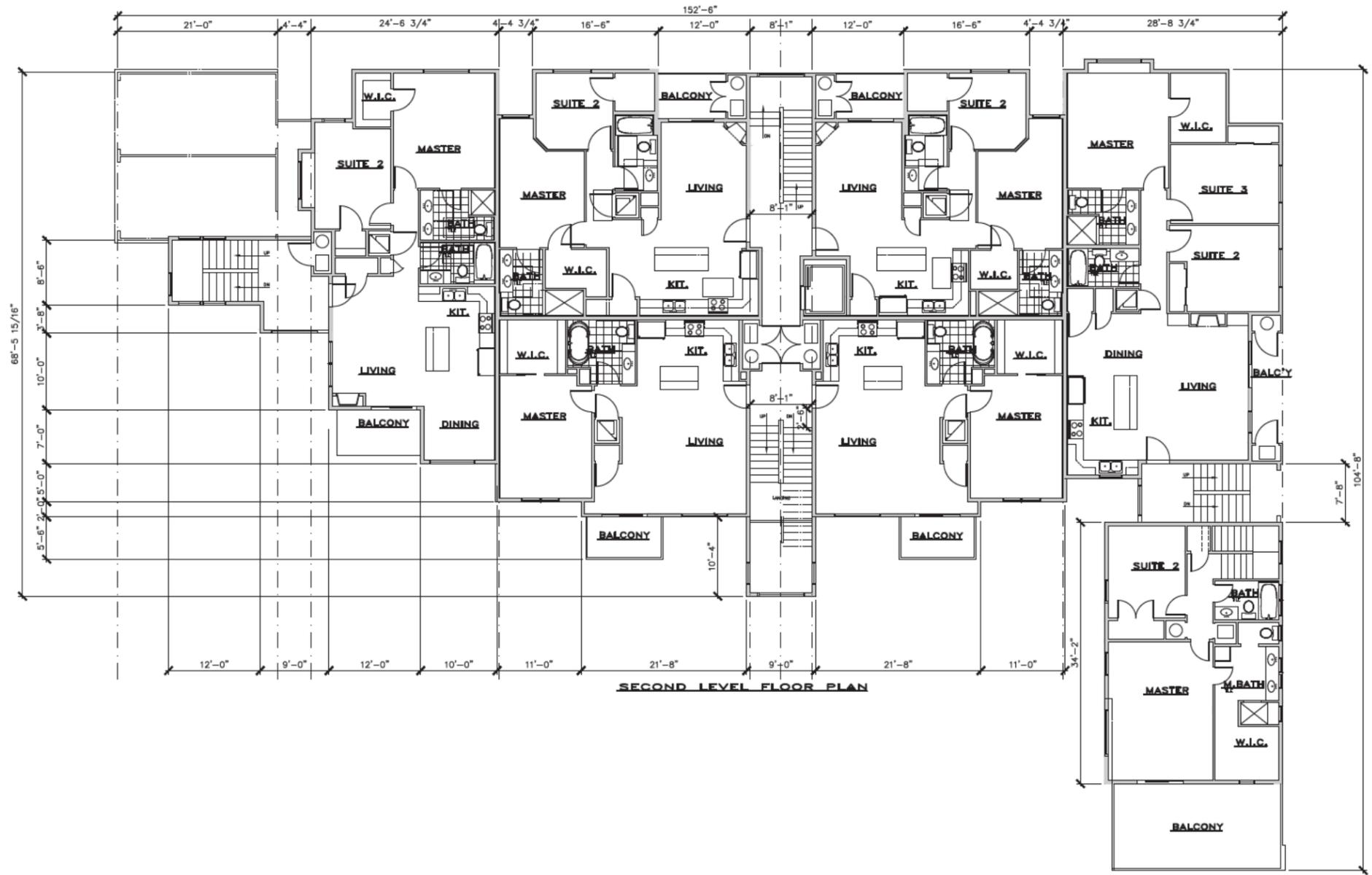
MK	#	S.F.	DESCRIPTION	TYPE
1-1	4	819	ONE BEDROOM	-
2-1	1	1,065	TWO BEDROOM	B
2-2	2	1,065	TWO BEDROOM	-
2-3	2	965	TWO BEDROOM	B
2-4	4	965	TWO BEDROOM	-
2-5	1	1,290	TWO BEDROOM - 2 STORY	-
3-1	1	1,343	THREE BEDROOM - ADA	A
3-2	2	1,343	THREE BEDROOM	-
4-1	10	240 AVERAGE	GARAGE	-

- LEGEND**
- 2x6 STUD WALL
 - 2x4 STUD WALL
 - HIDDEN LINE
 - KEYED NOTE
 - DOOR MARK
 - WINDOW MARK

SHEET TITLE
FIRST LEVEL FLOOR PLAN

PROJ. NO. 2001
 PROJ. DATE 01-02-20
 SCALE 1/8" = 1'-0"
 PLOT DATE 08-20-20

SHEET NO.
A1.1



SECOND LEVEL FLOOR PLAN

KEYED NOTES

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 - 10 BRICK VENEER - WITH 22 ga. TIES AT 16" O.C. BOTH WAYS, WITH No. 9 WIRE IN HORIZ. JOINTS AT 16" O.C. WITH 1" AIR SPACE AND 1/2" OVERHANG FROM ANGLE IRON OR FOUNDATION. PROVIDE WEEDHOLES AND FLASHING PER 12/G1.2.
 - 11 7" EXPOSURE FIBER-BOARD LAP SIDING & ARTISAN ACCENT TRIM AT WINDOWS/DOORS, SMOOTH, PAINTED, MITER CRN'RS.
 - 12 OPTIONAL 9.25" ARTISAN HARDIETRIM 5/4 FREEZE BOARD, SMOOTH.
 - 13 TYVEK HOMEWRAP WEATHER BARRIER ON OSB.
 - 14 CABINET DESIGN AND MATERIAL PER OWNER
 - 15 ALUMIN. GUTTER AND DOWNSPOUT.
 - 16 2x4 FDM GRADE REDWOOD OR PRESSURE TREATED SILL W/ FIBERGLASS SEALER - TYP.
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 - 24 DECOR. COLUMN W/ BASE AND CAP. SURROUND STRUCTURE. SEE ELEV.
 - 25 ATTIC ACCESS W/ 30" MIN. HEADROOM AND LIGHT WITHIN SPACE. SEE 9/G1.2 FOR ATTIC FURN.
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PROJECT FOR
SUGAR HOUSE COMMONS LLC

PROJECT NAME
WINDSOR COURT LLC

PROJECT ADDRESS
1966 SOUTH WINDSOR STREET SALT LAKE CITY UTAH

SHEET TITLE
SECOND LEVEL FLOOR PLAN

PROJ. NO. 2001
PROJ. DATE 01-02-20
SCALE 1/8" = 1'-0"
PLOT DATE 08-20-20

SHEET NO.
A1.2

LEGEND

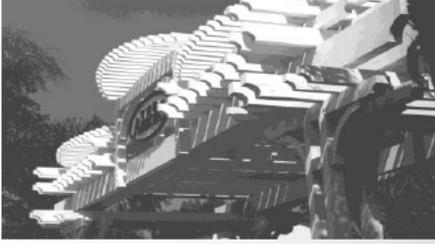
- 2x6 STUD WALL
- 2x4 STUD WALL
- HIDDEN LINE
- KEYED NOTE
- DOOR MARK
- WINDOW MARK

ATTACHMENT D:

Additional Information & Narrative

SDN

Planning & Design



2091 E. Murray Holladay Rd. #22B
Holladay, Utah 84117
801-466-1250, spnhomes.com

TRANSMITTAL

To: _____
From: Mike Spainhower _____
Re: _____
Date: _____
Pages to follow: _____

Re: Planned Development

Applicant: Sugar House Commons LLC

Project: Windsor Court
1966 S Windsor St.
SLC, Ut. 84105

Project Description:

Existing:

Vacant lot zoned RMF-35. The purpose of the RMF-35 moderate density multi-family residential district is to provide an environment suitable for a variety of moderate density housing types, including single-family, two-family, and multi-family dwellings with a maximum height of thirty five feet (35').

Proposed:

Meets current zoning.

One structure, max. 35' tall, (17) unit Mutil-Family. Three levels, above ground.

(5) Units on ground floor level.

(6) Units on Second floor level.

(6) Units on Third floor level.

Also included is nine attached single car garages.

Unit types:

(3) - Three Bedroom units with one on the ground floor serving as an ADA unit.

(10) - Two Bedroom units.

(4) - One bedroom units.

Planned Development Information.

a. 21A.55.010 - Master Plan Implementation.
Increase the number and type of housing units.

b. 21A.55.050 -

A. The planned development meets the purpose statement for a planned development in Section 21A.55.010 and satisfies the Master Plan objective by increasing the number and type of housing units.

B. Master Plan Compatibility. The proposed planned development is consistent with adopted policies set forth in the citywide, community, and small area master plan that is applicable to the site where the planned development will be located.

C. Design and Compatibility:

1. Scale, mass, and intensity is compatible with the neighboring properties related to the building use and site design. For example, property at 868 E. Ramona Dr. will share access by an easement agreed on, and set forth, by both properties.
2. Building materials in the proposed planned development are compatible with the neighborhood or even will be an upgrade to the existing neighboring structures located in the same zoning district.
3. Building setbacks along the perimeter of the development in compliance with zoning regulations. Careful and creative thought has been given to the challenges of the property's limitation for design based on the landlocked location and easements that run in the middle of the parcel limiting some of the zoning regulations to be fully met. See item "c" below.

c. Landscape buffering between the proposed development and neighboring single family properties are maintained. A 10' landscape buffer between property at 868 E. Ramona Dr. is not provided. The applicant requests the square footage that would have been provided between the East row of parking and the far West edge of 868 Ramona Dr. be distributed to other areas. More than double the square footage needed is provided on the Northeast corner of the building. This will be in line with how the space is used currently by 868 E. Ramona Dr. so as not to hinder the access they have to the areas on the west end of their structure.

4. Landscaping and sidewalks are used with a bench and bike lock-up area to encourage pedestrian interest and interaction.
5. Lighting will be used for visual interest yet not affect the neighboring properties.
6. The dumpster is appropriately screened.
7. Parking areas are appropriately buffered from adjacent uses except as noted in line 3c above.

D. Landscaping: The proposed planned development provides new landscaping where appropriate.

1. New trees located along the periphery of the property and along the street will be preserved and maintained.
2. Buffering to the abutting properties is maintained and preserved except as noted in line 3c above.
3. Landscaping will be designed to lessen potential impacts created by the proposed planned development.
4. Proposed landscaping will be appropriate for the scale of the development.

E. Mobility: The proposed planned development will maintain current access to adjacent properties. i.e. 868 E. Ramona Dr. Safe and efficient circulation within the site and surrounding neighborhood with two existing ways of access to the development are shared with 868 E. Ramona Dr.

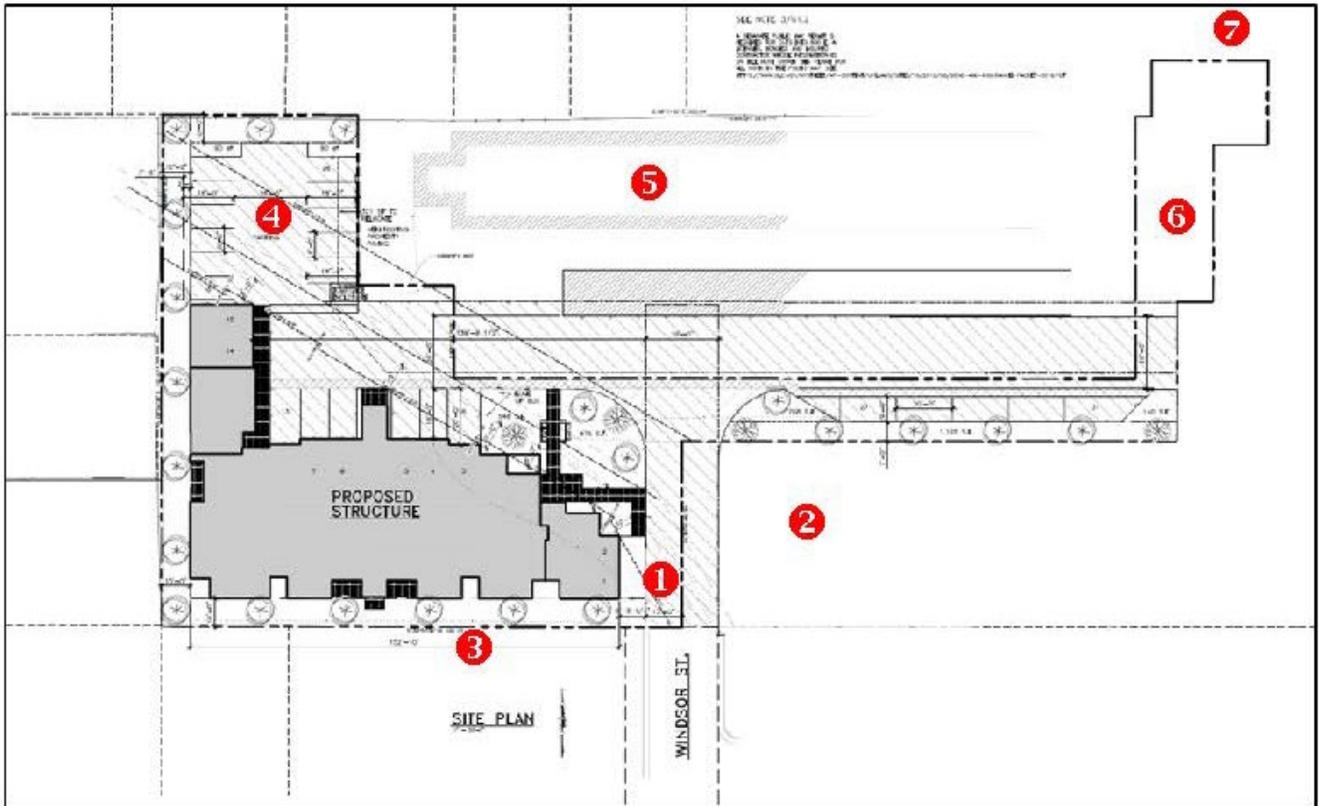
F. No existing Site Features.

G. Utilities: Planned utilities will adequately serve the development and will not have a detrimental effect on the surrounding area and has the appropriate easements to access and serve the development. i.e. Sewer easement is provided from 800 East.

c. 21A.55.110 - Long term maintenance of private infrastructure;

ATTACHMENT E:

Property & Vicinity Photographs



View facing south



2

View facing east



3

View facing south



4

View facing north



5

View facing north



6

View facing north



7

View facing north

ATTACHMENT F:

Master Plan & Zoning Standards

SUGAR HOUSE COMMUNITY MASTER PLAN

Sugar House Development Objectives

- Provide a mix of housing types, densities, and costs to allow residents to work and live in the same community. Locate higher density housing on or near public transportation routes to afford residents the ability to reduce their reliance on the automobile.
- Direct a mixed-land use development pattern within the Sugar House Business District to include medium- and high-density housing and necessary neighborhood amenities and facilities. These developments will be compatibly arranged, taking full advantage of future transit stations, Sugar House Park, Fairmont Park, and the proximity to the retail core.

Future Land Use Map

In the Sugar House Community Master Plan, the future land use map indicates that a medium density residential scale development of 10-20 dwelling units per acre is most appropriate for the project site. However, the zoning district for this site is RMF-35 and it allows for higher density and with a density of 23 dwelling units per acre, this project stands in the middle between medium density and medium-high density.

The plan's objectives for both medium and medium-high density are similar. They are:

- To locate and design so that land use conflicts with surrounding single-family housing or other uses are minimized.
- To provide open space amenities, adequate off-street parking, appropriate building scale and mass, and adequate access to transit.

Policies for Planned Developments

- Consideration should be given to compatible building materials and design, which are integral aspects of maintaining the community character.
- Ensure the site and building design of residential Planned Developments are compatible and integrated with the surrounding neighborhood.
- Review all proposed residential planned developments using the following guidelines:
 - Support new projects of a similar scale that incorporate the desirable architectural design features common throughout the neighborhood;
 - Maintain an appropriate setback around the perimeter of the development;
 - Position houses so that front doors and front yards face the street;
 - Incorporate a pedestrian orientation into the site design of each project with sidewalks, parkstrips and street trees as well as trail ways wherever possible.

Land Use and Transportation Policies

- Ensure that decisions made for planning, zoning, public works projects, or any other public or private investment are guided by a full understanding of the relationships between land use and transportation impacts.

CITYWIDE HOUSING MASTER PLAN

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

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.

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 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.

APPLICABLE MAJOR ZONING/DESIGN STANDARDS
RMF-35 MODERATE DENSITY MULTI-FAMILY RESIDENTIAL ZONING
DISTRICT STANDARDS AND OTHER APPLICABLE ZONING ORDINANCES

The purpose of the RMF-35 Moderate Density Multi-Family Residential District is to provide an environment suitable for a variety of moderate density housing types, including single-family, two-family, and multi-family dwellings with a maximum height of thirty-five feet (35'). This district is appropriate in areas where the applicable Master Plan policies recommend a density of less than thirty (30) dwelling units per acre. This district includes other uses that are typically found in a multi-family residential neighborhood of this density for the purpose of serving the neighborhood. Uses are intended to be compatible with the existing scale and intensity of the neighborhood. The standards for the district are intended to provide for safe and comfortable places to live and play, promote sustainable and compatible development patterns and to preserve the existing character of the neighborhood.

Requirement	Standard	Development Proposal	Compliance/Impact on Development
21A.24.130			
Front Yard Setback	20 feet	10 feet	Requested modification through the Planned Development process.
Side Yard Setback	10 feet	10 feet	Complies
Rear Yard	25% of the lot depth, but not less 20 feet and need not exceed 25 feet.	(irregular shape lot) 54 feet, 42.6 feet and approximately 20 ft.	Complies
Lot Area	26,000 square feet for multi-family dwellings.	Approximately 31,261 square feet.	Complies
Lot Width	80 feet	185 feet	Complies
Maximum Height	35 feet	35 feet	Complies
Building Coverage	Not to exceed 60% of the lot area.	Building coverage is 28%.	Complies
21A.36			
Street Frontage	Each lot is required to have public street frontage.	Approximately 21 feet of street frontage.	Complies
21A.40			
Ground Mounted Utilities		East side of building.	Complies
21A.44			
Parking	Two parking spaces for 2 or more bedrooms and one parking space for 1 bedroom	30 parking spaces required, and 31 parking spaces proposed.	Complies

Electric vehicle	At least one (1) parking space dedicated to electric vehicles shall be provided for every 25 parking spaces provided.	Two dedicated electric vehicles parking spaces will be provided.	Complies
Location of Parking	Parking not permitted within 10 feet of the rear lot line when abutting a two-family district.	Parking is proposed to be 10 feet from the rear lot line.	Complies
Bicycle	Five percent (5%) of the vehicular parking spaces required for such use. At least two (2) bicycle parking spaces are required.	Two bicycle parking spaces will be provided.	Complies
21A.48			
Landscaping	Front yard and for multi-family lots, one of the interior side yards shall be maintained as a landscape yard.	Front yard and west side yard are proposed to be landscaped.	Complies
Landscape Buffer	10 feet landscaped buffer which abut a lot in a single-family.	10 feet landscaped buffer which abut a lot in a single-family.	Complies
Landscape Buffer	No impervious surfaces shall be permitted on the landscape buffer.	Proposed pedestrian walkway from building entrance on the South elevation to pedestrian walkway on east side.	Requested modification through the Planned Development process.
Parking Lot Landscape Buffer	7 feet	No landscaping buffer on portion of the parking that abuts 868 Ramona Avenue.	Requested modification through the Planned Development process.
Disposal Dumpsters	Screened, not less than 6 feet but not more than 8 feet.	The project includes dumpsters and recycling in the rear of the building that will be screened.	Complies

ATTACHMENT G:

Analysis of Standards – Planned Development

STANDARDS FOR PLANNED DEVELOPMENTS

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

Standard	Finding	Rationale
<p>A. The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.</p> <p>The purpose of a Planned Development is to support efficient use of land and resources and to allow flexibility about the specific zoning regulations that apply to a development, while still ensuring that the development complies with the purposes of the zone. As stated in the PD purpose statement, developments should also incorporate characteristics that help achieve City goals.</p>	<p>Complies</p>	<p>The applicant has noted that their development meets objective F.1: <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> <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>This project helps implement some of the objectives called by the Sugar House Master Plan, the Growing SLC: A Five-Year Housing Plan and Plan Salt Lake.</p> <p>This project would allow for a moderate density to increase within an existing neighborhood. The proposed development is an infill project that is a medium density housing adjacent to the Sugar House Business District and that will take advantage of public transportation, bicycling, walking, the use of neighborhood parks and proximity to the retail core.</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</p>	<p>Complies</p>	<p>As noted in Attachment E, the proposed development aligns with the policies for the area in the <i>Sugar House Master Plan</i>, <i>Growing SLC: A Five-Year Housing Plan</i> and <i>Plan Salt Lake</i>.</p>

<p>the planned development will be located.</p>		<p>According to the Sugar House Master Plan proposed residential planned developments should use the following guidelines:</p> <ul style="list-style-type: none"> • Support new projects of a similar scale that incorporate the desirable architectural design features common throughout the neighborhood; • Maintain an appropriate setback around the perimeter of the development; • Position houses so that front doors and front yards face the street; • Incorporate a pedestrian orientation into the site design of each project with sidewalks, parkstrips and street trees as well as trail ways wherever possible. 	
<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>	<p>Complies</p>	<p>The proposed development is generally compatible with the area and the Sugar House Master Plan’s policies listed below:</p> <ul style="list-style-type: none"> • To locate and design so that land use conflicts with surrounding single-family housing or other uses are minimized. • To provide open space amenities, adequate off-street parking, appropriate building scale and mass, and adequate access to transit. 	
<p>C1</p>	<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>	<p>Complies</p>	<p>On the periphery of the project site the homes are mostly single-family and low-density multi-family homes, but on the mid-block where the project will be located there are two other multi-family buildings that are equivalent in size as the proposed project. The IHC Memorial Clinic is comparable to the height of the proposed building.</p> <p>The design of the existing multi-family buildings is a boxy style. The proposed building has more modulation.</p> <p>The material is brick, cement fiber lap siding and stucco. The cement fiber panel is a contemporary design and material that fits with the proposed design. The modulation of the proposed building and the materials relate better to the lower density buildings surrounding it.</p>
<p>C2</p>	<p>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;</p>	<p>Complies</p>	<p>The proposed building will not have a strong presence on the street. Approximately 21 feet will have street access. The Parley’s Creek easement was a major influence on the orientation of the building. The architectural design of the building will not have a negative impact of the surrounding neighborhood.</p>
<p>C3</p>	<p>Whether building setbacks along the perimeter of the development:</p>	<p>Partly complies</p>	<p>Modification of the front yard setback is being requested through the Planned</p>

	<p>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</p> <p>b. Provide sufficient space for private amenities.</p> <p>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</p> <p>d. Provide adequate sight lines to streets, driveways and sidewalks.</p> <p>e. Provide sufficient space for maintenance.</p>		<p>Development process. Careful and creative thought has been given to the challenges of the property's limitation for design based on the landlocked location and easements that run in the middle of the parcel limiting some of the zoning regulations to be fully met.</p> <p>Landscape buffering between the proposed development and neighboring single-family properties are maintained. A 7 feet parking landscape buffer between property at 868 Ramona Avenue is not provided. Modification of the parking landscape buffer is being requested through the Planned Development process.</p> <p>The project will have adequate setback from abutting properties except between the house at 1970 Windsor Street where the reduction of the front yard setback is being requested. However, a visual screening with trees would help satisfy this concern.</p>
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The RMF-35 does not have a transparency requirement because it is a residential character. However, the building includes a variety of materials and modulation that creates visual interest.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	This is a residential project and individual lighting will be provided for each unit (mainly on entrances, balconies and patios) creating visual interest.
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	The project includes dumpsters and recycling in the rear of the building that will be screened.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	Parking will include 9 attached garages, and 22 surface parking spaces. The surface parking spaces will be buffered from adjacent uses by landscape areas except where it abuts 868 Ramona Avenue. Requested modification through the Planned Development process.
	D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:	Complies	This is a lower scale development in a lower scale residential context where additional landscaping is not generally necessary to prevent negative impacts on adjacent properties.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	There will be an overall increase in the number of trees on the property with this development. New trees will be planted on the landscape buffer will be provided. There is no parking strip to be preserved.

D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Partially Complies	Existing trees will be removed, but other trees will be planted on the periphery except on the west property line abutting 868 Ramona Avenue as mentioned above.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	The project will have adequate setback from abutting properties except for the house at 1970 Windsor Street where the reduction of the front yard setback is being requested and there are bedrooms facing the north wall. Currently the periphery trees along that property line are tall and don't provide screening. At the Sugar House Community Council, there was a recommendation to plant trees that would correspond to the height of the windows that would provide better privacy. The recommendation was received positively by the applicant.
D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	The proposed landscaping includes new trees and landscape along the periphery abutting single-family houses.
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	<p>The Sugar House Land Use and Transportation Policy calls for planning, zoning, public works projects, or any other public or private investment to be guided by a full understanding of the relationships between land use and transportation impacts. This is a transit-oriented neighborhood that is designed for pedestrian walkability, public transportation and access to retail and recreation.</p> <p>Better bicycle circulation should be looked at by the Transportation Division for the entire neighborhood.</p>
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	<p>The main vehicular and pedestrian entrance to the project will be from Windsor Street where the driveway faces 15 feet of the street and another 15 feet of the driveway is part of an easement between the abutting property at 1964 South 900 East. Another easement exists between 868 E Ramona Avenue for interior circulation. A potential secondary access will be to Ramona Avenue, there is an easement between this project and 1940 and 1932 E. 900 South that is used by the existing mid-block building at 868 E. Ramona Avenue to access Ramona Avenue.</p> <p>From the Windsor Street access a vehicle, pedestrian or bicycle has the option to turn onto Redondo Avenue to access either 800 or 900 East (the portion of Redondo Avenue from Windsor Street and 800 East is a one-way going west), or continuing on Windsor Street and turning on 2100 South.</p>

			<p>Traffic impact is a huge concern from the property owners on this block. Concerns are that:</p> <ul style="list-style-type: none"> Residents of the project will likely use the Ramona Avenue access, and this is a narrower street than most in the neighborhood with no room for two-way traffic. There isn't any place for overflow parking or guest parking on this project, so the overflow will be on on-street parking. <p>Although access to and from Ramona Avenue is a possibility, it should not be a reason to deny this project.</p>
E2	<p>Whether the site design considers safe circulation for a range of transportation options including:</p> <ol style="list-style-type: none"> Safe and accommodating pedestrian environment and pedestrian oriented design; Bicycle facilities and connections where appropriate, and orientation to transit where available; and Minimizing conflicts between different transportation modes; 	Complies	<p>Bicycle parking will be provided inside the courtyard, and inside the attached garages, giving residences a safe place to store their bikes.</p>
E3	<p>Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;</p>	Complies	<p>The layout of the development includes direct access to the public sidewalk on Windsor Street. A pedestrian walkway from the entrance to the building should be installed. However, such access would not comply with the required landscape buffer that prohibits impervious surfaces. A modification through the Planned Development process to include a pedestrian walkway on the landscape buffer has been requested.</p>
E4	<p>Whether the proposed design provides adequate emergency vehicle access; and</p>	Complies	<p>Because there is no turn around for emergency vehicles an Alternative Means and Methods will be required. Staff recommends approval with a condition that the applicant will comply with all required department comments and conditions.</p>
E5	<p>Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.</p>	Complies	<p>As this is a small residential development there are no loading bays.</p>
	<p>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.</p>	Complies	<p>This is a vacant lot and there are no existing site features that significantly contribute to the character of the neighborhood or environment.</p>

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 will be required by that department to serve the property.
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ATTACHMENT H:

Public Process & Comments

PUBLIC NOTICE, MEETINGS, COMMENTS

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

- Early notification regarding the project mailed out November 3, 2020. Notices were mailed to property owners/residents within 300 feet of the proposal
- The Planning Division provided a 45-day comment period notice to the Sugar House Community Council on October 15, 2020. The SHCC Land Use and Zoning Committee and held a Zoom meeting on November 16, at 6 PM.
- A letter from the SHCC Land Use and Zoning Committee, together with emails sent to the SHCC, was received and is included on the following page.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on December 29, 2020.
- Public hearing notice posted on January 3, 2020.
- Public notice posted on City and State websites and Planning Division list serve on December 29, 2020.

PUBLIC INPUT

Phone calls enquiring about the project were received.



October 16, 2020

TO: Salt Lake City Planning Commission

FROM: Judi Short, First Vice Chair and Land Use Chair
Sugar House Community Council

RE: PLNPCM2020-00727 Windsor Court Planned Development

We are pleased to have the opportunity to review this project, which is a Planned Unit Development because it does not have direct access to a public street.

This project was posted on our website, and the neighbors received a flyer about the upcoming Land Use meeting. There were about 25 people at the Zoom call on November 16, half were from the neighborhood. It was also in the SHCC Newsletter, and I receive many comments about the project, which are attached.

This project is planned for an RMF-35 parcel, with 17 units, 35' tall, which includes 9 attached single car garages with electric charging station, and a total of 22 surface parking spaces. There will be covered parking for bikes in the garages, otherwise tenants need to put the bikes in their apartment. There are 3 3-bedroom units, with one on the main floor that is an ADA unit, 10 2-bedroom units and 4 one-bedroom units. This project meets the standards for the zone, and the master plan.

This is a difficult parcel. It would appear, looking at the parcel from a map, that access is easy. If someone wants to enter from 2100 South north onto Windsor Street, which the developer seems to be encouraging, it isn't too difficult if you are driving west on 2100 South. But it will be nearly impossible to turn onto Windsor from 2100 South going east at certain busy times of day, which means most of the time. That leaves the best access at Ramona Street, through the shared access skinny driveway behind 1932 Ramona as the other access. Ramona Avenue is a narrower street than most in that neighborhood, and cars park on both sides of the street, most of the time. One car can pass down the middle, but not two. And, garbage trucks are very tight. Perhaps better access should be by going Windsor to Redondo or Redondo to Windsor. (Although I just learned that is a one-way street, not sure which way).

Building setbacks are not an issue. This building is located well away from any neighboring buildings. The house at 1970 Windsor has some concern about privacy, because their bedrooms are along the north wall. I made a recommendation that they plant tall hedge buckthorn trees along the perimeter. Those are 10' tall at the base and 35' tall at maturity. In 4-5 years they are easily 12' tall. That would give privacy to their yard and bedroom windows, which are on the north side of their house.

I don't see any waste collection bins on the parcel, and no place to walk the dogs without having to go half a block away. There should be a small spot for that on the property. There are no common areas, although most units appear to have an outdoor patio. They need to add an electric car charging station somewhere to help tenants who do not live in a unit with a garage.

This extra traffic is not welcome in the area. The streets are narrow and the cars are plentiful. Neighbors say that since the apartments in the area of 900 East and Ramona have all been remodeled in the past year, they have experienced no available parking in front of their houses because the overflow parking goes up and down Ramona and even across 900 East. There isn't any place for overflow parking or guest parking for this project. We recognize that they

are meeting the ordinance, but there are no bike lanes nearby, either. The 2100 South bus is running more often than it used to, and so is the 900 East bus, if these tenants would just use it. The sidewalk on one side of Windsor will remain, so hopefully this will allow tenants to walk into Sugar House for errands instead of driving. They have done a good job of designing to avoid the underground easement for the Jordan Canal.

You can see by reading the comments that most of the neighbors are overwhelmingly against this project. The city infrastructure is a mess, streets are too crowded, no bus lanes, the transit system isn't robust enough to get people where they need to go quickly. Salt Lake City needs to realize that it is important to pay attention to quality of life issues, as well as just creating more units of housing. We have now thousands of new units in Sugar House, but no attention has been placed on how residents living in Sugar House will get to their places of work, since the roads are narrow and all the new housing will soon have no parking requirement, everyone can just park on the street. Very irresponsible. This is a good place to put 3 or 4 large homes, or even a pocket park, instead of apartments. Very few new single-family units have been built in Sugar House in the last decade.

In the 2005 Sugar House Master Plan, on Page 11, one of the Policies is to ensure that decisions made for planning, zoning, public works projects, or any other public or private investment are guided by a full understanding of the relationships between land use and transportation impacts. Another is to require traffic impact studies for projects considered significant to determine the cumulative impact of adding the new development to the area. I don't think the city has done any of this in the last 15 years. Maybe it is time to start paying attention to this mandate.

Attachments:

Flyer

Map of Neighborhood

Comments from the Neighbors

COMMENTS 1966 WINDSOR COURT

From: Wanda Gayle <wgayle@sisna.com> [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

Sugar House deserves better than ANOTHER multi-family dwelling. How about something that enhances the neighborhood instead of something that adds to the traffic, the loss of views, and that claustrophobic feeling? This type of structure is rapidly proliferating and degrading the neighborhood atmosphere. Sugar House is far from what is once was, but let's not tip it over and destroy it. Enough is enough.

From: Jane Buirgy <ejb2535@aol.com> [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

Please hold off on approving any new residential buildings until it is known how all condos and apartments that are currently being built will impact traffic and parking in the sugarhouse area. As of now the traffic flow is already a problem.

Dear Planning Commission

I am a 25 year home owner and resident of 1011 E. Hollywood Ave, SLC, 84105 and have a small business in this area as well. Barbara Boller, my mother, owns her home at 1005 E. Hollywood Ave. We have lived in this area over 25 years.

We are writing to voice **strong opposition to the 1966 S. Windsor Project.** Opposition is based on 3 issues:

1. The Sugarhouse area 7th east through 1300 East is over saturated with NEW high density apartment buildings, some of which are still being built. While high density dwellings are a needed part of our sustainability, this area has experienced disproportionate burden of overbuilding, creating less safe space for families including young children and seniors, in surrounding areas due to impact.

2. **Impact of over building:** driving safety issues caused by increased traffic and resulting difficulty entering and exiting our residential areas- it is increasingly difficult to even pull out of our driveways safely due to increased traffic, increased traffic delays, air pollution increases, traffic noise, angry drivers and increased related issues, and overflow parking in single home neighborhoods, are but a few of the very visible impact of all the high density overbuilding over the past 5 years. Decrease in quality of life in areas where we pay increasingly high home taxes, with decreasing quality of neighborhoods due to these impacts.

3. Other areas of land are available for high density housing west of 700 East, with closer proximity to the main transit rail at 2100 South and 300 West. There is no lack of other areas to build with greater benefits and a decreased demand on our Sugarhouse area, while residents can still access the amenities in our area. As building west of 700 East increases, you see increase in businesses that can serve those areas close by as well.

4. The City has a responsibility to build accompanying public gathering spaces to balance the other multi dwelling homes and retail **already built**, as part of good long term planning. **These include wider streets with more lanes for bikes, wider side walks for pedestrian traffic, city traffic calming measures, more trees, senior centers, and neighborhood public parks for families.**

Thank you for including our opposition in your comment gathering process.

Sincerely,

Barbara Boller, [REDACTED]
[REDACTED]

Anna Boller
[REDACTED]

From: Heidi Schubert [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

In general I am supportive of additional housing opportunities within Sugarhouse. My preference would be condos - locations where people who love to live here but can't afford a broken down 100-year old expensive house could live. These apartments just ensure

more people learn to like living here - with no place for them to buy. Condos in this location would be even better - would ensure the established houses have owners next door instead of renters. Plus the traffic at the housing development would be quiet - perfect for people who want condos - they don't want to live on 2100 south just like other homeowners. We have enough renters - let's bring owners to Sugarhouse.

Alas, I am not the current developer/investor with community development in mind. So we we deal with the current owner and his needs/wants/ideas.

Perhaps traffic could be designed to limit disruption to 2100 S and Romona. Can only some units have access to parking off Romona reducing traffic there? Like some barrier that restricts traffic cutting through. Or can we have incoming traffic from 2100 but outgoing traffic to Ramona to at least add method to the madness.

If the units will allow pets can a fenced in dog area be planned to corral the poop?

I couldn't see the pictures from the link above. Maybe I'll comment again once the link is fixed.

From: Jeff Laver [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

That whole area is prime space for redevelopment. I support new development IF the developers AND the city take measures to maintain and improve quality of life in nearby, historic neighborhoods. There is already a lack of parking for apartments in that area. Those of us on Hollywood Ave. just east of 9th E, already have cars from the remodeled apartments just west of 9th constantly taking up the street space by our homes. It's only been a problem in the last year, since the remodel. I know the goal is to have fewer cars and more use of public transit, and I support that goal, but until people reduce the number of cars they have, parking needs to be provided. I need street space by my house for MY guests and my garbage cans.

From: Martin Beach [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

Please send link to Zoom meeting. This development is directly behind our property. A 35 foot structure a short distance from our back fence will have significant impact on the privacy level in our yard.

From: Brett Nelson-Stippich [REDACTED]
Subject: Windsor Court Website Feedback
Hi,

Wondering will this impact Parley's Creek which is underneath proposed building and how they are thinking of mitigating any impacts? Looks like a total of 18 parking spaces is this correct? With 13 multi bedroom units wondering if this will be enough parking and thoughts on where overflow parking will go. At end of our property on North sidewalk ends, from the renderings it does not look as if they are planning on connecting to this sidewalk would appreciate clarification. Will Windsor flow directly into planned community or will there be some sort of stop or yield sign and will it connect to be able to exit still on Ramona?

Thank you.

From: Heidi Schubert [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

Thanks - Judi - for fixing the link for the plans. I see that now, instead of combining with the other lots this is a proposal going alone on just the unbuilt lot. This is good - in that the majority of the height and building tucks up against the alley and only two "single family" houses. This reduces community resistance. But if I lived there I could see the writing the walls and that the old apartments will eventually get knocked down and eventually something else will be built - that this project will still only be part of something bigger in that area long term.

Having said that - it seems fine. It's obvious they are working around the underground stream. They are now working lower and

within current site plan allowances. I see nothing wrong. It's not so big that traffic will change significantly for now. I can't tell if this project will be able to access existing parking lots and hence have access out the back to Ramona, but I would think most traffic will funnel to 2100S and be "fine."

Again - I'd rather have condos - so people can own in Sugarhouse, But who am I to say. AND, Utah's condo association laws are so lax that there is no guarantee the property would be kept up, even with owners in charge.

Brandon Hill. I strongly object to the project size on Windsor and also based on neighborhood feedback at the meeting.

From: Taryn Roch [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

I'm writing in regards to the proposed development at 1966 Windsor. I am a homeowner adjacent to this development.

1. I didn't see mention of any affordable units in the description of this development. Given the significant housing cost issues impacting many SLC families, I believe not including affordable units in this new development would be a missed opportunity.
2. Since Parley's Creek runs through this parcel, how does the development plan to mitigate potential environmental impacts?
3. Given that our backyard is adjacent to the western side the proposed building, I would like clarity on the buffer on that side of the development and plans for landscaping given the significant potential impacts to our privacy.

Thank you!

From: Chuck Krivanek [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

How will the south side of this proposed development blend with Windsor Street?

From: Rory Bernhard [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

I would like to express my complete disagreement with this proposal. I understand that our neighborhood is urban residential and it is snug already but I do not and can not agree with trying to see if we can pack as many people possible into this neighborhood as if it was some sort of clown car. On street parking has become increasingly sparse already and this project will only add more strain. Another point is the overall infrastructure, 2100 south is a rough, torn up, pothole infested street that is overly congested during peak times, Sometimes it is nearly impossible to get out of my street. long traffic lines form stretching north at the light of 9th and 21st as well. Allowing this project will multiply this issue immensely. I can't see the logic in adding to a problem that the city has not already fixed.

There are several other broader issues as pertaining to the valley itself in way of sustainability of water, air quality, and crime to name a few. All issues that increase exponentially when population density goes up.

Please keep my updated as to the progress of this proposal and hopefully we can get is denied full stop. Thank you Rory Bernhard

Hi Judi,

I am concerned about the proposed building on Windsor Ave. I live at 866 E Ramona Ave. The Ramona exit is directly east of my home. I am concerned about the amount of traffic coming out of that exit. Ramona Avenue is a very small street and there is already too many people parking on the street, and we often have to pull over to one side of the street to allow another car to pass.

I would like the city and the developers to consider adjusting their plans to reduce the amount of traffic exiting out onto Ramona Ave. Thank you!

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From: Walter Howard [REDACTED]
Subject: Windsor Court Website Feedback

Message Body:

I STRONGLY oppose this proposed building. I can't safely get in and out of our neighborhood in Sugarhouse due to the increased traffic in this area. Speeding has increased with the accompanying increase in numbers of too many people crammed into this area. Just last month, a child was tragically killed crossing 2100 S. East of this lot—there is a trickle down impact surrounding all of 2100 south and the side streets, and east of 700 East of sugarhouse. The entrance exit areas of this lot are not built existing traffic, let alone for traffic this building will cause. In addition to the speeding, the congestion of the area is awful. We need more public spaces like parks, bike lanes, senior centers etc to rebalance The disproportional high density building that has and is still occurring.

From: Olivia Robson [REDACTED]

Subject: Windsor Court Website Feedback

Message Body:

I strongly oppose this Proposed building. My family has lived in Sugarhouse over two decades.. while I support high density housing, our area in the midst of a surge of high density housing buildt and already built without key components researched to be part of sustainable neighborhoods, which includes public gathering places for all ages,-parks, senior centers, wider streets for bike lanes, increased trees and traffic calming. All corridors in the area of this building are over taxed by increased traffic beyond existing Road design which results in dangerous access in and out of stores, homes, the post office, And restaurants Already built. Increased traffic, due to this high density overgroth has already caused idling, air pollution, noise. All to an area without the infastructure to add more high density housing. . Better placement would be land closer to the trax hub at 2100 South and 300 west. This current lot should be bought by the city for a park-isn't there a natural stream that runs through this lot? If there is, that brings even more environmental risks in addition to this proposed building in this lot. Please refocus efforts on the issues related to sustainable communities that are identified in the research literature.

From: Wanda Gayle [REDACTED]

Subject: Windsor Court Website Feedback

Message Body:

I would like to see something built here that is in scale with the surrounding properties, something that the community welcomes, and a place that is Sugar House neighborly (not urban/industrial). This proposal is inappropriate and not welcome. Though it seems to meet regulations for height, etc., that means that the regulations are not working for what the citizens of Sugar House want, and need to be revised.

Hi Judi. It seems that the major discontent regarding this project would be the increased use of Ramona Ave. which already appears to be maxed out with traffic and cars parking in residential area. Both Anna Bolller and David Fernandis made excellent points regarding the impact of not just this project , but how all the apartment construction in Sugar House has negatively impacted our community. And there are so many more still under construction. (how many 500-600 new apartments?) I think I have verbalized this to you previously, but will state again how I don't believe the Planning Commission or the Council give enough credence to the input of residents when they express how all this additional traffic and street parking negatively impacts them. Home owners have made long term investments in their real estate whereas the developers pack up and leave after the projects are completed. That seems unfair treatment of property taxpayers.

I really would like to see a moratorium on apartment construction in Sugar House and I expressed that on my objections to the Sizzler proposal as well. Although Soren had a negative response to the Urban Reform Institute's suggestion of a need for SmartSprawl, I see it as something that should be explored (similar to DAYBreak), mainly because I can't imagine families raising children in an apartment and not being able to play outside. Also, people will not give up their cars and use public transportation exclusively--a good example of that is how the S-line has failed to attract commuters. There needs to be an alternative for families. So would the Windsor builders consider putting 3-4 homes on that property or it it just not financially feasible? All my realtor friends (of which I was once one of them) are complaining that their is a huge lack of single family homes. This situation needs some serious consideration moving forward on ways to accommodate families as well as singles and couples. Patsy MacNamara

Hello, I am Kyle Williams of 863 Ramona Ave. My home is directly across from the driveway of the Ramona Apartments, and the proposed Windsor Court project. While I am in favor of creating more dense housing in order to reduce countryside sprawl, I am against the design of this new project, routing the driveway out onto Ramona. Ramona is a small narrow neighborhood street, not an arterial route, and is already very congested. Because of the difficulty of turning left onto 2100 South off of 8th east, drivers come east on Ramona as it is the last possible option to access 9th east and thus to access the light at 2100. People roar through Ramona at speeds as much as 50 MPH. Adding more vehicles to this already crowded street is not workable, and neither the new nor current residents will be happy. There are several routes that could provide access in and out of Windsor street to the south, most being

commercial parking areas near the IHC Clinic, the Yellow Rose, and the Even Stevens sandwich shop. Easements could be obtained for residents of Windsor Court to access 9th east through them, which would be faster and more convenient than on Ramona . There is also the 1 way Redondo which is basically an alley. It could be enhanced to provide better access. If the city were to install speed abatement items on Ramona, it might encourage everyone to choose a different path towards 9th. (by the way, we have tried over the years to have the city install speed abatement components on Ramona in order to slow these motorhead folks down a bit, to no avail. We were very dismayed to see, at the same time however, that on Hollywood east of 9th, 3 such speed abatement items were installed, even at existing stop signs, which is the ultimate speed abatement and nothing else should have even been needed! These 3 items are huge round-about landscaped planter installations with power and water for irrigation of the landscaping. All we were asking for was a simple speed bump and they got 3 over the top un-needed installations! If I sound bitter its because I am. Every time I drive that street I get angry all over again...)

As much as it is important to create housing, it is just as important to keep quality of life issues in mind. With thousands of new living units being installed in the area over the last 5 years, how much thought is given to how all these new residents are going to get in and out of the area? Traffic in Sugarhouse is a complete mess. and must be addressed before new living spaces are added, and what about creating parks and open space? With what was spent on those 3 unneeded speed abatements on Hollywood, I bet the city could have purchased this odd awkward piece of property where Windsor Court is planned and created some open space.

I am not in favor of the new Windsor Court project as it is designed now.

thanks

Kyle.

Notes from 11/16/20 LUZ meeting Windsor Court

1966 Windsor St LUZ 11/16/20 Vacant RMF 35 moderate density variety for Moderate density housing type height 35 feet. 1 structure 35' 3 levels, 17 unit multifamily 3 levels above 5 ground 6 second 6 third floor 9 single car garages 3-3 1 ADA unit van garage, 10 are 2 BR and 4 are 1 BR 31 total parking spaces 9 in garage 22 outside. Meets the 1.75 per unit. Square feet 1 6000 2 7500 3 6700 sd 20170 footprint 8460.

Meets purpose increases number and height of units. Consistent with master plan Main entrance Windsor street off 2100 south, the other parcels to the north access via Ramona Ave and a carport, we have an easement so we share access with that property so Windsor can use Ramona access.

1961 S 800 (west) Any affordable, no. Lance cost of units doesn't allow for any affordable.

Psrleys Creek project built in accordance to the creek setback. Privacy in our back yard?

10' landscape buffer S and W trees going in, all we can do for the buffer.

10 new trees going in. udi what about tall hedge buckthorn.

Any sidewalk on the buffer? No then buffer should be enough space.

Windsor St is not to code street, try to make it to code narrow, seems pretty tall can you do

Two stories. Limited on footprint because of creek. Windsor looks

Better than Ramona exit. Mahon not crazy for 3 story building, entering on Windsor if you are leaving

Those apartments if you want to go west, you can't turn east off of

Windsor on 2100 South. Most in out n Ramona Windsor on occasion

For some people but most on Windsor. The Ramona apartments

Only have 18 units so this doubles the amt of traffic in out Ramona.

Packing many into a small space. Develop with half the units, this is Overkill.

Theresa Willason agree with traffic and most will go to Ramona, If you have seen Campfire no one goes out Windsor?

The shape of the building is limited by the conduit for the creek, So they do not build on conduit.

Gabriel Kerr and McKenzie Kerr lots coming out already, people Park on that street, share same worries.

Sustainable communities have bike lanes, open space a senior center, there is none of that in this neighborhood. It is difficult to get out of our driveways because cars are backed up

Tryng to get out onto 2100 S. Would be better to put in a park for the families in this area.

The owners refer to this as a land locked unit of land, not the place to add more housing. Not the Place Put these units closer to the TRAX.

Soren we should add infrastructure BEOFRE we add More apartments. 2100 S Windsor st bus stop is being eliminated. Design rethought so it is a pedestrian and bicycle first

Melissa We live in turquoise house, similar concerns, definitely have concerns about privacy

Close with no privacy. Are you planning to continue sidewalks into your development from Windsor? Spainour will connect sidewalk

Kyle lives on Ramona across from driveway being discussed, people choosing

Ramona as opposed Windsor? Could people exit through road by tattoo parlor or Clinic

Could an easement be obtained, Ramona cannot handle it.

Would like something nice and thick and tall The medical clinic Mention Redondo eastbound doesn't Go anywhere. Having lots of units on thing But quality of life is another. The more

sidewalk you can put in urges People to walk, if no sidewalks they won't walk. Timeline?

Planning Commission date not scheduled yet. Will send a notice

To property owners within 300'. Too many units For such a small space. Access for electric cars?

The closed garages Will have that. David only electrical outlets in 9

Garages. Will look into one not covered.

Design for more walking and biking, it meets

Planning requirement.

ATTACHMENT I:

Department Review Comments

FIRE

(Ted Itchon at edward.itchon@slcgov.com or 801-535-6636)

The project will need to address the following issues:

503.1.1 Buildings and facilities.

("Approved" is defined as the height of the structure times 70 % plus 4 feet will be the dimension measured from the exterior wall. This definition was placed in affect as per FPB (6-8-18))

Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exceptions:

1. The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where any of the following conditions occur:

- 1.1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
- 1.2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.

503.2.5 Dead ends.

Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. And the height may be greater than 30'

ENGINEERING

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

It doesn't appear that any new public right-of-way is to be dedicated at the north end of Windsor Court. If so, Engineering doesn't need to review this, but a fire truck turnaround might be needed.

Planning asked if Windsor was a private or public street. Scott Weiler from Engineering responded that "My map shows Windsor as public going north from 2100 South".

PUBLIC UTILITIES

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

- Acceptance of the planned development does not provide utility permits or building permits.
- Parking and driveway can possibly be approved, but the building cannot be built in the easement. All this work also will require a permit and approval by Salt Lake County Flood Control.

- No utilities catch basins or other infrastructure can be placed in the creek easement. The actual location of the culvert and easement needs to be shown on all plans.
- Sewer to this lot may be difficult and will likely require offsite improvements.
- The Water line also in undersized in Windsor and 800 East and will likely need to be replaced to meet fire code requirements.
- Work in Windsor will require easement and acceptance by neighboring properties as they own the property of the public street.
- Easements for utilities must be wide enough to meet minimum separation and construction standards. Typical width is 30 feet for sewer and water.
- Because of the proximity to the creek, stormwater treatment may have extra requirements.
- The civil plans have several problems but are not reviewed as part of the planned development other than to provide comment and potential problems.

TRANSPORTATION

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

The parking calculations appear to be correct and the number of parking spaces provided is adequate per the calculations. The parallel spaces labeled as 27 through 31 need to adjusted. Parking spaces 27 and 31 should be 18 feet long and parking spaces 28 through 30 should be 22 feet long. No ADA parking spaces are shown; two ADA parking spaces are required and one of those should be van accessible. A detail of the SLC standard bicycle rack should be provided on the detail sheets (for bike rack detail, see <https://www.slc.gov/transportation/design-review-team-drt/>).

BUILDING CODE

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

No building code concerns with the submitted Planned Development.

ZONING

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

PLNPCM2020-00727, Planned Development petition for 1966 S Windsor, a property with no frontage on public street in RMF-35 zoning district;

- Provide cross access agreements, recorded versions for permit issuance, for all instances of proposed vehicle and pedestrian travel over property lines and over areas of adjacent parcels of land;
- Provide height review information to be per 21A.62.040 “Height, Building – Outside.” by giving finished grade information in elevation drawing on ends of each building face;
- Address minimum required vehicle and maximum allowed parking, any zoning ordinance allowance to reduce or increase parking from requirements, any required electric vehicle charging station, bicycle parking and loading, and driveway and parking stall standards in plans and with calculations, to verify complying conditions are proposed (see 21A.44);
- Propose landscaping per 21A.48, including for required buffers per 21A.48.080.C.1 and if applicable per 21A.48.070.A, perimeter parking lot landscaping per 21A.48.070.C.1 and 21A.48.070.G;
- Propose complying conditions for requirements of 21A.24.130, including maximum building coverage (provide information on plans for review for permit);
- Obtain Certificate of Address from SLC Engineering; to propose recycling collection and obtain review of construction waste management plan per 21A.36.250; to propose

any ground mounted utility boxes per 21A.40.160; to fill out Impact Fees Assessment form, pay impact fees

URBAN FORESTRY

(Rick Nelson at rick.nelson@slcgov.com)

I did a site visit to the Planned Development site yesterday afternoon. There are 8 large Siberian Elms and 3 large Boxelders lining the southern and western edges of the property. I do not consider any of them to be specimen quality trees. I see no potential impacts to any parkstrip trees at the planned entry or exit drives. From an Urban Forestry perspective, I have no concerns with this project as planned.

Planning Staff Note: As with all department comments, an additional review will be done during the building permit review phase of this development.