



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Liz Hart, Principal Planner
elizabeth.hart@slcgov.com email or 801-535-6681
Date: May 25, 2022
Re: PLNPCM2022-00074, theQuinci

Application Type

PROPERTY ADDRESS: 1106 S Redwood Road
PARCEL ID: 15-10-327-001
MASTER PLAN: West Salt Lake Master Plan
ZONING DISTRICT: Corridor Commercial (CC) District

REQUEST:

Colton Chronister, CW Urban, representing the property owner is requesting Planned Development approval for theQUINCI, a multi-family townhome style development, located at 1106 S Redwood Road. The subject property is approximately 3.7 acres in size and is located in the CC zoning district. The proposed design consists of a total of 16 buildings with 89 new townhome units. Planned Development approval is required for the following reasons:

- Principal buildings without street frontage. Section 21A.36.010B1 of the Zoning Ordinance allows multiple principal buildings on a property if all the buildings have frontage on a public street.

RECOMMENDATION:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request.

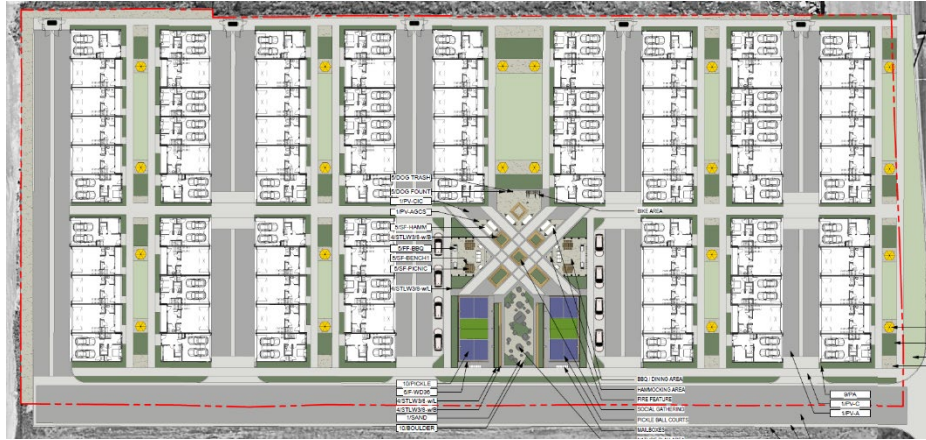
ATTACHMENTS:

- A. Zoning and Vicinity Map
- B. Site Photos and Existing Conditions
- C. Applicant's Narrative, Plans & Renderings
- D. Planned Development Standards and Analysis
- E. CC Zoning District, Design and Other Applicable Standards

F. Public Process & Comments

G. Department Review Comments

PROJECT DESCRIPTION



Quick Facts

Height: ~29 feet (3 stories)

Number of Residential Units: 89 units

Exterior Materials: Fiber cement boarding, Stucco, glass.

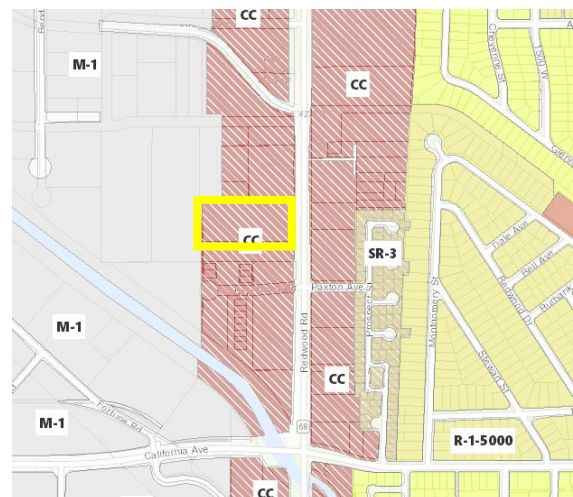
Parking: 2 stalls per 2-3 bedroom units.

Review Process & Standards: Planned Development, CC zoning and general zoning standards.

The subject property is a 3.7 acre (~84,000 square feet) vacant lot located on the west side of Redwood Road within the CC zoning district. The proposed project is a multifamily townhome development that consist of 16 individual buildings with a total of 89 units, a density equal to approximately 24 units per acre. Each building has 5 or 6 units, and each unit has between 2-3 bedrooms and a 2-car garage. The project provides a central amenities area that is proposed to include bicycle locker facilities, pickleball courts, play area, dog park and more. The site provides interior block walkways for residents to get around the property, as well as to Redwood Road. Vehicular access to the site comes from a private drive that connects to Redwood Road. Units are accessed by vehicles via alleyways that stem from the private drive.

Redwood Road provides direct access to alternate modes of transportation such as the UTA 217 bus route, UTA On Demand Microtransit Service, 9-Line Trail Corridor, and bicycle facilities.

The surrounding properties to the North, South and East are within the CC zoning district, and properties



to the West are within the M-1 zoning district. The surrounding vicinity consist of existing commercial and manufacturing uses, and to the East behind existing commercial uses are single family neighborhoods.

Planned Development approval is required for the site configuration which includes multiple buildings on site that do not have public street frontage, Planned Development approval is required to meet 21A.36.010.B.1, which requires all buildings to have frontage on a public street.

APPROVAL PROCESS AND COMMISSION AUTHORITY

This project is subject to Planned Development approval per Salt Lake City Code Chapter 21A. 55. The Planning Commission has the authority to approve, approve with conditions or deny the request. If the Commission decides to approve the request against staff's recommendation, the commission must respond to each standard staff has determined the application does not comply with and provide ana explanation of how the project is complying with those standards.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. How the proposal helps implement city goals and policies identified in adopted plans.
2. Compliance with Zoning Requirements
3. Neighborhood Compatibility
4. Development Potential without Planned Development Approval

Consideration 1: How the proposal helps implements city goals and policies identified in adopted plans.

The proposed project is consistent with the Plan Salt Lake Master Plan, the West Salt Lake Master Plan, and the 9-Line Master Plan.

PLAN SALT LAKE

The project is consistent with Guiding Principle #3 in Plan Salt Lake, "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." The proposed residential units provide additional housing units in the neighborhood to accommodate more residents.

The proposed project is also consistent with initiatives in the Housing chapter:

- Increase the number of medium density housing types and options. The proposed development provides medium density housing that is unique to this area.
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.

The proposed development provides medium density housing that is unique to this area and people moving into the area would help to support existing businesses.

Initiatives from the Growth chapter are also applicable. The following Growth initiatives apply:

- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.

- Accommodate and promote an increase in the City's population.
- Provide access to opportunities for a health lifestyle (including parks, trails, recreation, and healthy food).

The proposed development would promote infill development on underutilized (vacant) land and provide more housing into the area, which may help to provide justification for additional residential or commercial development along Redwood Road.

WESTSIDE MASTER PLAN

The subject area falls within an area discussed in the Westside Master Plan (WSMP or Plan). The WSMP recognizes a need to encourage growth, redevelopment, and reinvestment in the Westside, in order to support the vision of the Westside Community as a "beautiful, safe, sustainable place for people to live, work, and have fun."

While the Plan (pg. 55) states that the "west side of Redwood Road is not suitable for residential development" it also recognizes that through the development of the Plan there were viewpoints and opinions as to how the west side of Redwood Road should be used in the future. Many people favored the long-term replacement of industrial uses with more commercial uses. *"There was little to no discussion about residential development west of Redwood Road, as most people acknowledged that it was nearly impossible to do so with the area's land use history."* (pg. 27).

The lack of discussion about having residential development west of Redwood should not be interpreted as a prohibition of that change being considered or taking place. The Plan was developed in 2014 and represents a "snapshot in time" of the community and the participants and community engagement that took place. The conditions of the time were not such that the idea of developing residential uses in the area was considered as a necessary option so it was not discussed.

The Plan also makes multiple statements that the proposed development is the kind of development the Westside needs. For example, the Plan states (pg. 11) that there is a lack of multifamily housing options on the Westside and the options available are not well integrated into the rest of the community. The plan also states that Redwood Road (pg. 28) was identified as an opportunity because it is the one place in the Westside that can accommodate a considerable amount of residential density and new commercial development without impacting the existing neighborhoods.

It is Staff's position that the proposed development is not in conflict with the WSMP. Statements in the Plan indicate that it was anticipated that change would take place in this area, even if there was no agreement or direction in terms of the form that these changes should follow, and that this area is suitable for the proposed type of development.

9-LINE MASTER PLAN

The proposed development is 1/3 mile from the 9-Line and Redwood Road intersection. The proposed project will help the vision of the 9-Line Master Plan by activating the Redwood Node of the 9-Line Master Plan.

Consideration 2: Compliance with Zoning Requirements

The applicant is proposing to build dwelling units in a configuration that meets the zoning definitions for a multi-family development but is in a townhome configuration. These units will be accommodated in 16 individual buildings on the site with each building containing 5 or 6 units.

The CC zoning district allows multi-family uses but does not allow attached and detached single family dwellings or two-family dwellings. The proposed development is being processed as a multi-family development because the individual units are not located on their own lots. All the buildings and all the dwelling units are located on the same parcel. The ordinance definition follows:

DWELLING, MULTI-FAMILY: A building containing three (3) or more dwellings on a single lot. For purposes of determining whether a lot is in multiple-family dwelling use, the following considerations shall apply:

A. Multiple-family dwelling uses may involve dwelling units intended to be rented and maintained under central ownership or management, or cooperative apartments, condominiums and the like.

As long as the applicant is not creating individual parcels or lots, the proposal meets the definition of multi-family and would be allowed in the CC zoning district. The applicant states in the narrative that the property will not be sold individually but rented out, and the site will be managed and maintained by a single property management company.

Consideration 3: Neighborhood Compatibility

While the proposed project has buildings that are three stories and moderately taller than other structures in the neighborhood, it is still compatible with the neighborhood mix. Redwood Road is mostly developed with commercial uses; the proposed development will add residential to the corridor that will create a neighborhood feel. With the buildings pushed up against Redwood Road the design activates the frontage and creates a residential presence to help activate this area with pedestrians for the nearby commercial uses.

Consideration 4: Development Potential without Planned Development Approval

The applicant has requested modifications to the building orientation requirements in section [21A.36.010.B.1](#) to allow greater flexibility in the layout of the proposed development. This standard requires all buildings on a lot within the CC district to face the street. A strict application of the standard would require the design to possibly be one large building facing the street, that could negatively impact the goals for Redwood Road to have a better design and experience.

If this request is denied, the proposed density of the multifamily use would still be permitted, and the applicant could modify the proposal to meet the building orientation standard. Additionally, the CC zoning district does not have many design standards. The applicant could, in theory, propose a project that would not have to meet the higher standard required for Planned Development approval. A project that strictly adhered to the zoning requirements would likely be inferior to this proposal.

STAFF RECOMMENDATION

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request.

NEXT STEPS

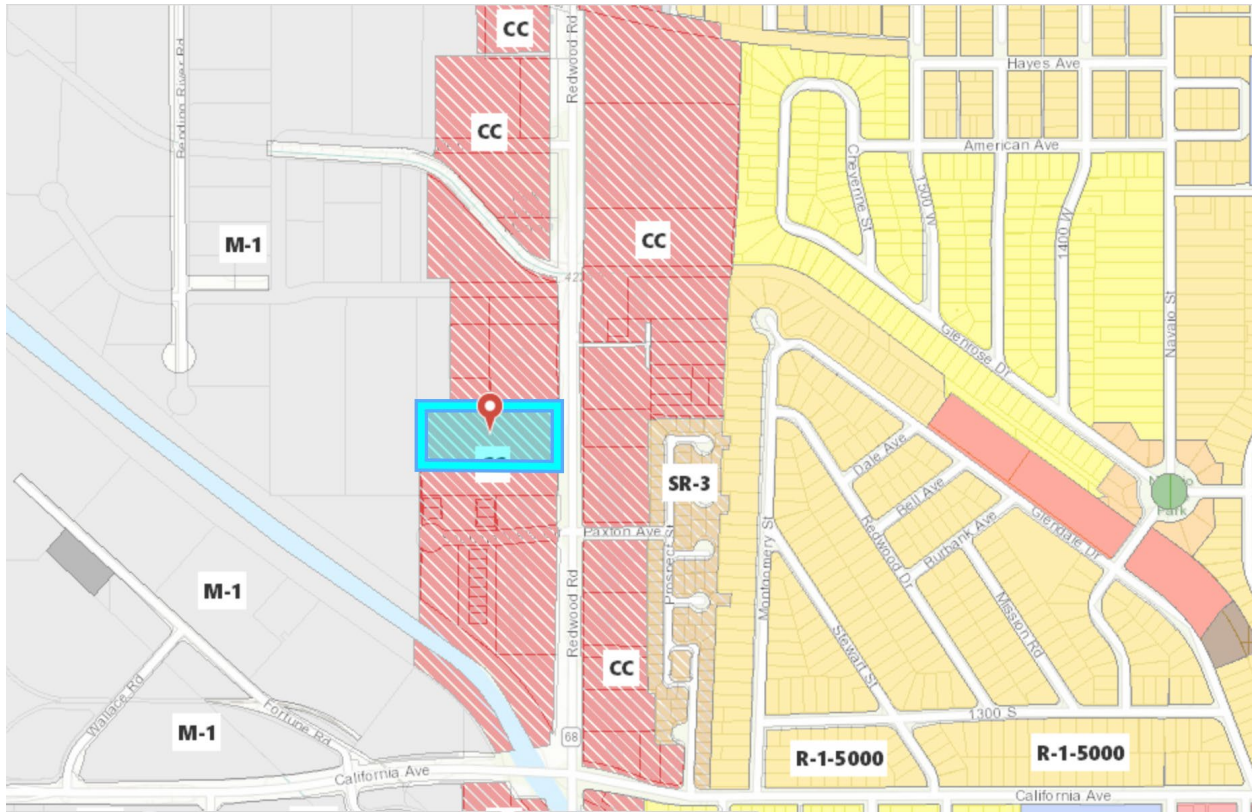
Approval of the Request

If the Planned Development is approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission.

Denial of the Request

If the Planned Development is denied, the applicant can submit a building permit application that complies with the requirements of the CC zoning district and proceed with the permitted development.

ATTACHMENT A: VICINITY/ZONING MAP



ATTACHMENT B: SITE PHOTOS AND EXISTING CONDITIONS

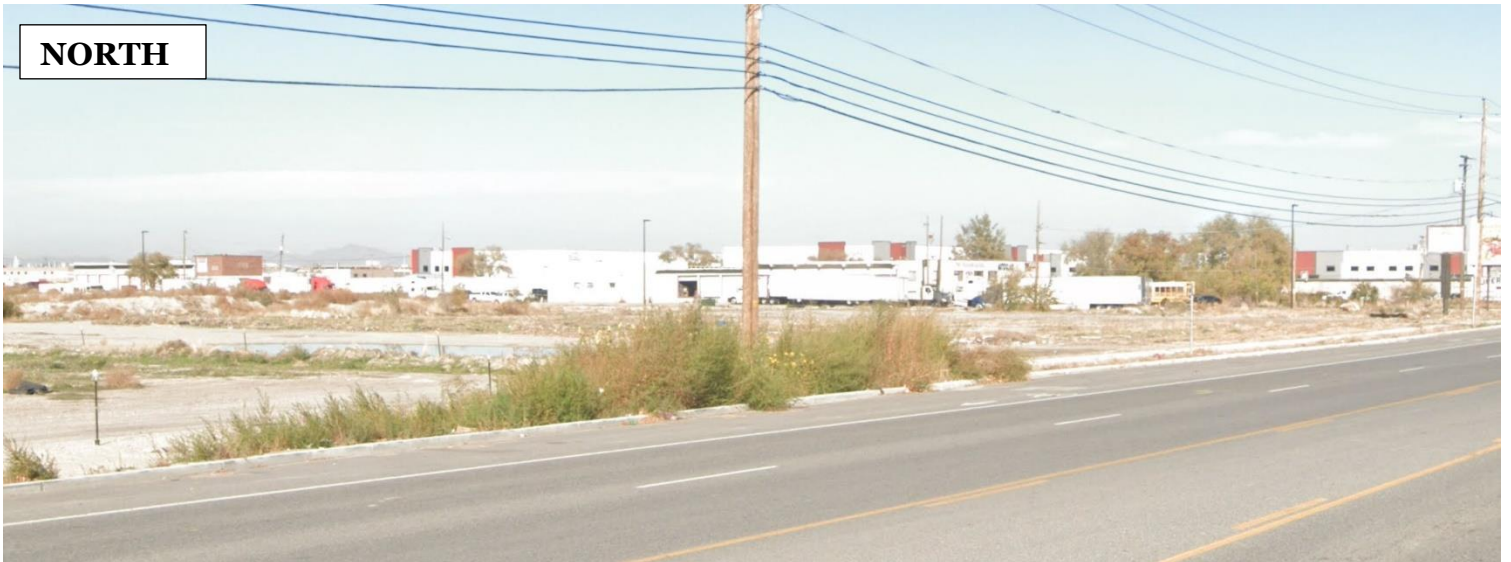
WEST



SOUTH



NORTH



PLANNED DEVELOPMENTS

CHAPTER 21A.55

PROJECT DESCRIPTION:

The proposed development is called The Quinci and will consist of 89 for rent townhomes over 3.7 acres. The units will range from 2-3 bedrooms and all units include attached garages. The development will include a central amenity space with highly programmed community amenities, including a community garden and will include amenities for pets. Interior block walkways will provide access to amenities within the community along with community bike storage facilities to encourage use of the 9-Line Corridor located less than one-third of a mile from the site. The Quinci is located within the UTA On Demand Microtransit Service area and will provide direct access to public transit with a frequent bus line stop directly in front of the project on Redwood Road. The development will include professional lighting and landscaping.

ZONING REQUEST:

CW Urban is requesting relief from the City's zoning ordinance through the Planned Development process for 21A.36.010: USE OF LAND AND BUILDINGS:

B. One Principal Building Per Lot: Not more than one principal building shall be located on any lot except that:

1. With the exception of buildings located in the FR, R-1, SR and R-2 Districts,

more than one principal building may be located on a lot subject to all principal buildings having frontage along a public street.

We are asking for relief from the requirement that every building have frontage along a public street.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.010: PURPOSE STATEMENT:

A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations and we believe the proposed project will result in a more desirable development and achieves the following City objectives:

OPEN SPACE AND NATURAL LANDS:

A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations and we believe the proposed project will result in a more desirable development through meeting the following City objectives:

HOUSING:

The development proposed will create 2-3 Bedroom multi-family rental units which are housing types that are not currently found in the neighborhood. The scale of the development benefits the neighborhood and will seamlessly integrate with the growing commercial corridor without taking away from the existing residential uses. The development will provide planned community amenities.

MOBILITY:

Interior block walkways will provide access to community amenities, bicycle storage, and public transit along with seamless integration to the rest of the community.

Frontage improvements will provide upgraded access to existing public transit via the 217-bus route. Bicycle facilities will provide residents the option to utilize the 9-Line Bike Trail located 1/3 mile to the north.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.010: PURPOSE STATEMENT:

MASTER PLAN IMPLEMENTATION:

The proposed site is integrated into both the Westside and 9-Line Master Plans, respectively. The site location is ideal to benefit and be benefitted by identified nodes from both the Westside and 9-Line Master Plans.

The Westside Master plan identifies the vision of Redwood Road as an attractive pedestrian- and bicycle-friendly road lined with places to live, shop, work and play. The Quinci development complements this vision through urban design and will make Redwood Road safer and more attractive for residents. A pedestrian- and cyclist specific-connection between Redwood Road and downtown via the 9 Line also taps into the area's role as a hub of recreational activity in Salt Lake City. The proposed development provides residential growth at an appropriate commercial scale and contributes to the community's desire to have more retail and service options within its boundaries, which the plan acknowledges is tied to the need for more residential development. The proposed development would be built to a scale that complements existing commercial uses while providing necessary housing options.

The Westside plan states that developers should put an emphasis on building and site design that reflects the desired multi-modal character of Redwood Road. Given the pedestrian friendly frontage and the immediate access to 217-bus route, the proposed development will complement the community's desire for a multi-modal corridor.

Along with complementing the Westside plan, the proposed development would play an integral part in activating the Redwood Node of the 9-Line Master Plan. The proposed community is 1/3 mile from the 9-Line/Redwood intersection and programmed community bike facilities will be available for residents.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

A. Planned Development Objectives:

The proposed project is located within the Community Corridor zone, which permits multifamily residential use. We are requesting relief from the requirement that every primary building have frontage along a public street because we believe this will result in a more enhanced product than would be achievable through strict application of the land use regulations. A single large apartment building that fronts Redwood Road would comply with the existing code, but as discussed in more detail above, The Quinci meets the following development objectives identified in the Planned Development Purpose Statement (21.A.55.1010) which results in a more enhanced product.

1. Open Space and Natural Lands: Inclusion of local food production areas, such as community gardens as well as clustering of development to preserve open spaces.
2. Housing: The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood. The proposal also enhances mobility by creating transit access and activating the 9-Line trail.
3. Mobility: Enhances accessibility and mobility through new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network as well as incorporating improvements that encourage transportation options other than just the automobile.
4. Master Plan Implementation: The Quinci 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 related to building scale, building orientation, site layout, or other similar character defining features.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

B. Master Plan Compatibility:

The Westside Masterplan Goals look to promote reinvestment and redevelopment, and The Quinci helps the city meet that goal by converting a current vacant parcel into a commercial scale, multifamily residential use. The area currently lacks medium to high density residential, and the proposal fills a current housing void in the Westside neighborhoods.

The proposal provides immediate access to public transit via the 217-bus route, complimenting the master plan by increasing Redwood Road's validity as a multi-modal corridor. The proposal will provide ample space to lock and store bikes given the opportunity to activate bike transit via the 9-line Trail located 1/3 mile to the north. The proposed development would compliment the 9-Line Master Plan and help activate the 9-Line/Redwood Intersection.

The proposed development provides a type of housing that isn't currently found along Redwood Road. The location of the proposed site would provide housing options along Redwood that could service and be serviced by two of the primary Redwood Road Nodes mentioned in the Westside Master Plan.

C. Design And Compatibility:

The commercial scale of the multi-family residential use is compatible with surrounding commercial uses. The proposed development will create an urban neighborhood feel with interior block walkways while providing housing options to complement the growing commercial use of the corridor.

The proposal will include an attractive exteriors package that compliments the neighborhood. The building orientation will maximize frontage on Redwood Road while providing necessary privacy for residents and the programmed amenities.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

C. Design and Compatibility Continued:

Building setbacks align with CC zoning standards. Access for necessary maintenance has been accounted for and space has been created to maximize community amenities. Building scale creates attractive sightlines and an inviting neighborhood feel. Setbacks account for necessary space between neighboring uses and the proposed development. The proposal considers neighborhood interests and will add visual character to the Redwood corridor.

The proposal includes units which front Redwood Road. This creates an inviting environment that considers pedestrian interest. Lighting will benefit the proposed development without impacting existing neighbors. Dumpsters and service areas will be appropriately screened. Each unit includes a garage and guest parking near the clubhouse is appropriately distanced from neighbors.

D. Landscaping:

There are currently no mature, native trees located on the property. There is no other existing landscaping and proposed landscaping is designed to lessen impacts created by the proposed development.

A landscape plan has been implemented that includes a variety of plantings that complement the scale and character of the proposed development.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

E. Mobility:

The proposed development compliments the city's transportation goals by providing immediate access to the existing 217-bus route. The city has made it known that expansion to transit opportunities on Redwood Road through BRT (Bus Rapid Transit) and other improved transit infrastructure is a priority. The proposed development will complement the existing transit opportunities and future transit initiatives.

The proposed development will include bike storage facilities that can help activate bicycle transit along Redwood and on the 9-Line Trail. Pedestrian friendly frontage to Redwood Road and interior block walkways provide access throughout the community to shared amenities, public transit, and other facilities. The site design provides access to the proposed development without negatively impacting the existing roadway. Emergency vehicles access was included in the design of the site plan and the proposed development provides ample access to emergency vehicles.

There are no loading and unloading services that will be required due to the residential nature of the project. Access for package delivery vehicles has been considered and the site has been designed to accommodate.

F. Existing Site Features:

The site is currently vacant and doesn't contain any natural or built features that contribute to the neighborhood or environment.

G. Utilities:

Will serve letters from utility providers have been requested and existing utilities along Redwood Road will adequately provide for the proposed development without negatively impacting the surrounding area.

PLANNED DEVELOPMENTS

CHAPTER 21A.55

21A.55.110: DISCLOSURE OF PRIVATE INFRASTRUCTURE:

Maintenance Estimates:

The development infrastructure is to be managed and maintained by the contracted property management company. Units will not be individually sold resulting in residents not directly paying for maintenance and capital improvements of infrastructure. Upon progress of application processes, a detailed budget will be developed to account for improvements and maintenance of infrastructure for a period of 60 years.

Initial Estimate Disclosure:

The proposed development will include for-rent units that will not be sold individually. There will be a singular owner along with a contracted property management company. Upon the recording of plat, a proper cost estimate will be included that covers all private infrastructure items. Given that the units will not be individually sold, there will be no "notice to purchasers" required being that units will not be individually sold. Cost estimates will be disclosed to any and all future purchasers of the planned development.

Yearly Maintenance Statements:

Coordination of yearly maintenance will be coordinated between the singular owner and the contracted property management company.

Maintenance Responsibilities:

There will be a property management company responsible for maintaining, repairing, and replacing infrastructure. Per an agreement with the owner, the management company will ensure the City have access for emergency and other services.

ZONING REVEIW

21A.26.050 CC – CORRIDOR COMMERCIAL DISTRICT

We are not requesting any adjustment to zoning standards aside from the building frontage requirement.

Purpose Statement:

The proposed project meets this standard by providing appropriately scaled residential development along the Redwood Road Corridor assisting in the creation of economic development opportunities through a mix of land uses. The proposed development aligns with the Westside Master Plan and promotes a pedestrian friendly urban neighborhood with transit access.

Uses:

Multi-family Residential is permitted in the CC Zone

Minimum Lot Size:

The parcel meets the minimum lot area and width requirements

Minimum Yard Requirements:

Proposed development complies with all minimum yard requirements

Landscape Yard Requirements:


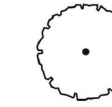




All yards will be landscaped and maintained per CC&R's

Maximum Building Height:

Proposed development complies with maximum building height



KEYNOTES LEGEND

STREET TREES	QTY	COMMON / BOTANICAL NAME	SIZE
		BIGTOOTH MAPLE ACER GRANDIDENTATUM 'ROCKY MT GLOW'	2" C
TREES	QTY	COMMON / BOTANICAL NAME	SIZE
		KANZAN FLOWERING CHERRY PRUNUS X 'KANZAN'	2" C
		HONEY LOCUST GLEDITSIA TRIANCANTHOS	2" C
		EUROPEAN HORNBEAM, COLUMNAR CARPINUS BETULUS 'FASTIGIATA'	2" C
SHRUBS	QTY	COMMON / BOTANICAL NAME	SIZE
		To be provided as part of final planting plan	
GROUNDCOVERS	QTY	COMMON / BOTANICAL NAME	SIZE
		KENTUCKY BLUEGRASS TURF SOD BLUEGRASS	
		PLANTING AREA Native or native-adapted planting area. Mulch. 18" topsoil.	

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480.213.6534
dharris@epgllc.co

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03/24/22

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Principal David Harris
Project Manager Grant Hardy
Drawn By Grant Hardy

Checked By David Harris

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ENVIRONMENTAL PLANNING GROUP (EPG) PROVIDES QUANTITIES ARE CALCULATED BASED ON THE 3D MODEL. PROGRESS CONTRACTORS ARE RESPONSIBLE FOR REVIEWING THE DESIGN AND PROVIDING THEIR OWN CALCULATIONS AND AREAS FOR THE PURPOSES OF COST ESTIMATING / BIDDING.

THE CLIENT, AND/OR THE CLIENT'S CONTRACTOR, IS RESPONSIBLE FOR OBTAINING OR PROVIDING THE NECESSARY CONSTRUCTION PERMIT FOR CITY CODE COMPLIANCE.

Issue Date 03/24/22

Revisions

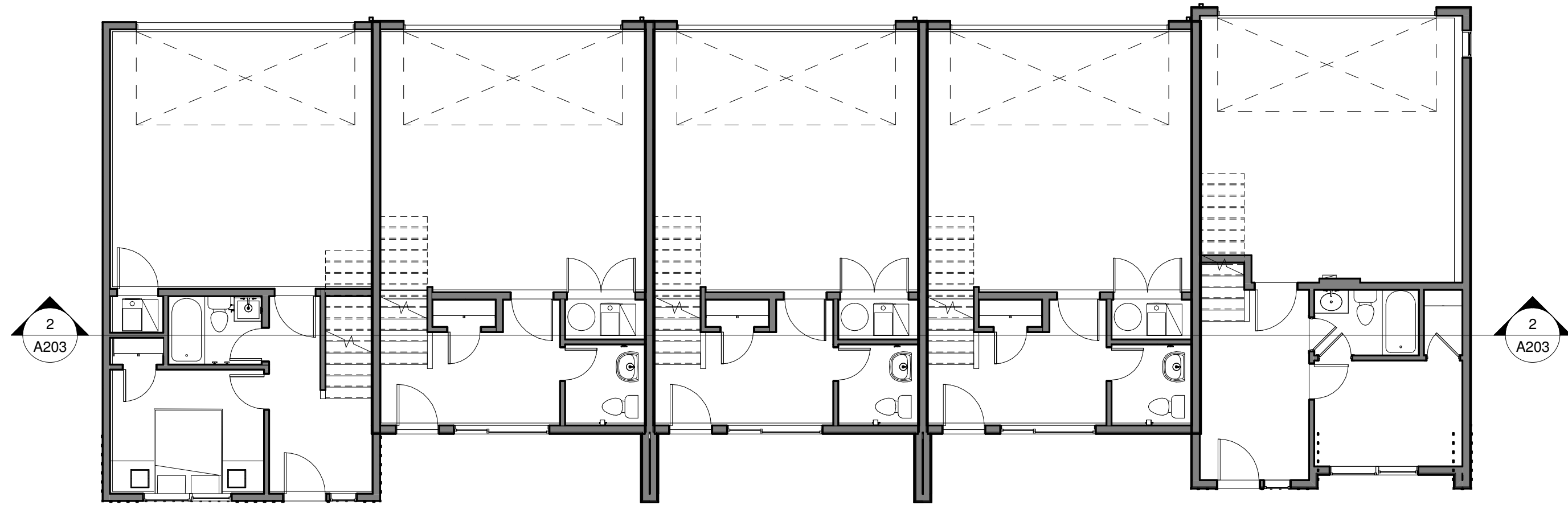
Description Date

The Quinci
1106 S REDWOOD DRIVE
SALT LAKE CITY, UT

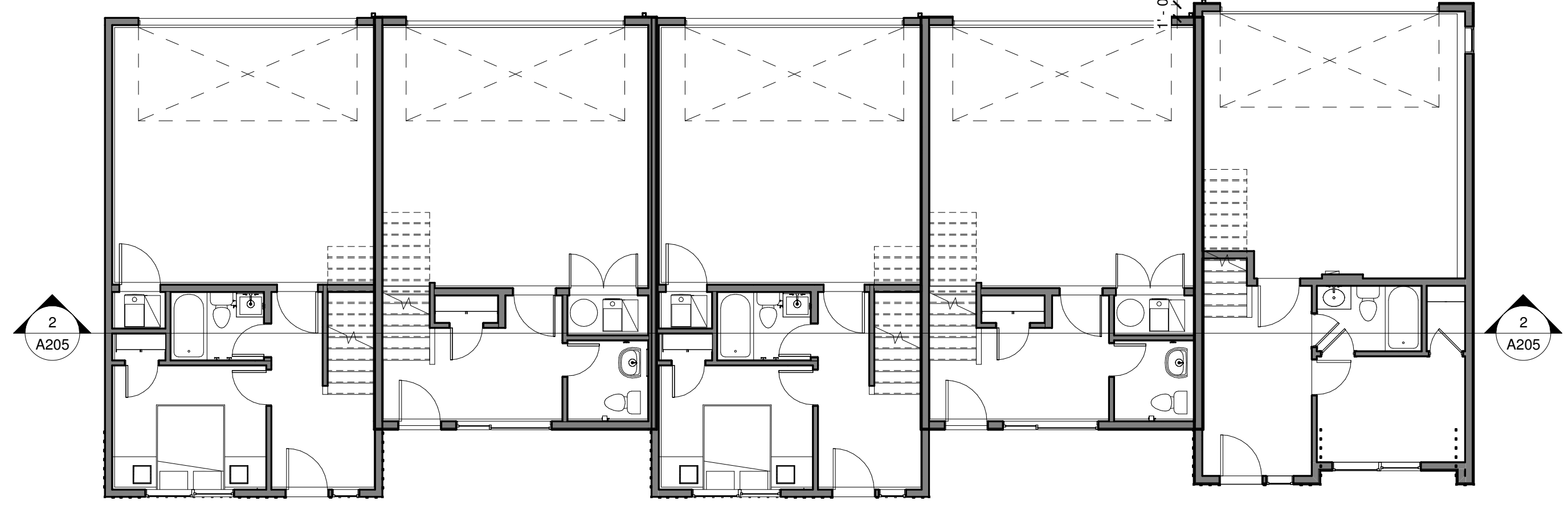
City Submittal

PLANTING PLAN

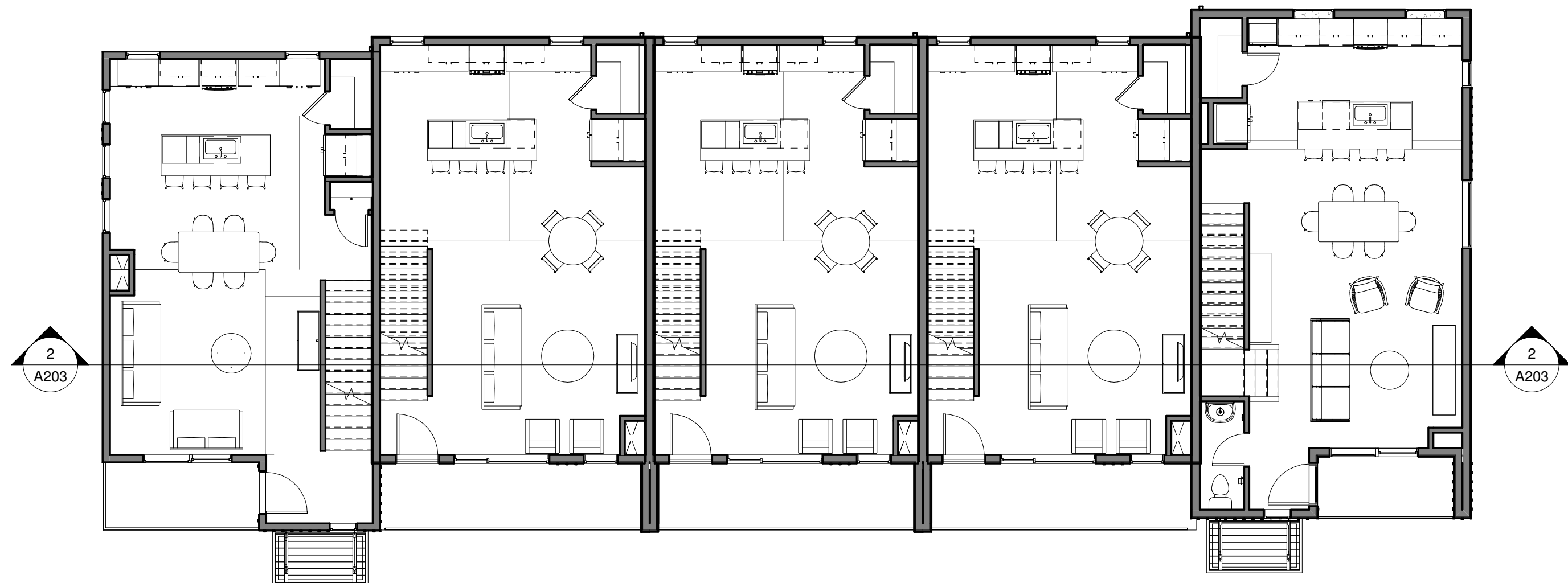
L401



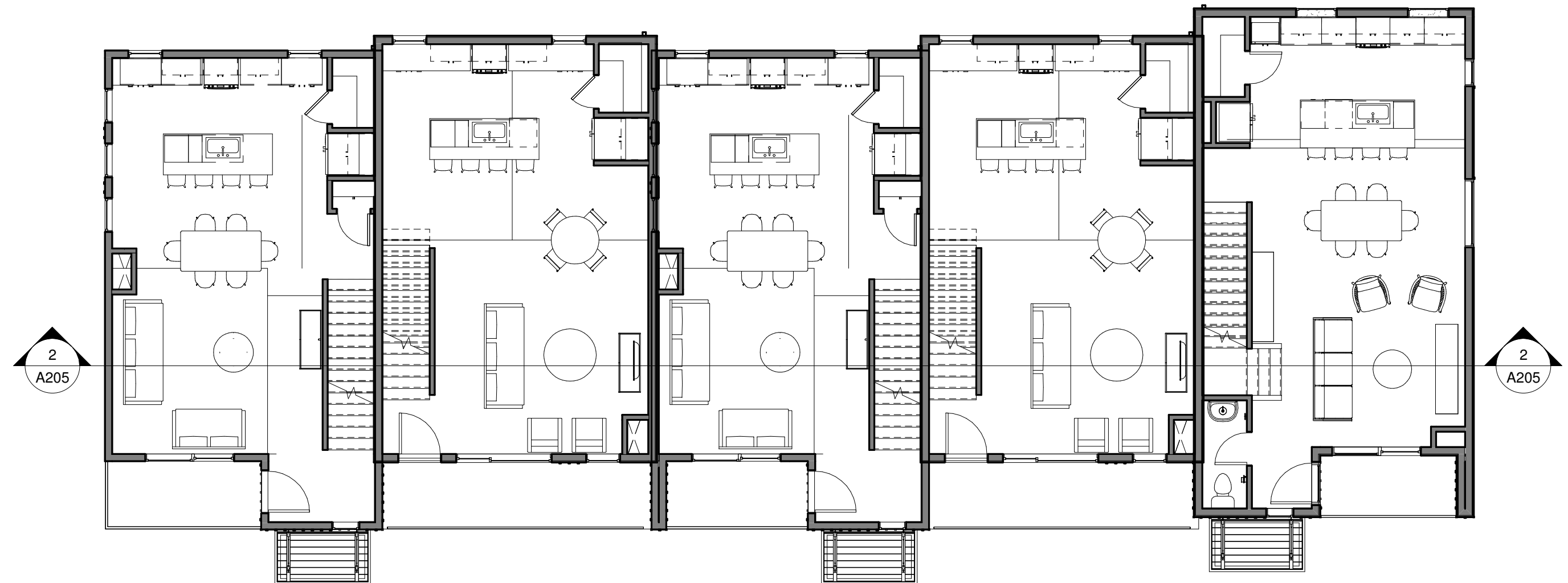
1 Level 1 - Building 1
1/8" = 1'-0"



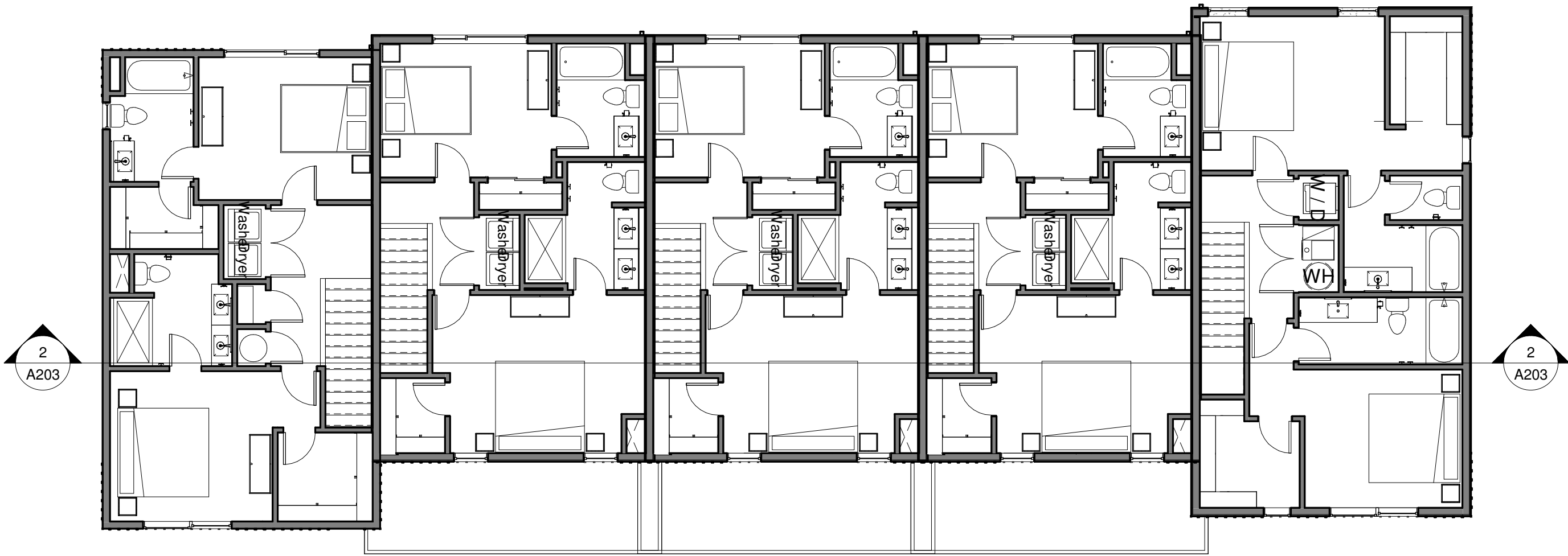
4 Level 1 - Building 2
1/8" = 1'-0"



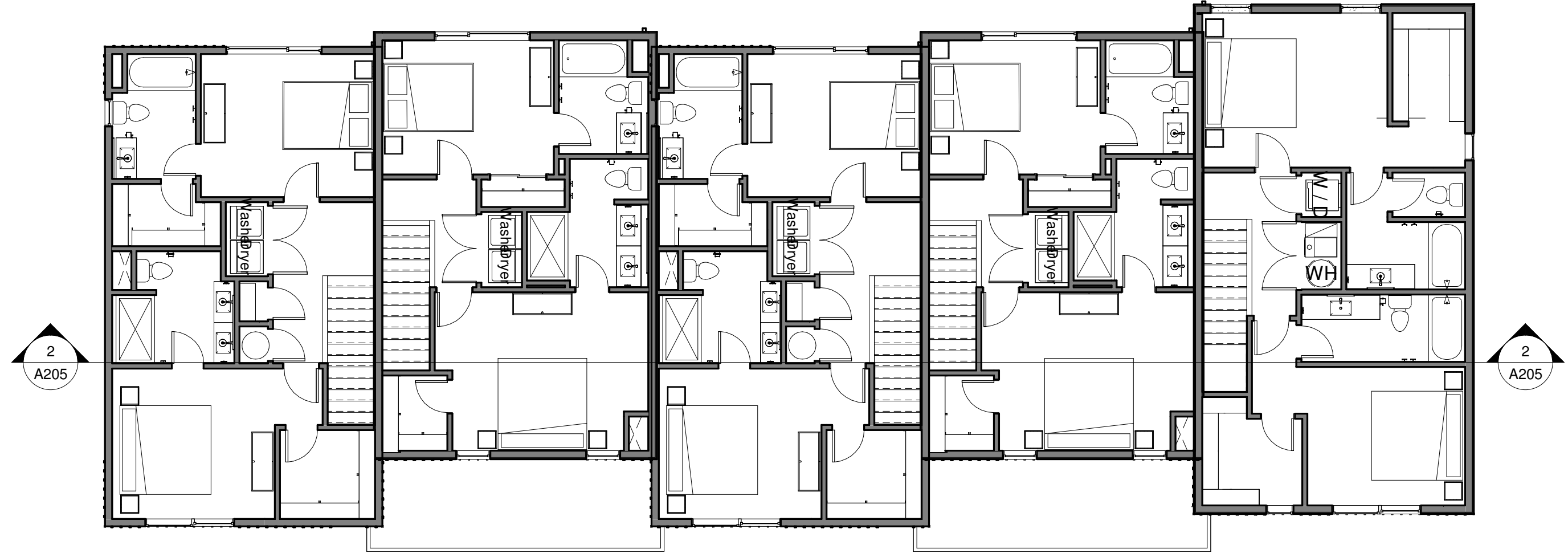
2 Level 2 - Building 1
1/8" = 1'-0"



5 Level 2 - Building 2
1/8" = 1'-0"



3 Level 3 - Building 1
1/8" = 1'-0"



6 Level 3 - Building 2
1/8" = 1'-0"

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C.W.
URBAN

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PROJECT
theQUINCI

1106 S REDWOOD RD.
SALT LAKE CITY, UT

REVISIONS:

TITLE:
FLOOR PLANS

SHEET
:
A101

ISSUE DATE : Issue Date

PD APPLICATION



MATERIAL LEGEND



FIBER CEMENT BOARD & BATTEN SIDING.
COLOR: IRON ORE, SW 7069



STUCCO FINISH SYSTEM.
COLOR: SNOW BOUND, SW 7004

1 Building 1 Perspective



2 Building 2 Perspective

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PROJECT
theQUINCI

1106 S REDWOOD RD.
SALT LAKE CITY, UT

REVISIONS:

TITLE:
EXTERIOR
PERSPECTIVES

SHEET
:
A201

ISSUE DATE : Issue Date

PD APPLICATION



1 Building 1 - Front Elevations
3/16" = 1'-0"

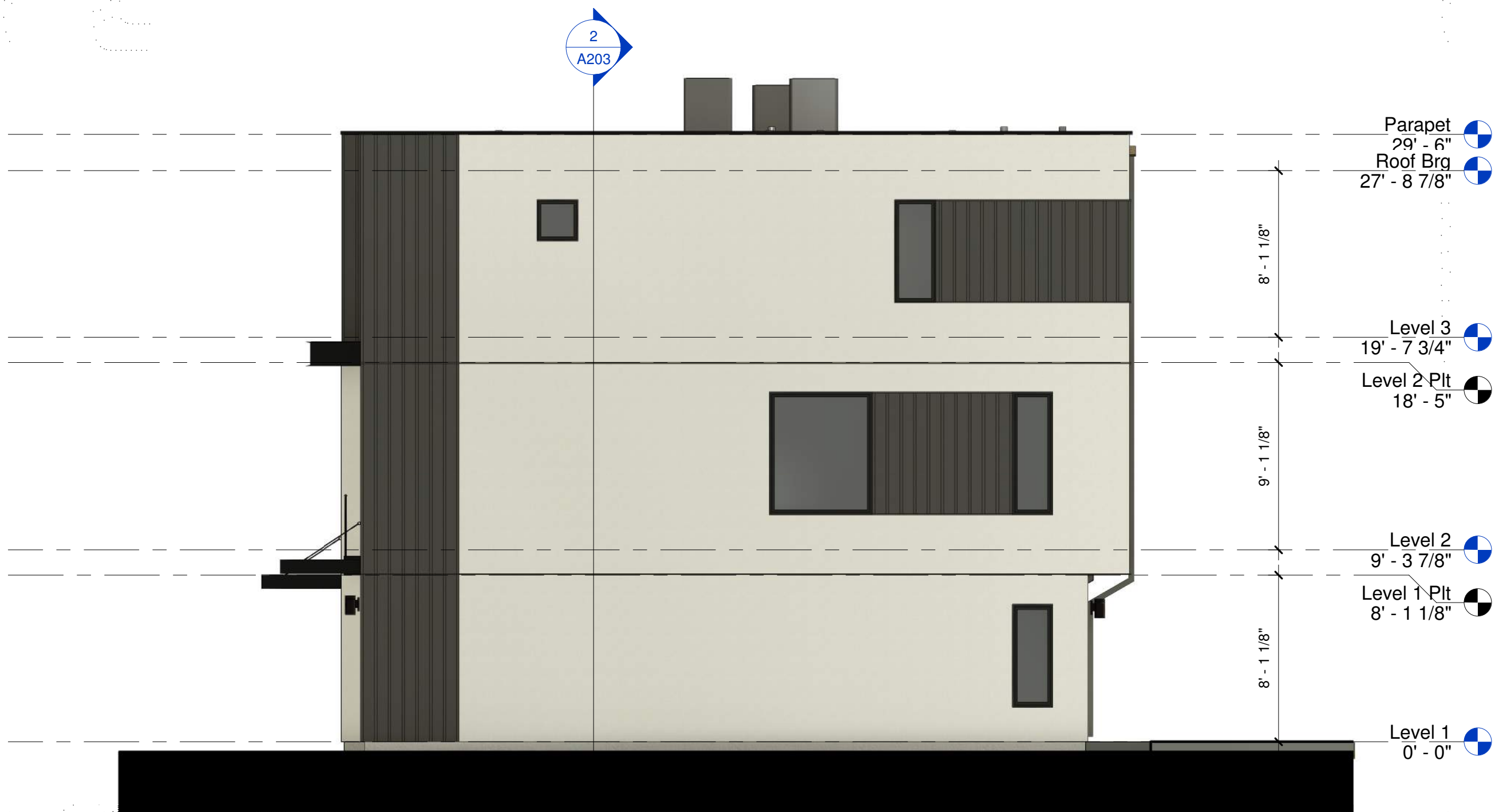
MATERIAL LEGEND



FIBER CEMENT BOARD & BATTEN SIDING.
COLOR: IRON ORE, SW 7069



STUCCO FINISH SYSTEM.
COLOR: SNOW BOUND, SW 7004



4 Building 1 - Right Elevations
3/16" = 1'-0"



2 Building 1 - Left Elevations
3/16" = 1'-0"

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PROJECT
theQUINCI

11106 S REDWOOD RD.,
SALT LAKE CITY, UT

REVISIONS:

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET
:
A202

ISSUE DATE : Issue Date

PD APPLICATION



1 Building 1 - Rear Elevation
3/16" = 1'-0"

MATERIAL LEGEND

- FIBER CEMENT BOARD & BATTEN SIDING.
COLOR: IRON ORE, SW 7069
- STUCCO FINISH SYSTEM.
COLOR: SNOW BOUND, SW 7004



2 Section - Building 1
3/16" = 1'-0"

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URBAN

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PROJECT
theQUINCI

1106 S REDWOOD RD.
SALT LAKE CITY, UT

REVISIONS:

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET
:
A203

ISSUE DATE : Issue Date

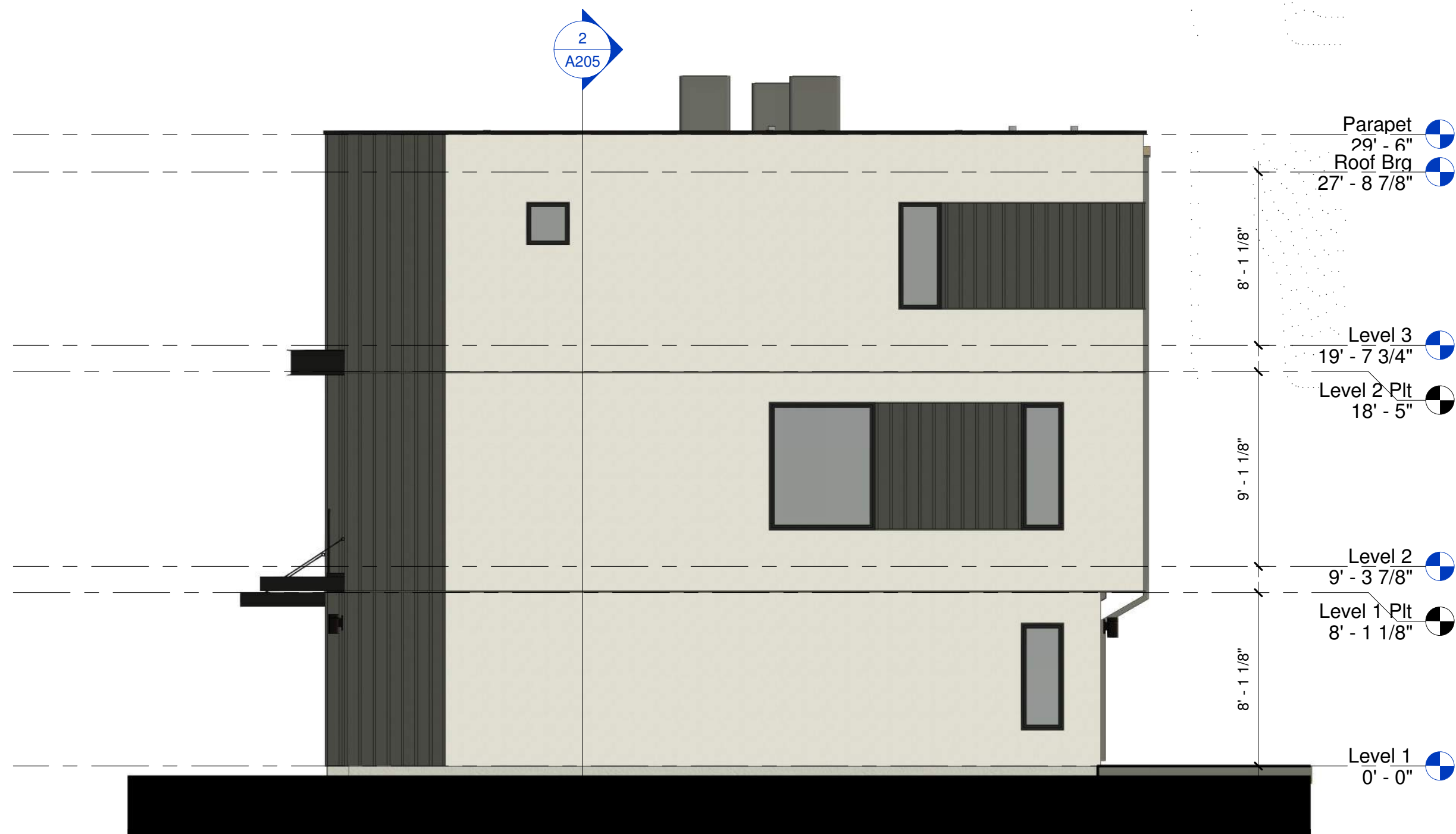
PD APPLICATION



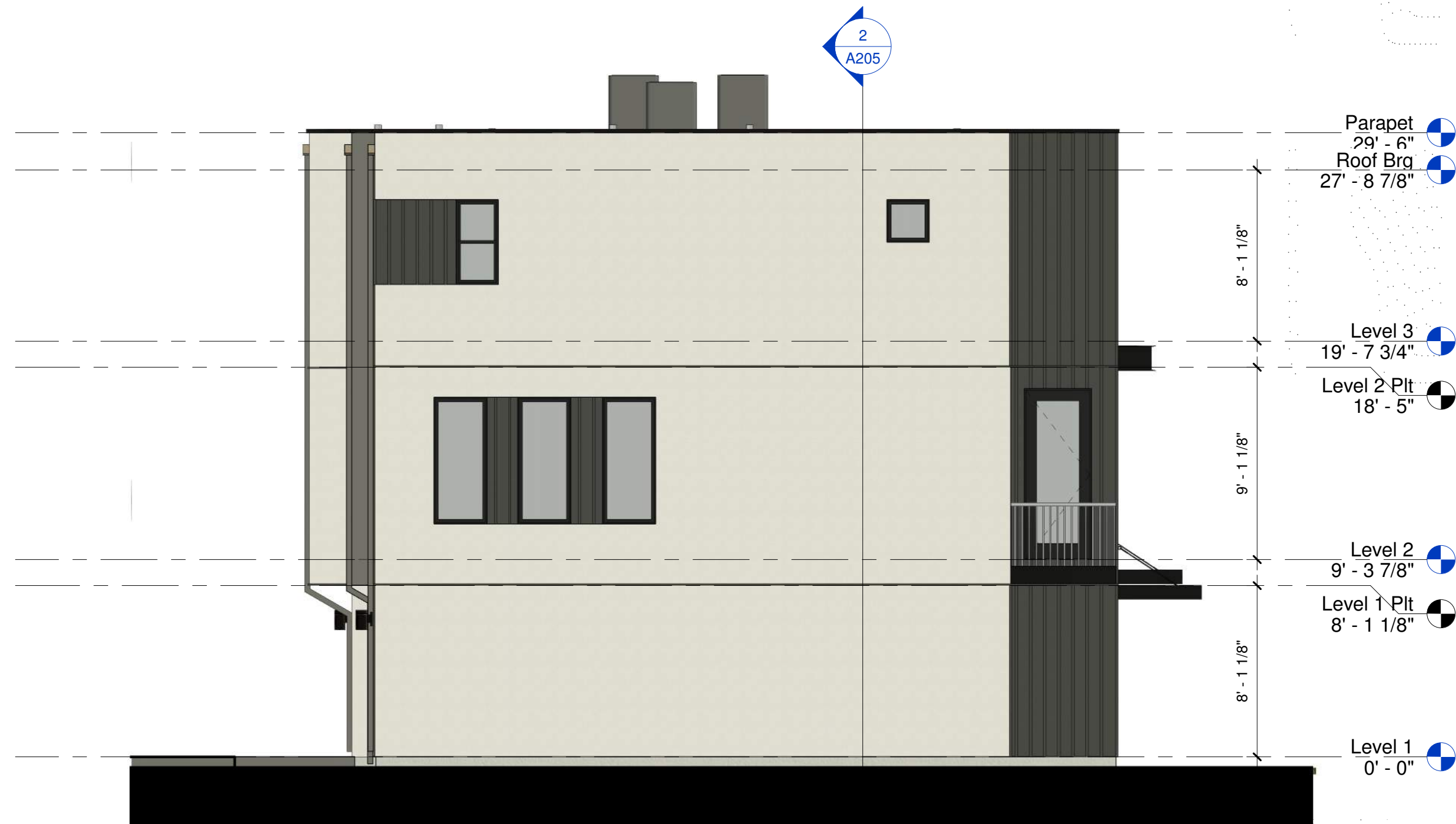
1 Building 2 - Front Elevation
3/16" = 1'-0"

MATERIAL LEGEND

	FIBER CEMENT BOARD & BATTEN SIDING. COLOR: IRON ORE, SW 7069
	STUCCO FINISH SYSTEM. COLOR: SNOW BOUND, SW 7004



2 Building 2 - Right Elevation
3/16" = 1'-0"



4 Building 2 - Left Elevation
3/16" = 1'-0"

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PROJECT
theQUINCI

11106 S REDWOOD RD.,
SALT LAKE CITY, UT

REVISIONS:

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET

A204



ISSUE DATE : Issue Date

PD APPLICATION



1 Building 2 - Rear Elevation
3/16" = 1'-0"

MATERIAL LEGEND

-  FIBER CEMENT BOARD & BATTEN SIDING.
COLOR: IRON ORE, SW 7069
-  STUCCO FINISH SYSTEM.
COLOR: SNOW BOUND, SW 7004



2 Section - Building 2
3/16" = 1'-0"

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PROJECT
theQUINCI

1106 S REDWOOD RD.
SALT LAKE CITY, UT

REVISIONS:

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET
:
A205

ISSUE DATE : Issue Date

PD APPLICATION

ATTACHMENT D: PLANNED DEVELOPMENT STANDARDS AND ANALYSIS

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.

The Finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. 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.

Planned Development Purpose Statement: A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve City goals identified in adopted Master Plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.

Discussion: Staff finds that the project meets four of the Planned Development objectives: Open Space, Housing, Mobility and Master Plan Implementation.

Finding: ☒ **Meets Purpose Statement** ☐ **Does Not Meet Purpose Statement**

- A. Open Space And Natural Lands:** Preserving, protecting or creating open space and natural lands:
1. Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect to existing or planned trail systems, playgrounds or other similar types of facilities.
 2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.
 3. Development of connected greenways and/or wildlife corridors.
 4. Daylighting of creeks/water bodies.
 5. Inclusion of local food production areas, such as community gardens.
 6. Clustering of development to preserve open spaces.

Discussion:

The project includes community gardens in the design of the central amenities space, located at the center of the site.

Finding: ☒ Objective Satisfied ☐ Objective Not Satisfied

C. Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies:

1. At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.
2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.

Discussion: The general area the proposed project is located has not seen recent multi-family development. Within the immediate vicinity the area consists of commercial uses or vacant land. The existing residential is to the east behind the commercial development, much of it is older and a different form and type than the proposal. The proposal is unique to the immediate area. The height and massing is consistent with the commercial buildings nearby.

Finding: ☒ Objective Satisfied ☐ Objective Not Satisfied

D. Mobility: Enhances accessibility and mobility:

1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.
2. Improvements that encourage transportation options other than just the automobile.

Discussion: Project includes an interior block walkway connection that provides access throughout the interior of the development to Redwood Road where the transit and bicycle network are directly accessible. or improvements to transit or bicycle network.

Finding: ☒ Objective Satisfied ☐ Objective Not Satisfied

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:

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.

Discussion: The proposed project would create a new multi-family residential development close to an identified Community Node in the Westside Master Plan, which is a land use type that is identified as ideal for that type of node. The intensity of development is comparable to what the Plan calls for in terms of multi-family development surrounding a Community Node. The Plan states that density should be between 20-30 units per acre. This project is providing a density of approximately 25 units per acre. The project would also redevelop property adjacent to, but not within, the area of the neighborhood that is zoned for single-family residential. The Westside Master Plan states that most redevelopment should happen in this pattern.

Finding: ☒ Objective Satisfied ☐ Objective Not Satisfied

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.

Finding: Complies

Discussion: The proposed project implements and is consistent with the objectives of Plan Salt Lake, the Westside Master Plan and the 9-Line Master Plan. A more detailed analysis of how the proposed project implements and is consistent with the mentions plans can be found on page 3 of the staff report.

Condition(s): None

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;

Finding: Complies

Discussion:

Bulk and height of the proposed development are similar to surrounding commercial development. The proposed development will create an urban neighborhood feel that provides housing options that compliments the surrounding commercial uses. While the proposal is three stories and moderately taller than other structures in the neighborhood, it is still compatible with the neighborhood mix and complies with the height regulations of the zoning district. The development is between two identified community nodes, as identified in the Westside Master Plan, which incorporate larger commercial developments but should also incorporate residential uses. The location of the proposed development provides the needed residential presence to help activate this area with pedestrians for the nearby commercial uses.

Condition(s): None

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;

Finding: Complies

Discussion:

The street facing facades of the buildings are oriented to the public street and there is a vehicular drive and pedestrian pathways that lead to the interior of the proposed development. Building materials, fiber cement board and stucco finish, are generally compatible with the surrounding neighborhood.

Condition(s): None

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.
 - 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.

Finding: Complies

Discussion:

- a. Setbacks do not impact the visual character of the neighborhood. They comply with underlying zoning standards.
- b. Adequate space is maintained for private amenities.
- c. Underlying zoning does not require an open space buffer because this property is not adjacent to a lot in a residential district.
- d. Sight lines to streets, driveways, and sidewalks must be maintained per applicable City code requirements. Applicant is not requesting a modification to setback standards.
- e. Project must meet all requirements related to access for maintenance. Applicant is not requesting a modification to setback standards.

Condition(s): None

4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;

Finding: Complies

Discussion:

Street facing units have recessed entries and canopies that add visual interest. Entrances to each unit are located on the front façade with sidewalks providing direct pedestrian access to Redwood Road and are proposed to include large sections of glass. Units also have a variety of materials and modulations that create additional visual interest.

Condition(s): None

5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;

Finding: Complies
Discussion: Project is small scale in nature. Lighting will likely not impact surrounding property. To be fully evaluated at permits.
Condition(s): None
6. Whether dumpsters, loading docks and/or service areas are appropriately screened;
Finding: Complies
Discussion: Dumpsters are proposed to be at the end of each private drive on the northside of the property and are proposed to be adequately screened by fencing.
Condition(s): None
7. Whether parking areas are appropriately buffered from adjacent uses.
Finding: Complies
Discussion: Parking areas will be contained in garages and visitor parking is located at the center of the development outside of view from Redwood Road.
Condition(s): None

D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:
1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;
Finding: Not Applicable
Discussion: The subject property does not have any existing mature or native trees on site.
Condition(s): None
2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;

Finding: Not Applicable
Discussion: <p>There is not existing landscaping that provides buffering to the abutting properties. 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.</p>
Condition(s): None
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;
Finding: Complies
Discussion: <p>Front yard landscaping provides a buffer between the development and sidewalk.</p>
Condition(s): None
4. Whether proposed landscaping is appropriate for the scale of the development.
Finding: Complies
Discussion: <p>Applicant is proposing trees, shrubs, and foliage that are appropriate for the scale of the development.</p>
Condition(s): None

E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:
1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
Finding: Complies
Discussion: <p>The proposed development would provide one access drive from Redwood Road into the development. This access drive will also accommodate the future residential development to the property to the south.</p>
Condition(s): None
2. Whether the site design considers safe circulation for a range of transportation options including: <ul style="list-style-type: none"> a. Safe and accommodating pedestrian environment and pedestrian oriented design;

<ul style="list-style-type: none"> b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;
Finding: Complies
<p>Discussion:</p> <ul style="list-style-type: none"> a. The proposed site design is pedestrian oriented, with direct pathway access to sidewalks from each unit and onto Redwood Road where immediate access to public transit and bicycle facilities exist. b. The proposal states that the development will include bicycle storage facilities located central to the development within the amenities area. c. The proposed development compliments existing and future transportation modes.
Condition(s): None
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
Finding: Complies
As noted above, each unit has direct ground level pathway access to the sidewalk. The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.
Condition(s): None
4. Whether the proposed design provides adequate emergency vehicle access;
Finding: Complies
<p>Discussion:</p> <p>Emergency vehicles will use the private drive from Redwood Road and the internal drive access provides direct access to all units.</p>
Condition(s): None
5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.
Finding: Complies
<p>Discussion:</p> <p>As this is a residential development there are no loading or major service areas.</p>

Condition(s): None

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.
--

Finding: Not Applicable

Discussion:

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.
--

Condition(s): None

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

Finding: Complies

Discussion:

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.
--

Condition(s): None

ATTACHMENT E: CC ZONE, DESIGN AND OTHER APPLICABLE STANDARDS ANALYSIS

21A.26.050: CC CORRIDOR COMMERCIAL DISTRICT:

A. Purpose Statement: The purpose of the CC Corridor Commercial District is to provide an environment for efficient and attractive commercial development with a local and regional market area along arterial and major collector streets while promoting compatibility with adjacent neighborhoods through design standards. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office and residential. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. This district is appropriate in areas where supported by applicable master plans. The standards are intended to promote a safe and aesthetically pleasing environment to all users.

B. Uses: Uses in the CC Corridor Commercial District as specified in section 21A.33.030, "Table Of Permitted And Conditional Uses For Commercial Districts", of this title, are permitted subject to the general provisions set forth in section 21A.26.010 of this chapter and this section.

Standard	Proposed	Finding
Minimum lot area: Ten thousand (10,000) square feet.	Lot area is ~84,000 square feet	Complies
Minimum lot width: Seventy-five feet (75').	Existing lot is 131 feet.	Complies
Front And Corner Side Yards: Fifteen feet (15').	Proposed 15'	Complies
Interior Side Yards: None required.	Proposing range of 8'-10'	Complies
Rear Yard: Ten feet (10').	Proposed 10'	Complies
Buffer Yards: All lots abutting property in a Residential District shall conform to the buffer yard requirement of chapter 21A.48 of this title.	Lot does not abut property in a Residential District.	Complies
Accessory Buildings And Structures In Yards: Accessory buildings and structures may be located in a required yard subject to section 21A.36.020, table 21A.36.020B of this title.	No accessory structures are proposed.	Complies
Landscape Yard Requirements: A landscape yard of fifteen feet (15') shall be required on all front and corner side yards, conforming	15' landscape yard proposed in front yard along Redwood Road.	Complies

to the requirements of section 21A.48.090 and subsection 21A.48.100C of this title.		
Maximum Height: No building shall exceed thirty feet (30'). Buildings higher than thirty feet (30') may be allowed in accordance with the provisions of subsections F1 and F3 of this section.	Height does not exceed 30'. Proposing 29'	Complies

DESIGN STANDARDS AND OTHER APPLICABLE STANDARDS ANALYSIS

Standard	Proposed	Finding
21A.37.050. D. Building Entrances	<p>At least one operable building entrance on the ground floor is required for every street facing façade</p> <p>Additional operable buildings entrances shall be required, at a minimum, at each specified length of street facing building façade according to section 21A.37.060, table 21A.37.060 of this chapter. The center of each additional entrance shall be located within 6 feet either direction of the specified location.</p> <p>Each ground floor nonresidential leasable space facing that street and a walkway to the nearest sidewalk.</p> <p>Corner entrances when facing a street and located at approximately 45 degree angle to two adjacent building facades, may count as an</p>	<p>Complies</p> <p>The street facing buildings/units have a entrance toward Redwood Road.</p> <p>Table 21A.37.060 does not state a specified length between building entrances.</p> <p>There is no proposed nonresidential leasable space.</p> <p>The property is not considered to be on a corner.</p>
21A. 37.050.I. Parking Lot Lighting	Parking Lot Lighting: If a parking lot/structure is adjacent to a residential zoning	Not applicable because it is not adjacent to a

	<p>district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.</p>	<p>residential zoning district or land use.</p>
<p>21A. 36.010.B: One Principal Building Per Lot</p>	<p>Not more than one principal build shall be located on any lot except that:</p> <ol style="list-style-type: none"> 1. With the exception of buildings located in the FR, R-1, SR and R-2 Districts, <p>More than one principal building may be located on a lot subject to all principal buildings having frontage along a public street.</p>	<p>Does not comply, Planned Development request</p>
<p>Table 21A.44.030 Schedule of Minimum Off Street Parking Requirements</p>	<p>Multiple-family dwellings: 2 parking spaces for each dwelling unit containing 2 or more bedrooms.</p>	<p>Complies, proposing 2 car garages for each unit.</p>

ATTACHMENT F: PUBLIC PROCESS & COMMENTS

Public Notice, Meetings, Comments

Notice of the public hearing for the proposal included

- Public hearing notice mailed on May 12, 2022
- Public notice posted on Site and State Websites and Planning Division list serve on May 12, 2022
- Public hearing notice sign posted on May 11, 2022

Public Input:

None was received at the time this staff report was published.

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Transportation Review: (Kevin Young, kevin.young@slcgov.com)

1. Provide, as applicable, complete parking calculations indicating the following:
 - Each type of use and associated parking ratio per Table 21A.44.030
 - Minimum number of ADA parking spaces required (21A.44.020.D)
 - Minimum number of passenger vehicle parking spaces required (21A.44.030.G)
 - Maximum number of passenger vehicles parking spaces required (21A.44.030.H)
 - Minimum number of electric vehicle parking spaces required (21A.44.050.B.2)
 - Minimum number of bicycle parking spaces required (21A.44.050.B.3)
 - Any modifications to parking requirements (21A.44.040)
 - Number of parking spaces provided
2. Provide, as applicable, the following details:
 - Parking stall dimensions, aisle width dimensions, garage parking depth dimensions
 - ADA parking stall dimensions, signage, pavement markings, and ramps.
 - Signage and/or pavement markings for electric vehicle parking spaces indicating exclusive availability for electric vehicles (see 21A.44.050.B.2).
 - Bike rack installation (See SLC Transportation Standard Detail, F1.f2, “Bicycle Parking” @ <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>).
3. Redwood Road is under the jurisdiction of UDOT so any project access points or other issues related to this road will need to be addressed and approved by UDOT.

Engineering Review: (Scott Weiler, scott.weiler@slcgov.com)

- This developer will be required to install public sidewalk along the project's frontage of Redwood Road.
- It's unclear if the proposed street along the south side of the development is proposed to be public or private. If it's proposed to be public, a Phase 1 Environmental Report must be submitted and a plat will be required to dedicate it for public use. If public, it will need to be designed and constructed per SLC Standards and the developer will need to execute a Subdivision Improvement Construction Agreement.
- UDOT is the entity that will need to decide if the proposed intersection of this new street with Redwood Road can be allowed.

Public Utilities Review: (Jason Draper, jason.draper@slcgov.com)

The following comments do not provide official project review or approval. Planned Development approval does not provide building or utility permit approval. Comments are provided to assist in design and development by providing guidance for project requirements.

- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18” minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12” vertical

separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.

- Unused utility connections must be capped at the main.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Site utility and grading plans will be required for building permit review. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work. Submit supporting documents and calculations along with the plans.
- One culinary water meter is permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Fire lines will be permitted, as necessary. Each service must have a separate tap to the main.
- Additional requirements will be provided in building permit review if the planned development is accepted.