



MOTION SHEET

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Nick Tarbet
Policy Analyst

DATE: September 15, 2020

RE: **Text Amendment: Chapter 18.44 Fire Prevention and International Fire Code -
PLNPCM2019-00938**

Two public hearings have been scheduled for this petition. The second one will be held on October 6. The Council may consider taking action the night of the second public hearing.

MOTION 1

I move that the Council close the public hearing and note a second public hearing has been scheduled for October 6, 2020.





COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Nick Tarbet, Policy Analyst

DATE: September 15, 2020

**RE: Text Amendment: Chapter 18.44 Fire
Prevention and International Fire Code -
PLNPCM2019-00938**

PROJECT TIMELINE:

Briefing: August 18, 2020
Set Date: August 18, 2020
Public Hearing 1: Sept 15, 2020
Public Hearing 2: Oct 6, 2020
Potential Action: Oct 6, 2020

WORK SESSION SUMMARY

During the August 18 work session, the Council did not raise any significant concerns about the proposed rezone.

One question was raised about the language in item #3 being potentially confusing:

3. The structure has a compartmentalized design that includes two-hour fire walls extending from the ground to the roof, automatic smoke detectors, and areas of safe refuge

The possibility of referencing other sections of the code to provide additionally clarity was proposed.

Council staff followed up with Planning staff on this request. Planning staff suggested it would be preferable to create a handout with references instead, since the city does not have control over the fire code and any future changes to it.

Providing this clarity in a handout instead of referencing it in city code would ensure future text amendments to City code not have to be made when there are changes to the fire code.

The public hearings are set for September 15 and October 6.

The following information was provided for the August 18 work session. It is provided again for background purposes.

ISSUE AT-A-GLANCE

The Council will be briefed about a proposal that would make modifications to Chapter 18.44 to provide alternatives to the proximity to building requirements found in Appendix D section 503.1 of the International Fire Code.

The existing regulations have limited developers' ability to construct buildings over 30 feet in height in various locations due to the constrictive access requirements.

This proposal is intended to provide some flexibility for the Salt Lake City Fire Department in administering the International Fire Code when determining the distance range that an aerial fire access road can be from a building. It applies to new construction and major additions.

This proposed change was initiated because of impact the existing regulation has on the built environment and barriers to implementing adopted master plan policies the regulations are creating. Due to limitations placed on the City by State Code provisions that adopt the International Fire Code, the proposal is narrow in scope and intended to address the specific problem.

The Planning Commission forwarded a positive recommendation to the Council.

PUBLIC PROCESS

- Downtown Alliance Development Committee presentation - September 26, 2019
- Early notification process for this proposal was initiated - November 21, 2019
- Open House - December 1, 2019
- Historic Landmark Commission - February 6, 2020
- Planning Commission public hearing on February 26, 2020

ADDITIONAL INFORMATION

Proposed Changes Summary

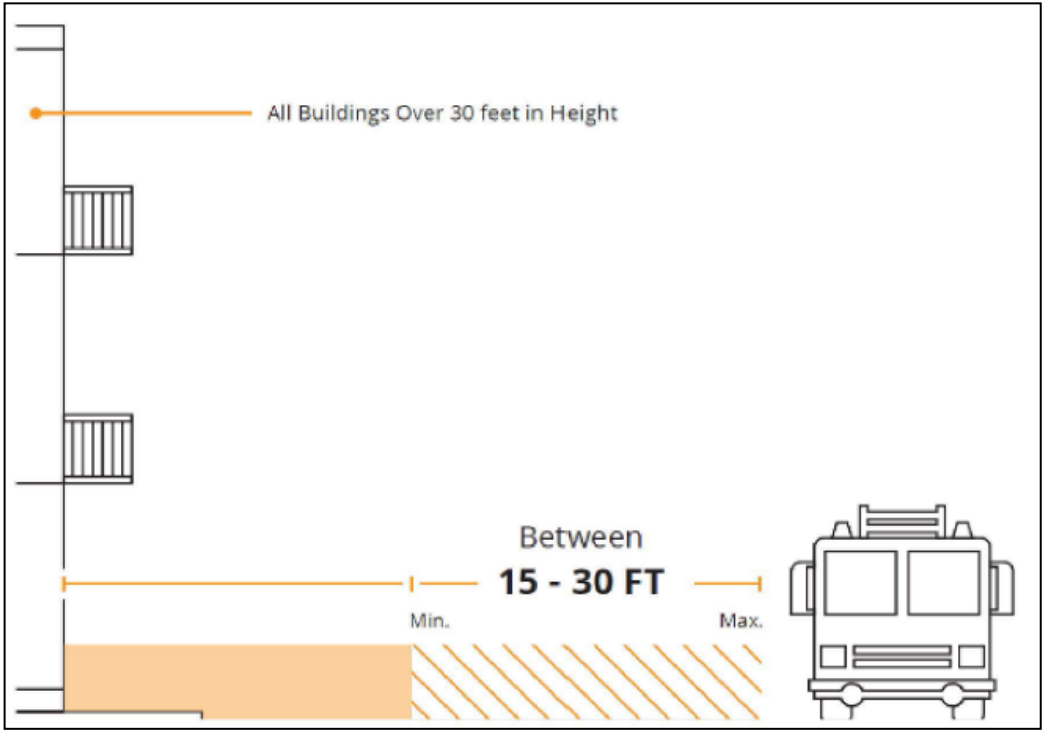
The proposed changes would create an optional path to use the public rights of way for aerial access. This option would allow a reduction in how close the aerial fire road can be to the building from fifteen feet to ten feet and allow the maximum distance the road can be from the building to increase from thirty feet up to fifty feet if the building includes increased fire safety construction features.

In order to be eligible for the relaxed access road requirements under the proposed amendments, a building must include at least one of the following features:

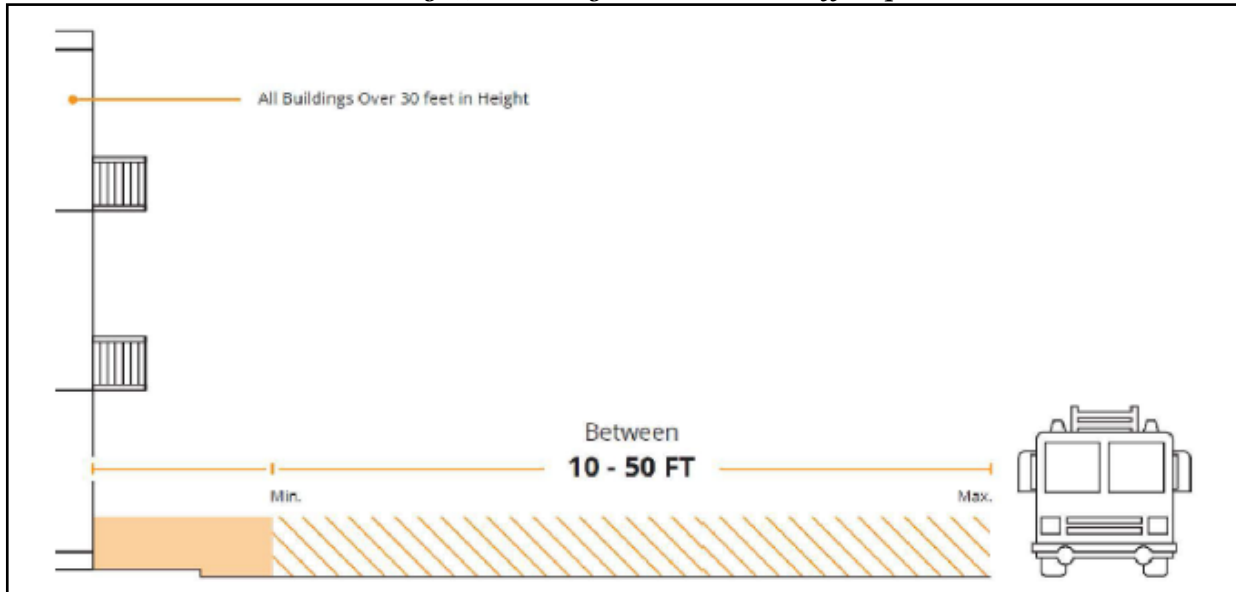
1. The structure is a Type I (tall buildings made with concrete or steel) or Type II (typically new or remodeled commercial buildings where the walls and ceiling are noncombustible materials) as defined in the International Building Code;
2. Stairwells and common corridors have a two-hour fire rating;
3. The structure has a compartmentalized design that includes two-hour fire walls extending from the ground to the roof, automatic smoke detectors, and areas of safe refuge;
4. The structure provides enhanced smoke detection in addition to fire sprinkler systems. This includes detection systems in all corridors and common spaces connected to the fire alarm panel;
5. The aerial fire apparatus road(s) are positioned parallel to the entire long axis side of the building; or
6. Buildings with a total height ranging from 30 to 75 feet in height have an enclosed stairway(s) equipped with a pressurized air system.

The Planning Commission Staff reports notes that only one of the options would have to be included in order to decrease or increase the proximity to building requirements. Buildings within the existing proximity range (between 15 and 30 feet), would not have to include any of the additional requirements. The proposed modification would only apply to buildings located either closer than fifteen feet or further than thirty feet from the aerial access road.

Existing Proximity to Building Requirements
Page 2 Planning Commission Staff Report



Proposed Proximity to Building Requirements



KEY ISSUES

Pages 3-6 of the Planning Commission staff report includes an in-depth analysis of the Key Issues. A short summary is provided below. Please see the Planning Commission staff report for full analysis.

1. Impact on City Goals

- The existing proximity requirement is a barrier to implementing adopted master plan policies.
- The current proximity to building requirement in the fire code described above prevents thousands of properties from being used for mixed use development over thirty feet in height without costly and unnecessary changes to the existing rights of way or construction of expensive fire access roads.
- New housing, office buildings, restaurants, and stores are usually funded, designed, and built by the private sector. When existing streets cannot be used to satisfy the aerial access requirements, the necessary access is created in one of two ways:
 - i. it is located on private property through the use of wide driveways,
 - ii. the curb line in the city street is moved closer to the property line, effectively widening the paved area of the street.
- When the aerial access road is built on private property, other fire code requirements are triggered that make it difficult for a property owner to have an economic return on their development, thus decreasing the likelihood of the property being developed

2. Public Safety

- According to the Fire Department, this proposal does not negatively impact public safety in emergency response situations because the additional required building features result in a safer building and facilitate an effective response from the Fire Department in the event of an emergency.

- Buildings constructed under the proposed changes would have a higher level of fire security, and the fire fighters and equipment will not be placed within the collapse zone of buildings that are engulfed in flames.

3. Safety of Building Occupants

- The occupants of buildings that may be constructed under the proposed code would not be impacted because the building would contain other safety features based on the option selected by the developer.

4. Impact to Staff Workloads

- Under the current proximity to building requirements, the Fire Department is routinely asked to consider alternatives to building an aerial access road. This request, called an "alternative means and methods" in the fire code, triggers reviews by multiple city departments and divisions, particularly to Community and Neighborhoods.
- This proposal would reduce this workload because it establishes an adopted and acceptable alternative to relocating a curb line. This reduces the amount of time City staff would spend reviewing the proposal, which in turn reduces the amount of time it takes to have an alternative approved.



CITY COUNCIL TRANSMITTAL

Rachel Otto, Chief of Staff

Date Received: April 20, 2020
Date sent to Council: April 20, 2020

TO: Salt Lake City Council
Chris Wharton, Chair

DATE: Apr 17, 2020

FROM: Marcia L. White, Director Department of Community & Neighborhoods

SUBJECT: PLNPCM2019-00938 Amendments to Chapter 18.44 Fire Prevention and International Fire Code

STAFF CONTACT: Nick Norris, Planning Director, nick.norris@slcgov.com 801-535-6173

DOCUMENT TYPE: Ordinance

RECOMMENDATION: That the City Council adopt the proposed modifications to Chapter 18.44 as recommended by the Planning Commission, Planning Division, Fire Prevention Bureau, Building Services, Engineering, and Transportation.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: This proposal is intended to provide some flexibility for the Salt Lake City Fire Department in administering the International Fire Code Appendix D, section 503.1 "proximity to building." This section of the IFC determines the distance range that an aerial fire access road can be from a building. It applies to new construction and major additions. The existing regulations have limited developers' ability to construct buildings over 30 feet in height in various locations due to the constrictive access requirements. The proximity to building requirement requires that an aerial access fire road be no closer than fifteen feet and no further than thirty feet from an entire side of a building. The ideal location for the aerial access road is the street because it uses existing infrastructure, does not require the construction of additional access road on private property, and provides space for fire operations.

There are areas in the city where the property line is more than thirty feet from the curb line. When this occurs, the street cannot be considered as the aerial access road because it is not within thirty feet of the building. The typical response is for developers to propose moving the curb line closer to the property line so that the building is within thirty feet of the street to satisfy the requirement. This has resulted in proposals

to reduce the width of park strips, remove street trees, relocate bus stops, makes bike lanes less safe, impacts utilities, and effectively widens the paved portions of city streets. The other alternative is to build a fire access road on private property. An aerial access road on private property must meet the same proximity to building requirements as the street would, but also must be a minimum of twenty-six feet in width. The result is a twenty-six-foot-wide road plus at least fifteen feet of space to comply with the minimum spacing requirement in the IFC. This equals a forty-one-foot-wide space along an entire length of a building, most of that area is impermeable and creates a storm water drainage impact. This space becomes undevelopable, is expensive, and makes many developments unfeasible. The only real option when this occurs is to build a building under thirty feet in height.

The proposed modifications allow the proximity requirement to be reduced to ten feet or increase to fifty feet when additional fire protections are included in the construction of the building. The added protections are intended to increase the amount of time for people to evacuate the building during a fire. A developer would have the option of selecting one of the fire protection options mentioned in the code. The enhanced fire protections include:

1. The structure is a Type I (tall buildings made with concrete or steel) or Type II (typically new or remodeled commercial buildings where the walls and ceiling are noncombustible materials) as defined in the International Building Code;
2. Stairwells and common corridors have a two-hour fire rating;
3. The structure has a compartmentalized design that includes two-hour fire walls that extend from the ground to the roof, automatic smoke detectors, and areas of safe refuge;
4. The structure provides enhanced smoke detection in addition to fire sprinkler systems. This includes detection systems in all corridors and common spaces that are connected to the fire alarm panel;
5. The aerial fire apparatus road(s) are positioned parallel to the entire long axis side of the building; or
6. Buildings with a total height ranging from 30 to 75 feet in height have an enclosed stairway(s) equipped with a pressurized air system.

The proposal also includes a statement that the curb line will not be relocated for the purpose of complying with the proximity to buildings. The purpose of this statement is to help staff administer the code and be able to balance competing interests in the right of way. The city would still maintain the ability to modify the ROW for other reasons.

PUBLIC PROCESS: The early notification process for this proposal was initiated on November 21, 2019. Information regarding this proposal was sent electronically to all recognized organizations within the city. Prior to this notice being sent, a presentation was made to the Downtown Alliance Development Committee on September 26, 2019. This presentation resulted in comments from architects, developers, and downtown property owners in support of the proposed changes. No other recognized organization indicated they wanted more information and no organizations provided comments. Information about the open house was also discussed on KUER on December 9, 2020. An open house was held on December 12 and one written comment was received by a resident from the Rose Park neighborhood. That comment indicated support for the project if the Fire Department supported the proposal. At the February 6, Historic Landmark Commission meeting a public comment was provided supporting the need to address issues with the fire code affecting development in the city and within local historic districts,

The Planning Commission held a public hearing on February 26, 2020. Notice of the public hearing was sent electronically to all recognized organizations and entities that have indicated they would like to receive notice of this type of change. No comments were provided at the public hearing and the Planning Commission unanimously decided to recommend that the City Council adopt the proposed changes.

EXHIBITS:

- 1) Chronology
- 2) Notice of City Council Hearing
- 3) Planning Commission
 - a) Original Notice and Postmark
 - b) Staff Report
 - c) Agenda and Minutes
- 4) Original Petition

SALT LAKE CITY ORDINANCE

No. ____ of 2020

(Amendments to International Fire Code Appendix D as Adopted by Salt Lake City)

An ordinance amending subsections 18.44.010 and 18.44.020 of the Salt Lake City Code to provide exceptions related to fire access road requirements in appropriate circumstances.

WHEREAS, the most recent version of the International Fire Code (“IFC”), excluding appendices, has been incorporated into the State Fire Code through Utah Code Section 15A-5-103; and

WHEREAS, Utah Code Section 15A-1-403 provides that a political subdivision may enact an ordinance in the political subdivision’s fire code that is more restrictive than the State Fire Code; and

WHEREAS, Utah Code Section 15A-1-403 also states a political subdivision may adopt appendices of the IFC; and

WHEREAS, Salt Lake City Corporation (the “City”) has previously adopted the appendices of the IFC as part of the fire code ordinance, rules and regulations of the City; and

WHEREAS, the City has an interest in promoting the health, safety, and welfare of its citizens; and

WHEREAS, the City has developed master plan policies related to growth, mixed use development, affordable and accessible housing, economic development, and the enhancement and improvement of public spaces; and

WHEREAS, aspects of the proximity specifications related to access roads currently found in Appendix D of the most recent version of the International Fire Code prevent the City from accomplishing the beneficial policies described above; and

WHEREAS, adjusting the proximity specifications related to access roads set forth in subsection D105.3 of International Fire Code Appendix D will facilitate the beneficial policies described above while also encouraging construction practices that improve the safety and welfare of Salt Lake City residents; and

WHEREAS, the Salt Lake City Council finds that the provisions of this ordinance facilitate the effective and efficient operation of the City.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That section 18.44.010 of the Salt Lake City Code shall be, and hereby is, amended to read as follows:

18.44.010: INTERNATIONAL FIRE CODE AND STANDARDS ADOPTED:

The edition of the international fire code as adopted by section 15A-5-103, Utah Code Annotated, or its successor section is adopted by Salt Lake City as the fire code ordinance, rules and regulations of the city. Appendices A, B, C, E, F, G of the international fire code are specifically adopted by Salt Lake City as part of the fire code of the city. Appendix D of the international fire code, including the amendments to subsection D105.3 provided in Salt Lake City Code Section 18.44.020, is also specifically adopted by Salt Lake City as part of the fire code of the city. Hereafter, all references in this code to the fire code shall mean the edition adopted by section 15A-5-103, Utah Code Annotated, or its successor section, together with its appendices. One copy of the international fire code shall be filed for use and examination by the public in the office of the city recorder.

SECTION 2. That section 18.44.020 of the Salt Lake City Code shall be, and hereby is, amended to read as follows:

18.44.020: AMENDMENTS:

Section 109.3 of the international fire code is amended to read as follows:

109.3. Violation Penalties. Upon conviction for such violations of this chapter, the person(s) or entity(ies) shall be punishable as provided by title 1, chapter 1.12 of the city code. Each day that a violation continues after due notice has been served shall be deemed a separate offense.

Section 27.03.3.1 of the international fire code is amended to read as follows:

27.03.3.1. Unauthorized Discharges. When hazardous materials are released in quantities reportable under federal, state, or local regulations, the fire department shall be notified without delay, and the following procedures are required in accordance with section 27.03.3.1.1 through 27.03.3.1.4.

Section 305.5 of the international fire code is amended to read as follows:

305.5. Hazardous Environmental Conditions. When the fire code official determines that hazardous environmental conditions necessitate controlled use of any ignition sources, including fireworks, lighters, matches and smoking materials, the ignition or use of such ignition sources in mountainous, brush-covered or forest-covered areas or other designated areas is prohibited except in approved designated areas.

Section 901.6.2 of the international fire code is amended to read as follows:

901.6.2. Records of all system inspections, tests, and maintenance required by the referenced standards shall be maintained on the premises for a minimum of three years and shall be provided to the Salt Lake City fire bureau through a third party inspection reporting system. Said third party inspection reporting system may charge a fee to users in an amount not to exceed \$10.00 per inspection.

Section 1104.16.5.1 of the international fire code is amended to read as follows:

1104.16.5.1. Examination. Fire escape stairs and balconies shall be examined for structural adequacy and safety in accordance with section 1104.16.5 by a registered design professional or other acceptable to the fire code official every five years, or as required by the fire code official. An inspection report shall be submitted to the fire code official via its established third party inspection reporting system. Said third party inspection reporting system may charge a fee to users in an amount not to exceed \$10.00 per inspection.

Subsection D 105.3 - Proximity to building of Appendix D of the international fire code is amended to read as follows:

D 105.3 Proximity to Building

1. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

2. Exceptions:

- A. The fire code official is authorized to adjust the dimensions above to a minimum of ten (10) feet and a maximum of fifty (50) feet from the building if one or more of the following conditions occur.
 - i. The structure is either Type I or Type II construction
 - ii. Stairwells and common corridors have a two-hour fire rating
 - iii. The structure has a compartmentalized design. This includes two-hour fire walls that extend from the ground to the roof, automatic smoke doors, areas of safe refuge, etc.
 - iv. Projects provide enhanced smoke detection in addition to fire sprinkler systems. This includes smoke detection systems in all corridors and common spaces that are connected to the fire alarm panel.
 - v. The aerial fire apparatus access roads are positioned parallel to one entire long axis side of the building.
 - vi. Buildings with a total height ranging from thirty (30) feet to seventy-five (75) feet will have enclosed stairways equipped with a pressurized-air system.
- B. Any exception to this subsection D 105.3 may be accepted or denied by the fire code official based on site specific conditions. Existing curb lines shall not be relocated in a manner that reduces the park strip or sidewalk of the existing public rights of way to comply with the proximity of building requirements.

SECTION 2. That this ordinance shall become effective immediately upon publication.

Passed by the City Council of Salt Lake City, Utah this ____ day of _____ 2020.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2020.

Published: _____

APPROVED AS TO FORM	
Date:	March 31, 2020
By:	<i>[Signature]</i>
Print:	Kimberly E. Cmytraus

Ordinance - International Fire Code Appendix Amendments - Clean - Revised

1. CHRONOLOGY

February 20, 2019	Representatives from the Fire Department, Community and Neighborhoods Department, Mayor's Office and Attorney's Office met to discuss issues and concerns with aerial access requirements in the International Fire code. "Fire Code Working Group" established to research and find solutions.
March 8, 2019	Fire Code Working Group met to discuss how other cities are addressing the proximity requirement that is part of Appendix D of the International Fire Code.
May 6, 2019	Fire Code Working Group met to review options on amendments to city code related to proximity requirement.
June 25, 2019	Fire Code working group met to draft proposed changes to proximity requirement in International Fire Code.
September 11, 2019	Draft changes to the proximity requirement finalized by the Fire Department.
September 24, 2019	Petition initiated by Mayor Biskupski.
September 26, 2019	Presentation made to Downtown Alliance Downtown Development Committee.
November 21, 2019	Notice sent to recognized organizations regarding the proposed changes; the date, time and location of an open house regarding the proposed changes, and information about the proposal. Proposal routed to City Departments for review and input.
November 22, 2019	Notices regarding the proposed changes sent via the Division email list-serve and on the Planning Division website.
December 9, 2019	Interview with KUER radio regarding the proposed changes. Story airs during the PM drive time.
December 12, 2019	Public Open House held at Salt Lake City Main Library
February 13, 2020	Notices of Planning Commission public hearing sent via the Planning Division email list serve, posted on the City website, posted on the Utah State Public Notice website, and published in the newspaper.
February 26, 2020	Planning Commission public hearing

2. NOTICE OF CITY COUNCIL HEARING

NOTICE OF PUBLIC HEARING

PLNPCM2019—00938 Amendments to Chapter 18.44 Fire Prevention and International Fire Code - A request by former Mayor Jackie Biskupski to modify City Code Chapter 18.44.020 Amendments to add alternatives to the proximity to building requirements found in Appendix D section 503.1 of the International Fire Code. The proposed changes are intended to add increased fire protection methods for developments that cannot meet the proximity requirements in the current code due to the location of the property line in relation to the street. Related provisions of Title 18 Buildings and Construction may also be amended as part of this petition.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held electronically:

Date:

Time: 7:00 p.m.

Place: This will be an electronic meeting pursuant to Salt Lake City Emergency Proclamation No.2 of 2020(2)(b). Please visit

<https://www.slc.gov/council/news/featured-news/virtually-attend-city-council-meetings/> to learn how you can share your comments live during electronic City Council meetings. If you would like to provide feedback or comment, via email or phone, please contact us at: 801-535-7654 (24-Hour comment line) or by email at: council.comments@slcgov.com.

If you have any questions relating to this proposal or would like to review the file, please call Nick Norris at 801-535-7700 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at nick.norris@slcgov.com

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to participate in this hearing. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711.

3. PLANNING COMMISSION

A. Original Notice and Postmark

February 13, 2020

The copy of the notice had not been returned to the Planning Division, scanned, or placed on an accessible drive before the March 2019 Emergency Declaration and therefore is not currently available.

3. PLANNING COMMISSION

B. Staff Report

February 26, 2020



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Nick Norris, Planning Director
nick.norris@slcgov.com
801-535-6173

Date: February 12, 2020

Re: PLNPCM2019-00938

Amendments to Chapter 18.44 Fire Prevention and International Fire Code (IFC)

MASTER PLAN: City Wide

ZONING DISTRICT: All zoning districts that allow building heights in excess of 30 feet

REQUEST: A proposal to modify City Code chapter 18.44.020 "Amendments" to add alternatives to the proximity to building requirements found in Appendix D section 503.1 of the International Fire Code ("IFC") as adopted by the Salt Lake City Council. Utah Code adopts the fire code but allows local governments to determine the applicability of each Appendix.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding this proposal.

ATTACHMENTS:

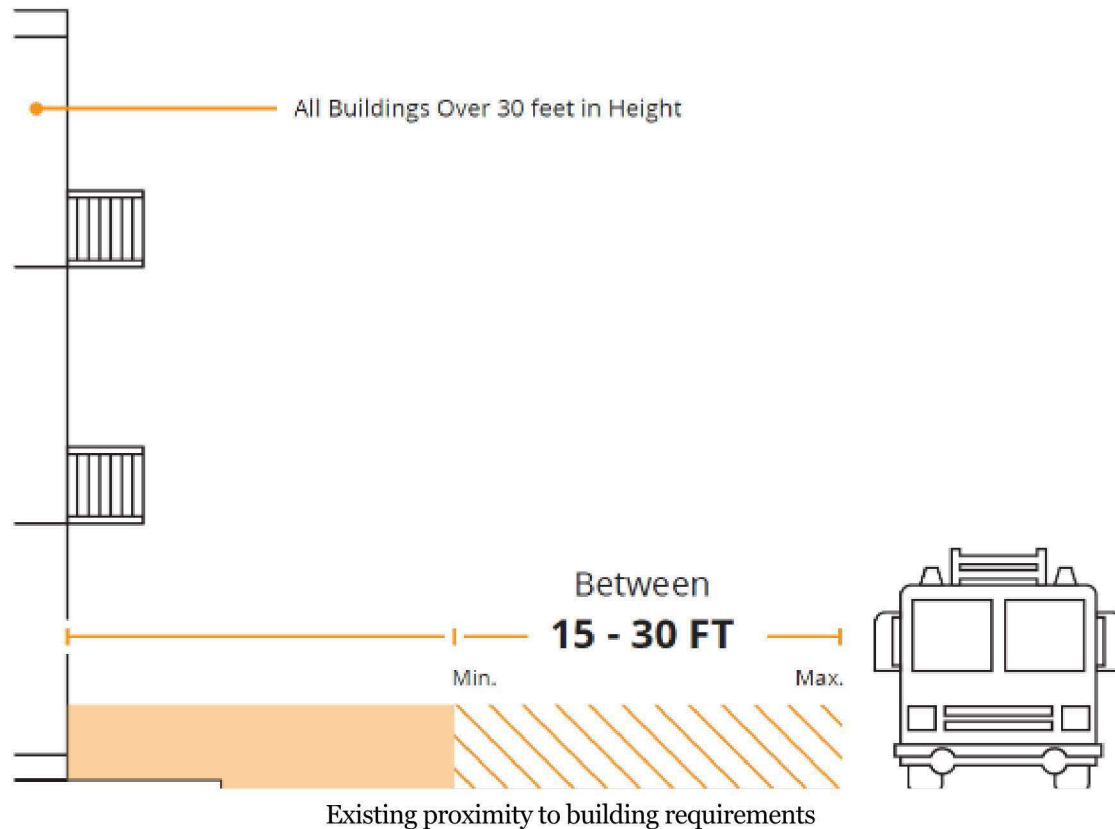
- A. Proposed changes to Chapter 18.44 Fire Prevention and International Fire Code
- B. Master Plan Policies
- C. Department Review Comments
- D. Public Input

PROJECT DESCRIPTION:

This proposal is intended to provide some flexibility for the Salt Lake City Fire Department in administering the International Fire Code Appendix D, section 503.1 "proximity to building." This section of the IFC determines the distance range that an aerial fire access road can be from a building. It applies to new construction and major additions. The existing regulations have limited developers' ability to construct buildings over 30 feet in height in various locations due to the constrictive access requirements.

The existing requirements state that an aerial fire access road can be no closer than fifteen feet and no further than thirty feet from an entire side of the building that is over 30 feet in height:

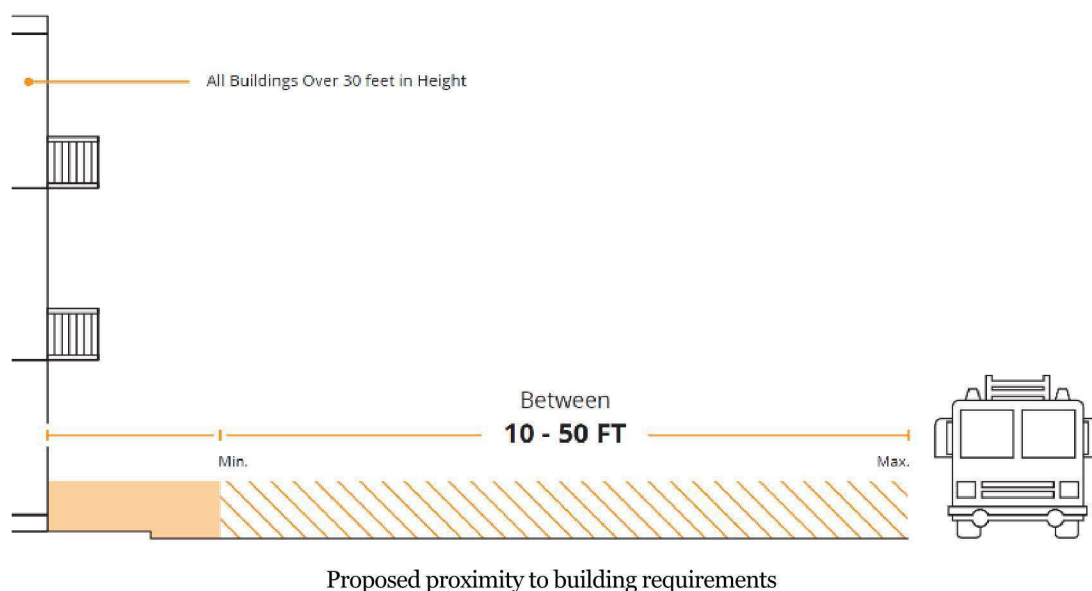
D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.



The existing code would remain in place and property owners would be able to use the existing code to comply with aerial access requirements.

The proposed changes would create an optional path to use the public rights of way for aerial access. This option would allow a reduction in how close the aerial fire road can be to the building from fifteen feet to ten feet and allow the maximum distance the road can be from the building to increase from thirty feet up to fifty feet if the building includes increased fire safety construction features. In order to be eligible for the relaxed access road requirements under the proposed amendments, a building must include at least one of the following features:

1. The structure is a Type I (tall buildings made with concrete or steel) or Type II (typically new or remodeled commercial buildings where the walls and ceiling are noncombustible materials) as defined in the International Building Code;
2. Stairwells and common corridors have a two-hour fire rating;
3. The structure has a compartmentalized design that includes two-hour fire walls that extend from the ground to the roof, automatic smoke detectors, and areas of safe refuge;
4. The structure provides enhanced smoke detection in addition to fire sprinkler systems. This includes detection systems in all corridors and common spaces that are connected to the fire alarm panel;
5. The aerial fire apparatus road(s) are positioned parallel to the entire long axis side of the building; or
6. Buildings with a total height ranging from 30 to 75 feet in height have an enclosed stairway(s) equipped with a pressurized air system.



It is important to note that only one of the options would have to be included in order to decrease or increase the proximity to building requirements. Buildings that are within the existing proximity range (between 15 and 30 feet), would not have to include any of the additional requirements. The proposed modification would only apply to buildings that are located either closer than fifteen feet or further than thirty feet from the aerial access road.

KEY ISSUES:

The key issues listed below have been identified through (i) the analysis of the project, (ii) neighbor and community input, and (iii) department review comments.

Impact on City Goals

The existing proximity requirement is a barrier to implementing adopted master plan policies. Most of the master plan policies that the City has adopted related to growth promote mixed use development, affordable and accessible housing, economic development, and the enhancement and improvement of public spaces. The

development goals of the City are outlined in Plan Salt Lake through several guiding principles and key initiatives. The City's ability to achieve these goals has been negatively impacted by the fact that only about 8% of the land can be used for multi-family dwellings and only about 6.5% of the land can include mixed use development. This negative impact is primarily due to other city goals, such as protecting City Creek Canyon as a water shed and natural area, prohibiting development of the upper foothills open space areas and the impacts the location of the airport has on residential development west of I-215. This fact increases the importance of maximizing the use of the remaining land in the City to accomplish these goals. The current proximity to building requirement in the fire code described above prevents thousands of properties from being used for mixed use development over thirty feet in height without costly and unnecessary changes to the existing rights of way or the construction of expensive fire access roads.

The proposed changes remove the barriers to achieving City goals by making it easier for desirable development to occur. Without the changes, the streets become less safe for people, there are less public spaces for people to interact, unnecessary expenses are added to the cost of housing, and the City becomes more auto oriented.

Many master plan goals are dependent on and implemented by the private sector through the development process. New housing, office buildings, restaurants, and stores are usually funded, designed, and built by the private sector. When the existing streets cannot be used to satisfy the aerial access requirements, the necessary access is created in one of two ways: (i) it is located on private property through the use of wide driveways, or (ii) the curb line in the city street is moved closer to the property line, effectively widening the paved area of the street.

When the aerial access road is built on private property, other fire code requirements are triggered. The road itself has to be a minimum of twenty-six feet wide. The aerial access requirements also require at least fifteen feet between the road and the building, which results in a minimum overall access requirement of forty-one feet. This creates a barrier on narrower lots because the aerial access requirement takes up a high percentage of the width of the lot. For example, a 100 foot-wide lot would have to dedicate 41% of the lot width to satisfy the aerial access requirement. When a property owner is not able to have an economic return on a high percentage of their property, the remainder of the property has to generate enough revenue to offset the portion of the property that does not generate income. This increases the cost per square foot of the building, whether it is for commercial or residential uses.

When the land is not able to provide an economic return for the owner, the likelihood of a property being redeveloped decreases. With a finite amount of land available for housing in Salt Lake City due to zoning restrictions and other factors, this further limits the amount of land where housing can be built. In turn, it makes it difficult to provide enough new housing to match the increase in new households. This pushes housing to other parts of the region and does not lower or even stabilize the housing costs within the City. When the housing costs cannot be stabilized and the rate of increase slowed, the City cannot achieve its housing goals outlined in Plan Salt Lake, Growing SLC, or any of the Community Master Plans.

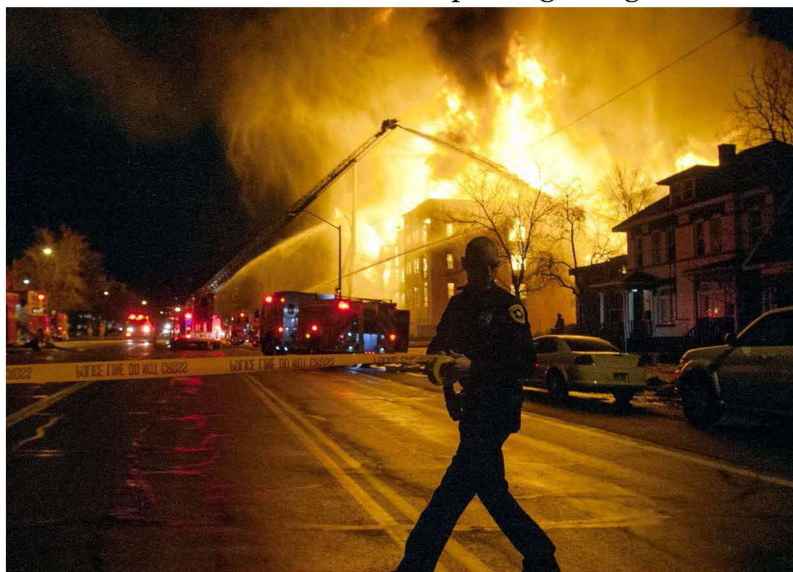
When the curb line is relocated to provide the aerial fire access, the effective and perceived width of the street is increased because the space allocated for cars increases while the space allocated for people and landscaping decreases. This approach

fundamentally changes the streetscape to a more automobile oriented emphasis. In locations where the property line is already more than thirty feet from the curb, 45% or more of the width is dedicated for things other than the automobile. This is a key metric for walkability and may be one of the most important factors the City can use to promote more walking and biking. The wide park strips allow for wider sidewalks, more green space and planting areas for trees, more places for outdoor dining and seating, and more options for bicycle lanes that are separated from the vehicle travel lanes in the street. However, when the curb is relocated closer to the property line, all of these things are degraded and more of the street width is dedicated to automobiles.

Reducing the width of the park strip reduces the options the city has for street trees, bike lanes, utility locations, curb management, storm drainage and other public needs. This proposal maintains the options for the space between the curb and property lines. A key component of this proposal is that it also eliminates the ability of a property owner to ask that the curb be relocated for the purpose of complying with the proximity to building requirements of the fire code.

Public Safety

The primary concern when this change was considered was the potential impact to public safety. According to the Fire Department, this proposal does not negatively impact public safety in emergency response situations because the additional required building features result in a safer building and facilitate an effective response from the Fire Department in the event of an emergency. Buildings constructed under the proposed changes would have a higher level of fire security, and the fire fighters and equipment will not be placed within the collapse zone of buildings that are engulfed in flames. The collapse zone of a building is an important factor in the proposal. The current code could require a private aerial access road to be built on private property within the collapse zone. For instance, if a building is over thirty feet in height, the collapse zone is essentially thirty feet away from the building. The taller the building, the larger the collapse zone becomes. A seven-story building (approximately 75 feet in height) could completely bury a fire truck if the fire truck was parked within the code required distances. The key consideration with this is that the responding fire fighters are not likely going to position



a fire truck in a location where the building could collapse on the vehicle and the fire fighters. The picture on this page demonstrates the spacing of fire trucks when responding to large fires. The four-story building in the picture sits thirty-five from the curb line. The fire truck with the extended ladder is parked in the center turn lane,

Photo by Scott G Winterton, Deseret News ©

about sixty-five from the building. The vehicle is not within the collapse zone of the building.

The proposal also maintains the existing safety of city streets because the ability to relocate the curb, effectively widening the street, would no longer be an option.

Safety of Building Occupants

The occupants of buildings that may be constructed under the proposed code would not be impacted. This is because the building would contain other safety features based on the option that is selected by the developer. If the construction type is one that is considered more fire resistant, such as steel and concrete construction, the occupants have less fire risk because the structure itself is less prone to fire (even though the building furnishings and finishes may still burn). If other enhanced fire safety features are added, such as increasing the corridors to a two-hour fire rating, building occupants may have more time to evacuate a building if a fire were to occur within the building.

Impact to Staff Workloads

Under the current proximity to building requirements, the Fire Department is routinely asked to consider alternatives to building an aerial access road. This request, called an “alternative means and methods” in the fire code, triggers reviews by multiple city departments and divisions, particularly to Community and Neighborhoods. Building Services coordinates building permit reviews and the fire code review is done within this Division. However, the alternative means and method has to be approved by the Fire Prevention Bureau of the Fire Department. The Engineering Division is required to review the proposed changes to the city infrastructure to make sure it will still function with the change. The Transportation Division reviews the impact to the circulation systems, include transit, the bicycle network, and pedestrian ways. The Planning Division is required to determine if the proposal complies with the master plan policies for the area as well as the zoning ordinance and subdivision regulations. Public Utilities and Public Services are also involved in the review.

This proposal would reduce this workload because it establishes an adopted and acceptable alternative to relocating a curb line. This reduces the amount of time city staff would spend reviewing the proposal, which in turn reduces the amount of time it takes to have an alternative approved. This frees up staff time for other duties and decreases the amount of time it takes to get a building permit.

Additional Information:

This proposed change was initiated because of the impact that the existing regulation has had on the built environment and the barriers to implementing adopted master plan policies that the regulations are creating. Due to the limitations placed on the City by the State Code provisions that adopt the International Fire Code, the proposal is narrow in scope and intended to address the specific problem.

City Code chapter 18.44 Fire Prevention and International Fire Code is the chapter of City Code where references to the International Fire Code are located. State Code requires cities to adopt the International Fire Code but provides cities with the option of adopting one or more of the IFC appendixes. Salt Lake City has adopted appendix D of the IFC, which contains the proximity to building requirements. In making the proposed change related to language in an IFC appendix, the

City has to determine whether the change impermissibly changes core provisions of the International Fire Code (i.e. those IFC provisions expressly adopted by the State) or if the contemplated changes impact other chapters of the IFC. This proposal is not impermissibly restrictive because it expands the options for complying with the proximity requirements in a way that does not violate or otherwise invalidate any of the core provisions of the International Fire Code. Applicants can always comply with the existing IFC regulations adopted by the State without having to do anything that is found in the proposed amendment. None of the other IFC provisions adopted by the State are impacted by the proposal and all such IFC provisions would still apply.

There are no specific standards for considering code changes found within Title 18 Building and Construction as there are with changes to the zoning ordinance. Title 18 is a technical chapter that identifies which construction codes apply, who administers the codes, the process for obtaining building permits, and the process for appealing interpretations of the building code. The Planning Division is not involved in the administration of Title 18. However, the Planning Division identified the issues that the proximity to building requirements were creating and were asked to work with the Fire Department to figure out a solution to those issues.

Under Utah Code, any regulation that impacts the construction or development of property is considered a land use code. Land use codes are required to be reviewed by the Planning Commission with a recommendation to the City Council prior to the City Council adopting any changes. Therefore, the Planning Division is asking the Planning Commission to make a recommendation to the City Council on this issue.

NEXT STEPS:

The Planning Commission has several options with this proposal. The Commission can forward a recommendation to the council that the proposal be adopted, recommend that the proposal not be adopted, or propose modifications to the proposal. Any recommendation should be based on the information presented or contained in the staff report, the comments received by the public and city departments, and the applicable master plan goals of the city.

ATTACHMENT A: Proposed Changes to Chapter 18.44

18.44.010: INTERNATIONAL FIRE CODE AND STANDARDS ADOPTED:

The edition of the international fire code as adopted by section 53-7-106, Utah Code Annotated, or its successor section is adopted by Salt Lake City as the fire code ordinance, rules and regulations of the city. Appendices A, B, C, D, E, F, G of the international fire code are specifically adopted by Salt Lake City as part of the fire code of the city. Hereafter, all references in this code to the fire code shall mean the edition adopted by section 53-7-106, Utah Code Annotated, or its successor section, together with its appendices. One copy of the international fire code shall be filed for use and examination by the public in the office of the city recorder. (Ord. 68-02 § 1, 2002)

18.44.020: AMENDMENTS:

Section 109.3 of the international fire code is amended to read as follows:

109.3. Violation Penalties. Upon conviction for such violations of this chapter, the person(s) or entity(ies) shall be punishable as provided by title 1, chapter 1.12 of the city code. Each day that a violation continues after due notice has been served shall be deemed a separate offense.

Section 27.03.3.1 of the international fire code is amended to read as follows:

27.03.3.1. Unauthorized Discharges. When hazardous materials are released in quantities reportable under federal, state, or local regulations, the fire department shall be notified without delay, and the following procedures are required in accordance with section 27.03.3.1.1 through 27.03.3.1.4.

Section 305.5 of the international fire code is amended to read as follows:

305.5. Hazardous Environmental Conditions. When the fire code official determines that hazardous environmental conditions necessitate controlled use of any ignition sources, including fireworks, lighters, matches and smoking materials, the ignition or use of such ignition sources in mountainous, brush-covered or forest-covered areas or other designated areas is prohibited except in approved designated areas.

Section 901.6.2 of the international fire code is amended to read as follows:

901.6.2. Records of all system inspections, tests, and maintenance required by the referenced standards shall be maintained on the premises for a minimum of three years and shall be provided to the Salt Lake City fire bureau through a third party inspection reporting system. Said third party inspection reporting system may charge a fee to users in an amount not to exceed \$10.00 per inspection.

Section 1104.16.5.1 of the international fire code is amended to read as follows:

1104.16.5.1. Examination. Fire escape stairs and balconies shall be examined for structural adequacy and safety in accordance with section 1104.16.5 by a registered design professional or other acceptable to the fire code official every five years, or as required by the fire code official. An inspection report shall be submitted to the fire code official via its established third party inspection reporting system. Said third party

inspection reporting system may charge a fee to users in an amount not to exceed \$10.00 per inspection.

Appendix section D 105.3 Proximity to building of the international fire code is amended to read as follows:

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of fifteen (15) feet (4572 mm) and a maximum of thirty (30) feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

The fire code official is authorized to adjust the dimensions above to a minimum of ten (10) feet and a maximum of fifty (50) feet from the building if one or more of the following conditions occur:

- A. The structure is either Type I or Type II construction
- B. Stairwells and common corridors have a two hour fire rating
- C. The structure has a compartmentalized design. This includes two hour fire walls that extend from the ground to the roof, automatic smoke doors, areas of safe refuge, etc.
- D. Projects provide enhanced smoke detection in addition to fire sprinkler systems. This includes smoke detection systems in all corridors and common spaces that are connected to the fire alarm panel.
- E. The aerial fire apparatus access roads are positioned parallel to one entire long axis side of the building.
- F. Buildings with a total height ranging from thirty (30) feet and seventy-five (75) feet will have enclosed stairways equipped with a pressurized-air system.

Any exception to this section may be accepted or denied by the fire code official based on site specific conditions. Existing curb lines shall not be relocated in a manner that reduces the park strip or sidewalk of the existing, public rights of way to comply with the proximity of building requirements.

ATTACHMENT B: Master Plan Policies

MASTER PLAN POLICIES

Salt Lake City (“City”) has adopted a citywide vision document called Plan Salt Lake that sets the direction for growth and development of the City. Plan Salt Lake is organized into Guiding Principles with each guiding principle containing a number of initiatives. These Guiding Principles and Initiatives should be considered for all text amendments, particularly with proposals such as this that are technical in nature and difficult to tie directly to specific community master plan policies. The applicable Guiding Principles and associated initiatives are discussed below.

Guiding Principle 1: Neighborhoods that provide a safe environment, opportunity for social interaction and services needed for the wellbeing of the community therein.

The purpose of this proposal is to remove a barrier to development in neighborhoods where buildings over thirty feet in height are allowed or will be allowed as the City continues to have discussions about managing growth. Building scale (initiative 1) is a component of neighborhood character and maintaining that character is part of this proposal because it allows the already dense neighborhoods of the City to maintain the taller scale of buildings and provides more opportunity for residential development. Initiative 10 states “improve the usefulness of public rights-of-way as usable public spaces. This proposal eliminates the option of narrowing park strips and allocating more space to vehicles.

Guiding Principle 2 “Growth” states that the City should “Grow responsibly, while providing people with choices about where they live, how they live, and how they get around.” This proposal relates to this by removing barriers to development in areas of the City where taller buildings are allowed. This relieves pressure that is created by the limited amount of land in the City that is available for residential development, particularly mixed use development and multi-family housing. Initiatives that are supported by this proposal include:

- Initiative 1: locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Initiative 2: encourage a mix of land uses
- Initiative 3: promote infill and redevelopment of underutilized land.

Guiding Principle 3 Housing directs the City to provide “access to a wide variety of housing types for all income levels throughout the city, providing the basic human need of safety and responding to changing demographics.” Salt Lake City is experiencing one of its largest periods of growth in its history and the region has added more households than housing units over the last few years according to the Kem C Gardner Policy Institute in a report titled “Salt Lake and Utah County Subcounty Estimates, 2010-2018.” Even with the high level of growth, not enough housing units have been added to the City to support that growth and more housing units are needed. This “proximity to building” requirement has impacted multiple housing developments located in areas that are already zoned for high density. The impact has stopped some projects from being built and has added unnecessary expense to others. Addressing this issue through this proposal supports the following Housing Initiatives in Plan Salt Lake:

1. Ensure access to affordable housing citywide (including rental and very low income).
2. Increase the number of medium density housing types and options
3. Encourage housing options that accommodate aging in place
4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.
7. Promote high density residential in areas served by transit.

Guiding Principle 4 Transportation and Mobility addresses how people move within the City. A number of initiatives relate to the proposal, specifically the portion of the proposal that prohibits changes to the curb line, park strips, and sidewalks in order to comply with the fire code. This allows the City to at least maintain the amount of space in the rights of way dedicated toward people instead of vehicles and maintains options for adding people oriented amenities to our streets. Initiatives that are furthered by this proposal include:

5. Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
6. Prioritize maintenance of existing infrastructure (enhancing quality of life, safety, Sustainability, and mobility)
7. Encourage transit oriented development.
10. Enhance rights-of-way to join, rather than segregate, adjacent neighborhoods.
11. Incorporate green infrastructure into our rights of way and transportation network.
12. Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art into our rights-of-way and transportation networks.

Guiding Principle 5 Air Quality supports air that is healthy and clean. This proposal does a number of things that may help address air quality issues. The first is that it maintains the amount of space dedicated to walking and cycling and does not give more space to the use of the automobile, one of the largest contributors to air pollution. This also is related to another air quality initiative that states “minimize the impact of car emissions”. Second, it maintains the park strips in the city. Park strips provide space for vegetation, mainly street trees, which can be carbon sinks that can help remove some pollutants from the air.

Guiding Principle 8 Beautiful City directs us to help maintain and create “A beautiful city that is people focused.” The associated initiatives include a number of statements about preserving our public spaces. This proposal does that. The related initiatives include:

6. Promote and expand the City’s street lighting program throughout the City.
7. Reinforce and preserve neighborhood and district character and a strong sense of place.
9. Protect, maintain, and expand the City’s urban forest, including the provision of adequate space and infrastructure for street trees to thrive.
12. Reinforce the development of a connected green network of urban open spaces and forest that accommodate active transportation and provide contact with nature.

This proposal does all of these things by preserving the space within the right of way dedicated to things other than vehicles. Guiding Principle 9 Preservation is very similar and contains similar initiatives to those listed above.

Initiative 11 Equity reads: ensure access to all City amenities for all citizens while treating everyone equitably with fairness, justice and respect.” Equity is often a misstated term and has a different meaning than equality. In the context of Plan Salt Lake, equity means that everyone has access to the things that are necessary to live in the City. Housing is a key part of that. Initiative 4 is directly relevant to providing more housing: “support policies that provide housing choices, including affordability, accessibility and aging in place.” Availability of land to build housing on is a major issue in SLC. The current proximity to building requirements are preventing a high number of parcels from having housing built on them. This does not help achieve this guiding principle or this initiative. Making the proposed changes removes a barrier to constructing new housing.

Guiding Principle 13 addresses the behavior of City government and supports “a local government that is collaborative, responsive, and transparent.” The process of identifying barriers to achieving

growth related goals has been identified by the development community, particularly those that are building affordable housing. In recognizing the issue, the City Departments involved in the development process have worked to find solutions to removing this barrier while not reducing the general safety of the public. This proposal helps further the following initiatives:

1. Easy access to complete and understandable information
2. Provide opportunities for public participation, input, and engagement throughout the decision making process.
4. Facilitate open communication and transparency.
5. Maintain and enhance City infrastructure in a way that is equitable and fair.
10. Maintain a safe and healthy natural and human environment.
13. Improve licensing and permitting processes.

ATTACHMENT C: Department Comments

The proposed changes were discussed and debated as a team project from the beginning. The team included representatives from the Fire Department, Building Services, Transportation, Engineering, Planning, the Mayor's Office, and City Attorney's Office. These Departments and Divisions have not provided specific comments in response to the proposed language because they were involved in finding solutions to the issue and participated up through the final draft that is being presented to the Planning Commission. During the process, the team identified the following concerns and issues that have been incorporated into the draft:

- The need to maintain public safety;
- The need to maintain the safety of fire fighters and their ability to respond to structure fires;
- The need to protect the equipment used by the Fire Department in response to structure fires;
- Preventing the effective widening of public streets to comply with proximity to building requirements in the fire code;
- The ability to maintain the function, purpose, and flexibility in use that the park strips provide;
- Reduce the resulting impact to the transit system and bicycle network within the City.
- Reduce the workload on City staff created by the need to seek alternative means and methods for this particular item in the fire code.

The Salt Lake City Fire Department provided the following comment on this proposal:

Throughout the last century firefighting tactics have continued to evolve based on building construction styles, advances in equipment, and better understanding of science of fire behavior. As the construction industry evolves to build taller, stronger, and more energy efficient buildings, the fire service will continue to evolve as well.

The Salt Lake City Fire Department supports the proposed amendment to International Fire Code, Appendix D 105.3, because it improves our ability to protect the lives of the citizens of our city. Appendix D 105.3 is meant to place an aerial ladder truck in the ideal place for rescue from elevated windows. Modern construction uses windows that are meant to be more energy efficient and harder to break. With this in mind, it is more likely that fire crews responding to an emergency would use the building's stair wells and corridors for rescuing people on upper levels.

The amendment to Appendix D 105.3 allows building designers to move the required aerial access road either closer or farther from the building in exchange for improvements to the corridors and stairwells. This will make less of an impact on existing wide park strips and sidewalks while improving the new building's most likely emergency exit paths.

ATTACHMENT D: Public Comment

Public comment was solicited in multiple ways:

- Info and details of the proposal were posted on the City's website;
- Info was sent to all recognized organizations via email and all recognized organizations were given 45 days to provide input.
- Info was presented to the Downtown Alliance Development Committee at a meeting held in September 2019.
- An open house was held on December 12, 2019 at the Salt Lake City Main Library. The open house was advertised to the entire Planning Division list serve, sent to all recognized organizations within the City, posted on the City website, and posted on the State Of Utah public notice website. The open house was also advertised by KUER radio who did a short segment on the proposal and let listeners know the date, time, and location of the open house.

Most of the feedback was provided by the Downtown Alliance Development Committee, who was in support of the proposal. Other feedback was received via email. The email comments are attached. The comments that were received were reviewed by the team working on the proposal in January 2020. A few modifications to the code were made to improve the clarity and address some of the concerns raised. Not all of the comments were addressed because the team felt that the proposed changes were very specific to isolated incidences, were outside the scope of this project, or were things that the Fire Department were not comfortable changing.

From: [Jesse Hulse](#)
To: [Norris, Nick](#)
Subject: (EXTERNAL) Re: Proposed Changes to Aerial Fire Access
Date: Tuesday, December 17, 2019 4:51:22 PM

Nick,

One other potential mitigation option that may help for projects like this - enhanced upper floor egress and rescue, maybe larger operable windows, doors & balconies, etc. I'm sure other people and Fire would have other ideas for these small projects too.

Thanks
J.

On Dec 17, 2019, at 4:45 PM, Jesse Hulse wrote:

Hi Nick,

I'm glad the City is working on changes to the aerial access requirement, as you know we and our clients have been struggling with this issue along with other architects and developers.

I think the list of suggested improvements to mitigate increasing the allowed distance is going to work for a lot of projects, especially high and medium density multi-family buildings, and be a welcome change.

However, there are some project types that I don't think are anticipated in the changes and wouldn't benefit, the two we have had experience with are:

- 3 Story Type V single family, duplex, triplex, or townhomes - 30' to parapet is just not high enough to get typical ceiling heights in 3 stories or a raised front porch on a 3 story home and the proposed mitigations wouldn't be typical, practical or add value for this project type or be unrealistically cost prohibitive.
 - Would it be possible to allow for a few more feet of additional height, or to substitute Type III fire resistant lumber framing to allow for more height and/or the increased distance to access road?
- Tall 2 story Type V commercial - some uses or building forms may need a little more height than 30' but the proposed mitigation strategies wouldn't be practical for this scale and form.
 - would it be possible to allow Type III or Type IV to allow for more height and/or increased distance to access road?

Aside from changing construction type are there any other mitigations that would increase fire safety and be practical for these building types and maybe some others that we haven't thought of?

Thanks again for your work on this.

Jesse J Hulse

Principal, Atlas Architects Inc
Vice Chair, Central 9th Community Council

801.322.2724

www.atlasarchitects.com

<Mark for Email.jpg>

From: [Tursic, Emir](#)
To: [Samantha Julian](#)
Cc: [Norris, Nick](#)
Subject: (EXTERNAL) RE: SLC Proposed Changes to Fire Code
Date: Friday, December 13, 2019 11:36:23 AM
Attachments: [image001.png](#)

Samantha, Nick,

We have recently come across this issue on couple of different downtown projects. In addition to the park strips, the trax guides and dedicated bike lanes are making the prescriptive aerial access challenging and in some cases infeasible. From that perspective we support the initiative that will provide more flexibility to meet the code intent.

Thank you.

Emir Tursic, AIA, LEED AP BD+C

Senior Project Architect

Principal



From: Samantha Julian [REDACTED]
Sent: Thursday, December 5, 2019 9:58 AM
Cc: Norris, Nick <Nick.Norris@slcgov.com>; Samantha Julian [REDACTED]
Subject: Fwd: SLC Proposed Changes to Fire Code

Dear DTA Committees,

SLC's Planning Director Nick Norris provided a preview of the upcoming proposed changes to the fire code at our Downtown Transportation Committee meeting in September. The Planning Division is now soliciting comments regarding those proposed changes. Please see the attached information sheet on the proposed changes and details for the December 12 open house.

Thank you.
Samantha

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

From: **Norris, Nick** <Nick.Norris@slcgov.com>
Date: Thu, Nov 21, 2019 at 1:56 PM
Subject: Proposed changes to Fire Code
To: Norris, Nick <Nick.Norris@slcgov.com>

The Salt Lake City Planning Division has been working with the Salt Lake City Fire Department to make changes to a specific section of fire code related to aerial fire access roads and the distance these roads are required to be from buildings that are over thirty feet in height. The proposal would create options for situations where the property is more than thirty feet away from a public street. The option would allow the maximum distance from the street to increase from 30 feet up to 50 feet if enhanced fire protections and fire warning systems are included in the building. Information on the proposal is attached, including the date, time, and location of an open house to discuss the proposal as well as a diagram that visualizes the proposed changes.

After the open house, the Planning Division will meet with the Fire Department to review the comments, concerns, and issues and determine how to address those comments or whether to continue with the proposal. Any comments can be directed to me and I will distribute them to the Fire Department, the Planning Commission, and the City Council as the proposal progresses.

NICK NORRIS
Planning Director

PLANNING DIVISION
COMMUNITY *and* NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-6173
Email nick.norris@slcgov.com

WWW.SLC.GOV/PLANNING

From: [Doug Thimm](#)
To: [Samantha Julian](#); [Norris, Nick](#)
Subject: (EXTERNAL) Re: SLC Proposed Changes to Fire Code
Date: Friday, December 6, 2019 8:10:19 AM
Attachments: [DougTComments_fire_access_info_sheet\[1\].pdf](#)

Samantha and Nick:

Accompanying are a few comments for your consideration. With the Fire Department's support, I agree that we will have an improved "set of tools" fostering good urban design and promoting healthy communities. With that said, my comments generally are intended to remove ambiguity of definition, along with some suggested fire rating alternatives that are supported by the IBC.

Thanks for reaching out,
Doug Thimm



DOUGLAS A. THIMM

AIA, LEED AP BD+C
PRINCIPAL



[archnexus.com](#)



From: Samantha Julian [REDACTED]
Date: Thursday, December 5, 2019 at 9:59 AM
Cc: "nick.norris@slcgov.com" <Nick.Norris@slcgov.com>, Samantha Julian [REDACTED]
Subject: Fwd: SLC Proposed Changes to Fire Code

Dear DTA Committees,

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Thank you.
Samantha

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Date: Thu, Nov 21, 2019 at 1:56 PM
Subject: Proposed changes to Fire Code
To: Norris, Nick <Nick.Norris@slcgov.com>

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NICK NORRIS
Planning Director

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Email nick.norris@slcgov.com

WWW.SLC.GOV/PLANNING

AERIAL FIRE ACCESS

Proximity Requirement

Consider further definition of type of construction, per the IBC. Type I and Type II construction are both noncombustible; however, Type IIB structural frame and structural walls have a zero hour fire rating. I would recommend consideration of Type IA or B and Type IIA.

WHAT IS THE ISSUE?

The International Fire Code includes an aerial access requirement that applies to buildings over thirty feet in height. The aerial access requirement includes a provision titled "proximity to building" that **requires an aerial access road to be located no closer than fifteen feet from a building and no further than thirty feet from a building**. This is typically measured from the curb to the street facing building wall.

The proximity to building requirement conflicts with the wide park strips found throughout the city, particularly in the downtown and east downtown area. **Often, the building is more than 30 feet from the street so the street cannot be used for aerial access, even though it is the typical location for fire response.**

I would suggest that this read that Stairways are enclosed in 2-hour rated enclosures and common corridors serving more than 10 occupants be constructed as 1-hour rated corridors with 45 minute rated doors.

WHAT ARE THE IMPACTS?

In order to use the street for aerial access requirements in the fire code, the following impacts are created:

- * The curb line is relocated so that it is closer to the building, which essentially results in widening the street.
- * On-Street parking is removed to provide space for the fire truck in front of the building.
- * Increases the cost of development. For housing developments, this adds to the cost of each housing unit in a proposed development.
- * The widened street increases the cost to maintain the street because there is more asphalt.
- * Street trees and landscaped areas are reduced to make way for a relocated curb and often times a solid surface for the stabilizing arms of the truck to deploy.

WHAT IS THE PROPOSED SOLUTION?

The proposed solution would **increase the maximum distance that the aerial fire access road can be from the building from thirty feet to fifty feet** if the building contains one of the following improvements intended to help increase fire safety:

1. The structure is a Type I or Type II building type as defined in the International Building Code.
2. Stairwells and common corridors have a 2 hour fire rating;
3. The structure has a compartmentalized design. This includes 2 hour fire walls that extend from the ground to the roof, automatic smoke doors, and areas of safe refuge;
4. The structure provides enhanced smoke detection in addition to fire sprinkler systems. This includes smoke detection systems in all corridors and common spaces that are connected to the fire alarm panel;
5. The aerial fire apparatus road(s) are positioned parallel to one entire long axis side of the building, **✗ for buildings up to 124,000 square feet or for buildings over 124,000 square feet have a gross building area of up to 124,000 square feet have aerial access roads positioned parallel to two entire sides of the building.**

WHAT IS THE FIRE DEPARTMENTS POSITION ON THIS PROPOSAL?

The proposal was written by the Fire Prevention Bureau and was intended to help them make decisions and improve the approval process while not jeopardizing public safety.

QUESTIONS & COMMENTS

For additional information, questions and comments please contact:
Nick Norris // nick.norris@slcgov.com // 801.535.7700

TIMELINE

PUBLIC INPUT

NOV - DEC 2019



PLANNING COMMISSION

JANUARY 2020

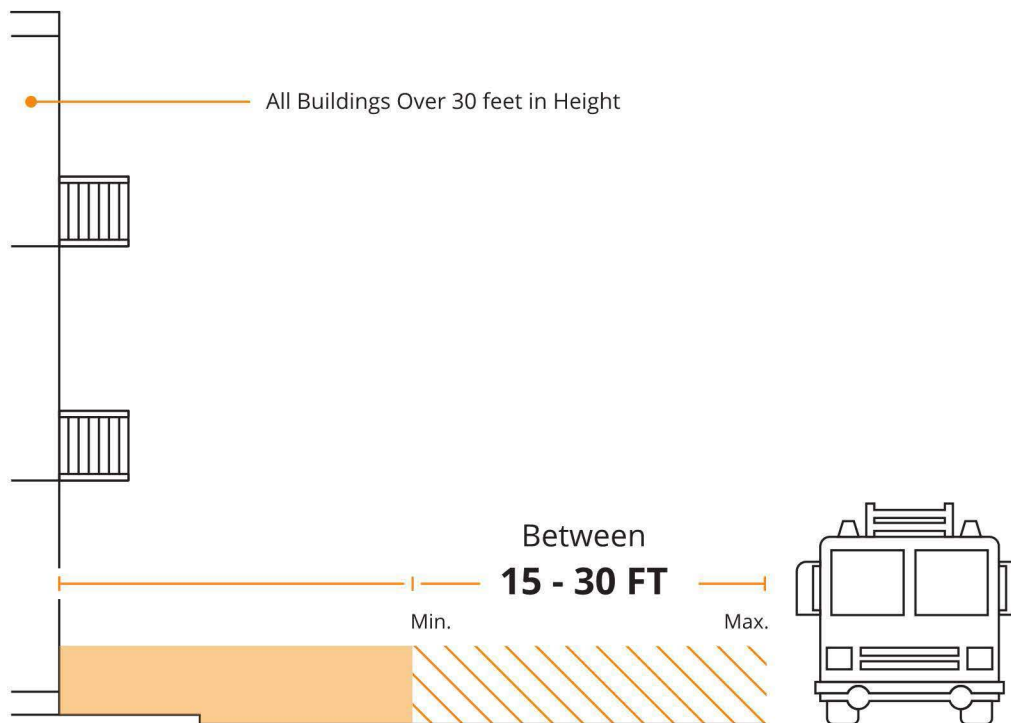


CITY COUNCIL

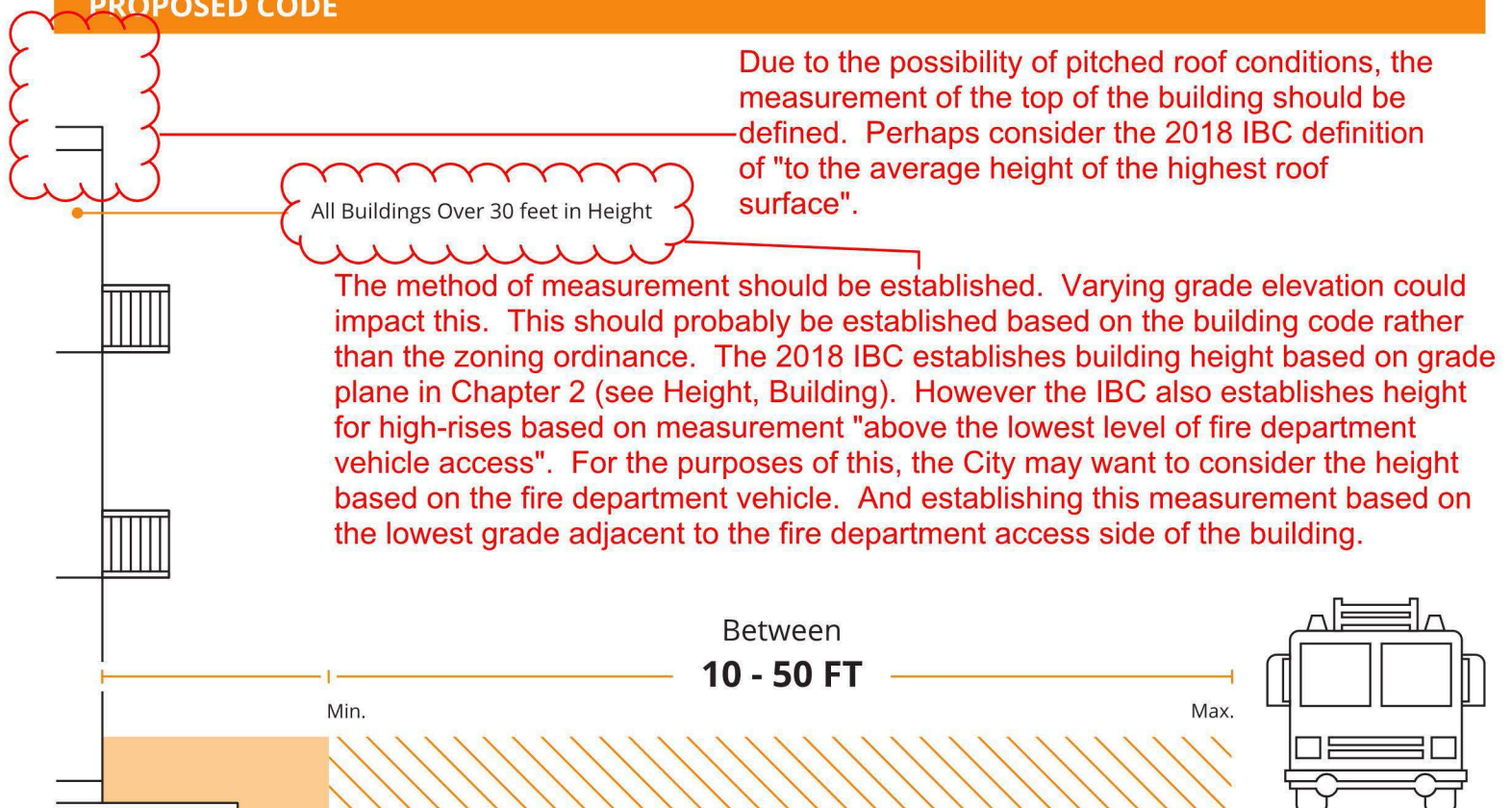
TBD



CURRENT CODE



PROPOSED CODE



From: [Ott, George](#)
To: [Norris, Nick](#); [Goff, Orion](#); [Paulsen, Paul](#)
Cc: [Paterson, Joel](#); [Anderson, Ken](#); [Buhler, Jason](#); [Itchon, Edward](#)
Subject: FW: (EXTERNAL) FW: SLC Proposed Changes to Fire Code
Date: Monday, December 16, 2019 9:59:32 AM
Attachments: [fire_access_info_sheet.pdf](#)
[Proximity requirements recognized organization letter.pdf](#)
[image002.png](#)

For responses to these kinds of questions I would like to know if projects already under review would “qualify” That is assuming they meet one or more of the FD requirements...
As I understand it an alternate means and methods application will be required for this kind of modification to be approved and that suggests any project still in plan review would be eligible.

From: Benjamin Lowe [REDACTED]
Sent: Monday, December 16, 2019 9:43 AM
To: Ott, George <George.Ott@slcgov.com>
Cc: Pieter Berger [REDACTED]; Steven Rosier [REDACTED]
Alex Lowe <[REDACTED]>; Miles Waltman [REDACTED]; Dave Johnson [REDACTED]
Subject: (EXTERNAL) FW: SLC Proposed Changes to Fire Code

George,

We have a number of projects that would be positively affected by this. Assuming that this gets approved on January 22nd, what projects are eligible? We have one project that is already in plan check that would benefit greatly from this (the current plan is to widen a roadway with big cost and aesthetic impact. In addition, we have already submitted Post District for design review, and if adopted this would positively impact a couple of buildings there as well. For projects that have already been submitted for site plan approval and/or plan check, I assume we can modify plans after the approval and submit just the relevant sheets?

Thanks!

Ben

Ben Lowe
Principal



2319 S Foothill Dr Suite 265
Salt Lake City, UT 84109

www.loweprop.com



lowe property group

From: Samantha Julian [REDACTED]
Sent: Thursday, December 5, 2019 9:58 AM
Cc: Norris, Nick <Nick.Norris@slcgov.com>; Samantha Julian [REDACTED]
Subject: Fwd: SLC Proposed Changes to Fire Code

Dear DTA Committees,

SLC's Planning Director Nick Norris provided a preview of the upcoming proposed changes to the fire code at our Downtown Transportation Committee meeting in September. The Planning Division is now soliciting comments regarding those proposed changes. Please see the attached information sheet on the proposed changes and details for the December 12 open house.

Thank you.
Samantha

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

From: **Norris, Nick** <Nick.Norris@slcgov.com>
Date: Thu, Nov 21, 2019 at 1:56 PM
Subject: Proposed changes to Fire Code
To: Norris, Nick <Nick.Norris@slcgov.com>

The Salt Lake City Planning Division has been working with the Salt Lake City Fire Department to make changes to a specific section of fire code related to aerial fire access roads and the distance these roads are required to be from buildings that are over thirty feet in height. The proposal would create options for situations where the property is more than thirty feet away from a public street. The option would allow the maximum distance from the street to increase from 30 feet up to 50 feet if enhanced fire protections and fire warning systems are included in the building. Information on the proposal is attached, including the date, time, and location of an open house to discuss the proposal as well as a diagram that visualizes the proposed changes.

After the open house, the Planning Division will meet with the Fire Department to review the comments, concerns, and issues and determine how to address those comments or whether to continue with the proposal. Any comments can be directed to me and I will distribute them to the

Fire Department, the Planning Commission, and the City Council as the proposal progresses.

NICK NORRIS
Planning Director

PLANNING DIVISION
COMMUNITY *and* NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-6173
Email nick.norris@slcgov.com

WWW.SLC.GOV/PLANNING

From: [Jarod Hall](#)
To: [Norris, Nick](#)
Subject: Re: (EXTERNAL) PLNPCM2019-00938
Date: Monday, December 2, 2019 12:25:56 PM

Thanks Nick

I do have one question, but it might be better aimed at the fire department. On condition #3 that would allow for the increase has there been a discussion about how many compartments the building would need to be divided into, or is a maximum sqft?

Thanks
Jarod Hall, AIA
Divelept
e: [REDACTED]
c: [REDACTED]
w: www.divelept.com

On Mon, Dec 2, 2019 at 8:46 AM Norris, Nick <Nick.Norris@slcgov.com> wrote:

Jarod,

Attached is the handout that lists the items that would allow the distance requirements to increase. Let me know if you have questions. This will go up on the website today, hopefully.

NICK NORRIS

Planning Director

PLANNING DIVISION

COMMUNITY *and* NEIGHBORHOODS

SALT LAKE CITY CORPORATION

TEL 801-535-6173

Email nick.norris@slcgov.com

WWW.SLC.GOV/PLANNING

From: Jarod Hall [mailto:j@divelept.com]
Sent: Monday, November 25, 2019 12:42 PM
To: Norris, Nick <Nick.Norris@slcgov.com>
Subject: (EXTERNAL) PLNPCM2019-00938

Howdy Nick

I saw that you are the contact for the change to the proximity of buildings to the fire lane. Is there text of this amendment somewhere on Accela? I can't seem to find it. I am mostly wondering what construction requirements would be to have the different dimensions.

Thanks

Jarod Hall, AIA

Di'velept

e: [REDACTED]

c: [REDACTED]

[REDACTED][com](mailto:[REDACTED]@divelept.com)

3. PLANNING COMMISSION

C. Agenda/Minutes

February 26, 2020

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
February 26, 2020, at 5:30 p.m.
(The order of the items may change at the Commission's discretion)

FIELD TRIP - The field trip is scheduled to leave at 4:00 p.m.

DINNER - Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR FEBRUARY 12, 2020

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

1. **ADU at approximately 1712 South 1000 East** - Andrea Palmer, Modal Living and property owner representative, is requesting Conditional Use approval for a 432 square foot accessory dwelling unit (ADU) to be located to the west of the property located at 1712 S. 1000 E. The property is zoned R-1/5000 (Single-Family Residential), where ADUs must be processed as a conditional use. The property is located within District 7, represented by Amy Fowler. (Staff Contact: Kelsey Lindquist at (801) 535-7930 or Kelsey.lindquist@slcgov.com) **Case number PLNPCM2019-00652**
2. **Conditional Use for ADU at approximately 1039 W Briarcliff** - A request by Andrea Palmer of Modal Living on behalf of the property owner, Erick Chuy, for a detached accessory dwelling unit located at approximately 1039 W Briarcliff Ave. The ADU would have an approximately 432 square feet footprint and be located in the rear yard of the main home. The subject property is located in an R-1/7,000 single-family residential zoning district and is located in Council District 1, represented by James Rogers. (Staff Contact: Eric Daems at (801) 535-7236 or eric.daems@slcgov.com) **PLNPCM2019-00992**
3. **Conditional Use for ADU at approximately 235 E Hubbard** - Andrea Palmer, Modal Living and property owner representative, is requesting Conditional Use approval for a detached accessory dwelling unit (ADU) in the rear yard on a property located at approximately 235 E Hubbard Avenue. The detached ADU would have a building footprint of approximately 432 square feet. The property is zoned R-1/5,000 Single Family Residential and is located within Council District 5, represented by Darin Mano. (Staff Contact: Linda Mitchell at (801) 535-7751 or linda.mitchell@slcgov.com) **Case number PLNPCM2019-00995**
4. **Huddart Lofts at approximately 156 East 900 South** - A request by Huang Nguyen, with SAPA Investment, requesting approval for a Planned Development to construct a 3-story mixed-use office/residential building with 18 new residential units located at 156 East 900 South. The applicant is requesting a Planned Development to allow for an increase in building height and a decrease in the front, rear, and corner side yard setbacks for the second and third stories of the building. The proposed addition will be located on the same footprint as the existing building – the exterior wall of the proposed second and third stories of the structure will be in-line to the exterior wall of all 4 sides of the existing building. The subject property is located in the CC (Corridor Commercial) zoning district and is located in Council District 5, represented by Darin Mano. (Staff Contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgov.com) **PLNSUB2019-00997**

5. **Zoning Map Amendment at approximately 5525 & 5575 West 1730 South** - Eric Eklund, property owner, is requesting to rezone the properties at the above-mentioned addresses from CG General Commercial to M-1 Light Manufacturing. The properties are developed with two identical industrial buildings, currently occupied by multiple tenants. The applicant has no plans to redevelop the site but would like to allow additional land uses and eliminate maximum off-street parking with the proposed zoning designation. The subject property is located in Council District 2, represented by Andrew Johnston. (Staff Contact: Mayara Lima at (801) 535-7118 or mayara.lima@slcgov.com) **PLNPCM2019-00726**
6. **Proximity Requirements in the City's adopted Fire Code** - Salt Lake City is proposing changes to the adopted fire code of the city by modifying Title 18.44 Fire Prevention and the International Fire Code, specifically section 18.44.020 Amendments by adding an amendment to Appendix D 105.3 "Proximity to Building" of the International Fire Code as adopted by the City. The changes would modify the requirements related to how close and how from a building that an aerial access fire road is required to be located. The current code requires the road to be located so a fire truck can park no closer than fifteen feet to the building and no farther than thirty feet from the building. The proposed amendments would allow the fire road to be as close as ten feet to the building and as far as fifty feet from the building if the building meets certain construction requirements. These changes are being recommended by the Fire Department and would apply citywide to buildings over thirty feet in height. Other related sections of Title 18 may be modified as part of this proposal. (Staff Contact: Nick Norris at (801) 535-6173 or nick.norris@slcgov.com) **PLNPCM2019-00938**

WORK SESSION

1. **Salt Lake Crossing at approximately 470 West 200 North** - Salt Lake City has received a request from Brian Hobbs, with Salt Development, for approval of modifications to the design standards to construct a new mixed-use development. The standards proposed to be modified include: ground floor use other than parking along at least 80% of the street facing building facades, ground floor façade consisting of at least 60% glass, providing operable building entrances at least every 40' on street facing facades, and the maximum length of a street facing façade of 200'. The project site is located in the TSA-UC-C (Transit Station Area Urban Center Core) zoning district and is located in Council District 3, represented by Chris Wharton (Staff Contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgob.com) **PLNPCM2019-01106**
2. **Changes to Planning Commission Policies & Procedures** – The Planning Director is requesting the Planning Commission amend their rules of procedure to include Consent agenda matters. The Planning Commission may consider what types of petitions may be reviewed in a Consent agenda. This may include administrative petitions where the Planning Commission is the decision-making authority.

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information. Visit the Planning Division's website at www.slcgov.com/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived and may be viewed at www.slctv.com. The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.


all users, the ability to fulfill the city's goals for housing development, mobility choice, and creating a more livable and equitable city.

Under Utah code, building codes are considered a "land use ordinance" because they impact the development of private property. As a result, any modification to Title 18 is required to go through the same process as a modification to the zoning ordinance.

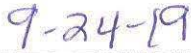
As part of the process, the Planning Division will follow the City adoption process for zoning text amendments, which includes citizen input and public hearings with the Planning Commission and City Council.

Please contact me at ext. 6173 or nick.norris@slgov.com if you have any questions. Thank you.

Concurrence to initiate the zoning text amendment petition as noted above.



Jackie Biskupski, Mayor



Date

SALT LAKE CITY PLANNING COMMISSION MEETING
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, February 26, 2020

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:33:25 PM](#) . Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson Adrienne Bell; Vice Chairperson Brenda Scheer; Commissioners Amy Barry,Carolynn Hoskins, Jon Lee, Matt Lyon, and Sara Urquhart. Commissioners Maurine Bachman and Andres Paredes were excused.

Planning Staff members present at the meeting were Nick Norris, Planning Director; Paul Nielson, Attorney; Kelsey Lindquist, Senior Planner; Eric Daems, Senior Planner; Linda Mitchell, Principal Planner; Nannette Larsen, Principal Planner; Mayara Lima, Principal Planner; Marlene Rankins, Administrative Secretary; and Rosa Jimenez, Administrative Secretary.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were; Brenda Scheer, and Sara Urquhart. Staff members in attendance were Nick Norris, Kelsey Lindquist, Eric Daems, Linda Mitchell, and Nannette Larsen.

APPROVAL OF THE FEBRUARY 12, 2020, MEETING MINUTES. [5:33:43 PM](#)

MOTION [5:33:49 PM](#)

Commissioner Urquhart moved to approve the February 12, 2020, meeting minutes. Commissioner Lee seconded the motion. Commissioners Lyon, Urquhart, Hoskins, Scheer, Barry and Lee voted “Aye”. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:34:18 PM](#)

Chairperson Bell stated she had nothing to report.

Vice Chairperson Scheer stated that she will be giving a lecture on the Salt Lake City Earliest Plat on March 19th,2020 at the Leonardo.

REPORT OF THE DIRECTOR [5:35:07 PM](#)

Nick Norris, Planning Director, updated the Commission on new staff that have joined the Planning Division and upcoming agendas. He also advised that the Planning Division is expecting a new Planning Commissioner in the next few weeks.

[5:38:46 PM](#)

ADU at approximately 1712 South 1000 East - Andrea Palmer, Modal Living and property owner representative, is requesting Conditional Use approval for a 432 square foot accessory dwelling unit (ADU) to be located to the west of the property located at 1712 S. 1000 E. The property is zoned R-1/5000 (Single-Family Residential), where ADUs must be processed as a conditional use. The property is located within District 7, represented by Amy Fowler. (Staff Contact: Kelsey Lindquist at (801) 535-7930 or Kelsey.lindquist@slcgov.com) **Case number PLNPCM2019-00652**

Kelsey Lindquist, Senior Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the Conditional Use with the condition listed in the staff report.

The Commission and Staff discussed the following:

- That it would have been good to have photo's showing the alley in the staff report and showing the existing rear detached structures
- Clarification on what the ordinance states regarding the size of the ADU and lot size
- Coverage restrictions in the R-1/5000

Andrea Palmer, Modal Living and Ian Kaplan, architect, was available for questions from the Commission.

The Commission and Applicant discussed the following:

- Whether the ADU can have a parking spot that is accessible from the alley

PUBLIC HEARING [5:45:22 PM](#)

Chairperson Bell opened the Public Hearing;

Judi Short, Land Use Chairperson for the Sugar House Community Council – Stated the lot is only 4700 feet and that's what makes it feel so tight. The Community Council would like to see better drawings.

Lynn Schwartz, Sugar House Community Council – Stated this is a very small lot and the ADU will make it feel very crowded.

Joann Sandergaard – Stated she thinks it's a safety hazard to put a unit behind the house and have them park in front of the house. She also raised concern with parking.

Jackson Wirley – Stated his support of the ADU.

Zachary Dussault – Stated he believes the ADU meets the standard and increases housing.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

The Commission, Staff and Applicant further discussed the following:

- Whether a parallel parking space is allowed off the alley
- Clarification on whether there is a restriction by law to provide a parking space
- Clarification on whether the owner of the property was renting out the basement of his home
- Whether the homeowner is amendable to move the ADU slightly to the East to allow for a parallel parking

MOTION [6:01:02 PM](#)

Commissioner Scheer stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission approve petition PLNPCM2020-00012 with the following conditions:

- 1. The applicant shall comply with the registration process outlined in section 21A.40.200.F of the Salt Lake City zoning ordinance**

Commissioner Urquhart seconded the motion. Commissioners Lee, Barry, Scheer, Hoskins, Urquhart, and Lyon voted "Aye". The motion passed unanimously.

[6:02:05 PM](#)

Conditional Use for ADU at approximately 1039 W Briarcliff - A request by Andrea Palmer of Modal Living on behalf of the property owner, Erick Chuy, for a detached accessory dwelling unit located at approximately 1039 W Briarcliff Ave. The ADU would have an approximately 432 square feet footprint and be located in the rear yard of the main home. The subject property is located in an R-1/7,000 single-family residential zoning district and is located in Council District 1, represented by James Rogers. (Staff Contact: Eric Daems at (801) 535-7236 or eric.daems@slcgov.com) **PLNPCM2019-00992**

Eric Daems, Senior Planner, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission approve the Conditional Use for an ADU.

The Commission and Staff discussed the following:

- Clarification on access to the ADU

Andrea Palmer, Modal Living, applicant, address the access to the ADU. She was also available for further questions.

The Commission, Staff and Applicant discussed the following:

- Clarification on parking
- Whether there was a plan for a walkway for the ADU
- Clarification on whether there was going to be a fence restricting access to the ADU

PUBLIC HEARING [6:07:35 PM](#)

Chairperson Bell opened the Public Hearing;

Eddie Jones?? – Stated the owner of the property continuously rents out rooms in his home and raised concern with on and off-street parking.

Suzanne O'Connor – Stated the homeowner sub-rents the property and raised concern with parking.

John Napier – Raised concern with parking and limited street space.

Zachary Dussault – Stated his support of the request.

Elaine Wyckoff – Stated that the property owner consistently rents out rooms from the property and raised concerns with parking.

Hagan Osboba – Stated his support of the request.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

The Commission and Staff further discussed the following:

- Clarification on the owner occupancy requirements under the ADU ordinance
- Clarification on the on-street parking space shown on the site plans
- Clarification on whether the parking space is located in front of someone's driveway
- Entrance to the ADU and where it's located
- Whether the driveway is a shared driveway
- Whether there was a survey done and provided

MOTION [6:36:23 PM](#)

Commissioner Lyon stated, based on the information in the staff report, the information presented, the input received during the public hearing, I move that the Planning Commission approve PLNPCM2019-00992 Conditional Use permit for Briarcliff ADU with the conditions in the staff report and additional conditions:

1. The on-street parking stall that is proposed in the site plan be removed, and move to a location that is compliant with the parking ordinance,
2. And that a clearly defined walkway and access route for the ADU is provided on the site plan

With approval designated to staff.

Commissioner Scheer seconded the motion. Commissioners Lyon, Urquhart, Hoskins, Scheer, Barry, and Lee voted “Aye”. The motion passed unanimously.

[6:39:02 PM](#)

Conditional Use for ADU at approximately 235 E Hubbard - Andrea Palmer, Modal Living and property owner representative, is requesting Conditional Use approval for a detached accessory dwelling unit (ADU) in the rear yard on a property located at approximately 235 E Hubbard Avenue. The detached ADU would have a building footprint of approximately 432 square feet. The property is zoned R-1/5,000 Single Family Residential and is located within Council District 5, represented by Darin Mano. (Staff Contact: Linda Mitchell at (801) 535-7751 or linda.mitchell@slcgov.com) **Case number PLNPCM2019-00995**

Linda Mitchell, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the Conditional Use for and ADU with the conditions listed in the staff report.

Andrea Palmer, applicant, was available for questions.

The Commission and Applicant discussed the following:

- Clarification on the driveway parking and whether the parking spaces may be adjacent rather than tandem.

PUBLIC HEARING [6:43:10 PM](#)

Chairperson Bell opened the Public Hearing;

Zachary Dussault – Stated his support on the request and provided public transportation accessibility.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

MOTION [6:45:41 PM](#)

Commissioner Hoskins 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 Conditional Use request (PLNPCM2019-00995) as proposed, subject to complying with the conditions listed in the staff report.

Commissioner Lee seconded the motion. Commissioners Lee, Barry, Scheer, Hoskins, Urquhart, and Lyon voted “Aye”. The motion passed unanimously.

[6:46:35 PM](#)

Huddart Lofts at approximately 156 East 900 South - A request by Huang Nguyen, with SAPA Investment, requesting approval for a Planned Development to construct a 3-story mixed-use office/residential building with 18 new residential units located at 156 East 900 South. The applicant is requesting a Planned Development to allow for an increase in building height and a decrease in the front, rear, and corner side yard setbacks for the second and third stories of the building. The proposed addition will be located on the same footprint as the existing building – the exterior wall of the proposed second and third stories of the structure will be in-line to the exterior wall of all 4 sides of the existing building. The subject property is located in the CC (Corridor Commercial) zoning district and is located in Council District 5, represented by Darin Mano. (Staff Contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgov.com) **PLNSUB2019-00997**

Nannette Larsen, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the Planned Development with the conditions listed in the staff report.

Huang Nguyen, applicant, provided further details.

The Commission, Staff and Applicant discussed the following:

- Width of corridor
- Accessibility to the units on the 3rd floor
- Clarification on the use for the childcare facility and whom would utilize it
- Parking requirement clarification
- Clarification on whether the lot will remain a parking lot for the Planned Development

PUBLIC HEARING [6:58:52 PM](#)

Chairperson Bell opened the Public Hearing;

Tim W. – Stated his support of the project.

Ian K. – Stated his support of the project.

Zachary Dussault – Stated his support of the project.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

MOTION [7:03:08 PM](#)

Commissioner Barry stated, based on the information in the staff report I move that the Planning Commission approve petition PLNSUB2019-00997, regarding the Huddart Lofts Planned Development. In order to comply with the applicable standards, the following conditions of approval apply:

- **An encroachment permit will be obtained for the eaves projecting into the public right-of-way prior to building permit approval.**
- **Off-site parking will be maintained and available to the patrons and/or residents of the building.**
- **The design of the project shall be consistent with this staff report and submitted planned development application.**
- **Prior to construction, all plans shall comply with all applicable development standards required by City Departments.**

Commissioner Lee seconded the motion. Commissioners Lyon, Urquhart, Hoskins, Scheer, Barry, and Lee voted “Aye”. The motion passed unanimously.

[7:05:10 PM](#)

Zoning Map Amendment at approximately 5525 & 5575 West 1730 South - Eric Eklund, property owner, is requesting to rezone the properties at the above-mentioned addresses from CG General Commercial to M-1 Light Manufacturing. The properties are developed with two identical industrial buildings, currently occupied by multiple tenants. The applicant has no plans to redevelop the site but would like to allow additional land uses and eliminate maximum off-street parking with the proposed zoning designation. The subject property is located in Council District 2, represented by Andrew Johnston. (Staff Contact: Mayara Lima at (801) 535-7118 or mayara.lima@slcgov.com) **PLNPCM2019-00726**

Mayara Lima, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council.

Eric Eklund, applicant, provided a presentation along with further details.

The Commission and Applicant discussed the following:

- Clarification on whether there was a roadway between the two buildings
- Clarification on whether the easement is public

PUBLIC HEARING [7:11:19 PM](#)

Chairperson Bell opened the Public Hearing; seeing no one wished to speak; Chairperson Bell closed the Public Hearing.

MOTION [7:11:39 PM](#)

Commissioner Lyon stated, based on the information listed in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission recommend that the City Council approve the proposed zoning map amendment, as presented in petition PLNPCM2019-00726.

Commissioner Urquhart seconded the motion. Commissioners Lee, Barry, Scheer, Hoskins, Urquhart, and Lyon voted “Aye”. The motion passed unanimously.

[7:12:31 PM](#)

Proximity Requirements in the City’s adopted Fire Code - Salt Lake City is proposing changes to the adopted fire code of the city by modifying Title 18.44 Fire Prevention and the International Fire Code, specifically section 18.44.020 Amendments by adding an amendment to Appendix D 105.3 "Proximity to Building" of the International Fire Code as adopted by the City. The changes would modify the requirements related to how close and how from a building that an aerial access fire road is required to be located. The current code requires the road to be located so a fire truck can park no closer than fifteen feet to the building and no farther than thirty feet from the building. The proposed amendments would allow the fire road to be as close as ten feet to the building and as far as fifty feet from the building if the building meets certain construction requirements. These changes are being recommended by the Fire Department and would apply citywide to buildings over thirty feet in height. Other related sections of Title 18 may be modified as part of this proposal. (Staff Contact: Nick Norris at (801) 535-6173 or nick.norris@slcgov.com) **PLNPCM2019-00938**

Nick Norris, Planning Director, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission

The Commission and Staff discussed the following:

- Clarification on whether this would compromise the safety of any Salt Lake City residents

PUBLIC HEARING [7:17:11 PM](#)

Chairperson Bell opened the Public Hearing;

Zachary Dussault – Stated his support.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

MOTION [7:17:57 PM](#)

Commissioner Scheer stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission recommend that the City Council approve the proposed amendments to Chapter 18.44 Fire Prevention and International Fire Code as presented in the staff report.

Commissioner Lee seconded the motion. Commissioners Lyon, Urquhart, Hoskins, Scheer, Barry, and Lee voted “Aye”. The motion passed unanimously.

WORK SESSIONS

[7:18:47 PM](#) [7:18:58 PM](#)

Salt Lake Crossing at approximately 470 West 200 North - Salt Lake City has received a request from Brian Hobbs, with Salt Development, for approval of modifications to the design standards to construct a new mixed-use development. The standards proposed to be modified include: ground floor use other than parking along at least 80% of the street facing building facades, ground floor façade consisting of at least 60% glass, providing operable building entrances at least every 40’ on street facing facades, and the maximum length of a street facing façade of 200’. The project site is located in the TSA-UC-C (Transit Station Area Urban Center Core) zoning district and is located in Council District 3, represented by Chris Wharton (Staff Contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgob.com)
PLNPCM2019-01106

Nannette Larsen, Principal Planner, briefed the Planning Commission with the proposal.

The Commission and Staff discussed the following:

- Clarification on the green walls

Brian Hobbs, David Hulsberg, provided a presentation with further design details.

The Commission and Applicant discussed the following:

- Clarification on how it’s a space for the community
- Entrance to the apartments
- Entrances to the retail space
- Public and residential parking
- Clarification on walkability
- Whether every entrance can be used to access the units

[7:44:21 PM](#) Inaudible conversation

The Commission and Applicant further discussed the following:

- Façade on the alleyway between the two buildings
- Clarification if the alley is public accessible
- Public access to the building
- Whether there is any greenspace requirement in the zoning for this site
- Whether there are any open space amenities that will be provided on the side
- Clarification on whether there will be a midblock walkway
- Vertical circulation
- Whether there will be recyclable containers
- Clarification on number of units
- Reduced glass

[8:04:33 PM](#)

Changes to Planning Commission Policies & Procedures – The Planning Director is requesting the Planning Commission amend their rules of procedure to include Consent agenda matters. The Planning Commission may consider what types of petitions may be reviewed in a Consent agenda. This may include administrative petitions where the Planning Commission is the decision-making authority.

Nick Norris, Planning Director, briefed the Commission on Consent Agenda procedures.

The Commission and Staff discussed the following:

- Clarification on number of items that would have been on a consent agenda using tonight's agenda as an example

MOTION [8:07:50 PM](#)

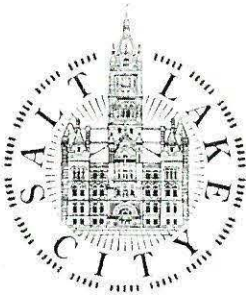
Commissioner Scheer stated, I move that the Planning Commission accept the recommendations to change the policies and procedures to allow for a consent agenda.

Commissioner Urquhart seconded the motion. Commissioners Lyon, Urquhart, Hoskins, Scheer, Barry, and Lee voted "Aye". The motion passed unanimously.

The meeting adjourned at [8:08:33 PM](#)

4. ORIGINAL PETITION

Petition PLNPCM219-00938



Petition Initiation Request

Planning Division
Community & Neighborhoods Department

To: Mayor Biskupski

From: Nick Norris, Planning Director *N.N.*

Date: September 19, 2019

CC: Patrick Leary, Chief of Staff; Karl Lieb, Fire Chief; Marcia White, CAN Interim Director; Jennifer McGrath, CAN Deputy Director; file

Re: Initiate Petition to modify the aerial fire access requirements found in Appendix D of the International Fire Code

The purpose of this memo is to request that you initiate a petition directing the Planning Division to begin the process of updating Ordinance section 18.44 Fire Prevention and International Fire Code (IFC). This chapter of city ordinance adopts the IFC as the office fire code for the City and specifically adopts Appendix D of the IFC. The proposed amendments would modify Appendix D to address issues created by the nature of the streets in Salt Lake City and the proximity requirements for aerial access roads in Appendix D of the IFC. Utah Code adopts the IFC as the official fire code to be used in Utah but allows local jurisdictions to determine which appendices to adopt, adopt with modifications, or not adopt.

The aerial fire access requirements in Appendix D require a fire engine to be able to park no closer than fifteen of a building and no further than thirty feet from a building. If the aerial access cannot be provided, Appendix D limits building height to thirty feet.

In Salt Lake City, the wide park strips and wide sidewalks in downtown result in the front property line being located more than thirty feet from the curb line, which makes it impossible for public streets to serve as the aerial access required for buildings over thirty feet in height. As a result, developers either have to convince the city to move the curb line closer to the property line or provide the aerial access on the property. This has resulted in situations where the park strip has been narrowed, the street effectively widened, the displacement of on street parking, and interference with bike lanes. In some instances and on narrow properties, the aerial access requirement has raised the potential for a regulatory taking of property because it is eliminating the economic use of the property.

The Planning Division has been working with the Fire Department, Building Services Division, Transportation Division, and Engineering Division to develop potential solutions to this issue. The Fire Department has created exceptions that balance the need for the safety of their crews and equipment, building occupants, and the need to protect property with the need to maintain the safety of city streets for