



MEMORANDUM

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Sara Javoronok, AICP, Senior Planner
(801) 535-7625 or sara.javoronok@slcgov.com

Date: March 22, 2023

Re: Modifications to Design Review (PLNPCM2021-00825) approval for the Chicago Street Townhomes

PROPERTY ADDRESSES: 928 & 938 W South Temple, 18, 28, 30, and 36 N Chicago
PARCEL IDs: 08-35-456-014-0000, 08-35-456-013-0000, 08-35-456-012-0000, 08-35-456-011-0000, 08-35-456-010-0000, 08-35-456-009-0000
MASTER PLAN: North Temple Boulevard Plan
ZONING DISTRICT: Transit Station Area – Urban Neighborhood – Transition (TSA-UN-T)

REQUEST: The Chicago Street Townhomes previously received Planned Development, Design Review, and Preliminary Subdivision approvals from the Planning Commission on January 26, 2022. The applicant has requested modifications to the Design Review approval. These changes are required by ordinance to be reviewed by the Planning Commission as only minor modifications can be approved administratively.

ACTION REQUIRED: Review the proposed changes to the design of the project. If the Planning Commission denies the changes, the project will be required to comply with the original approval.

RECOMMENDATION: Planning Staff recommends that the Planning Commission approve the modifications to the Design Review (PLNPCM2021-00825) for the Chicago Street Townhomes.

ATTACHMENTS:

- A. [Applicant Submittal Information](#)
- B. [Original Planning Commission Staff Report, January 26, 2022](#)
- C. [Minutes from January 26, 2022](#)

BACKGROUND: The Chicago Street Townhomes at approximately 928 & 938 W South Temple and 18, 28, 30, and 36 N Chicago received Planned Development, Design Review, and Preliminary Subdivision approvals from the Planning Commission on January 26, 2022. The proposed development is for 30 townhomes in four separate buildings.

The subject parcels are within the TSA-UN-T (Transit Station Area – Urban Neighborhood - Transition) zoning district and the approvals were required for the following:

- **Planned Development** – The application required a Planned Development for a modification to the zoning standards to allow for lots without public street frontage to create individually owned townhomes. This is not changing as a part of this modification request.
- **Design Review** – The applicant was required to go through the Design Review process since it did not receive enough points through the Transit Station Area (TSA) point review process to be approved administratively by staff. The applicant requested modification to the standards for the entry feature and for the percentage of stucco or EIFS on street facing facades. These items are not changing as a part of this modification request.
- **Preliminary Subdivision** – The development also included a preliminary plat to create the individual townhome lots. The plat is not changing as a part of the modification request.

The applicant is requesting to modify the street facing doors on Chicago Street so that they are perpendicular to the street. 21A.37.050.L requires that the ground floor shall have a primary entrance facing the street for each unit adjacent to a street. The applicant is making the request for the doors to be perpendicular primarily due to structural engineering requirements for lateral forces. Additionally, the applicant states that this modification will increase the engagement with the sidewalk compared to the street facing doors. This modification relates to a specific standard and cannot be reviewed as an administrative minor modification from what was previously approved by the Planning Commission. The approval process for modifications to approved plans is described in the Zoning Ordinance:

Design Review

21A.59.080: MODIFICATIONS TO APPROVED DESIGN REVIEW PLANS:

A. Minor Modifications: The Planning Director may authorize minor modifications to approved design review applications as listed below.

1. Dimensional requirements that are necessary in order to comply with adopted Building Codes, Fire Codes, or engineering standards. The modification is limited to the minimum amount necessary to comply with the applicable Building Code, Fire Codes, or engineering standard.

2. Minor changes to building materials provided the modification is limited to the dimension of the material, color of material, or texture of material. Changes to a different material shall not be considered a minor modification.

B. Other Modifications: Any other modifications not listed in subsection A of this section shall require a new application.

Some minor changes can be approved administratively by the Planning Director but those changes are limited. Staff previously reviewed the removal of windows above the entry doors as a minor modification. These were not required by a specific standard. However, staff believes that since the requested modification is for a specific standard, the commission is required review the updated plans.

APPLICANT'S REQUESTED MODIFICATIONS:

The applicant has requested modifications to the approved design that are required by ordinance to be reviewed by the Planning Commission. The proposed modifications to the approved design are detailed in the project description and plans in in [Attachment B](#). The modification requested is limited to the orientation of the entry doors changing from parallel to the street to perpendicular to the street. There are no additional modifications.

Proposed Modifications

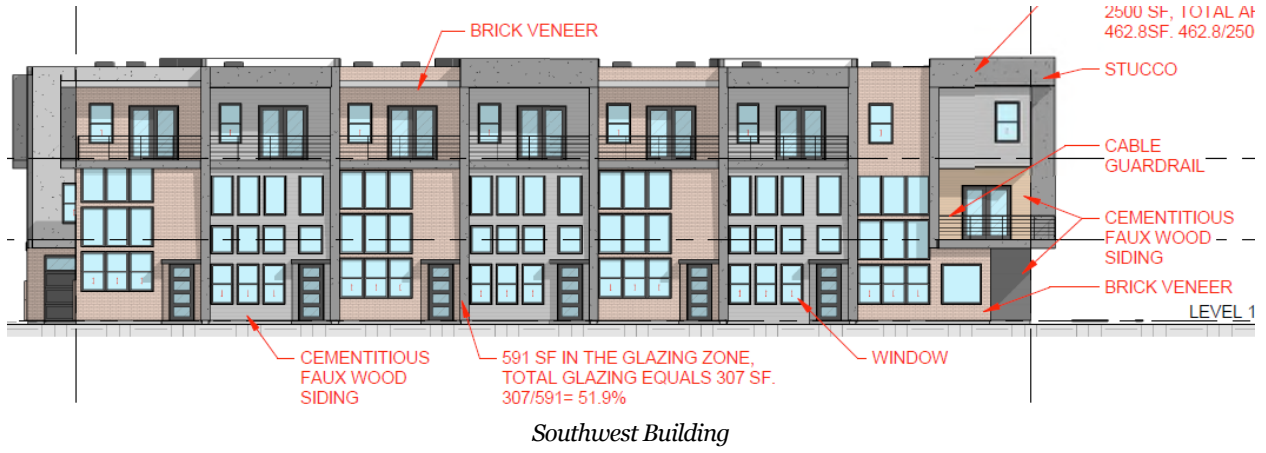


Rendering provided by the applicant showing the relocation of the doors perpendicular to the street.

Approved Plans: Northwest and Southwest Buildings – The applicant requested additional stucco or EIFS beyond what is permitted in the zoning district and relief from the entry feature requirements.



Northwest Building



Proposed Plans: Northwest and Southwest Buildings – The doors are placed perpendicular to the street and are not visible on this elevation. The removal of windows above some of the previous entries were reviewed through an administrative minor modification.



DISCUSSION:

The proposed modifications to the Design Review must be in substantial conformity to the original request or should be reviewed as a separate application. The requested modification discussed above is related to a specific standard and must be approved by the Planning Commission. The proposed change removes the door from the street facing façade, but it is likely still visible for pedestrians and provides a more private entrance for residents. The primary reason for the change is a technical issue relating to structural engineering requirements for lateral forces. Staff finds the modification is in substantial conformity with the original approval and would recommend that the Planning Commission grant their approval.

NEXT STEPS:**Modification of Design Review Approval**

If the modifications are approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

Modification of Design Review Denial

If the major modifications are denied, the applicant will be required to develop the property as was originally approved by the Planning Commission or submit a new design that meets zoning standards.

Attachment A: Applicant Submittal Information

See drawings 43/A110, 43/A152, 34/A201, and 45/A203. The front entry doors are now perpendicular to the street as opposed to parallel to the street as required per 21A.37.050.L.

- As shown in a new rendering below, we feel that updating the doors to be perpendicular to the street creates more engagement with the sidewalk on this project than with parallel doors while also making the interior entry more usable. However, structural engineering requirements for lateral forces were the reason for making this change.



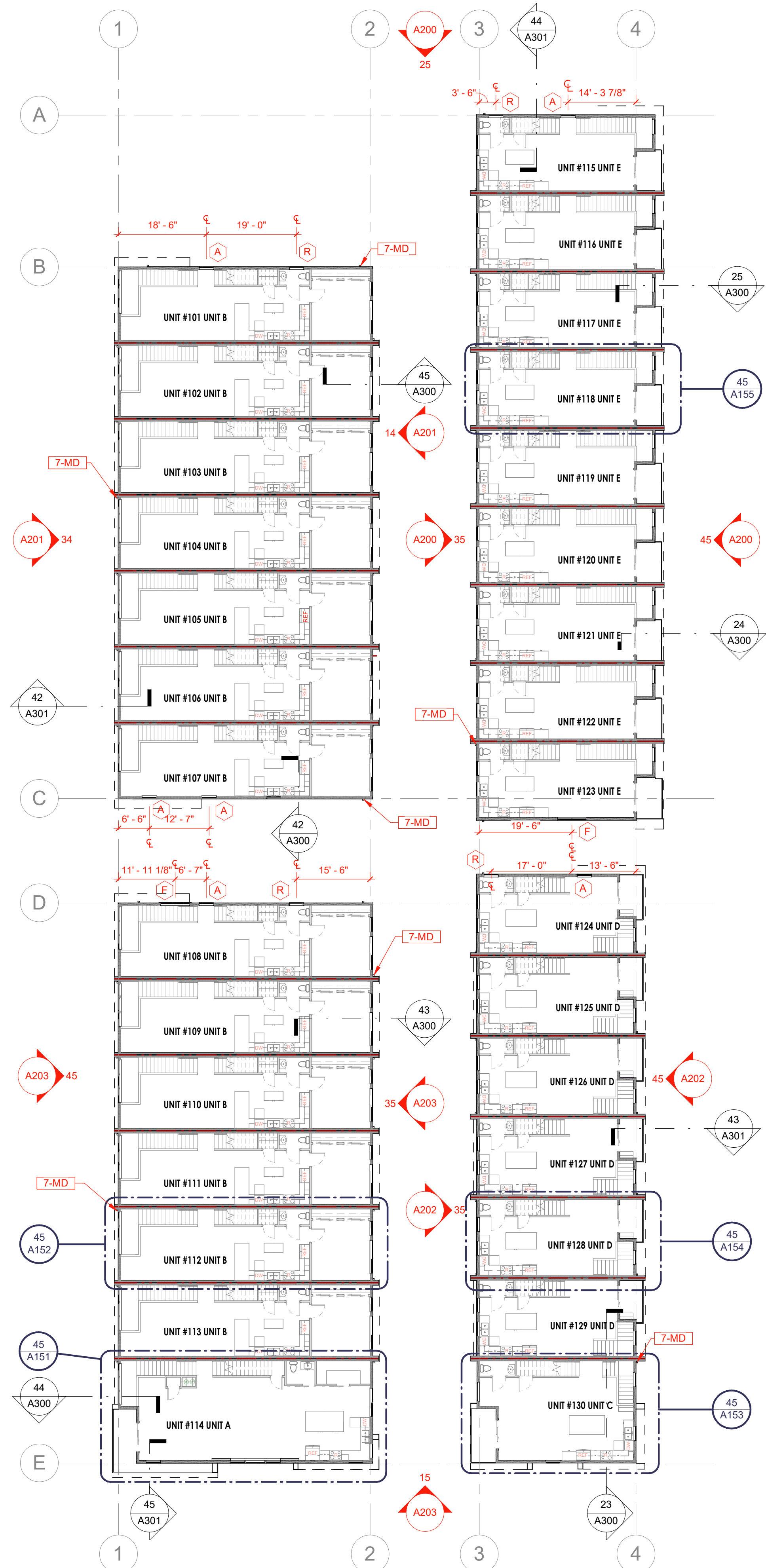
PLAN NOTES

- SEE SHEET A500 FOR ASSEMBLY TYPES AND DETAILS
 - PROVIDE A TRANSITION STRIP BETWEEN DIFFERENT TYPES OF FLOORING
 - COORDINATE CASEWORK WITH APPLIANCES BEFORE FABRICATION
 - COORDINATE ALL EQUIPMENT REQUIREMENTS WITH MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS
 - APPLIANCES AND EQUIPMENT SHOWN FOR COORDINATION PURPOSES. PROVIDE UTILITY HOOKUPS FOR EQUIPMENT APPROPRIATE TO SELECTED EQUIPMENT.
 - FURNITURE LAYOUT IF SHOWN (DASHED) FOR SCHEMATIC PURPOSES. NO FURNITURE IS TO BE PROVIDED IN THIS CONTRACT
 - TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARCH OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FT OF STAIRS, OR GLAZING WITHIN 5 FT OF SPAS OR POOLS, CERTAIN FIXED GLASS PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT.
- DIMENSIONING U.N.O.**
- TYPICAL DIMENSIONS ARE TO FACE OF FRAMING
 - DIMENSIONS ARE TO FACE-OF-FINISH IF MARKED CLR (CLEAR DIMENSION)
 - DIMENSIONS ARE TO CENTER OF ITEM (CENTER OF STUD AT WALLS) WHERE INDICATED BY CL (CENTER LINE) SYMBOL
 - HM DOORS ARE TO BE 4" FROM HINGE SIDE OPENING TO EDGE OF STUD
 - PREHUNG DOORS WITH TRIM ARE TO BE 6" FROM HINGE SIDE OPENING TO EDGE OF STUD

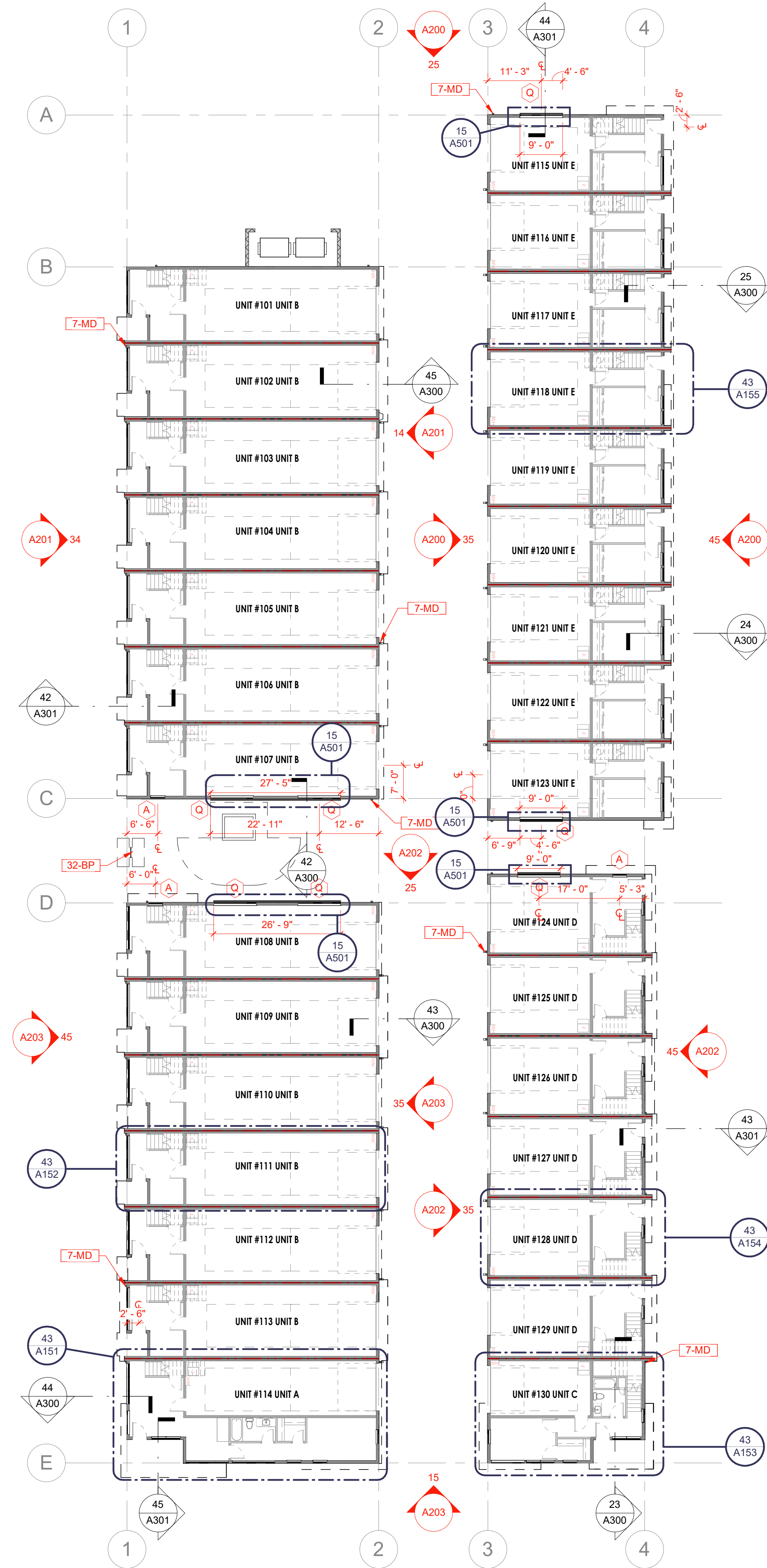
- | | | |
|-------------|-------------------|---|
| NAME | ROOM NAME | 1 HR FIRE BARRIER |
| 101 | ROOM NUMBER | 2 HR FIRE BARRIER |
| 101A | DOOR TAG | A ALIGN FACES OF FINISH |
| 10 | OVERHEAD DOOR TAG | A1 FINISH TAG, SEE FINISH SCHEDULE |
| 10C | ASSEMBLY TAG | #-XX KEYNOTE TAG, SEE KEYNOTE LIST |
| A | WINDOW TAG | XX-X ASSEMBLY TAG, SEE SHEET A500 |
| | | INTERIOR WALLS TO BE TYPE 6A4 UNLESS NOTED OTHERWISE |
| | | EXTERIOR WALLS TO BE TYPE E6A6 UNLESS NOTED OTHERWISE |
| | | EXTERIOR WALL TO BE TYPE E6B6 UNLESS NOTED OTHERWISE |
| | | PARTITION WALLS TO BE TYPE 6A4-2 UNLESS NOTED OTHERWISE |

KEYNOTES

- 7-MD METAL DOWNSPOUT
- 32-BP BICYCLE PARKING



LEVEL 2 PLAN
 1/16" = 1'-0"
 Scale bar: 0' 8' 16' 32'



LEVEL 1 PLAN
 1/16" = 1'-0"
 Scale bar: 0' 8' 16' 32'

CHICAGO TOWNHOME

No.	Date	Description
2	22-08-17	SLC 2
3	22-09-23	SLC 3
5	23-01-03	ASI 02
7	23-02-06	ASI 03

PROFESSIONAL SEAL

OWNER:	Q FACTOR
PROJECT ADDRESS:	22 N CHICAGO ST SALT LAKE CITY, UT 84116
CITY PERMIT #:	BLD2022-02565
ARCH PROJECT #:	21-03
A.O.A.:	JDH
PHASE:	PERMIT SET
PUBLISH DATE:	5 APRIL 2022
SHEET SCALE:	As indicated
SHEET NAME:	

LEVEL 1 AND 2 PLANS

KEYNOTES

- 9-TS TILE SURROUND
- 12-CT COUNTERTOP, PROVIDE 4" BACK SPLASH AT WALLS WHERE SHOWN. QUARTZ COUNTERTOPS TO BE 2CM AND DOUBLE THICK AT EXPOSED EDGES
- 22-AD1 AREA DRAIN FLUSH WITH FLOOR UNLESS NOTED OTHERWISE
- 22-CMS COUNTER MOUNT SINK
- 22-PS PEDESTAL SINK
- 22-T TUB WITH TILE SURROUND
- 22-WC TOILET
- 22-WH WATER HEATER
- 23-AC A/C COMPRESSOR
- 23-F FURNACE

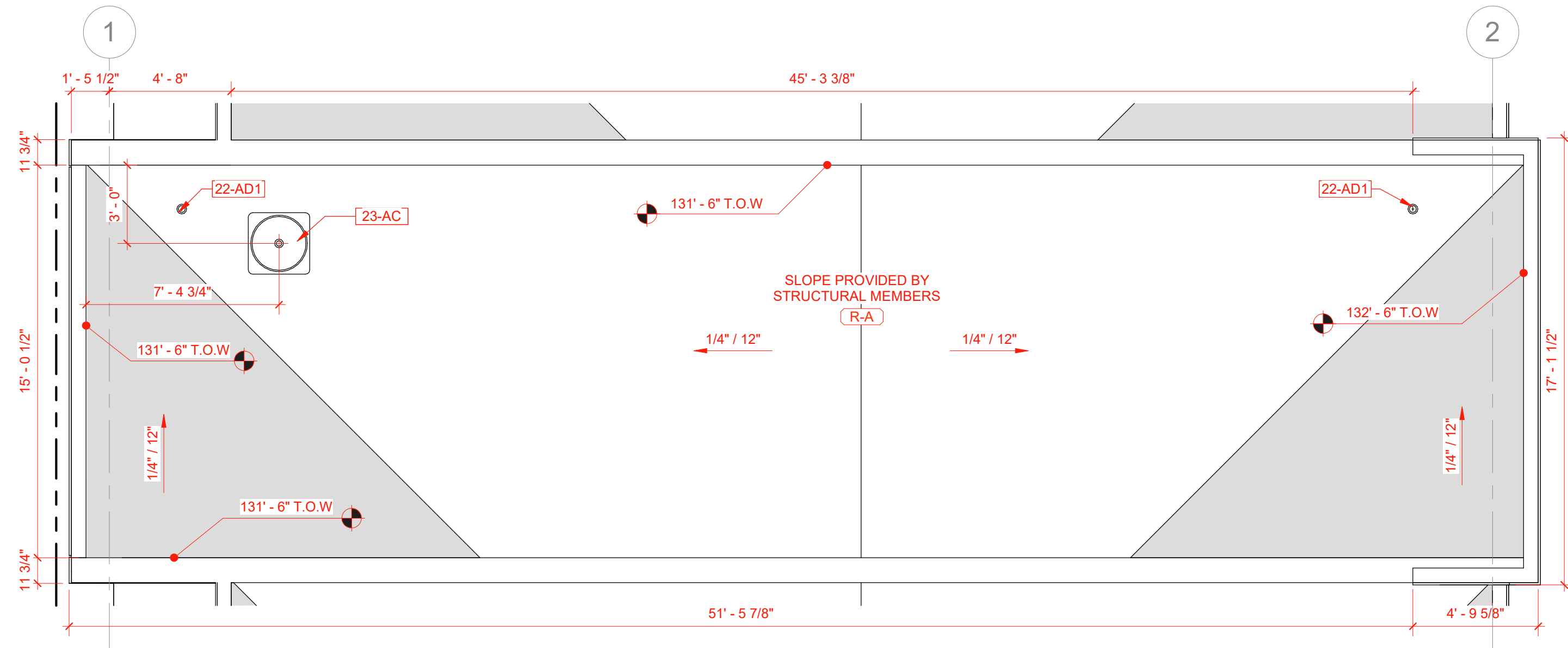
PLAN NOTES

1. SEE SHEET A500 FOR ASSEMBLY TYPES AND DETAILS
2. PROVIDE A TRANSITION STRIP BETWEEN DIFFERENT TYPES OF FLOORING.
3. COORDINATE CASEWORK WITH APPLIANCES BEFORE FABRICATION.
4. COORDINATE ALL EQUIPMENT REQUIREMENTS WITH MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS
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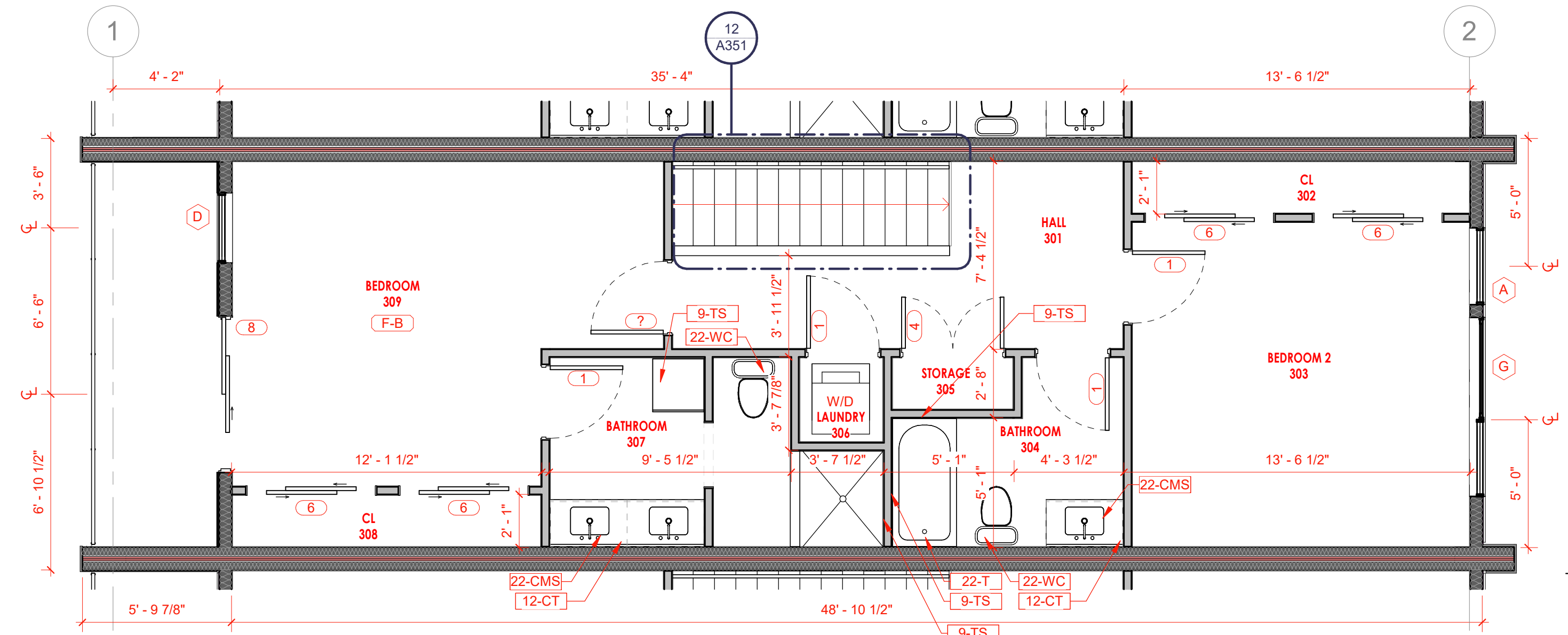
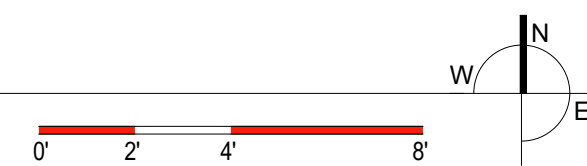
- NAME ROOM NAME
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- 1 HR FIRE BARRIER
- 2 HR FIRE BARRIER
- ALIGN FACES OF FINISH
- A1 FINISH TAG, SEE FINISH SCHEDULE
- XX-X ASSEMBLY TAG. SEE SHEET A500
- 2 HR FIRE BARRIER
- PARTITION WALLS TO BE TYPE 6A4-2 UNLESS NOTED OTHERWISE

DIMENSIONING U.N.O.

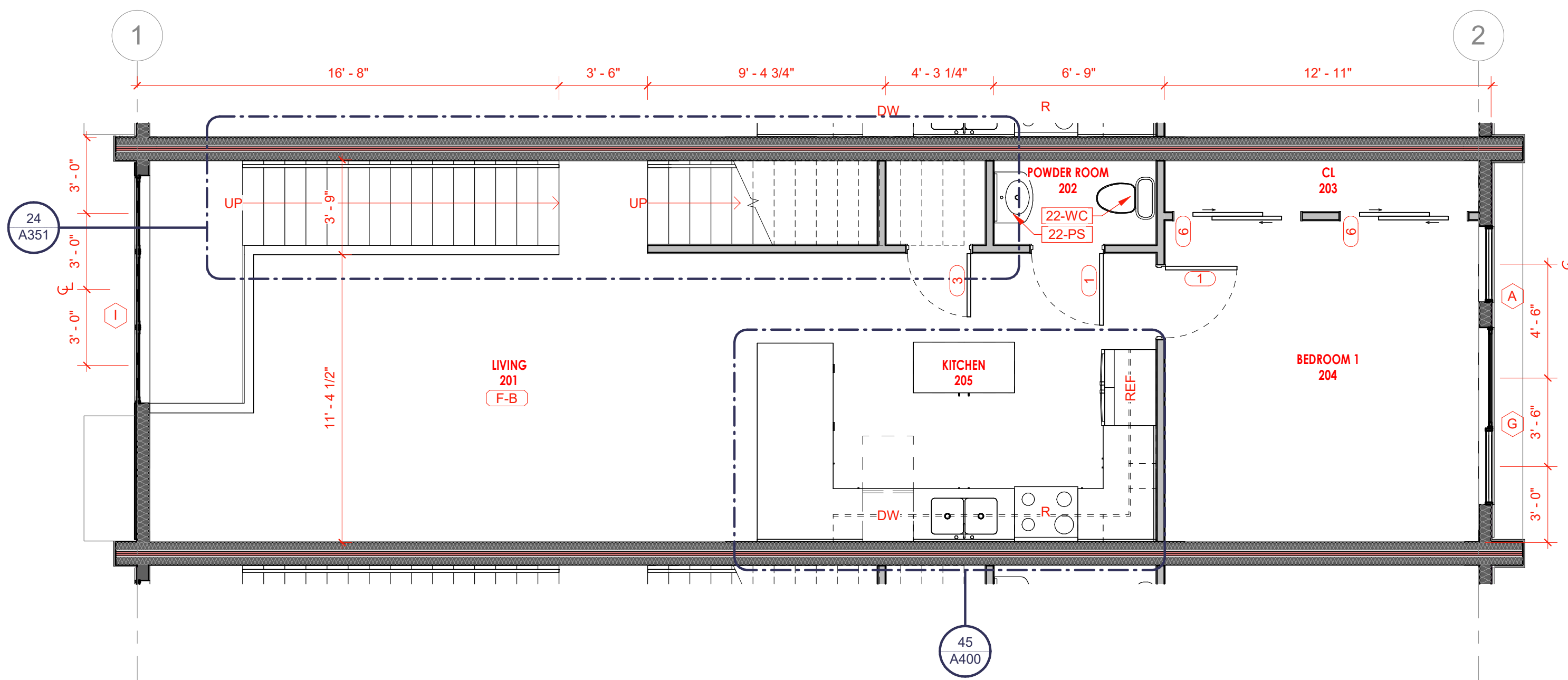
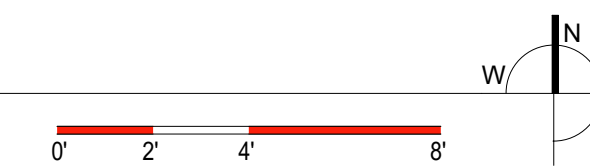
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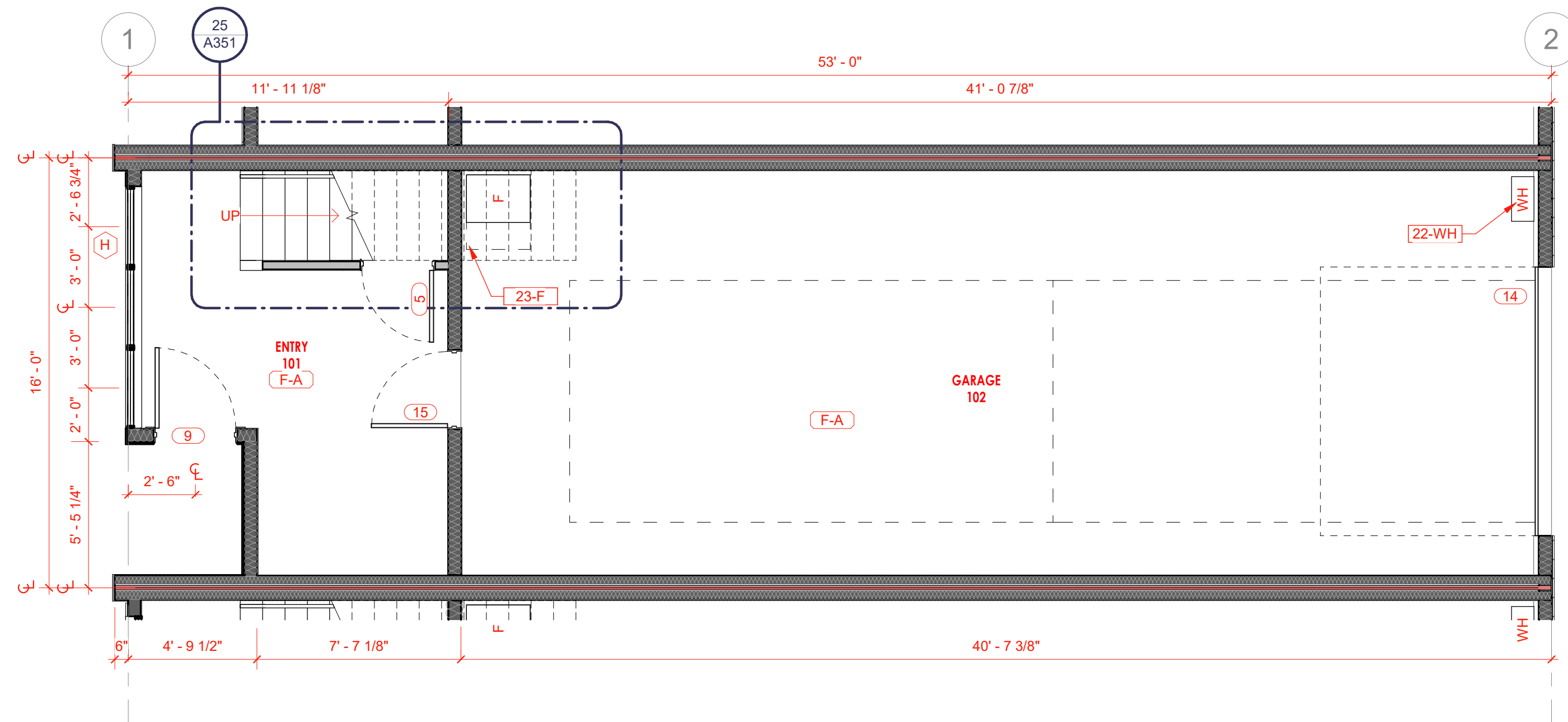
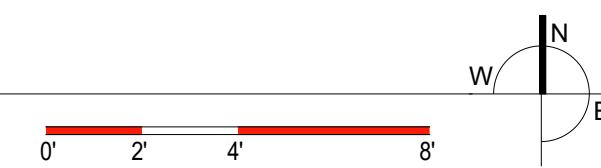
23 TYP UNIT B - ROOF PLAN
1/4" = 1'-0"



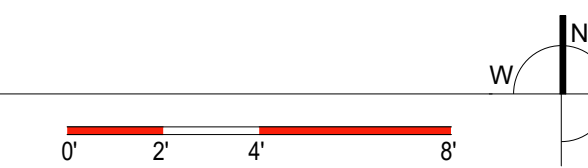
25 TYP UNIT B - LEVEL 3
1/4" = 1'-0"



45 TYP UNIT B - LEVEL 2
1/4" = 1'-0"



43 TYP UNIT B - LEVEL 1
1/4" = 1'-0"



CHICAGO TOWNHOME

No.	Date	Description
2	22-08-17	SLC 2
7	23-02-06	ASI 03
8	23-02-07	RFI 06
10	23-02-14	RFI 10

PROFESSIONAL SEAL

OWNER:	Q FACTOR
PROJECT ADDRESS:	22 N CHICAGO ST SALT LAKE CITY, UT 84116
CITY PERMIT #:	BLD2022-02565
ARCH PROJECT #:	21-03
A.O.R.:	JDH
PHASE:	PERMIT SET
PUBLISH DATE:	5 APRIL 2022
SHEET SCALE:	As indicated
SHEET NAME:	UNIT B PLANS

EXT. ELEVATION NOTES

- THESE ELEVATIONS WHEN PRINTED IN COLOR ARE INTENDED TO REPRESENT THE FINISH COLORS OF SIDING AND TRIM TO ILLUSTRATE DESIGN INTENT. NOT ALL TRIM ON THE PROJECT IS SHOWN. IF CONFLICTS BETWEEN THE COLORS SHOWN AND THE DRAWING INSTRUCTIONS, THE ARCHITECT IS TO BE NOTIFIED SO THAT A CLARIFICATION CAN BE ISSUED.
 - ALL FIXTURES MOUNTED TO EXTERIOR WALL TO BE ALIGNED VERTICALLY WHERE APPLICABLE
 - FINISH SCHEDULE ON THIS SHEET IS A SELECTION OF FINISHES FROM THE FINISH SCHEDULE ON SHEET A600 FOR CONVENIENCE IN IDENTIFYING FINISHES SHOWN ON THE ELEVATIONS.
 - FINISH KEY ON SHEET A600 LISTS ALL FINISH DEFINITIONS
- EXTERIOR FINISH COLOR INSTRUCTION U.N.O.**
- EXPOSED TRIMS AND/OR FLASHINGS TO MATCH PAINT COLOR OF ADJACENT SIDING. IF ADJACENT TO TWO OR MORE COLORS AND NO FURTHER DIRECTION IS GIVEN, THE ARCHITECT IS TO BE NOTIFIED SO THAT A CLARIFICATION CAN BE ISSUED.
 - HORIZONTAL FLASHING TRIM SHALL BE COLOR OF SIDING BELOW
 - WINDOW SURROUND TRIMS AND FLASHING TO MATCH ADJACENT SIDING
 - CORNER TRIM IS TO MATCH ADJACENT SIDING
 - INSIDE CORNER TRIM IS TO MATCH ADJACENT SIDING
 - PARAPET CAP, ROOF CAP, GUTTERS AND DOWNSPOUTS TO BE COLOR _____

(A1) ← FINISH TAG, SEE FINISH SCHEDULE

COLORS (SEE FINISH KEY ON SHEET A600 FOR FINISH COLOR DEFINITIONS)

S5
S4
S3
S2
S1

ELEVATION FINISHES

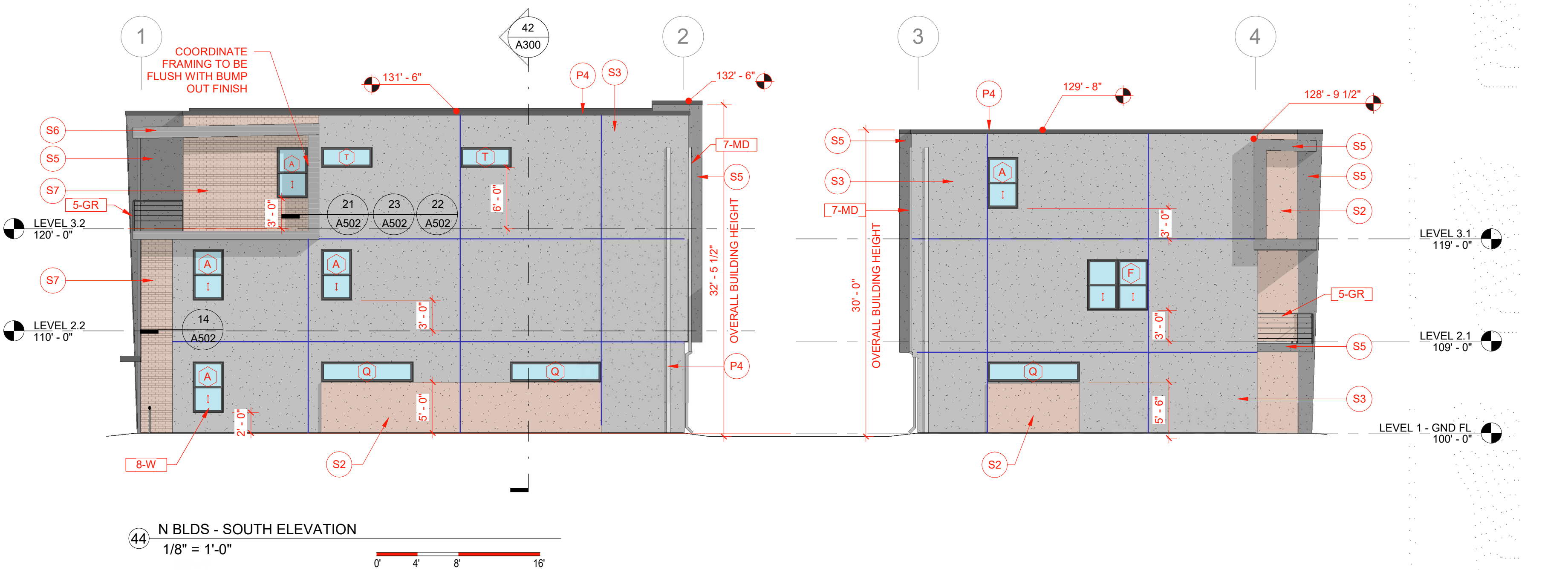
KEY	DESCRIPTION
P4	PAINT - BLACK
S1	STUCCO, PAINTED P1 WHITE
S2	STUCCO, PAINTED TO MATCH S7 BRICK
S3	SIDING - SHIPLAP - PAINTED P2 GREY
S4	SIDING - HORIZONTAL CEDAR
S5	STUCCO, PAINTED P4 GREY
S6	SIDING - SHIPLAP - PAINTED DARK GREY
S7	BRICK - RUNNING RED

KEYNOTES

4-BR	BRICK
5-GR	STEEL GUARDRAIL
7-MD	METAL DOWNSPOUT
7-MPC	METAL PARAPET CAP
8-W	WINDOW



ELEVATION STUCCO CALCULATION
 UPPER LEVELS: 10.0% (249 SF / 2,493 SF)
 LEVEL 1 - 4.5% (50 SF / 1,123 SF)
TOTAL STUCCO CALCULATION
 UPPER LEVELS: 13% (905 SF / 7,065 SF)
 LEVEL 1 - 5% (164 SF / 3,133 SF)



CHICAGO TOWNHOME

REVISIONS:

No.	Date	Description
1	22-06-24	SLC 1
2	22-08-17	SLC 2
5	23-01-03	ASI 02
7	23-02-06	ASI 03

PROFESSIONAL SEAL

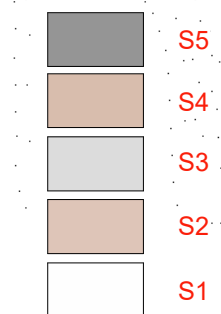
OWNER: Q FACTOR
 PROJECT ADDRESS: 22 N CHICAGO ST SALT LAKE CITY, UT 84116
 CITY PERMIT #: BLD2022-02565
 ARCH PROJECT #: 21-03
 A.O.R.: JDH
 PHASE: PERMIT SET
 PUBLISH DATE: 5 APRIL 2022
 SHEET SCALE: 1/8" = 1'-0"
 SHEET NAME: EXTERIOR ELEVATIONS

EXT. ELEVATION NOTES

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COLORS (SEE FINISH KEY ON SHEET A600 FOR FINISH COLOR DEFINITIONS)



ELEVATION FINISHES

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S6	SIDING - SHIPLAP - PAINTED DARK GREY
S7	BRICK - RUNNING RED

KEYNOTES

- 4-BR BRICK
- 5-GR STEEL GUARDRAIL
- 7-MD METAL DOWNSPOUT
- 7-MPC METAL PARAPET CAP
- 7-ST SIDING TRIM
- 8-D ENTRY DOOR
- 8-W WINDOW

CHICAGO TOWNHOME

REVISIONS:

No.	Date	Description
1	22-06-24	SLC 1
2	22-08-17	SLC 2
5	23-01-03	ASI 02
7	23-02-06	ASI 03
9	23-02-14	RFI 09

PROFESSIONAL SEAL

OWNER: **Q FACTOR**

PROJECT ADDRESS: **22 N CHICAGO ST SALT LAKE CITY, UT 84116**

CITY PERMIT #: **BLD2022-02565**

ARCH PROJECT #: **21-03**

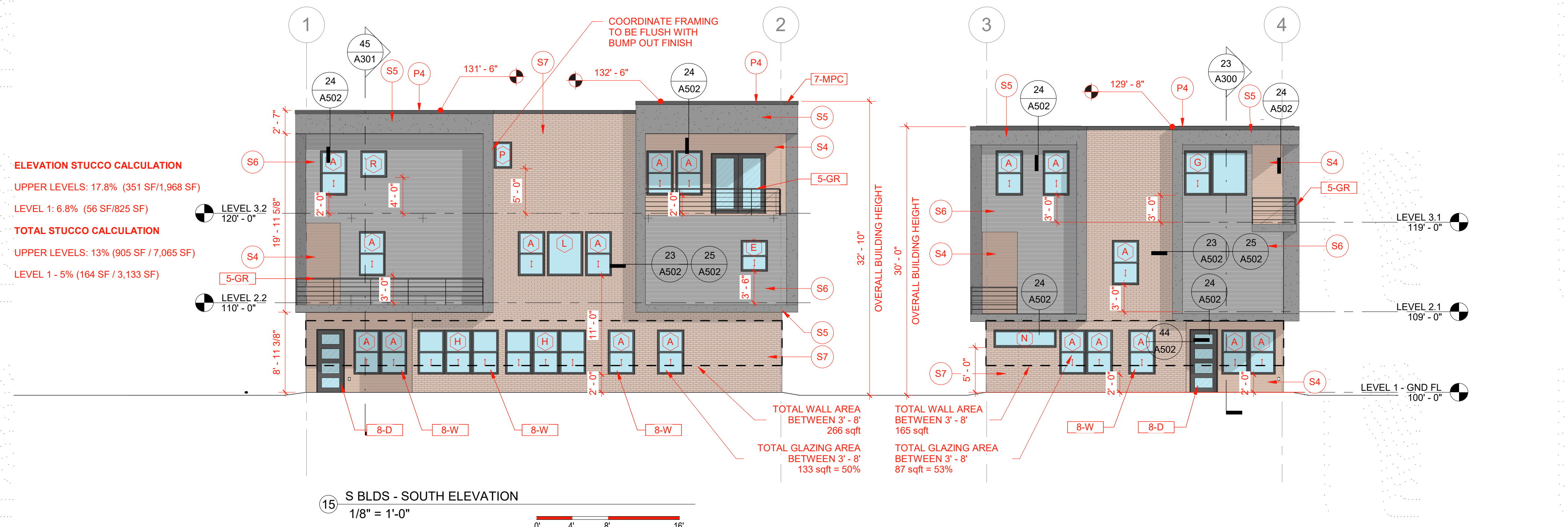
A.O.A.: **JDH**

PHASE: **PERMIT SET**

PUBLISH DATE: **5 APRIL 2022**

SHEET SCALE: **1/8" = 1'-0"**

SHEET NAME: **EXTERIOR ELEVATIONS**



Attachment B: Original Planning Commission Staff Report,
January 26, 2022



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission
From: Sara Javoronok, AICP, Senior Planner
sara.javoronok@slcgov.com, 801-535-7625
Date: January 26, 2022
Re: PLNPCM2021-00824, PLNPCM2021-00825, PLNSUB2021-00826 Chicago Street Townhomes Planned Development, Design Review, and Preliminary Subdivision

Planned Development, Design Review, & Subdivision

PROPERTY ADDRESSES: 928 & 938 W South Temple, 18, 28, 30, and 36 N Chicago
PARCEL IDs: 08-35-456-014-0000, 08-35-456-013-0000, 08-35-456-012-0000, 08-35-456-011-0000, 08-35-456-010-0000, 08-35-456-009-0000
MASTER PLAN: North Temple Boulevard Plan
ZONING DISTRICT: Transit Station Area – Urban Neighborhood – Transition (TSA-UN-T)

REQUEST: Jarod Hall, of Di'velept, representing the property owners, is requesting approval for a new townhome development on the above identified properties on W South Temple and N Chicago Streets. The development includes 30 townhomes in four separate buildings. The townhomes have a maximum height of 31'8" and are three stories tall. Sixteen of the units have attached single car garages and the other 14 units have tandem two-car attached garages. The development involves three different applications:

- a. **PLNSUB2021-00824 Planned Development:** The development requires Planned Development approval as 15 of the individual townhome lots will not have public street frontage.
- b. **PLNPCM2021-00825 Design Review:** The development requires Design Review approval as the development did not receive enough points through the TSA development review process for administrative (staff level) approval. The applicant is requesting design standard modifications to building materials and entry feature requirements through this process.
- c. **PLNSUB2021-00826 Preliminary Subdivision:** The development also involves a preliminary plat to create the individual new townhome lots.

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

1. Applicant shall submit a final plat for review within 18 months.
2. Applicant shall comply with all required department comments and conditions.

3. Applicant shall submit a cost estimate and associated documentation assuring shared infrastructure maintenance in compliance with 21A.55.110 with the final plat application.
4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.

ATTACHMENTS:

- A. [Vicinity and Zoning Maps](#)
- B. [Applicant Submittal](#)
- C. [Property & Vicinity Photographs](#)
- D. [Zoning Standards](#)
- E. [Analysis of Standards – Design Review](#)
- F. [Analysis of Standards – Planned Development](#)
- G. [Analysis of Standards – Preliminary Subdivision](#)
- H. [Public Process and Comments](#)
- I. [Department Review Comments](#)

Project Description

The applicant is proposing to build a 30-lot townhome development on the subject properties. The properties are currently occupied by four single-family homes and a small warehouse building. The developer has provided a detailed narrative about their proposal and design considerations in [Attachment B](#).

The properties to the north, west, and south are also zoned TSA-UN-T. To the north are residences, to the west is Madsen Park, and to the south, and across the railroad tracks are commercial and light industrial uses. The property to the east is zoned TSA-UN-C and includes commercial and light industrial uses.



Quick Facts

Parcel Size: 36,371 sq. ft./0.835 acres

Height: ~31'8" and three stories

Front/Corner Side Setback: ~2'

Rear/Side (Project Perimeter) Setback:

~5' on the north, ~9'-13' on the east

Number of Residential Units: 4 buildings, 30 townhomes, each on own lot

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

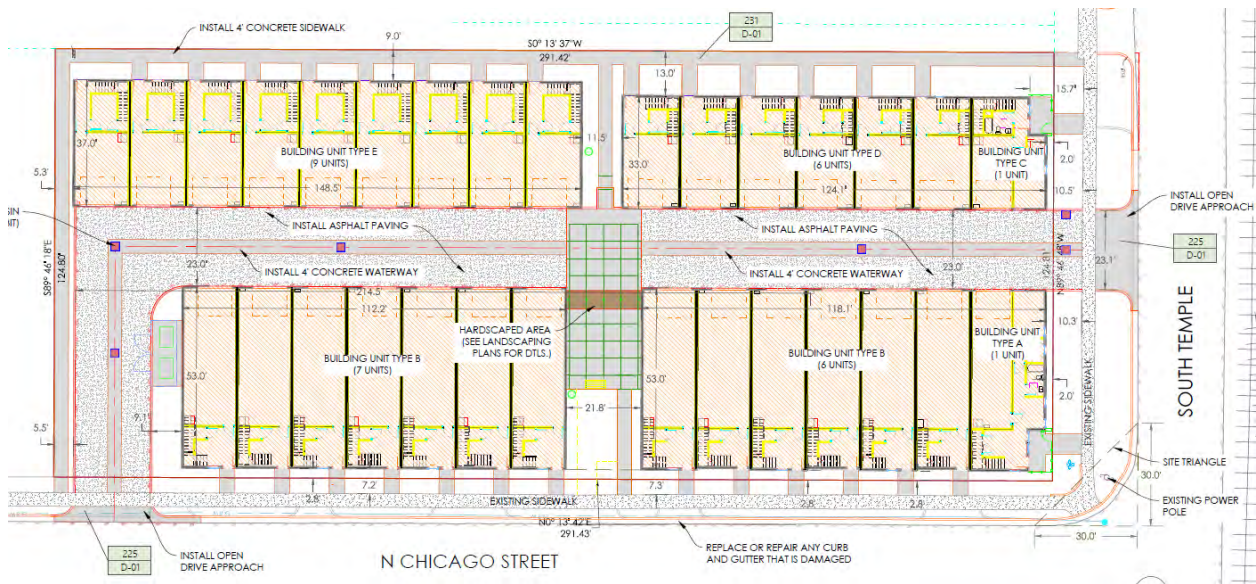
Parking: 16 units have single car attached garages and 14 units have tandem two-car attached garages

Review Process & Standards: Planned Development, Design Review, Preliminary Subdivision, TSA-UN-T zoning standards, and general zoning standards.



Perspective rendering of the development facing north on West South Temple Street

The applicant is proposing four buildings with 7-9 units in each building. The buildings are oriented north-south with pedestrian entries for each unit along the perimeter of the property, including the street facing facades on Chicago and W South Temple Streets. Vehicular access to the attached garages is from a private driveway accessed from the center of the property on W South Temple or from the north side of the property on Chicago Street. There is a small, landscaped area interior to the development between the north and south buildings. Bike racks, an electrical transformer, and the electrical meters are also located in this area. Refuse dumpsters are accessed from the private driveway off Chicago Street.



Proposed site plan (north is left)

Applicable Review Processes and Standards

Review Processes: Planned Development, Design Review, Preliminary Subdivision

Applicable Standards: TSA-UN-T and general zoning standards (landscaping, parking, etc.)

Planned Development: The applicant is requesting a modification to the zoning standards to allow for lots without public street frontage to create individually owned townhomes. The proposed townhomes could be developed as condominium units without this Planned Development public process; however, it is harder for buyers to get Federal Housing Administration (FHA) loans for condominium units versus traditional subdivided lots. Making these condominium units would limit the financing options for home loans and would typically result in higher down payment requirements for such loans. Because of this financing difference, developers often seek Planned Development approval for subdivided lots without street frontage, rather than dividing the homes as condominium units. The proposal could also be built as rental units and it would not require this process for the property ownership.

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

Design Review: The applicant did not receive enough points through the Transit Station Area (TSA) point review process to be approved administratively by staff. Because of that, the development is required to go through the Design Review process. The TSA point system is intended to encourage and incentivize developers to comply with additional guidelines in development, beyond the basic zoning requirements, with the alternative being having to go through the Design Review public process with the Planning Commission.

Compliance with the point system is not required. The TSA point system awards points for several various aspects of a development that go above what is required by the zoning, these include things such as building materials, energy efficiency, resident amenities, and landscaping. These points can be harder to achieve on a smaller development compared to a large multi-family or mixed-use development, and the points approval process serves as less of an incentive when a proposal already must go through a public process for another aspect of their development, which is applicable in this case with the Planned Development and Design Review applications.

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

Modifications to design standards, such as high-quality material usage minimums and pedestrian interest elements, can also be approved through this process provided that the modification still meets the general intent of the design standard. The applicant is requesting minor modifications related to the percentage of stucco on the front/corner side façades and the required front façade entry feature.

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

KEY CONSIDERATIONS:

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

1. [**Lots Without Public Street Frontage**](#)

2. [Design Standard Modifications](#)
3. [Compliance with Adopted Master Plans](#)

Consideration 1: Lots Without Public Street Frontage

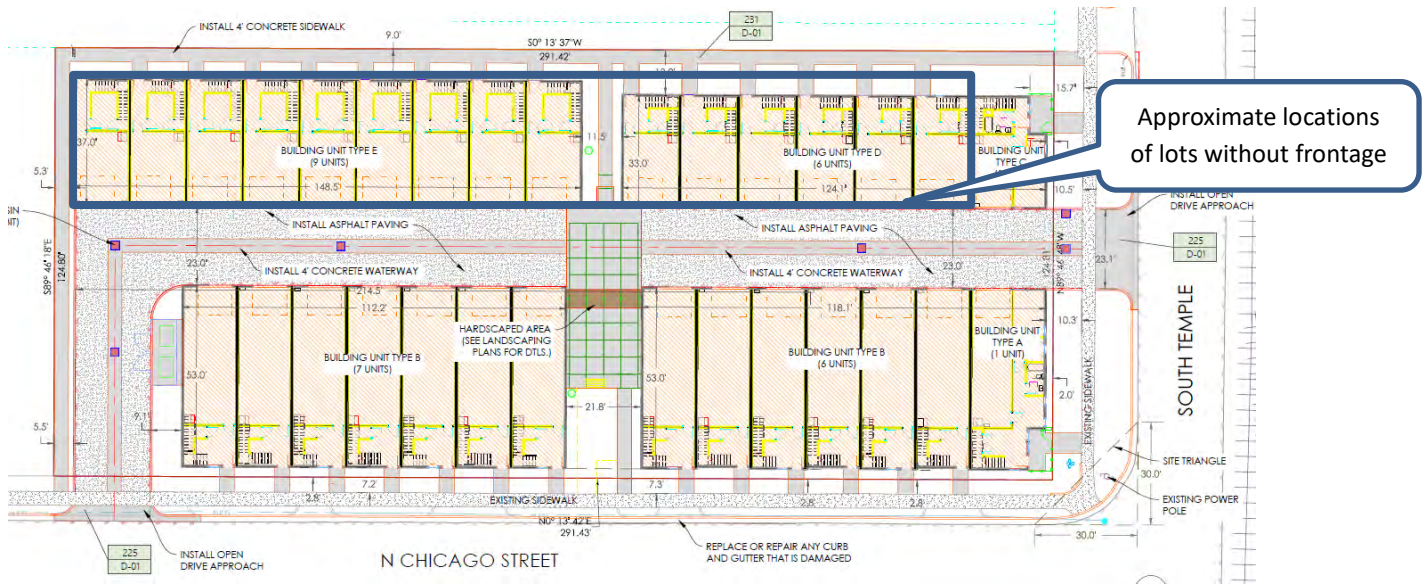
The modification requested with the Planned Development is to create individual townhome lots that do not have public street frontage. Without this request, the alternative is for rental or condominium units. A condominium unit owner technically does not own the land the unit rests on, whereas with a traditional subdivided lot, the land the unit rests on is owned by the homeowner. There are 15 units without street frontage on W South Temple or Chicago Streets.

As identified above, it is generally harder to get mortgage financing for a condominium development, especially a new condominium development. The FHA has a variety of condominium financing requirements that make it difficult for new condominiums to qualify for FHA loans. FHA loans have lower down payment requirements than conventional loans, which makes it easier for first time home buyers or lower income buyers to purchase a home.

This allowance is generally supported by various City housing policies (*Growing SLC 2018*, see Key Consideration #3) that encourage a variety of housing opportunities for people with a wide range of backgrounds and incomes. The plan specifically cites the issues with first-time home buyers moving out of the City due to affordability issues. Because the modification will broaden the income range of potential homeowners, staff believes this modification will result in a better product as it better meets City housing availability and affordability policy goals and recommends approval of the modification. The modification otherwise has no impact on any physical aspects of the development.

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

In this case, while each lot does not have direct public street frontage, each can be accessed by pedestrians via a pathway that leads from the public street to the unit and by vehicles via a private driveway to the attached garages. The development will also be required to establish a homeowner's association to ensure long term funding and upkeep of the shared elements, including paved infrastructure and associated common landscaping.



Consideration 2: Design Standard Modifications

The applicant is seeking modifications to two design standards through the Design Review process. Modifications may be approved if the modification still meets the intent of the specific design standard.



Rendering of intersection of W South Temple and Chicago Streets – the proposed modifications, discussed below, for the stucco and entry feature are visible in this view.

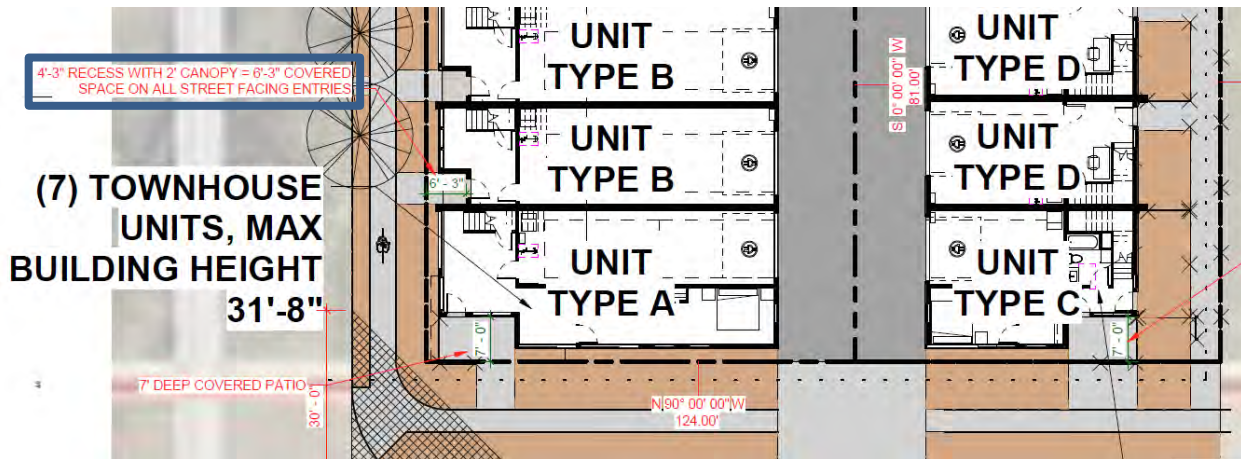


Southwest building west elevation showing the stucco (dark gray area) and the recessed entry and canopy (outlined in blue)

- 1) The first modification is related to the TSA zone Design Standards for stucco or EIFS in 21A.26.078. The intent of this standard was to significantly reduce the amount of stucco that developers were using on new development, especially large buildings, where a small percentage allowance on a large building can result in large areas of flat stucco. In this case, the developer is using stucco primarily on an architectural feature that creates visual interest, and it provides a visual and textural contrast to the brick and fiber-cement boards used elsewhere on the façade. The total percentage of stucco is 16% on the upper floors (10% permitted) and 5% on the first floor (none permitted). The incorporation of this stucco feature puts the applicant over the percentage limits for stucco in the TSA zone. However, the intent of the stucco limitations was not to prohibit smaller, limited architectural features that would provide greater visual interest. Additionally, the applicant exceeds the overall minimum durable material requirements, particularly on the upper floors where over 80% of the materials are durable (60% required). Staff recommends approval of the limited stucco allowance as it provides additional visual interest to the façade, meets the general intent of the design standard to keep stucco usage at a low level, and the buildings exceed the other minimum durable material requirements.

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

In this case, on the Chicago Street facing units, the applicant is proposing a 4'3" recess and 2' canopy. This does not meet the 5' depth required for the recessed entrance or the 5' depth required for the canopy. The W South Temple units meet the requirement with the 7' deep covered patio/porch. Staff recommends approval of the recess and canopy that, when combined, are greater than the 5' required, but do not individually meet this requirement. The incorporation of these two elements on the buildings meets the intent of this design standard.



Site plan clip showing the recessed entry and canopy

Consideration 3: Compliance with Adopted Master Plans

North Temple Master Plan

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

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

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

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

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

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

- A mix of housing types, ranging from 3-4 story multifamily developments to single-family homes;
- A buffer between the Core and Stable areas;
- A mix of uses including residential and commercial uses that are less intense than what is found in the Core area;
- Buildings that are located at or near the sidewalk,

- *possibly with landscaped yards or outdoor dining; and*
- *Parking located to the side or behind buildings.*

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

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

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

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

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

Growing SLC

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

- Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city
 - *Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation.*
- *1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.*
- *1.1.2 Develop in-fill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts.*
- Objective 6: Increase home ownership opportunities

The planned development and design review processes are zoning tools that provide flexibility in the zoning standards and a way to provide infill 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 using this process to provide additional housing ownership options in the City to help meet overall housing needs.

Plan Salt Lake

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

Growth:

- *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
- *Promote infill and redevelopment of underutilized land.*
- *Accommodate and promote an increase in the City's population.*

Housing:

- *Increase the number of medium density housing types and options.*
- *Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
- *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.*

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

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

DISCUSSION:

The development has been reviewed against the Design Review standards in [Attachment E](#) and the proposal generally meets those standards. The proposal addresses the pedestrian oriented and visual interest design standards of the Design Review process, through its orientation to the sidewalk, high-level of transparency, modulation and articulation of the façade, and the changes in building materials. The development also generally meets the Planned Development standards ([Attachment F](#)), complying with

the development expectations articulated in the *North Temple Boulevard Plan* for the area and maintaining compatibility with the lower scale neighborhood by proposing a lower scale building than would otherwise be allowed. Additionally, the proposal complies with the subdivision standards to divide the property into individual lots as noted in [Attachment G](#).

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

NEXT STEPS:

Planned Development, Design Review, and Subdivision Approval

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

Planned Development, Design Review, and Subdivision Denial

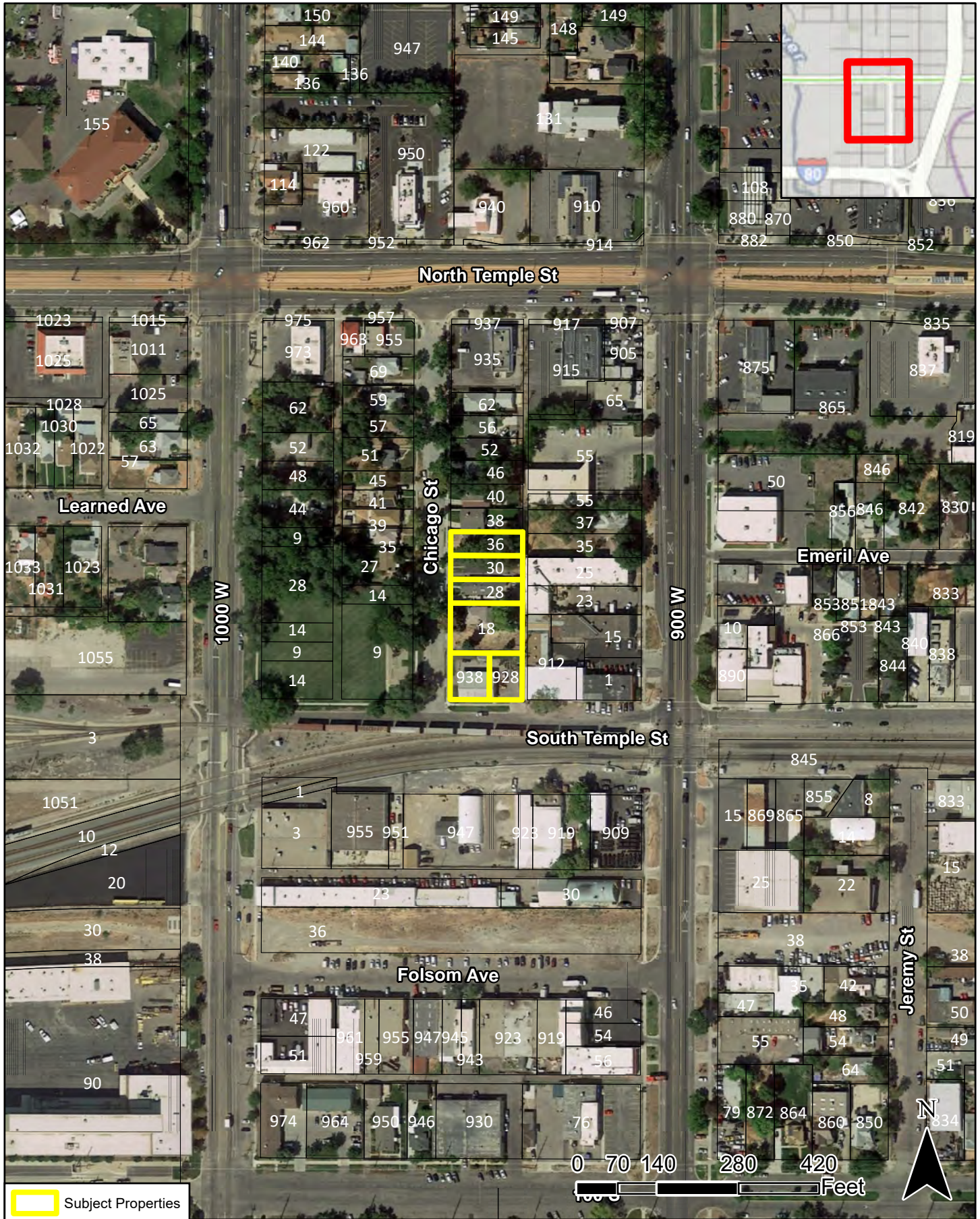
If the Planned Development request is denied, the applicant could build the same proposal as apartments or condominiums.

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

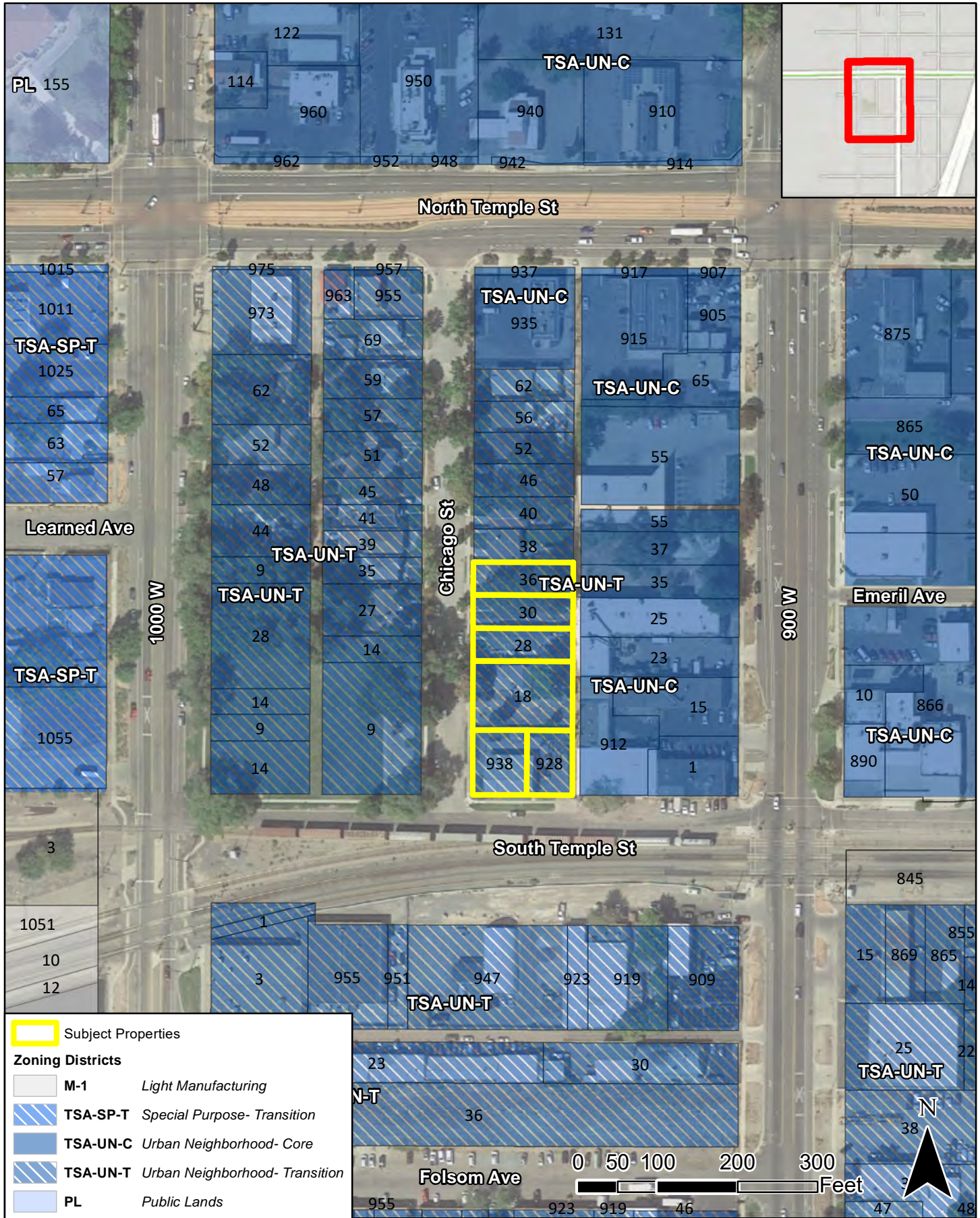
If the Preliminary Subdivision is denied, then the applicant would not be able to subdivide the property to create individual townhome lots.

ATTACHMENT A: VICINITY AND ZONING MAPS

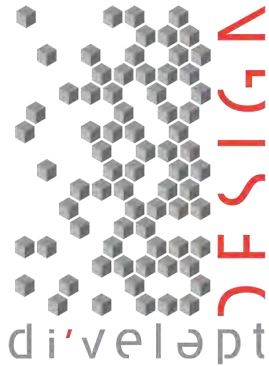
Vicinity Map



Vicinity Map



ATTACHMENT B: APPLICANT SUBMITTAL



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

09 August, 2021

RE: Proposal Planned Development and Design Review at 928 W South Temple

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

Project Summary

The project will replace 4 single family residences and 1 small, commercial warehouse with 30 single-family attached townhomes. The total site is 0.84 acres and will have a density of 34.8 units / acre.

The project consists of four separate wood frame buildings. The exterior materials are metal panel siding, brick, cementitious siding, and stucco. In total there are thirty units consisting of 5 different types of units - Unit type A (1): 3 bedroom , 3.5 bath unit with 2,628 square feet of conditioned space. Unit type B(13): 3 bedroom, 2.5 bath units with 1,570 square feet of conditioned space. Unit type C (1): 3 bedroom, 3.5 bath units with 1,535 square feet of conditioned space. Unit type D (6): 2 bedroom, 2.5 bath units with 1,078 square feet of conditioned space. Unit type E (9): 3 bedroom, 2.5 bath units with 1,233 square feet of conditioned space.

The primary access to the units will be sidewalks along Chicago Street and South Temple as well as sidewalks along the east side of the property. The garages will be accessed via a driveline in between the east and west buildings.

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

Sincerely,

Jarod Hall, AIA
Manager
di'velept design LLC

Proposed Exceptions to Zoning Standards

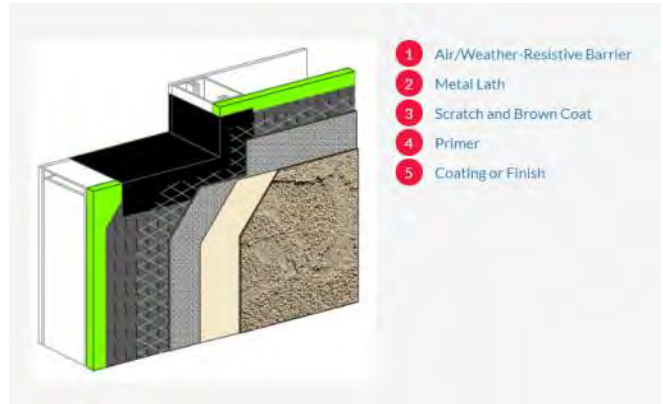
One Principle Building Per Lot Per 21A.36.010.B

In order to build townhomes, we are requesting an exception to the requirement of one building per lot.

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

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

We are asking for a slightly higher percentage of hard coat stucco than is allowed on the upper floors per 21A.37.050.B.2 (16% provided with 10% allowed). We are also asking for a ground floor exception to allow 5% stucco so that the framing architectural stucco features can extend to the ground. We feel that this continuation of the material above provides visual interest and cohesion of the overall facade composition.



Building Entrances per 21A.37.050.D

The allowable length of wall per the TSA zone is 40'. In our south west unit there is 48' between the entry and the edge of the wall. We are asking for an exception because accommodating this requirement would place a door in a bedroom which would not be ideal for our layout.

21A.55.050 Standards for Planned Developments

A: Planned Development Objectives

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

1. It creates a compact development that is in line with walkable neighborhood best practices.
2. Increases residential density near the station area from 4.8 DU/Acre up to 35.7 DU/Acre.
3. This project helps increase the diversity of building types around the transit station. Currently there are very few townhomes.
4. By creating a townhouse subdivision plat we are creating the opportunity for ownership which will help create economic stability.
5. The project will redevelop 6 parcels totally .84 acres that are currently single density residences with 1 small commercial warehouse. The proposed project takes advantage of a long lot by infilling the space with 30, 3-story townhomes. The project will increase the density from 4.8 DU/Acre up to 35.7 DU/Acre. This is in line with the density goals stated on page 63.
6. The site provides safe, convenient circulation patterns for vehicular and non-vehicular traffic movement by separating the main entrance and the garage.

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

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

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

B: Master Plan Compatibility

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

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

C. Design And Compatibility

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

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design
 - a. This project is taller than the existing residential buildings in the neighborhood but won't be out of place as larger buildings are built in the area. We feel the density of this use is very compatible with the existing neighborhood. The project is close to target residential density in the plan and significantly above the current residential density. See elevations on sheet A4. It is significantly closer in scale to the adjacent neighborhood than the maximum zoning height would allow.



West site elevation from Chicago St



South site elevation from South Temple



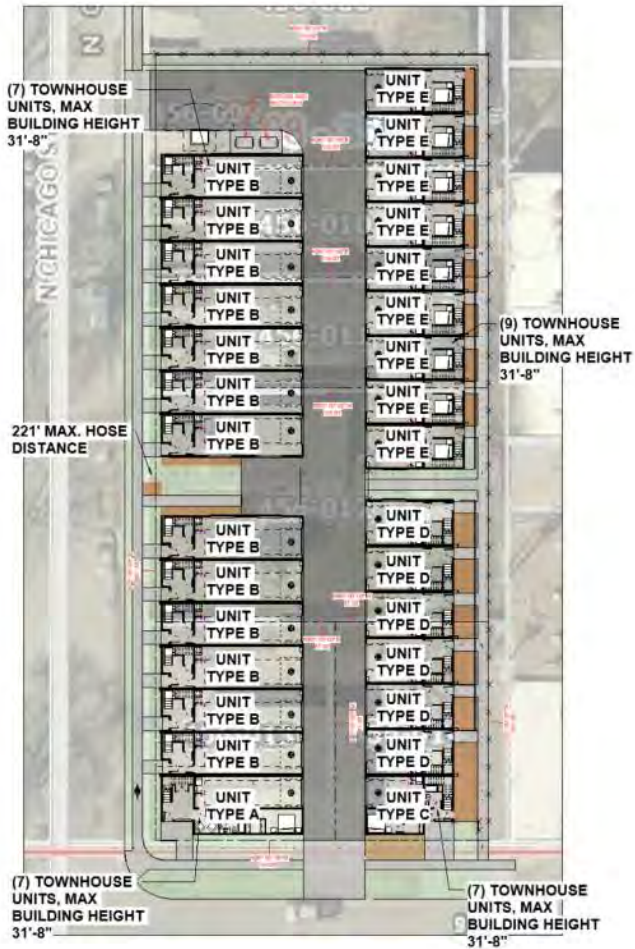
2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design
 - a. Half of the townhomes have been designed to engage with the street with the other half having primary entrances that are accessed from a sidewalk perpendicular to South Temple.. They have a significant amount of glass on the north elevation and the entry door is on the north, adjacent to the public sidewalk. See sheet A4 for elevations.
3. Whether building setbacks along the perimeter of the development:
 - a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
 - i. Yes, The North Temple Boulevard plan describes building forms that are oriented toward the street. Our west units and south east unit are close to the sidewalk with the entry door facing the street. We have also created a covered entry that faces the sidewalk as well as balconies that will provide some engagement with the street. This project is a transitional scale between the existing buildings and the higher densities that are allowed per the zoning that will be coming in the future. See sheet A4 for street elevation.
 - b. Provide sufficient space for private amenities.
 - i. We have provided a garage for each unit. We believe that one of the greatest advantages to building in urban environments is that there are a wealth of public amenities that can be used by residents. The project is across the street from Madsen Park, the soon to be constructed Folsom Trail, a number of restaurants, a Rancho Market, as well as bus and TRAX stops. Providing additional private amenities only serves to reduce community engagement.
 - c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
 - i. We have provided greater than zoning required setback from neighboring properties. We will also be providing an opaque fence along the property line. See sheet A2 for site plan.
 - d. Provide adequate sight lines to streets, driveways and sidewalks.
 - i. We have provided sufficient sightlines to safely traverse onto and off of the property.
 - e. Provide sufficient space for maintenance.
 - i. Maintenance will be provided by a third party, so there is no need for maintenance space.
4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
 - a. The building facades visible from the public way have many windows. See sheet A4 for elevations.
5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
 - a. There will be lights at each of the entry door alcoves to the units.
6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
 - a. Dumpsters will be located at the north west of the site and screened from view. See sheet A2 for site plan showing dumpster location.
7. Whether parking areas are appropriately buffered from adjacent uses.
 - a. Parking will be located in each unit. Driveways have been separated from the primary pedestrian circulation on the site. See sheet A2 for site plan.

D. Landscaping

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

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;

- a. Existing trees will be preserved wherever possible. See Landscape plans.
- 2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
 - a. The existing landscape provides almost no buffering to abutting properties.
- 3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and
 - a. We are providing fencing to buffer the property from the adjacent properties.
- 4. Whether proposed landscaping is appropriate for the scale of the development.
 - a. We feel that the proposed landscaping is appropriate for the scale of this development. See Landscape plans.



E. Mobility

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

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
 - a. The project will have a positive impact on the safety of the street, and should add a sense of activity by having residences with decks and front porches. The buildings also engage the street and increase activity on the ground level. Additionally we are reducing the number of curb cuts, thus reducing the pedestrian vehicle interactions.
2. Whether the site design considers safe circulation for a range of transportation options including:
 - a. Safe and accommodating pedestrian environment and pedestrian oriented design;
 - i. There will be separated pedestrian walkways and driveways to create a safer access for pedestrians. See sheet A2 for site plan.
 - b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
 - i. Bicycle racks will be provided inside the garages of each unit. See "Level 1 Plan TSA" on sheet A2. An exterior bike rack for 2 bicycles is also provided on the site.
 - c. Minimizing conflicts between different transportation modes;
 - i. We believe that through the strategies we have mentioned above we are minimizing conflicts between different transportation modes.
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
 - a. The increase of residential density that this project provides will enable adjacent uses and amenities by adding customers to the area for future businesses.
4. Whether the proposed design provides adequate emergency vehicle access; and
 - a. We have complied with the required codes.
5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.
 - a. This project is small enough that it will not have any major loading or service areas.

F. Existing Site Features

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

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

G. Utilities

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

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

21A.59.050: STANDARDS FOR DESIGN REVIEW

A. Comply with the Intent of Zoning District

Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

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

B. Primary oriented to Sidewalk

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

1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).

The west and south units' primary entrances face the public sidewalk. See sheet A2 for the site plan and A4 for front elevations.

2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.

The buildings are sited close to the sidewalk. This follows the desired development pattern laid out in the zoning standards for TSA zones.

3. Parking shall be located within, behind, or to the side of buildings.

There is a garage in each unit. See sheet A2 for site plan.



View From Chicago St



View from South Temple

C. Building Facade Detailing and Glass

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

1. Locate active ground floor uses at or near the public sidewalk.
 - a. The ground floor near the public sidewalk will be the entry and a bedroom / office for the units facing South Temple and an entry for the units facing Chicago St. This qualifies as an active use. See sheet A2 for floor plans and site plan.
2. Maximize transparency of ground floor facades.
 - a. We have provided the required amount of glass into the ground floor facades. See sheet A4 for elevations.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
 - a. We feel that it is not appropriate to the scale and rhythm of Chicago St to have storefront elements. Architectural elements such as a covered entry and steps in the facade have been incorporated into the project.
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
 - a. In the 2 townhomes that face South Temple, the first floor patios with the second and third floor decks all facing the street. See sheet A4 for elevations.



D. Building Mass

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

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

2. Modulate the design of a larger building using a series of vertical or horizontal emphasis to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
 - a. At only three stories tall, the proposed buildings are not tall enough to require modulation to reduce the visual height.
3. Include secondary elements such as balconies, porches, vertical bays, belts courses, fenestration and window reveals.
 - a. We have included a number of secondary elements on the facade that provide visual interest. See sheet A4 for elevations.
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
 - a. This project will help establish the desired character neighborhood. We have met all glazing requirements on the street facing facades of the building and have used windows as a way to create visual interest on the facade. Each building will have a single front door similar to the existing houses in the neighborhood. There will be a similar, slightly larger, amount of windows in the proposed street facade than that of the adjacent houses.



Perspective from South Temple

E. 200' Facade Limit

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

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

F. Privately Owned Public Spaces

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

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

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

G. Building Height

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

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

1. Human scale:
 - a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
 - b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
 - i. **Buildings are three stories tall.**
2. Negative impacts:
 - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
 - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
 - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:
 - a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.
 - b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.
 - i. **There is a mix of roof forms in the area. Most of the houses have steeply sloped roofs while the business all have flat roofs. We are providing a flat roofline edge for the proposed project. See sheet A4 for elevations.**
 - c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.

H. Parking and Circulation

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

We have separated the vehicular circulation from the pedestrian circulation. See sheet A2 for site plan.

I. Waste and Recycling Containers

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

The waste and recycling containers are located at the south west corner of the site. The dumpster area will have a CMU wall around it. The mechanical equipment will be placed in the roof of each unit and will also not be visible from the street. See sheet A2 for site plan.

J. Signage

Signage shall emphasize the pedestrian/mass transit orientation.

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

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

K. Lighting

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

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

L. Streetscape Improvements

Streetscape improvements shall be provided as follows:

1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
 - a. **Trees are provided every 30'. See landscape plans.**
2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting the use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles.
 - i. **Hardscape will comply with these requirements.**

21A.26.078.E TSA District Development Standards

2. Building Heights

In the TSA-UN-T Zone building heights are limited to 50'.

- Provided: 32' . See elevation on sheet A4

3. Setback Standards

Required front yard: 0 feet

Required side yard: 0 feet

Required back yard: 0 feet

4. Minimum Lot Area

Required minimum area: 2,500 square feet

- Provided: 36,115 square feet

Required minimum lot width: 40 feet

- Provided: 124' see site plan on A2

5. Open Space Area

Required: 10% up to 2,500

- Provided: 6,665 square feet.

6. Circulation and Connectivity

Parking lots comply with 21A.44.020.

TSA District Design Standards

1. Developments shall comply with chapter 21A.37

See detail description below

2a. EIFS and Stucco Limitation

- Required: Up to 10% stucco on the street facing upper floors and no stucco on the street facing ground floor.
- Provided: 16% Stucco on the upper floors of the street facing facades. 5% on the Ground floor. Please see requested exceptions

2b. Front and Corner Side Yard Design Requirements

1. Yards greater than 10' shall have a shade tree planted for every 30' of street frontage
 - a. There are no yards greater than 10' in this project. See A2 for site plan.
2. At least 50% of front yards shall be covered in live plant material. Can be reduced to 30% if the yard includes patios, etc.
 - a. 65% of the small front yards will be covered in live plant material
3. At least 30% of front yards shall be occupied by outdoor patios, dining, etc.
 - a. While there isn't space in the 2' feet between the edge of the building and the property line to have a patio, over 30% is part of a covered entry.
4. Driveways are allowed regardless of required percentages.

2c. Entry Feature Requirements

- Required: provide at least one of the following
 - (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;
 - (2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;
 - (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
 - (4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.
- Provided:
 - Front entries have a covered porch that extends 5' from the street facing building facade. Units facing South temple have covered porches that exceed 40 square feet. See A2 for floor plans and A4 for elevations

21A.37 Design Standards

50.A.1 Ground Floor Use

- Required: 80%
- Provided:
 - South Elevation: 85.1% see sheet A2 for floor plans.
 - West Elevation: 83.6% see sheet A2 for floor plans.

50.B.1 Building Materials Ground Floor

- Required: 90%
- Provided:
 - South-West Building: South Elevation is 92.2%, see A4 for elevations.
 - South-East Building: South Elevation is 91.7%, see A4 for elevations.
 - North-West Building: West Elevation is 94%, see A4 for elevations.
 - South-West Building: West Elevation is 93%, see A4 for elevations.

50.B.2 Building Materials Upper Floors

- Required: 60%
- Provided:
 - South-West Building: South Elevation is 86.8%, see A4 for elevations.
 - South-East Building: South Elevation is 87.9%, see A4 for elevations.
 - North-West Building: West Elevation is 81.5%, see A4 for elevations.
 - South-West Building: West Elevation is 81.5%, see A4 for elevations.

50.C.1 Glass Ground Floor

- Required: 45% (with 15% reduction for residential uses)
- Provided:
 - North-West Building West Elevation: 45% (562 square feet of wall within the glazing zone and 292 sf of glazing for a total of 51.9% glazing provided). See sheet A4 for West Elevation.
 - South-West Building West Elevation: 45% (591 square feet of wall within the glazing zone and 307 sf of glazing for a total of 51.9% glazing provided). See sheet A4 for West Elevation.
 - South-West Building South Elevation: 45% (266 square feet of wall within the glazing zone and 124.3 sf of glazing for a total of 46.8% glazing provided). See sheet A4 for South Elevation.
 - South-East Building South Elevation: 45% (166 square feet of wall within the glazing zone and 78.4 sf of glazing for a total of 47.3% glazing provided). See sheet A4 for South Elevation.

50.D Building Entrances

- Required: At least one operable building entrance on the ground floor is required for every street facing facade with a maximum of 40' of wall between entrances.
- Provided:
 - West Elevations: Seven street-facing entrances are provided on the North-West building(1 per unit) with a maximum of 13' of separation between each. Six street-facing entrances are provided on the South-West building(1 per unit) with a maximum of 13' of separation between each. See sheet A4 for elevations.

- South Elevations: One street-facing entrance is provided at the South units of both of the South buildings. There is less than 40' of street-facing wall in the South-East building. See sheet A4 for elevations. Please see proposed exceptions.

50.E Max. Blank Wall

- Required: 15 feet maximum length at ground level.
- Provided: There is no section of blank wall greater than 3.5 feet at the ground level. See sheet A3 for elevations.

50.F Max Wall Length

- Required: 200 feet maximum
- Provided: 113' - 1 1/2" see sheet A4 for elevations

50.H Exterior Lighting

- Required: "All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker"
- Provided: Lighting levels will be low-level illumination. Lights that are on the outer walls of the building will be pointed down at the ground. Lighting on the street facades will be can lights in the soffit above the front entries

50.I Parking Lot Lighting

There are no exterior parking lots so this standard does not apply to this project.

50.J Screening of Mechanical Equipment

Mechanical equipment has been screened by roof parapets.

50.K Screening of Service Areas

Dumpsters for the project are located on the North side of the buildings inside of an enclosure.

50.L Ground Floor Residential Entrances

All 30 units have ground floor entrances. The 2 South units enter at 928 W South Temple while the remaining 28 units are accessed at the ground level from a sidewalk that runs perpendicular to W South Temple, (13 Units along Chicago Street and 15 along the East side of the site.

Images of Site and Adjacent Properties



Existing warehouse at 938 W South Temple will be Removed



Existing House at 18 N Chicago St. will be Removed



Existing House at 28 W Chicago St will be Removed



Existing Warehouse at 30 W Chicago St will be Removed



Existing Warehouse at 36 W Chicago St will be Removed



Looking south East at Site



Looking North East at Site



Looking North West at Site



View looking South from Site



916 South Temple



Madsen Park - Looking West from Site



38 N Chicago St



40 N Chicago St



46 N Chicago St



27 N Chicago St



35 N Chicago St



39 N Chicago St



Looking South from Intersection of 900 W and South Temple



View looking South West from Intersection of 900 W and South Temple



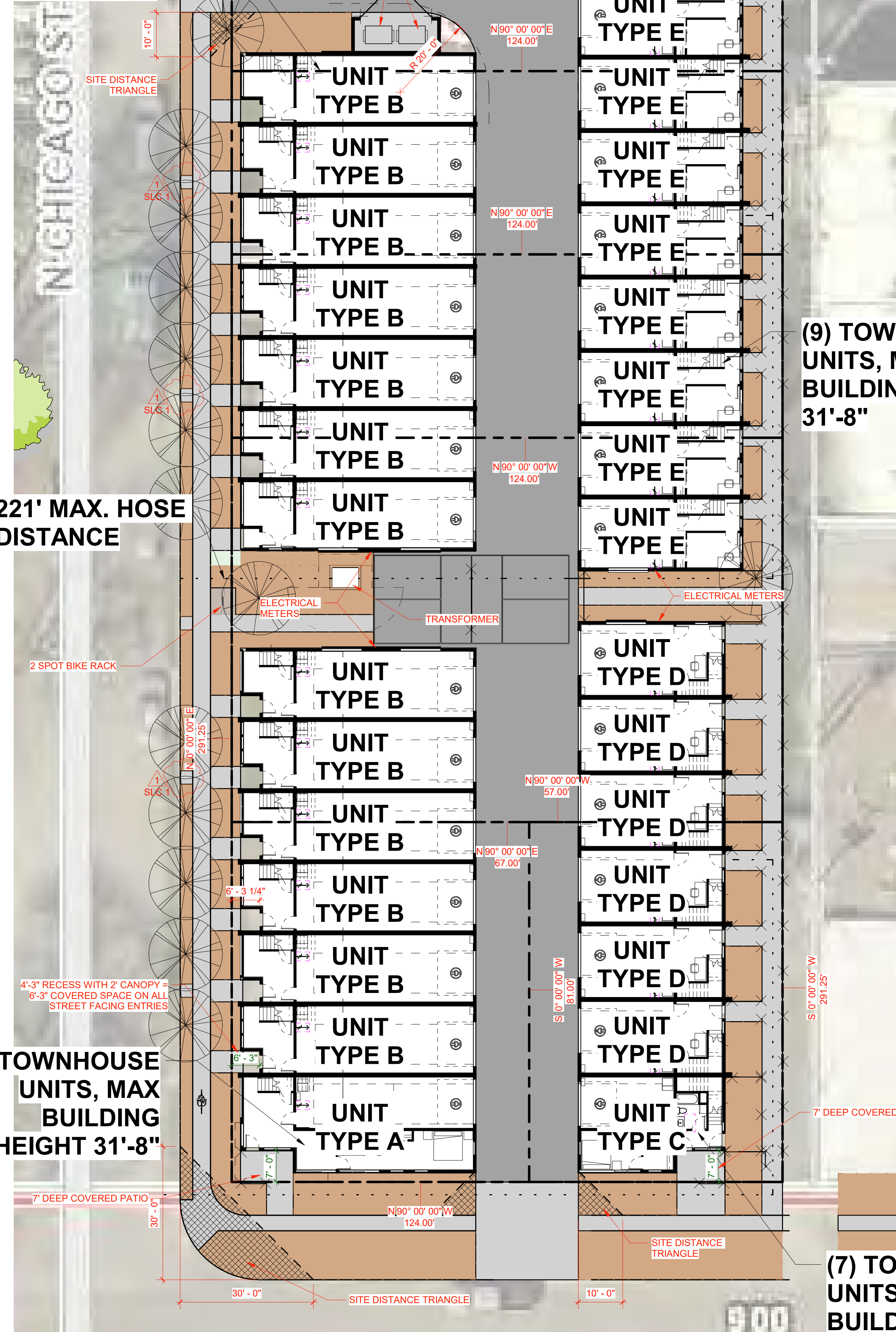
928 W South Temple

No.	Date	Description

PROFESSIONAL SEAL:

OWNER: **La Jolla Pacific Investments**
 PROJECT ADDRESS: **928 W SOUTH TEMPLE
 SALT LAKE CITY, UT 84104**
 ARCH PROJECT #: **21-03**
 A.O.A.: **JDH**
 PHASE: **SCHEMATIC DESIGN**
 PUBLISH DATE: **DD MONTH YYYY**
 SHEET SCALE:
 SHEET NAME: **3D VIEWS**

(7) TOWNHOUSE UNITS, MAX BUILDING HEIGHT 31'-8"



(9) TOWNHOUSE UNITS, MAX BUILDING HEIGHT 31'-8"



(7) TOWNHOUSE UNITS, MAX BUILDING HEIGHT 31'-8"

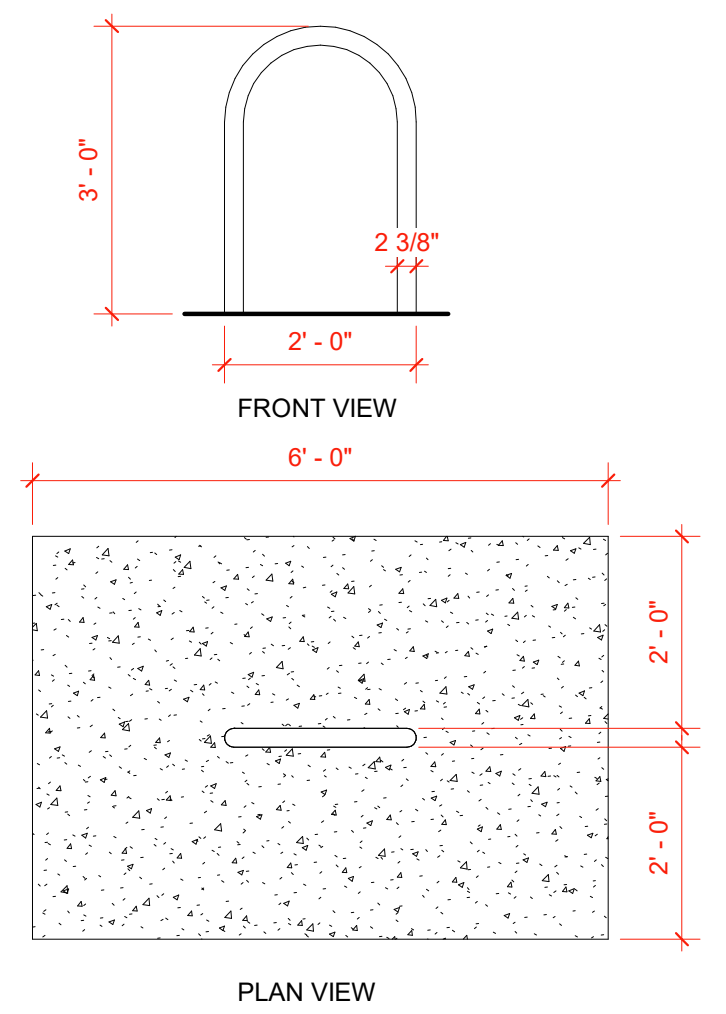
PARKING

TYPE	COUNT
9'x18'	14
9'x18' ELECTRIC CHARGING	30
44	

PARKING REQUIREMENTS FOR TSA TRANSITION ZONE= 50% OF REQUIRED PARKING IN TABLE 21A.44.030, 50% OF THE 2 PARKING SPACES REQUIRED FOR TOWNHOUSES = 1 SPACE PER DWELLING UNIT.
 30 DWELLING UNITS = 30 REQUIRED PARKING SPACES
 MAXIMUM PARKING REQUIREMENTS = 1 1/2 SPACES PER DWELLING UNIT X 30 UNITS = 45
 PARKING PROVIDED IN GARAGES. NO ADA PARKING REQUIRED
 BICYCLE PARKING = 5% OF TOTAL PARKING .05 X 44 = 2.2 = 2 SPACES PROVIDED
 VEHICLE PARKING PROVIDED = 44
 BICYCLE PARKING PROVIDED = 2

PROPERTY

Name	Area	Acres
456-009	5,115 SF	0.12
456-010	5,115 SF	0.12
456-011	5,115 SF	0.12
456-012	10,726 SF	0.25
456-013	5,427 SF	0.12
456-014	4,617 SF	0.11
Combined Parcels	36,115 SF	0.83



4 BIKE RACK
1/2" = 1'-0"



3 OPEN SPACE DIAGRAM
1" = 40'-0"

2 TSA SITE PLAN
1/16" = 1'-0"

1 LEVEL 1 PLAN TSA
1/16" = 1'-0"



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

928 W South Temple

No.	Date	Description
1	21-11-05	SLC 1

OWNER: La Jolla Pacific Investments
 PROJECT ADDRESS: 928 W SOUTH TEMPLE, SALT LAKE CITY, UT 84104
 ARCH PROJECT #: 21-03
 A.O.A.: JDH
 PHASE: SCHEMATIC DESIGN
 PUBLISH DATE: DD MONTH YYYY
 SHEET SCALE: As indicated
 SHEET NAME: SITE PLAN

928 W South Temple

UNIT MIX

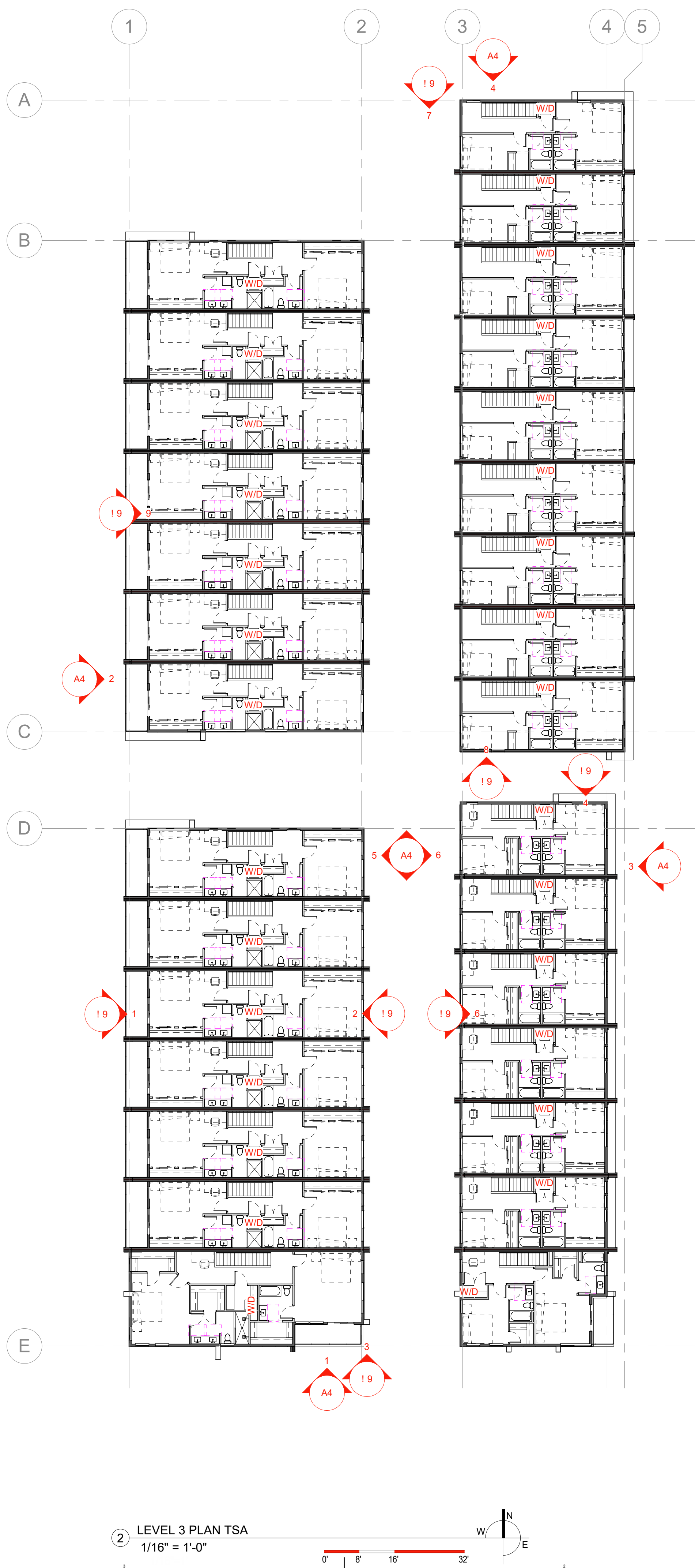
UNIT TYPE	COUNT	% BY # OF UNITS
R - 2 BED 2.5 BATH	6	20.0%
R - 3 BED 2.5 BATH	22	73.3%
R - 3 BED 3.5 BATH	2	6.7%
Grand total	30	

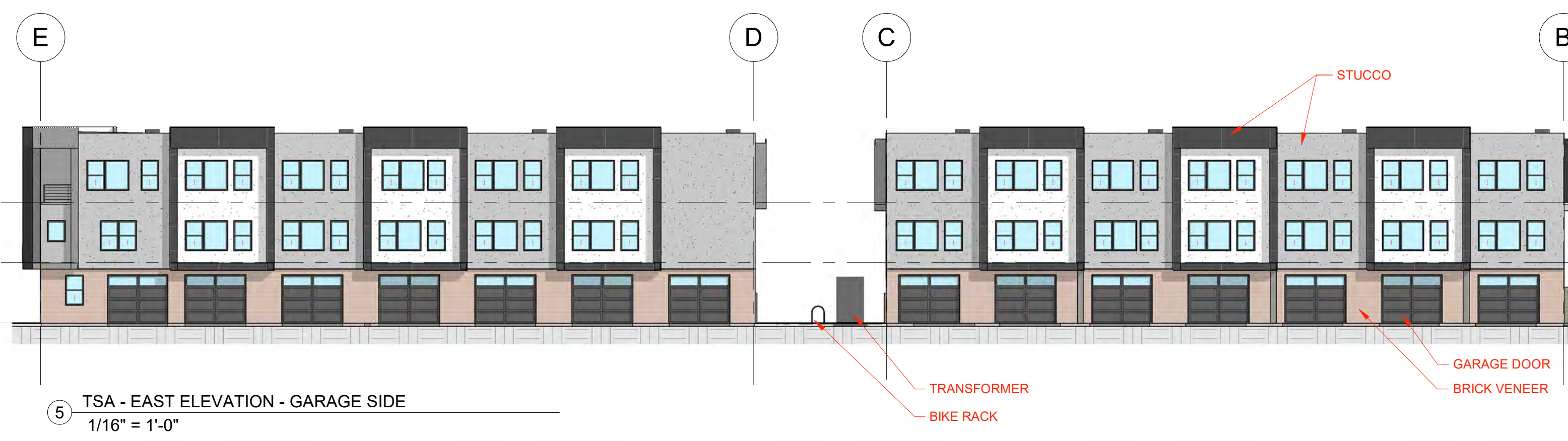
No.	Date	Description

PROFESSIONAL SEAL:

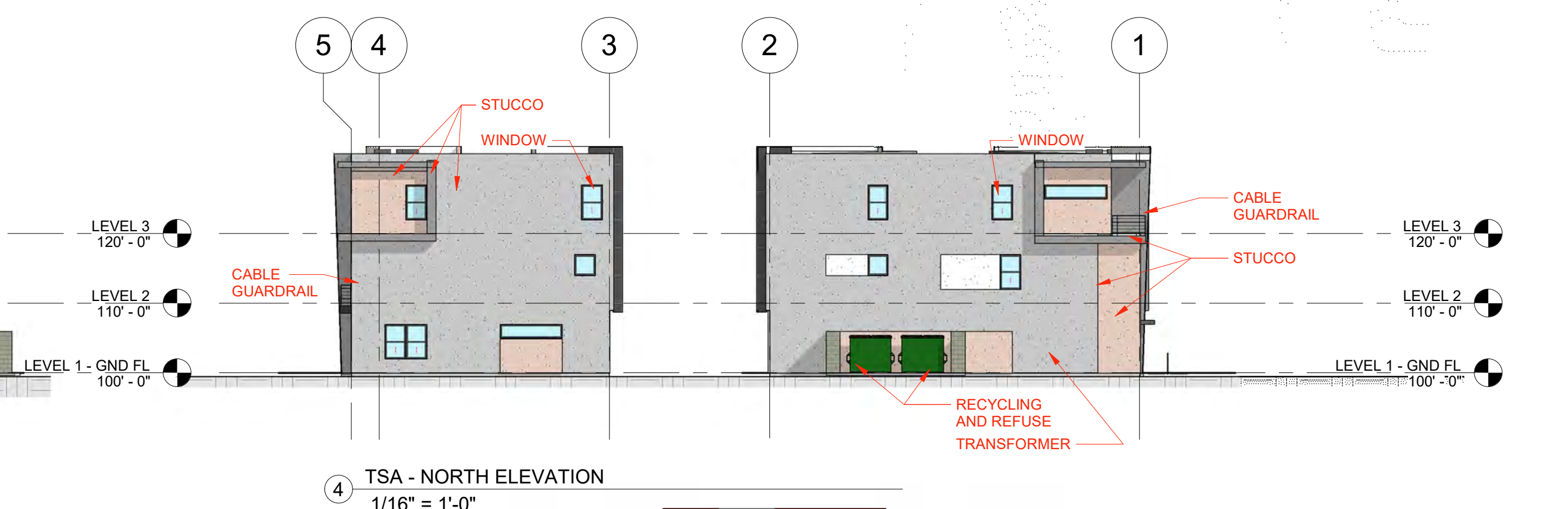
OWNER: La Jolla Pacific Investments
PROJECT ADDRESS: 928 W SOUTH TEMPLE, SALT LAKE CITY, UT 84104
ARCH PROJECT #: 21-03
A.O.R.: JDH
PHASE: SCHEMATIC DESIGN
PUBLISH DATE: DD MONTH YYYY
SHEET SCALE: 1/16" = 1'-0"
SHEET NUMBER:

FLOOR PLANS

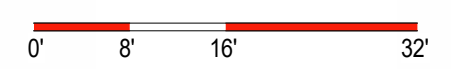




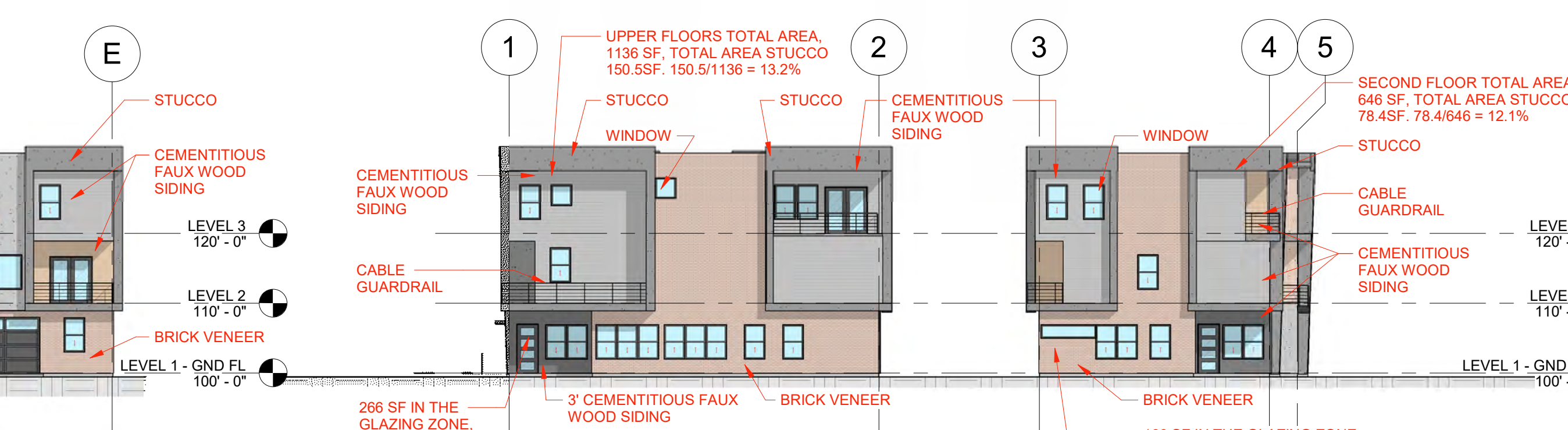
5 TSA - EAST ELEVATION - GARAGE SIDE
 1/16" = 1'-0"



4 TSA - NORTH ELEVATION
 1/16" = 1'-0"



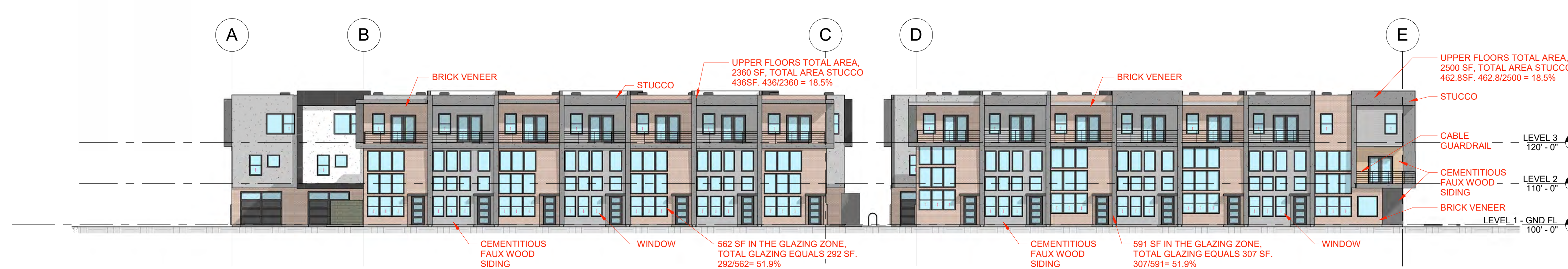
6 TSA - WEST ELEVATION - GARAGE SIDE
 1/16" = 1'-0"



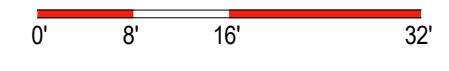
1 TSA - SOUTH ELEVATION
 1/16" = 1'-0"

266 SF IN THE GLAZING ZONE, TOTAL GLAZING EQUALS 124.3 SF. 124.3/266= 46.8%

168 SF IN THE GLAZING ZONE, TOTAL GLAZING EQUALS 78.4 SF. 78.4/166= 47.3%



2 TSA - WEST ELEVATION
 1/16" = 1'-0"



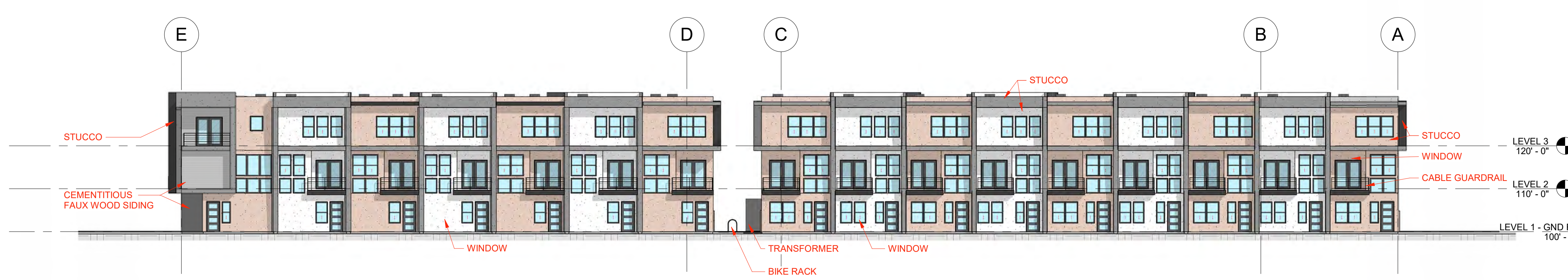
UPPER FLOORS TOTAL AREA, 2360 SF, TOTAL AREA STUCCO 436SF. 436/2360 = 18.5%

562 SF IN THE GLAZING ZONE, TOTAL GLAZING EQUALS 292 SF. 292/562= 51.9%

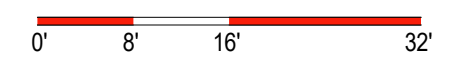
UPPER FLOORS TOTAL AREA, 2500 SF, TOTAL AREA STUCCO 462.8SF. 462.8/2500 = 18.5%

591 SF IN THE GLAZING ZONE, TOTAL GLAZING EQUALS 307 SF. 307/591= 51.9%

UPPER FLOORS TOTAL AREA, 946 SF, TOTAL AREA STUCCO 78.4SF. 78.4/946 = 12.1%



3 TSA - EAST ELEVATION
 1/16" = 1'-0"



No.	Date	Description

OWNER:	La Jolla Pacific Investments
PROJECT ADDRESS:	928 W SOUTH TEMPLE SALT LAKE CITY, UT 84104
ARCH PROJECT #:	21-03
A.O.A.:	JDH
PHASE:	SCHEMATIC DESIGN
PUBLISH DATE:	DD MONTH YYYY
SHEET SCALE:	1/16" = 1'-0"
SHEET NAME:	ELEVATIONS



EXISTING TREE SCHEDULE

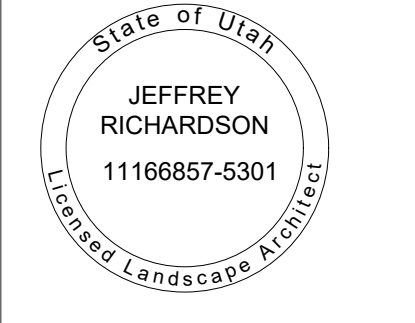
SYMBOL	DESCRIPTION
	EXISTING TREE TO BE REMOVED

NOTES:
 1. NOT ALL TREES MAY BE ACCOUNTED FOR - CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY AND REMOVE ANY TREES THAT ARE NOT MARKED ON PLAN THAT ARE OF NUISANCE VARIETIES.
 2. ALL NEIGHBORING VEGETATION IS CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE
 3. ALL EXISTING LANDSCAPE AREAS TO BE CLEARED AND GRUBBED

EXISTING VEGETATION SCHEDULE

VEGETATION NUMBER	ACTION	TREE SPECIES	CONDITION	DBH	LOCATION	NOTE
1	DEMO	PYRUS CALLERYANA	GOOD	15"	R.O.W.	2'-8" PARKSTRIP - NOT ENOUGH HEALTHY GROWTH SPACE
2	DEMO	PYRUS CALLERYANA	FAIR	2"	R.O.W.	2'-8" PARKSTRIP - NOT ENOUGH HEALTHY GROWTH SPACE
TOTAL DBH REMOVED: 17". PROPOSED LANDSCAPE MITIGATION (10) 2" CALIPER R.O.W. PLANTING						
3	DEMO	AILANTUS ALTISSIMA	GOOD - RESEEDING	4"	PRIVATE	INVASIVE - REMOVE
4	DEMO	AILANTUS ALTISSIMA	GOOD - RESEEDING	7"	PRIVATE	INVASIVE - REMOVE
5	DEMO	ULMUS PUMILA	GOOD	4"	PRIVATE	
6	DEMO	ULMUS PUMILA	GOOD	18"	PRIVATE	
7	DEMO	ULMUS PUMILA	POOR	6"	PRIVATE	
8	DEMO	SOPHORA JAPONICA	POOR	3"	PRIVATE	
9	DEMO	SOPHORA JAPONICA	GOOD	3"	PRIVATE	
10	DEMO	PLATANUS ACERNOIDES	FAIR	26"	PRIVATE	
11	DEMO	PINUS SP.	FAIR	18"	PRIVATE	

DBH REMOVED: 99" - PRIVATE LOT TREES



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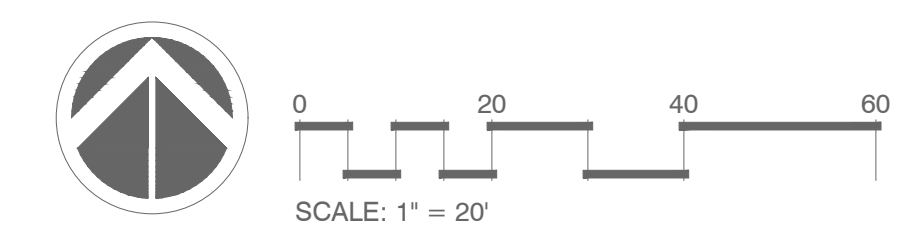
PROJECT:
CHICAGO TOWNHOMES
 928 S TEMPLE, SALT LAKE CITY UT, 84116

DATE: 11.9.2021
 PROJECT: COM-21.02
 REVIEWED: JDR

SUBMITTALS
 PD REVIEW 06.07.21

TITLE:
 L0-01

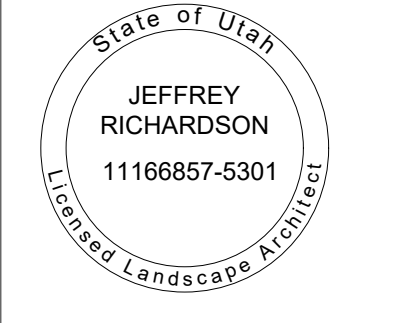
SHEET:
 LANDSCAPE:
 TREE SURVEY



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 BLUE STAKES OF UTAH
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 1-800-662-4111

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PROJECT: **CHICAGO TOWNHOMES**
928 S TEMPLE, SALT LAKE CITY UT, 84116

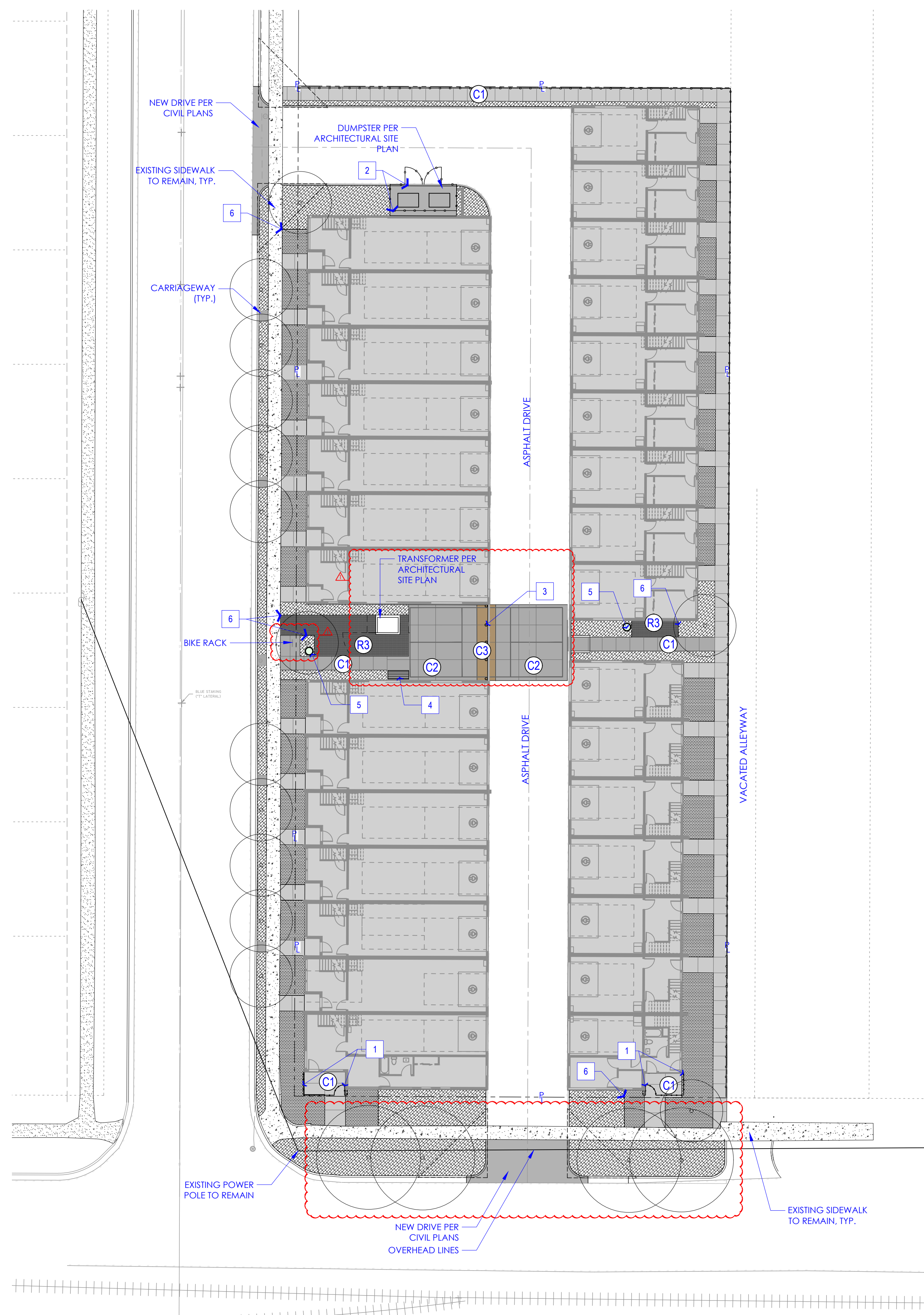
DATE: 11.9.2021
PROJECT: COM-21.02
REVIEWED: JDR

SUBMITTALS

FD REVIEW	06.07.21
FD SUBMITTAL	11.08.21

TITLE: **L1-01**

SHEET: **LANDSCAPE: TREE & SURFACES**

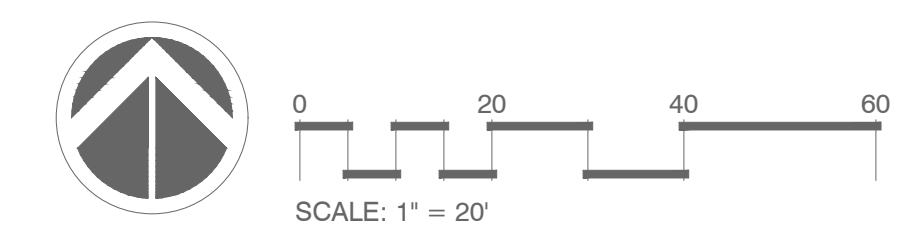


LANDSCAPE AREAS - SURFACING MATERIALS		
HATCH	DESCRIPTION	AREA
	PEDESTRIAN CONCRETE PAVING (PRIVATE)- PER CIVIL PLANS	
	VEHICULAR CONCRETE PAVING (PRIVATE)- PER CIVIL PLANS	
	ACCENT COLOR CONCRETE PAVING - FINAL PER CIVIL PLANS	
	DECORATIVE ROCK MULCH (PRIVATE): 3" DEPTH OF PEANUT BRITTLE 1" MINUS- INSTALL OVER COMMERCIAL GRADE 50Z WEED BARRIER	2,958 S.F.
	LANDSCAPE MULCH- (PUBLIC / PRIVATE) 4" DEPTH OF SHREDDED BLACK BARK MULCH INSTALL WITH WEED BARRIER (PLANTING AREA)	3,280 S.F.
	LANDSCAPE TURF - PRIVATE	407 S.F.

KEYNOTES	
TAG	DESCRIPTION
1	3' HEIGHT - HORIZONTAL CEDAR FENCING & GATE WITH TUBE STEEL TUBE POSTS
2	6' HEIGHT - WHITE VINYL FENCING
3	VEHICULAR BOLLARD
4	SURFACE MOUNTED PARK STYLE BENCH
5	PET CLEANUP STATION & TRASH RECEPTACLE
6	1/4" STEEL EDGING - SEPARATION AT ALL TURF/ROCK MULCH/ BARK MULCH TRANSITIONS

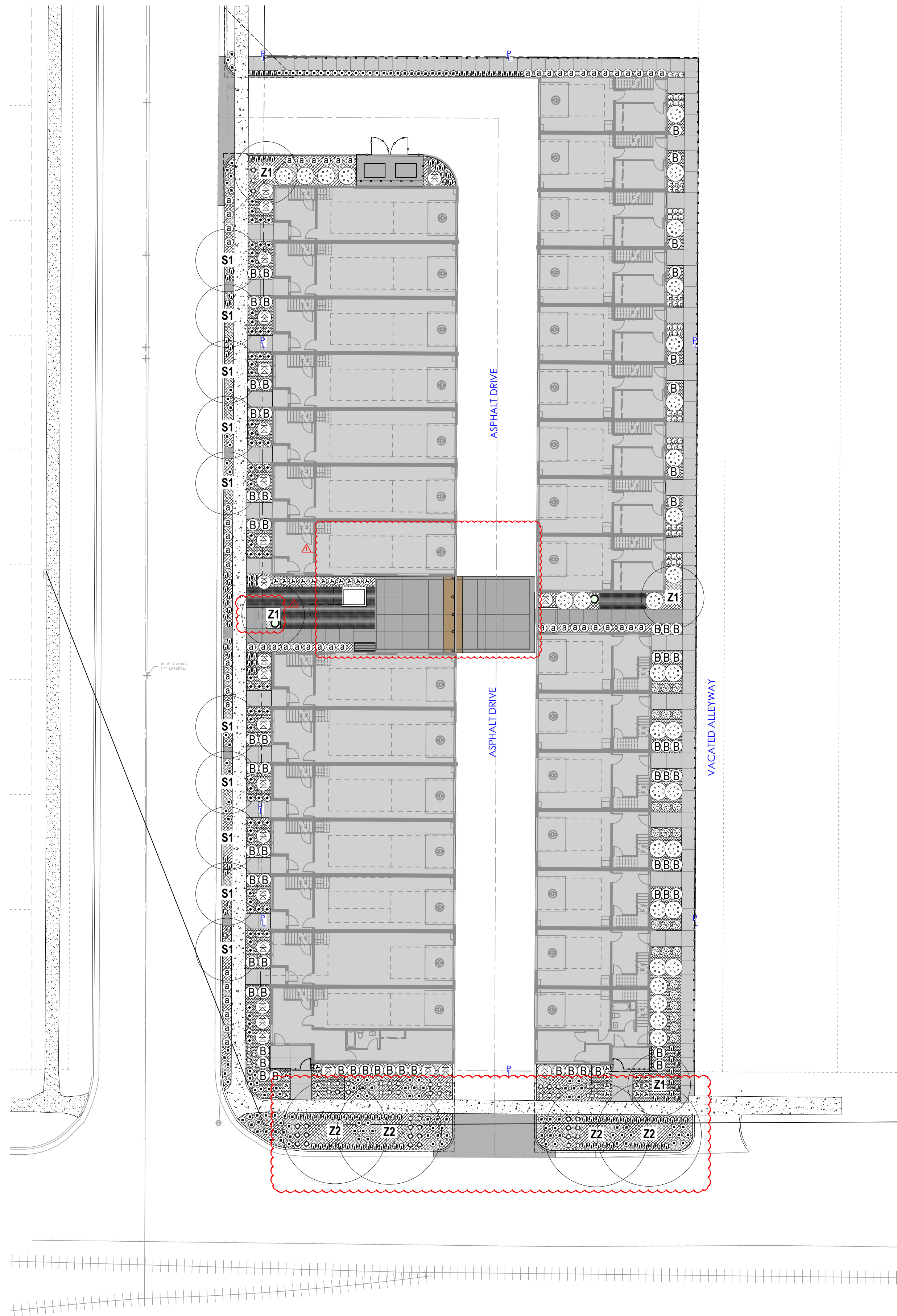
LANDSCAPE GENERAL NOTES
REGULATIONS:
1. ALL IMPROVEMENTS SHALL CONFORM TO THE GOVERNING (SALT LAKE CITY) STANDARDS AND SPECIFICATIONS.
2. TREE PLANTING IN PUBLIC R.O.W. REQUIRES APPROVAL FROM SLC URBAN FORESTRY
3. CONTRACTOR SHALL CALL BLUE STAKES OF UTAH TO VERIFY AND NOTE EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR FINAL LOCATION OF ALL UTILITIES. CONTRACTOR IS LIABLE FOR DAMAGES TO EXISTING INFRASTRUCTURE AND NEW IMPROVEMENTS
EXISTING CONDITIONS:
1. CONTRACTOR SHALL VERIFY ALL PLANS WITH EXISTING CONDITIONS. CONTRACTOR SHALL REPORT ANY DISCREPANCIES, CHANGES, OR ISSUES TO THE OWNER AND/OR LANDSCAPE ARCHITECT PRIOR TO COMMENCEMENT OF WORK
2. ALL UTILITIES ARE SHOWN FOR REFERENCE ONLY. CIVIL PLANS SHALL TAKE PRECEDENCE AND IT IS THE RESPONSIBILITY AND LIABILITY OF THE ACTING CONTRACTOR TO PROTECT AND REPAIR ANY DAMAGES TO UTILITIES.
SITE PREPARATION:
1. ALL LANDSCAPE AREAS TO HAVE WEEDS REMOVE AND GRUBBED
2. APPLY, AS NEEDED, CERTIFIED APPLICATIONS OF HERBICIDE
3. POSITIVE DRAINAGE IS TO BE MAINTAINED AWAY FROM ALL STRUCTURES
4. ENGINEERING PLANS SHALL TAKE PRECEDENCE SOIL
1. MINIMUM OF 12" OF TOPSOIL IS REQUIRED IN ALL PLANTING AREAS
2. MINIMUM OF 4" OF TOPSOIL IS REQUIRED IN ALL TURF PLANTING AREAS
3. PLANTING HOLES SHALL BE DUG 2X AS WIDE AS ROOTBALL OF VEGETATION
4. BACKFILL FOR SHRUB AND TREE PLANTINGS SHALL BE 80% TOPSOIL/ 20% HUMUS MATERIAL
5. SOILS REPORT SHALL TAKE PRECEDENCE
5.1. TOPSOIL STANDARDS
SAND - 20%-70%
5.2. CLAY - 20%-70%
5.3. #10 SIEVE @ 15% MAXIMUM
5.4. PH 6 TO 8.5

LANDSCAPE CALCULATIONS / SITE LANDSCAPE AREAS:		
TOTAL SITE :	36,367 S.F.	(100.00%)
PROVIDED LANDSCAPE AREA (PRIVATE):	3,275 S.F.	(9.00%)
TOTAL TURF AREA:	344	(0.90% OF LANDSCAPE)
SHRUBS PROVIDED:	769	(100%)
DROUGHT TOLERANT SLC:	670	(87.13%)
ROW LANDSCAPE AREAS:		
TOTAL LANDSCAPE AREA:	3,385 S.F.	100%
TOTAL LANDSCAPE COVERAGE:	4,050 S.F.	90%
(LOW GROWING SHRUBS/GROUNDCOVERS)		
ROW TREES REQUIRED:		
291' L.F./ TREE EVERY 30' AVG. (CHICAGO)=	9.7 TREES	
REQUIRED:	9.7 TREES	
PROVIDED:	10 TREES	
124' L.F./ TREE EVERY 30' AVG. (CHICAGO)=	4.1 TREES	
REQUIRED:	4.1 TREES	
PROVIDED:	5 TREES	
(4) PARKWAY + (PUBLIC R.O.W.)		



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PLANTING MATERIALS

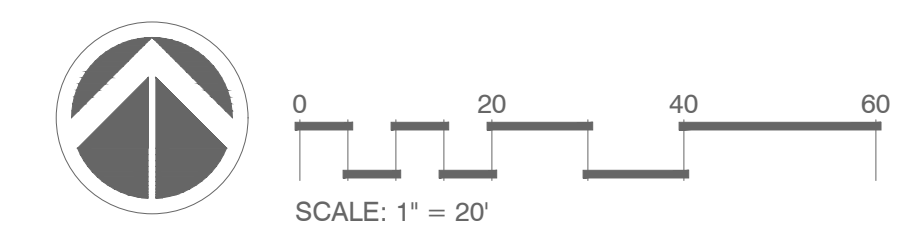
TREES						
SYMBOL	QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE NOTES
S1	10	2" CAL.	SYRINGA RETICULATA	JAPANESE TREE LILAC	25'x20'	TD3 FULL SUN - SMALL PARKSTRIP
Z1	4	2" CAL.	ZELKOVA SERRATA 'CITY SPRITE'	CITY SPRITE ZELKOVA	25'x18'	TD4 FULL SUN
Z2	4	2" CAL.	ZELKOVA SERRATA SCHMIDTLOW'	WIRELESS ZELKOVA	25'x35'	TD4 FULL SUN - NOTE OVERHEAD LINES IN PARKSTRIP PLANTING
GROUND COVERS						
QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE	NOTES
Ⓐ	55	FLATS	ARCTOSTAPHYLOS X COLORADOENSIS	BEARBERRY MANZANITA	1.5'x5'	GV3 PART SUN // SHADE
PERENNIALS						
QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE	NOTES
Ⓞ	147	FLATS	DELOSPERMA COOPERI	PINK HARDY ICEPLANT	6"x24"	P1 FULL SUN
Ⓞ	28	1 GAL.	HESPERALOE PARVIFOLIA 'BRAKELIGHTS'	MINI RED YUCCA	24"x24"	P1 FULL SUN
Ⓞ	57	1 GAL.	LAVANDULA A. 'MUNSTEAD'	MUNSTEAD LAVENDER	24"x24"	P2 FULL SUN
DECIDUOUS SHRUBS						
QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE	NOTES
Ⓞ	24	3 GAL.	ARONIA M. 'LOW SCRAPE HEDGER'	DWARF CHOKEBERRY HEDGE	4'x2.5'	SD3 FULL SUN // PART SHADE
Ⓞ	69	3 GAL.	BERBERIS THUNBERGII 'GOLD PILLAR'	GOLD PILLAR BARBERRY	3.5'x2'	SD3 FULL SUN
Ⓞ	25	5 GAL.	RHAMNUS FRANGULA 'COLUMNARIS'	TALLHEDGE BUCKTHORN	10'x4'	SD3 SUN // PART SHADE
EVERGREEN SHRUBS						
QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE	NOTES
Ⓞ	67	3 GAL.	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLELEAF BOXWOOD	42"x42"	*MED FULL SUN // PART SHADE
Ⓞ	32	3 GAL.	PRUNUS LAUROCEASUS 'NANA'	DWARF ENGLISH LAUREL	66"x60"	*MED FULL SHADE // PART SUN
ORNAMENTAL GRASSES						
QTY	SIZE	BOTANICAL NAME	COMMON NAME	MATURE HxW	ZONE	NOTES
Ⓞ	134	1 GAL.	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLUE GAMA GRASS	24"x16"	TWO FULL SUN
Ⓞ	134	1 GAL.	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	36"x36"	TW1 FULL SUN

ALL PLANTS ARE LOW WATER USE PER SLC HANDBOOK UNLESS MARKED WITH ().
 *WATER ZONE NOTED - TO BE GROUPED WITH SIMILAR WATER USE PLANTS PER HANDBOOK
 *PLANT LIST SUBJECT TO CHANGE - ALL FUTURE SUBSTITUTIONS WILL BE CONSISTENT WITH SLC LANDSCAPE REQUIREMENTS

- LANDSCAPE PLANTING NOTES**
- CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING 12" OF TOPSOIL IN PLANTING AREAS
 - VERIFY ON SITE-AVAILABLE TOPSOIL FOR USE
 - CONTRACTOR IS RESPONSIBLE TO FURNISH PLANT MATERIAL THAT IS PEST AND DISEASE FREE AND TO MAINTAIN AND WARRANTY PLANT MATERIAL THROUGHOUT CONSTRUCTION AND MAINTENANCE PERIOD
 - CONTRACTOR TO WARRANTY PLANT MATERIAL, TYPICALLY FOR A (1) YEAR PERIOD OF TIME
 - CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING QUANTITIES AND FURNISHING ALL PLANT MATERIALS TO ENSURE INTENDED COVERAGE. CONTRACTOR SHALL CONTACT OWNER AND/OR LANDSCAPE ARCHITECT FOR APPROVAL OF CHANGES IN QUANTITIES OR SPECIES
 - DEPENDENT ON PLANT AVAILABILITY, CONTRACTOR SHOULD ATTEMPT TO FIND PLANT MATERIAL OF LIKE KIND THAT IS APPROXIMATELY THE SAME HEIGHT AND GROWTH HABIT. HOWEVER, ALL VARIETIES SHALL MATCH EACH OTHER WHEN INSTALLED I.E. NO PARTIAL PLANTING SUBSTITUTIONS. IF A NEW VARIETY IS APPROVED, THE SAME PLANT VARIETY SHALL BE USED THROUGHOUT THE ENTIRETY OF THE PROJECT SCOPE
 - DOUBLE STAKE ALL TREES UNDER 2" CALIPER UNTIL MATURITY
 - ALL SHRUBS AND TREES TO CONTAINER GROWN OR BE BALLED AND BURLAPPED
 - TREES SHALL NOT BE PLANTED LESS THAN 4'-0" FROM CURBS OR HARD SURFACE AREAS UNLESS A ROOT BARRIER IS INSTALLED NEXT TO HARDSCAPED SURFACE.
 - ALL PLANTING SHALL ACCOUNT FOR SPOILS TO PROVIDE A SMOOTH TRANSITION
 - INSTALL COMMERCIAL GRADE WEED BARRIER FABRIC TO ALL PLANTING AREAS AND PLANTER BEDS WITH 6" LANDSCAPE STAPLES PER INDUSTRY STANDARDS. NO WEED BARRIER TO BE VISIBLE
 - ALL PLANT MATERIALS SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY ASSOCIATION, INC.
 - FERTILIZE ALL SHRUBS AND TREES WITH FERTILIZER TABLETS

PARKWAY PLANTING - URBAN FORESTER REQUIREMENTS

ALL TREES IN PUBLIC R.O.W. TO BE 2" CALIPER - LOCATED:
5' from water meter and/or utility box
10' from fire hydrant
5'-10' from residential driveway
5'-10' from property line of adjoining parcel
5'-10' from non-traffic conducting signage
5'-10' from utility pole and/or light
20' from an unregulated intersection (20' back from intersecting sidewalks)
30' from stop signs
30' from commercial driveway and/or alley
40' from an intersection with traffic lights (40' back from intersecting sidewalks)
20-30' from a tree that is medium in size at maturity (30 to 50' tall)



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LANDFORM DESIGN GROUP

LANDSCAPE ARCHITECTURE // SITE DESIGN

511 W. 200 S. SUITE 125
 SLC, UTAH 84101
 OFFICE: 801.521.2370
 WWW.LANDFORMDESIGNGROUP.COM

State of Utah
 JEFFREY RICHARDSON
 11168857-5301
 Licensed Landscape Architect

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PROJECT: **CHICAGO TOWNHOMES**
 928 S TEMPLE, SALT LAKE CITY UT, 84116

DATE: 11.9.2021
 PROJECT: COM-21.02
 REVIEWED: JDR

SUBMITTALS

PD REVIEW	06.07.21
PD RESUBMITTAL	11.08.21

TITLE: **L2-01**

SHEET: **LANDSCAPE: SHRUB PLANTING**

CHICAGO STREET TOWNHOMES

DRAWING TITLE

COVER SHEET

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

1. INSTALL WATER AND SANITARY SEWER IMPROVEMENTS TO SALT LAKE CITY PUBLIC UTILITY STANDARDS.
2. MAINTAIN A MINIMUM 10' DISTANCE BETWEEN WATER AND SANITARY SEWER LINES.
3. MINIMUM 18" OF CLEARANCE IS REQUIRED WHERE SEWER AND WATER CROSS.
4. MINIMUM 12" OF CLEARANCE IS REQUIRED WHERE CROSSING EXISTING GAS LINE.
5. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW UTILITY LINES.
6. FOUR FEET OF COVER REQUIRED OVER ALL WATER LINES.
7. CONTRACTOR RESPONSIBLE FOR OBTAINING SALT LAKE CITY PUBLIC UTILITY STANDARD PRACTICES AND APWA 2017 SPECIFICATIONS AND CONSTRUCTION STANDARDS.
8. CONTRACTORS RESPONSIBILITY TO OBTAIN AND FOLLOW THE SOILS REPORT AND ITS RECOMMENDATIONS.
9. CONTRACTOR RESPONSIBILITY TO VERIFY CIVIL SITE PLAN AND BUILDING DIMENSIONS MATCH BUILDING PLANS BEFORE STARTING CONSTRUCTION.
10. ALL UTILITY LINES SHALL BE BACKFILLED AND TRENCHED ACCORDING SALT LAKE PUBLIC UTILITIES STANDARD PRACTICE #1.
11. ALL STORM DRAIN PIPING TO BE CUT FLUSH WITH INSIDE WALL OF DRAINAGE INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
12. CONTRACTOR TO REPLACE ANY AREAS AROUND CONSTRUCTION SITE THAT IS DAMAGED DURING CONSTRUCTION.
13. THERE SHALL BE NO CHANGES TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD AND RE-SUBMITAL OF THE PROPOSED CHANGES TO SALT LAKE COUNTY FOR REVIEW AND APPROVAL. INCORPORATE THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
14. LOCATION (HORIZONTAL AND VERTICAL) OF UNDERGROUND UTILITIES SHALL BE UNCOVERED BY THE CONTRACTOR AT THE BEGINNING OF THE PROJECT TO SEE IF THEY IMPACT THE DESIGN.
15. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ON THE SITE AT ALL TIMES AND SHALL OBTAIN THE NECESSARY PERMITS TO ACCOMPLISH THE JOB.
16. CALL BLUE STAKES BEFORE YOU DIG
17. CONTRACTOR SHALL CONTACT SALT LAKE PUBLIC UTILITIES TO SIGN AND OBTAIN UTILITY WORK ORDERS AND SCHEDULE INSPECTIONS. (801)-483-6727



VICINITY MAP*

DETAIL CALLOUTS

CURB AND GUTTER D-01	3 inch WATER METER 523 D-02
CURB AND GUTTER CONNECTION 206 D-01	SEWER LATERAL CONNECTION 431 D-02
SAW-CUT DRIVEWAY APPROACH 222 D-01	FIRE HYDRANT WITH VALVE 511 D-02
SIDEWALK 231 D-01	
OPEN DRIVEWAY APPROACH 225 D-01	

Sheet List Table	
Sheet Number	Sheet Title
C-01	COVER SHEET
SP-01	SUB PLAT MAP
C-02	SCLPU NOTES
C-03	DEMO PLAN
C-04	SITE PLAN
C-05	UTILITY PLAN
C-06	GRADING AND DRAINAGE PLAN
C-07	DRAINAGE EXHIBIT
D-01	DETAILS
D-02	DETAILS

INFORMATION

DEVELOPER

LA JOLLA PACIFIC INVESTMENTS
HALEY HEALEA (360) 597-8825

CIVIL ENGINEER

WEBER ENGINEERING COLLECTIVE
SALT LAKE CITY, UTAH
PH. 385-229-9663

SURVEYOR

LAND DESIGN LLC
LAND CONSULTANTS
RICHARD JOHANSON (801) 955-6339

CONTRACTOR

TBD

NOTICE TO CONTRACTOR

CAUTION TO THE CONTRACTOR NOTE THAT THE ELEVATION AND OR LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS IS BASED ON RECORDS FROM PUBLIC UTILITIES AND PRIVATE UTILITY COMPANY MARKINGS AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR IS RESPONSIBLE TO CONTACT THE UTILITY LOCATION COMPANY AT LEAST ... HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL ALSO NOTE THAT ANY UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE RELOCATED.

REVISIONS:

REV #	DESCRIPTION	DATE

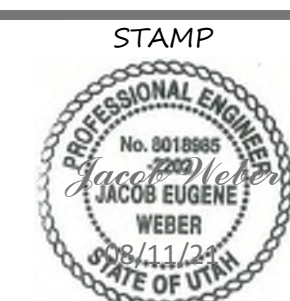


WEBER ENGINEERING
COLLECTIVE

CIVIL • PLANNING • SURVEYING

SALT LAKE CITY, UTAH
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PROJECT NO.
W-20-36
DATE
11/16/21
DRAWN BY: JACOB WEBER, P.E.
CHKD BY:
SHEET NUMBER
C-01



*VICINITY MAP PROVIDED FROM GOOGLE MAPS.

Salt Lake City Public Utilities General Notes

1. **COMPLIANCE:**
ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, AND SLC PUBLIC UTILITIES MODIFICATIONS TO APWA STANDARD PLANS AND APPROVED MATERIALS AND SLC PUBLIC UTILITIES APWA SPECIFICATIONS MODIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED IN WRITING BY THE SALT LAKE CITY DIRECTOR OF PUBLIC UTILITIES.

2. **COORDINATION:**
THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL APPROPRIATE GOVERNMENT AND PRIVATE ENTITIES ASSOCIATED WITH THE PROJECT. THE FOLLOWING MUST BE CONTACTED 48-HOURS PRIOR TO CONSTRUCTION AS APPLICABLE TO THE PROJECT:

- PUBLIC UTILITIES:
BACKFLOW PREVENTION - 483-6795
DEVELOPMENT REVIEW/ENGINEERING - 483-6781
INSPECTIONS, PERMITS, CONTRACTS & AGREEMENTS - 483-6727
PRETREATMENT - 799-4002
STORM WATER - 483-6721

- SLC DEPARTMENTS:
ENGINEERING - PUBLIC WAY PERMITS AND ISSUES - 535-6248
ENGINEERING - SUBDIVISIONS - 535-6159
FIRE DEPARTMENT - 535-6636
PERMITS AND LICENSING (BLDG SERVICES) - 535-7752
PLANNING AND ZONING - 535-7700
TRANSPORTATION - 535-6630

- ALL OTHER POTENTIALLY IMPACTED GOVERNING AGENCIES OR ENTITIES
- ALL WATER USERS INVOLVED IN WATER MAIN SHUTDOWNS
- APPLICABLE SEWER, WATER AND DRAINAGE DISTRICTS
- BLUESTAKES LOCATING SERVICES - 532-5000
- COUNTY FIRE DEPARTMENT - 743-7231
- COUNTY FLOOD CONTROL - 468-2779
- COUNTY HEALTH DEPARTMENT - 385-468-3913
- COUNTY PUBLIC WAY PERMITS - 468-2241
- HOLLADAY CITY - 272-9450
- SALT LAKE COUNTY HIGHWAY DEPARTMENT - 468-3705 OR 468-2156
- THE UTAH TRANSIT AUTHORITY FOR RE-ROUTING SERVICE - 262-5626
- UNION PACIFIC RAILROAD CO., SUPERINTENDENTS OFFICE - 595-3405
- UTAH DEPARTMENT OF TRANSPORTATION, REGION #2 - 975-4800
- UTAH STATE ENGINEER - 538-7240

3. **SCHEDULE**
PRIOR TO CONSTRUCTION THE CONTRACTOR WILL PROVIDE, AND WILL UPDATE AS CHANGES OCCUR, A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE SPECIFICATIONS AND SALT LAKE CITY ENGINEERING OR SALT LAKE COUNTY REGULATIONS AS APPLICABLE FOR WORKING WITHIN THE PUBLIC WAY.

4. **PERMITS, FEES AND AGREEMENTS**
CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT SALT LAKE CITY ENGINEERING (535-6248) FOR PERMITS AND INSPECTIONS REQUIRED FOR ANY WORK CONDUCTED WITHIN SALT LAKE CITY'S PUBLIC RIGHT-OF-WAY. APPLICABLE UTILITY PERMITS MAY INCLUDE MAINLINE EXTENSION AGREEMENTS AND SERVICE CONNECTION PERMITS. ALL UTILITY WORK MUST BE BONDED. ALL CONTRACTORS MUST BE LICENSED TO WORK ON CITY UTILITY MAINS.

CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (UPDES) STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES (538-6923). A COPY OF THE PERMIT'S STORM WATER POLLUTION PREVENTION PLAN MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADDITIONAL WATER QUALITY AND EROSION CONTROL MEASURES MAY BE REQUIRED. THE CONTRACTOR MUST ALSO COMPLY WITH SALT LAKE CITY'S CLEAN WHEEL ORDINANCE.

5. **ASPHALT AND SOIL TESTING**
THE CONTRACTOR IS TO PROVIDE MARSHALL AND PROCTOR TEST DATA 24-HOURS PRIOR TO USE. CONTRACTOR IS TO PROVIDE COMPACTION AND DENSITY TESTING AS REQUIRED BY SALT LAKE CITY ENGINEERING, UDOT, SALT LAKE COUNTY OR OTHER GOVERNING ENTITY. TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS, SECTION 330520 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE SLC PROJECT ENGINEER IF NATIVE MATERIALS ARE USED. **NO NATIVE MATERIALS ARE ALLOWED WITHIN THE PIPE ZONE.** THE MAXIMUM LIFTS FOR BACKFILLING EXCAVATIONS IS 8-INCHES. ALL MATERIALS AND COMPACTION TESTING IS TO BE PERFORMED BY A LAB RECOGNIZED AND ACCEPTED BY SALT LAKE COUNTY PUBLIC WORKS AND/OR SALT LAKE CITY ENGINEERING.

6. **TRAFFIC CONTROL AND HAUL ROUTES**
TRAFFIC CONTROL MUST CONFORM TO THE MOST CURRENT EDITION OF SALT LAKE CITY TRAFFIC CONTROL MANUAL - PART 6 OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR SALT LAKE COUNTY AND STATE ROADS. SLC TRANSPORTATION MUST APPROVE ALL PROJECT HAUL ROUTES (535-7129). THE CONTRACTOR MUST ALSO CONFORM TO UDOT, SALT LAKE COUNTY OR OTHER APPLICABLE GOVERNING ENTITIES REQUIREMENTS FOR TRAFFIC CONTROL.

7. **SURVEY CONTROL**
CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS APPROVED. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE GRADE OF THE MAIN AND/OR FACILITY AS APPROVED. IN ADDITION, THE CONTRACTOR AND/OR SURVEYOR SHALL PROVIDE TO SALT LAKE CITY PUBLIC UTILITIES CUT SHEETS FILLED OUT COMPLETELY AND CLEARLY SHOWING THE PERTINENT GRADES, ELEVATIONS AND CUT/FILLS ASSOCIATED WITH THE FIELD STAKING OF THE MAIN AND/OR FACILITY. THE CUT SHEET FORM IS AVAILABLE AT THE CONTRACTS AND AGREEMENTS OFFICE AT PUBLIC UTILITIES. ALL MAINS AND LATERALS NOT MEETING MINIMUM GRADE REQUIREMENTS AS SPECIFIED BY ORDINANCE OR AS REQUIRED TO MEET THE MINIMUM REQUIRED FLOWS OR AS APPROVED MUST BE REMOVED AND RECONSTRUCTED TO MEET DESIGN GRADE. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS UNTIL PUBLIC UTILITY SURVEYORS COMPLETE FINAL MEASUREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE. DEPENDING ON THE LOCATION OF THE PROJECT, CONTACT THE COUNTY SURVEYOR FOR SECTION CORNER MONUMENTS (801-468-2028) AND/OR THE SALT LAKE CITY SURVEYOR (801-535-7973) FOR SALT LAKE CITY MONUMENTS AND CONSTRUCTION REQUIREMENTS. ALL ELEVATIONS SHALL BE REFERENCED TO SALT LAKE CITY DATUM UNLESS NOTED OTHERWISE ON THE PLANS.

8. **ASPHALT GUARANTEE**
THE CONTRACTOR SHALL REMOVE, DISPOSE OF, FURNISH AND PLACE PERMANENT ASPHALT PER SALT LAKE CITY ENGINEERING, UDOT, COUNTY, OR OTHER GOVERNMENT STANDARDS AS APPLICABLE TO THE PROJECT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY.

9. **TEMPORARY ASPHALT**
IF THE CONTRACTOR CHOOSES TO WORK WITHIN THE PUBLIC WAY WHEN HOT MIX ASPHALT IS NOT AVAILABLE, THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE APPROPRIATE GOVERNING ENTITY PRIOR TO INSTALLING TEMPORARY ASPHALT SURFACING MATERIAL. WITHIN SALT LAKE CITY, WHEN PERMANENT ASPHALT BECOMES AVAILABLE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ASPHALT, FURNISH AND INSTALL THE PERMANENT ASPHALT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY FROM THE DATE OF COMPLETION.

10. **SAFETY**
THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA, STATE, COUNTY AND OTHER GOVERNING ENTITY REQUIREMENTS.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS.

11. **DUST CONTROL**
THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO THE GOVERNING ENTITY STANDARDS. USE OF HYDRANT WATER OR PUMPING FROM CITY-OWNED CANALS OR STORM DRAINAGE FACILITIES IS NOT ALLOWED FOR DUST CONTROL ACTIVITIES WITHOUT WRITTEN APPROVAL OF THE PUBLIC UTILITIES DIRECTOR.

12. **DEWATERING**
ALL ON-SITE DEWATERING ACTIVITIES MUST BE APPROVED IN WRITING BY PUBLIC UTILITIES. PROPOSED OUTFALL LOCATIONS AND ESTIMATED FLOW VOLUME CALCULATIONS MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADEQUATE MEASURES MUST BE TAKEN TO REMOVE ALL SEDIMENT PRIOR TO DISCHARGE. PUBLIC UTILITIES MAY REQUIRE ADDITIONAL MEASURES FOR SEDIMENT CONTROL AND REMOVAL.

13. **PROJECT LIMITS**
THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.

14. **WATER, FIRE, SANITARY SEWER AND STORM DRAINAGE UTILITIES**
A. INSPECTIONS -
IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE ANY WATER, SEWER, BACKFLOW AND DRAINAGE INSPECTION 48-HOURS IN ADVANCE TO WHEN NEEDED. CONTACT 483-6727 TO SCHEDULE INSPECTIONS.

B. DAMAGE TO EXISTING UTILITIES -
THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR, MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE, TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.

C. UTILITY LOCATIONS -
CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND SERVICE LATERALS, AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO THE UTILITIES DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, MATERIAL AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300-FEET AHEAD OF SCHEDULED CONSTRUCTION IN ORDER TO IDENTIFY POTENTIAL CONFLICTS AND PROBLEMS WITH FUTURE CONSTRUCTION ACTIVITIES. EXISTING UTILITY INFORMATION OBTAINED FROM SLC PUBLIC UTILITIES' MAPS MUST BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTACT BLUE STAKES OR APPROPRIATE OWNER FOR COMMUNICATION LINE LOCATIONS.

D. UTILITY RELOCATIONS -
FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE APPLICABLE UTILITY COMPANY OR USER A MINIMUM OF 2-WEEKS IN ADVANCE. A ONE-WEEK MINIMUM NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. ALL RELOCATIONS ARE SUBJECT TO APPROVAL FROM THE APPLICABLE UTILITY COMPANY AND/OR USER.

E. FIELD CHANGES -
NO ROADWAY, UTILITY ALIGNMENT OR GRADE CHANGES ARE ALLOWED FROM THE APPROVED CONSTRUCTION PLANS/DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE SLC PUBLIC UTILITIES DIRECTOR. CHANGES TO HYDRANT LOCATIONS AND/OR FIRE LINES MUST BE REVIEWED AND APPROVED BY THE SALT LAKE CITY OR SALT LAKE COUNTY FIRE DEPARTMENT (AS APPLICABLE TO THE PROJECT) AND PUBLIC UTILITIES.

F. PUBLIC NOTICE TO PROJECTS IN THE PUBLIC WAY -
FOR APPROVED PROJECTS THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND DISTRIBUTE WRITTEN NOTICE TO ALL RESIDENTS LOCATED WITHIN THE PROJECT AREA AT LEAST 72-HOURS PRIOR TO CONSTRUCTION. WORK TO BE CONDUCTED WITHIN COMMERCIAL OR INDUSTRIAL AREAS MAY REQUIRE A LONGER NOTIFICATION PERIOD AND ADDITIONAL CONTRACTOR COORDINATION WITH PROPERTY OWNERS. THE WRITTEN NOTICE IS TO BE APPROVED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER.

G. PUBLIC NOTICE FOR WATER MAIN SHUT DOWNS -
THROUGH THE SLC PUBLIC UTILITIES INSPECTOR AND WITH THE PUBLIC UTILITIES PROJECT ENGINEER APPROVAL, SLC PUBLIC UTILITIES MUST BE CONTACTED AND APPROVE ALL WATER MAIN SHUTDOWNS. ONCE APPROVED THE CONTRACTOR MUST NOTIFY ALL EFFECTED USERS BY WRITTEN NOTICE A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO THE WATER MAIN SHUT DOWN. PUBLIC UTILITIES MAY REQUIRE LONGER NOTICE PERIODS.

H. WATER AND SEWER SEPARATION -
IN ACCORDANCE WITH UTAH'S DEPARTMENT OF HEALTH REGULATIONS, A MINIMUM TEN-FOOT HORIZONTAL AND 1.5-FOOT VERTICAL (WITH WATER ON TOP) SEPARATION IS REQUIRED. IF THESE CONDITIONS CANNOT BE MET, STATE AND SLC PUBLIC UTILITIES APPROVAL IS REQUIRED. ADDITIONAL CONSTRUCTION MEASURES WILL BE REQUIRED FOR THESE CONDITIONS.

I. SALVAGE -
ALL METERS MUST BE RETURNED TO PUBLIC UTILITIES, AND AT PUBLIC UTILITIES REQUEST ALL SALVAGED PIPE AND/OR FITTINGS MUST BE RETURNED TO SLC PUBLIC UTILITIES (483-6727) LOCATED AT 1530 SOUTH WEST TEMPLE.

J. SEWER MAIN AND LATERAL CONSTRUCTION REQUIREMENTS -
SLC PUBLIC UTILITIES MUST APPROVE ALL SEWER CONNECTIONS. ALL SEWER LATERALS 6-INCHES AND SMALLER MUST WYE INTO THE MAINS PER SLC PUBLIC UTILITIES REQUIREMENTS. ALL 8-INCH AND LARGER SEWER CONNECTIONS MUST BE PETITIONED FOR AT PUBLIC UTILITIES (483-6762) AND CONNECTED AT A MANHOLE. **INSIDE DROPS IN MANHOLES ARE NOT ALLOWED.** A MINIMUM 4-FOOT BURY DEPTH IS REQUIRED ON ALL SEWER MAINS AND LATERALS. CONTRACTOR SHALL INSTALL INVERT COVERS IN ALL SEWER MANHOLES WITHIN THE PROJECT AREA.

CONTRACTOR TO PROVIDE AIR PRESSURE TESTING OF SEWER MAINS IN ACCORDANCE WITH PIPE MANUFACTURERS RECOMMENDATIONS AND SALT LAKE CITY PUBLIC UTILITIES REQUIREMENTS. ALL PVC SEWER MAIN AND LATERAL TESTING SHALL BE IN ACCORDANCE WITH UNI-BELL UN-B-6-98 RECOMMENDED PRACTICE FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE. CONTRACTOR SHALL PROVIDE SEWER LATERAL WATER TESTING AS REQUIRED BY THE SALT LAKE CITY PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. A MINIMUM OF 9-FEET OF HEAD PRESSURE IS REQUIRED AS MEASURED VERTICALLY FROM THE HIGH POINT OF THE PIPELINE AND AT OTHER LOCATIONS ALONG THE PIPELINE AS DETERMINED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. TESTING TIME WILL BE NO LESS THAN AS SPECIFIED FOR THE AIR TEST DURATION IN TABLE I ON PAGE 12 OF UNI-B-6-98. ALL PIPES SUBJECT TO WATER TESTING SHALL BE FULLY VISIBLE TO THE INSPECTOR DURING TESTING. TESTING MUST BE PERFORMED IN THE PRESENCE OF A SLC PUBLIC UTILITIES REPRESENTATIVE. ALL VISIBLE LEAKAGE MUST BE REPAIRED TO THE SATISFACTION OF THE SLC PUBLIC UTILITIES ENGINEER OR INSPECTOR.

K. WATER AND FIRE MAIN AND SERVICE CONSTRUCTION REQUIREMENTS -
SLC PUBLIC UTILITIES MUST APPROVE ALL FIRE AND WATER SERVICE CONNECTIONS. A MINIMUM 3-FOOT SEPARATION IS REQUIRED BETWEEN ALL WATER AND FIRE SERVICE TAPS INTO THE MAIN. ALL CONNECTIONS MUST BE MADE MEETING SLC PUBLIC UTILITIES REQUIREMENTS. A 5-FOOT MINIMUM BURY DEPTH (FINAL GRADE TO TOP OF PIPE) IS REQUIRED ON ALL WATER/FIRE LINES UNLESS OTHERWISE APPROVED BY PUBLIC UTILITIES. WATER LINE THRUST BLOCK AND RESTRAINTS ARE AS PER SLC APPROVED DETAIL DRAWINGS AND SPECIFICATIONS. ALL EXPOSED NUTS AND BOLTS WILL BE COATED WITH CHEVRON FM1 GREASE PLUS MINIMUM 8 MIL THICKNESS PLASTIC. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS FOR HIGH GROUNDWATER/ SATURATED CONDITIONS AT FLANGE FITTINGS, ETC.

ALL WATERLINES INSTALLATIONS AND TESTING TO BE IN ACCORDANCE WITH AWWA SECTIONS C600, C601, C651, C206, C200, C900, C303 AWWA MANUAL M11 AND ALL OTHER APPLICABLE AWWA, UPWS, ASTM AND ANSI SPECIFICATIONS RELEVANT TO THE INSTALLATION AND COMPLETION OF THE PROJECT. AMENDMENT TO SECTION C600 SECTION 4.1.1; DOCUMENT TO READ MINIMUM TEST PRESSURE SHALL NOT BE LESS THAN 200 P.S.I. GAUGED TO A HIGH POINT OF THE

PIPELINE BEING TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM OPERATING PRESSURE.

CONTRACTOR IS TO INSTALL WATER SERVICE LINES, METER YOKES AND/OR ASSEMBLIES AND METER BOXES WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE PUBLIC UTILITIES DETAIL DRAWINGS. METER BOXES ARE TO BE PLACED IN THE PARK STRIPS PERPENDICULAR TO THE WATERMAIN SERVICE TAP CONNECTION. ALL WATER METERS, CATCH BASINS, CLEANOUT BOXES, MANHOLES, DOUBLE CHECK VALVE DETECTOR ASSEMBLIES, REDUCED PRESSURE DETECTOR ASSEMBLIES AND BACKFLOW PREVENTION DEVICES MUST BE LOCATED OUTSIDE OF ALL APPROACHES, DRIVEWAYS, PEDESTRIAN WALKWAYS AND OTHER TRAVELED WAYS UNLESS OTHERWISE APPROVED ON PLANS.

BACKFLOW PREVENTORS ARE REQUIRED ON ALL IRRIGATION AND FIRE SPRINKLING TAPS PER PUBLIC UTILITIES AND SLC FIRE DEPARTMENT REQUIREMENTS. CONTRACTORS SHALL INSTALL BACKFLOW PREVENTION DEVICES ON FIRE SPRINKLER CONNECTIONS. DOUBLE CHECK VALVE ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE VALVES SHALL BE INSTALLED ON CLASS 4 SYSTEMS. ALL FIRE SPRINKLING BACKFLOW ASSEMBLIES SHALL CONFORM TO ASSE STANDARD 1048, 1013, 1047 AND 1015. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER SALT LAKE CITY STANDARDS AND SUBMIT RESULTS TO PUBLIC UTILITIES. ALL TESTS MUST BE PERFORMED AND SUBMITTED TO PUBLIC UTILITIES WITHIN 10 DAYS OF INSTALLATION OR WATER TURN-ON. BACKFLOW TEST FORMS ARE AVAILABLE AT PUBLIC UTILITIES' CONTRACTS AND AGREEMENTS OFFICE.

L.GENERAL WATER, SEWER AND STORM DRAIN REQUIREMENTS -
ALL WATER, FIRE AND SEWER SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND FIRE SERVICES MUST BE KILLED AT THE MAIN AND SEWER LATERALS CAPPED AT THE SEWER MAIN PER PUBLIC UTILITIES REQUIREMENTS. ALLOWABLE SERVICES TO BE KEPT WILL BE AS DETERMINED BY THE PUBLIC UTILITIES PROJECT ENGINEER. ALL WATER AND FIRE SERVICE KILLS AND SEWER LATERAL CAPS ARE TO BE KILLED AND CAPPED AS DETERMINED AND VISUALLY VERIFIED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.

ALL MANHOLES, HYDRANTS, VALVES, CLEAN-OUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER PUBLIC UTILITIES STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS AND VALVES PER PUBLIC UTILITIES STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED AS REQUIRED BY THE PUBLIC UTILITIES INSPECTOR. ALL MANHOLE, CLEANOUT BOX OR CATCH BASIN DISCONNECTIONS MUST BE REPAIRED AND GROUTED AS REQUIRED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.

CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION. UTILITY TRENCHING, BACKFILL, AND PIPE ZONE AS PER SLC PUBLIC UTILITIES, "UTILITY INSTALLATION DETAIL."

M. STREETLIGHTS
ALL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE MOST CURRENT SALT LAKE CITY STANDARDS AND N.E.C. (NATIONAL ELECTRICAL CODE). A STREET LIGHTING PLAN SHOWING WIRING LOCATION, WIRING TYPE, VOLTAGE, POWER SOURCE LOCATION, CONDUIT SIZE AND LOCATION SHALL BE SUBMITTED TO SALT LAKE CITY AND BE APPROVED PRIOR TO CONSTRUCTION. NO DEVIATION OF STREETLIGHT, PULL BOXES, CONDUITS, AND ETC. LOCATIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL FROM THE STREIGHT LIGHTING PROGRAM MANGER OR HIS/HER REPRESENTATIVE.

STREETLIGHT POLES SHALL NOT BE INSTALLED WITHIN 5 FEET OF A FIRE HYDRANT. THE LOCATION SHALL BE SUCH THAT IT DOES NOT HINDER THE OPERATION OF THE FIRE HYDRANT AND WATER LINE OPERATION VALVES.

STREETLIGHTS AND STREETLIGHT POLES SHALL NOT BE INSTALLED WITHIN 5 FEET FROM ANY TREE, UNLESS WRITTEN APPROVAL IS RECEIVED FROM THE STREET LIGHTING PROGRAM MANAGER. BRANCHES MAY NEED TO BE PRUNED AS DETERMINED BY THE INSPECTOR IN THE FIELD AT THE TIME OF INSTALLATION.

STREETLIGHTS SHALL NOT BE INSTALLED WITHIN 5 FEET FROM THE EDGE OF ANY DRIVEWAY

ANTI-SEIZE LUBRICANT SHALL BE USED ON ALL COVER BOLTS AND GROUND BOX BOLTS.

ALL EXISTING STREET LIGHTING SHALL REMAIN OPERATIONAL DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE STREET LIGHTING PROGRAM MANAGER.

IF APPROVED PLANS REQUIRE REMOVAL OF STREETLIGHT POLES DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE POLES WHILE THEY ARE DOWN. THE POLES SHALL BE STORED IN A SECURE LOCATION AND RAIED OFF THE GROUND. PICTURES SHALL BE TAKEN BEFORE THE POLES ARE REMOVED TO DOCUMENT THE CONDITION OF THE POLES BEFORE THEY WERE REMOVED. PICTURES SHALL BE SENT TO THE CITY. CONTRACTOR SHALL ENSURE THE POLES ARE IN SIMILAR CONDITION WHEN RESTORED TO THEIR ORIGINAL LOATIONS

IF THE APPROVED PLANS REQUIRE PERMANENT REMOVAL OF STREETLIGHT POLES THE CONTRACTOR SHALL COORDINATE SALVAGE AND/OR DISPOSAL OF POLES, FIXTURES, AND LIGHTS WITH THE STREET LIGHTING PROGRAM MANAGER.

ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC. SHALL LEAVE A MINIMUM OF EIGHTEEN (18) INCHES TO THE FACE OF THE STREETLIGHT POLE ON ALL SIDES.

ALL SERVICE POINTS SHALL BE COORDINATED WITH ROCKY MOUNTAIN POWER AND WHENEVER POSSIBLE BE LOCATED NEAR THE CENTER OF THE CIRCUIT. SERVICE POINTS SHALL BE SHOWN ON THE PLANS WITH A SCHEMATIC FROM ROCKY MOUNTAIN POWER. POLE LOCATIONS AS SHOWN ON THE APPROVED PLANS MAY BE ADJUSTED IN THE FIELD BY THE STREET LIGHTING PROGRAM MANAGER AT THE TIME OF INSTALLATION AT NO ADDITIONAL COST TO THE CITY.

IT SHALL BE REQUIRED THAT IN THE ABSENCE OF AN EXISTING WORKABLE CIRCUIT TO ATTACH TO, THAT ALL INSTALLATIONS SHALL REQUIRE A NEW SERVICE FOR OPERATION OF THE CIRCUITS. IN THIS CASE THE DEVELOPER AND OR HIS ENGINEER SHALL CONTACT ROCKY MOUNTAIN POWER FOR INSTALLATION OF NEW SERVICE.

WHENEVER THERE IS AN OVERHEAD UTILITY THAT MAY CONFLICT WITH THE INSTALLATION FO THE STREETLIGHT CIRCUITS AND/OR STREETLIGHT POLES, THOSE CONFLICTS MUST BE RESOLVED BETWEEN THE DEVELOPER AND THE UTILITIES INVOLVED BEFORE THE STREETLIGHT BASES ARE CONSTRUCTED AT NO EXPENSE TO THE CITY OR ROCKY MOUNTAIN POWER. THE RESOLUTION MUST BE APPROVED BY THE CITY AND ROCKY MOUNTAIN POWER.

DRAWING TITLE

SCLPU NOTES

CLIENT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

REVISIONS:

REV #	DESCRIPTION	DATE
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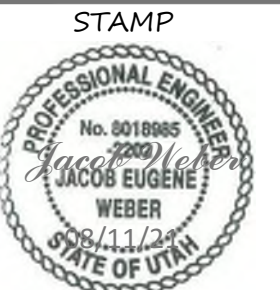


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PROJECT NO.
W-20-36

DATE
11/16/21

DRAWN BY: JACOB WEBER, P.E.

CHD BY:

SHEET NUMBER
C-02



CHICAGO STREET TOWNHOMES

DRAWING TITLE

DEMO PLAN

CLIENT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

1. INSTALL WATER AND SANITARY SEWER IMPROVEMENTS TO SALT LAKE CITY PUBLIC UTILITY STANDARDS.
2. MAINTAIN A MINIMUM 10' DISTANCE BETWEEN WATER AND SANITARY SEWER LINES.
3. MINIMUM 18" OF CLEARANCE IS REQUIRED WHERE SEWER AND WATER CROSS.
4. MINIMUM 12" OF CLEARANCE IS REQUIRED WHERE CROSSING EXISTING GAS LINE.
5. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW UTILITY LINES.
6. FOUR FEET OF COVER REQUIRED OVER ALL WATER LINES.
7. CONTRACTOR RESPONSIBLE FOR OBTAINING SALT LAKE CITY PUBLIC UTILITY STANDARD PRACTICES AND APWA 2017 SPECIFICATIONS AND CONSTRUCTION STANDARDS.
8. CONTRACTORS RESPONSIBILITY TO OBTAIN AND FOLLOW THE SOILS REPORT AND ITS RECOMMENDATIONS.
9. CONTRACTOR RESPONSIBILITY TO VERIFY CIVIL SITE PLAN AND BUILDING DIMENSIONS MATCH BUILDING PLANS BEFORE STARTING CONSTRUCTION.
10. ALL UTILITY LINES SHALL BE BACKFILLED AND TRENCHED ACCORDING SALT LAKE PUBLIC UTILITIES STANDARD PRACTICE #1.
11. ALL STORM DRAIN PIPING TO BE CUT FLUSH WITH INSIDE WALL OF DRAINAGE INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
12. CONTRACTOR TO REPLACE ANY AREAS AROUND CONSTRUCTION SITE THAT IS DAMAGED DURING CONSTRUCTION.
13. THERE SHALL BE NO CHANGES TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD AND RE-SUBMITTAL OF THE PROPOSED CHANGES TO SALT LAKE COUNTY FOR REVIEW AND APPROVAL. INCORPORATE THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
14. LOCATION (HORIZONTAL AND VERTICAL) OF UNDERGROUND UTILITIES SHALL BE UNCOVERED BY THE CONTRACTOR AT THE BEGINNING OF THE PROJECT TO SEE IF THEY IMPACT THE DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ON THE SITE AT ALL TIMES AND SHALL OBTAIN THE NECESSARY PERMITS TO ACCOMPLISH THE JOB.
15. CALL BLUE STAKES BEFORE YOU DIG
16. CONTRACTOR SHALL CONTACT SALT LAKE PUBLIC UTILITIES TO SIGN AND OBTAIN UTILITY WORK ORDERS AND SCHEDULE INSPECTIONS. (801)-483-6727

REVISIONS:

REV #	DESCRIPTION	DATE



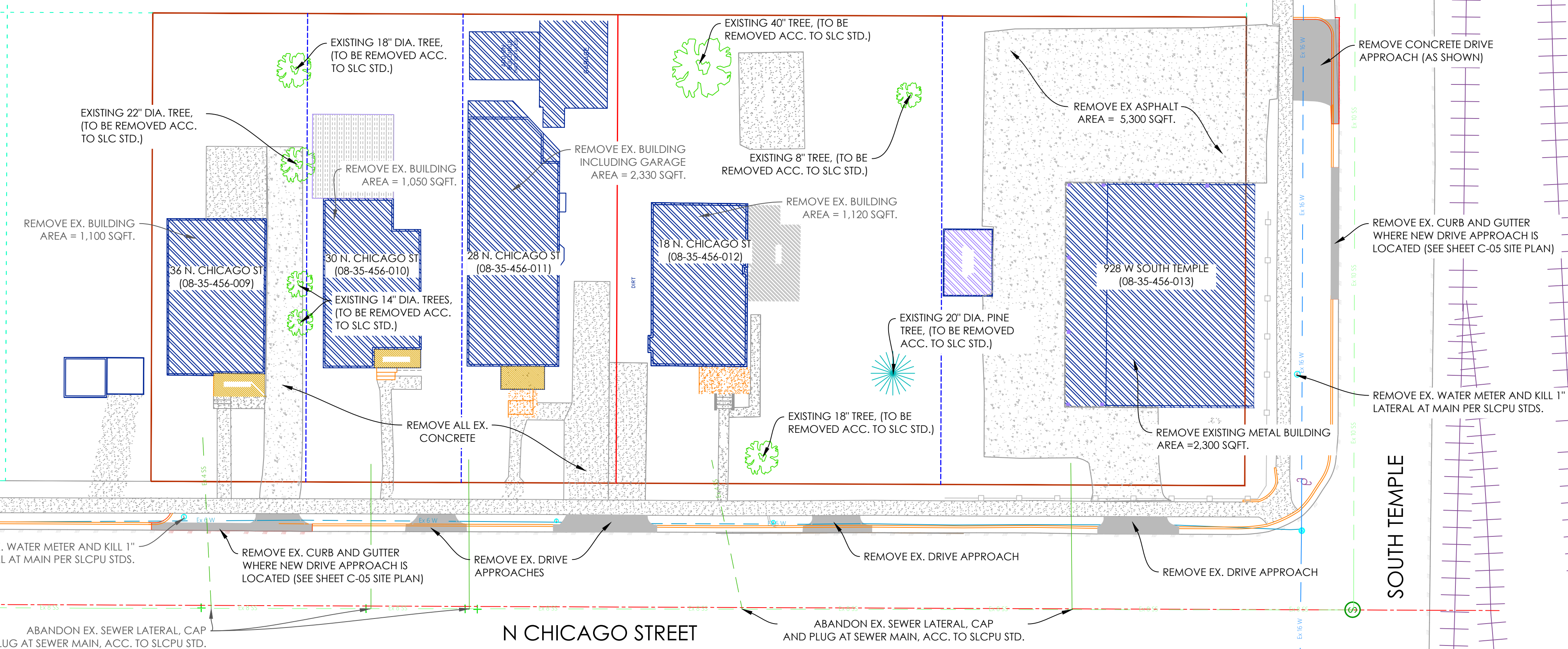
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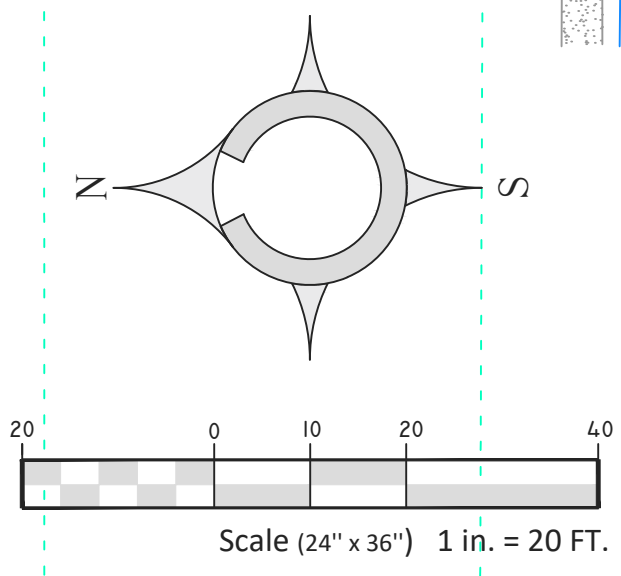
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	W-20-36
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	DRAWN BY: JACOB WEBER, P.E.
CHD BY:	
	SHEET NUMBER
	C-03



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CHICAGO STREET TOWNHOMES

DRAWING TITLE

SITE PLAN

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

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TOWNHOMES
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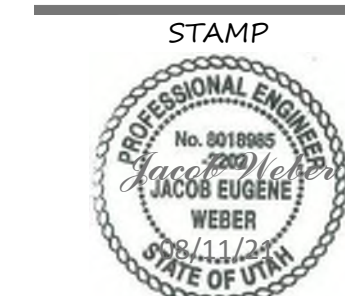


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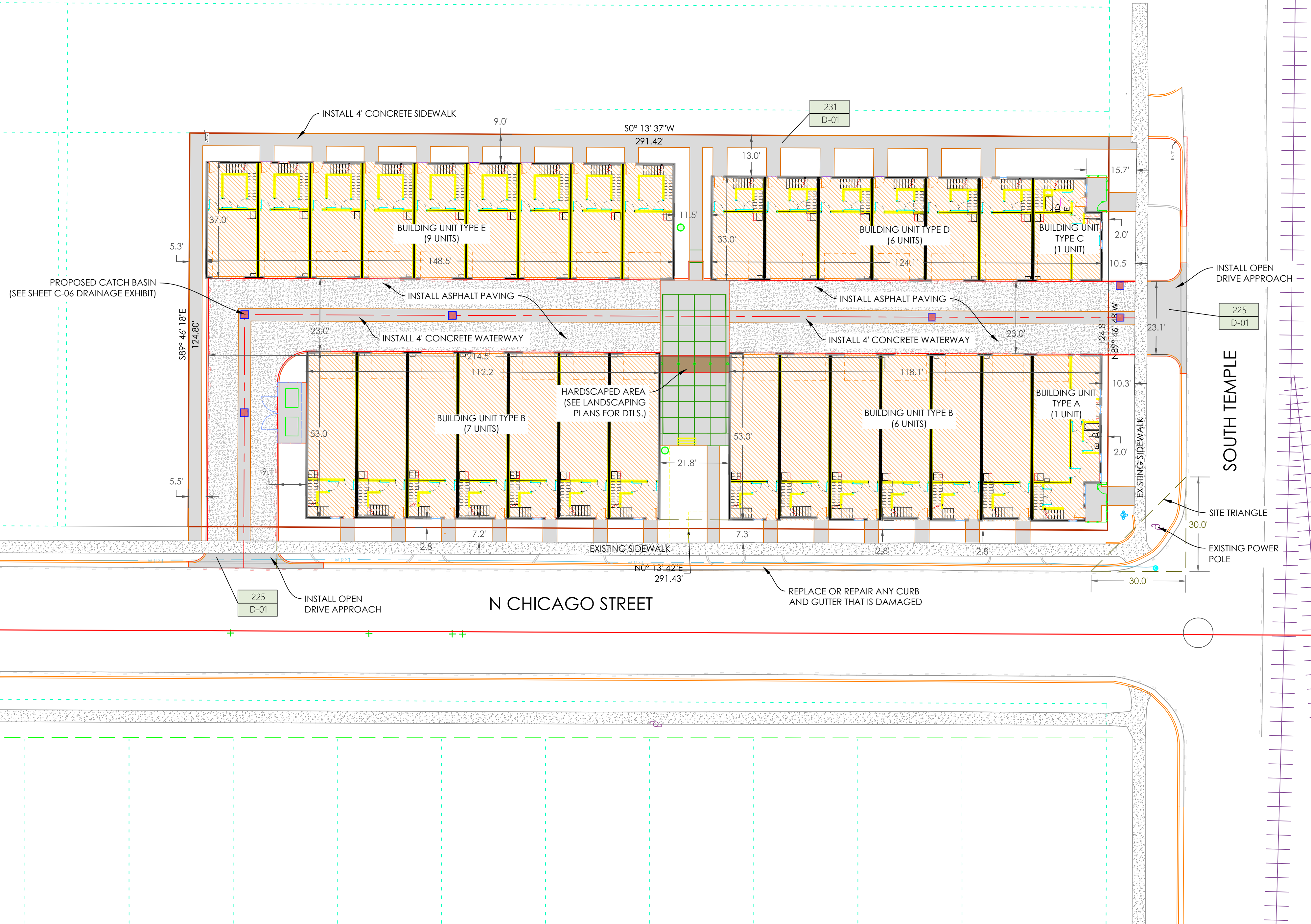
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CHKD BY:
SHEET NUMBER
C-04



DETAILS

205 CURB AND GUTTER

D-01

231 SIDEWALK

D-01

206 CURB AND GUTTER CONNECTION

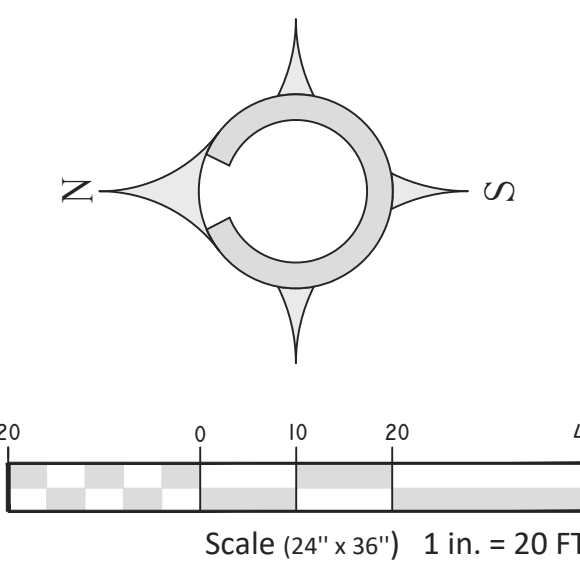
D-01

225 OPEN DRIVEWAY APPROACH

D-01

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LEGEND

- PROPERTY BOUNDARY
- PROPERTY SETBACK
- EXISTING ROADWAY/ EDGE OF PAVEMENT
- EXISTING BUILDING (TO REMAIN)
- PROPOSED EDGE OF ASPHALT
- PROPOSED NEW WAREHOUSE ADDITION
- EXISTING SIDEWALK / CURB GUTTER
- PROPOSED ASPHALT PAVING
- PROPOSED CONCRETE
- PROPOSED LANDSCAPING
- PROPOSED FIRE HYDRANT



CHICAGO STREET TOWNHOMES

DRAWING TITLE

UTILITY PLAN

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

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- THERE SHALL BE NO CHANGES TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD AND RE-SUBMITAL OF THE PROPOSED CHANGES TO SALT LAKE COUNTY FOR REVIEW AND APPROVAL. INCORPORATE THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
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- CALL BLUE STAKES BEFORE YOU DIG
- CONTRACTOR SHALL CONTACT SALT LAKE PUBLIC UTILITIES TO SIGN AND OBTAIN UTILITY WORK ORDERS AND SCHEDULE INSPECTIONS. (801)-483-6727

REVISIONS:

REV #	DESCRIPTION	DATE

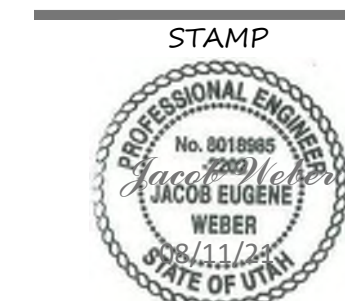


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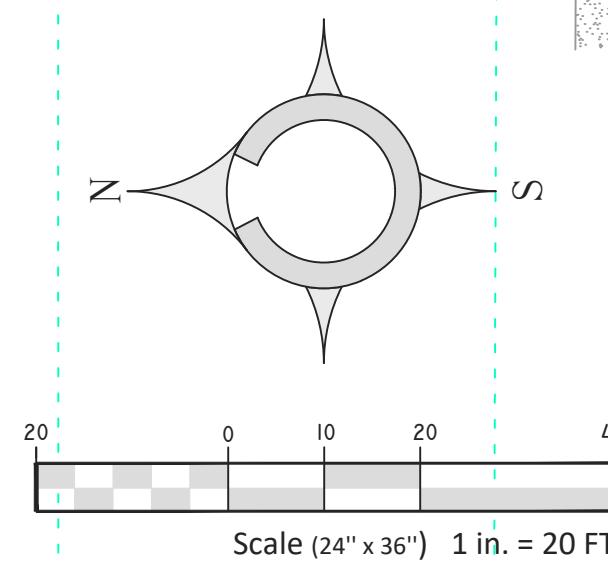
PROJECT NO.
W-20-36
DATE
11/16/21
DRAWN BY: JACOB WEBER, P.E.
CHKD BY:
SHEET NUMBER
C-05

DETAILS

- 523
D-02 3 inch WATER METER
- 431
D-02 SEWER LATERAL CONNECTION
- 511
D-02 FIRE HYDRANT WITH VALVE

LEGEND

- 4" SS — PROPOSED 4" SEWER LATERAL
- 6" SS — PROPOSED 6" SANITARY SEWER LINE
- ⊙ SANITARY SEWER CLEANOUTS
- - - 4" Ex 4" SS - - - EXISTING 4" SEWER LATERAL
- - - 10" Ex 10" SS - - - EXISTING 10" SANITARY SEWER LINE
- - - 12" Ex 12" SS - - - EXISTING 12" SANITARY SEWER LINE
- - - 8" Ex 8" W - - - EXISTING 8" WATERLINE
- - - 6" Ex 6" W - - - EXISTING 6" WATERLINE
- - - 1" W - - - EXISTING LATERAL
- ⊙ EXISTING WATER METER
- ⊙ PROPOSED FIRE HYDRANT
- - - 1" W - - - PROPOSED WATER LATERAL
- - - 3" PR - - - PROPOSED 3" SCHEDULE 40 PVC



CHICAGO STREET TOWNHOMES

DRAWING TITLE

GRADING AND DRAINAGE PLAN

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

1. INSTALL WATER AND SANITARY SEWER IMPROVEMENTS TO SALT LAKE CITY PUBLIC UTILITY STANDARDS.
2. MAINTAIN A MINIMUM 10' DISTANCE BETWEEN WATER AND SANITARY SEWER LINES.
3. MINIMUM 18" OF CLEARANCE IS REQUIRED WHERE SEWER AND WATER CROSS.
4. MINIMUM 12" OF CLEARANCE IS REQUIRED WHERE CROSSING EXISTING GAS LINE.
5. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW UTILITY LINES.
6. FOUR FEET OF COVER REQUIRED OVER ALL WATER LINES.
7. CONTRACTOR RESPONSIBLE FOR OBTAINING SALT LAKE CITY PUBLIC UTILITY STANDARD PRACTICES AND APWA 2017 SPECIFICATIONS AND CONSTRUCTION STANDARDS.
8. CONTRACTORS RESPONSIBILITY TO OBTAIN AND FOLLOW THE SOILS REPORT AND ITS RECOMMENDATIONS.
9. CONTRACTOR RESPONSIBILITY TO VERIFY CIVIL SITE PLAN AND BUILDING DIMENSIONS MATCH BUILDING PLANS BEFORE STARTING CONSTRUCTION.
10. ALL UTILITY LINES SHALL BE BACKFILLED AND TRENCHED ACCORDING SALT LAKE PUBLIC UTILITIES STANDARD PRACTICE #1.
11. ALL STORM DRAIN PIPING TO BE CUT FLUSH WITH INSIDE WALL OF DRAINAGE INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
12. CONTRACTOR TO REPLACE ANY AREAS AROUND CONSTRUCTION SITE THAT IS DAMAGED DURING CONSTRUCTION.
13. THERE SHALL BE NO CHANGES TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD AND RE-SUBMITAL OF THE PROPOSED CHANGES TO SALT LAKE COUNTY FOR REVIEW AND APPROVAL. INCORPORATE THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
14. LOCATION (HORIZONTAL AND VERTICAL) OF UNDERGROUND UTILITIES SHALL BE UNCOVERED BY THE CONTRACTOR AT THE BEGINNING OF THE PROJECT TO SEE IF THEY IMPACT THE DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ON THE SITE AT ALL TIMES AND SHALL OBTAIN THE NECESSARY PERMITS TO ACCOMPLISH THE JOB.
15. CALL BLUE STAKES BEFORE YOU DIG
16. CONTRACTOR SHALL CONTACT SALT LAKE PUBLIC UTILITIES TO SIGN AND OBTAIN UTILITY WORK ORDERS AND SCHEDULE INSPECTIONS. (801)-483-6727

REVISIONS:

REV #	DESCRIPTION	DATE

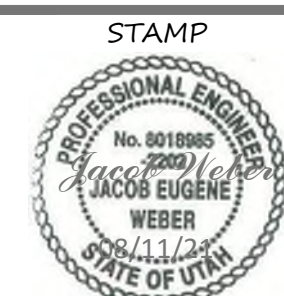


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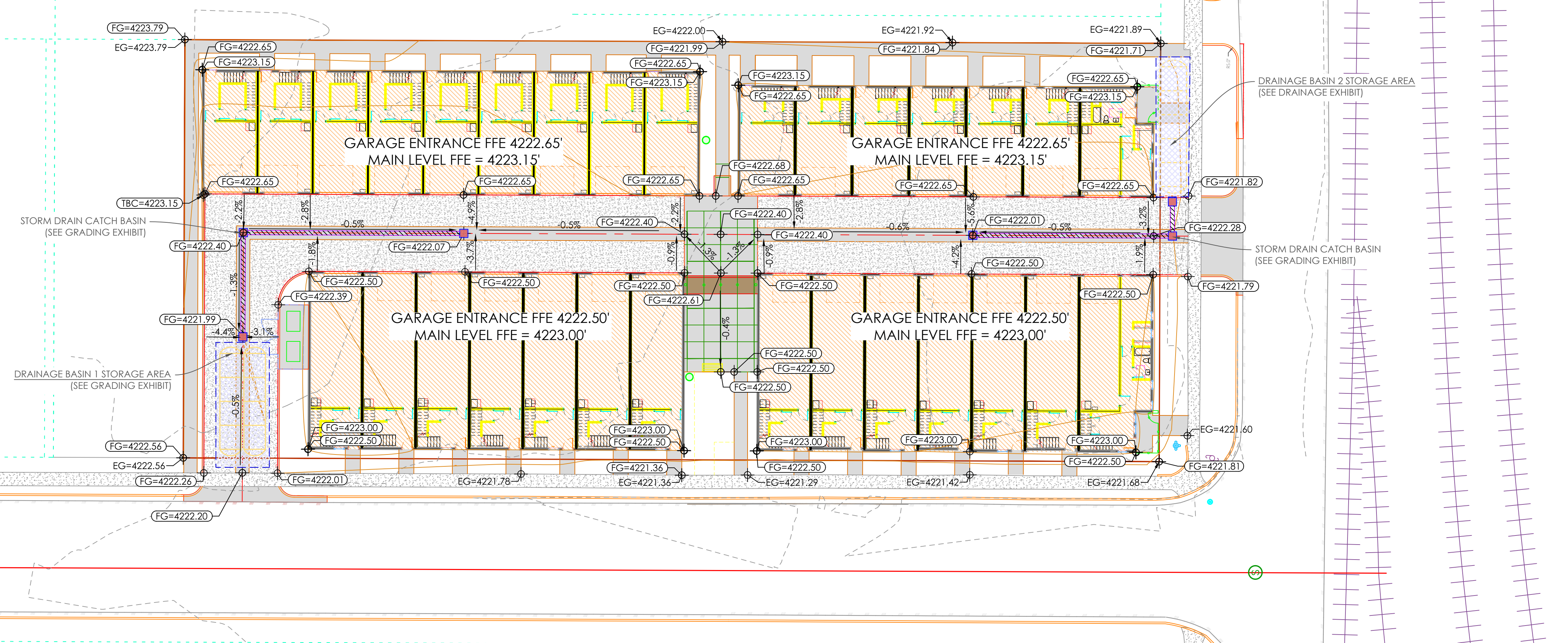
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PROJECT NO.
W-20-36
DATE
11/16/21
DRAWN BY: JACOB WEBER, P.E.
CHKD BY:
SHEET NUMBER
C-06

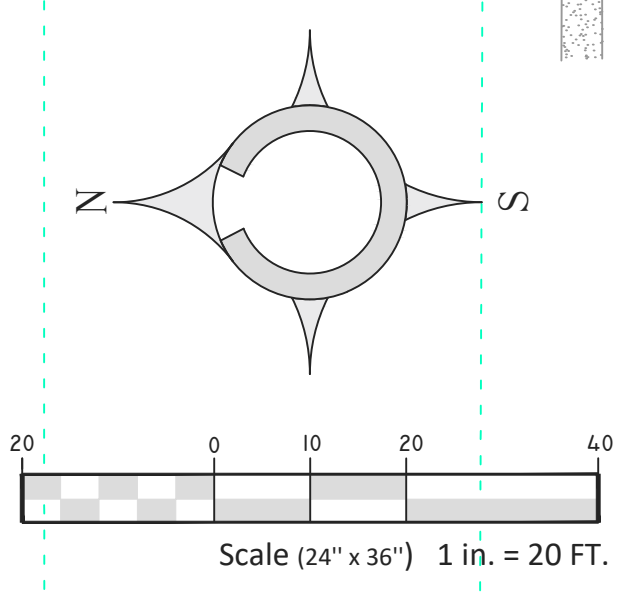


LEGEND

- - - 4253 - - - EXISTING MAJOR CONTOURS (5')
- - - 4254 - - - EXISTING MINOR CONTOURS (1')
- 4250 — PROPOSED MAJOR CONTOUR (5')
- 4253 — PROPOSED MINOR CONTOUR (1')
- EDGE OF PROPOSED ASPHALT
- PROPOSED DRAINAGE SWALE
- 2.0% PROPOSED SLOPE
- (FG=4492.50) PROPOSED FINISHED GRADE
- ⊕ EG=4490.60 EXISTING GRADE

GRADING NOTE:

PRIOR TO CONSTRUCTION, CONTRACTOR MUST VERIFY GRADES AT THE SITE. THE ORIGINAL SURVEY WAS COMPLETED BY OTHERS AND THEREFORE DISCREPANCIES MAY BE PRESENT. SITE CONDITIONS HAVE ALSO CHANGED SINCE THE SURVEY WAS COMPLETED.



CHICAGO STREET TOWNHOMES

DRAWING TITLE

DRAINAGE EXHIBIT

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

- INSTALL WATER AND SANITARY SEWER IMPROVEMENTS TO SALT LAKE CITY PUBLIC UTILITY STANDARDS.
- MAINTAIN A MINIMUM 10' DISTANCE BETWEEN WATER AND SANITARY SEWER LINES.
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REVISIONS:

REV #	DESCRIPTION	DATE

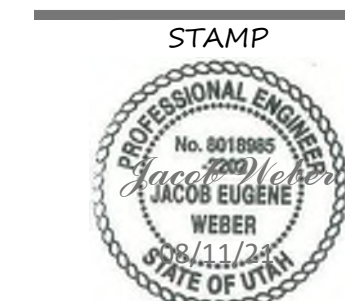


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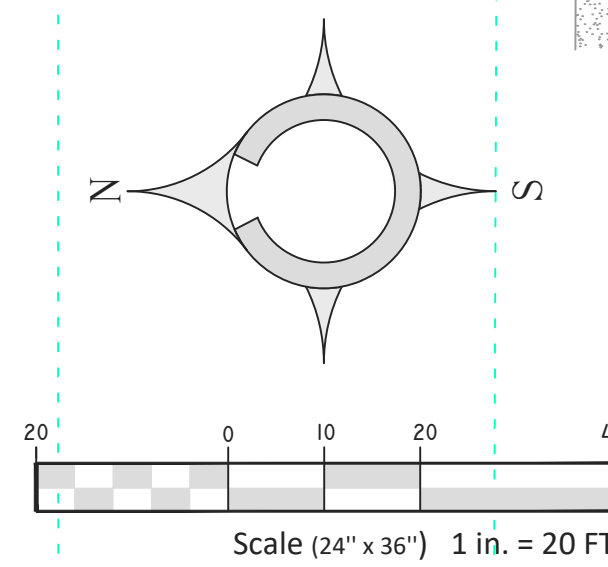
PROJECT NO.
W-20-36
DATE
11/16/21
DRAWN BY: JACOB WEBER, P.E.
CHKD BY:
SHEET NUMBER
C-07

LEGEND

	EXISTING MAJOR CONTOURS (5')
	EXISTING MINOR CONTOURS (1')
	PROPOSED MAJOR CONTOUR (5')
	PROPOSED MINOR CONTOUR (1')
	EDGE OF PROPOSED ASPHALT
	PROPOSED DRAINAGE SWALE
	PROPOSED SLOPE
	PROPOSED FINISHED GRADE
	EXISTING GRADE

GRADING NOTE:

PRIOR TO CONSTRUCTION, CONTRACTOR MUST VERIFY GRADES AT THE SITE. THE ORIGINAL SURVEY WAS COMPLETED BY OTHERS AND THEREFORE DISCREPANCIES MAY BE PRESENT. SITE CONDITIONS HAVE ALSO CHANGED SINCE THE SURVEY WAS COMPLETED.



DRAINAGE BASIN 1 STORAGE AREA
PROPOSED UNDERGROUND DETENTION
RAINFALL RUNOFF = 1,960 CUFT.
PROVIDED STORAGE VOL. = 2,000 CUFT.
(USING FARMER'S FLETCHERS 3-HR STORM
ACCORDING TO SLC STANDARDS)

INSTALL 2' X 2' CB1A
RIM:4221.99
SUMP:4218.51
INV IN:4218.51 15"

65.85' of 15" RCP @ 0.50%

INSTALL 2' X 2' CB3A
RIM:4222.07
SUMP:4419.00
INV OUT:4419.00 15"

31.11' of 15" RCP @ 0.50%

DRAINAGE BASIN 1
AREA = 20,000 SQFT.
0.459 ACRES

INSTALL 2' X 2' CB4A
RIM:4222.03
SUMP:4219.00
INV OUT:4219.00 15"

59.41' of 15" RCP @ 0.50%

DRAINAGE BASIN 2
AREA = 16,375 SQFT.
0.376 ACRES

INSTALL 2' X 2' CB 6A
RIM:4222.18
SUMP:4218.65
INV IN:4218.65 15"

DRAINAGE BASIN 2 STORAGE AREA
PROPOSED UNDERGROUND DETENTION
RAINFALL RUNOFF = 1,595 CUFT.
PROVIDED STORAGE VOL. = 1,700 CUFT.
(USING FARMER'S FLETCHERS 3-HR STORM
ACCORDING TO SLC STANDARDS)

INSTALL 2' X 2' CB5A
RIM:4222.02
SUMP:4218.70
INV IN:4218.70 15"
INV OUT:4218.70 15"

10.21' of 15" RCP @ 0.50%

DRAINAGE BASIN BOUNDARY



DETAILS

CLEAR

LA JOLLA PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET TOWNHOMES SALT LAKE CITY, UT

GENERAL

205 CURB AND GUTTER
D-01

206 CURB AND GUTTER CONNECTION
D-01

222 SAW-CUT DRIVEWAY APPROACH
D-01

231 SIDEWALK
D-01

225 OPEN DRIVEWAY APPROACH
D-01

REVISIONS:

REV #	DESCRIPTION	DATE
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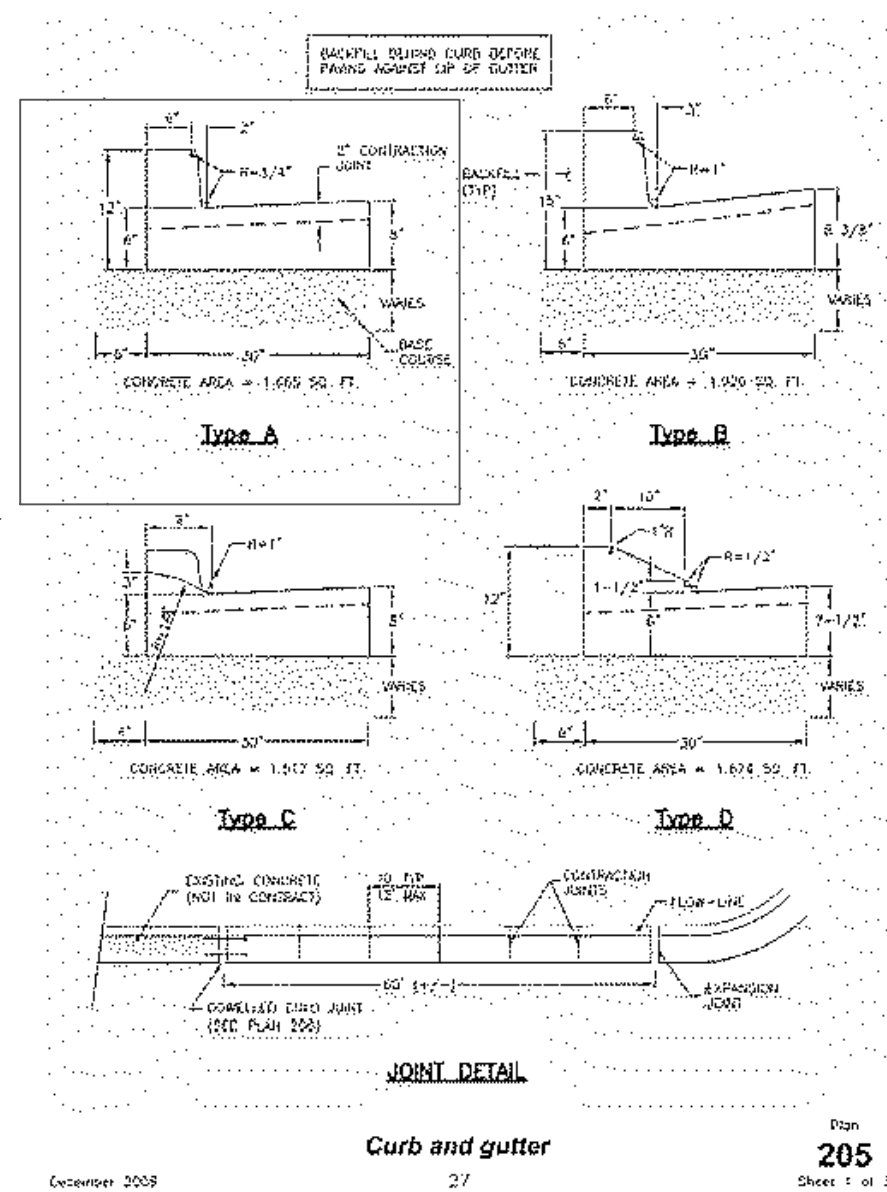
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STAMP
PROFESSIONAL ENGINEER
No. 001990
2009
JACOB EUGENE WEBER
STATE OF UTAH

PROJECT NO. W-20-36
DATE 11/16/21
DRAWN BY: JACOB WEBER, P.E.
CHKD BY:
SHEET NUMBER D-01

Curb and gutter

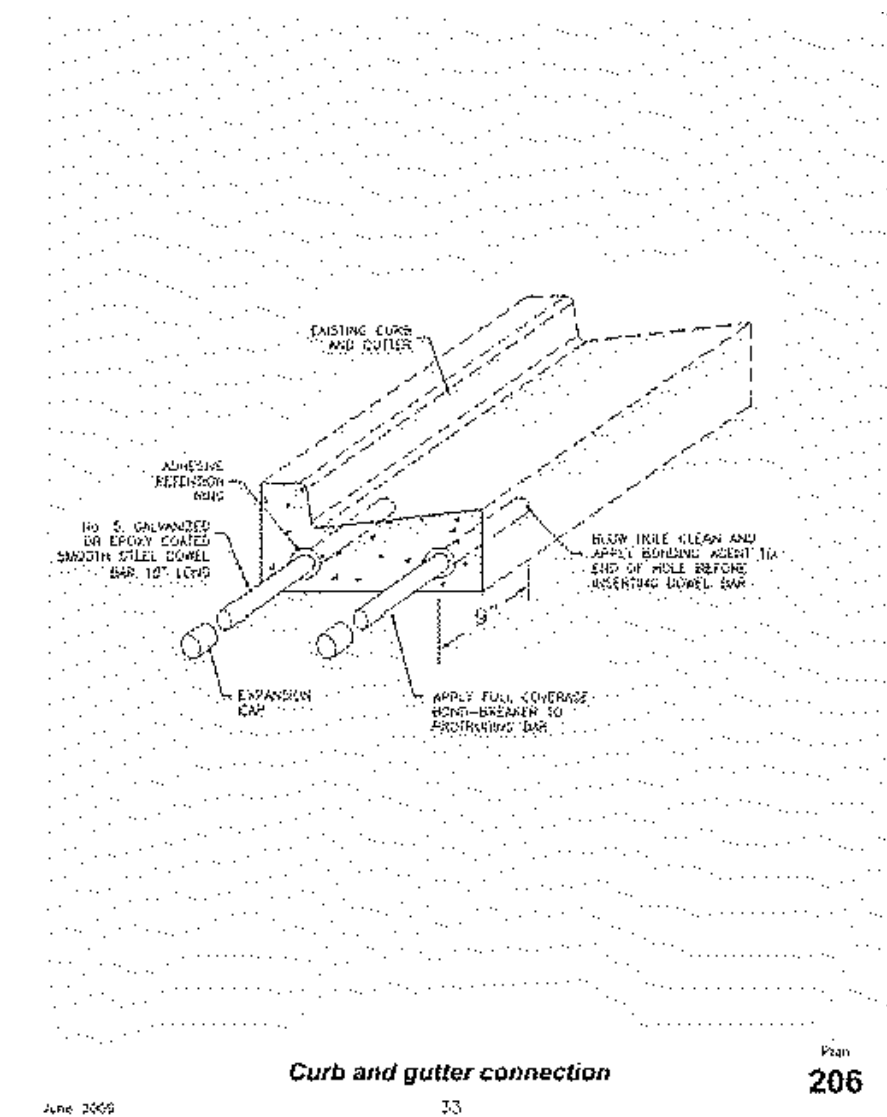
- 1. GENERAL**
 - A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER'S discretion.
 - B. Additional requirements are specified in APWA Section 32.16.13.
- 2. PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32.11.23. Do not use gravel as a base course without ENGINEER'S permission.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32.13.73.
 - C. Concrete: Class 4000, APWA Section 03.30.04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution, however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - D. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03.39.00.
- 3. EXECUTION**
 - A. Base Course Placement: APWA Section 32.05.10. Thickness is 6-inches if flow-line grade is 0.5 percent (or 0.005) or greater. If slope is less, provide 6-inches. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31.23.26.
 - B. Concrete Placement: APWA Section 03.30.10. Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install at start or end of a street intersection curb return. Expansion joints are not required in concrete placement using slip-form construction. Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Match joint location in adjacent Portland-cement concrete roadway pavement. Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
 - C. Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.



Curb and gutter
205
October 2008
27
SHEET 1 of 3

Curb and gutter connection

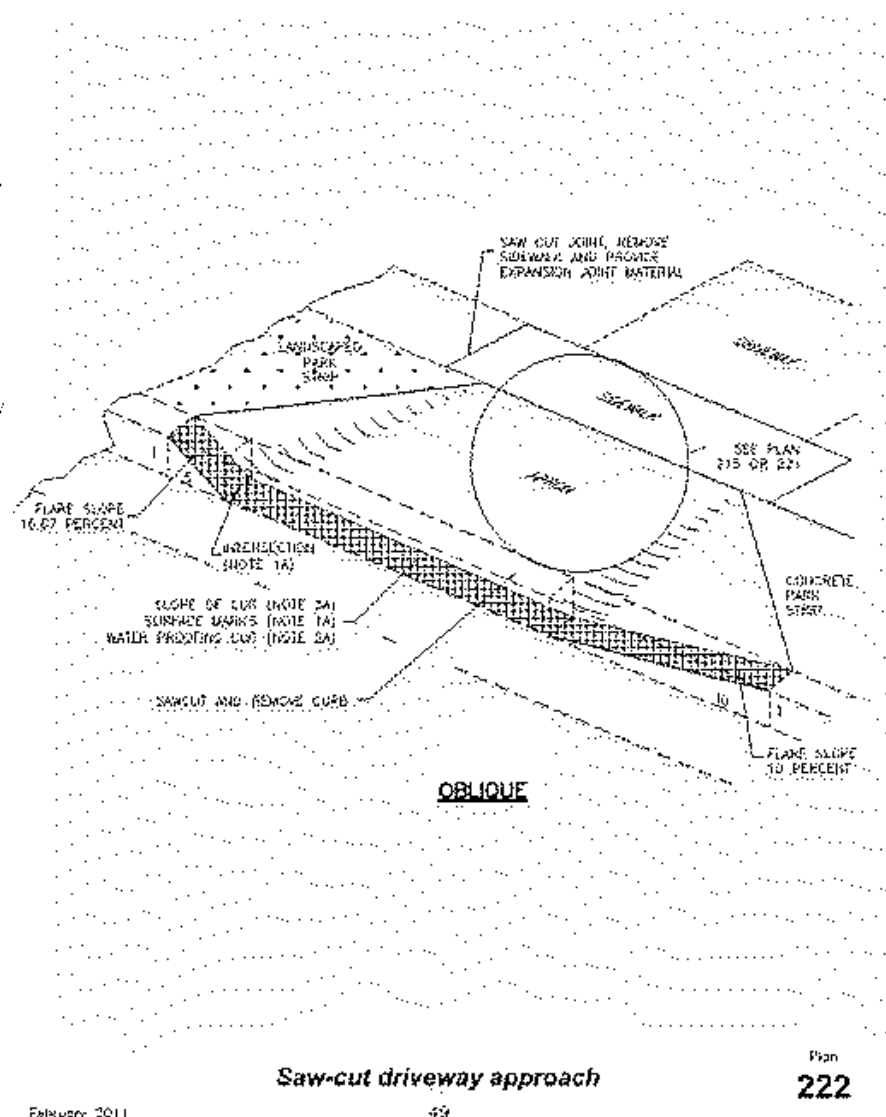
- 1. GENERAL**
 - A. Connect new curb and gutter to existing curb and gutter that has not been placed by CONTRACTOR.
- 2. PRODUCTS**
 - A. Reinforcement: Galvanized or epoxy coated, 60 ksi yield grade steel, ASTM A 615.
 - B. Adhesive: Epoxy adhesive grout, APWA Section 03.61.06.
 - C. Bond Breaker: Paraffin wax, bitumen grease, or other semi-solid, inert lubricant.
 - D. Expansion Cap: Plastic, with bar movement allowance of 1/2-inch.
- 3. EXECUTION**
 - A. Ensure drill rigs (or jigs) are set at mid-depth of the gutter and horizontal to the surface. Make hole size large enough to account for dowel bar and adhesive.
 - B. Clean holes and dowel bars of dirt, dust and particles. Ensure coating on bars have no surface defects.
 - C. Place bonding agent in the back of each hole so adhesive flows out around each bar fully encasing it. DO NOT apply adhesive to end of the bar and then insert the bar into the hole.
 - D. Insert dowels with at least one full turning motion and if necessary, place a ground retention disk on the dowel after insertion to contain adhesive.
 - E. Apply complete coverage of bond-breaker on the protruding end of each dowel.
 - F. Install expansion caps on protruding dowel bar ends.



Curb and gutter connection
206
June 2009
23

Saw-cut driveway approach

- 1. GENERAL**
 - A. The drawing shows sawing off and removing a curb for the construction of a new driveway approach. Additional requirements are specified in Plan 215 or Plan 221 for constructing driveway approach after curb is removed.
 - B. The slope of the right flare is required if a pedestrian access route abuts the curb. The slope of the left flare is required if a pedestrian access route DOES NOT abut the curb.
 - C. Variance from specified slopes must be acceptable to the ENGINEER.
- 2. PRODUCT**
 - A. Water repellent: Penetrating compound, APWA Section 07.19.00.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32.13.73.
- 3. EXECUTION**
 - A. At the apron, cut the curb off to the slope of the curb cut as measured perpendicular to the flow line is 16.67 percent (1:6). Unless specified otherwise, make the curb cut intersect the flow line.
 - B. At the flare, cut the curb off to the slope of curb cut as measured parallel to the flow line as follows:
 - 8.33 percent (1:12) if curb borders a surface used by pedestrians.
 - 16.67 percent (1:6) if curb does not border a surface used by pedestrians.
 - C. No over-cutting where cuts merge. Grid sawed surface so no blade marks remain.
 - D. Water proofing: Apply full coverage water repellent over cut concrete.
 - E. Expansion Joint: Vertical, full depth, with top of filler set flush with concrete surface.



Saw-cut driveway approach
222
February 2011
49

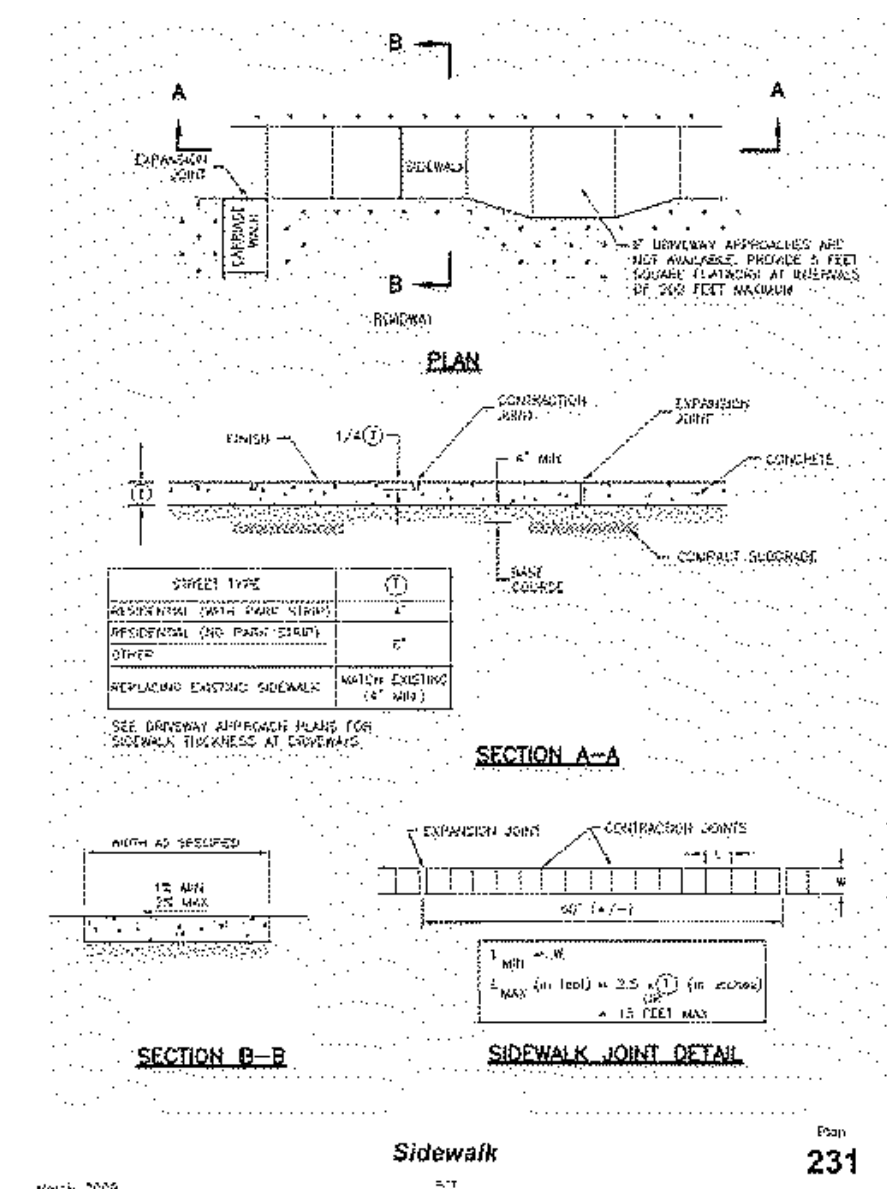
205 CURB AND GUTTER
D-01

206 CURB AND GUTTER CONNECTION
D-01

222 SAW-CUT DRIVEWAY APPROACH
D-01

Sidewalk

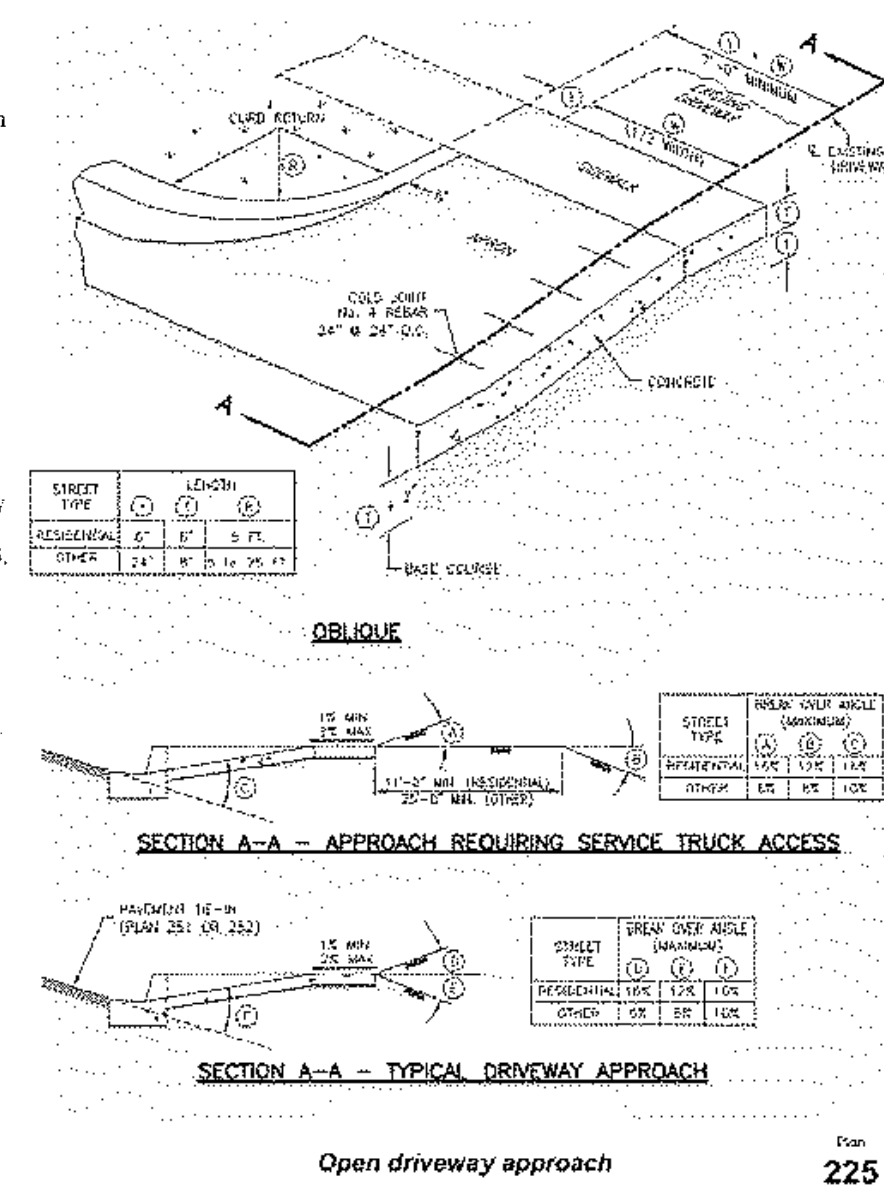
- 1. GENERAL**
 - A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER'S discretion.
 - B. Additional requirements are specified in APWA Section 32.16.13.
- 2. PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32.11.23. Do not use gravel as a base course without ENGINEER'S permission.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32.13.73.
 - C. Concrete: Class 4000, APWA Section 03.30.04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution, however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - D. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03.39.00.
- 3. EXECUTION**
 - A. Base Course Placement: APWA Section 32.05.10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31.23.26.
 - B. Concrete Placement: APWA Section 03.30.10. Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
 - C. Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.



Sidewalk
231
March 2009
57

Open driveway approach

- 1. GENERAL**
 - A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER'S discretion.
 - B. Field Changes to Slope Requirements: Grades may have a 6 percent change in slope over a 11 foot wheel base run for both crest or sag vertical curves. Where heavy truck, use and fire truck access applies, or to improve design speed, design grades should be cut in half. Specific uses or site conditions may require profile design submitted for review and acceptance.
 - C. Additional requirements are specified in APWA Section 32.16.13.
- 2. PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32.11.23. Do not use gravel as a base course without ENGINEER'S permission.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32.13.73.
 - C. Concrete: Class 4000, APWA Section 03.30.04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution, however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - D. Reinforcement: Galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A 615.
 - E. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03.39.00.
- 3. EXECUTION**
 - A. Base Course Placement: APWA Section 32.05.10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31.23.26.
 - B. Reinforcement: Not required if driveway apron is constructed without a cold joint.
 - C. Concrete Placement: APWA Section 03.30.10. Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
 - D. Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.



Open driveway approach
225
December 2009
51

231 SIDEWALK
D-01

225 OPEN DRIVEWAY APPROACH
D-01



DETAILS

CLEINT

LA JOLLA
PACIFIC INVESTMENTS

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

CHICAGO STREET
TOWNHOMES
SALT LAKE CITY, UT

GENERAL

523 3 inch WATER METER
D-02

431 SEWER LATERAL CONNECTION
D-02

511 FIRE HYDRANT WITH VALVE
D-02

REVISIONS:

REV #	DESCRIPTION	DATE



WEBER ENGINEERING
COLLECTIVE

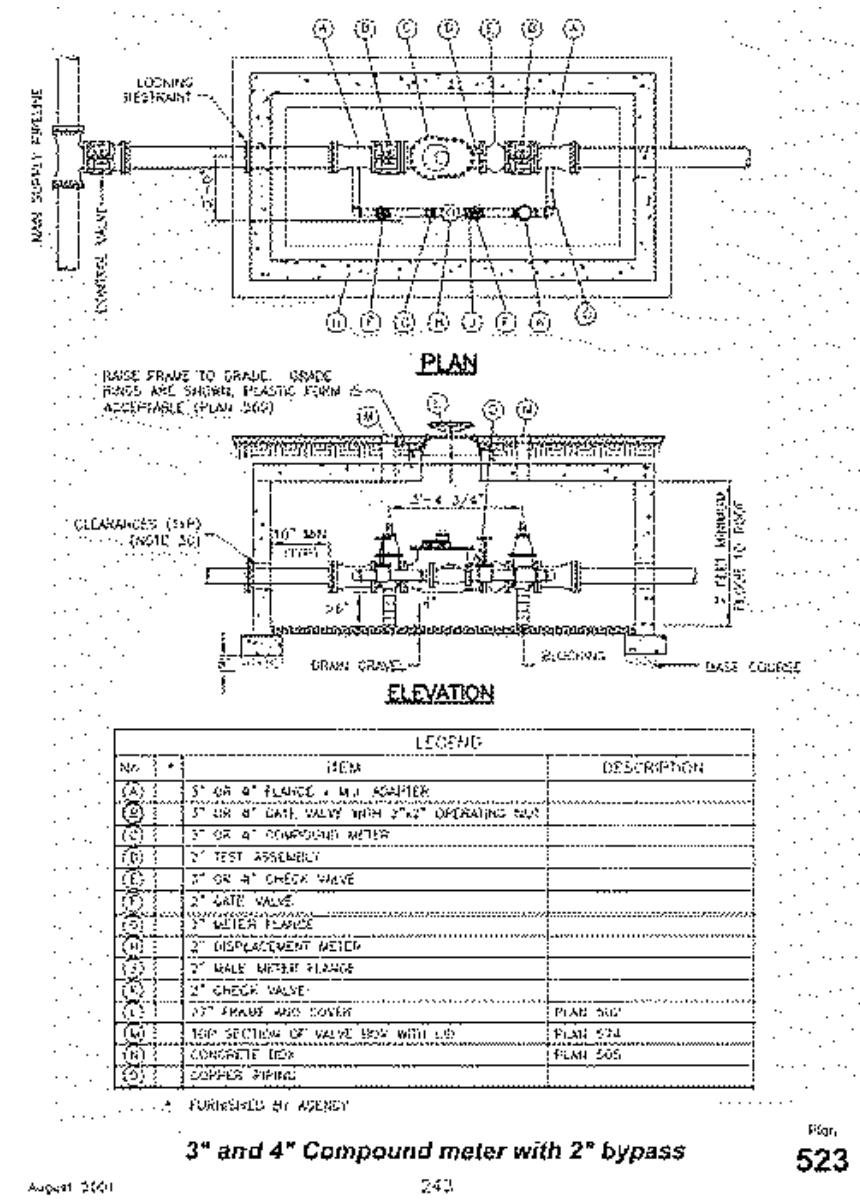
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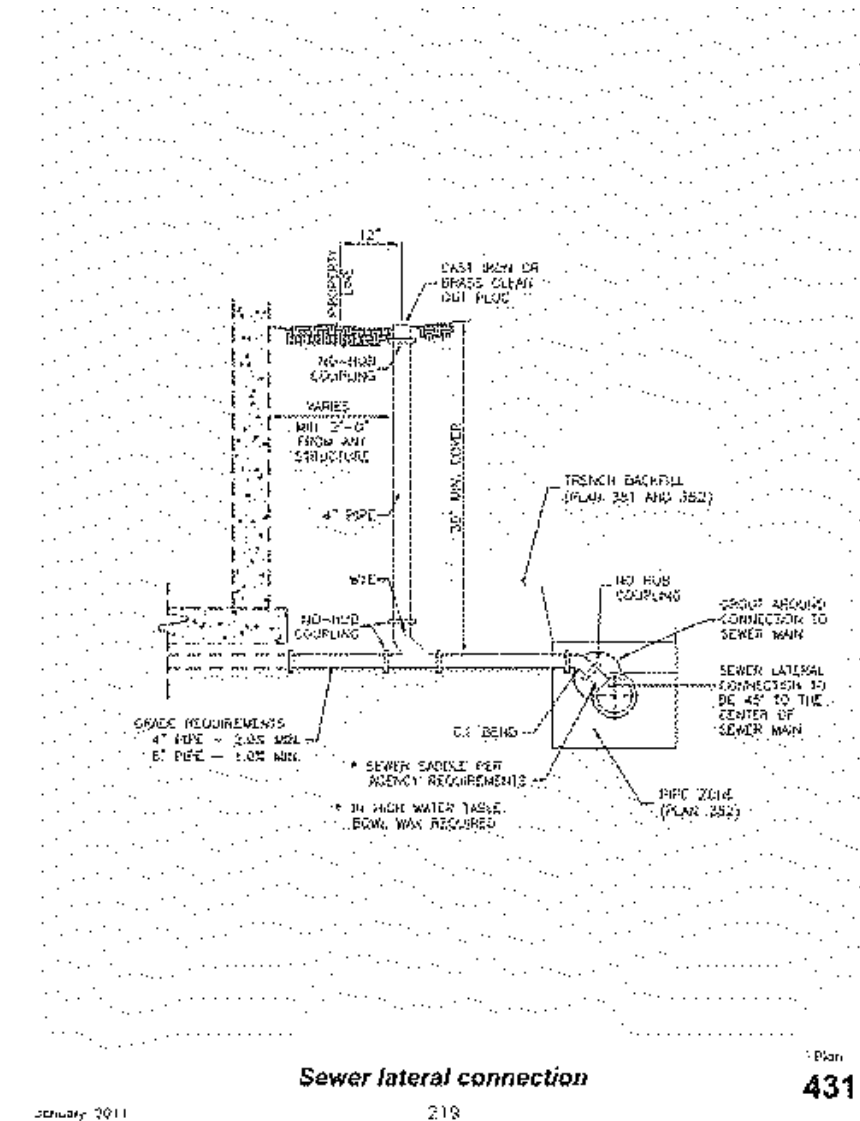
STAMP	PROJECT NO.
	W-20-36
	DATE
	11/16/21
	DRAWN BY: JACOB WEBER, P.E.
CHKD BY:	SHEET NUMBER
	D-02

- 3" and 4" Compound meter with 2" bypass**
- GENERAL**
 - Configuration may be changed at ENGINEER'S discretion.
 - Additional requirements are specified in APWA Section 33 12 16.
 - PRODUCTS**
 - Small Fittings: Brass. Do not use galvanized materials.
 - Blocking: Clay brick or concrete block.
 - Drain Gasket: Sewer rock, ASTM size no. 3 (2" to 1") or equal, APWA Section 31 05 13.
 - EXECUTION**
 - Control Valve: Install valve with valve box adjacent to mania.
 - Center frame and cover over water meter.
 - Allow 1-inch clearance around waterline where water line passes through concrete box wall.
 - Seal opening with compressible seal.



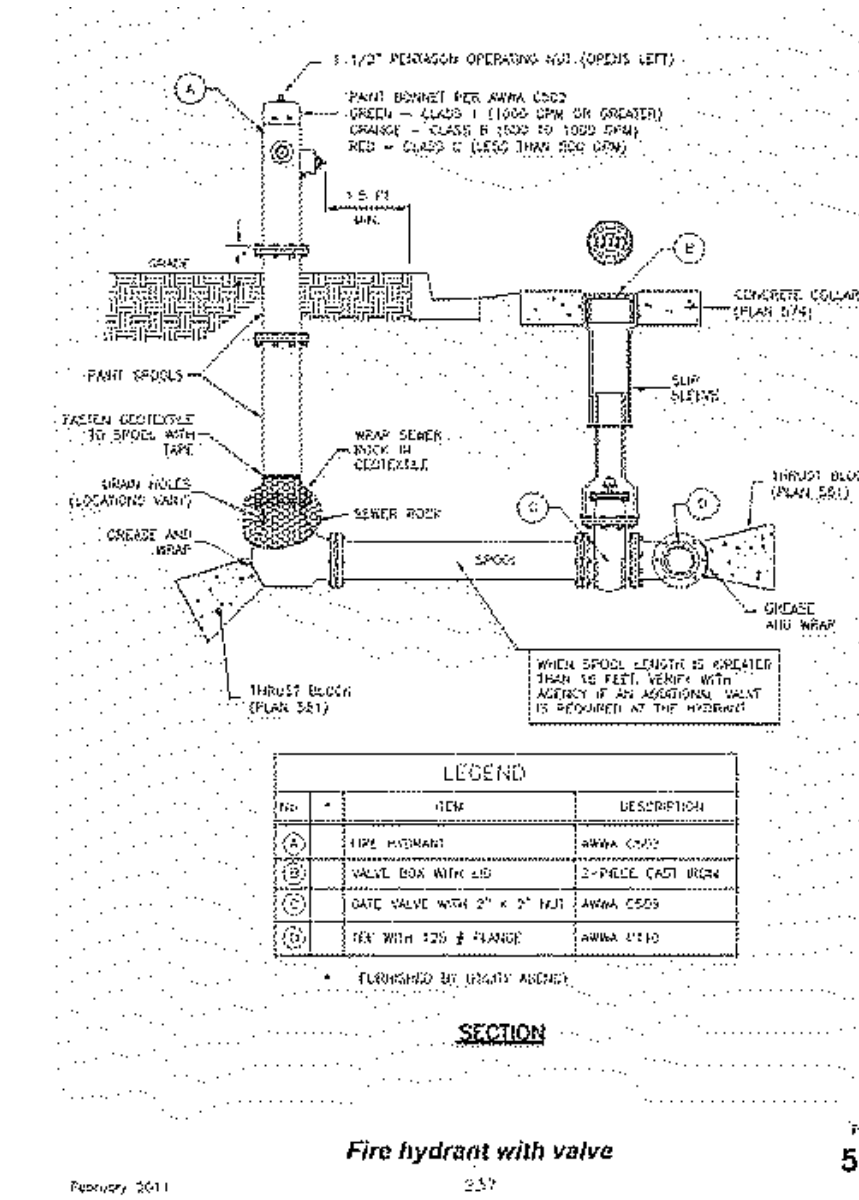
3" and 4" Compound meter with 2" bypass
Sheet 523
August 2001

- Sewer lateral connection**
- GENERAL**
 - Before installation, secure acceptance by ENGINEER for all pipe, fittings, and couplings to be used.
 - Before backfilling, secure inspection of installation by ENGINEER. Give at least 24 hours notice.
 - Verify if CONTRACTOR or agency is to install the wye.
 - PRODUCTS**
 - Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER'S permission.
 - Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
 - Provide agency approved wye or tee with appropriate dome.
 - Stainless steel straps required.
 - EXECUTION**
 - Tape wrap pipe as required by soil conditions.
 - Remove core plug from sewer main. Do not break into sewer main to make connection.
 - Base Course and Backfill Placement: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.



Sewer lateral connection
Sheet 431
January 2011

- Fire hydrant with valve**
- GENERAL**
 - Before backfilling, secure inspection of installation by ENGINEER.
 - Additional requirements are specified in APWA Section 33 11 00.
 - PRODUCTS**
 - Hydrant: Dry barrel, AWWA C502.
 - Thrust Blocks: Concrete Class 4000, APWA Section 33 30 04.
 - Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A 615.
 - Backfill: APWA Section 31 05 13. Maximum particle size 2-inches.
 - Sewer Rock: ASTM Size No. 3 (2" to 1") or larger.
 - Other Type of Common Fill: CONTRACTOR'S choice.
 - Geotextile: Stabilization-separation fabric, APWA Section 31 05 19.
 - EXECUTION**
 - Installation:
 - Provide at least 1 cubic yard of sewer rock around drain hole at base of hydrant spool. Wrap geotextile around sewer rock and tape geotextile to hydrant spool to prevent silting of sewer rock.
 - Paint fire hydrant to agency's fire hydrant paint code.
 - Apply non-oxide grease to all buried metal surfaces. Wrap with polyethylene sheet and tape wrap. Notify fire department as soon as hydrant is placed in service.
 - Thrust Blocks:
 - Before pouring concrete, wrap pipe system with polyethylene sheet to prevent bonding of concrete to pipe system.
 - Not required for flange or welded pipe systems.
 - Backfill: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.



Fire hydrant with valve
Sheet 511
February 2011



Planning Review Response



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

Project: Chicago St Townhomes
 928 W South Temple
 City, STATE

Date of 16 November, 2021
 Comments:

Owner: La Jolla Pacific Investments

Contractor: TBD

Attention Salt Lake City Planning Department

Check
 Sheet
 Item #

Description Of Changes, Corrections, Additions, Etc.

Location
 On Plans

Planning		
1	<p>21.A.26.078.F2.c – Entry Feature requirements: Show dimensions for entry features on Chicago St. The requirements are for an awning or canopy that extends 5' from the façade or a recessed entrance that is recessed at least 5'. If it doesn't meet this could be added to the Design Review request. If the awning or canopy extends 5' it may extend into the ROW and an encroachment agreement may be needed. I can provide contact information for Real Estate Services.</p> <p>Drawings have been dimensioned to show that requirement has been met.</p>	A2
2	<p>21A.26.078.E.5 – Open Space: Identify/describe where open space is located. The area identified in the narrative is more than total landscaped area. The open space is also required to be accessible to users of the building.</p> <p>A drawing is now included on sheet A2 diagraming the open space.</p>	A2
Transportation		

<p>3</p>	<p>Sheet 1: Typo. 4th paragraph references North Temple instead of South Temple. Here is the reference: "The primary access to the units will be sidewalks along Chicago Street and North Temple..." Comments on "210809-928WSouthTemple_Drawings"</p> <p>Document corrected</p>	
<p>4</p>	<p>Parking Calculations: By my calculations, the parking requirements for passenger vehicles (min. and max.), ADA, EV and bicycle parking spaces have been met, but complete parking calculations should be shown on the plans. Sheet A2 (Site Plan) only shows the minimum number of passenger vehicle parking spaces provided. The complete parking calculations can be shown in a table and should include for each of the types of parking previously referenced, the "use", "quantity", "parking ratio", "required parking spaces", and "parking spaces provided" (or other appropriate headings). The format is not critical but we need to see how they arrived at their requirement numbers. The parking calculations could also look something like this: "Minimum passenger vehicle parking spaces: 30 2-bedroom units @ 1 parking space per unit equals 30 parking spaces required (minimum); 44 parking spaces provided". The calculations should also show similar calculations for the maximum parking allowance, minimum ADA, minimum EV and minimum bicycle parking spaces.</p> <p>Parking narrative has been added to sheet A2</p>	<p>A2</p>
<p>5</p>	<p>Garage dimensions: The plans show the parking space dimensions as 9' x 18' and those are acceptable dimensions but we need to see the interior dimensions of the garages and any permanent items within the garage such as stairwells, countertops, door swings, bike racks, etc., to show that the parking spaces do not conflict with any of the other permanent items. There appears to be a conflict with the bike rack in the C unit adjacent to South Temple. There could be conflicts with other bike racks depending on the amount of space required to utilize the bike rack (see "Bike racks" comments below for additional details). The plans can show "typicals" for dimensions for the garages of each type of unit. There may be other conflicts with the bike racks in the garage</p> <p>Interior Dimensions have been added to the plans. The bike rack in unit C has been removed. There does not appear to be any other bike rack conflicts in the garages.</p>	<p>A2</p>



<p>6</p>	<p>Bike racks: There are no bike racks exterior to the building, they are all in the individual garages. Per 21A.44.050.B.4.h, "Bicycle parking spaces shall be:... Located within the building if it is not possible to meet the location standards above." which to me means that they should provide the required bicycle parking outside. Luckily, only one bike rack is required and the bike racks in the garages will be considered an amenity. Per 21A.44.050.B.3.c(1), required bicycle parking is 5% of the vehicle parking spaces required (or number of parking spaces provided, whichever is greater); thus 5% x 44 vehicle parking spaces equals 2.2 bicycle parking spaces, rounds down to 2 spaces > 1 bike rack. The section of the ordinance referenced above contains the "Bicycle Parking Location Standards." The*- should also provide a detail of each type of bike racks used with required dimensions for clearances around the rack for practical use. Also, because the plans show the racks inside a garage I am assuming these are probably of the wall-mounted types which require a smaller footprint and are thus more practical (or efficient) but we don't consider these to meet the city standards because there is a certain amount of effort (strength) needed to lift the bike up to utilize the rack and not everyone is able to do this. For the required bike rack outside, we prefer the "inverted U" bike rack and the standard detail can be found online at http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf.</p> <p>An exterior bike rack has been added in between the buildings in the middle of the site. A detail has also been added to sheet A2.</p>	<p>A2</p>
<p>7</p>	<p>Garage door width: The plans show a drive aisle of 23' which is sufficient for the 9-foot wide parking space that is referenced on sheet "A2_Site Plan" and thus a 9-foot wide garage opening (door) is required. We consider the parking space width to be no greater than the width of the garage door. The width of the garage door is not shown on the plans and if a narrower garage door is used, then the drive aisle will need to increase per Table 21A.44.020.</p> <p>The garage door width dimension of 9' has been added to the plans.</p>	<p>A2</p>
<p>8</p>	<p>Park strip landscaping and carriageways: The landscape plan show that the park strip will contain various types of plants. I'm not sure what the landscaping will look like when it is completed but they need to provide pedestrian access through parts of park strip at certain intervals so that when people park on the street they won't have to walk down the street (in the roadway) to get to the driveway or the ramp on the corner, particularly in the winter when the ground may be slippery or snow covered. I will leave it up to them to decide what this will look like but it should be a surface that can be shoveled when it snows.</p> <p>Concrete breaks in the park strip have been added at roughly 45' intervals.</p>	<p>A2</p>



<p>9</p>	<p>Sidewalk: I measured the existing sidewalk widths off the aerial in my GIS map (this was not a field measurement) and it appears that the sidewalks could be substandard in width. This type of measurement is not very accurate but I did not see the widths on the plans so I was just trying to get a rough estimate. The plans should show the existing sidewalk widths should be shown on the plans for verification. Chapter 20.12.030 "Street Design Standards", section I.3 "Curb, Gutter, And Sidewalks" provides required sidewalk widths for different types of zones and for commercial zones the required sidewalk width is six feet (6'). I am assuming the TSA zone is commercial because it is included in 21A.26. Therefore I recommend that the sidewalk be brought up the standard six-foot (6') width, however, I don't know if public way improvements such as replacing the entire sidewalk along the property frontage can be required through this process. Also, I don't know how old or what condition the sidewalk is in.</p> <p>This recommendation will be taken under consideration as we develop the project into the permit documents.</p>	<p>A2</p>
<p>10</p>	<p>Sight distance triangles: Sight distance triangles should be shown on the plans per the Illustration I in 21A.62.050 for the intersection (30' sight distance triangle) of Chicago/South Temple and at the driveways to show that they comply with the sight distance requirements.</p> <p>Site distance triangle has been added to the site plan on sheet A2.</p>	<p>A2</p>
<p>11</p>	<p>Demo plan: Some of the plan sheets show removals of trees, vegetation and damaged curb & gutter, but for ease of design review, the items for demolition should be consolidated on a separate sheet.</p> <p>Demo plan has been added. See sheet C-03</p>	<p>C-03</p>
<p>12</p>	<p>Water meter location: The water meters appear to be in close proximity to the driveways. Per 21A.44.020.F.7.a (2) the driveway must be at least five feet (5') from any public utility infrastructure such as power poles, fire hydrants and water meters. Although the section referenced above refers to residential districts in the ordinance, we have applied this same requirement for commercial districts. The plans must show the distance from the water meter to the edge of the driveway.</p> <p>Water meters are now located in the middle of the site between the buildings.</p>	<p>C-05</p>



<p>13</p>	<p>Typo's: On C-03, there is a call-out that reads, "Install 4' concrete waterway"; I believe this is supposed to say "sidewalk" not "waterway". On C-03, in the upper left area of the sheet, there are two very tiny callouts that appear to be stray marks because they reference "rainfall"; they are almost too small to even mention, but I did anyway.</p> <p>These are indeed concrete waterways and not sidewalks</p>	<p>C-03</p>
<p>Urban Forestry</p>		
<p>14</p>	<p>The eleven Tree Lilacs that are proposed in the parkstrip along Chicago St are a good choice. We would like to see larger species trees proposed for the South Temple parkstrip since it has the room to accommodate them. Other than that, Urban Forestry has no concerns with this proposed plan.</p> <p>A larger tree species has been added.</p>	<p>L1-01</p>
<p>Rocky Mountain Power</p>		
<p>13</p>	<p>Please refer this customer to Section 4 of the Electric Service Requirements Manual (ESR), attached. It looks possible to meet clearance requirements, but we will need to see drawings showing the locations for metering and transformers before we can provide approval and ensure there is adequate space provided.</p> <p>Metering locations have been added and transformer location has been updated to the middle of the site in between the buildings.</p>	<p>A2</p>



**ATTACHMENT C: PROPERTY AND VICINITY
PHOTOGRAPHS**



View from Chicago Street of the existing metal building at 928 W South Temple Street



Existing dwelling at 18 N Chicago Street



Existing dwelling at 28 N Chicago Street



Existing dwelling at 30 N Chicago Street



Existing dwelling at 36 N Chicago Street



Dwelling across Chicago Street from the northernmost area of the proposed project



Dwelling across Chicago Street from the proposed project



Madsen Park across from the southernmost part of the proposed project

ATTACHMENT D: ZONING STANDARDS

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

21A.26.078 - TSA Zoning Standards

Requirement	Standard	Proposed	Compliance
Maximum Height	50'	~32'	Complies
Front/Corner Side Yard	5' max setback for 50% of front façade, no limit otherwise	2' on Chicago and South Temple frontages	Complies
Interior Side/Rear Yard	None	East: 9'-13' North: ~5'	Complies
Minimum lot width	No minimum for single-family attached uses	South Temple: ~125' Chicago: ~291	Complies
Minimum lot area	2,500 square feet	Overall project site = 36,371; single-family attached units are exempt from minimum lot area	Complies
Open Space	1 ft per every 10 feet of land, up to maximum 2,500 in Transition zone	3,275 sq. ft provided	Complies
Circulation and Connectivity	<p>Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.</p> <p>a. All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.</p> <p>b. Parking is prohibited between the street-facing building line and any front or corner side</p>	<p>a. No parking lots proposed</p> <p>b. Parking is proposed in individual garages that are part of each single-family attached unit.</p> <p>c. NA</p>	Complies

	<p>property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.</p> <p>c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:</p> <p>(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.</p> <p>(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.</p>		
EIFS/Stucco	0% on ground floor, 10% of upper floors	5% on ground floor, 16% of second floor	Does not comply, part of Design Review request.
Front Yard Landscaping/Design Requirements	<p>b. Front And Corner Side Yard Design Requirements:</p> <p>(1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.</p> <p>(2) At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty</p>	<p>1) Yards are not greater than 10'</p> <p>(2) 65% of front and corner side yards are covered in live plant material.</p> <p>(3) Yards are 2' deep and there is not space for larger outdoor gathering areas. The South Temple facing units have outdoor patios. Covered entries are provided on the Chicago facing units.</p>	Complies

	<p>percent (50%) of the provided front or corner side yard.</p> <p>(3) At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.</p>		
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21A.37 Design Standards

Requirement	Standard	Development Proposal	Compliance
Ground Floor Use	Minimum 80%; 10' depth for single-family attached units	South Elevation: 85% West Elevation: 83%	Complies
Façade Building Materials	Min. 90% ground floor front façade clad in durable high-quality material (fiber-cement board, brick, concrete, etc.) Min. 60% of upper	91.7-94% durable materials provided on ground floor. Cementitious siding provided on the ground floor on Chicago Street and brick veneer on South Temple. 81.5-87.9% durable materials provided on upper floors. Materials are cementitious siding, brick veneer, and stucco.	Complies
Ground Floor Glass	45% glass for residential (minimum), located between 3' and 8' height,	45% between 3' and 8'	Complies
Building Entrances	1 per front façade, and at least 1 every 40'	South Temple: One per building. Chicago: Northwest building: 7 entrances provided. Maximum distance between entrances is 13'. Southwest building: 6 entrances provided. Maximum distance between entrances is 13'	Complies
Entrance feature	Each required entry must include 5' depth awning/canopy, 5' depth covered porch, stoop with 3' awning/canopy, or be recessed 5' (see ordinance for dimensional requirements)	Entry is recessed 4'3" and there is a 2' canopy over the entrances.	Does not comply, part of Design Review request.

Maximum Length of Blank Wall	Max blank wall length 15'	3'6" maximum length of blank wall on the ground level	Complies
Exterior Lighting	All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.	Lighting will be located at each entry and final details can be reviewed by staff.	Complies with conditions.
Mechanical Equipment	Roof or rear yard/must be screened	Mechanical equipment will be located on the roof and will be screened.	Complies
Ground floor residential entries	Each unit adjacent to the street shall have a primary entrance facing the street.	All units facing the street have entrances facing the street	Complies

Additional Standards

Requirement	Standard	Development Proposal	Compliance/Impact on Development
Street Frontage	Each lot is required to have public street frontage	15 lots do not have public street frontage.	Does not comply, Planned Development request.
Parking	Minimum: 1 parking space per dwelling unit Maximum: 1½ parking space per dwelling unit	44 parking spaces provided	Complies

ATTACHMENT E: ANALYSIS OF STANDARDS: DESIGN REVIEW

21A.59.050: Standards for Design Review:

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

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

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

Standard	Finding	Rationale
<p>A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.</p>	<p>Complies</p>	<p>The zone purpose is described in the specific purpose statement for "transition areas" and the typology statement of the "Urban Neighborhood" zone: <i>An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.</i></p> <p><i>The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding</i></p>

		<p><i>neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.</i></p> <p>The zoning for the area is reflective of these statements, allowing for medium scale residential and mixed-use development, that serves as a buffer to the more intensive scale development allowed closer to Transit Stations. The scale of the proposed townhomes meets the intent of the zone’s purpose.</p> <p>The proposal also fits within the general guidance of the master plan regarding scale and intensity of development in this area. These master plan policies are noted in Key Consideration #3.</p> <p>There are no other adopted urban design guideline documents related to this proposal.</p>
<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The primary entrances to the public street adjacent units face the public sidewalk on W South Temple and Chicago Streets. Additional units located behind the street adjacent units are accessed from a pedestrian walkway on the east side of the buildings. 2. The buildings are located 2' from the property line and comply with the setback requirement for the zone, which require that at least 50% of the building be located within 5' of the front property line. 3. The parking is in attached one-car and two-car tandem garages.
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The ground floor of the buildings next to the public sidewalk are occupied by active uses, including entry areas and bedrooms. 2. On the Chicago Street elevations, nearly 52% of the area between 3-8' is glazing and on the W South Temple elevations approximately

<p>ground floor facades.</p> <ol style="list-style-type: none"> 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces. 		<p>47% of the area between 3-8' is glazing. These exceed the minimum requirement of 45% for residential uses. This is an overall high level of transparency for a residential use.</p> <ol style="list-style-type: none"> 3. As this is a lower scale townhome building, storefront elements are not necessarily appropriate. This review standard is intended for larger scale buildings outside of a primarily lower scale residential context. However, there are elements that add building modulations and visual interest. The street facing entrances are recessed and there are recessed balconies on the second or third floors, depending on the location and the building. There is also a stucco band as an architectural element that breaks up the façade and individual units. 4. This standard is also generally related to larger scale developments; however, the building includes residential balconies that are oriented to the street and a central access to the rear of the units and the building interior to the property.
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which 	<p>Complies</p>	<p>In general, this standard is intended to be applied to much larger, more urban buildings. The proposed buildings are relatively small and incorporate features and articulation that are pedestrian scaled and oriented on the street level.</p> <ol style="list-style-type: none"> 1. Staff recognizes that the proposed scale differs from the existing adjacent properties. However, the existing development pattern directly adjacent to the subject parcels does not reflect the heights allowed by the TSA transition zone or envisioned by the applicable master plan. Surrounding properties could be redeveloped at a similar and even greater height to the proposed development. 2. While the townhouses are not tall, or particularly long, for the Chicago Street facing townhomes, the stucco band along with the door and fenestration pattern

<p>is desired in the master plan.</p>		<p>provide repetitive elements that distinguish each unit and provide modulation on the building. The W South Temple facing townhouse facades are much shorter and have a stucco projecting band that separates the first floor from the upper levels and provides modulation. The visual width is also reduced with the use of several materials on this façade – stucco, brick veneer, and cementitious siding.</p> <ol style="list-style-type: none"> 3. As previously detailed, the second and third levels have recessed balconies and a stucco architectural element that separates the individual units and provides visual interest. 4. As a lower scale residential neighborhood, the level and size of windows and doors on facades in the neighborhood is generally lower than a more urban or commercial context. The proposal meets the requirements for the zone, which are high for residential buildings, while also maintaining compatibility with the existing residential development.
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	<p>Not applicable</p>	<p>The buildings are less than 200' in width and this standard does not apply.</p>
<p>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30"); 2. A mixture of areas that provide seasonal shade; 3. Trees in proportion to the space 	<p>Not applicable</p>	<p>Privately owned public space is not required in this zone and this standard does not apply.</p>

<p>at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <ol style="list-style-type: none"> 4. Water features or public art; 5. Outdoor dining areas; and 6. Other amenities not listed above that provide a public benefit. 		
<p>G. Building height shall be modified to relate to human scale and minimize negative impacts.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: <ol style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. 3. Cornices and rooflines: <ol style="list-style-type: none"> a. Shape and define rooflines to be cohesive with the building's overall form and composition. b. Include roof forms that complement the rooflines of 	<p>Complies</p>	<p>This general standard and associated review standards are generally intended to address the impacts of much larger scale buildings and some of the review standards are not directly applicable. The building, due to its lower scale, is predominantly oriented to human scale without having to be further modulated.</p> <ol style="list-style-type: none"> 1. Human Scale <ol style="list-style-type: none"> a. The surrounding context is generally 1-2 story buildings. The three-story buildings are a gentle increase in height, particularly since the master plan and associated zoning allow for heights up to 50'. b. The buildings are three stories tall. 2. Negative impacts: <ol style="list-style-type: none"> a. As discussed in <i>Large Building Masses</i>, section D, the proposed buildings are three stories. b. There are no public or semi-public spaces to be significantly impacted by shadowing. The proposal is not seeking additional height through this process. c. The standard is intended for much larger urban scale buildings and is not intended for lower scale buildings. No wind impact is anticipated from this scale of building. 3. Cornices and rooflines: <ol style="list-style-type: none"> a. The building is a of a contemporary design and includes a projecting stucco band that defines the roofline and is cohesive with the building's overall form. b. The three-story height of the buildings are not likely to have significant impacts from shadows and additional height is not requested. The proposed buildings are approximately 18'

<p>surrounding buildings.</p> <p>c. Green roof and roof deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.</p>		<p>less than the maximum height permitted.</p> <p>c. A green roof or deck is not included.</p>
<p>H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.</p>	<p>Complies</p>	<p>Each residential unit has direct pedestrian access to the public sidewalk via an individual sidewalk or a shared walkway. Access to the individual garages is from the private drive.</p>
<p>I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)</p>	<p>Complies</p>	<p>Trash, recycling, and electrical service equipment are located to the north of the northwest building and adjacent to the private drive. They are to be fully screened.</p>
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <ol style="list-style-type: none"> 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts. 	<p>Complies</p>	<ol style="list-style-type: none"> 1. This is a residential development, where no signage is proposed or required. 2. NA 3. NA
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 	<p>Complies</p>	<p>There is an existing streetlight at the intersection of W South Temple and Chicago Streets. Streetlights will be provided as required. Lighting is not currently proposed and can be reviewed by staff at the building</p>

<p>2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.</p> <p>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</p>		<p>permit stage (Condition of Approval #4).</p>
<p>L. Streetscape improvements shall be provided as follows:</p> <p>1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.</p> <p>2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards.</p>	<p>Complies/Not applicable</p>	<p>1. Ten Japanese lilac trees are proposed for the Chicago Street frontage and four wireless zelkova along with a city sprite zelkova are proposed for the W South Temple frontage, which has a wider park strip. Two existing park strip trees are being removed. The applicant modified the street trees proposed based on a comment from urban forestry.</p> <p>2. The proposal does not include privately owned public spaces and this standard is not applicable.</p>

ATTACHMENT F: ANALYSIS OF STANDARDS: PLANNED DEVELOPMENT

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

Standard	Finding	Rationale
<p>A. The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.</p> <p>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:</p> <p>1. A project that is consistent with the guidance of the Master Plan related to</p>	<p>Complies</p>	<p>The purpose statement for a Planned Development states: <i>“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 enhance 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. The City seeks to achieve at least one or any combination of the following objectives through the planned development process.”</i></p> <p>The proposed planned development is for 30 residential units. The applicant states that the proposal meets Objective F.1. Staff supports this and</p>

<p><i>building scale, building orientation, site layout, or other similar character defining features.</i></p>		<p>details supporting this objective are below.</p> <p>As discussed in Key Consideration #3, the proposed townhome development is the type and scale of development called for in this area by the <i>North Temple Boulevard Master Plan</i>. The proposal increases the residential density of the area with a lower scale form that is compatible with the current and anticipated redevelopment scale.</p> <p>As far as the modifications resulting in a more enhanced product, the applicant is requesting to allow lots without frontage to allow for them to divide the ownership of the townhomes into traditional subdivided lots, rather than condominium units. This is a technical distinction that has no impact on the physical building itself; however, by allowing for lots without street frontage, the townhomes will be eligible for FHA financing. This will allow for increased home ownership opportunities for people with a lower down payment threshold and potentially with lower incomes. The modification results in a more enhanced product, as it better meets the City’s housing goals by providing home ownership opportunities for individuals with a broader range of incomes than could happen with homes only available to those able to obtain a conventional mortgage.</p>
<p>B. The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.</p>	<p>Complies</p>	<p>As noted in Key Consideration #3, the proposed development aligns with the policies for the area in the <i>North Temple Boulevard Plan</i>.</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:		Complies	The proposed development is generally compatible with the area and the master plan's policies for development of the area as discussed below.
C1	Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	The neighborhood is predominantly one-story single-family homes but includes a mix of two-story homes and one to two story commercial structures. While the proposal is three stories and moderately taller than other structures in the neighborhood, it is still compatible with the neighborhood mix. The North Temple Boulevard Plan also notes that City should encourage higher-density development in this neighborhood as detailed in Key Consideration #3 .
C2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	The 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. The materials, primarily cementitious siding and brick veneer are compatible with the existing buildings in the neighborhood.
C3	Whether building setbacks along the perimeter of the development: <ul style="list-style-type: none"> a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering 	Complies	a. The existing surrounding homes and commercial structures are of a slightly smaller scale than the proposed three-story townhomes. However, the North Temple Boulevard Plan recommends, and the zoning allows for taller and more intensive development than the existing development. The proposal for three-story townhomes is greater than the existing development, but

	<p>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>taller, more intensive development than what is proposed is permitted.</p> <p>b. The proposed development has relatively small setbacks and yards. There is adequate room for the necessary infrastructure and there is a small open space. The units have balconies, which provide some private open space for the residents.</p> <p>c. Buffer yards are not a requirement. The yards, particularly on the east, are larger than required and provide separation from the adjacent property. The homes in this neighborhood are generally closely spaced together, with some separated by only a few feet. The proposed development includes approximately 6' to 13' setbacks on the interior sides of the development, creating some separation for privacy and windows. The side setbacks also allow for sufficient room for building maintenance.</p>
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The ground floor of the buildings comply with the transparency requirements for the zone on Chicago and W South Temple Streets with approximately 45% glass on the ground floor between 3' and 8'. The Chicago Street units have recessed entries and canopies that add visual interest. Both street facing facades have a variety in materials and modulations that create additional visual interest.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	There is an existing streetlight at the intersection of W South Temple and Chicago Streets. Lighting will be reviewed with the building permit application as identified in Condition of Approval #4.
C6	Whether dumpsters, loading docks and/or	Complies	The development includes dumpsters and recycling located

	service areas are appropriately screened; and		north of the northwest building adjacent to the private drive.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	The parking is in attached one-car and tandem two-car garages.
	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 residential context where additional landscaping is not generally necessary to prevent negative impacts on adjacent properties. There are some existing trees on private property that are proposed for removal to accommodate the proposed development, however, there will overall be an increase in the number of trees on the property with this development. Further, this property is in an urban zoning district that anticipates minimal setbacks or buffering between uses, so additional landscape buffering is generally not anticipated in this area. The proposal generally complies with most of the considerations below, taking into consideration the appropriateness of requiring additional landscaping in an urban context between similar uses.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	The existing trees are to be removed and replaced with street trees. The applicant modified the street trees proposed following comments from Urban Forestry.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	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.
D3	Whether proposed landscaping is designed to lessen potential impacts	Complies	The development is a lower scale residential development within a lower scale residential context

	created by the proposed planned development; and		where additional buffering isn't necessary to lessen impacts.
D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	This is a lower scale residential development and the proposed landscaping includes new park strip trees that are appropriate in this lower scale residential development.
E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:		Complies	The proposal includes direct connections for each residence to a pathway that connects to the sidewalk. Vehicular access is from a private driveway to attached garages. Based on these features, the design generally promotes safe and efficient transportation options, for both pedestrians and vehicles, that support Citywide transportation goals.
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	Vehicular access to the development is from private driveway with access from Chicago Street and W South Temple.
E2	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; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes; 	Complies	The site design is pedestrian oriented, with direct pathway access to the sidewalk from each unit on the site. Bicycle facilities are located central to the development and in the park strip. The vehicular access to the north of the buildings and does not cross the pathways providing direct access to the units.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	As noted above, each unit has direct ground level pathway access to the sidewalk. The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.
E4	Whether the proposed design provides adequate	Complies	The proposal has been reviewed by Fire.

	emergency vehicle access; and		
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	As this is a small residential development there are no loading or major service areas.
	F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.	Complies	While there are existing dwellings and structures that will be demolished, these are not designated as historic properties. There are not other natural or built features on the site that significantly contribute to the character of the neighborhood or environment.
	G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	A transformer is proposed on the property and in the landscaped area between the two Chicago Street facing buildings. The electrical meters will be located on the elevations facing this landscaped area, which minimizes their visibility from the right-of-way.

Additional Applicable Planned Development Standard

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

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

ATTACHMENT G ANALYSIS OF STANDARDS – PRELIMINARY SUBDIVISION

STANDARDS OF APPROVAL FOR PRELIMINARY SUBDIVISION PLATS

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

Criteria	Finding	Rationale
A. The subdivision complies with the general design standards and requirements for subdivisions as established in Section 20.12	Complies	The associated design standards generally concern public improvements and lot layout on new subdivision that are not on existing developed streets. The subdivision generally complies with all applicable standards.
B. All buildable lots comply with all applicable zoning standards;	Complies, if modification to lot frontage approved through Planned Development	The proposal does not comply with the requirement that all lots have public street frontage, as 14 of the lots are located behind the lots adjacent to the street. The applicant is requesting Planned Development approval for the modification. As noted in Consideration 1 , the allowance is considered an enhancement as it will provide a home ownership opportunity to a larger group and staff is recommending approval of the modification.
C. All necessary and required dedications are made;	Complies	No dedications of property to public use are required for this development. There is already adequate right-of-way adjacent to the development for the associated public streets, W South Temple and Chicago Streets.
D. Water supply and sewage disposal shall be satisfactory to the Public Utilities Department director;	Complies	A full analysis of utility capacity will be done during the building permits review, and the developer may need to perform upgrades on adjacent existing utilities if necessary to adequately serve the property.

<p>E. Provisions for the construction of any required public improvements, per section 20.40.010, are included;</p>	<p>Complies with conditions</p>	<p>The property is adjacent to an existing developed street with existing curb, gutter, sidewalks, and street pavement. Transportation has identified that a 6' sidewalk is required in Commercial zoning districts, which appears to be less than the existing sidewalk. This can be addressed with Condition of Approval #2.</p>
<p>F. The subdivision otherwise complies with all applicable laws and regulations.</p>	<p>Complies</p>	<p>The proposal otherwise complies with all other applicable laws and regulations, except for modifications that are the subject of the associated Design Review and Planned Development applications.</p>
<p>G. If the proposal is an amendment to an existing subdivision and involves vacating a street, right-of-way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.</p>	<p>Not applicable</p>	<p>The proposal does not involve vacating a street, right of way, or easement, so this does not apply.</p>

ATTACHMENT H: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

- Early notification regarding the project mailed out September 20, 2021
 - Notices were mailed to property owners/residents within ~300 feet of the proposal
- Planning Division Online Open House – Posted online through the 45-day period
 - Notices were mailed to property owners/residents within ~300 feet of the proposal and sent out on the City’s Planning listserv and community council contacts.
- The Planning Division provided a 45-day comment period notice to the associated community council for the property, Poplar Grove, and Poplar Grove, which is within 600 feet, but did not receive a request for the proposal to be heard at their meeting.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on January 13, 2022
- Public hearing notice posted on January 13, 2022
- Public notice posted on City and State websites and Planning Division list serve on January 13, 2022

Public Input:

Staff received one phone call from a nearby resident with questions about the project and concerns regarding crime, parking, the number of units, and building materials. The caller preferred real brick to brick veneer and pitched roofs to flat roofs.

ATTACHMENT I: DEPARTMENT REVIEW COMMENTS

Planning, Sara Javoronok, Sara.Javoronok@slcgov.com

- Check to make sure labels are located properly and match building materials.
- 21.A.26.078.F2.c – Entry Feature requirements: Show dimensions for entry features on Chicago St. The requirements are for an awning or canopy that extends 5' from the façade or a recessed entrance that is recessed at least 5'. If it doesn't meet this could be added to the Design Review request. If the awning or canopy extends 5' it may extend into the ROW and an encroachment agreement may be needed. I can provide contact information for Real Estate Services.
- 21A.26.078.E.5 – Open Space: Identify/describe where open space is located. The area identified in the narrative is more than total landscaped area. The open space is also required to be accessible to users of the building.

Transportation, Michael Barry, Michael.barry@slcgov.com

Comments on "210809-928WSouthTemple_Written"

- Sheet 1: Typo. 4th paragraph references North Temple instead of South Temple. Here is the reference: "The primary access to the units will be sidewalks along Chicago Street and North Temple..."

Comments on "210809-928WSouthTemple_Drawings"

- Parking Calculations: By my calculations, the parking requirements for passenger vehicles (min. and max.), ADA, EV and bicycle parking spaces have been met, but complete parking calculations should be shown on the plans. Sheet A2 (Site Plan) only shows the minimum number of passenger vehicle parking spaces provided. The complete parking calculations can be shown in a table and should include for each of the types of parking previously referenced, the "use", "quantity", "parking ratio", "required parking spaces", and "parking spaces provided" (or other appropriate headings). The format is not critical but we need to see how they arrived at their requirement numbers. The parking calculations could also look something like this: "Minimum passenger vehicle parking spaces: 30 2-bedroom units @ 1 parking space per unit equals 30 parking spaces required (minimum); 44 parking spaces provided". The calculations should also show similar calculations for the maximum parking allowance, minimum ADA, minimum EV and minimum bicycle parking spaces.
- Garage dimensions: The plans show the parking space dimensions as 9' x 18' and those are acceptable dimensions but we need to see the interior dimensions of the garages and any permanent items within the garage such as stairwells, countertops, door swings, bike racks, etc., to show that the parking spaces do not conflict with any of the other permanent items. There appears to be a conflict with the bike rack in the C unit adjacent to South Temple. There could be conflicts with other bike racks depending on the amount of space required to utilize the bike rack (see "Bike racks" comments below for additional details). The plans can show "typicals" for dimensions for the garages of each type of unit. There may be other conflicts with the bike racks in the garages
- Bike racks: There are no bike racks exterior to the building, they are all in the individual garages. Per 21A.44.050.B.4.h, "Bicycle parking spaces shall be:... Located within the building if it is not possible to meet the location standards above." which to me means that they should provide the required bicycle parking outside. Luckily, only one bike rack is required and the bike racks in the garages will be considered an amenity. Per 21A.44.050.B.3.c(1), required bicycle parking is 5% of the vehicle parking spaces required (or number of parking spaces provided, whichever is greater); thus 5%x 44 vehicle parking spaces equals 2.2 bicycle parking spaces, rounds down to 2 spaces > 1 bike rack. The section of the ordinance referenced above contains the "Bicycle Parking Location Standards." The*- should also provide a detail of each type of bike racks used with required dimensions for clearances around the rack for practical use. Also, because the

plans show the racks inside a garage I am assuming these are probably of the wall-mounted types which require a smaller footprint and are thus more practical (or efficient) but we don't consider these to meet the city standards because there is a certain amount of effort (strength) needed to lift the bike up to utilize the rack and not everyone is able to do this. For the required bike rack outside, we prefer the "inverted U" bike rack and the standard detail can be found online at <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>.

- Garage door width: The plans show a drive aisle of 23' which is sufficient for the 9-foot wide parking space that is referenced on sheet "A2_Site Plan" and thus a 9-foot wide garage opening (door) is required. We consider the parking space width to be no greater than the width of the garage door. The width of the garage door is not shown on the plans and if a narrower garage door is used, then the drive aisle will need to increase per Table 21A.44.020.
- Park strip landscaping and carriageways: The landscape plan show that the park strip will contain various types of plants. I'm not sure what the landscaping will look like when it is completed but they need to provide pedestrian access through parts of park strip at certain intervals so that when people park on the street they won't have to walk down the street (in the roadway) to get to the driveway or the ramp on the corner, particularly in the winter when the ground may be slippery or snow covered. I will leave it up to them to decide what this will look like but it should be a surface that can be shoveled when it snows.
- Sidewalk: I measured the existing sidewalk widths off the aerial in my GIS map (this was not a field measurement) and it appears that the sidewalks could be substandard in width. This type of measurement is not very accurate but I did not see the widths on the plans so I was just trying to get a rough estimate. The plans should show the existing sidewalk widths should be shown on the plans for verification. Chapter 20.12.030 "Street Design Standards", section I.3 "Curb, Gutter, And Sidewalks" provides required sidewalk widths for different types of zones and for commercial zones the required sidewalk width is six feet (6'). I am assuming the TSA zone is commercial because it is included in 21A.26. Therefore I recommend that the sidewalk be brought up the standard six-foot (6') width, however, I don't know if public way improvements such as replacing the entire sidewalk along the property frontage can be required through this process. Also, I don't know how old or what condition the sidewalk is in.
- Sight distance triangles: Sight distance triangles should be shown on the plans per the Illustration I in 21A.62.050 for the intersection (30' sight distance triangle) of Chicago/South Temple and at the driveways to show that they comply with the sight distance requirements. (Update: 12/29: It looks like they've addressed all of the issues except for the sight distance triangles at the driveways where they cross the sidewalk. The sight distance triangles at the driveway on South Temple are okay because the obstructions are set back far enough from the sidewalk. The driveway on N Chicago St. is close to having the proper visibility; in this case, they need to enhance the location with either warning signs or convex mirrors.)
- Demo plan: Some of the plan sheets show removals of trees, vegetation and damaged curb & gutter, but for ease of design review, the items for demolition should be consolidated on a separate sheet.
- Water meter location: The water meters appear to be in close proximity to the driveways. Per 21A.44.020.F.7.a (2) the driveway must be at least five feet (5') from any public utility infrastructure such as power poles, fire hydrants and water meters. Although the section referenced above refers to residential districts in the ordinance, we have applied this same requirement for commercial districts. The plans must show the distance from the water meter to the edge of the driveway.
- Typo's: On C-03, there is a call-out that reads, "Install 4' concrete waterway"; I believe this is supposed say "sidewalk" not "waterway". On C-03, in the upper left area of the sheet, there are two very tiny callouts that appear to be stray marks because they reference "rainfall"; they are almost too small to even mention, but I did anyway.

Engineering, Scott Weiler, scott.weiler@slcgov.com

See redlines below. (Planning staff note: changes to redlines can be made subsequent to the Planning Commission approval.)

Additional comment regarding addressing: They should be required to obtain a new address certificate. Also I noticed below that Sara had the address at 928 W South Temple, if they want this complex addressed off South Temple the number should be **932 W South Temple**. And since it's called the *Chicago Street* Townhomes, I provided another choice based off Chicago Street at **22 N Chicago Street**.

Urban Forestry, Rick Nelson, rick.nelson@slcgov.com

The eleven Tree Lilacs that are proposed in the parkstrip along Chicago St are a good choice. We would like to see larger species trees proposed for the South Temple parkstrip since it has the room to accommodate them. Other than that, Urban Forestry has no concerns with this proposed plan.

Building Code, Steven Collett, Steven.Collett@slcgov.com

All construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Fire, Steven Collett, Steven.Collett@slcgov.com

Fire hydrants to within 600-feet of all ground level exterior portions of the buildings following the firefighter and drive routes.

*For buildings greater than 30-feet in height fire access road shall be 26-feet in width and 13-feet 6-inches clear height. Aerial apparatus access shall also be provided to building greater than 30-feet in height and meet the proximity distances of no closer than 15-feet and not greater than 30-feet to one entire side of the building.

*Turn radius shall be 20-feet inside and 45-feet outside for all access roads

*AMM for NFPA 13D systems to meet IFC 503.1.1, approved route from fire access roads

Public Utilities, Jason Draper, jason.draper@slcgov.com

Development Review and Planned development does not provide utility or building permit. Additional requirements will be determined when the building permit is submitted.

Offsite improvements may be required for this development.

Maintenance of shared utilities will be the homeowners association responsibility.

The following comments are provided for information only and do not provide official project review or approval. Comments are provided to assist in design and development by providing guidance for project requirements.

- Only One culinary meter is generally allowed for a single property.
- If these buildings are to have fire sprinklers, they must be connected to a separate fire line connection and not to the culinary meter.
- New 2 meter is not allowed on the 16" transmission water main.
- The applicant will need to provide water, sewer, and fire flow demands when they submit for building permit. These demands will be modeled and any offsite improvements will be determined. These improvements would be at the development cost.
- Public Utility permit, connection, survey, and inspection fees will apply.
- 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.

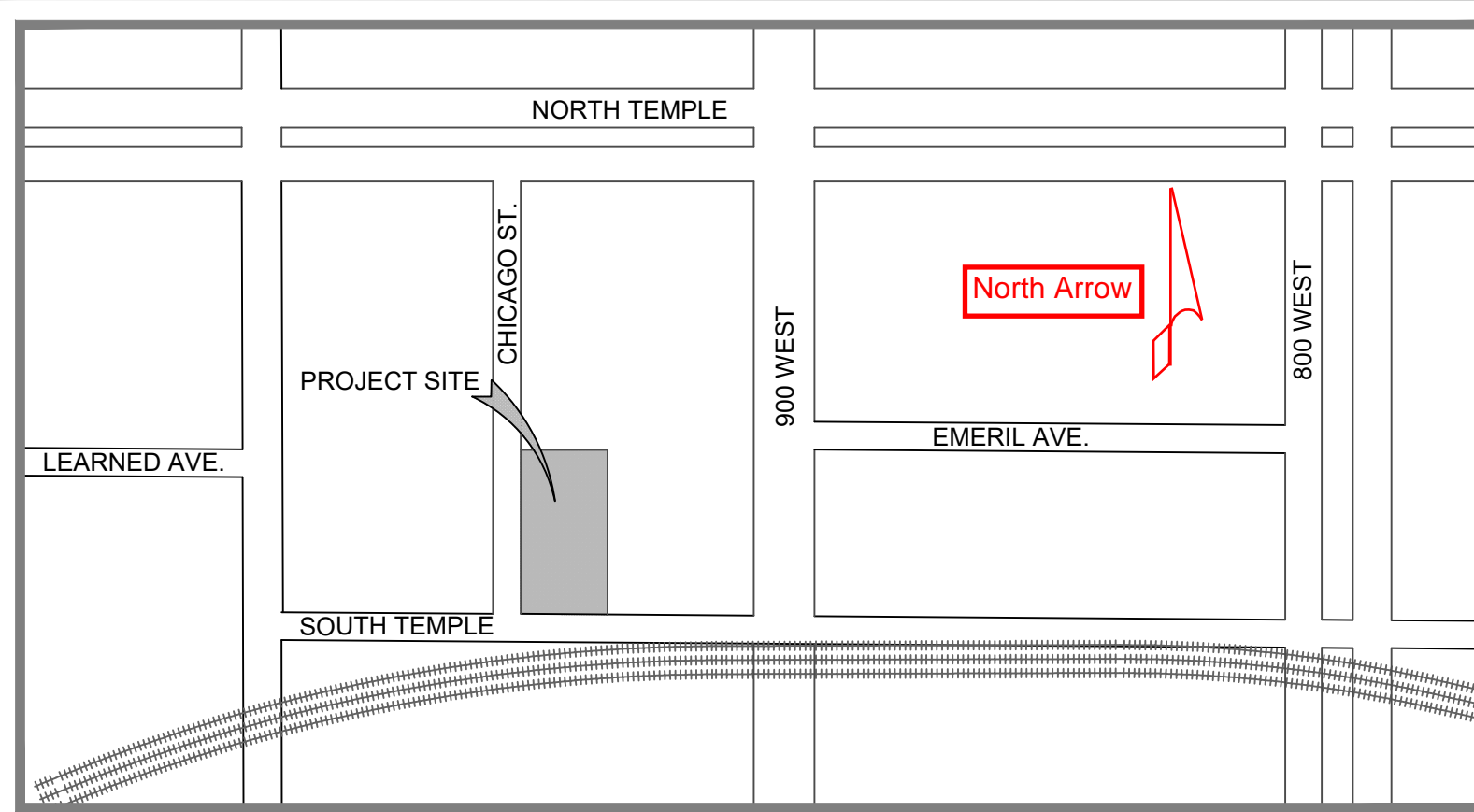
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Site utility, grading, drainage, erosion control, and plumbing plans will be required for building permit review. Submit supporting documents and calculations along with the plans.
- Public improvements including public utilities must be bonded for and must be complete prior to Certificate of Occupancy.

Rocky Mountain Power, Michael Lange, Michael.Lange@rockymountainpower.net

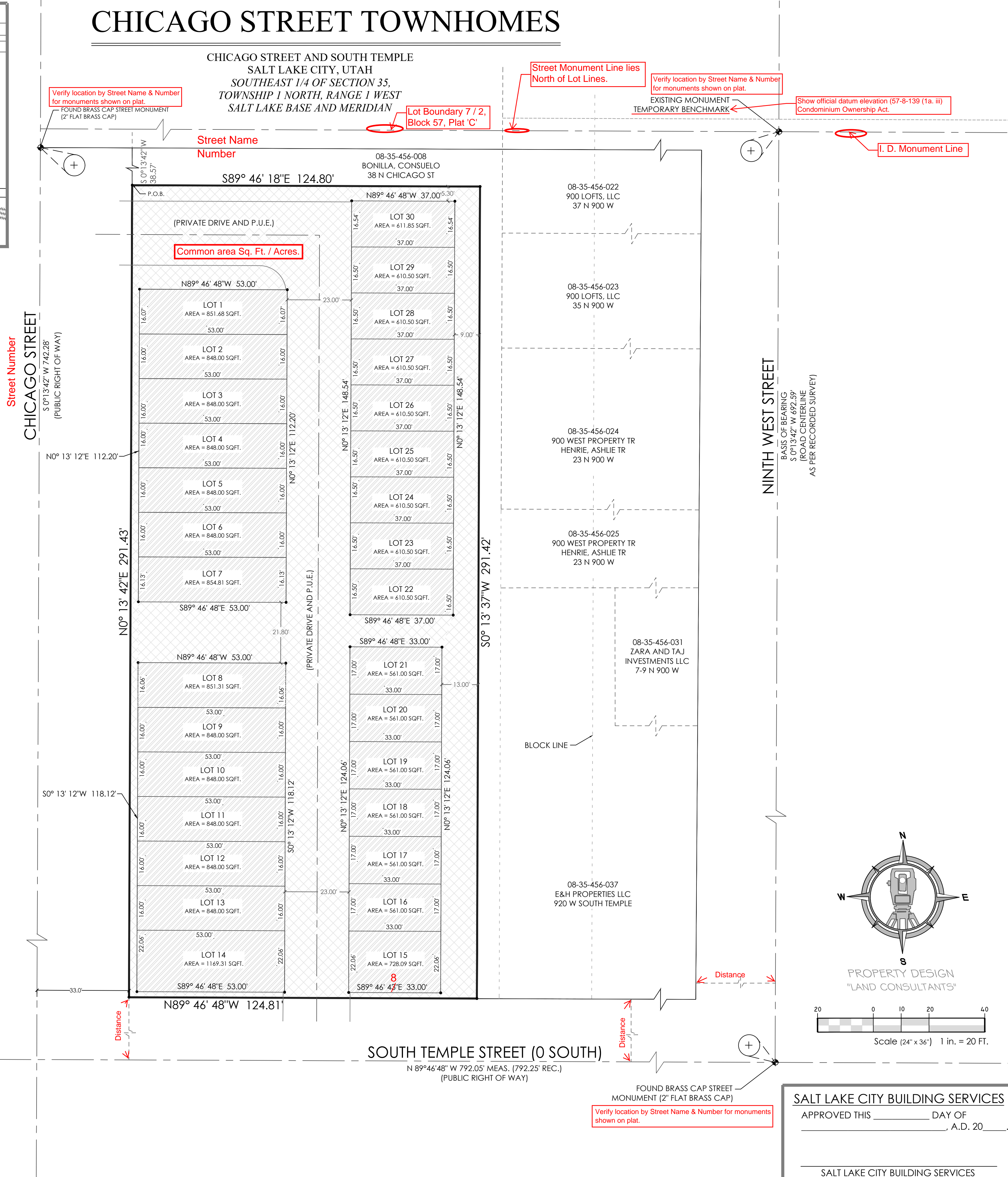
Please refer this customer to Section 4 of the Electric Service Requirements Manual (ESR), attached. It looks possible to meet clearance requirements, but we will need to see drawings showing the locations for metering and transformers before we can provide approval and ensure there is adequate space provided.

CHICAGO STREET TOWNHOMES

CHICAGO STREET AND SOUTH TEMPLE
SALT LAKE CITY, UTAH
SOUTHEAST 1/4 OF SECTION 35,
TOWNSHIP 1 NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN



VICINITY MAP
N.T.S.



LEGEND

- PROPERTY BOUNDARY
- UNIT BOUNDARY
- ROAD MONUMENT LINE
- - - ADJACENT PROPERTY BOUNDARY
- ▨ BUILDING AREA
- - - RIGHT-OF-WAY
- ▩ COMMON AREA, P.U.E.
- BOUNDARY CORNER MARKER (VARIES)

Lot Boundary Line, Block 57, Plat 'C'

Verify location by Street Name & Number for monuments shown on plat.

FOUND BRASS CAP STREET MONUMENT (2" FLAT BRASS CAP)

Street Name Number

Verify location by Street Name & Number for monuments shown on plat.

FOUND BRASS CAP STREET MONUMENT (2" FLAT BRASS CAP)

Verify location by Street Name & Number for monuments shown on plat.

SURVEYORS CERTIFICATE

I, Richard Johanson, do hereby certify that I am a Land Surveyor, and that I hold License No. 152956, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, hereafter to be known as Emeril Avenue Townhomes, and that same has been surveyed and shown on this plat. This survey was performed within the accordance of the minimum accuracy of an urban survey, Class "A", or a linear closure of 1:15,000.
The purpose of this survey is to locate the boundaries of the described parcel and create a plat for a subdivision as shown hereon.

Prepared this 11th day of August, 2021.

BOUNDARY DESCRIPTION

A parcel of land being all of six entire tracts described in that Warranty Deed, recorded as Entry # 12852438 Tax ID No 08-35-456-009 or 36 N Chicago Street, and in that Warranty Deed, recorded as Entry # 13278714 Tax ID No 08-35-456-010 or 30 N Chicago Street, and in that Warranty Deed, containing two parcels recorded as Entry # 12909116 Tax ID No 08-35-456-011 or 28 N Chicago Street and Tax ID No 08-35-456-012 or 18 N Chicago Street, and in that Warranty Deed, containing two parcels recorded as Entry # 10239485 Tax ID No 08-35-456-013 and Tax No 08-35-456-014 or 928 W South Temple Street, in the Office of the Salt Lake County Recorder, Said parcel of land is located in the Southeast quarter of Section 35, Township 1 North, Range 1 West, Salt Lake Base and Meridian and is described as follows:

Beginning at a point that is West 1 foot and 38.75 feet South of the Northwest corner of Lot 2, Block 57, Plat 'C' to the East side of Chicago Street, and the point of beginning; Thence S 89°46'18" E 124.80 feet; Thence S 0°13'37" W 291.42 feet to the North side of South Temple Street; Thence along said North Side of South Temple Street N 89°46'48" W 124.8 feet to the East side of Chicago Street; Thence along East side of Chicago Street N 0°13'42" E 291.43 feet to the Point of Beginning.

The above described parcel of land contains 36,371 sq. ft. in area or 0.835 acres more or less. (Containing six lots, to be subdivided into thirty individual lots.)

(Basis of Bearing is Road Centerline of Ninth West Street S 0°13'42" W 692.59 feet, between the Street Monuments located on South Temple Street and North Temple Street).

OWNER'S DEDICATION

Know all men by these presents that _____ the undersigned owner(s) of the above described tract of land having caused same to be subdivided into UNITS and streets to be hereafter known as

CHICAGO STREET TOWNHOMES

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use.
In witness whereof we have hereunto set our hands this _____ day of _____, 20____.

NOTARY ACKNOWLEDGMENT

State of Utah)
): ss.
County of Salt Lake)

The foregoing Owner's Dedication of the _____ was signed before me this _____ day of _____, by _____, as Manager of _____, a Utah limited liability company, and by _____, a Utah limited liability company, each of whom personally appeared before me and duly acknowledged that the foregoing was Owner's Dedication was executed by authority.

Commission Number _____
My Commission Expires _____
Printed name _____ A Notary Public Commissioned in Utah

CHICAGO STREET TOWNHOMES

CHICAGO STREET, SLC

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

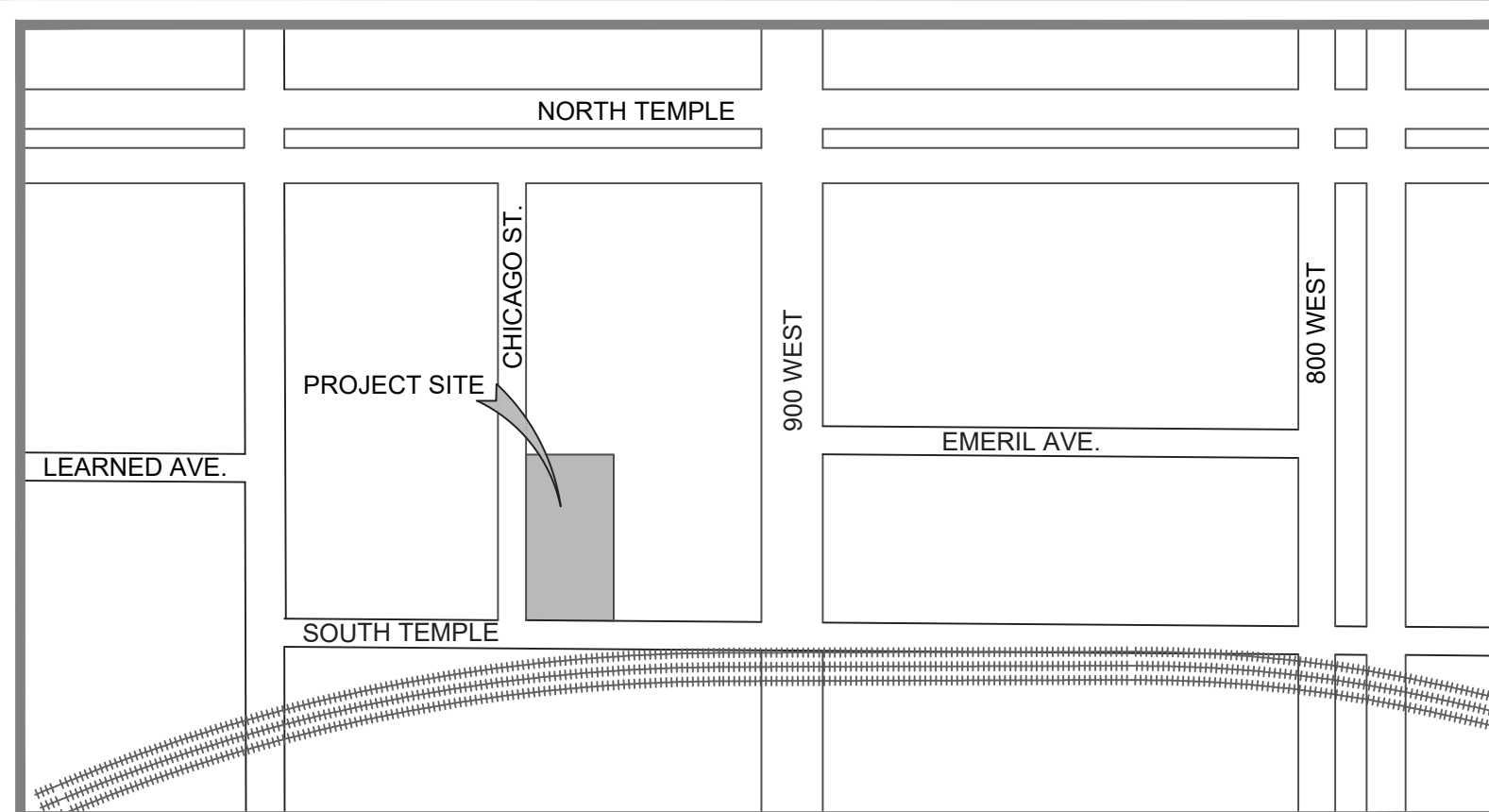
SALT LAKE CITY BUILDING SERVICES
APPROVED THIS _____ DAY OF _____, A.D. 20____.
SALT LAKE CITY BUILDING SERVICES

PREPARED BY
PROPERTY DESIGN LLC.
"LAND CONSULTANTS"
P.O. BOX 701168
SALT LAKE CITY, UT 84170
(801) 955-6339, (801) 495-2541
PROPERTYDESIGN@GMAIL.COM

NUMBER _____ ACCOUNT _____ SHEET 1 OF 1 SHEETS	SALT LAKE CITY PUBLIC UTILITIES APPROVED THIS _____ DAY OF _____, A.D. 20____. BY SALT LAKE CITY SEWER AND WATER SLCPU MANAGER	SALT LAKE COUNTY HEALTH DEPARTMENT APPROVED THIS _____ DAY OF _____, A.D. 20____. S. L. COUNTY HEALTH DEPARTMENT	SALT LAKE CITY ENGINEER I HEREBY CERTIFY THAT THE OFFICE HAS EXAMINED THE PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE. CITY SURVEYOR _____ DATE _____ CITY ENGINEER _____ DATE _____	SALT LAKE CITY PLANNING APPROVED THIS _____ DAY OF _____, A.D. 20____ BY THE SALT LAKE CITY PLANNING COMMISSION. SALT LAKE CITY PLANNING COMMISSION	SALT LAKE CITY ATTORNEY APPROVED AS TO FORM THIS _____ DAY OF _____, A.D. 20____ SALT LAKE CITY ATTORNEY	SALT LAKE CITY APPROVAL PRESENTED TO SALT LAKE CITY THIS _____ DAY OF _____, A.D. 20____, AND IT IS HEREBY APPROVED. SALT LAKE CITY MAYOR _____ SALT LAKE CITY RECORDER _____	SALT LAKE COUNTY RECORDED # _____ STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF _____ DATE _____ TIME: _____ BOOK: _____ PAGE: _____ FEE _____ SALT LAKE COUNTY RECORDER	NUMBER _____ ACCOUNT _____ SHEET 1 OF 1 SHEETS
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CHICAGO STREET TOWNHOMES

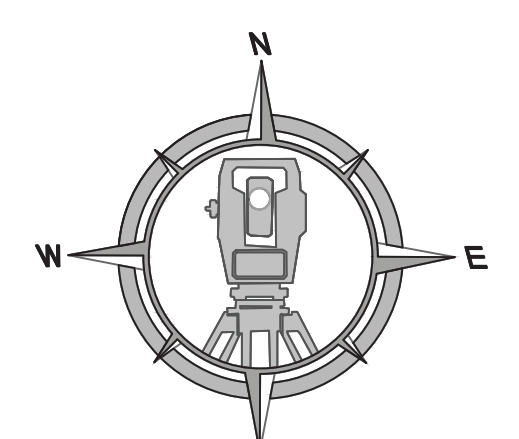
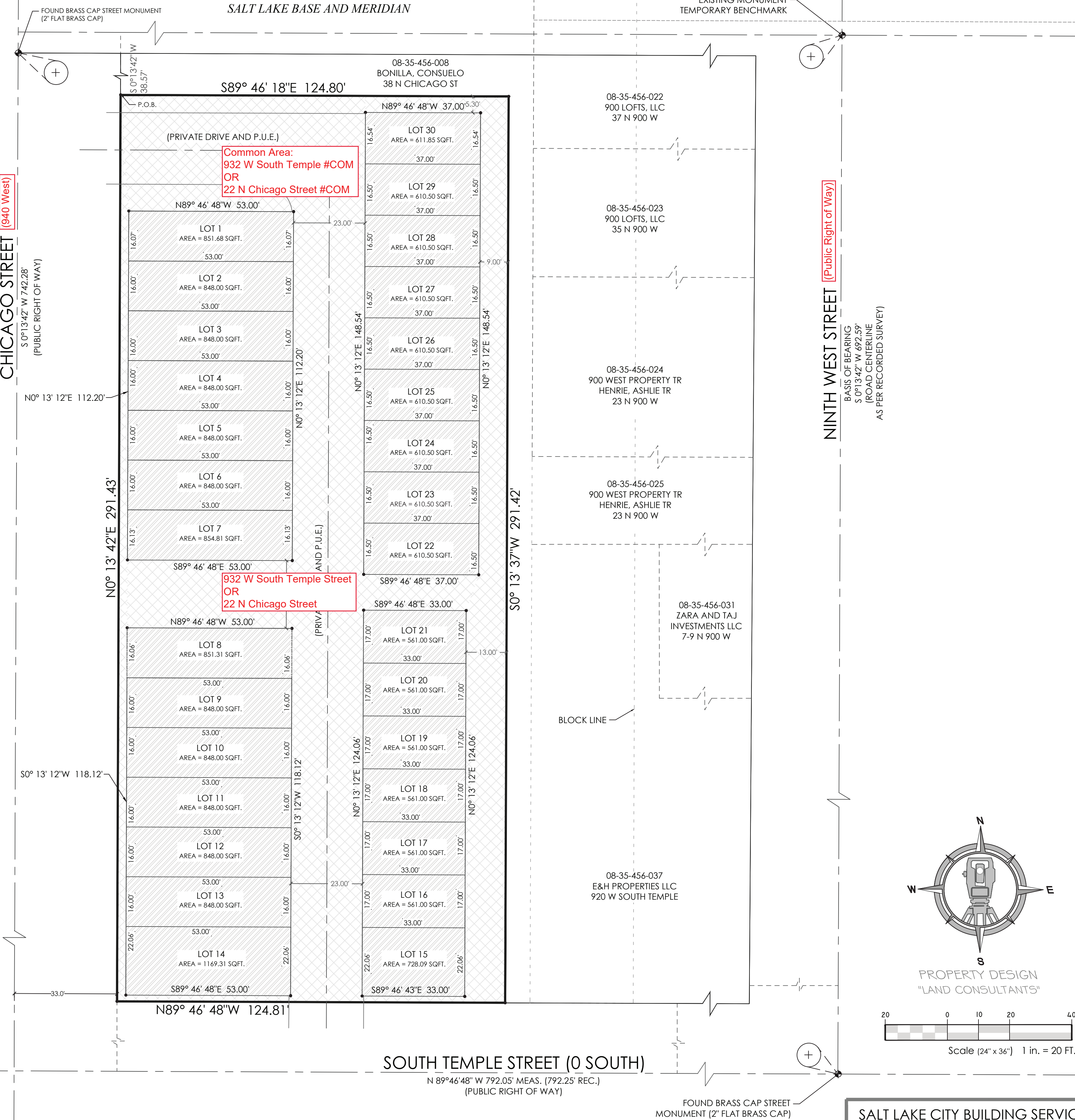
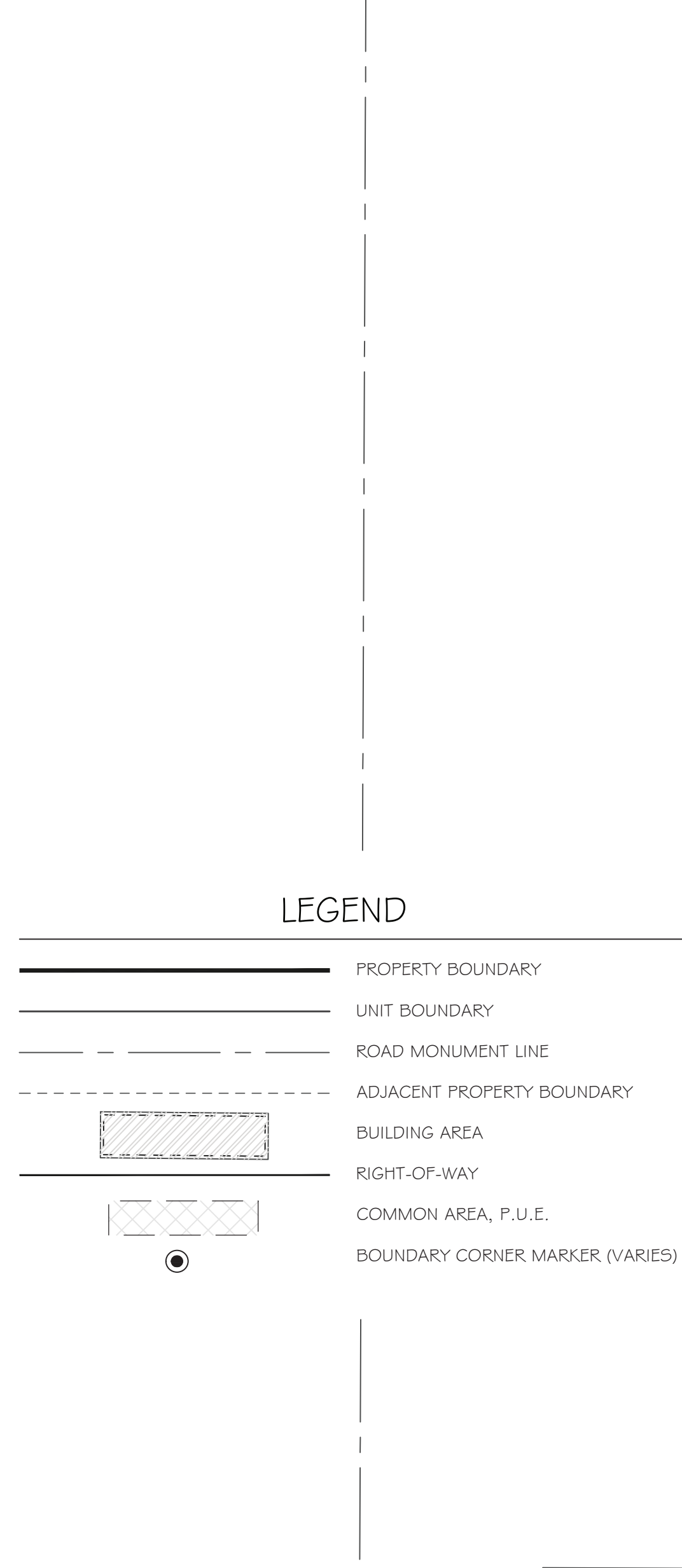
CHICAGO STREET AND SOUTH TEMPLE
SALT LAKE CITY, UTAH
SOUTHEAST 1/4 OF SECTION 35,
TOWNSHIP 1 NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN



VICINITY MAP
N.T.S.

CHICAGO STREET (940 West)
S 0°13'42" W 742.28'
(PUBLIC RIGHT OF WAY)

NINTH WEST STREET (Public Right of Way)
BASIS OF BEARING
S 0°13'42" W 692.59'
ROAD CENTERLINE
AS PER RECORDED SURVEY



SURVEYORS CERTIFICATE

I, Richard Johanson, do hereby certify that I am a Land Surveyor, and that I hold License No. 152956, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, hereafter to be known as Emeril Avenue Townhomes and that same has been surveyed and shown on this plat. This survey was performed within the accordance of the minimum accuracy of an urban survey, Class "A", or a linear closure of 1:15,000'.
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Prepared this 11th day of August, 2021.

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OWNER'S DEDICATION

Know all men by these presents that _____ the undersigned owner(s) of the above described tract of land having caused same to be subdivided into UNITS and streets to be hereafter known as

CHICAGO STREET TOWNHOMES

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use.
In witness whereof we have hereunto set our hands this _____ day of _____, 20_____.

NOTARY ACKNOWLEDGMENT

State of Utah)
) ss.
County of Salt Lake)

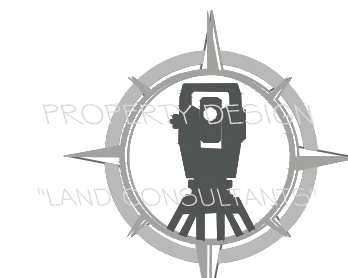
The foregoing Owner's Dedication of the _____ was signed before me this _____ day of _____, by _____, as Manager of _____, a Utah limited liability company, and by _____, a Utah limited liability company, each of whom personally appeared before me and duly acknowledged that the foregoing was Owner's Dedication was executed by authority.

Commission Number _____
My Commission Expires _____
Printed name _____ A Notary Public Commissioned in Utah

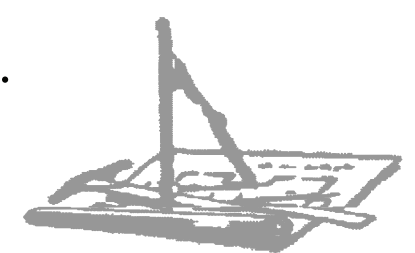
CHICAGO STREET TOWNHOMES

CHICAGO STREET, SLC

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



PREPARED BY
PROPERTY DESIGN LLC.
"LAND CONSULTANTS"
P.O. BOX 701168
SALT LAKE CITY, UT 84170
(801) 955-6339, (801) 495-2541
PROPERTYDESIGN@GMAIL.COM



SALT LAKE CITY BUILDING SERVICES
APPROVED THIS _____ DAY OF _____, A.D. 20_____
SALT LAKE CITY BUILDING SERVICES

NUMBER _____
ACCOUNT _____
SHEET 1
OF 1 SHEETS

SALT LAKE CITY PUBLIC UTILITIES
APPROVED THIS _____ DAY OF _____, A.D. 20_____
BY SALT LAKE CITY SEWER AND WATER
SLCPU MANAGER

SALT LAKE COUNTY HEALTH DEPARTMENT
APPROVED THIS _____ DAY OF _____, A.D. 20_____
S. L. COUNTY HEALTH DEPARTMENT

SALT LAKE CITY ENGINEER
I HEREBY CERTIFY THAT THE OFFICE HAS EXAMINED THE PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE.
CITY SURVEYOR _____ DATE _____
CITY ENGINEER _____ DATE _____

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

SALT LAKE CITY ATTORNEY
APPROVED AS TO FORM THIS _____ DAY OF _____, A.D. 20_____
SALT LAKE CITY ATTORNEY

SALT LAKE CITY APPROVAL
PRESENTED TO SALT LAKE CITY THIS _____ DAY OF _____, A.D. 20_____, AND IT IS HEREBY APPROVED.
SALT LAKE CITY MAYOR _____ SALT LAKE CITY RECORDER _____

SALT LAKE COUNTY RECORDED #
STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF _____
DATE _____ TIME: _____ BOOK: _____ PAGE: _____
FEE _____ SALT LAKE COUNTY RECORDER

NUMBER _____
ACCOUNT _____
SHEET 1
OF 1 SHEETS

Attachment C: Minutes from January 26, 2022

SALT LAKE CITY PLANNING COMMISSION MEETING
This meeting was held electronically
Wednesday, January 26, 2022

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at approximately 5:30 pm. Audio recordings of the Planning Commission meetings are retained for a period of time. These minutes are a summary of the meeting. For complete commentary and presentation of the meeting, please visit <https://www.youtube.com/c/SLCLiveMeetings>.

Present for the Planning Commission meeting were: Chairperson Amy Barry, Vice-Chairperson Maurine Bachman, Commissioners Andra Ghent, Jon Lee, Andres Paredes, Mike Christensen, Brenda Scheer, Adrienne Bell, and Aimee Burrows.

Planning Staff members present at the meeting were: Deputy Director Michaela Oktay, Planning Manager Kelsey Lindquist, Senior City Attorney Paul Nielson, Senior Planner Kristina Gilmore, Principal Planner Caitlyn Tubbs, Senior Planner Sara Javoronok, Principal Planner Diana Martinez, Senior Planner Eric Daems, Urban Planner Laura Bandara, Administrative Secretary David Schupick, and Administrative Secretary Aubrey Clark.

REPORT OF THE CHAIR & VICE-CHAIR

Chairperson Amy Barry reported that she appreciated the timely responses of the commissioners to the attendance request for the meeting.

Vice-chair Maureen Bachman had nothing to report.

REPORT OF THE DIRECTOR

Deputy Director Michaela Oktay reported that she missed seeing everyone.

CONSENT AGENDA

Extension Request for 9th East Mixed-Use Multifamily - Jeff Byers of The Richardson Design Group, on behalf of the property owner and management company, RD Management, has submitted a letter requesting a one-year extension for the 9th East Mixed-Use Multifamily project that was approved by the Planning Commission on January 13, 2021. The approval was for a multi-family development located at approximately 410 South 900 East. The subject site is zoned TSA-UN-C and is located within Council District 4, represented by Analia Valdemoros. (Staff contact: Sara Javoronok at 801-535-7625 or sara.javoronok@slcgov.com) **Case number PLNPCM2020-00641**

APPROVAL OF THE MINUTES FOR JANUARY 12, 2022

MOTION

- Ty Rosser – Has concerns about the construction process and accessibility in the alley during the construction process
- Amy Buchanan – In favor of the petition

Chair Barry closed the public hearing.

The applicant addressed access to the alley during the construction of the ADU. He stated that the amount of heavy construction will be minimal. He said that the footing excavation will take roughly a week. He said they will do the best they can to keep that access open during construction.

MOTION

Commissioner Adrienne Bell stated, Based on the analysis and findings listed in the staff report, information presented, and the input received during the public hearing, I move that the Planning Commission approve the conditional use request to establish a detached accessory dwelling unit located at approximately 2346 S Park Street (case number #PLNPCM2021-01122).

Commissioner Mike Christensen seconded the motion. Commissioners Andra Ghent, Brenda Scheer, Maurine Bachman, Andres Paredes, Adrienne Bell, Jon Lee, Aimee Burrows, and Mike Christensen voted “yes”. The motion passed unanimously.

Chicago Street Townhomes at approximately 928 & 938 W South Temple, 18, 28, 30, and 36 N Chicago - Jarod Hall of Di'velept, representing the property owners, is requesting Planned Development, Design Review, and Preliminary Subdivision approval to develop 30 townhomes. Currently the land has four single-family residences and a small warehouse building, and the property is zoned TSA-UN-T (Transit Station Area – Urban Neighborhood – Transition). The proposed project is subject to the following petitions:

- Planned Development** – Planned Development approval is required for lots without frontage. Case number **PLNPCM2021-00824**.
- Design Review** – Design Review approval is required since the development did not receive enough points through the TSA development review process for administrative (staff level) approval. The petitioner is also requesting design standard modifications to building materials and entry feature requirements through this process. Case number **PLNPCM2021-00825**
- Preliminary Subdivision** – The Preliminary subdivision is required to create the individual townhome lots. **Case number PLNSUB2021-00826**

The subject property is located within Council District 2, represented by Alejandro Puy. (Staff contact: Sara Javoronok at 801-535-7625 or sara.javoronok@slcgov.com)

Senior Planner Sara Javoronok reviewed the petition as outlined in the staff report. She stated that Staff recommends approval with conditions.

Project Architect Jarod Hall shared a formal presentation. He showed visuals of the surrounding area and the site plan. Jarod Hall explained ways they tried to keep costs low. He also stated that the goal of this project is to help with density in the area.

Chair Barry stated her concerns for the structure providing an inviting feel on the pedestrian level. Jarod Hall stated the property line is further away from the street and that he anticipates occupants in the future adding additions to the plot of grass in front of the entrances. Chair Barry asked about lighting for an inviting pedestrian experience. Jarod Hall stated that there will be lighting in the hangover of the entrance door.

Commissioner Andra Ghent stated her appreciation of the trees. She did state some concerns of the amount of grass landscape and asked if there was a possibility to add desert landscape. Jarod Hall stated that it would defiantly be possible, and that the grass was just used for rendering the pictures.

PUBLIC HEARING

Chair Barry opened the public hearing.

- Cyan Larson stated disapproval for the townhomes.
- Fredy Davis stated disapproval for the townhomes.
- Juan Garcia stated disapproval for the townhomes.
- Qiru Cantua stated disapproval for the townhomes.
- Simon Chavez stated disapproval for the townhomes.

Seeing that no one else wished to speak, Chair Barry closed the public hearing.

Amy Barry stated that the Planning Commission is not able to address public comment

Property owner Mike Stettner stated that this is his first project in Salt Lake City and that all the departments have been very positive of the project.

Commissioner Aimee Burrows stated that she feels empathetic to the public comments and concerns. She also stated that even if the planning commission disapproves the motion, they are still able to build the building, it would just not be subdivided as townhomes. She also stated she has been keeping up with the gentrification study and is not sure if that has added changes to the planning commission decision processes. Senior Planner Sara Javoronok stated that the gentrification study is still new and is not aware of any pauses in development. Deputy Director Michaela Oktay stated that the gentrification study is still in the beginning process.

Chair Barry asked for clarification on if the commission needs the city hall to make a discission to allow them to be able to pause a development. Deputy Director Michaela Oktay clarified that they are legally obligated to decide on the application before them.

Commissioner Andra Ghent stated that although Salt Lake City has not completed a gentrification study, other gentrification studies have shown that the more restrictive

development is, the worst displacement gets. She also stated that stopping development only increases prices that will move people not just out of neighborhoods but out of state.

Commissioner Mike Christensen stated that he has read similar statistics as Commissioner Andra Ghent with the negatives of stopping development.

MOTION

Commissioner Mike Christensen stated, Based on the findings listed in the Staff Report, the information presented, and input received during the public hearing, I move that the Planning Commission approve the Planned Development, Design Review, and Preliminary Subdivision (Petitions PLNPCM2021-00824, PLNPCM2021-00825, and PLNSUB2021-00826) for the Chicago Street Townhomes subject to the following conditions:

- 1. Applicant shall submit a final plat for review within 18 months.**
- 2. Applicant shall comply with all required department comments and conditions.**
- 3. Applicant shall submit a cost estimate and associated documentation assuring shared infrastructure maintenance in compliance with 21A.55.110 with the final plat application.**
- 4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.**

Commissioner Andra Ghent seconded the motion. Commissioners Andra Ghent, Andres Paredes, Jon Lee, Mike Christensen, Adrienne Bell, Maurine Bachman, Brenda Scheer, and Aimee Burrows all voted “yes”. The motion passed unanimously.

LaraDean Townhomes at approximately 355-365 West 800 North - Jarod Hall of Di'velept, representing the property owners, is requesting approval for a new townhome development. The development includes fourteen single-family attached units in two separate buildings. The proposed townhomes are approximately 45 feet in height and are three stories tall. The development involves two applications:

- a. Preliminary Subdivision-** The Preliminary subdivision to create the individual townhome lots. **Case number PLNSUB2021-00848**
- b. Planned Development-** Planned Development is required for lots without frontage, reduction of the rear yard setback from 20' to 15', and reduction in the front yard setback from 10' to 6.5'. **Case number PLNPCM2021-00847**

The subject property is zoned MU (Mixed Use), located within Council District 3, represented by Chris Wharton. (Staff contact: Diana Martinez at 801-535-7215 or diana.martinez@slcgov.com)

Principal Planner Diana Martinez reviewed the petition as outlined in the staff report. She stated that Staff recommends approval the planned development and preliminary subdivision plat with conditions.

Project Architect Jarod Hall shared a presentation of the proposed project. He stated there will be 14 townhomes on .45 acres. He also stated that there will be 1+ car garage units. He stated