



CITY COUNCIL STAFF REPORT

MEETING DATE:	27 January 2016
APPLICANT:	Adam Paul, JF Capital
ADDRESS:	2255 South 400 East
REQUEST:	Preliminary Plan Approval – A 32-Lot Planned Unit Development Townhome Project in the East Streetcar Neighborhood
ZONE:	East Streetcar Neighborhood/Planned Unit Development
PREPARED BY:	Alexandra White, City Planner

SYNOPSIS: Adam Paul with JF Capital is petitioning the Planning Commission seeking preliminary plan approval for a 32-lot planned unit development townhome project located at 2255 South 400 East. This application is subject to all requirements in the East Streetcar Form Based Code. The applicant has also completed the Planned Unit Development application to have each individual unit platted as a separate parcel. The City Council is the Land Use Authority over all Planned Unit Developments. The Planning Commission will forward a recommendation to the City Council for final plat approval and a Planned Unit Development Overlay Zone.

SUMMARY:

- The proposed planned unit development will have a combined total of thirty-two (32) townhomes.
- The proposed project is regulated by the East Streetcar Form Based Code and meets all requirements of the East Streetcar Form Based Code.

STAFF RECOMMENDATION:

Staff recommends adoption of a PUD overlay zone and approval of a proposed subdivision plat for a 32-townhome project located at 2255 S 400 E, conditioned on the following:

1. The proposed project meets all the requirements of the East Streetcar Form Based Code.
2. The applicant is required to continue to work with City Staff to make all corrections necessary for recording the plat.
3. The applicant will work with the City Engineer and the Fire Marshall to ensure the project meets all applicable codes.
4. Bonds for all common and public improvements will be submitted to the City prior to any development.
5. The applicant will complete a CPTED Review prior to obtaining building permits.
6. All items of the staff report.

PLANNING COMMISSION RECOMMENDATION:

At a public hearing held on 7 January 2016, the Planning Commission unanimously recommended adoption of the preliminary plat for a 32-lot Planned Unit Development and the Planned Unit Development Overlay Zone for a project located at 2255 South 400 East, with the following conditions:

1. The proposed project meets all the requirements of the East Streetcar Form Based Code.
2. The applicant is required to continue to work with City Staff to make all corrections necessary for recording the plat.

3. The applicant will work with the City Engineer and the Fire Marshall to ensure the project meets all applicable codes.
4. Bonds for all common and public improvements will be submitted to the City prior to any development.
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6. All items of the staff report.



CITY COUNCIL STAFF REPORT

General Information:

Location: 2255 South 400 East

Surrounding Zoning and Land Uses:

North: East Streetcar Neighborhood - Warehouse

South: R-1 Residential – Single Family Residential

East: East Streetcar Neighborhood – Townhomes

West: East Streetcar Neighborhood – Zellerbach Apartment Project



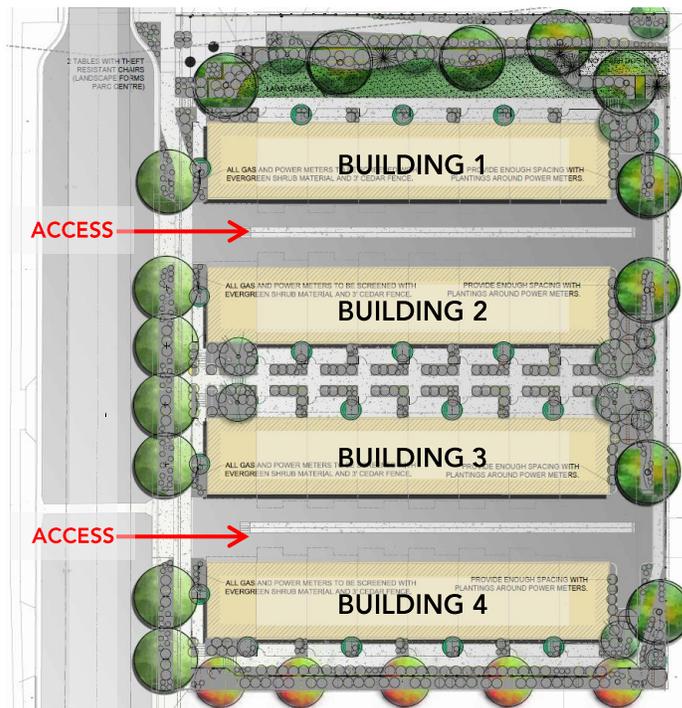
General Plan: The Future Land Use Map designates this neighborhood as new mixed use with an emphasis on transit oriented centers. In the East Streetcar Neighborhood there is a market for small-lot infill projects, and this subdivision is likely to contribute to the neighborhood’s strength and vitality. In addition, the project supports the following General Plan Goals:

- **Goal LU-1.** Regulate land uses based on compatibility with surrounding uses, residential areas and economic feasibility. Maintain residential, business and industrial areas that are vibrant and where the health and safety of all are protected.
- **Goal LU-4.** Capitalize on South Salt Lake’s vast transit options by creating specific transit-oriented development land use plans, using current best practices.
- **Goal LU-B.** Accommodate higher density housing in appropriate areas.
- **Goal HE-1.** Seek to supply a broad range of housing types and styles with community sustainability in mind.
- **Goal HE-3.** Infill housing should be encouraged.

- **Goal HE-4.** Improve the overall home ownership ratio.
- **Goal PR-3.** Provide a system of connected trails.

Size: The proposed project will be approximately 1.18 acres in size.

Access: The project will be separated into four rectangular buildings each containing eight (8) individual townhome units. Two drive aisles will provide access to the buildings from 400 East. The buildings will have units oriented toward the S-Line, 400 East and to internal corridors. The orientation of the units will create an aesthetic frontage on both the S-Line Corridor and 400 East. The private drive aisles will be twenty seven (27) feet in width the entire length of each aisle. Each drive aisle will have rear loaded two car garages per unit and guest parking located at the end of each lane. The drive aisles meet all fire code requirements.

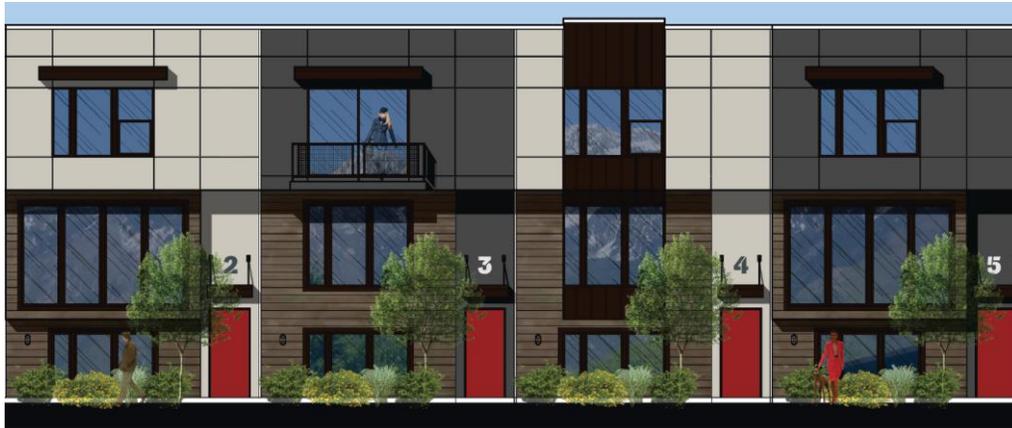


Water, Sewer, and Other Public Utilities: The developer is working with South Salt Lake’s Public Works Department to meet requirements. The City Engineer will review the subdivision plat prior to recording.

Design Standards: This project is regulated by the East Streetcar Form Based Code (FBC). The entire project will meet the requirements of the FBC. The applicant is proposing four buildings each containing eight (8) townhome units, for a total of thirty two (32) townhome units. Each building façade will articulate and cantilever to add depth and character to the facades of the building. Each building will display a modern architectural theme and will be designed with a number of oversized windows and high quality materials. Each unit will have a two car garage and access a private drive aisle. The overall site will include enhancements to the S-Line Corridor, private landscaped common areas, and private patios for each townhome.

In order to assure compatibility of new construction with adjacent single family zones, additional setbacks and a graduated setback are defined in the East Streetcar FBC. This is defined by a 20-foot transition setback from the property line of any adjacent single family detached home. At the 20 feet, the building is permitted to have a 25 foot height. After 30 feet of transitional

setback, the building may have one (1) additional foot of vertical height for every two (2) feet of additional horizontal setback distance. The applicant is proposing a 20 foot setback from the south property line of the project. In addition, there is an access lane to the townhomes to the east of the project that is approximately 18 feet in width. The total setback distance is approximately 38 feet from the rear property line of the single family residential homes located on Haven Avenue. Each proposed building will be 31 feet in height.



Unit Design/Exterior: The townhomes will include a mix of two (2) and three (3) bedroom units. The two (2) bedroom units will feature a two car garage on the main level, an open concept layout on the 2nd floor that includes a kitchen and living space, and a 3rd floor with dual master bedrooms. The three (3) bedroom units will feature a two car garage on the main level, an open concept layout on the 2nd floor that includes a kitchen and living space, and a 3rd floor with three bedrooms. Both unit types will feature two and one half (2^{1/2}) bathrooms.

Parking: Each home will have a two car garage that access a drive aisle within the project. In addition, the applicant is proposing four (4) on-site guest parking spaces and six (6) on-street parking spaces. The East Streetcar FBC requires 1.5 parking stalls per unit. The applicant is proposing 2.0 parking stalls per unit, plus an additional 10 visitor parking stalls. In addition the applicant completed a parking study by Hales Engineering to analyze the proposed demand rates for this type of a project. All parking requirements have been met.

Fence: The proposed project will include several types of fencing throughout the project. Along the S-Line Corridor the developer will be installing a four (4) foot fence and gabion retaining wall system that matches the S-Line Corridor Design Standards. To the east of the project, a six (6) foot chain link fence with privacy slats will be maintained/improved to create a separation between the proposed project and the existing townhome project to the East. To the south of the project, the developer will install a four (4) foot slat cedar fence. This same four (4) slat cedar fence will match all the private patio fencing and interior courtyard fencing. All fencing will be installed by the developer.

Garbage: The developer will need to contract with a private company for garbage collection. Each unit will be individually serviced with garbage cans.

Bonding: The developer will be required to provide a bond guaranteeing the completion of the development of all public infrastructures.

Open space: The developer will meet all requirements of the East Streetcar FBC and the updated requirements for all new street types. The FBC requires for all residential uses, 250 square feet of livable open space per unit, up to 20 % of the total project. The applicant is proposing that each townhome will have private patios/stoops. In addition, the applicant will be providing a plaza

along the S-Line Corridor that is approximately 800 square feet and landscaped green space for the residents. This area will include water conserving plant species, lighting, tables and chairs, and outdoor lawn games.

CC&R's and Estimated HOA Fees: The developer has submitted a draft copy of the CC&R's for the project. The CC&R's and associated fees will maintain all common space within the project.

Requirements:

East Streetcar Neighborhood Form Based Code: The proposed project falls within the East Streetcar Neighborhood District and is regulated by the East Streetcar Neighborhood Form Based Code. All applicable pages of the Form Based Code (FBC) are included in the attachment section of this staff report. The FBC regulates the following items:

- **Street Types** – Lane (pg. 9) and 400 East (pg. 11)
- **Building Types** – Building Standards (pg. 19- 22), Townhome Standards (pg. 25), Entrance Types (pg. 30-31), Roof Types (pg. 31-33), Additional Design Standards, i.e. Materials, colors, windows, porches, balconies, etc. (pg. 34-37) and Amenity Requirements (pg. 37)
- **Open Space Types** – General Requirements (pg. 38-39), S-Line Corridor (pg. 40)
- **Landscape Types** -- General Requirements (pg. 45) and Screening of Utility Appurtenances (pg. 49)
- **Parking** – General Requirements (pg. 50)

In addition, the applicant has completed the Planned Unit Development (PUD) application to have each individual townhome platted as a separate parcel. This provides the opportunity for owner occupied townhome units. Therefore, the proposed project will be reviewed as part of a PUD Overlay District with the East Streetcar Form Based Code regulations. The PUD Overlay requirements are listed below for review purposes.

17.13.030 – Planned Unit Development Overlay (PUD) District

A. Purpose.

1. The purpose of the Planned Unit Development (PUD) District is to provide for additional flexibility in designing new single family, townhome and condominium neighborhoods.
2. To encourage home ownership
3. To encourage efficient use of available land within an urban setting
4. To encourage innovative and sustainable building design and site improvements

B. Uses. In the PUD district, uses, buildings, structures or land shall not be used or developed except in accordance with the adopted land use matrix as found in Chapter 15 of this title.

C. Regulations.

1. **Compatibility.** PUD developments shall be compatible in lot size, density, height and site amenities with the district wherein the development is proposed. PUD developments must be compatible with surrounding uses. All development is intended to complement and strengthen neighborhoods as a compatible component of the City's housing stock.
2. **Buildings and Site Development.** Buildings, sites and structures shall comply with the requirements for design review found in Chapter 21 of this title and any other building, fire, or other relevant codes in effect within the City.

3. **Approval Process.** The City Council is the land use authority for all PUD applications. See Title 17.08.040.
4. **Minimum Area.** See Title 15.12 for minimum subdivision requirements
5. **Lot width and area requirements.** Established in the in the underlying base district

Title 15 Article VIII – Planned Unit Development (PUD)

15.12.810 - Purpose and intent.

- A. Planned unit development (PUD) is intended to permit flexibility, to encourage new and imaginative concepts in the design of neighborhood and single-family housing projects and to provide a means of encouraging preservation and enhancement of housing ownership in the city. To this end, the PUD developments should be planned as one complex land use rather than an aggregation of individual unrelated buildings located on separate unrelated lots.
- B. Substantial compliance with the zone regulations and other provisions of the zoning ordinance in requiring adequate standards related to the public health, safety, and general welfare shall be observed, without unduly inhibiting the advantages of unified site planning.
- C. PUD developments are intended to be flexible yet the development must be compatible with surrounding uses. On parcels greater than five acres, PUD regulations allow for some flexibility in density and housing character; however PUD developments are not intended to promote housing that substantially alters the neighborhood in which it is to be located. PUD regulations are not intended to allow for circumvention of zoning requirements in such a way as to result in significantly higher densities in size of development in otherwise low density residential neighborhoods. All development is intended to complement and strengthen neighborhoods as a compatible component of the city's housing stock. The planning commission and city council shall determine if a PUD is deemed compatible and may deny approval if the proposal is determined to be incompatible.

15.12.820 - Use and zoning regulations.

- A. Notwithstanding any other provisions of city ordinances to the contrary, PUD developments shall be permitted in all districts of the city except the LI light industrial zone. The provisions as herein set forth shall be applicable if any conflict exists.
- B. An overall development plan for a PUD showing building types, location, size, heights, expected uses, number of residential units, access roads, open spaces, parking, landscaping and all other appropriate items may be approved by the planning commission and city council. If approved, building permits may be issued in accordance with such plan, even though the uses, housing types, development specifications and the location of the buildings proposed differ from the uses, housing types, and regulations governing such items in effect in the zone in which the development is proposed, provided the provisions of this chapter are complied with and a specific development plan is approved.
- C. The planning commission and city council may vary all yard, setback, and similar zoning regulations, as well as vary the city's development specifications, within PUD developments approved under this chapter provided the provisions of this chapter are complied with and a specific development plan is approved for each development. The planning commission and city council may approve PUD developments with use variations provided all provisions of this chapter are complied with and the following restrictions are followed:

1. Use variations in residential districts may be for residential uses only. No commercial or industrial use variations allowed.
2. Use variations in commercial districts shall be limited to commercial and residential uses only. No industrial use variations allowed.

15.12.840 - General requirements.

- A. The development shall be in single or corporate ownership or the application filed jointly by the owners of the property.
- B. The properties adjacent to the PUD shall not be adversely affected, and to this end, the planning commission may require, in the absence of appropriate physical boundaries or installed buffers, that uses of least intensity and greatest compatibility be arranged around the boundaries of the project. Yard and height conditions of the adjacent properties should be closely matched on the periphery of the project.
- C. Site development specifications and sign regulations shall be determined when approving the site development plan.
- D. **Minimum Scale of Projects.** No subdivisions may be considered planned unit developments unless consisting of at least three lots.
- E. **Density.** In R-1, A-1 and R-M zones, the number of dwelling units shall be based upon the lot area requirements of the zone in which the PUD is located. In commercial or overlay zones, the city shall determine a density based upon the general plan as well as other area specific master plans and the proximity to mass transit. In commercial and business zones, density shall be determined by the parking and open space requirements. In a PUD that is five or more acres, a density increase may be granted by the planning commission and city council. The minimum lot size the planning commission and city council can approve in PUD's five or more acres in area is four thousand five hundred (4,500) square feet. To qualify for a density increase and smaller lot sizes, the city shall require higher quality design standards with additional architectural and site amenities.
- F. As part of the preliminary and final plat applications, and in addition to all other required drawings, all PUD developments shall be required to provide a **project design guidebook (attached)**. At a minimum, this guide book will illustrate and provide the following design standards and amenities to ensure that a unique identity is created for each neighborhood. The city council and planning commission may require additional building and site related features as deemed necessary to ensure that the PUD development is compatible with the surrounding neighborhood and the development results in more desirable, modern and attractive housing.
 1. Building Design Standards: the guidebook shall provide and demonstrate architectural renderings of each type of proposed building, the inclusion of additional architectural details to the exterior façades, the exterior front facades of the buildings shall have at a minimum two different types of exterior materials. Where feasible, buildings should include the use of porches and alternative placement of garages. Buildings on contiguous lots that share a lot line shall not have the same exterior front elevation.
 2. Site amenities: The guidebook shall provide and demonstrate design and dimensional layout of the development, roadway widths, pedestrian lighting plan unique to the

neighborhood, sidewalk or trails, open space, landscape plan and street tree plantings species that will be installed in the park strip areas or in front of individual homes.

- G. **Sustainable Practices.** The use of renewable energy strategies is encouraged in all new developments. In order to positively contribute to the human and environmental footprint of new neighborhoods buildings shall, where feasible, incorporate sustainable design practices by providing solar panels and other renewable energy strategies into the design of residential buildings. In the event that renewable energy is not being implemented in the project, the developer and architect are to anticipate the introduction of solar technologies in the future. The building design is to be "solar ready" so that renewable energy systems can be easily installed.
- H. **Setbacks.** In R-1, A-1 and R-M zones, the planning commission may vary rear and side yard setbacks. The minimum front yard setbacks in R-1, A-1 and R-M zones shall be eighteen (18) feet if the home has a front loading garage. If a home has a rear loading garage, the front setback may be reduced to eight feet as long as the yard area where the driveway is located has an eighteen-foot setback from the property line. The planning commission may vary all setbacks in all other zones.
- I. **Roads.** Road widths shall be based upon the number of dwelling units.
1. Three to Four units twenty-foot minimum pavement width, no parking on road;
 2. Five to ten units twenty-five-foot minimum pavement width, parking one side only;
 3. Ten to fifteen units thirty-foot minimum pavement width sidewalk one side;
 4. Fifteen (15) units and up, adopted road and sidewalk standards must be followed with the following exceptions.
 - a. A reduction in the adopted standard roadway pavement width to a minimum thirty (30) feet may be approved by the planning commission and city council upon a favorable recommendation from the public works director. The director will evaluate such items as traffic patterns, design of the development, traffic counts and other information provided by the developer that will be necessary to ensure a proper evaluation.
 - b. A reduction in the standard roadway width to thirty (30) feet of pavement may be considered if alleys are used to access rear loading garages on a majority of the units. An alley is required to be a minimum of twenty (20) feet in width.
 5. Private roads, driveways and alleys may be calculated as part of the lot area but must be limited to fifteen (15) percent of each total lot area.
 6. Dedication of private roads and lanes. Where it can be demonstrated that such acceptance would be of benefit to the city, and the construction standards of such lanes meet city standards or some compensation arrangements are made to the satisfaction of the city council, the city council may consider accepting private lanes as a dedicated public right-of-way.
- J. **Building Height.** In R-1 and R-M zones, new construction may have a greater height than existing dwellings but may only be forty (40) percent taller than the tallest existing adjacent dwelling unit(s) as measured from the grade of the nearest public right-of-way, up to a

maximum of thirty-five (35) feet in height. In A-1 zones, the maximum height is thirty-five (35) feet.

1. Commercial and Business Zones. The maximum normal height is forty-five (45) feet except as allowed in the following section.

2. Heights Greater Than Forty-Five (45) Feet. For all locations where buildings and/or developments have proposed heights of forty-five (45) feet or greater, the following additional standards shall apply:

a. Planning Commission and City Council Approval Required. All proposed heights greater than forty-five (45) feet shall require design review approval by the planning commission following procedures as set forth in this chapter.

b. Mitigation of Impacts to Scale. Where greater heights are proposed, the city may require the provision of amenities intended to mitigate the effects of the greater height with regard to providing a human scale at the street level on the site. The city may require the inclusion of plazas, appropriate landscaping, and street-oriented objects such as benches, planters, street lights and lamp posts, and other such items as deemed appropriate considering the particular development.

c. Mitigation of Impacts to Infrastructure. Where greater heights are proposed, the city may require the provision of additional measures to mitigate impacts directly related to the increased density of such a building. These may include underground or other structured parking, traffic control devices, street and capital facilities improvements, and other such items as deemed appropriate by the city.

d. Architectural Features Required. Where greater heights are proposed, the city may require the provision of architectural features at the street level, which are sufficient in detail to be compatible with and enhance the pedestrian and vehicle traffic at the scale of the street on which the building is located.

e. Mitigation of Height if Adjacent to an R-1 Zone. If a building in a commercial or business zone is proposed to be a height of greater than forty-five (45) feet and is adjacent to an R-1 zone, the building shall be setback from the property line(s) contiguous to the R-1 zone a distance equal to half the height of the proposed building unless the planning commission determines that a lesser setback is appropriate.

K. **Open Space.** All planned unit developments shall include twenty (20) percent common usable open space as part of the development

1. Exceptions or Reductions. If it can be shown that open space or the required twenty (20) percent open space is implausible or undesirable, the planning commission and city council may consider granting an exception or reduction to that requirement upon finding any of the following:

a. A more effective design and one more compatible with the surrounding neighborhood will be obtained;

b. The location is in close proximity to a light rail station;

c. The location is within one-quarter mile of a city or county park.

2. Common use open space shall be in usable size segments not in small scattered pieces as determined by the city. Open space shall not include yard areas, required landscaping or required setback areas but shall be in addition to such areas.
3. Common use open space areas shall be landscaped and shall include amenities such as lighting, benches, walkways, playgrounds, pavilions and other gathering areas, play courts, playground equipment, tot lots and other items. The amount, size and layout of amenities shall be determined by the city as part of the approval of the development plan and shall be based on the size and configuration of the common use open space.
4. The city council, upon recommendation of the planning commission, shall require the preservation, maintenance, and ownership of common use open space and common use facilities utilizing at the city's option one of the following methods:
 - a. Dedication of the land as a public park or parkway system or public facility;
 - b. Granting to the city a permanent open space easement on and over said private open spaces to guarantee that the open space remain perpetually in recreation use, with ownership and maintenance being the responsibility of a homeowners' association established with articles of association and bylaws which are satisfactory to the city; and recording an agreement with the city for assumption of facilities in the event of failure to maintain and/or dissolution of the homeowners' association; or
 - c. Complying with the provisions of the Condominium Ownership Act of the state of Utah, which provides for the payment of common expenses for the upkeep of common areas and facilities. Recreation uses and facilities may be developed within the common space areas in compliance with a recreation and landscaping plan approved as part of the approved final development plan of the PUD.
 - d. If the second or third method, as set forth above, is utilized to maintain the open spaces and facilities, but the organization established fails to maintain said in reasonable order and condition the city may, at its option, do or contract to have the required maintenance completed and shall invoice the individually owned properties within the PUD the cost of the property maintenance. If the maintenance costs are not paid, the assessment shall be a lien against property and shall be filed with the county recorder, or the city may bring suit to collect the maintenance fees together with a reasonable attorney's fees and costs.
5. The developer shall submit plans for landscaping and improving the common open space. The developer shall also explain the intended use of the open space and provide detailed provisions of how the improvements thereon are to be financed and the area maintained.
6. A project must generally meet the intent of the requirements of the zoning ordinances, must insure proper use, construction and maintenance of common use open space and common use facilities, and must demonstrate that the development will benefit the future residents of the project, surrounding residents, and the general public.
- L. If the project contains private infrastructure, amenities and roadways prior to recordation of a subdivision plat and associated documents, the developer shall submit to the city a plan describing the following:

1. The actual installation costs of all common area improvements;
 2. The anticipated functional life of roads or common driveways;
 3. The anticipated functional life span of all common sewer, storm sewer and water systems;
 4. The anticipated functional lifespan of all common area amenities;
 5. A plan showing a maintenance or replacement schedule for common area roads or common driveways and amenities;
 6. A reserve study estimating the amount of fees that will need to be annually collected to maintain and replace common improvements.
- M. The developer shall be required to provide a bond in an amount determined by the city engineer guaranteeing the completion of the development of all common facilities or areas, including access and open space or facilities, or any phase thereof. When completed in accordance with the approved plan, the bond shall be released. If uncompleted at the end of two years, the city will review the progress and may proceed to use the bond funds to make the improvements in accordance with the approved plan. The bond shall be approved by the community development department and shall be accompanied by a bond agreement acceptable to the department and shall be filed with the city recorder.
- N. Once the overall development plan has been approved by the city council after recommendations from the planning commission, no changes or alterations to such development plans or uses shall be made without first obtaining approval of the planning commission and city council.
- O. The design of the preliminary and final plans and plats in relation to streets, access, blocks, lots, common open spaces, and other design factors shall be in harmony with the intent of the city's general plan, development specifications, zoning ordinances and all applicable ordinances, laws and regulations. Streets and access shall be so designed as to take advantage of open space vistas and create drives with an open space character.
- P. The city may place whatever additional conditions or restrictions it may deem necessary to insure development and maintenance of the desired residential character. Such conditions may include plans for disposition or reuse of property if common use open space and common use facilities are not maintained in the manner agreed upon or such is abandoned by the owners and may include requirements for recorded provisions which would allow the city to perform maintenance to access and infrastructure (roads and utility facilities) in the event of failure of the property owners to perform needed maintenance or repairs.

15.12.850 - Review Considerations.

- A. In considering a proposed PUD, the city shall consider the following as well as other items of the zoning ordinances, this chapter, the city's development specifications and any applicable considerations. Design review criteria shall also apply.
1. Resultant Design. In any use of the planned unit development standards for subdivisions, it should be shown that the resultant design is better in terms of livability, appearance, function and contribution to the city's housing stock, while still allowing for alternative housing styles and economic viability of the project, than could be achieved by means of regular subdivision standards for the zone in which the project is to be located.

2. Porches. To encourage front porches, and their use, porches shall be allowed to extend into the required front yard by a maximum of five feet, provided that the porch will cover the width of at least fifty (50) percent of the home's front face.
3. Parking. All planned unit developments must provide appropriate off-street parking for each lot and/or unit in the development. Except for those projects containing multiple-unit buildings and other exceptions, spaces for two vehicles side by side per unit shall be the normal condition.
4. Individual Lot PUDs. In primarily individual lot PUD developments, garages, either attached or detached, are required for each unit. In order to mitigate impacts of the generally small lot, higher density nature of PUD developments, the city shall encourage alternative garage systems wherever possible. To that end, the city may consider the following when reviewing parking on a proposed project:
 - a. Shared Drives. Where side or rear entry garages are to be used, shared drives (meaning driveways which are directly abutting) may be allowed. Such drives shall not be greater than thirty (30) feet in width (total together). All other driveways must be separated by a minimum of six feet.
 - b. Capacity. All front loading garage designs shall have a minimum capacity of two vehicles, side by side.
 - c. Exception. Alternative garage designs (other than front loading) may be eligible for an exception to the above standard, if it can be shown that the off-street parking in the project would not be negatively impacted.
5. Multiple-Unit PUD. In primarily multiple-unit PUD subdivisions (meaning those with primarily buildings containing multiple units), two parking spaces per unit shall be provided with one space being covered by an approved carport. Additional parking stalls (guest or RV parking) may be required by the city based on review of the site amenities, access conditions and other factors appropriate to the project.
6. Relationships. The design of buildings and their relationship on the site and their relationship to development beyond the boundaries of the project shall be a factor for consideration.
7. Site Issues. Some of the site issues for consideration shall include the following:
 - a. The landscaping and screening as related to the several uses within the development and as a means of its integration into its surroundings;
 - b. The size, location, design, and nature of signs if any, and the intensity and direction of area or flood lighting.
8. Completion. The demonstrated ability of the proponents of the planned unit development to financially carry out the proposed project under total or phase development proposals within the time limit established shall be a consideration.

15.12.860 - Procedures and submittals.

- A. PUD development shall be approved by the city using the procedures contained in this chapter for concept plan, preliminary plan and final plat.
- B. All plan, documents, plats and applications as required by this chapter shall be provided by the developer. The community development department shall determine any special items needed for PUD development review, including any as may be necessary to determine that the contemplated arrangement of uses make it desirable to apply regulations and requirements differing from those ordinarily applicable under the zoning ordinances, other regulations and specifications of the city.

Staff Analysis:

Staff has worked with the applicant for several months on the proposal. A Design Review Committee was held with the applicants in early December 2015. The applicants have agreed to make all corrections necessary and are working on meeting all the requirements of the East Streetcar Form Based Code. All concept review and Design Review Committee comments are included in the attachment section of this staff report.

Staff Recommendation:

Staff recommends adoption of a PUD overlay zone and approval of a proposed subdivision plat for a 32-townhome project located at 2255 S 400 E, conditioned on the following:

7. The proposed project meets all the requirements of the East Streetcar Form Based Code.
8. The applicant is required to continue to work with City Staff to make all corrections necessary for recording the plat.
9. The applicant will work with the City Engineer and the Fire Marshall to ensure the project meets all applicable codes.
10. Bonds for all common and public improvements will be submitted to the City prior to any development.
11. The applicant will complete a CPTED Review prior to obtaining building permits.
12. All items of the staff report.

Attachments:

1. East Streetcar Form Based Code can be found at the following website:
http://sslc.com/uploads/departments/ComDevelopment/Downtown_South_Salt_Lake_Form_Ba.pdf
2. S-Line Townhome Design Book
3. Applicant Letter
4. Concept & Design Review Committee Comments
5. Project Location
6. Plat
7. Utilities Plan
8. Landscape Plan
9. Exterior Elevations
10. Unit Floor Plans
11. Parking Study
12. Planning Commission Minutes

Design Book

S-LINE TOWNHOMES

2255 South 400 East
South Salt Lake City, Utah



JF CAPITAL
PROPERTIES

Tuttle and Associates, Inc.
ARCHITECTS



STRATEGIC
BUILDERS

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PROJECT DESCRIPTION

S-LINE TOWNHOMES

Development Type: Class-A Townhome project

Location: 2255 South 400 East South Salt Lake City, UT

Units: 32 townhome units

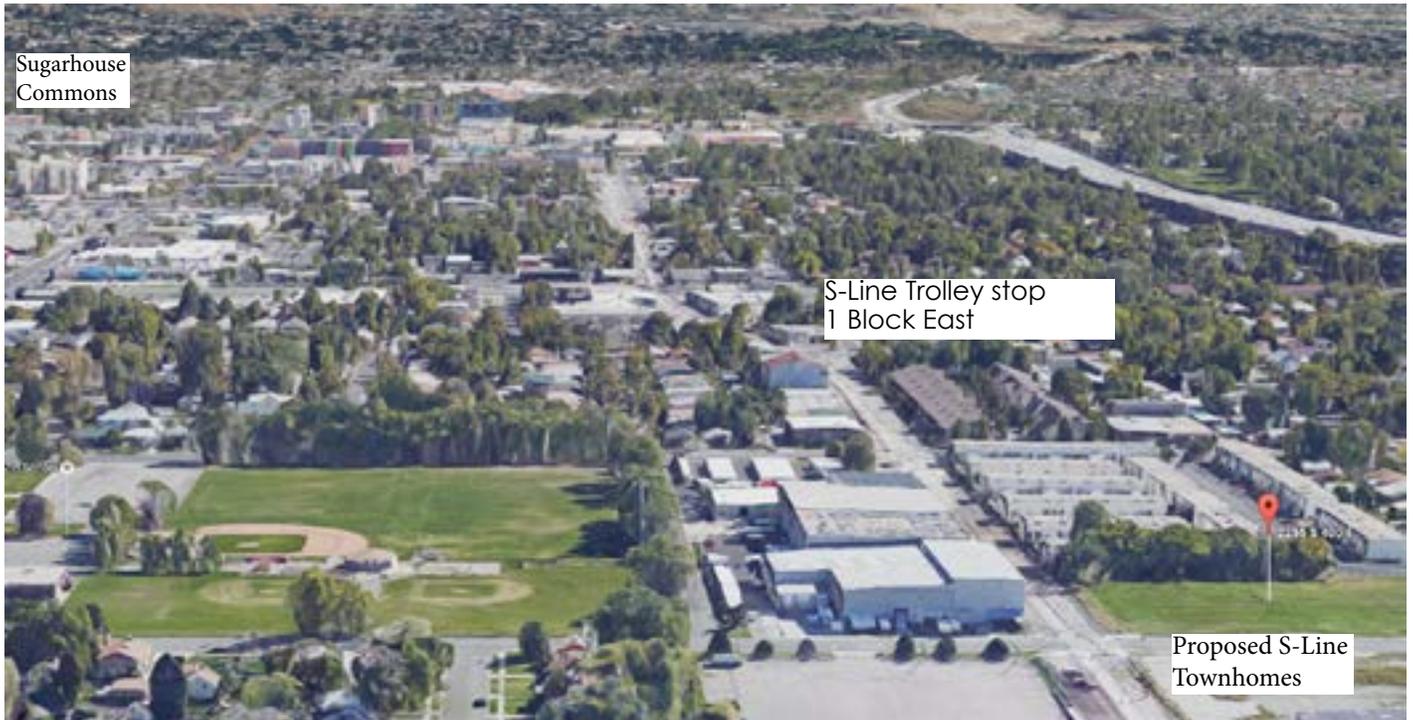
Site Size: 1.19 acres

Amenities: Individually platted, Modern Kitchens

Attractive Landscaping, Attached 2-Car Garages

Transit: Extremely close to the S-Line Trolley stops located on 3rd and 5th east

Construction Type: 4 8-Unit Buildings, 3 Stories

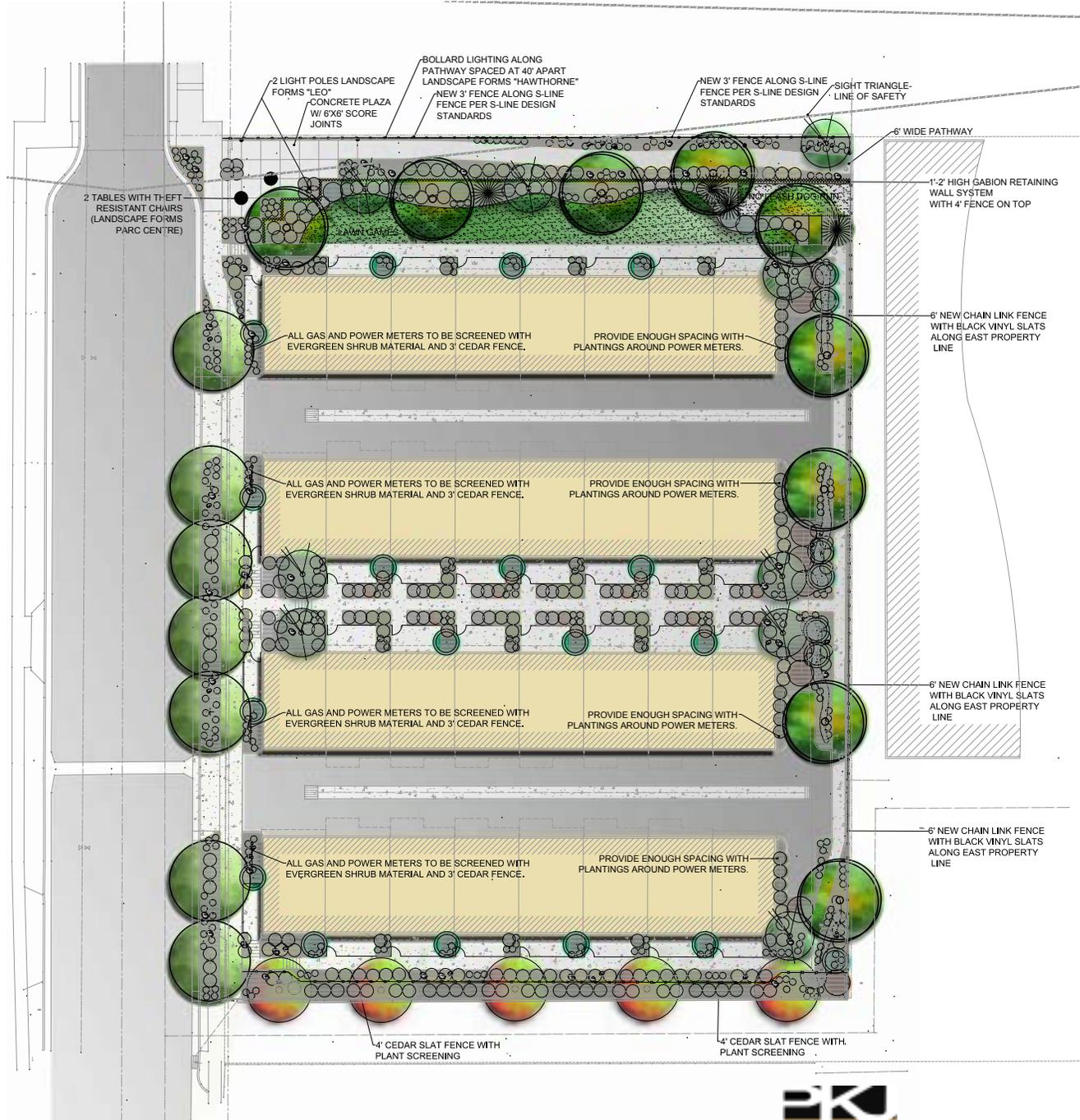


Sugarhouse
Commons

S-Line Trolley stop
1 Block East

Proposed S-Line
Townhomes

S-Line Trolley stop
1 block west



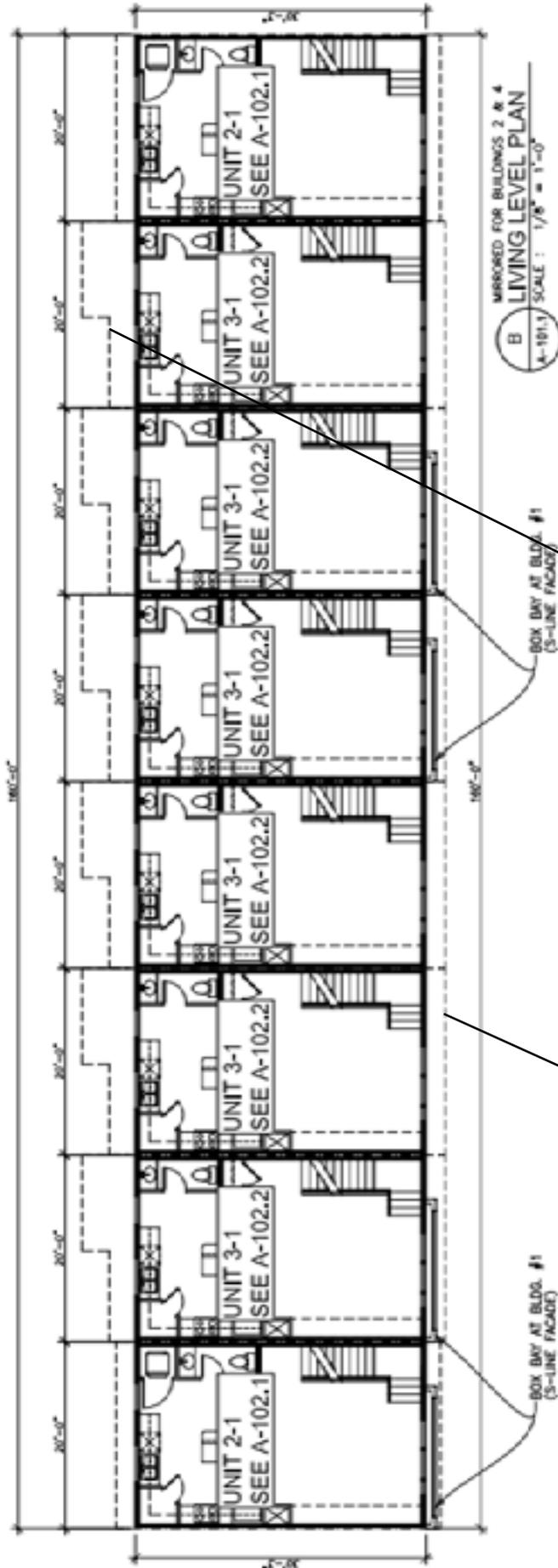
PKJ DESIGN GROUP L.L.C.
 3450 N. TRIUMPH BLVD. SUITE 102
 LEHI, UT 84043 (801) 960-2688
 www.pkjdesigngroup.com

Landscaping Illustration

The efficient use of this site allows us to use minimal asphalt parking and provides for very nice landscaping. The site will boast a great courtyard area and landscaping features on the east side including lawn games and an off-leash dog park. The landscaping planned includes a number of great trees and shrubs to soften the streetscape and hardscape portions of the project. The meandering path and common areas on the East will provide great outdoor common areas, along with fenced and landscaped private patios for each townhome.

Architectural Layout

Here you will see the unit mix per building. The buildings will be a nice mix of 2 and 3 bedroom units. The building are designed specifically to meet the constraints of this site. This site specific design technique allows us to use the site in the most effecient manner and eliminates unwanted land use due to surplus or under utilization.



Attractive building articulation to add depth and character to the facade of the building.

Cantilever on 3rd floor adds to the building articulation.



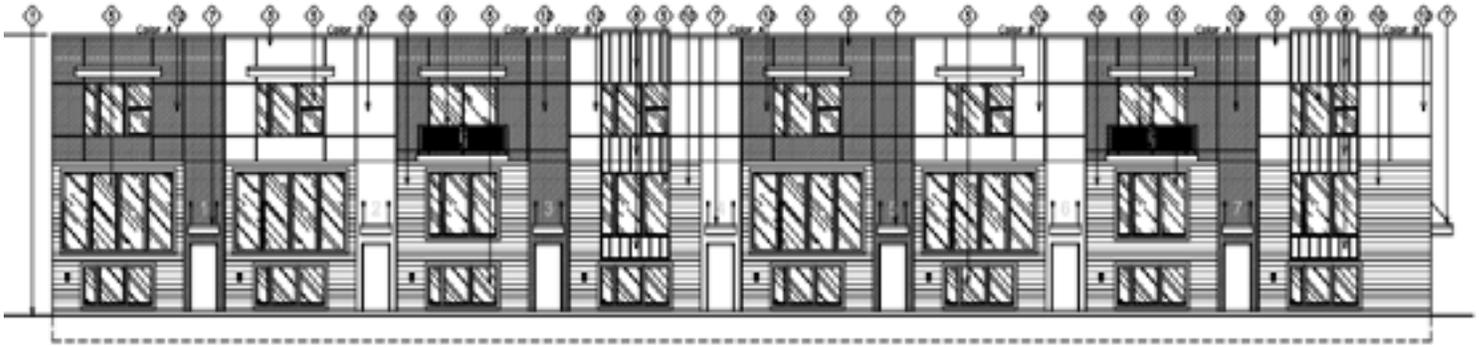
2-Bedroom units will be laid out as pictured above. The unit features an open concept layout on the 2nd floor with kitchen and living space comprising the majority of the floor. The third floor features a dual master bedroom concept.



The 3-Bedroom units feature the same great open concept on the 2nd floor. These units will have an extra bedroom on the 3rd floor allowing for better family use and extra room for the occupant. Each unit will feature 2 and 1/2 bathrooms and attractive kitchen islands.

Unit Layouts

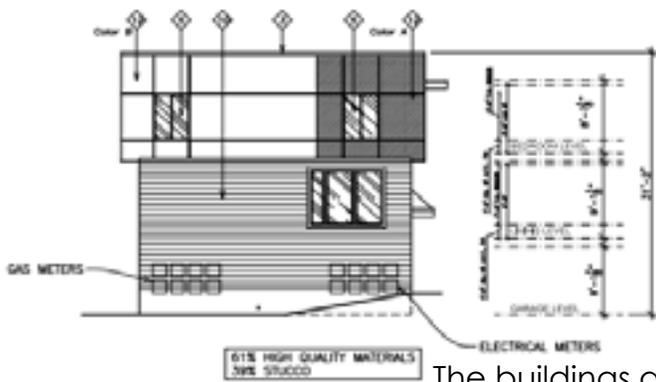
Facades and Exterior Details



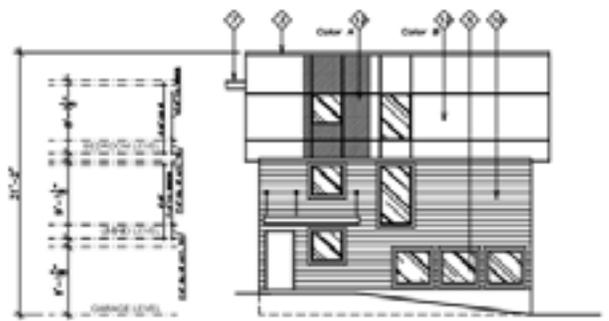
The buildings are designed with a number of oversized windows providing each unit with exceptional natural light.

60% HIGH QUALITY MATERIALS
40% STUCCO

B BUILDING #1 - NORTH FACADE
S-LINE FRONT ELEVATION
A-201.1 SCALE: 1/8" = 1'-0"



C EAST ELEVATION
A-201.2 SCALE: 1/8" = 1'-0"



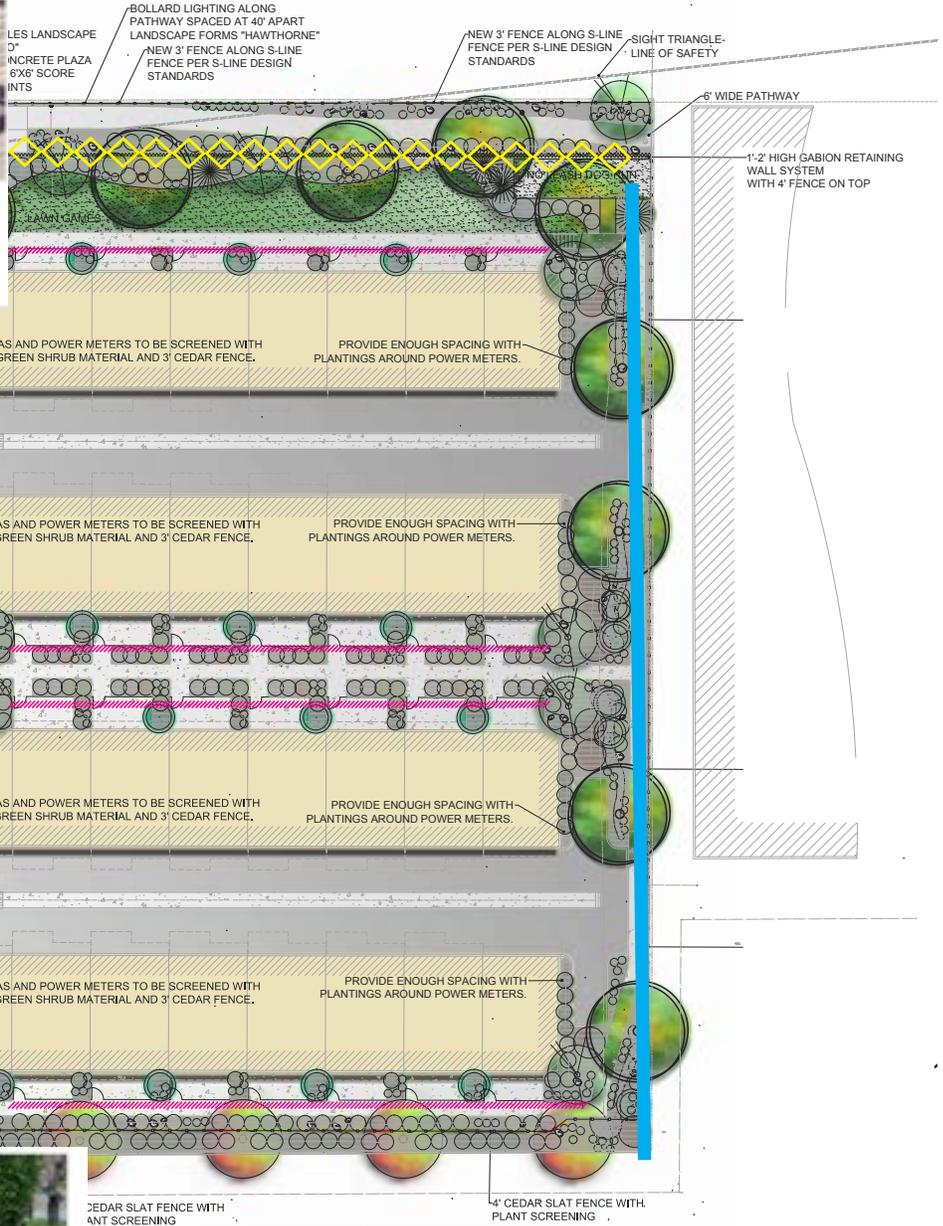
60% HIGH QUALITY MATERIALS
40% STUCCO

B WEST ELEVATION
(FACING 400 EAST)
A-201.2 SCALE: 1/8" = 1'-0"

The buildings are constructed of high-quality aesthetically pleasing materials that will make them a welcome addition to the neighborhood as well as enhancing the S-line.



Proposed Fencing



S-LINE FENCING

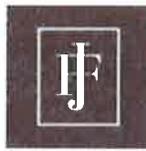
1



CEDAR FENCE
Patio Fencing



CHAIN LINK FENCE WITH VINYL SLATS



December 2, 2015

South Salt Lake City
Community Development
220 East Morris Ave
South Salt Lake, UT 84115

RE: 2255 South 400 East, South Salt Lake City, Utah

To Whom It May Concern:

This letter is to briefly describe the planned development at 2255 south 400 East for the preliminary plan application. The development plan calls for 32 townhomes to be built on 1.19 acres. Each unit will be individually plated and have an attached two-car garage. The property is located directly adjacent to the south of the trolley S-Line, which can take residents conveniently into downtown Sugarhouse to the east, or to the TRAX connection to the west.

Construction and Unit Types

The project will consist of four, 8-unit, 3 story buildings. Each unit will have an attached two-car garage on the main level. There will be attractive, landscaped walkways between the buildings. There will be ten guest-parking stalls within the project and along 400 East.

Prospective Tenants

The project will be plated as individual units and will cater to working Millennials and Baby Boomers alike; seeking to live in residential area with good access to urban settings and all that South Salt Lake City, Sugarhouse, and Downtown Salt Lake City has to offer.

Each unit will have up-to-date kitchens and washers and dryers. Finishes will be modern and simple, appealing to the target tenants. The amenities package will be simple, providing a dog, nicely landscaped areas, and an individual fenced outdoor deck area for each unit. Perhaps the greatest amenity will be the ease of access to the S-Line. The project will be a clear alternate to the typical small-unit, new rental product in the Salt Lake City market.

We are excited about the prospect of developing this project in South Salt Lake City and being a part of the exciting growth and changes along the S-Line.

Sincerely,
Adam Paul

JF CAPITAL
1148 W. Legacy Crossing Boulevard, Suite 400
Centerville UT 84014
www.jfcapital.com

S-LINE TOWNHOMES CONCEPT REVIEW 10/27/2015

BUILDING

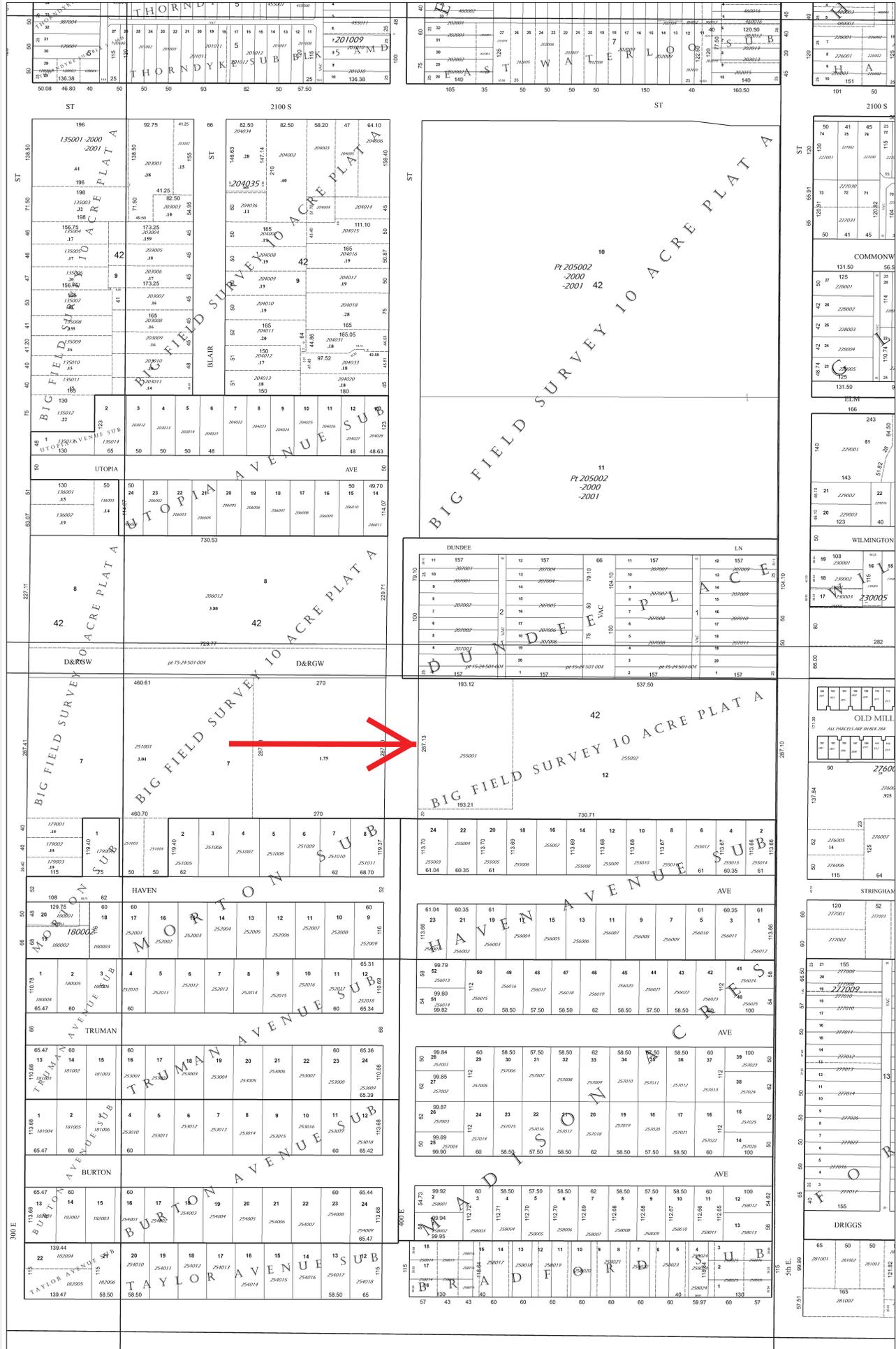
1. The materials page is missing labels. Please provide details on the types of materials and colors for the proposed facades.
2. The building needs façade articulation every 2 units. A minimum of one foot of articulation is required.
3. Facades (right/left elevation) that face 400 East need additional design details and shall match where possible.
4. The roof on each structure needs a parapet.
5. The facades that face the interior drive aisles (garages) need additional façade treatments. Examples of this may be architectural overhangs, decorative lighting, etc.
6. Staff recommends removing Lot 116 and Lot 124. Visitor parking is a concern on the site. The removal of the two units will provide space for additional visitor parking, additional open space, and some flexibility on the waste container enclosures. The visitor parking ratio is 0.5 stalls per unit.
7. Details for waste containers need to be on the plans. Given site constraints, single cans are not feasible and will not be permitted along 400 East. Staff recommends you locate two separate waste container enclosures in parking spaces located adjacent to the property line behind lot 116 & lot 124.
8. Please provide additional site elevations to understand site grading.
9. Please identify the location for all mailboxes, utility banks, mechanical equipment, etc.

SITE

1. Pedestrian lighting is needed down the south end of the property.
2. Please provide details on site fencing and location (if proposed).
3. The rock retaining wall along the S-Line Corridor needs to meet the S-Line design theme. Examples of this may be a gabion wall in lieu of the rock retaining wall. Other options may be proposed. Please identify how far this area drops in elevation.
4. The trees near the intersection of the S-Line Corridor and 400 East may need to be adjusted for line of sight requirements.
5. Please provide additional details on the light fixtures along the S-Line Corridor.
6. The four parking stalls at the end of each drive aisle (adjacent to property line) do not meet the minimum back up area of 5 feet (17.27.050).
7. Please provide more detail on site drainage and the detention pond along the S-Line.
8. The only fire hydrant listed on the plans is located on the west side of 400 East. There are plans for this fire hydrant to be moved in the near future for the Zellerbach Project. Therefore, the Fire Marshall requires there to be two additional fire hydrants added to the east side of 400 East. The fire hydrants need to be spaced accordingly.
9. Please clarify whether or not you intend to install and maintain any landscaping on UTA property.
10. Please provide a road cross-section with dimensions for 400 East.

DRC 12/14/15

1. Mechanical units on the roof and noise mitigation need to be addressed
2. No street parking near both drive aisles (clear view requirements) and the curb extensions need to be added
3. Visitor parking signs need to be added
4. Landscaping needs to be included on both sides of the fence along the south perimeter of the property
5. Vicinity Maps need to be updated to be the right location
6. Need a list of interior amenities for the project
7. No parking signs need to be installed along the drive aisles
8. Photometric study and lighting plan needs to be provided
9. The plan to hide all utility banks that face the public right-of-way



This plat is made solely for the purpose of assisting in locating the property and Cottonwood Title Insurance Agency, Inc. assumes no liability for variation, if any, with actual survey.



Prepared and published by
Salt Lake County Recorder
Gary Ott
2001 S. State Street #N1600
Salt Lake City, Utah 84119
801-468-3391
<http://slcrecorder.siredocs.com/>



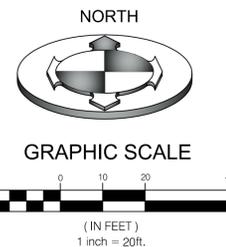
W 1/2 NE 1/4 Sec 19 T18 R1E
SALT LAKE COUNTY, UTAH
Thursday, November 12, 2009

Scale 1"=100'
0 100' 200'
Foot
16-19-21

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42

S-LINE TOWNHOMES P.U.D.

LOCATED IN THE NORTHEAST QUARTER OF SECTION 19,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN
SOUTH SALT LAKE CITY, UTAH
EAST STREETCAR NEIGHBORHOOD ZONE
PRELIMINARY PLAT



SURVEYOR'S CERTIFICATE

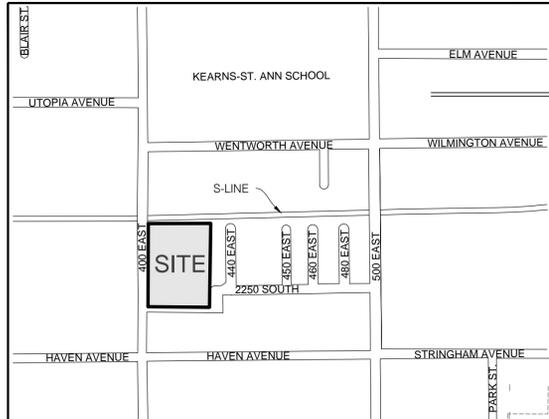
I, KAGAN M. DIXON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 9061091 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS HEREAFTER TO BE KNOWN AS:

S-LINE TOWNHOMES P.U.D.

BOUNDARY DESCRIPTION

COMMENCING 33 FEET EAST FROM THE NORTH-WEST CORNER OF LOT 12, BLOCK 42, TEN ACRE PLAT "A", BIG FIELD SURVEY, AND RUNNING THENCE SOUTH 0°13'40" WEST 267.13 FEET; THENCE NORTH 89°52'05" EAST 193.21 FEET TO THE EAST RIGHT OF WAY LINE OF 400 EAST STREET; THENCE NORTH 0°12'42" EAST ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 267.13 FEET; THENCE THENCE SOUTH 89°52'05" WEST 193.12 FEET TO THE POINT OF BEGINNING.

KAGAN M. DIXON
No. 9061091
PROFESSIONAL LAND SURVEYOR
STATE OF UTAH



VICINITY MAP
N.T.S.

LEGEND

- FOUND STREET MONUMENT
- BOUNDARY CORNER (SET 3/4" x 24" REBAR AND CAP)
- MONUMENT LINE
- BOUNDARY LINE
- ADJACENT PROPERTY
- STREET CENTERLINE EXISTING
- EASEMENT LINE
- FIRE HYDRANT
- PUE & DE
- RIGHT-OF-WAY
- SETBACK LINE
- LIMITED COMMON AREA

COMMON USE OPEN SPACE CALCULATION
TOTAL COMMON USE OPEN SPACE = 28,539 SQ. FT.
TOTAL AREA OF PROPERTY = 51,589 SQ. FT.
PERCENTAGE OF COMMON USE OPEN SPACE = $\frac{28,539}{51,589} = 55.32\%$

PARTICULARS	S.F.	%
BUILDING	19,320	37.3
HARDSCAPE	19,050	36.8
LANDSCAPE	13,450	25.9
TOTAL	51,820	100

OWNER & DEVELOPER:
STRATEGIC BUILDERS
CHRISTIAN TRAE DEN
1148 WEST LEGACY CROSSING BLVD. #400
CENTERVILLE, UT 84014

CENTURYLINK
APPROVED THIS _____ DAY OF _____, 20____
BY CENTURYLINK

ROCKY MOUNTAIN POWER
APPROVED THIS _____ DAY OF _____, 20____
BY ROCKY MOUNTAIN POWER

BENCHMARK CIVIL
BENCHMARK ENGINEERING & LAND SURVEYING
9130 SOUTH STATE STREET SUITE # 100
SANDY, UTAH 84070 (801) 542-7192
www.benchmarkcivil.com

FIRE MARSHAL
APPROVED THIS _____ DAY OF _____, 20____
BY THE SOUTH SALT LAKE CITY FIRE MARSHAL

CITY PUBLIC UTILITIES DEPARTMENT
APPROVED AS TO SANITARY SEWER AND WATER UTILITY
DETAIL THIS _____ DAY OF _____, 20____

SOUTH SALT LAKE CITY PUBLIC UTILITIES DIRECTOR

COMCAST
APPROVED THIS _____ DAY OF _____, 20____
BY COMCAST

SALT LAKE COUNTY HEALTH DEPARTMENT
APPROVED THIS _____ DAY OF _____, 20____
BY THE SALT LAKE COUNTY HEALTH DEPARTMENT

SALT LAKE COUNTY HEALTH DEPT. DATE

QUESTAR
APPROVED THIS _____ DAY OF _____, 20____
BY QUESTAR

CITY ENGINEER
I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION AT THIS OFFICE.
APPROVED THIS _____ DAY OF _____, 20____

CITY OF HOLLADAY ENGINEER DATE

COMMUNITY DEVELOPMENT
APPROVED THIS _____ DAY OF _____, 20____
BY THE SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT DEPARTMENT

COMMUNITY DEVELOPMENT
APPROVED THIS _____ DAY OF _____, 20____
BY THE SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT DEPARTMENT

COMMUNITY DEVELOPMENT DIRECTOR DATE

CITY COUNCIL
PRESENTED TO SOUTH SALT LAKE CITY THIS _____ DAY OF _____, 20____
APPROVED & ACCEPTED.

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 20____

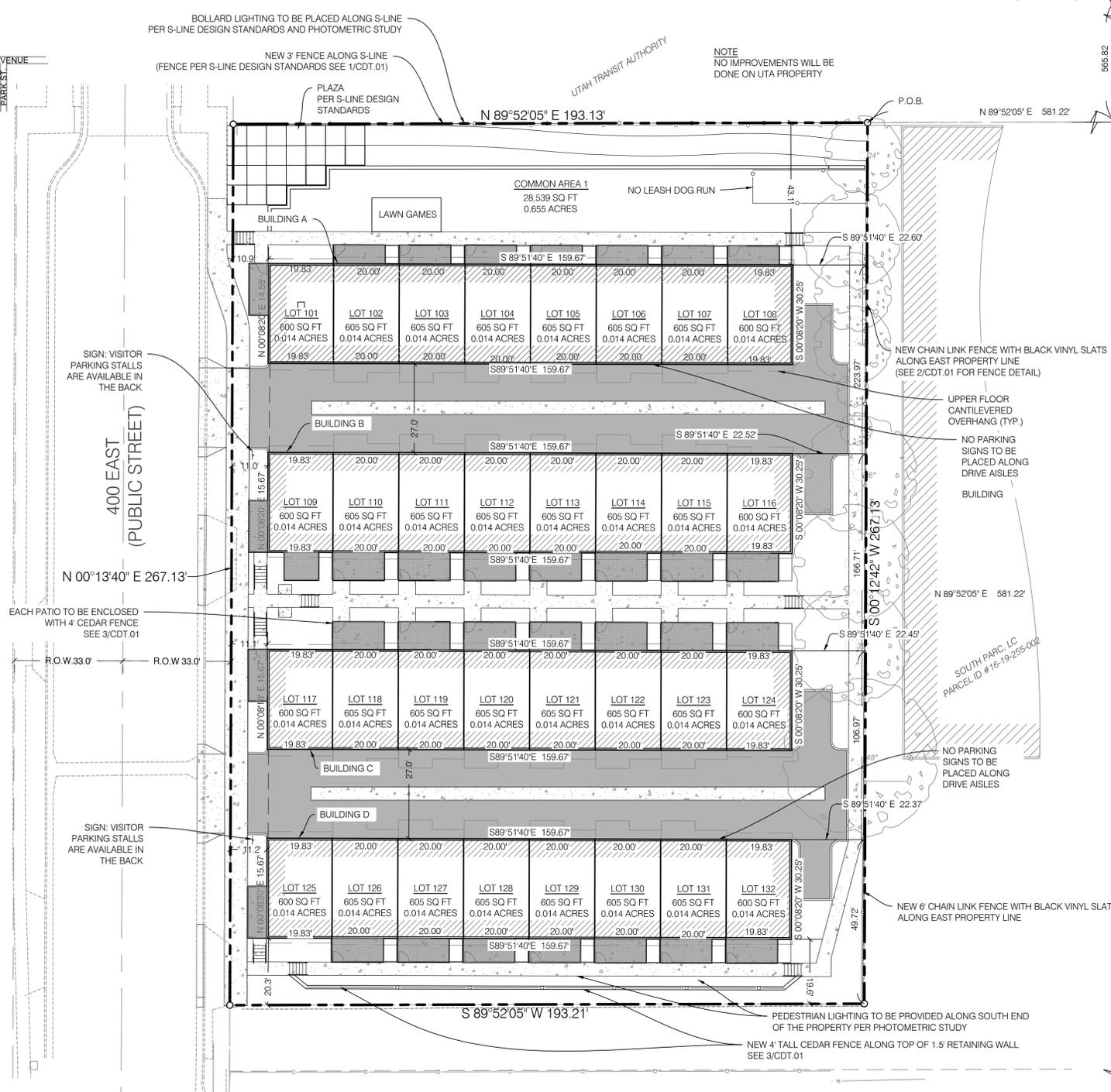
SOUTH SALT LAKE CITY ATTORNEY

S-LINE TOWNHOMES P.U.D.

LOCATED IN THE NORTHEAST QUARTER OF SECTION 19,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN, SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH, EAST STREETCAR NEIGHBORHOOD ZONE

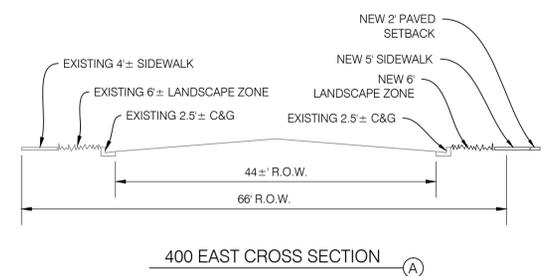
SHEET 1 OF 1

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



FOUND BRASS CAP MONUMENT IN THE INTERSECTION OF 500 EAST STREET AND ELM AVE (RING AND LID)

FOUND BRASS CAP MONUMENT IN THE INTERSECTION OF 500 EAST STREET AND MAJOR STREET (RING AND LID)



- NOTES:
- LIGHTING TO BE PLACED BY EACH GARAGE AND AT EACH PATIO.
 - FLOOD PLAIN DOES NOT IMPACT THE PROPERTY.
 - NO-LEASH DOG RUN AND LAWN GAMES TO BE PLACED IN OPEN SPACE AREA.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I, THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO BE HEREAFTER KNOWN AS THE

S-LINE TOWNHOMES P.U.D.

DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. IN WITNESS WHEREBY WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____ A.D., _____

LIMITED LIABILITY COMPANY ACKNOWLEDGEMENT

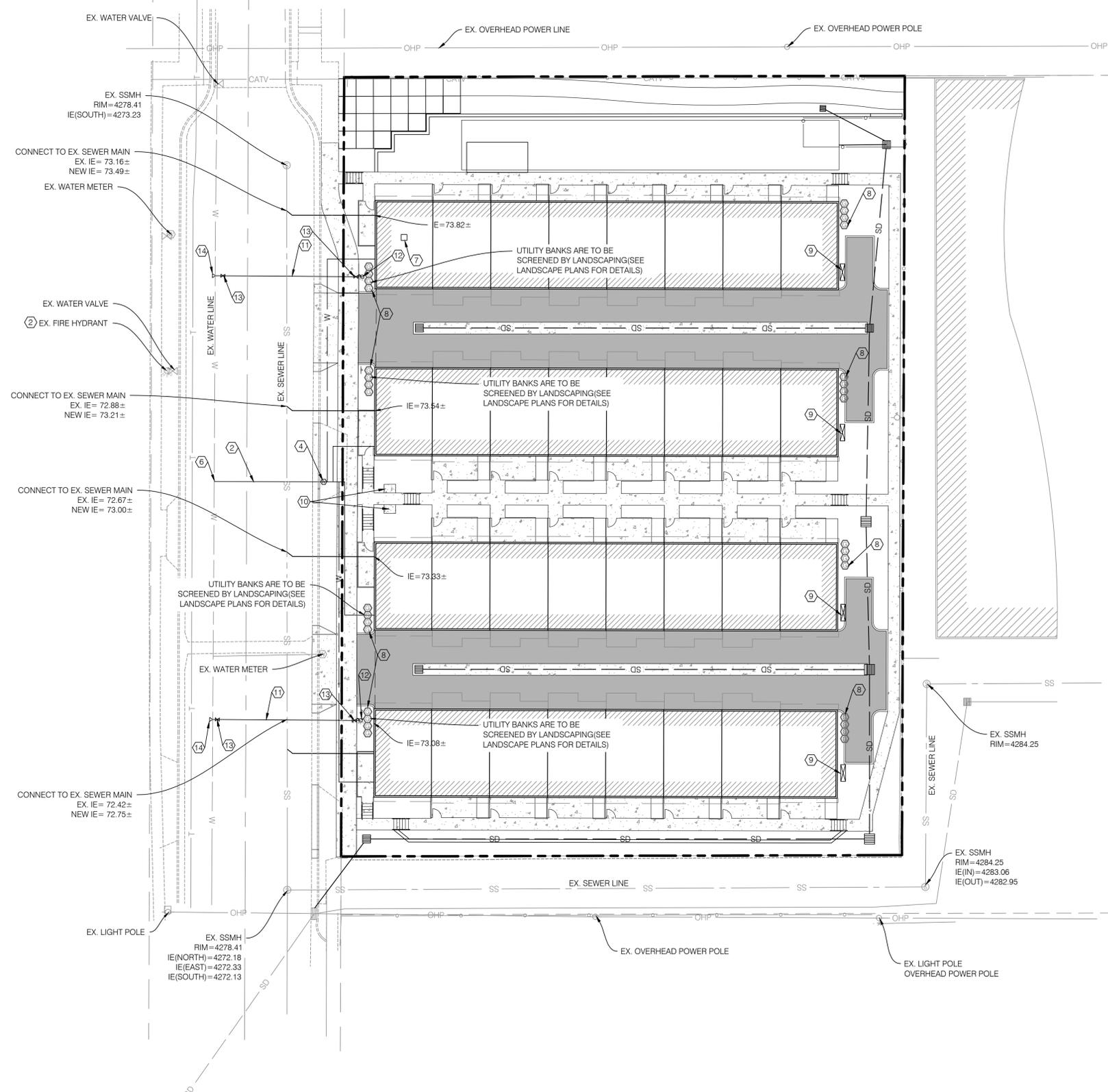
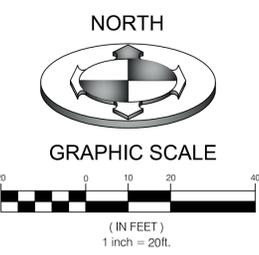
STATE OF UTAH } S.S.
County of SALT LAKE

ON THIS _____ DAY OF _____ A.D. 2015, _____ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF SALT LAKE IN SAID STATE OF UTAH, _____ WHO BEING DULY SWORN, DID ACKNOWLEDGE TO ME THAT _____ IS THE _____ OF _____ A LIMITED LIABILITY COMPANY AND THAT _____ SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____ NOTARY PUBLIC
RESIDING IN SALT LAKE COUNTY

DATE OF PREPARATION: NOVEMBER 17, 2015

PATIO BUILDING A (89.63 SQ. FT.) (LIMITED COMMON AREA)	5.72
15.67	
PATIO BUILDING B&C (133.19 SQ. FT.) (LIMITED COMMON AREA)	8.50
15.67	
PATIO BUILDING D (113.29 SQ. FT.) (LIMITED COMMON AREA)	7.23
15.67	



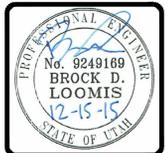
UTILITIES KEY NOTES REFERENCE		
NO.	DESCRIPTION	DETAIL
①	SAWCUT AND PATCH EXISTING ASPHALT PER APWA #255	1/CDT.03
②	EXIST. FIRE HYDRANT	
③	6" PVC SDR-35 SEWER LATERAL	
④	2" WATER METER	
⑤	2" POLY WATER LATERAL	
⑥	HOT TAP CONNECT TO EX. WATER MAIN	
⑦	A/C CONDENSER ON ROOF (TYP. ALL UNITS) SEE MECHANICAL PLANS FOR DETAILS	
⑧	GAS METERS (COORDINATE WITH QUESTAR)	
⑨	POWER METERS (COORDINATE WITH ROCKY MOUNTAIN POWER)	
⑩	MAILBOX BANKS	
⑪	6" Ø PVC C-900 WATER LINE	
⑫	FIRE HYDRANT	
⑬	GATE VALVE	
⑭	THRUST BLOCK	

NOTE:
EACH UNIT WILL HAVE ITS OWN 32 GALLON SOLIDS WASTE COLLECTION CAN OUTSIDE THEIR GARAGE. SOLIDS WASTE WILL BE COLLECTED FROM THE HOMES BY HAND BY A PRIVATE COMPANY.

NOTE:
CONTRACTOR TO START AT THE LOW END OF GRAVITY UTILITY LINES TO VERIFY THE INVERT ELEVATION OF THE CONNECTION POINT. NOTIFY ENGINEER IF THIS POINT IS HIGHER THAN SHOWN ON THE PLANS FOR REDESIGN.

NOTE:
CONTRACTOR IS RESPONSIBLE FOR POTHOLING TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. CONTACT ENGINEER IF ANY CONFLICTS ARE IDENTIFIED.

NO.	DATE	DESCRIPTION

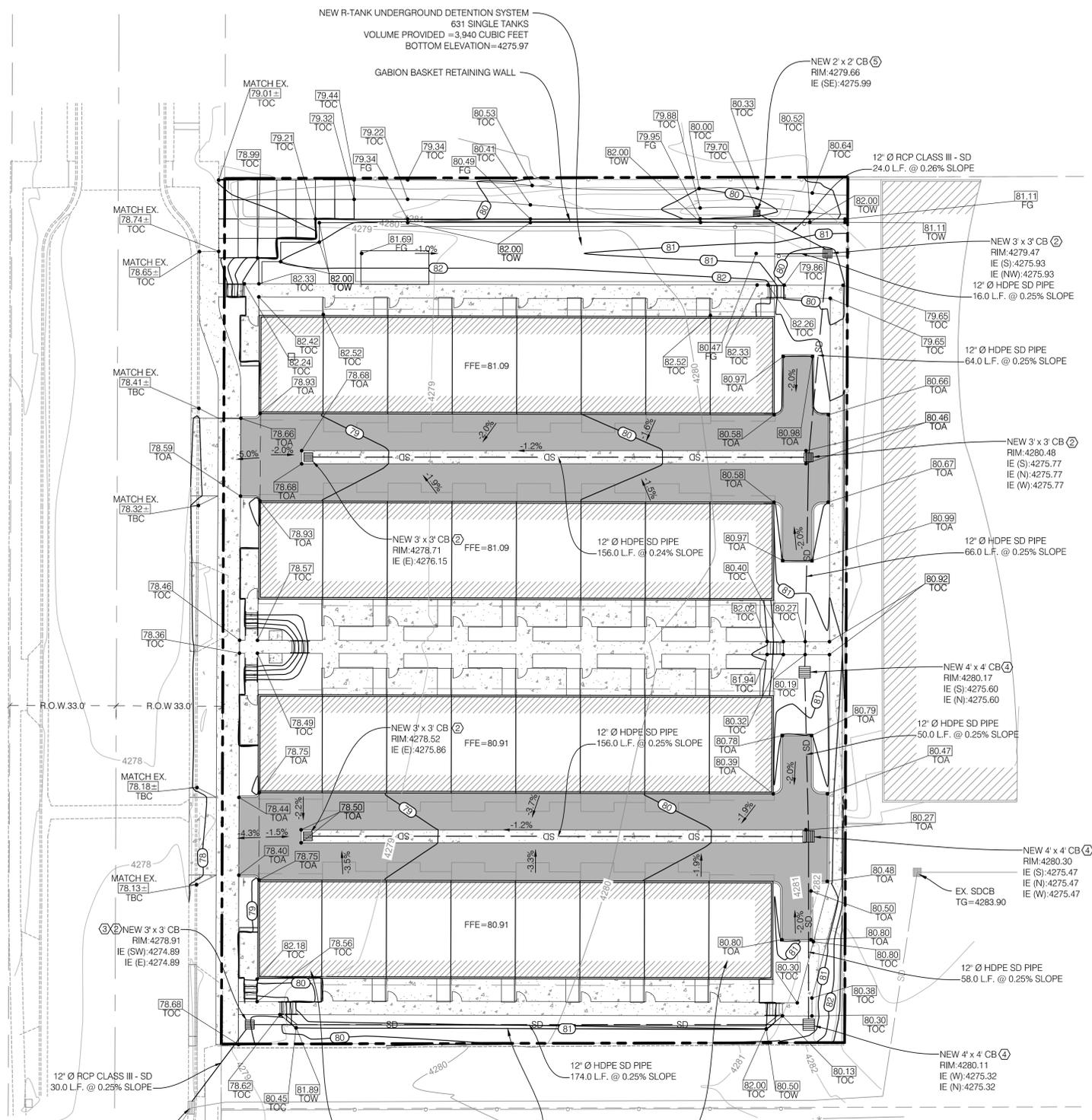
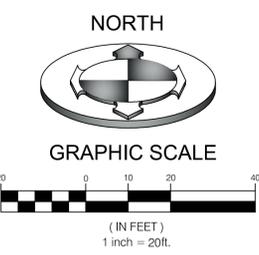


BENCHMARK ENGINEERING & LAND SURVEYING
 9130 SOUTH STATE STREET SUITE # 100
 SANDY, UTAH 84070 (801) 542-7192
 www.benchmarkcivil.com

S-LINE TOWN HOMES
 2255 SOUTH 400 EAST
 SOUTH SALT LAKE CITY, UTAH

PROJECT NO. 1509158
UTILITY PLAN
 CUP.01
 2 OF 4

CALL BEFORE YOU DIG.
 IT'S FREE & IT'S THE LAW.
 BLUE STAKES OF UTAH
 UTILITY NOTIFICATION CENTER
 1-800-662-4111
 www.bluestakes.org



GRADING AND DRAINAGE KEY NOTES REFERENCE

NO	DESCRIPTION	DETAIL
1	STORM DRAIN INLET BOX	
2	3x3 CATCH BASIN	
3	ORIFICE	
4	4x4 CATCH BASIN	
5	2x2 CATCH BASIN	

ALL HDPE PIPE TO HAVE SOIL TIGHT JOINTS

CONTRACTOR TO VERIFY EXISTING SITE CONDITIONS PRIOR TO CONSTRUCTION OR FABRICATION AND CONTACT ENGINEER WITH ANY DISCREPANCIES.

STORM DRAINAGE CALCULATIONS

Rational Method (Q=CIA)

Area Identification (A)	Rational Coefficient (C)	C*A
Roof = 19,320	0.9	17388 S.F.
Pavement = 19,050	0.9	17145 S.F.
Landscaping = 13,450	0.2	2690 S.F.
Sum: 51820 S.F.		Sum: 37223 S.F.

NOAA ATLAS 14 DESIGN STORM (100 YEAR EVENT)				Allowable Discharge = 2.0 cfs/acre
Time (min)	Intensity (in/hr)	Rainfall (Inches)	Rainfall Excess (cu.ft.)	Volume to Detain (cu.ft)
15	4.05	1.013	3141	2927
30	2.73	1.365	4234	3806
60	1.69	1.690	5242	4386
120	0.95	1.866	5788	4075
180	0.63	1.893	5872	3302
360	0.34	2.046	6347	1207
720	0.20	2.412	7482	10278
1440	0.11	2.368	7966	20557

Storm Water Detention:

R-Tank Underground Detention System

Tank Type= Single
 Single Tanks Used= 631
 Volume Stored in Tanks= 2,800 cf
 Volume Stored in Stone= 1,140 cf
 Total R-Tank Volume= **3,940 cf**

Pipe Volume

Pipe Diameter	Pipe Length	Pipe Volume
12.0 in	938.0 ft	737 cf
Total Pipe Volume=		737 cf

Total Retention Volume: 4,677 cf

Is there enough existing storm water storage? **4,386 cf YES**

Orifice Design:
 The storm runoff will be detained at 0.2 cfs/acre

$$Q = C_d A_o \sqrt{2gh}$$

Total acreage of development:	1.19 acres
Allowable discharge:	0.2 cfs/acre
Max head:	3.76 ft
Design diameter for new orifice:	2.1 inch (max.)

NOTE: FFE IS THE SAME FOR ALL UNITS, GARAGE ELEVATIONS VARY. 2' OF RISE IN GARAGE. WEST UNIT WILL HAVE 24" OF STEPS FROM GARAGE TO FFE. EAST UNIT WILL HAVE 4" STEP FROM GARAGE TO FFE. STEPS IN UNITS IN BETWEEN WILL VARY. THIS APPLIES TO ALL BUILDINGS.

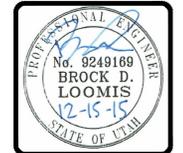
SURVEY CONTROL NOTE:
 THE CONTRACTOR OR SURVEYOR PERFORMING THE CONSTRUCTION SURVEYING SHALL BE RESPONSIBLE TO PROVIDE CONSTRUCTION LAYOUT PER THE APPROVED PLANS ONLY. THE SURVEYOR SHALL ALSO BE RESPONSIBLE FOR VERIFYING HORIZONTAL CONTROL FROM THE SURVEY MONUMENTS AND FOR VERIFYING ANY ADDITIONAL CONTROL POINTS SHOWN ON THE SURVEY OR IMPROVEMENTS PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. THE SURVEYOR SHALL ALSO USE THE BENCHMARKS AS SHOWN ON THE PLAN, AND VERIFY THEM AGAINST NO LESS THAN THREE EXISTING HARD IMPROVEMENT ELEVATIONS INCLUDED ON THESE PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. IF ANY DISCREPANCIES ARE ENCOUNTERED, THE SURVEYOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND RESOLVE THE DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION SURVEYING. IT IS ALSO THE RESPONSIBILITY OF THE SURVEYOR TO VERIFY ANY ELECTRONIC DATA WITH THE APPROVED STAMPED AND SIGNED PLANS AND NOTIFY THE ENGINEER WITH ANY DISCREPANCIES.

CALL BEFORE YOU DIG. IT'S FREE & IT'S THE LAW.

BLUE STAKES OF UTAH
 UTILITY NOTIFICATION CENTER

1-800-662-4111
 www.bluestakes.org

NO.	DATE	DESCRIPTION



BENCHMARK ENGINEERING & LAND SURVEYING

9130 SOUTH STATE STREET SUITE # 100
 SANDY, UTAH 84070 (801) 542-7192
 www.benchmarkcivil.com

S-LINE TOWN HOMES

2255 SOUTH 400 EAST
 SOUTH SALT LAKE CITY, UTAH

PROJECT NO. 1509158

GRADING & DRAINAGE PLAN

CGD.01
 3 OF 4

EXISTING AND NEW LANDSCAPE AREA

SYMBOL SITE MATERIAL



EXISTING TREE NOTES

PURPOSE: THESE NOTES ARE INTENDED TO GUIDE GENERAL CONTRACTOR AND SUB-CONTRACTORS CREWS IN THE PRUNING AND REMOVAL OF EXISTING TREES AND BE IN COMPLIANCE WITH LOCAL STANDARDS.

- A. GENERAL STANDARDS FOR TREE PRUNING**
1. ALL TREE MAINTENANCE WORK ON PROPERTY GROUNDS SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST REVISIONS OF ANSI A300 AND ANSI Z133.1 STANDARDS AND AS FURTHER DETAILED IN THE BEST MANAGEMENT PRACTICES TREE PRUNING BOOKLET.
 2. ALL TREE PRUNING TO BE COMPLETED BY A LICENSED ARBORIST IN THE STATE OF UTAH.
 3. HANGING LIMBS AND BRANCH GROWTH SHALL BE MAINTAINED 13 FEET ABOVE STREETS AND 8 FEET ABOVE SIDEWALKS OR PER LOCAL CODE.
 4. AUTHORITY TO PRUNE TREES DOES NOT INCLUDE THE CUTTING BACK OF SOUND, HEALTHY TREE BRANCHES IN EXCESS OF 6 INCHES OUTSIDE DIAMETER, UNLESS SPECIFICALLY DIRECTED BY THE OWNER OR CITY FORESTER.
 5. TREE BRANCHES SHALL BE REMOVED AND CONTROLLED IN SUCH A MANNER AS NOT TO CAUSE DAMAGE TO OTHER PARTS OF THE TREE, OTHER PLANTS, AND PROPERTY.
 6. CLEAN-UP BRANCHES, LOGS OR ANY OTHER DEBRIS RESULTING FROM A TREE PRUNING OR REMOVAL SHALL BE PROMPTLY AND PROPERLY ACCOMPLISHED. THE WORK AREA SHALL BE KEPT SAFE AT ALL TIMES UNTIL THE CLEAN-UP OPERATION IS COMPLETED. UNDER NO CONDITION SHALL THE ACCUMULATION OF BRUSH, BRANCHES, LOGS, OR OTHER DEBRIS BE ALLOWED UPON PROPERTY IN SUCH A MANNER AS TO CAUSE A PUBLIC HAZARD.
 7. THE USE OF CLIMBING SPURS OR GAFFS SHALL BE PERMITTED ONLY IN THE CASE OF TREE REMOVAL OR IN AERIAL RESCUE EMERGENCIES.
 8. UNDER NO CONDITIONS SHALL IT BE CONSIDERED PROPER TO LEAVE SEVERED OR PARTIALLY CUT LIMBS IN A TREE AFTER THE WORKERS LEAVE THE SCENE OF OPERATIONS.
 9. ALL TREES TO BE REMOVED SHALL BE TAGGED FOR OWNERS APPROVAL PRIOR TO REMOVING.
- B. TREES SHALL BE REMOVED IF:**
1. THE TREE INTERFERES WITH OR CREATES A PUBLIC NUISANCE OR HAZARD TO PEDESTRIANS OR VEHICULAR TRAFFIC OR IS CONSIDERED A PUBLIC NUISANCE BY THE CITY FORESTER.
 2. THE TREE IS SIGNIFICANTLY DAMAGED OR DISEASED.
 3. THE TREE IS SPECIFIED TO BE REMOVED ON THIS PLAN.
 4. THE OWNER REQUESTS REMOVAL OF TREE. IN THIS CASE THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED SO AS TO REVISE THE PROPOSED PLANTING PLAN TO MEET CITY/COUNTY REQUIREMENTS FOR TREE REPLACEMENT.
- C. STUMP REMOVAL REQUIREMENTS AND STANDARDS**
1. PERSONS PERFORMING STUMP REMOVAL DUTIES SHALL HAVE THE IMMEDIATE AREA INVESTIGATED FOR UTILITY LINES AND BLUE-STAKED AS NECESSARY AND WEAR ALL REQUIRED SAFETY EYE AND EAR PROTECTION.
 2. ALL REMOVAL OF TAGGED TREES SHALL BE DONE IN A MANNER SO THAT THE REMAINING STUMP WILL BE AT LEAST 8 INCHES BELOW GROUND LEVEL UNLESS OTHERWISE DIRECTED BY OWNER.
 3. EXCAVATIONS RESULTING FROM A TREE OR SHRUB REMOVAL MUST BE PROMPTLY FILLED IN TO NORMAL GROUND LEVEL WITH TOPSOIL APPROVED BY OWNER OR FILL MATERIAL DEPENDING ON LOCATION. THE TOPSOIL/FILL MATERIAL SHALL BE PROPERLY SETTLED AND BE FREE OF DEBRIS.



A) AREA NEXT TO S-LINE TRACKS



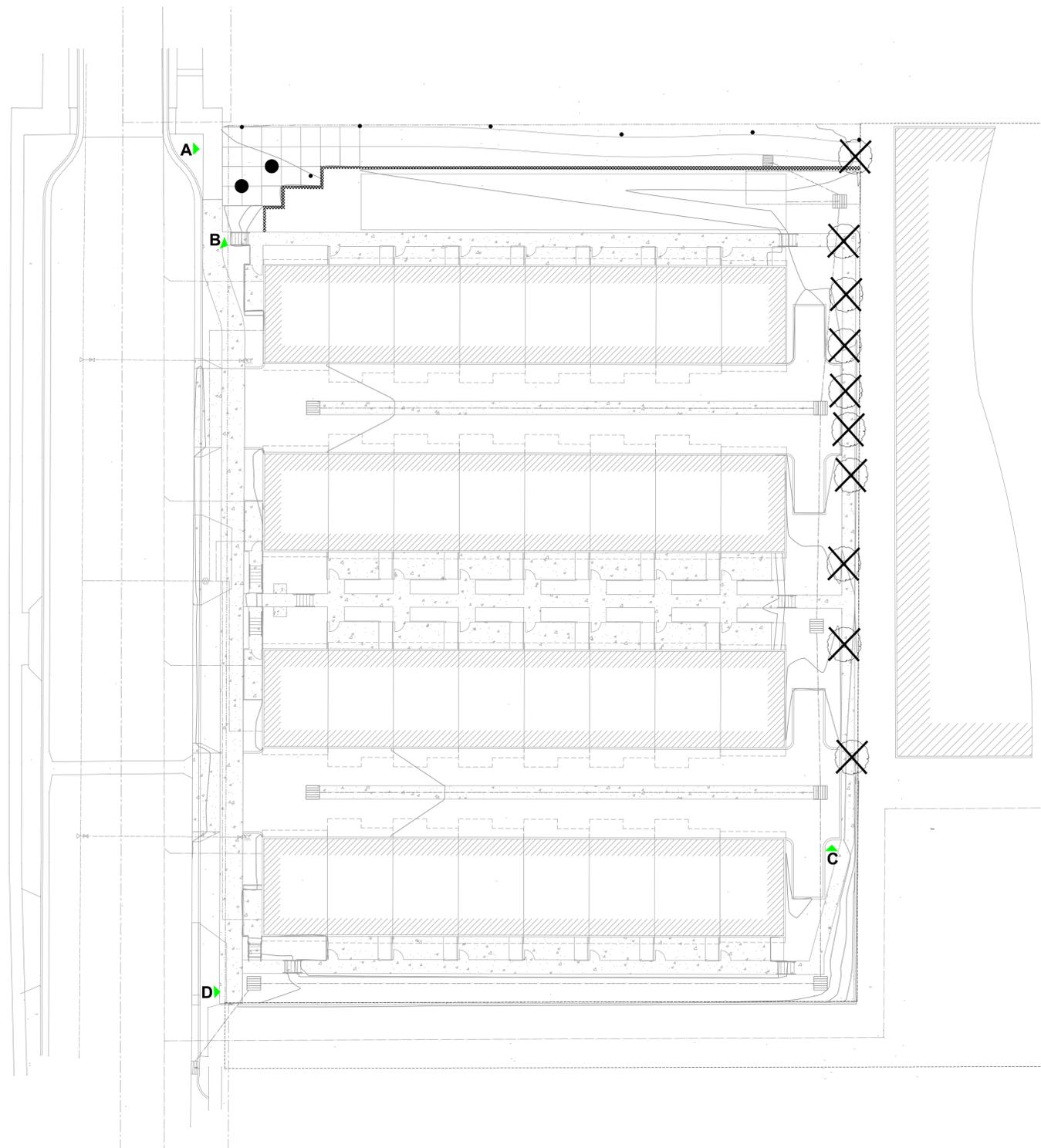
B) TREES LOCATED ON THE EAST PROPERTY LINE



C) SOUTHERNMOST TREE TO BE REMOVED



D) ALONG SOUTH PROPERTY LINE



ISSUE DATE	PROJECT NUMBER	PLAN INFORMATION
12-08-2015	UT15031	
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1	XXXX	XX-XX-XX
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S-LINE TOWNHOME
 2250 SOUTH 400 EAST
 SOUTH SALT LAKE CITY, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT

Property Owner:
 JF CAPITAL
 1148 W. LEGACY CROSSING BLVD. SUITE 400
 CENTERVILLE, UT 84014
 801-335-8500

Client/Engineer:
 BENCHMARK CIVIL
 BENCHMARK ENGINEERING & LAND SURVEYING
 9130 SOUTH STATE STREET SUITE #100
 SANDY, UTAH 84070 (801) 542-7192
 WWW.BENCHMARKCIVIL.COM

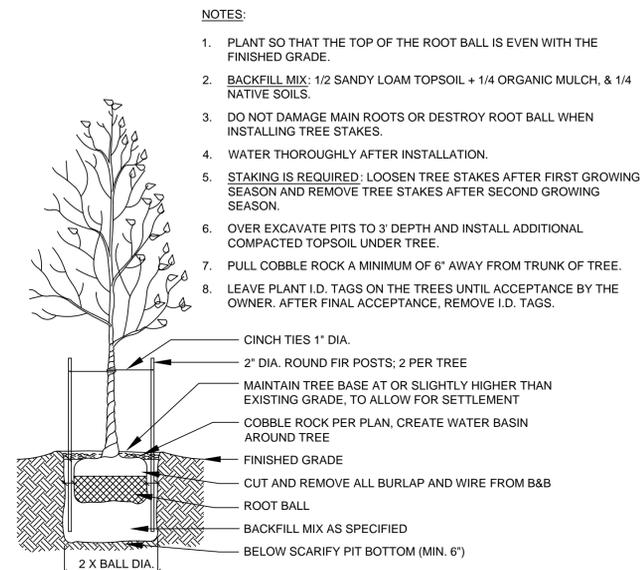
LANDSCAPE ARCHITECT / PLANNER

PKJ DESIGN GROUP L.L.C.
 3450 N. TRIUMPH BLVD. SUITE 102
 LEHI, UTAH 84043 (801) 960-2698
 www.pkjdesigngroup.com

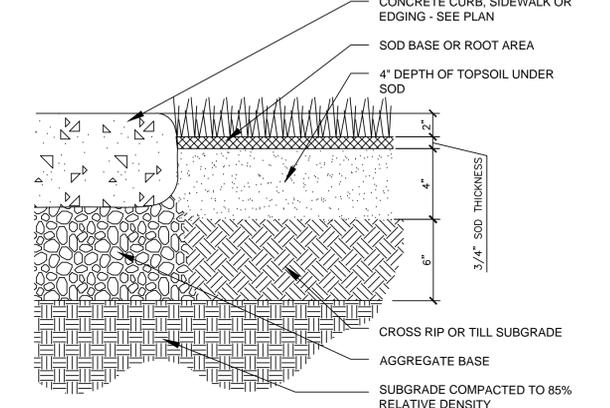
LICENSE STAMP

PI: JTA
 PM: JTA
 DRAWN: KBA
 CHECKED: TM
 PLOT DATE: 12/8/2015

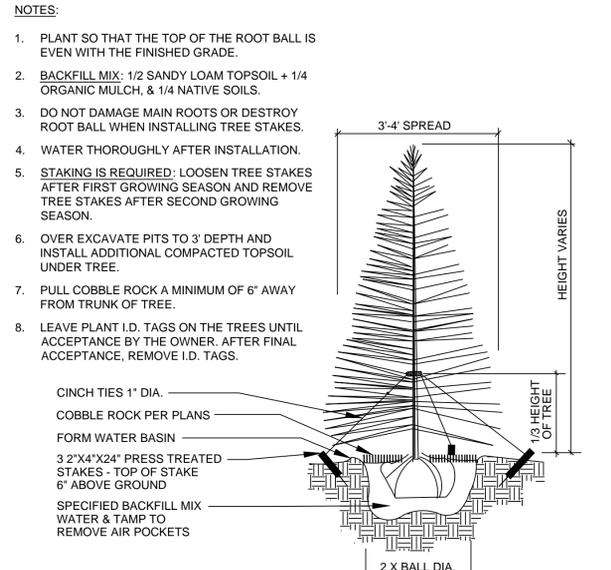
EXISTING TREE PLAN
 PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP-EXISTING-1



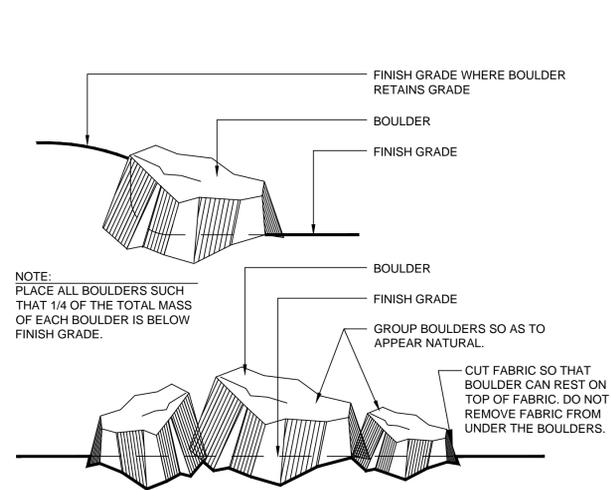
A DECIDUOUS TREE PLANTING DETAIL
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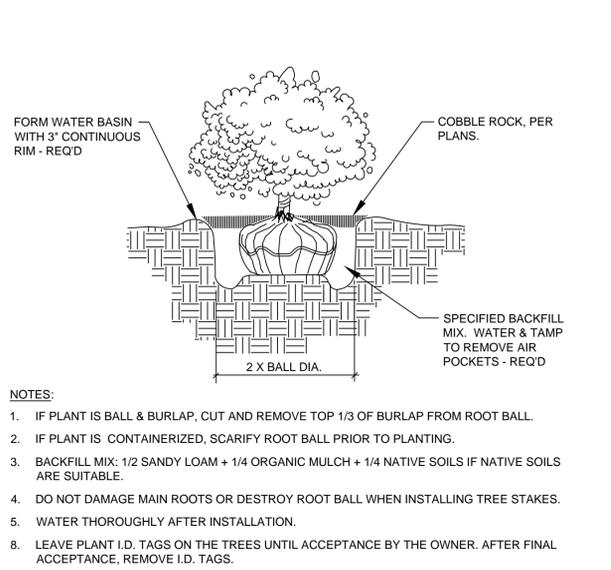
E SOD LAYING DETAIL
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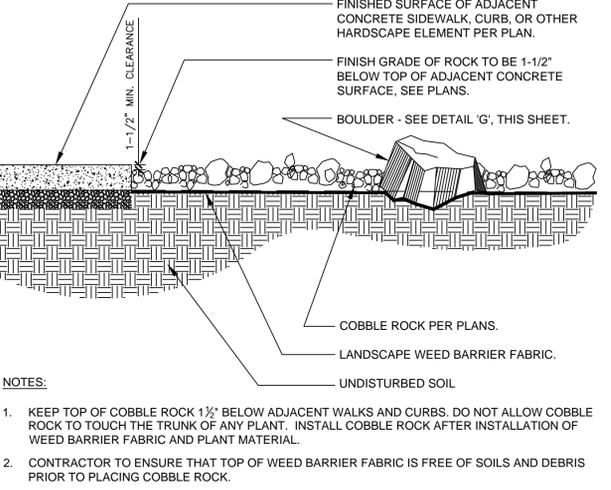
B EVERGREEN TREE PLANTING DETAIL
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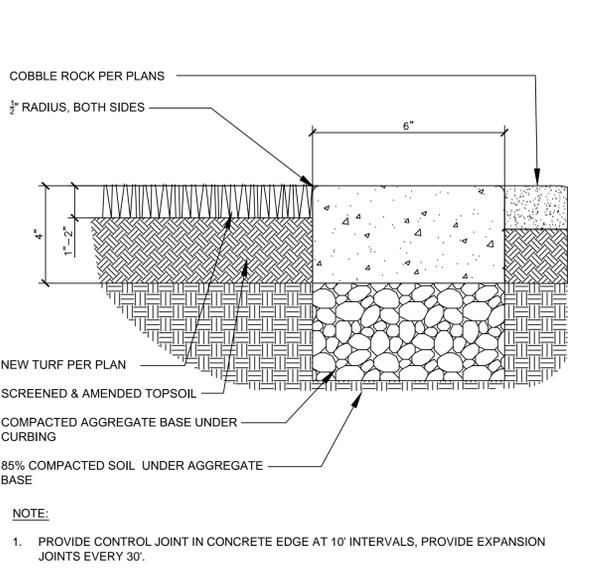
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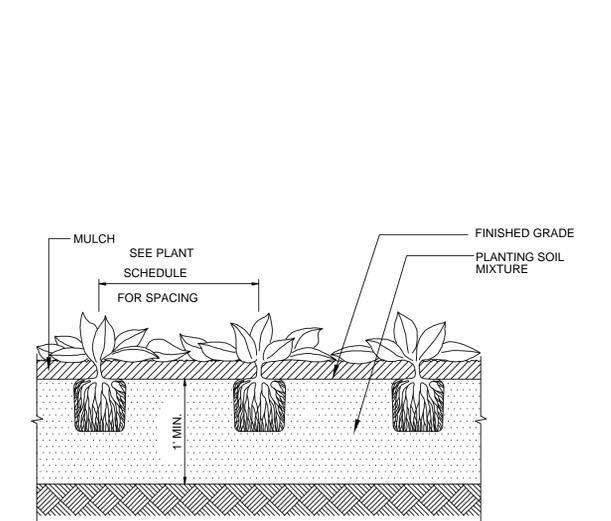
C SHRUB PLANTING DETAIL
SCALE: NOT TO SCALE



G COBBLE ROCK AND WEED BARRIER DETAIL
SCALE: NOT TO SCALE



D CONCRETE MOWCURB DETAIL
SCALE: NOT TO SCALE



H PERENNIAL PLANTING
SCALE: NOT TO SCALE

ISSUE DATE	PROJECT NUMBER	PLAN INFORMATION
12-08-2015	UT15031	
NO.	REVISION	DATE
1	XXXX	XX-XX-XX
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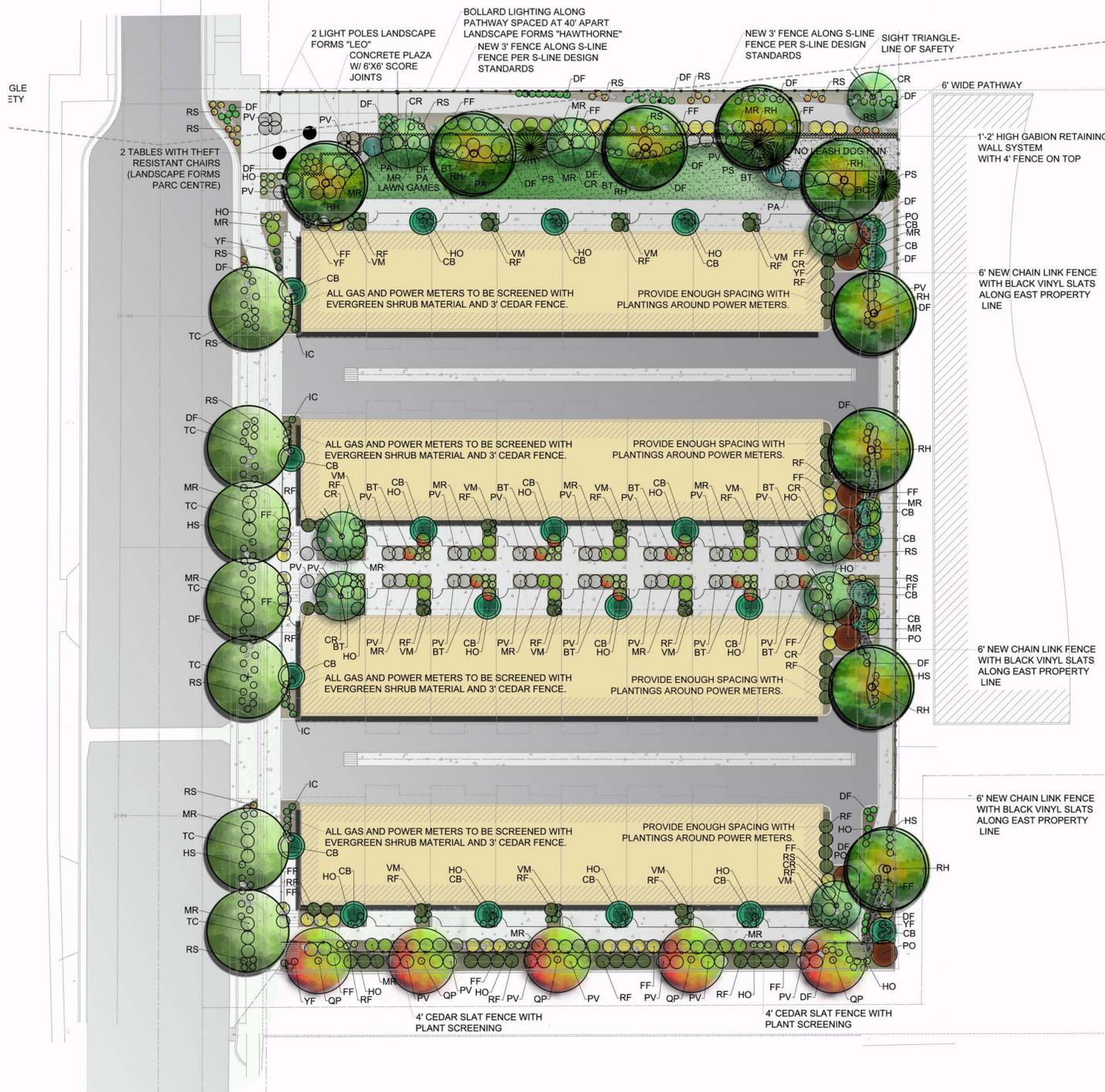
S-LINE TOWNHOME
2250 SOUTH 400 EAST
SOUTH SALT LAKE CITY, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT
Property Owner: JF CAPITAL
JF CAPITAL
1148 W. LEGACY CROSSING BLVD. SUITE 400
CENTERVILLE, UT 84014
801-335-8500

Client/Engineer: BENCHMARK CIVIL
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LICENSE STAMP
Professional Engineer
JTA
11/16/2014
LANDSCAPE DETAILS
PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP- DETAILS



TREE LEGEND						
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	HYDROZONE	SPECIAL NOTES
RH	GLEDITSIA TRIACANTHOS 'RUBY LACE'	RUBY LACE HONEYLOCUST	9	2" CAL.	LOW	
CB	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL HORNBEAM	24	2" CAL.	MODERATE	
QP	QUERCUS PALUSTRIS	PIN OAK	5	2" CAL.	LOW	
TC	TILIA CORDATA	LITTLE LEAF LINDEN	7	2" CAL.	MODERATE	
CR	PRUNUS VIRGINIANA 'CANADA RED'	CANADIAN RED CHERRY	9	1.5" CAL.	MODERATE	
PS	PINUS STROBUS 'FASTIGIATA'	COLUMBAR EASTERN WHITE PINE	4	6" TALL	LOW	

SHRUB LEGEND						
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	HYDROZONE	SPECIAL NOTES
BC	BUXUS X 'CONROWE'	GORDO BIG LEAF BOXWOOD	4	5 GAL.	MODERATE	
BT	BERBERIS THUNBERGII 'ATROPURPUREA NANA'	CRIMSON PYGMY DWARF JAPANESE BARBERRY	28	5 GAL.	LOW	
PA	PICEA ABIES 'NIDIFORMIS'	NIDIFORMIS NEST SPRUCE	5	5 GAL.	MODERATE	
YF	YUCCA FILAMENTOSA 'G. SWORD'	GOLDEN SWORD YUCCA	15	1 GAL.	LOW	
MR	MAHONIA REPENS	CREeping MAHONIA	78	1 GAL.	LOW	
RF	RHAMNUS FRANGULA 'RON WILLIAMS'	FINE LINE BUCKTHORN	54	5 GAL.	MODERATE	
PO	PHYSCARPUS OPULUS	SUMMER WINE NINE BARK	9	5 GAL.	LOW	
IC	ILEX CRENATA 'SKY PENCIL'	SKY PENCIL JAPANESE HOLLY	26	5 GAL.	LOW	

PERENNIAL/GRASSES LEGEND						
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	HYDROZONE	SPECIAL NOTES
HO	HEMEROCALLIS SP. 'STELLA DE ORO'	STELLA DE ORO DAYLILY	81	1 GAL.	MODERATE	
VM	VINCA MINOR	COMMON PERIWINKLE	53	1 GAL.	LOW	
RS	RUDBECKIA FULGIDATA 'SULLIVANTII GOLDSTRUM'	BLACK EYED SUSAN	59	1 GAL.	MODERATE	
DF	PENNESETUM APOLCUIROIDES 'HAMEL'	HAMEL DWARF FOUNTAIN	119	1 GAL.	MODERATE	
PV	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	72	1 GAL.	MODERATE	
FF	CALAMAGROSTIS A. 'FOERSTER'	FOERSTER FEATHER GRASS	68	5 GAL.	LOW	
HS	HELICTROTICHON SEMPERVIRENS	BLUE OAT GRASS	24	1 GAL.	LOW	

SITE MATERIALS			
SYMBOL	SITE MATERIAL	QUANTITY	SPECIAL NOTES
	2-4" OQUIRRH COBBLE	112 CY. (8,600 SQ. FT. 4" DEPTH)	LOCATED WHERE SPECIFIED (DEWITT 5 OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS)
	3/4" OQUIRRH GRAVEL	112 CY. (8,197 SQ. FT. 4" DEPTH)	LOCATED WHERE SPECIFIED (DEWITT 5 OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS)
	LAWN (SOD) AREA	2,490 SQ. FT.	DROUGHT TOLERANT VARIETY *SEE NOTE BELOW
	3-4" BROWNS CANYON BOULDERS	75	
	GABION RETAINING WALL SYSTEM	202 LF.	

- ### LANDSCAPE NOTES
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS FOR BIDDING AND INSTALLATION PURPOSES. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE.
 - PLANT MATERIAL TO BE INSTALLED PER PLANT LEGEND. ANY SUBSTITUTIONS TO BE APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT.
 - NEW TURF AREAS TO BE SODDED WITH 18% "BLUESTAR KENTUCKY BLUEGRASS, 19% "MARQUIS" KENTUCKY BLUEGRASS, 17% "NEWPORT" KENTUCKY BLUEGRASS, 17% "TOUCHDOWN" KENTUCKY BLUEGRASS, 16% "apm PERENNIAL RYEGRASS, 13% "ACCENT PERENNIAL RYEGRASS AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD.
 - SANDY LOAM TOPSOIL TO BE IMPLEMENTED AT THE FOLLOWING DEPTHS: 6" TOPSOIL (WITH 2" HUMUS MIXED INTO TOPSOIL PRIOR TO SPREADING) IN ALL NEW PLANTER AREAS AND 4" IN ALL NEW LAWN AREAS. PLANTER BEDS TO BE EXCAVATED AS NECESSARY IN ORDER TO ACCOMMODATE NEW TOPSOIL AND/OR PLANTER BED MULCH TO REACH FINISHED GRADE.
 - 4"x6" CONCRETE MOW CURB TO BE INSTALLED BETWEEN ALL TURF AND PLANTER AREAS PER PLAN.
 - DEWITT 5 OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS.
 - TREES LOCATED IN LAWN AREAS SHALL HAVE A 4" DIAMETER TREE WELL AROUND BASE OF TREE WITH 3" DEPTH OF ROCK MULCH.
 - ROCK MULCH TO BE IMPLEMENTED AT THE FOLLOWING DEPTHS: 4" IN ALL TREE, SHRUB, AND PERENNIAL PLANTER AREAS. ANNUAL PLANTING AREAS AS SHOWN ON PLAN TO RECEIVE 4" OF SOIL AID MATERIAL. PULL MULCH MIN. 3" AWAY FROM BASE OF ALL PERENNIALS AND SHRUBS AND MIN. 6" AWAY FROM ALL TREES.
 - POWER TO CONTROLLER TO BE PROVIDED BY OWNER. OWNER TO SPECIFY EXACT LOCATION OF EACH CONTROLLER. INSTALL PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR SHALL INSTALL A RAIN SENSOR WITH CONTROLLER.

- ### SOIL AMENDMENT OPTIONS
- THREE SOIL AMENDMENT OPTIONS HAVE BEEN GIVEN IN ORDER TO MEET POST CONSTRUCTION SOIL CRITERIA. CONTRACTOR SHALL APPROVE METHOD CHOSEN FROM THIS LIST WITH OWNER OR OWNER'S REPRESENTATIVE.
- LEAVE NATIVE SOIL UNDISTURBED AND PROTECT FROM COMPACTION DURING CONSTRUCTION. AMEND EXISTING SOIL IN PLACE. APPLY A LAYER OF COMPOST TO EXISTING SOIL AT THE PRE-APPROVED AMENDMENT RATE OF 2.5"
 - IMPORTS TOPSOIL MIX WITH 8-13% SOIL ORGANIC MATTER CONTENT. WHERE SUBSOIL IS TOO ROCKY, COMPACTED OR POORLY DRAINED TO AMEND EFFECTIVELY, A TOPSOIL MIX WITH 8-13% SOIL ORGANIC MATTER CAN BE IMPORTED AND PLACED ON THE SURFACE. TOPSOIL MIXES SHOULD BE WEED FREE, MAKING THEM IDEAL FOR SEEDING NEW LAWNS AND PLANTING OF PLANTER BED AREAS.
 - STOCKPILE SITE DUFF AND TOPSOIL, AND REPLY AFTER GRADING AND CONSTRUCTION. FOR THE BEST RESULTS REPLY TOPSOIL TO LANDSCAPE AREAS TO A MINIMUM 8 INCH DEPTH AFTER GRADING AND OTHER DISTURBANCES ARE COMPLETED. PLOW OR TILL COMPACT TOPSOIL AT LEAST 2 INCHES DEEP BEFORE REPLACING STOCKPILED TOPSOIL, AND ROTO-TILL SOME OF THE REPLACED TOPSOIL INTO THE SUBSOIL.

SITE REQUIREMENT CALCULATIONS

STREET FRONTAGE	REQ'D.	PROVIDED.
400 EAST = 183 LN FT		
TREE COUNT:		
1 TREE / 25 LN FT OF ROAD FRONTAGE	7	7
SHRUB COUNT:		
50% OF PLANTER BED AREAS SHALL BE COVERED WITH SHRUB MATERIAL AT MATURITY	PROVIDED	
PLAZA REQUIREMENTS:		
800 SQ. FT. CONCRETE PLAZA SPACE		MIN. 0.01 OF AN ACRE 0.02 OF AN ACRE
HARDSCAPE= 658 SQ. FT. (82%)		
SOFTSCAPE= 144 SQ. FT. (18%)		
2 TABLES		
4 SEATS		
2 TREES		
2 LIGHT POLES		
6' WIDE PATH ON THE SOUTH OF THE SLINE:		
5 - BOLLARD LIGHTS SPACED AT 40' SPACING		
3' FENCE ON NORTH		
LANDSCAPING TO SOFTEN EDGES		
GENERAL REQUIREMENTS:		
TREES AND SHRUBS NEED TO BE OF WATER CONSERVING SPECIES	PROVIDED	
DROUGHT TOLERANT LAWN GRASS VARIETY	PROVIDED	
GROUP PLANTS WITH SAME HYDROZONES TOGETHER	PROVIDED	
EXISTING TREE PRESERVATION:		
10 EXISTING TREES TO BE REMOVED *SEE EXISTING TREE NOTES AND PLAN		

ISSUE DATE	PROJECT NUMBER	PLAN INFORMATION
12-16-2015	UT15031	
NO.	REVISION	DATE
1	XXXX	XX-XX-XX
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811

0' 10' 20' 40' 80'

GRAPHIC SCALE: 1" = 20'

S-LINE TOWNHOME

2250 SOUTH 400 EAST

SOUTH SALT LAKE CITY, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT

Property Owner:
JF CAPITAL
1148 W. LEGACY CROSSING BLVD. SUITE 400
CENTERVILLE, UT 84014
801-335-8500

Client/Engineer:
BENCHMARK CIVIL
BENCHMARK ENGINEERING & LAND SURVEYING
9130 SOUTH STATE STREET SUITE #100
SANDY, UTAH 84070 (801) 542-7192
WWW.BENCHMARKCIVIL.COM

LANDSCAPE ARCHITECT / PLANNER

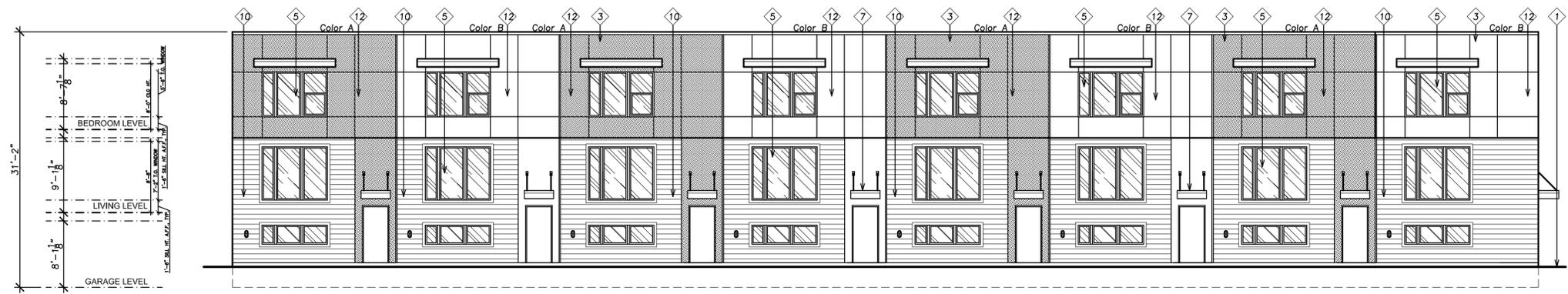
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3450 N. TRIUMPH BLVD. SUITE 102
LEHI, UTAH 84043 (801) 960-2698
www.pkjdesigngroup.com

LICENSE STAMP

PKJ DESIGN GROUP L.L.C. LICENSED LANDSCAPE ARCHITECT

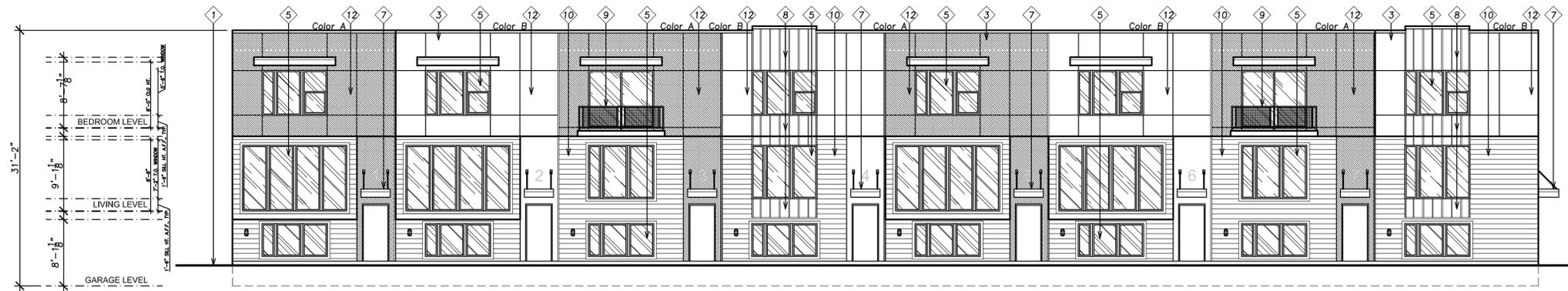
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PLOT DATE:

LANDSCAPE PLAN
PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP-1.0



60% HIGH QUALITY MATERIALS
 40% STUCCO

A
BUILDINGS 2, 3 & 4
FRONT ELEVATION
 A-201.1 SCALE : 1/8" = 1'-0"



60% HIGH QUALITY MATERIALS
 40% STUCCO

B
BUILDING #1 - NORTH FACADE
S-LINE FRONT ELEVATION
 A-201.1 SCALE : 1/8" = 1'-0"

KEY NOTES

- 1 FINISH GRADE PER CIVIL DRAWINGS.
- 2 PLASTER FINISH OVER CONCRETE FOUNDATION.
- 3 PRE-FINISHED, SLOPED GALVANIZED METAL CAP FLASHING W/ DRIP EDGE.
- 4 NOT USED
- 5 DBL. GLAZED VINYL SLIDING WINDOWS & PATIO DOORS. CAULK ALL AROUND.
- 6 NOT USED
- 7 ARCH'L METAL AWNING/BAM, COLOR = DARK GUN METAL
- 8 METAL SIDING, STANDING SEAM. COLOR = DARK ANODIZED BRONZE
- 9 DECK W/ 42" GUARDRAIL, POWDER COATED POSTS AND RAIL WITH 4" MAX. SPACING. 4" MAX SPACE BETWEEN DECK & RAIL. DESIGN RAILING TO WITHSTAND 50 P.L.F. LOAD. COLOR = DARK ANODIZED BRONZE
- 10 NATURAL CEDAR, HORIZONTAL TONGUE & GROOVE SIDING.
- 11 NOT USED
- 12 STUCCO SYSTEM (1 COAT), OVER WIRE LATH, OVER (2) LAYERS GRADE 'D' FELT OR HOUSE WRAP, OVER STRUCTURAL SHEATHING. STUCCO SYSTEM TO BE APPROVED MANUFACTURER PER ES REPORT #1064, OR CITY/ARCHITECT APPROVED EQUAL. PREPARE SUBSTRATE & INSTALL PER MANUFACTURER'S INSTRUCTIONS, INCLUDING CONTROL JOINTS. GRIDS PER ELEVATION TO BE 3/4" WIDE X 3/8" DEEP FRY REGLET. COLOR A = SHERWIN-WILLIAMS #7048 URBANE BRONZE. COLOR B = SHERWIN-WILLIAMS #7042 SHOJI WHITE.

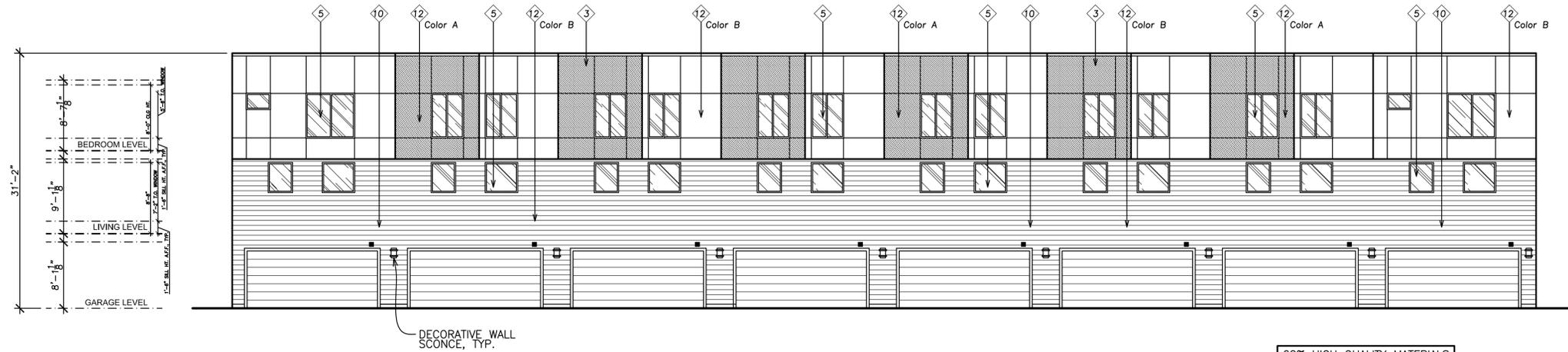
NOTE: SEE RENDERING FOR CONCEPT COLORS.

2255 S. 400 E.

Salt Lake City, UTAH

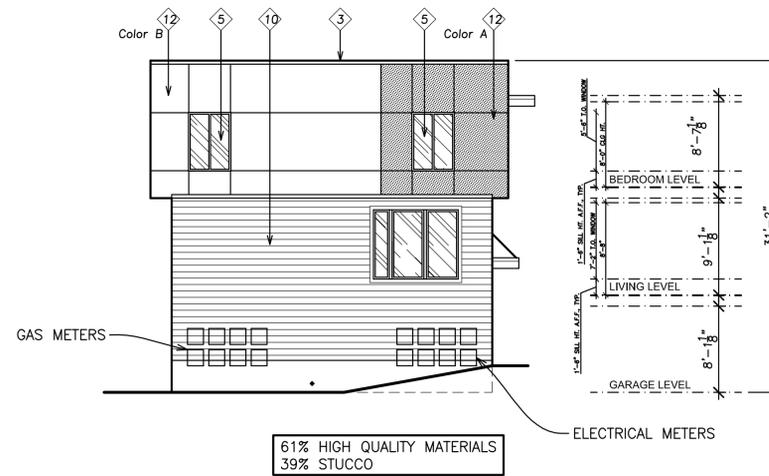
EXTERIOR ELEVATIONS

DATE	Dec. 8, 2015
REVISED	
DRAWN BY	
DRAWING NO.	A-201.1



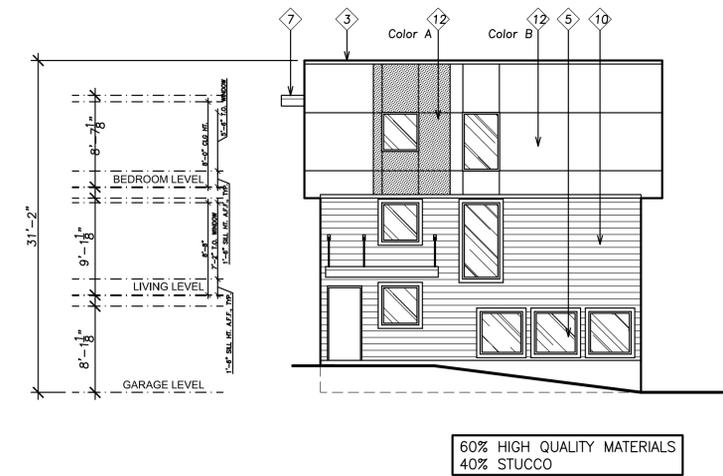
62% HIGH QUALITY MATERIALS
 38% STUCCO

A REAR ELEVATION (DRIVEWAY)
 A-201.2 SCALE : 1/8" = 1'-0"



61% HIGH QUALITY MATERIALS
 39% STUCCO

C EAST ELEVATION
 A-201.2 SCALE : 1/8" = 1'-0"



60% HIGH QUALITY MATERIALS
 40% STUCCO

B WEST ELEVATION (FACING 400 EAST)
 A-201.2 SCALE : 1/8" = 1'-0"

KEY NOTES

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- 2 PLASTER FINISH OVER CONCRETE FOUNDATION.
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NOTE: SEE RENDERING FOR CONCEPT COLORS.

2255 S. 400 E.

Salt Lake City, UTAH

EXTERIOR ELEVATIONS

DATE: Dec. 8, 2015
 REVISION:
 DRAWN BY:
 DRAWING NO:
A-201.2



Tuttle and Associates, Inc.
ARCHITECTS

Building #1, North Facade (S-Line Facing)

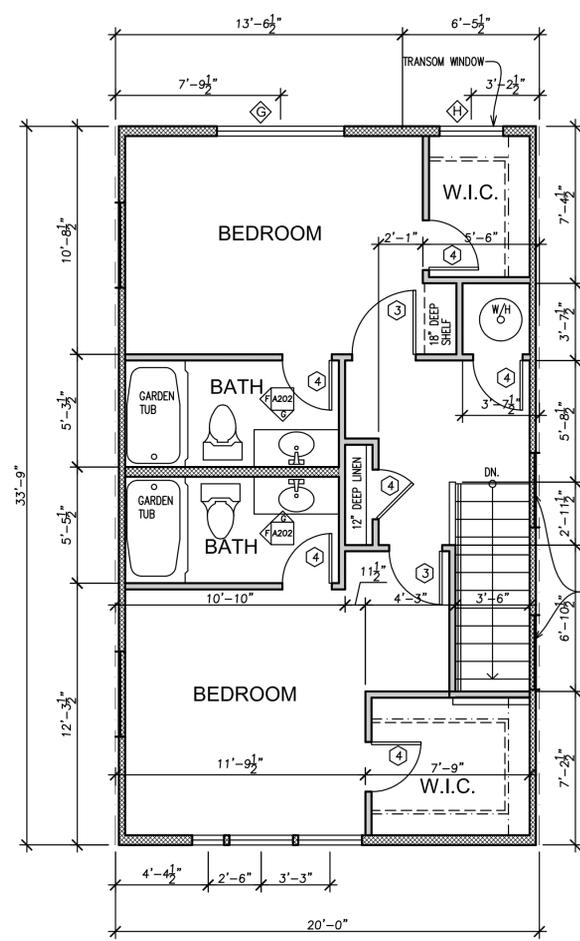
**S-Line Townhomes
2255 S. 400 E.**



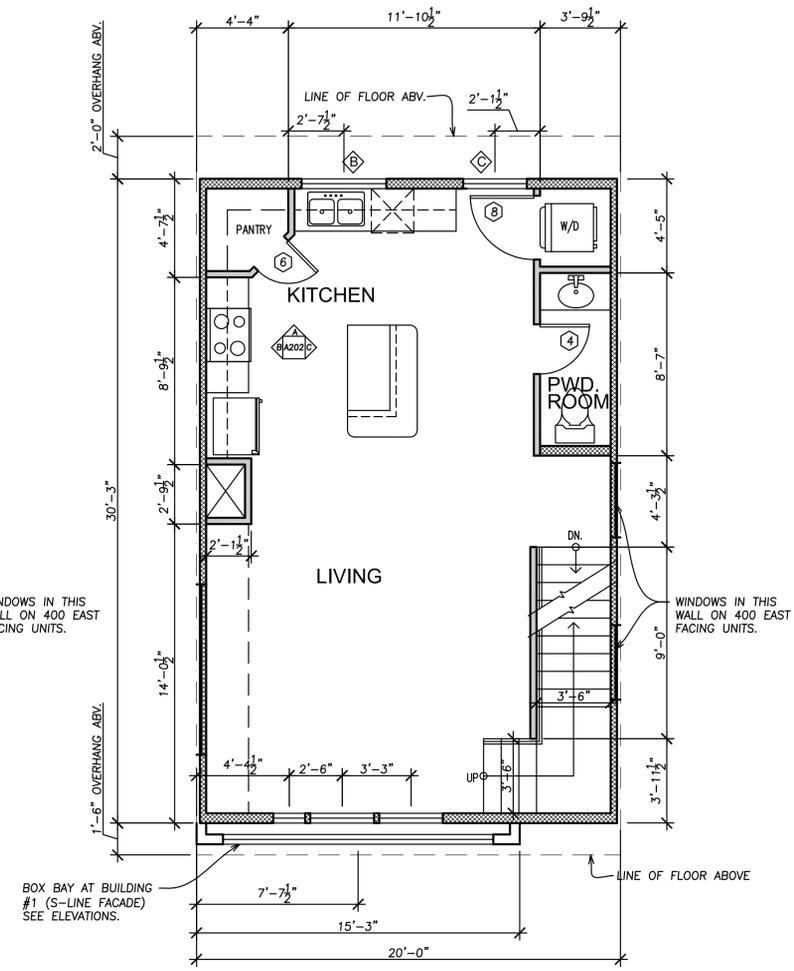
Tuttle and Associates, Inc.
ARCHITECTS

**Elevation with Patio Fence
Building #1, North Facade (S-Line Facing)**

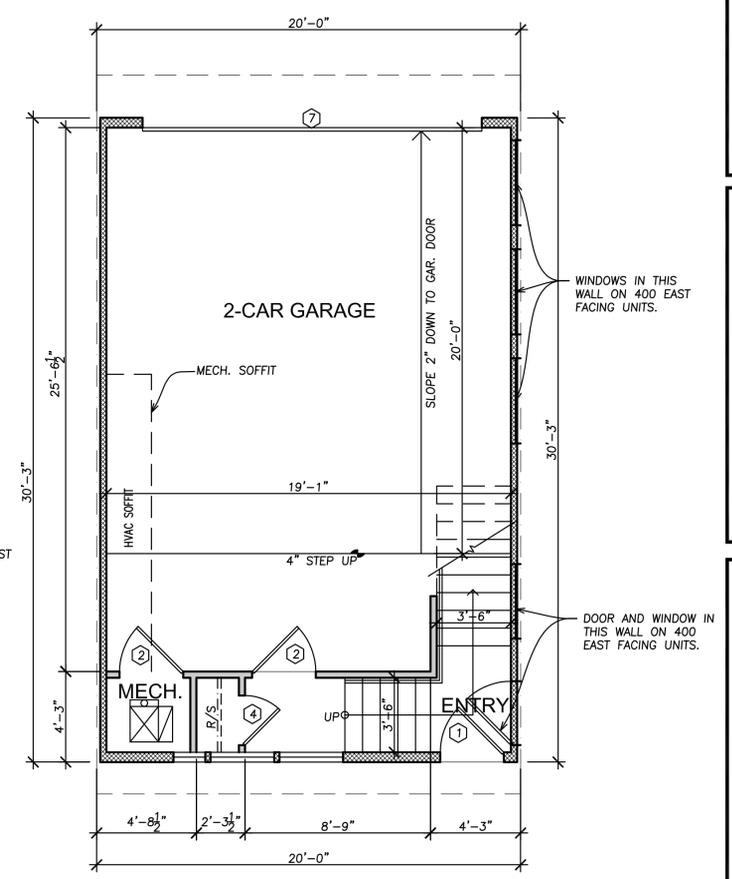
**S-Line Townhomes
2255 S. 400 E.**



C 2 BED - BEDROOM LEVEL PLAN
 A-102.1 SCALE: 1/4" = 1'-0"
UNIT 2-1



B 2 BED - LIVING LEVEL PLAN
 A-102.1 SCALE: 1/4" = 1'-0"
UNIT 2-1



A 2 BED - GARAGE LEVEL PLAN
 A-102.1 SCALE: 1/4" = 1'-0"
UNIT 2-1

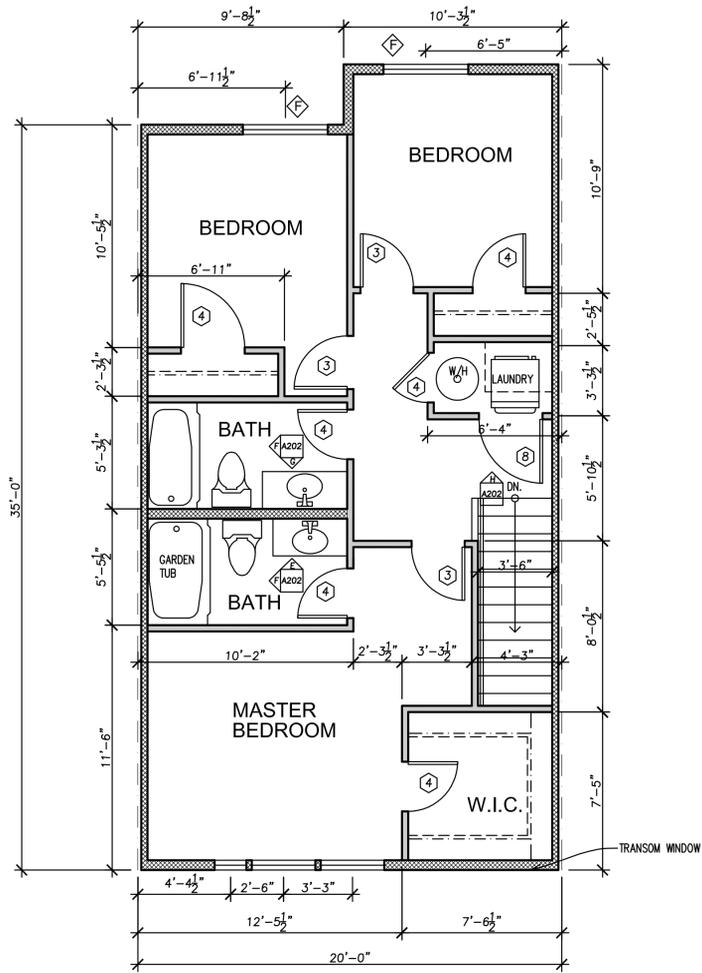
LIVING AREA
 1ST FLOOR = 85 SQ. FT.
 2ND FLOOR = 605 SQ. FT.
 3RD FLOOR = 675 SQ. FT.
 TOTAL = 1,365 SQ. FT.
 (INCLUDES STAIRWAYS AND MECH. CLOSET)

2255 S. 400 E.

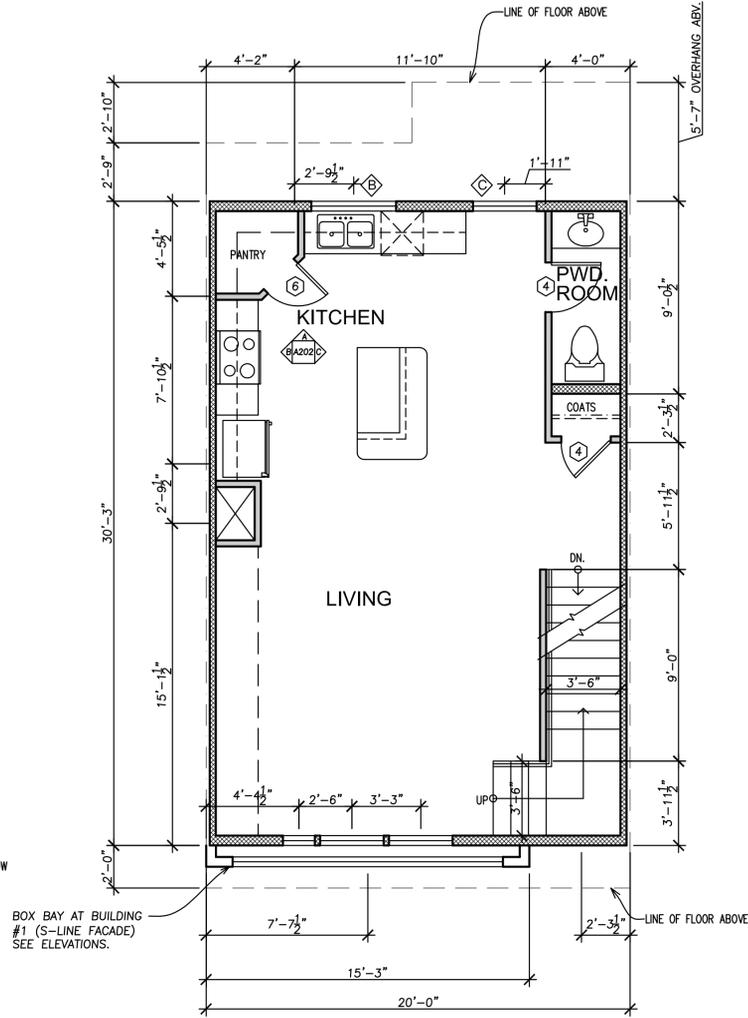
Salt Lake City, UTAH

ENLARGED UNIT PLANS

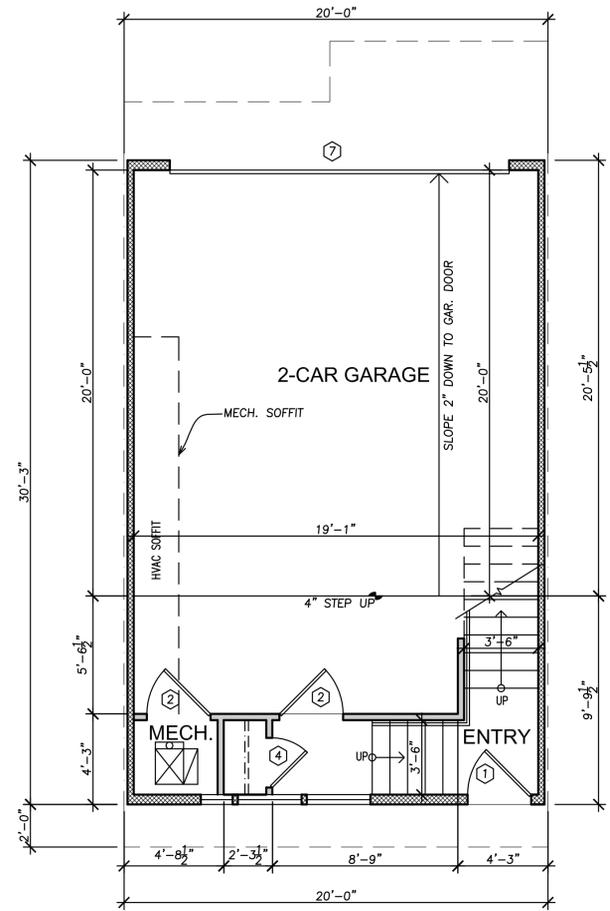
DATE: Dec. 8, 2015
 REVISIONS:
 DRAWN BY:
 DRAWING NO. A-102.1



C 3 BED - BEDROOM LEVEL PLAN
 A-102.2 SCALE: 1/4" = 1'-0"
UNIT 3-1



B 3 BED - LIVING LEVEL PLAN
 A-102.2 SCALE: 1/4" = 1'-0"
UNIT 3-1



A 3 BED - GARAGE LEVEL PLAN
 A-102.2 SCALE: 1/4" = 1'-0"
UNIT 3-1

LIVING AREA
 1ST FLOOR = 85 SQ. FT.
 2ND FLOOR = 605 SQ. FT.
 3RD FLOOR = 736 SQ. FT.
 TOTAL = 1,426 SQ. FT.
 (INCLUDES STAIRWAYS AND MECH. CLOSET)

2255 S. 400 E.

Salt Lake City, UTAH

ENLARGED UNIT PLANS

DATE: Dec. 8, 2015

REVISIONS:

DRAWN BY:

DRAWING NO. A-102.2

MEMORANDUM

Date: November 11, 2015
To: Adam Paul
From: Hales Engineering
Subject: Sugarhouse S-Line Townhome Parking Study

UT15-807

Multi-family Parking Demand Rates (Salt Lake Valley)

In an effort to identify an existing / acceptable parking demand rate at a similar project, Hales Engineering studied a project within the Salt Lake Valley to better understand the parking supply and demand at this location and to draw conclusions about the parking at the proposed S-Line project in the Sugarhouse area. Data was collected at a study location in Sandy between 12:00 am and 4:00 am, as this is the time when the majority of tenets are home for the night and parking demand is at its greatest according to the Institute of Transportation Engineers (ITE), *Parking Generation*, 4th Edition, 2010.

Data Collection / Study Location

Liberty Bend Apartments and Townhomes

The Liberty Bend project is located at 1048 East Liberty Bend Lane, Sandy, Utah within the Salt Lake Valley, and consist of 93 units, 36 apartments and 57 townhome units (see Figure 1). During our data collection, it was observed that 66 parking stalls were occupied, 27 were empty, and there were 82 garages with 2 vehicles parked in the driveways, and 25 vehicles parking adjacent to the curb near the complex.

The following conclusions can be made:

1. Supply (parking stalls on-site) = 2.23 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.94 stalls / occupied unit



Figure 1: Liberty Bend Apartments / Townhomes – Sandy, Utah

Data Collection Summary

Within the Liberty Bend project, garages were closed and could not be counted. In order to provide a conservative estimate it was assumed that every garage space available was being used for a vehicle. The following demand at was calculated:

Liberty Bend parking demand = 1.94

Conclusions / Recommendations

A similar project (Liberty Bend) has a parking demand of 1.94 parking stalls / unit and does not have any parking problems according to Sandy City.

The proposed S-Line Town Homes contains 32 units and if parked at similar rates to the Liberty Bend project, it would require approximately 63 parking spaces on site. The proposed site plan shows two parking spaces per unit (64), plus 8 additional parking spaces on-site and at least 4 on-street (400 East) for guest parking, or 72 stall supply on the property, and 4 in the adjacent roadway. On most occasions, there should be approximately 9 vacant stalls on-site. In addition, for holiday or special occasions, there will be additional on-street parking available on 400 East (2+ additional stalls beyond those already counted).

It is our recommendation that a parking rate of 1.94 stalls per unit (including guest parking should be adequate) for the proposed Spring Run Town Homes based on parking counts at a similar project. However, it should be recognized that the proposed project is planning to construct approximately 72 spaces on-site, which is in excess of the 63 stall demand (32 units * 1.94 stalls / unit).

If you have any questions regarding this memo, please feel free to contact us.

Planning Commission Regular Meeting Minutes

Thursday, January 7, 2016

City Council Chambers

220 East Morris Avenue

Time 7:00 p.m.

Commission Members Present:

Rachel Lauritzen, Presiding
Holly Carson
Jeremy Carter
Susan Dickstein
Leslie Jones
Laura Vernon
Spencer Walker

Staff Members Present:

Michael Florence, Community Development Director
Francis Lilly, Deputy Director/Housing Administrator
Alexandra White, City Planner
Hannah Vickery, City Attorney

Moment of Reflection:

Chair Lauritzen

Pledge of Allegiance:

Commissioner Carter

Motion to Approve the Agenda

Commissioner Carter

Second to the Motion:

Commissioner Carson

Vote:

Unanimous

New Business

• **S-15-012**

- 1. Preliminary Plat Approval and a recommendation to the City Council to adopt a PUD overlay zone for a 32-Lot Planned Unit Development Townhome project.**

Action Item

Address 2255 South 400 East

Applicant JF Capital Properties

City Planner, Alexandra White, presented the staff report regarding a 32-lot Planned Unit Development Townhome project located in the East Streetcar Neighborhood. She stated that the development would be subject to the East Streetcar Neighborhood form based code as well as the

PUD requirements, as the applicant intends to sell the units individually. Ms. White presented an aerial map of the subject property and the site plan. She confirmed that the plans were reviewed by the Design Review Committee in early December 2015, and the items addressed during that meeting have been addressed by the applicant.

Christian Traeden was present on behalf of JF Capital Properties and gave his business address as 1148 West Legacy Crossing Boulevard in Centerville. He introduced Eric Tuttle, the Project Architect, and Adam Paul with JF Capital. Mr. Traeden informed the Commission that JF Capital does not only develop projects, but builds them as well. They pride themselves in creating quality luxury homes. With regard to the application, Mr. Traeden confirmed that the traffic study had been completed and two-car garages have been provided for each unit. He then presented the floor plans for the units, which are primarily three-bedroom townhomes. The units on the end of each structure would be two-bedroom units and would be oriented to face 400 East.

In response to a question from Commissioner Jones, Mr. Traeden confirmed that the square footage of the units will be 1,300 to 1,400 square feet. Additionally, the garages were designed to be spacious.

There was discussion regarding the building materials and exterior design of the buildings. Commissioner Carter expressed concern that the buildings appeared too boxy and lacked variation. Mr. Traeden stated that the variations were difficult to present in a rendering, but efforts had been taken to create something that will be visually appealing. He confirmed that the designs meet the ordinance requirements.

Chair Lauritzen opened the public hearing. There were no public comments. Chair Lauritzen closed the public hearing.

Commissioner Lauritzen was satisfied with the designs presented, particularly with the proposed landscaping.

Motion to approve the preliminary plat and recommend the City Council adopt the PUD overlay zone for a 32-Lot Planned Unit Development with all items listed in the staff report.

*****List the conditions here:**

Commissioner Carter

Second:

Commissioner Carson

Vote:

Unanimous

Commission Business

Motion to approve the December 3, 2015, Planning Commission Meeting Minutes.

Motion to Approve: Commissioner Dickstein

Second the motion: Commissioner Carter

Vote: Unanimous

Election of a Planning Commission Chair for 2016.

Motion to nominate Rachel Lauritzen as Planning Commission Chair for 2016.

Commissioner Carson

Second: Commissioner Vernon

The ballot vote was taken. Rachel Lauritzen was elected as Planning Commission Chair for 2016.

Staff Business – Information Items

There was no staff business.

Adjournment

Motion to Adjourn: Commissioner Jones

Second: Commissioner Vernon

Vote: Unanimous

The Planning Commission Meeting adjourned at approximately 9:47 p.m.

For Planning Commission

**Michael Florence
Community Development Director**