AMERICAN FORK CITY PLANNING COMMISSION
OCTOBER 6, 2021
REGULAR SESSION

Notice is hereby given that the American Fork City Planning Commission will meet in regular session on October 6, 2021, at the American Fork City Hall, 31 North Church Street, commencing at 7:00 p.m.

The agenda shall be as follows:

1. Pledge of Allegiance

2. Hearing, review and action on a land use map amendment from the Resort, Very-Low-Density Residential, General Commercial and Shoreline Protection designations to the Design Industrial designation, located in the area of 1100 South and the Utah Lake Shoreline east and west of 100 West

3. Hearing, review and action on a zone map amendment from the M-1 Marina, SP Shoreline Preservation, PR-2.0 Planned Residential, and R-1-12,000 Residential zones to the PI-1 Planned Industrial zone, located in the area of 1100 South and the Utah Lake Shoreline east and west of 100 West

4. Hearing, review and action on amendments to Section 17.5.133 of the American Fork City Municipal Code entitled "Off-Street Parking Standards"

5. Hearing, review and action on amendments to Section 17.4.608.5.G of the American Fork City Municipal Code titled "Platting Standards" for Block Plans – This item will be pulled from agenda

6. Review and action on a site plan for the Pyne Accessory Structure located at 64 South 850 East in the R3-7,500 zone

7. Other Business

6. Site Plan Committee Report

7. Review and action on the minutes of the September 22, 2021 Planning Commission Regular Session

8. Adjournment

John H. Woffinden, P.G.
Planning Commission Chairman

The order of agenda items may change to accommodate the needs of the commission, city staff and the public

AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: 10/06/2021
STAFF: Wendelin Knobloch

AGENDA TOPICS:

Hearing, review and action on a land use map amendment from the Resort, Very-Low-Density Residential, General Commercial and Shoreline Protection designations to the Design Industrial designation, located in the area of 1100 South and the Utah Lake Shoreline east and west of 100 West

Hearing, review and action on a zone map amendment from the M-1 Marina, SP Shoreline Preservation, PR-2.0 Planned Residential, and R-1-12,000 Residential zones to the PI-1 Planned Industrial zone, located in the area of 1100 South and the Utah Lake Shoreline east and west of 100 West

ACTION REQUESTED: Recommendations of approval for land use and zone map amendments.

BACKGROUND INFORMATION		
Location:		1100 South and Utah Lake Shoreline east and west of 100 West as shown on map
Applicants:		Bruce Frandsen
Existing Land Use:		Various as advertised
Proposed Land Use:		Design Industrial
Surrounding Land Use:	North	Residential Low Density, Design Industrial
	South	Resort
	East	Design Industrial, Residential Low Density, Residential Very Low Density
	West	Shoreline Protection, Residential Low Density, Residential Very Low Density, Design Commercial
Existing Zoning:		Southern Half of Lot: R-4-7,500 Northern Half of Lot: R-2-7,500
Proposed Zoning:		R-4-7,500
Surrounding Zoning:	North	R-2-7,500
	South	R-4-7,500
	East	R-2-7,500
	West	R-2-7,500

Background

The applicant proposes to amend the land use and zone map designations for approximately 95 acres of land as shown on the attached map. The engineering report

will detail needs for roads and trails which would be conditions of approval. The southeastern portion would change to the Design Industrial land use/Planned Industrial PI-1 zone from its current Resort designation/Marina M-1 zone.

Boat Harbor Road provides a natural break point in this area between a mix of Design Industrial/Residential Low Density/Resort on the eastern side and Low Density/Very Low Density Residential, Marina and Shoreline Protection designations.

Introducing Design Industrial development into areas that already possess recent residential development (e.g., Harbor Village) will negatively impact existing dwellings and will also be incongruent with the growth of the Boat Harbor and the Shoreline Protection designation, therefore planning staff recommends denial of the application as presented at the time of this writing.

POTENTIAL MOTIONS:

LAND USE MAP AMENDMENT

APPROVAL

Mr. Chairman, I move that we recommend approval of the land use map amendment subject to any findings, conditions, and modifications found in the Engineering Report.

DENIAL

Mr. Chairman, I move that we recommend denial of the land use map amendment with a finding that the proposed land use designations are incongruent with adjacent existing development and the existing Shoreline Protection designation.

TABLE

Mr. Chairman, I move that we table action on the land use map amendment and instruct the developer/staff to _____.

ZONE MAP AMENDMENT

APPROVAL

Mr. Chairman, I move that we recommend approval of the zone map amendment subject to any findings, conditions, and modifications found in the Engineering Report.

DENIAL

Mr. Chairman, I move that we recommend denial of the zone map amendment with a finding that the proposed zone changes are incongruent with adjacent existing development and the existing Shoreline Protection zone.

TABLE

Mr. Chairman, I move that we table action on the zone map amendment and instruct the developer/staff to _____.

AMERICAN FORK CITY ENGINEERING DIVISION
STAFF REPORT

Planning Commission Meeting Date: 10/6/2021

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: South Side

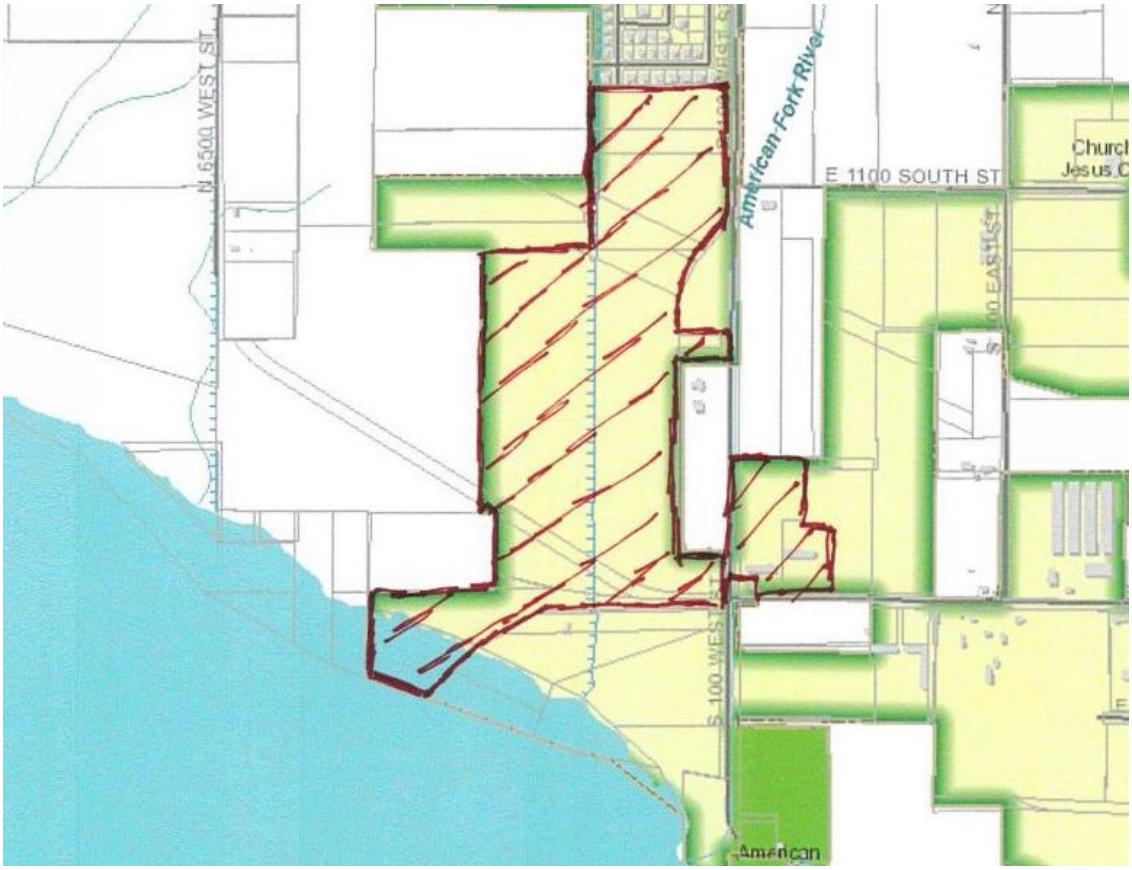
Project Address: 1000-1600 South 100 West

Developer / Applicant's Name: Bruce Frandsen

Type of Application:

- ☐ Subdivision Final Plat
- ☐ Subdivision Preliminary Plan
- ☐ Annexation
- ☐ Code Text Amendment
- ☐ General Plan Amendment
- ☒ Zone Map Amendment
- ☐ Commercial Site Plan
- ☐ Residential Accessory Structure Site Plan

Project Map:



Engineering Division Requirements: As a condition of this zone map amendment, additional right-of-way shall be dedicated to the City at no cost to the City. Applicant shall provide to the City legal descriptions for the various dedications to be reviewed and approved prior to recording right-of-way deeds. Right-of-way dedication shall be shown on a subdivision plat that is submitted to the city for review within 60 days of the approved zone change or shall be dedicated to the city by deed within 60 days of the approved zone change as follows:

1. The City's Master Transportation Element and Bicycle and Pedestrian Element of the General Plan identifies 100 West as a minor collector with a shared use path and bike lane. The necessary right-of-way to meet American Fork City Standards and Specifications and cross sections for 100 West shall be dedicated to the City.

2. The City's Master Transportation Element and Bicycle and Pedestrian Element of the General Plan identifies 1500 South/Lake Shore Drive as a minor collector with a sidepath and bike lane. The necessary right-of-way to meet American Fork City Standards and Specifications and cross sections for 1500 South/Lake Shore Drive shall be dedicated to the City.

3. The City's Master Transportation Element and Bicycle and Pedestrian Element of the General Plan identifies 1100 South/570 West as a minor collector with a sidepath and a bike lane/buffered bike lane. The necessary right-of-way to meet American Fork City Standards and Specifications and cross sections for 1100 South/570 West shall be dedicated to the City.

AMERICAN FORK CITY – Public Works Department
275 EAST 200 NORTH, AMERICAN FORK UT 84003
Phone: 801-763-3060 Fax: 801-763-3005 www.afcity.org

GENERAL PLAN AMENDMENT (purple)

Technical Review Committee Submittal Form

Project Name: South Side

Location: 100 West 1000 South to Lake Shore

Reason/Description:

Utah County Parcel No(s): 130750025, 130750028, 130670108, 130670110, 130650045, 130640060, 130640058, 130640055,

Property Owner Name: South Side LLC

Property Owner Signature:

Property Owner or Authorized Representative Contact Information: (By indicating an authorized representative, all communication from the City regarding the project will be directed to your authorized representative.)

Name: Bruce Frandsen

Address: 7381 N. 6500 W., American Fork, UT

Telephone: 801-735-8381 Fax:

Email: frandsenb@gmail.com

Submit the following to Lisa Halversen, Public Works Dept, 275 East 200 North.

1. **Five paper** submittals including plans (sized 11" x 17") and all reports (sized 8.5" x 11")
2. **Electronic** submittal on **DISC**:
   a. a full plan set in one (1) single pdf
   b. an electronic design file AutoCAD 2009 format (N.A.D. 83 Coordinates)
   c. reports (drainage, geotechnical, title) each in a separate pdf — none
3. **Fee** as determined at time of Site Plan Review Fee: $250.00

Applications will not be accepted without ALL the required submittal materials. The City will not hold partial submittals.

Acceptance of this submittal to the Technical Review Committee (TRC) for review is not an acknowledgement by the City of a complete application. This determination will be made by the TRC in accordance with UCA 10-9a-509.5

By submitting an application, owner/authorized representative hereby authorizes American Fork City Representatives to enter the property for purposes of evaluating this application.

PAID $ 250
PLAN REVIEW DEPOSIT
8/25/21

SUBMITTAL CHECKLIST (check to indicate items are included in submittal)

☐	Property Size (acres): _____
☐	What changing conditions make the proposed amendment reasonably necessary to promote the purpose of the American Fork City Land Use Plan? (typewritten)
☐	What is the current land use classification of the area to be considered? _____
☐	What land use classification are you proposing for the area to be considered? _____
☐	Map illustrating property to be changed.

Link to Development Code

https://www2.municode.com/library/ut/american_fork/codes/code_of_ordinances

- Amendments – Chapter 17.11
- General Provisions – Sections 17.1.101 and 17.1.102

AMERICAN FORK CITY – Public Works Department
275 EAST 200 NORTH, AMERICAN FORK UT 84003
Phone: 801-763-3060 Fax: 801-763-3005 www.afcity.org

~~ZONE CHANGE (blue)~~

Technical Review Committee Submittal Form

Project Name: South Side

Location: 100 West, from about 1000 S to Lake shore

Reason/Description:

Utah County Parcel No(s):

Property Owner Name: South Side LLC

Property Owner Signature:

Property Owner or Authorized Representative Contact Information: (By indicating an authorized representative, all communication from the City regarding the project will be directed to your authorized representative.)

Name: Bruce Frandsen

Address: 7381 N 6500 W., A.F.

Telephone: 801-735-8381 Fax:

Email: frandsenb@gmail.com

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1. **Five paper** submittals including plans (sized 11" x 17") and all reports (sized 8.5" x 11")
2. **Electronic** submittal on **DISC**:
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   b. an electronic design file AutoCAD 2009 format (N.A.D. 83 Coordinates)
   c. reports (drainage, geotechnical, title) each in a separate pdf
3. **Fee** as determined at time of Site Plan Review Fee: $250.00

PAID $ 250
PLAN REVIEW DEPOSIT
8/25/21

Applications will not be accepted without ALL the required submittal materials. The City will not hold partial submittals.

Acceptance of this submittal to the Technical Review Committee (TRC) for review is not an acknowledgement by the City of a complete application. This determination will be made by the TRC in accordance with UCA 10-9a-509.5

By submitting an application, owner/authorized representative hereby authorizes American Fork City Representatives to enter the property for purposes of evaluating this application.

SUBMITTAL CHECKLIST (applicant – check the box to indicate items are included in this submittal)

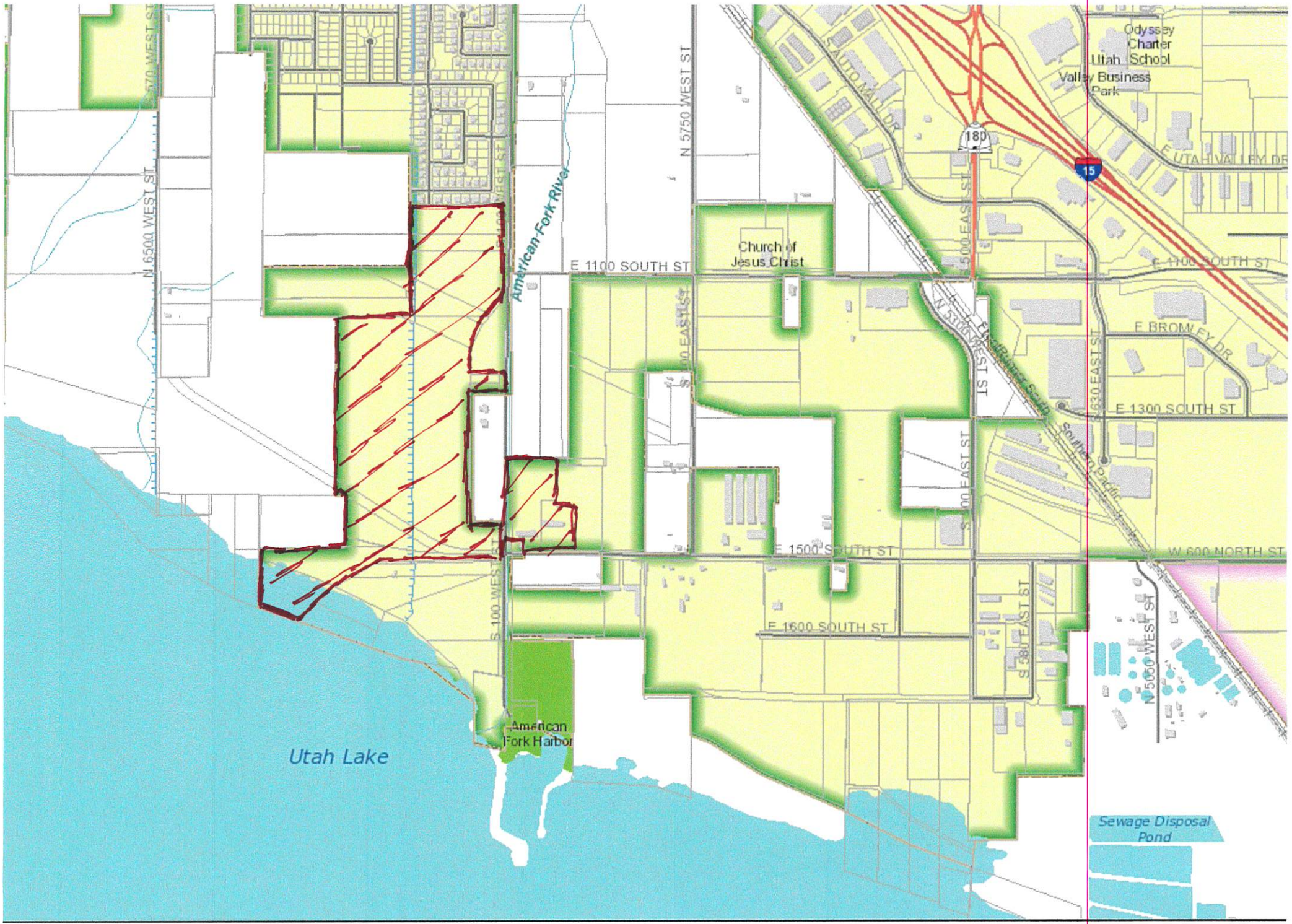
☐	Property Size (acres): approx 95 Current Zone Classification: PR 2.0 & SP
☐	What changed or changing conditions make the proposed amendment reasonably necessary to promote the purposes of the American Fork City Development Code? (typewritten)
☐	Does the proposed zone change conform to the Land Use Plan? ☐ Yes ☐ No If no, please submit a request for General Plan Amendment with this application.

☑	What zone classification are you proposing for the area to be considered? [redacted] PE-1
☑	Map illustrating property to be changed.

Link to Development Code

https://www2.municode.com/library/ut/american_fork/codes/code_of_ordinances

- Amendments – Chapter 17.11
- General Provisions – Sections 17.1.101 and 17.1.102



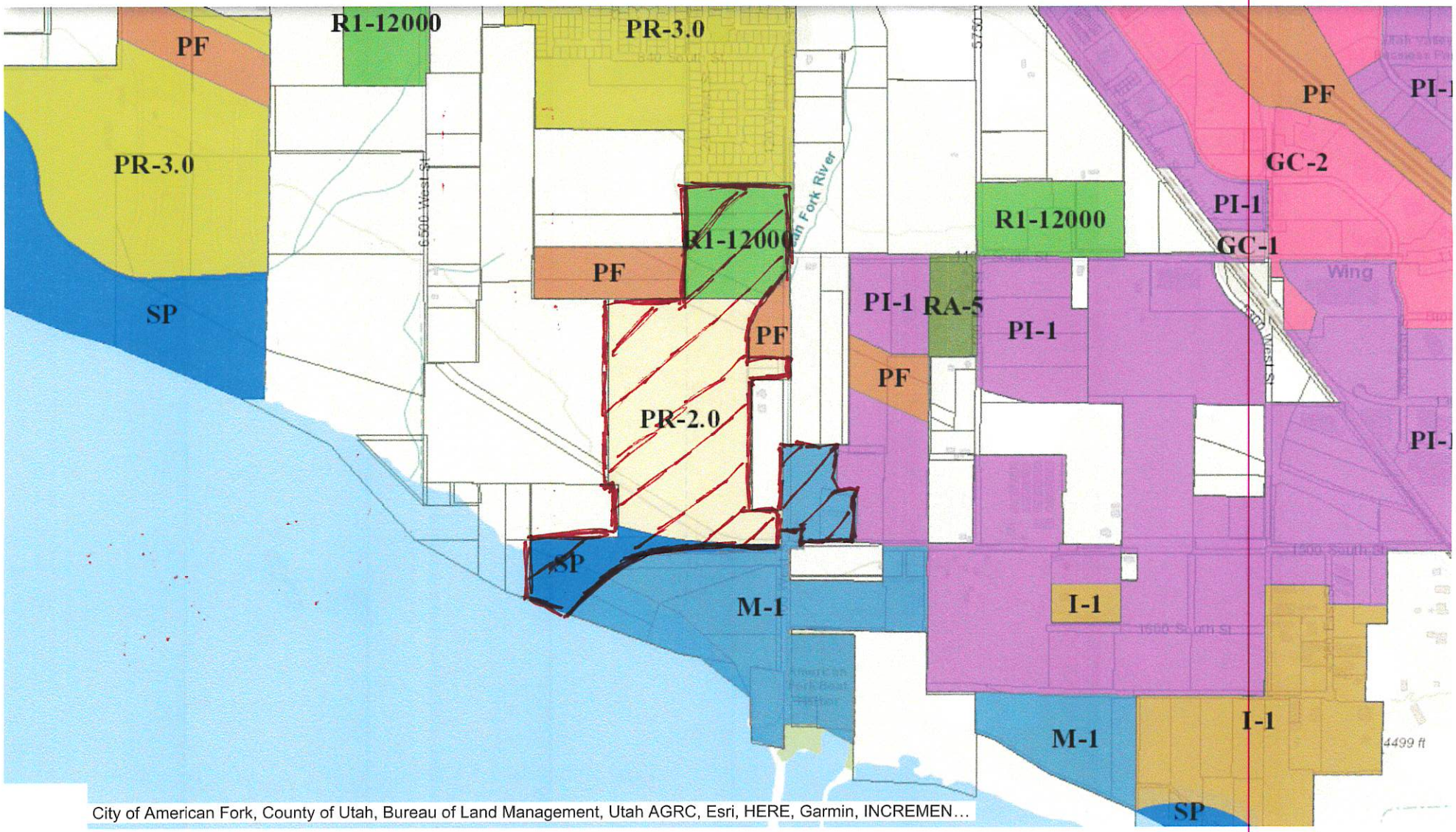
Utah County Parcel Map

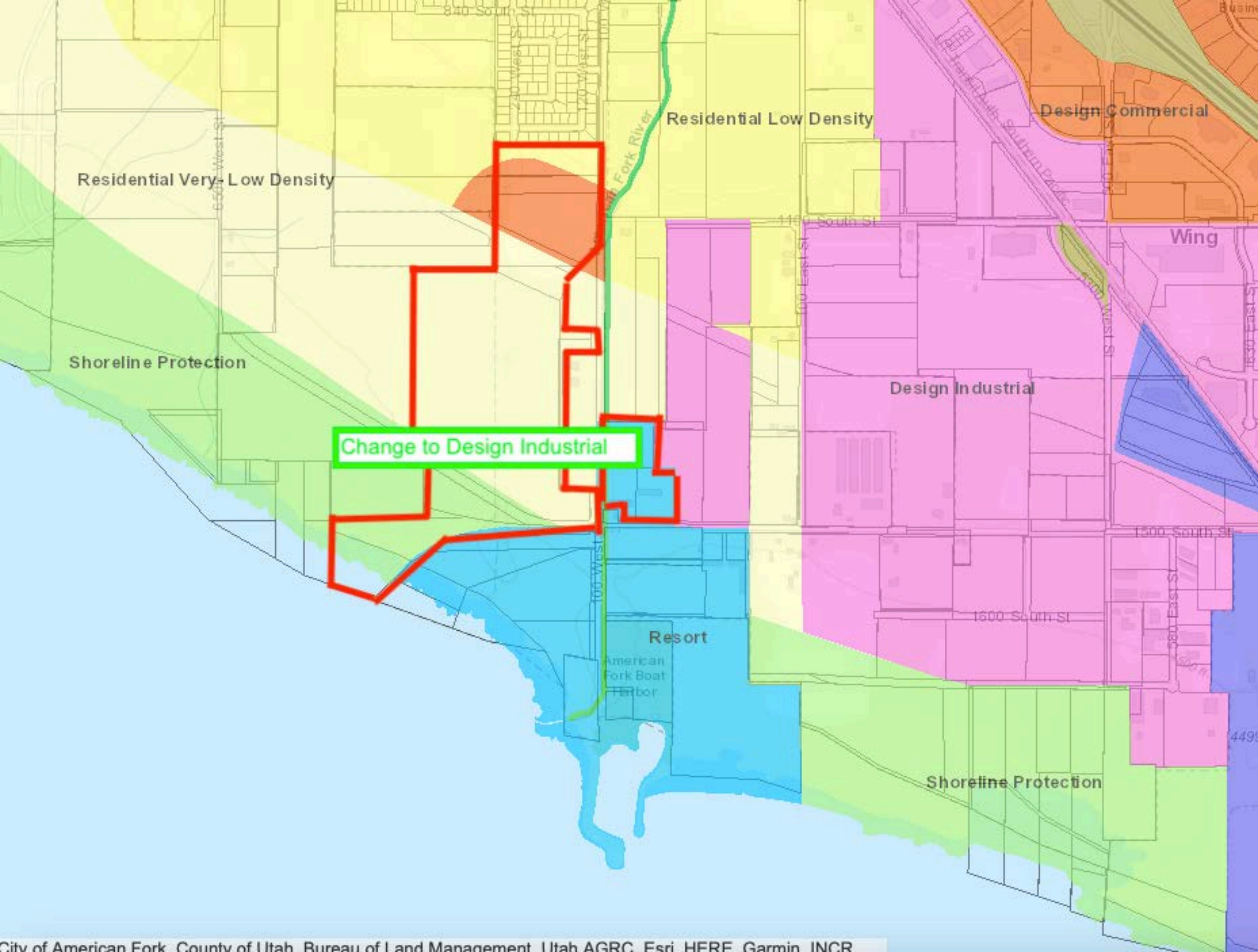
Frandsen Zone change request

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey

Date: 8/19/2021

N


R1-12000
PR-3.0
PF
PR-3.0
SP
R1-12000
PF
PF
PR-2.0
SP
M-1
PF
PI-1
RA-5
PI-1
PF
PF
GC-2
PI-1
R1-12000
GC-1
PI-1
I-1
M-1
I-1
SP
6500 West St
Main Fork River
500 West St
1500 South St
4499 ft
City of American Fork, County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMEN…


Residential Very- Low Density
Residential Low Density
Design Commercial
Design Industrial
Shoreline Protection
Change to Design Industrial
Resort
Wing
American Fork River
American Fork Boat Harbor
840 South St
1100 West St
1500 South St
1600 South St
Shoreline Protection
City of American Fork, County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCR

Hearing, review and action on amendments to Section 17.5.133 of the American Fork City Municipal Code entitled "Off-Street Parking Standards"

The American Fork City Council and Planning Commission discussed varying approaches to parking for multiple family residential projects during their September 7th, 2021, joint work session and requested of staff to propose alternative ways to handle this situation.

I included the presentation that was given during the September 7th, 2021, joint work session and a few parking counts as background information; minutes of that meeting are not yet available. The identified alternatives are as follows:

1. **Use the current parking standard and subtract fractions of required spaces if certain conditions apply.**

   A revised ordinance would read as follows (highlights indicate added language):

   1. Residential uses.
      a) Multiple family dwelling: Two spaces per dwelling unit, plus 0.25 spaces per dwelling unit for visitor parking. Visitor parking shall be evenly distributed throughout the project.

      If any of the following conditions apply the City Council may, after a positive recommendation from the Planning Commission, decrease the required number of off-street parking spaces as shown in Table A. The visitor parking requirement shall not be affected by this reduction and remains at 0.25 spaces per dwelling unit. Under no circumstance shall the per-unit parking requirement drop below 1.75 spaces per dwelling unit.

      Table A

Condition	Parking Reduction Per Dwelling Unit
Bike Room[1]	0.05
Grocery Store[2]	0.10
Off-Site Parking[3]	0.15
Transit[4]	0.15
Public[5] Agency/HUD	Up to 0.15

Definitions:
[1] - Bike Room: A secured bike room of sufficient size to accommodate a minimum of one bicycle per dwelling unit shall be located within the structure. In the event of a multi-structure project each building shall have a secured bike room of sufficient size to accommodate a minimum of one bicycle per dwelling unit in the building. The applicant can opt to either (1) show how the required number of bicycles is accommodated in the room or (2) provide a minimum of 40 square feet per bicycle in the room.
[2] – Grocery Store: The location of the grocery store shall be less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project.

[3] – Off-Site Parking: Additional public or shared parking shall be located less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project. Parking equivalent to the 0.15 space per dwelling unit reduction shall be secured via agreement with the property owner and recorded. A parking study shall accommodate the agreement so that it can be ensured that the parking facility will not be overallocated.
[4] – Transit: The location of the high-capacity transit line (light rail, "Trax", heavy rail, "FrontRunner", streetcar, high-capacity Bus Rapid Transit, "BRT") shall be less than 1320 feet walking distance from the main entrance of the most distant dwelling unit in the project.
[5]- Public Agency/HUD: Projects that are owned and operated by a public agency or have received a subsidy by HUD or other public agency may be eligible for a reduction of up to 0.15 stalls per unit upon a study that a reduction is warranted.

2. Allow size-based parking requirements

A revised ordinance would read as follows (highlights indicate added language):

2. Residential uses.
   a) Multiple family dwelling: Parking shall be required as depicted in Table A, plus 0.25 spaces per dwelling unit for visitor parking. Visitor parking shall be evenly distributed throughout the project.

Table A

Unit Size	Parking Requirement Per Unit (Add 0.25 for visitor parking per unit to derive the aggregated requirement.)
0-350 square feet	1.50
351-600 square feet	1.75
Above 600 square feet	2.00

Potential Motions

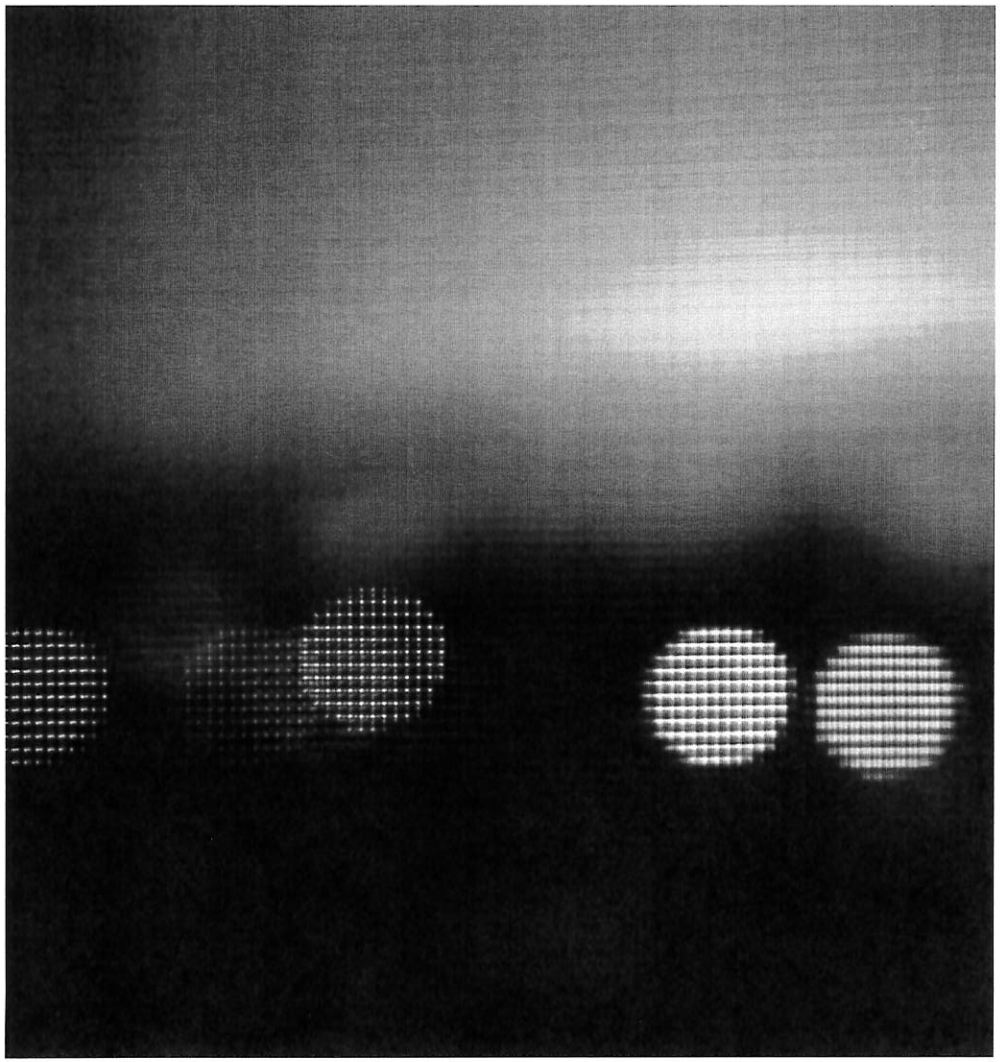
APPROVAL
Mr. Chairman, I move that we recommend approval of the proposed amendment:

(1) which adds eligibility criteria for parking reductions.
or
(2) which adds unit-size-based parking requirements.

DENIAL
Mr. Chairman, I move that we recommend denial of the proposed amendments.

TABLE
Mr. Chairman, I move that we table action on the proposed amendment and instruct staff to _____.

Residential Parking
In the CC-1 Zone

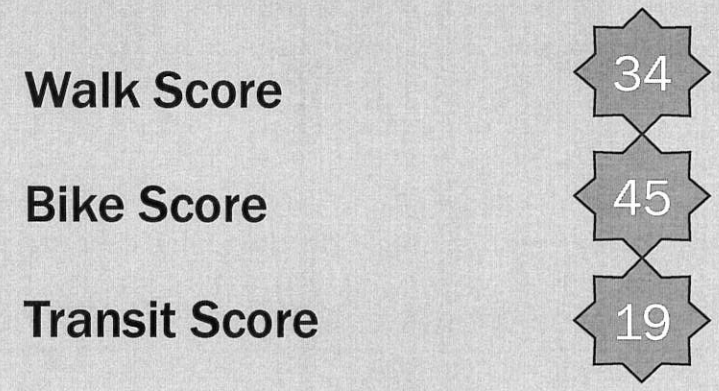


Parking needs based on Many Factors

- No Project is the same
- Supply Vs. Demand
- Apartment size

  250 S.F. – 750 S.F.
- Proximity to Services
- Proximity to Public Transit
- How walkable/bikeable is the area
- Shared Parking in Area
- Type of Housing: Low Income, HUD, H.R.

American Fork City



Walk Score®	Description
90–100	**Walker's Paradise** Daily errands do not require a car.
70–89	**Very Walkable** Most errands can be accomplished on foot.
50–69	**Somewhat Walkable** Some errands can be accomplished on foot.
25–49	**Car-Dependent** Most errands require a car.
0–24	**Car-Dependent** Almost all errands require a car.

Bike Score	Description
90–100	**Biker's Paradise** Daily errands can be accomplished on a bike.
70–89	**Very Bikeable** Biking is convenient for most trips.
50–69	**Bikeable** Some bike infrastructure.
0–49	**Somewhat Bikeable** Minimal bike infrastructure.

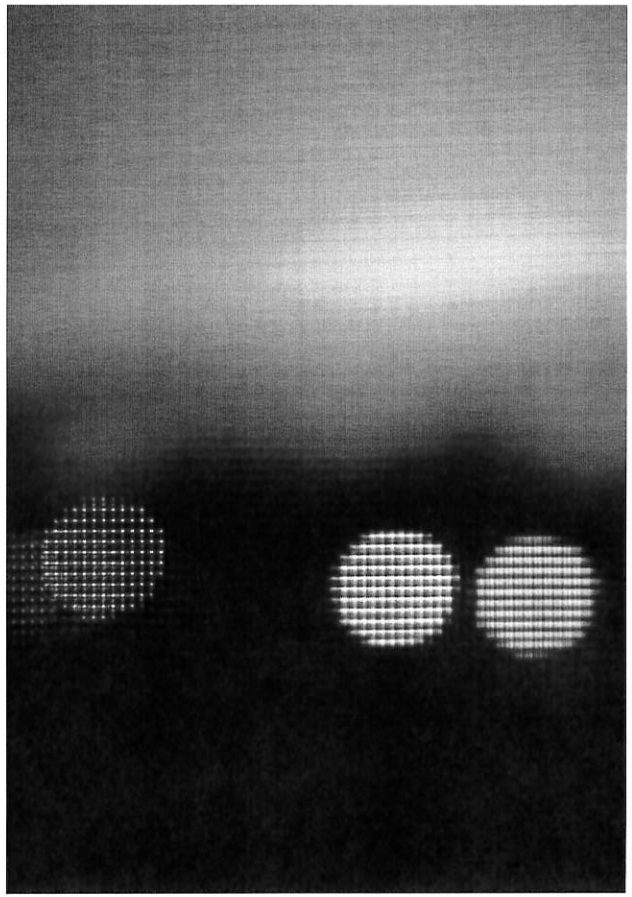
Transit Score®	Description
90–100	**Rider's Paradise** World-class public transportation.
70–89	**Excellent Transit** Transit is convenient for most trips.
50–69	**Good Transit** Many nearby public transportation options.
25–49	**Some Transit** A few nearby public transportation options.
0–24	**Minimal Transit** It is possible to get on a bus.

Data Collection/Study Locations by Hales Engineering

Data Set. (18 Projects/ Utah, SL Co.)

Average Parking Demand

Timbergate	1.46
Farmgate	1.72
Mission Meadowbrook*	1.10
Mountain Shadows	1.28
Egate	1.73
San Marino	1.48
San Tropez	1.68
Coppergate	1.42
Liberty Bend	1.94
Liberty Commons	1.94
Lionsgate	2.03
Canyon View Crossing	1.60
Sienna Villas	1.26
View Pointe	1.48
AVERAGE	**1 .59**
(without * average = 1.70)	



"Transit Adjacent" Demand

21 And View	1.36
Brickstone	1.40
2550 South Main	1.71
AVERAGE	**1.49**

POTENTIAL PARKING REDUCTION CRITERIA

Some entities consider a reduction in base parking requirements if specific amenities are offered, with a reduction no lower than 20-30%. AF City code requires 2.25 stalls/unit. With certain amenities offered, the parking may be reduced to 1.80 - 1.60 stalls/unit.

AMENITY	RECOMMENDED REDUCTION (STALLS/UNIT)
• Car Share	0.05
• Unbundled Parking (fee/stall)	0.10
• Bike Share	0.05
• Bike Lockers/Storage	0.05
• Development Supplied Transit Pass	0.15
• Senior Housing	0.20
• Student Housing	0.10
• Shared/Public Parking <.25 Mile	0.15
• Programmed Shuttle Service	0.10
• Other	0.05 – 0.15

Recommendations

- Staff recommends adhering to a comprehensive parking policy that can be equitably applied throughout the zone.
- Residential parking reductions (if any) from the minimum parking requirement should be identified and adopted in code (Sec 17.5.133 Off Street Parking Standards).
- Consideration may be given to projects in areas that provide increased walkability, bikeability, and transit options as amenities to residential units.
- City Council and Planning Commission may consider other residential parking reduction criteria based on studies, reports, and actual parking data presented. Subsequent modifications should be included the adopted code.
- All reductions in residential parking requirements should be approved as conditional use subject to a finding of fact and may require planning commission recommendation and city council approval.

MEMORANDUM

Date: March 15, 2016

To: State Street Apartments, LLC

From: Hales Engineering

Subject: South Salt Lake S-line Apartments Parking Study

UT16-872

A quick recap of multi-family parking rates in the Salt Lake Valley, as well as parking rates adjacent to the transit lines is summarized below, followed by a search of national parking rates near transit stops. This data was previously presented to South Salt Lake as part of a parking study to evaluate future parking needs along the S-line, and recommendations were made for additive parking reductions up to a maximum of 1.2 stalls / unit.

This memo is being completed to discuss a specific apartment project adjacent to the S-line at the former Classic Bowling alley, and owned by State Street Apartments, LLC.

Multi-family Parking Demand Rates (Salt Lake Valley)

In an effort to identify an existing / acceptable parking demand rate for multi-family projects, Hales Engineering studied sixteen projects within the Salt Lake Valley to better understand the parking supply and demand at these locations and to draw conclusions about parking rates near the Streetcar line in South Salt Lake. Twelve of these sites are typical apartment complexes, while four were identified as "Transit Friendly" sites. Data was collected at study locations in South Salt Lake on Wednesday August 6, 2014 and Thursday, February 20, 2014, Herriman on June 19, 2014, and around the Salt Lake Valley on early Thursday, November 1, 2012. The data collection times were all 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 Locations

Timbergate Apartments

The Timbergate apartments are located at 5605 West 11830 South in Herriman, Utah and consist of 176 two-bedroom units, and 112 three-bedroom units for a total of 288 units (see Figure 1). During our data collection, it was observed that 402 parking stalls were occupied, 177 were empty, 6 cars were parked on the street, and there were no garages within this project, for a parking supply of 579 spaces.

The following conclusions can be made:

1. Supply (striped parking stalls or carports on-site) = 2.01 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.46 stalls / occupied unit
3. 289 stalls were covered of the 579 stalls on site = 50% covered stalls



Figure 1: Timbergate Apartments – Herriman, Utah

Farmgate Apartments

The Farmgate apartments are located at 5675 West 11840 South in Herriman, Utah and consist of 96 one-bedroom units, 272 two-bedroom units, and 128 three-bedroom units for a total of 496 units (see Figure 2). During our data collection, it was observed that 665 parking stalls were occupied, 206 were empty, there were 25 cars parked on the street, and there were 121 garages within this project, for a parking supply of 992 spaces.

The following conclusions can be made:

1. Supply (striped parking stalls or carports on-site) = 2.00 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.72 stalls / occupied unit
3. 476 stalls were covered of the 992 stalls on site = 48% covered stalls

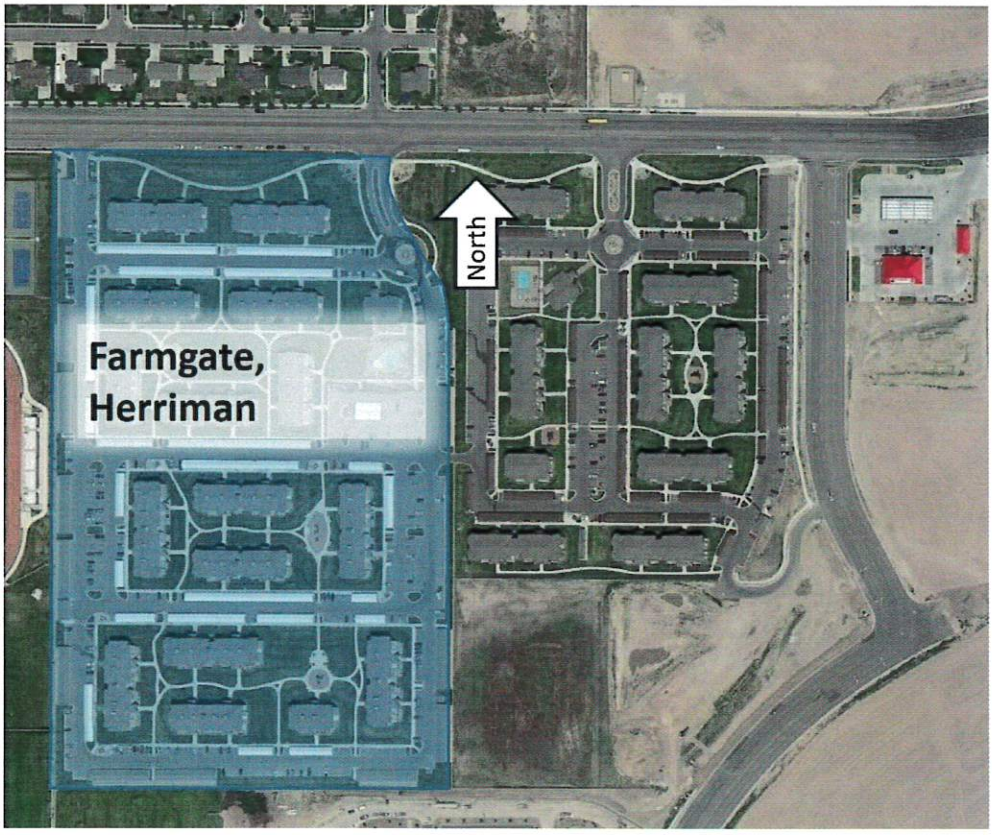


Figure 2: Farmgate Apartments – Herriman, Utah

Mission Meadowbrook Apartments

The Mission Meadowbrook apartments are located at 820 West Timbercreek Way in South Salt Lake, Utah and consist of 365 one-bedroom units and 47 two-bedroom units for a total of 412 units (see Figure 3). During our data collection, it was observed that 427 parking stalls were occupied, 361 were empty, there were no cars parked on the street, and there were eight (8) functioning garages that were closed.

The following conclusions can be made:

1. Supply (striped parking stalls or carports on-site) = 1.93 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.10 stalls / occupied unit
3. 421 stalls were covered of the 788 stalls on site = 53% covered stalls



Figure 3: Mission Meadowbrook Apartments – South Salt Lake, Utah

Mountain Shadows Apartments

The Mountain Shadows apartments are located at 3825 South 700 West in South Salt Lake, Utah and consist of 80 one-bedroom units, 132 two-bedroom units, and 50 three-bedroom units for a total of 262 units (see Figure 4). During our data collection, it was observed that 313 parking stalls were occupied, 229 were empty, and there were six (6) cars parked on the street.

The following conclusions can be made:

1. Supply (striped parking stalls or carports on-site) = 2.09 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.28 stalls / occupied unit
3. 217 stalls were covered of the 542 stalls on site = 40% covered stalls



Figure 4: Mountain Shadows Apartments – South Salt Lake, Utah

Egate Apartments

The Egate apartments are located at 2292 W. Ruddy Way in West Valley City, Utah within the Salt Lake Valley, and consist of 128 two-bedroom units and 176 three-bedroom units for a total of 304 units (see Figure 5). During our data collection, it was observed that 468 parking stalls were occupied, 83 were empty and there were 13 vehicles parking adjacent to the curb within the complex. An additional off-site overflow parking area was located close to the project and 22 vehicles were parked within this lot when counted.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 1.81 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.73 stalls / occupied unit
3. 127 stalls were covered of the 551 stalls on site = 23% covered stalls

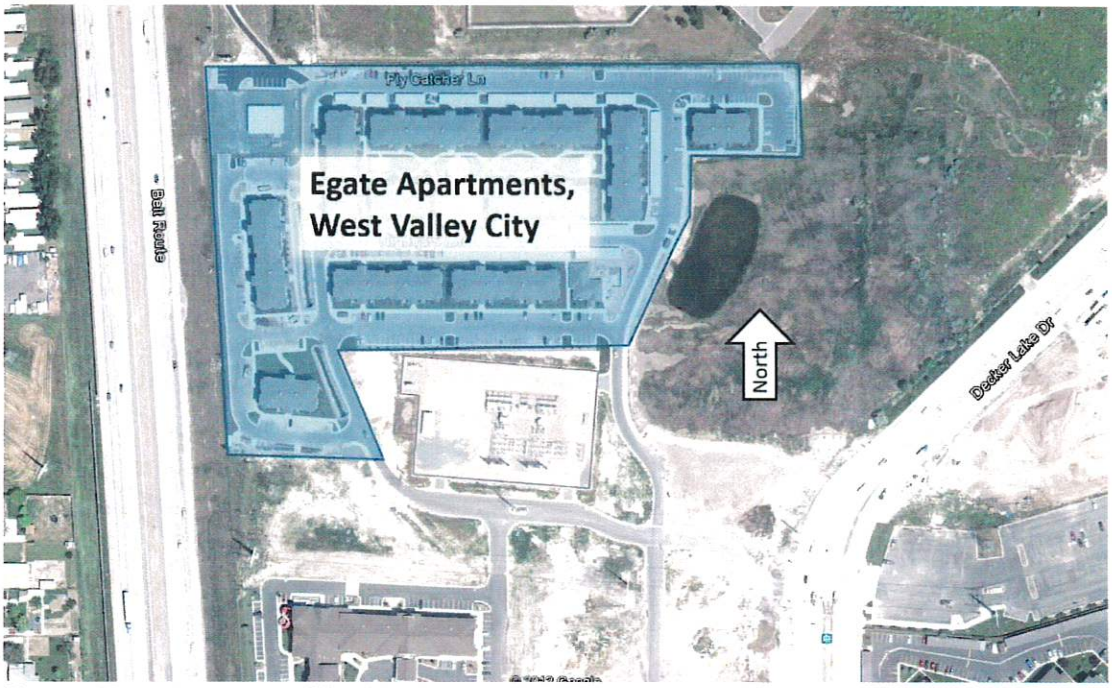


Figure 5: Egate Apartments – West Valley City, Utah

San Marino Apartments

The San Marino apartments are located at 776 West Grande Rose Way, South Jordan, Utah within the Salt Lake Valley, and consist of 112 one-bedroom units, 187 two-bedroom units and 21 three-bedroom units for a total of 320 units (see Figure 6). During our data collection, it was observed that 335 parking stalls were occupied, 145 were empty and there were 87 garages with 23 vehicles parked in the driveways and 9 vehicles parking adjacent to the curb within the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.04 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.48 stalls / occupied unit
3. 308 stalls were covered of the 567 stalls on site = 54% covered stalls



Figure 6: San Marino Apartments – South Jordan, Utah

San Moritz Apartments

The San Moritz apartments are located at 7625 S. Ropekey Drive, Midvale, Utah within the Salt Lake Valley, and consist of 168 one-bedroom units, 195 two-bedroom units and 21 three-bedroom units for a total of 390 units (see Figure 7). During our data collection, it was observed that 334 parking stalls were occupied, 140 were empty and there were 154 garages with 51 vehicles parked in the driveways and 80 vehicles parking adjacent to the curb within the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.01 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.74 stalls / occupied unit
3. 364 stalls were covered of the 628 stalls on site = 58% covered stalls



Figure 7: San Moritz Apartments – Midvale, Utah

San Tropez Apartments

The San Tropez apartments are located at 11747 South Siracus Drive, South Jordan, Utah within the Salt Lake Valley, and consist of 88 one-bedroom units, 141 two-bedroom units and 21 three-bedroom units for a total of 250 units (see Figure 8). During our data collection, it was observed that 234 parking stalls were occupied, 93 were empty and there were 93 garages with 39 vehicles parked in the driveways and 21 vehicles parking adjacent to the curb within the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.05 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.68 stalls / occupied unit
3. 275 stalls were covered of the 420 stalls on site = 65% covered stalls

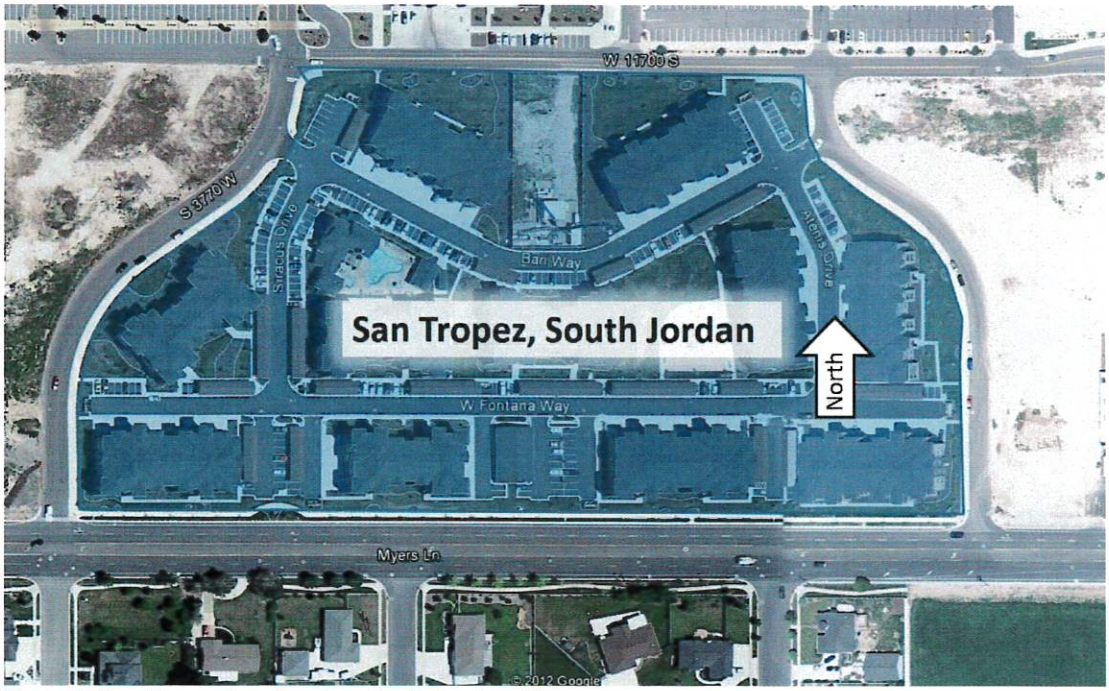


Figure 8: San Tropez Apartments – South Jordan, Utah

Coppergate Apartments

The Coppergate apartments are located at 8870 South State Street, Sandy, Utah, and consist of 148 two-bedroom units and 44 three-bedroom units for a total of 192 units (see Figure 9). During our data collection, it was observed that 208 parking stalls were occupied, 200 were empty and there were 19 garages with 32 vehicles parking adjacent to the curb within the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.22 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.42 stalls / occupied unit



Figure 9: Coppergate Apartments – Sandy, Utah

Liberty Bend

The Liberty Bend apartments are 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 10). 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 10: Liberty Bend Apartments / Townhomes – Sandy, Utah

Liberty Commons Apartments

The Liberty Commons apartments are located at 2785 S. Winstead Way, West Valley City, Utah within the Salt Lake Valley, and consist of 209 units (see Figure 8). During our data collection, it was observed that 131 parking stalls were occupied, 81 were empty and there were 185 garages with 0 vehicles parked in the driveways and 70 vehicles parking adjacent to the curb within the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.20 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.40 stalls / occupied unit

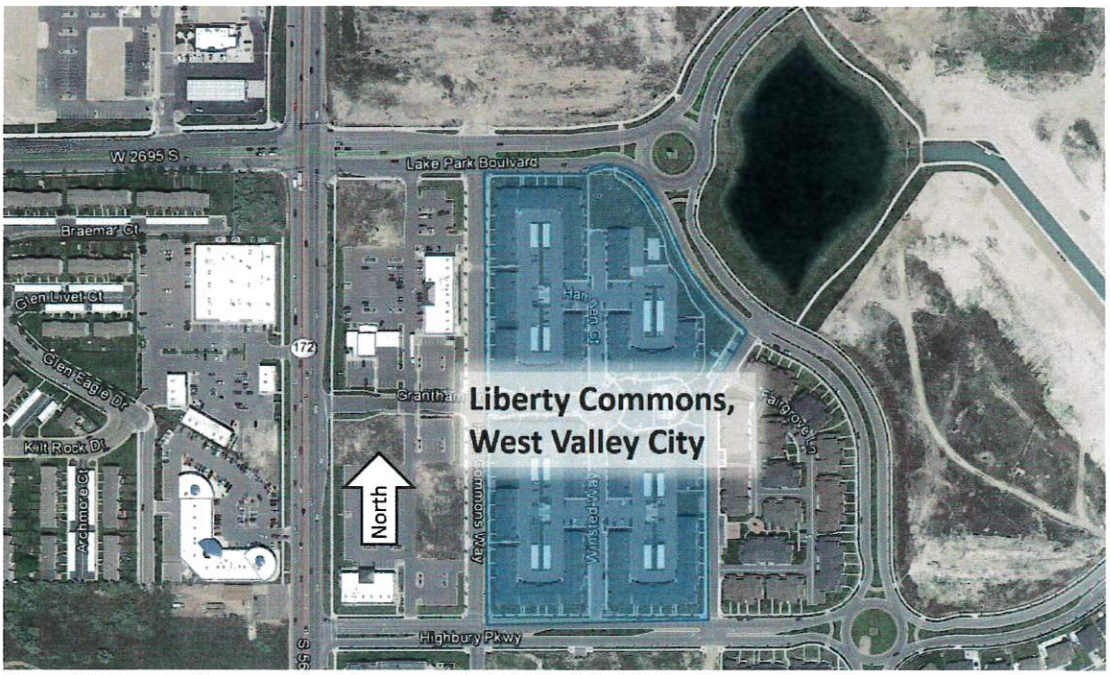


Figure 11: Liberty Commons Apartments – West Valley City, Utah

Lionsgate Apartments

The Lionsgate apartments are located at 136 W Fireclay Avenue, Murray, Utah within the Salt Lake Valley, and consist of 400 units (see Figure 12). During our data collection, it was observed that 522 parking stalls were occupied, 114 were empty and there were no garages and 242 vehicles parking adjacent to the curb within or near the complex.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 1.59 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 2.03 stalls / occupied unit

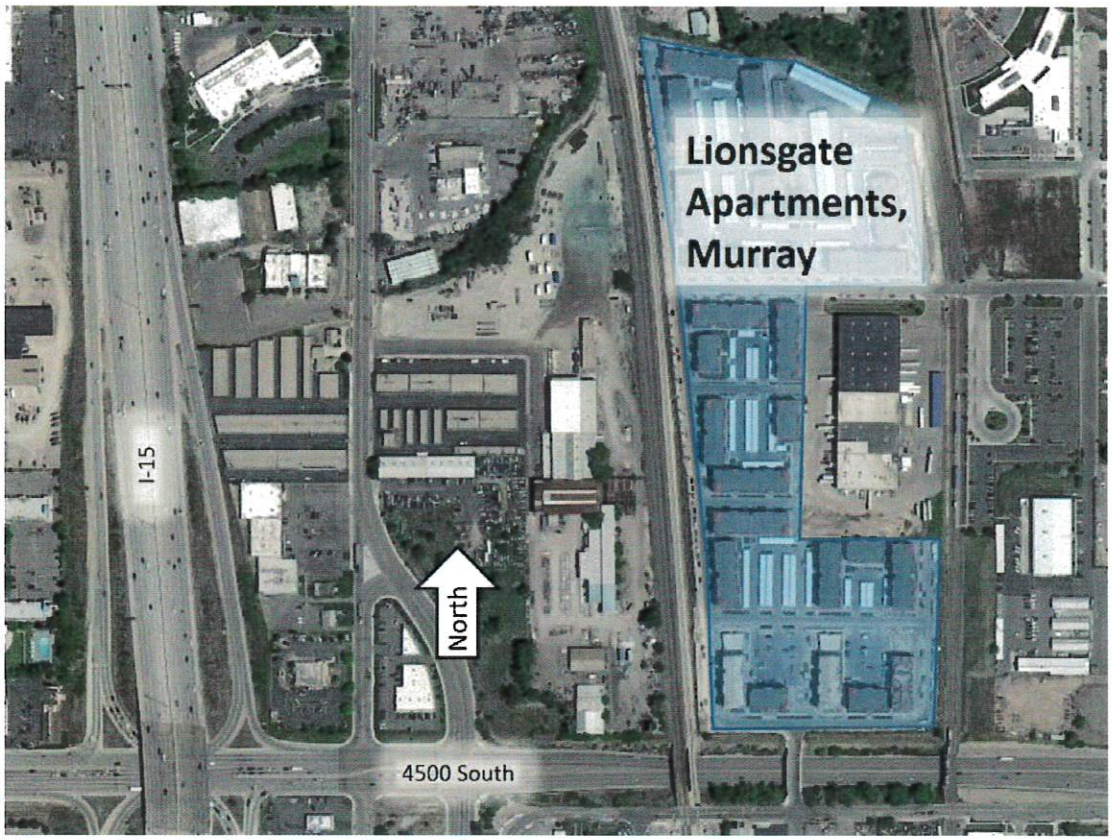


Figure 12: Lionsgate Apartments – Murray, Utah

Data Collection Summary

Within the Farmgate, Mission Meadowbrook, Coppergate, San Marino, San Moritz, San Tropez, Liberty Bend and Liberty Commons projects, each had closed garages that could not be counted. In order to provide a conservative estimate it was assumed that every garage space was being used for a vehicle. The following demand at the various apartment complexes was calculated:

Timbergate parking demand =	1.46
Farmgate Parking demand =	1.72
Mission Meadowbrook parking demand =	1.10
Mountain Shadows parking demand =	1.28
Egate parking demand =	1.73
San Marino parking demand =	1.48
San Moritz parking demand =	1.74
San Tropez parking demand =	1.68
Coppergate parking demand =	1.42
Liberty Bend parking demand =	1.94
Liberty Commons parking demand =	1.94
Lionsgate parking demand=	2.03
	1.63 Average parking demand / occupied unit (12)

Transit Friendly Parking Rates

The sites detailed above are typical apartment complexes across the Salt Lake Valley. The following sites were identified as being "Transit Friendly" by being located near transit stations and encouraging alternative modes of transportation. These sites include the Birkhill Apartments, 21 and View, Brickstone Apartments, and 2550 South Main.

Birkhill Apartments

The Birkhill apartments are located at 16 Gilbride Avenue, Murray, Utah within the Salt Lake Valley, and consist of 202 units (see Figure 13). During our data collection, it was observed that 250 parking stalls were occupied, 117 were empty and there were 26 garages with 2 vehicles in the driveways and 64 vehicles parking adjacent to the curb within or near the complex. The project appears to be over-parked as 65 additional units are under construction and will be rented by Aug. 2014. The Murray North (4400 South) TRAX Station is located nearby along with the 200, 205, 45, 47 and 228 bus lines.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.87 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 2.48 stalls / occupied unit



Figure 13: Birkhill Apartments – Murray, Utah

Due to the current construction of 64 additional units (and no additional parking stalls) at the Birkhill apartments, this location was not used in the average rate calculation of "Transit Friendly" sites. Parking conditions will change as the units become available, so the parking rates here would not reflect the actual conditions.

21 and View Apartments

The 21 and View apartments are located at 2070 South View Street, Salt Lake City, Utah within the Salt Lake Valley, and consist of 29 units (see Figure 14). During our data collection, it was observed that 38 parking stalls were occupied, 10 were empty and there were no garages and 0 vehicles parking adjacent to the curb within or near the complex. Although curb parking was occupied, it appeared to be used by the adjacent restaurant. The 220, 21, and 213 bus lines run near the site and the end of the street car line is a few blocks away.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 1.66 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.36 stalls / occupied unit

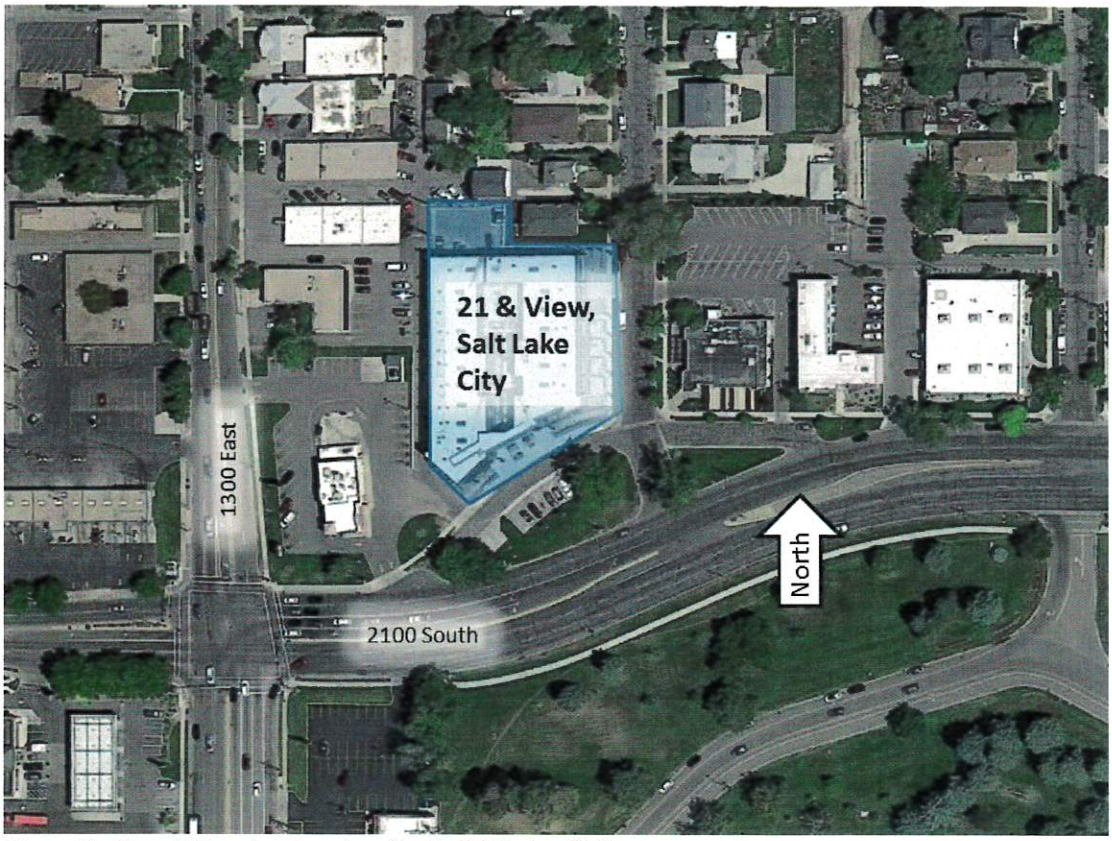


Figure 14: 21 and View Apartments – South Salt Lake, Utah

Brickstone Apartments

The Brickstone apartments are located at 220 East 3300 South, South Salt Lake, Utah within the Salt Lake Valley, and consist of 100 units (see Figure 15). During our data collection, it was observed that 76 parking stalls were occupied, 84 were empty and there were 60 garages and 0 vehicles parking adjacent to the curb within or near the complex. The manager estimated that approximately 50% of the garages were used for parking and the other 50% were used for storage. The Millcreek (3300 South) TRAX station is about 0.65 miles to the west and the 200, 205, and 33 bus lines run near the development.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.20 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.40 stalls / occupied unit



Figure 15: Brickstone Apartments – South Salt Lake, Utah

2550 South Main

The apartments at 2550 South Main, South Salt Lake, Utah are located within the Salt Lake Valley, and consist of 112 units (see Figure 15). During our data collection, it was observed that 78 parking stalls were occupied, 24 were empty and there were 68 garages with 34 vehicles parked in the driveway outside of the garage. There were 10 vehicles observed parking on-street adjacent to the complex. The 200 bus line runs near the development. The Central Pointe (2100 South) TRAX station is located less than a mile away.

The following conclusions can be made:

1. Supply (striped parking stalls on-site) = 2.13 stalls / unit
2. Demand (total parked vehicles on-site and off-site) = 1.71 stalls / occupied unit



Figure 15: 2550 South Main – South Salt Lake, Utah

"Transit Adjacent" Data Collection Summary

The following demand at the various "Transit Friendly" apartment complexes was calculated:

21 and View parking demand =	1.36
Brickstone parking demand =	1.40
2550 South Main parking demand =	1.71
	1.49 Average parking demand / occupied unit (3)

National Parking Rate Summary

Hales Engineering conducted a review of parking studies and city codes specific to Transit-Oriented Developments (TODs) across the country. Studies included locations in California, Oregon, Wisconsin, Minnesota, and Virginia. Parking rates at these sites ranged from 0 stalls / unit to 1.59 spaces / unit. Other cities offer a percent reduction for a TOD, ranging from 10 – 22.8 percent. Provo city code allows a parking rate of 0.70 stalls / student tenant south of BYU campus. Additionally, Provo city code states that in a TOD zone, only 50 percent of the parking that is typically required within the municipal code is needed at a TOD site. Parking for residential uses on a fifth and sixth story may be reduced to 25 percent of the parking otherwise required. Provo also does not require parking for the first 2,500 square feet of retail or restaurant uses located in a building that consists of at least 50 residential units in a TOD zone.

There are several locations in Portland, Oregon where developments were allowed a 0 stalls / unit parking rate. These developments rely solely on transit or bicycle travel. Numerous sites studied in California showed a demand of only 1.07 stalls / unit. The parking studies are summarized in the appendix.

Additional amenities may also be defined as a way to reduce parking. For example, supplying a car share or a bike share on site may allow for a parking reduction. Another more aggressive parking reduction strategy would be to unbundle parking from the unit. Unbundled parking is when a tenant pays a fee or "buys" a parking stall separate from the unit. This incentivizes tenants to not use parking, or attracts tenants that do not rely on cars for transportation.

Conclusions and Recommendations (South Salt Lake Parking Study)

Hales Engineering recommends that a parking rate of 1.5 stalls / unit be used for sites near transit (such as the streetcar in South Salt Lake). Parking counts collected throughout the Salt Lake Valley show that the parking demand at apartment complexes near transit stations are lower than a typical apartment complex. Additionally, studies throughout the Country confirm that parking demand near transit stations is lower.

Additionally, parking reductions could be considered for additional amenities. Some examples of amenities that could result in a reduction in required parking are shown in Table 1. A

reduction for proximity to transit is not included in the table because the "transit friendly" rate of 1.5 already accounts for a transit reduction.

As mentioned, unbundled parking is when a tenant pays a fee or "buys" a parking stall separate from the unit. It is recommended that this reduction only be given if 100 percent of the tenant parking is unbundled.

An additional amenity that was considered was compact car parking. However, it was determined that a compact car is still a vehicle and requires a parking stall, therefore, no reduction in parking is recommended.

Project controlled on-street parking is when a development is allowed to utilize and enforce on-street parking adjacent to the project. This may be permit parking only or something similar.

Table 1: South Salt Lake Amenities and Parking Rate Reductions

Eligible Parking Rate Reductions	
Amenity	Recommended Reduction (Stalls / Unit)
Car Share (limit 1 car / 100 units)	0.05
Unbundled Parking (100%)	0.1
Bike Share	0.05
Bike Lockers / Storage	0.05
Development Supplied Transit Passes	0.15
Senior Housing	0.2
Student Housing (<1/4 mile from campus)	0.1

Hales Engineering also recommends that adjacent on-street parking be provided at complexes where the lower parking rates are applied. This provides a factor of safety in case parking demands are higher than expected. It is also recommended that this table and the reductions applied become dynamic, so that as projects are constructed and after studies are completed, adjustments can be made to the reduction factors to reflect the actual field application. In addition, as areas in South Salt Lake continue to urbanize around the street car line, the younger generations who are less auto dependent, will likely cause a change in the future parking rates.

S-line Apartments Parking Calculations

As previously identified, parking rate reductions can be utilized to minimize the parking on-site for various projects adjacent to the S-line in South Salt Lake. The redevelopment of the Classic Bowling site in South Salt Lake is currently proposing to construct 287 apartment units, which would require 431 parking spaces (287 units X 1.5 stalls / unit).

The proposed project owners are planning for parking rate reductions as follows:

1. 100% Unbundled Parking (0.1 rate reduction)
2. Bike lockers and storage (0.05 rate reduction)

3. Development Supplied Transit Passes (0.15 rate reduction)
4. Providing project controlled on-street parking (0.1 rate reduction)

The following calculations show how the parking rate reductions could be applied and provides additional detail for reductions 3 and 4, previously mentioned. The starting point for parking calculations is the 1.5 stalls per dwelling unit (431 stalls) and can reduce down to 1.2 stalls per unit (345 stalls) according the City, see the calculations as follows:

1.5 stalls / unit (starting point for reductions)
0.1 stalls / unit (reduction for unbundling parking)
0.05 stalls / unit (reduction for providing bike lockers and storage)
0.15 stalls / unit (developer supplied transit passes, 25 to 37 passes, or one pass per stall reduced)
0.04 stalls / unit (developer enforced on street parking, e.g., 1 or 2 hr. enforced time limit from 8:00 a.m. until 6:00 p.m., followed by no regulated parking between 6:01 p.m. until 7:59 a.m., this would be for the 12 spaces on 200 east).

1.5 – 0.1 – 0.05 – 0.15 – 0.04 = 1.16 stalls / unit (333 stalls)

Recognizing that the maximum stalls per unit reduction is 1.2, the project will not propose to exceed this limit, however, additional reductions could be applied that could potentially reduce the stalls count down to 1.16 stalls per unit.

It is our recommendation is that the stalls per unit can be reduced for this project to a more reasonable 1.2 stalls per unit, provided the commensurate reduction measure are implemented.

If you have any questions with this study, please feel free to call us.

Data Collection Summary

Within the Farmgate, Mission Meadowbrook, Coppergate, San Marino, San Moritz, San Tropez, Liberty Bend, Liberty Commons, and Viewpointe projects, each had closed garages that could not be counted. In order to provide a conservative estimate it was assumed that every garage space was being used for a vehicle. The following demand at the various apartment complexes was calculated:

Timbergate parking demand =	1.46
Farmgate Parking demand =	1.72
Mission Meadowbrook parking demand =	1.10
Mountain Shadows parking demand =	1.28
Egate parking demand =	1.73
San Marino parking demand =	1.48
San Moritz parking demand =	1.74
San Tropez parking demand =	1.68
Coppergate parking demand =	1.42
Liberty Bend parking demand =	1.94
Liberty Commons parking demand =	1.94
Lionsgate parking demand=	2.03
Canyon View Crossing parking demand =	1.60
Sienna Villas Apartments parking demand =	1.26
Viewpointe Apartments parking demand =	1.48
	1.59 Average parking demand / occupied unit (15)

AMERICAN FORK CITY
PLANNING COMMISSION

MEETING DATE: October 6, 2021
STAFF PRESENTATION: Wendelin Knobloch

AGENDA TOPIC: Review and action on a site plan for the Pyne Accessory Structure located at 64 South 850 East in the R3-7,500 zone

ACTION REQUESTED: Approval of the site plan.

BACKGROUND INFORMATION					
Location:		64 South 850 East			
Applicants:		Trevor Pyne			
Existing Land Use:		Residential			
Proposed Land Use:		N/A			
Surrounding Land Use:	North	Residential			
	South	Residential			
	East	Residential			
	West	Residential			
Existing Zoning:		R3-7,500			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	R1-9,000			
	South	R3-7,500			
	East	R1-9,000			
	West	R3-9,000			
Land Use Plan Designation:		Residential High Density			
Zoning within density range?		x	Yes		No

Background

The applicant, Mr. Pyne, requests approval of a site plan for a 1477 square foot accessory structure located south of the home at 64 South 850 East.

The lot is located on a cul-de-sac with newer single-family homes bordered by townhomes to the west and an undeveloped parcel to the south. The structure will be constructed of materials compatible with existing development. The Development Code stipulates in Section 17.5.105 that an accessory structure consisting of 1,000 square feet or greater requires approval by the Planning Commission for which reason this is being presented to the commission.

Consistency with the Land Use Plan:

The Land Use Plan designates this area as “Residential High Density”. The site plan is consistent with the Land Use Plan designation.

Section 17.6.101.B of the Development Code

Application for site plan approval shall be submitted on forms provided by the City and shall be accompanied by maps and drawings showing the following:

a. The location of all existing and proposed buildings and structures on the site, with full dimensions showing the distance between buildings and distances from buildings to adjacent property lines.

   The location of the proposed structure and the existing home, showing the distance between buildings and the distances from buildings to adjacent property lines has been illustrated on the site plan.

b. The location of all parking spaces, driveways, and points of vehicular ingress and egress.

   The location of driveways and points of vehicular ingress and egress has been illustrated.

c. A landscaping plan showing the location, types and initial sizes of all planting materials to be used together with the location of fences, walls, hedges, and decorative materials.

   A landscaping plan is not required.

d. Preliminary elevations of main buildings showing the general appearance and types of external materials to be used.

   Preliminary elevations have been provided.

e. The location of solid waste receptacles and trash pick-up areas.

   This is not required for an accessory structure.

Section 17.5.105 of the Development Code

Approval of an accessory building 1,000 square feet or greater may be granted by the Planning Commission upon findings that:

1. The accessory building will be incidental to the primary use of the parcel.

The primary use of the parcel is residential. The accessory structure will be used for storage and will be incidental to the primary use (residential).

2. The applicant has provided adequate assurance that neither the accessory building nor any portion thereof will be used or converted for use as living or sleeping quarters or for the conduct of a business.

   Neither the structure, nor any portion thereof, will be used or converted for use as living or sleeping quarters, or for the conduct of business. It is strictly for personal storage and use.

3. The bulk, height, style and construction material of the accessory structure is compatible with dwellings in the immediate vicinity and will not result in an undue negative impact upon adjacent properties.

   The bulk, height, style and construction material of the accessory structure will be compatible with dwellings and accessory structures in the immediate vicinity and will not result in an undue negative impact upon adjacent properties. Adjacent properties are residential.

FINDINGS OF FACT

After reviewing the application for site plan approval, the following findings of fact are offered for consideration:

1. The proposed site plan meets the review criteria as found in Section 17.6.101.B of the Development Code.

2. The proposed site plan meets the findings as outlined in Section 17.5.105 of the Development Code.

POTENTIAL MOTIONS

APPROVAL

Mr. Chairman, I move that we approve the site plan for an accessory structure with the findings listed in the staff report and subject to any findings, conditions and modifications listed in the Engineering Report.

DENIAL

Mr. Chairman, I move that we deny the site plan for an accessory structure.

TABLE

Mr. Chairman, I move that we table action on the site plan for an accessory structure.

AMERICAN FORK CITY ENGINEERING DIVISION
STAFF REPORT

Planning Commission Meeting Date: 10/6/2021

This report is a summary of the American Fork City Engineering Division plan review comments regarding the subject plan as submitted by the applicant for American Fork City Land Use Authority approval:

Project Name: Pyne Accessory Structure

Project Address: 64 South 850 East

Developer / Applicant's Name: Trevor Pyne

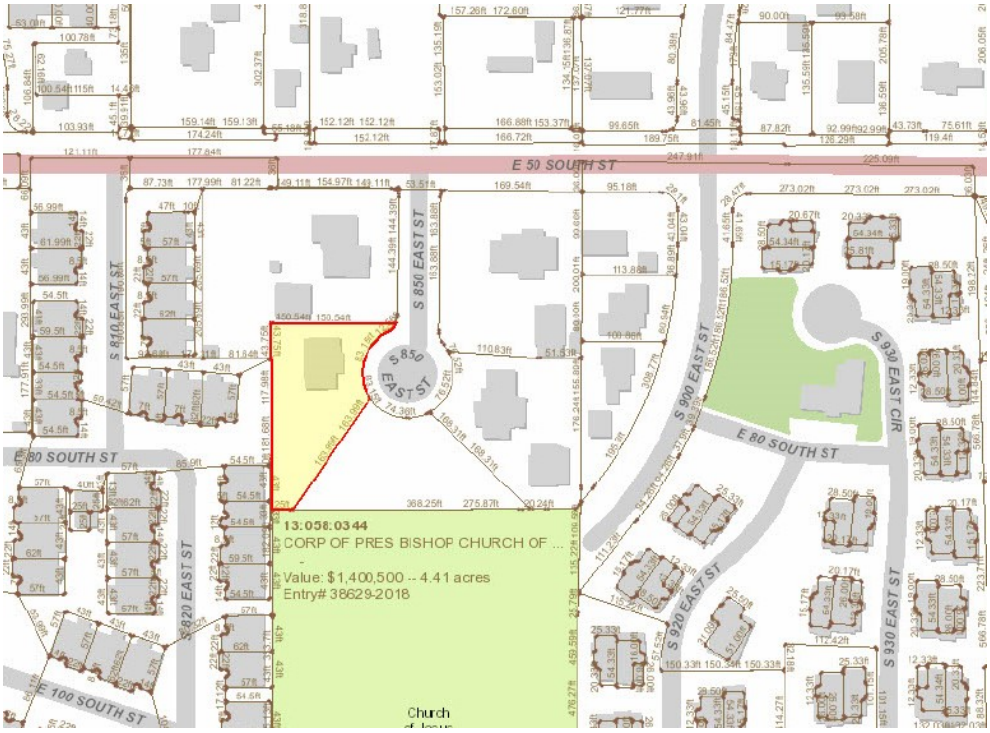
Type of Application:

- ☐ Subdivision Final Plat
- ☐ Subdivision Preliminary Plan
- ☐ Annexation
- ☐ Code Text Amendment
- ☐ General Plan Amendment
- ☐ Zone Change
- ☐ Commercial Site Plan
- ☒ Residential Accessory Structure Site Plan

Engineering Division Recommendation: The Engineering Division recommends APPROVAL of the proposed development subject to the following findings and conditions:

1. All Standard Conditions of Approval and items denoted as "Plan Modification(s) Required" in the 10/6/2021 Engineering Division Staff Report for the City Land Use Authority shall be addressed on all final project documents.

Project Map:



STANDARD CONDITIONS OF APPROVAL

Standard Conditions of Approval:

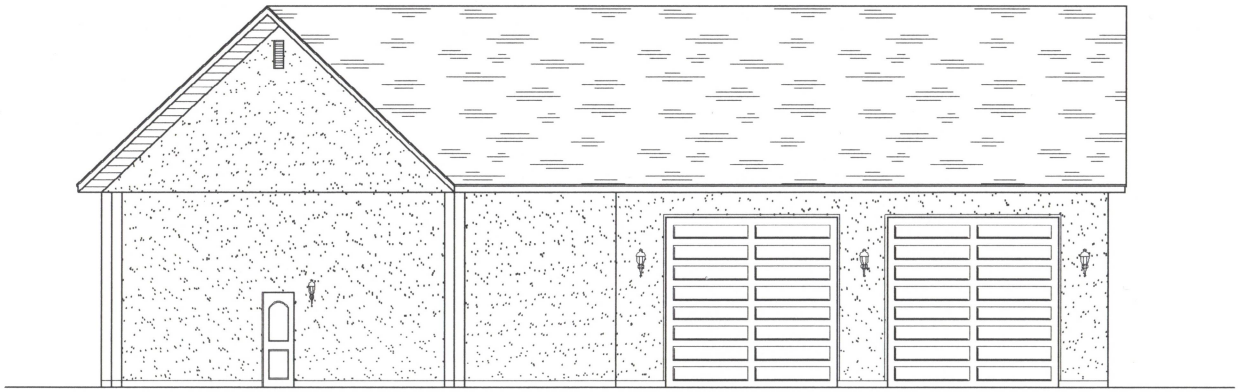
APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with these Standard Conditions of Approval prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

1. **Performance Guarantee:** Post a performance guarantee for all required public and essential common improvements.
2. **Easements and Agreements:** Submit/record a long-term Storm Water Pollution Prevention Maintenance Agreement signed and dated by the property owner and any required easement documentation.
3. **Land Disturbance Permit:** Obtain a Land Disturbance Permit.
4. **Compliance with the Engineering Division Plan Review Comments:** All plans and documents shall comply with all the Technical Review Committee comments and the City Engineer's final review.
5. **Fees:** Payment of all development, inspection, recording, street light, and other project related fees.

TREVOR GARAGE
LOT #

9-25-21

64 S. 850 E. AMERICAN FORK



COVER PAGE C-1

PAGE 1 FRONT & RIGHT ELEVATION

PAGE 2 LEFT & REAR ELEVATION

PAGE 3 FOUNDATION PLAN VIEW

PAGE 4 MAIN FLOOR & ELECTRICAL PLAN

PAGE 5 ROOF FRAMING CROSSECTION PLAN

PAGE 6 SITE PLOT PLAN

PAGE 7 SD-1

PAGE 8 SD-2

PAGE 9 SD-3

PAGE P-1 SITE WITH UTIL. & NOTES

EROSION CONTROL MEASURES CONTROL TO BE MEET DURING CONSTRUCTION

TREVOR GARAGE
LOT #

COVER PAGE

JL

C1

TREVOR GARAGE
LOT #

9-25-21

NOTE:
1. ALL CONC. LANDING & "FLAT SURFACE" TO BE 3/4" MIN. 1/4" MAX SLOPE PER FT.

STEP FLASHING (SHINGLES) AS REQ'D.
FLASHING BETWEEN STUCCO & VENEER

STUCCO PER ICC.

ROOF PITCH 6/12 MIN. U.N.O.

ROOFING TO BE 30YR. GRADE
(5) NAILS PER SHINGLE WITH
(6) NAILS PER SHINGLE

ATTIC VENTS TO BE MIN.
1/150 OF AREA VENTILATED
UNLESS EXCEPTIONS ARE MET
(SEE T.R. PROVISION)
(PER IRC 2015)

FINAL GRADE TO SLOPE 2% MIN.
FOR 10' MIN. ON ALL SIDES.

FULL RAIN GUTTERS W/
DOWNSPOUTS EXTENDED 10'
AWAY FROM FOUNDATION WALLS
OR AS REQ'D. AS PER LOCAL CODE.

36" MIN. RAILING REQ'D AT ANY
DROP 30" OR GREATER.

ANGLE IRON BRICK AS REQ'D.

VAPOR/ WEATHER BARRIER
(2) LAYERS OF 15 lb FELT TO BE
APPLIED ON ALL EXTERIOR WALLS

ALL ATTICS WILL HAVE ridge VENTS
FOR PROPER ATTIC VENTILATION.

PROVIDE FLASHING @ ALL
INTERSECTION OF STUCCO TO
BRICK, ROOF ETC.

PROVIDE METAL FLASHING @ 8"
DOWN LEG @ FOUNDATION LEG

CORROSION RESISTANCE FLASHING REQ'D
FROM FOUNDATION TOP OF THE FIRST
PLATE LINE OF EXTERIOR OR BEARING TO
FACE STUD. WEEP HOLES REQ'D 33" O.C.
FLASHING TO EXTEND 1/2" BEYOND
FOUNDATION FACE.

ALL ATTIC TRUSSES WILL BE BLOWN FIBER GLASS
THAT WILL EQUALS R-38 OR BETTER.

ALL EAVES & VALLEYS
TO HAVE ICE & WATER SHIELD
UPON GROUND REQ'D

PROVIDE 8" FLASHING AROUND ALL WINDOWS
AND DOORS WITH SILL PLATE FLASHING

FLASH AND CAULK ALL EXTERIOR WINDOWS
AND DOORS AS PER MANUFACTURER'S INSTRUCTIONS

PROVIDE TEMPERED GLASS IN ANY WINDOW WITHIN
24" OF THE BOTTOM RISER OF STAIRS WHEN BOTTOM
EDGE OF GLASS IS LESS THAN 60" ABOVE FLOOR SURFACE

36" x 36" LANDING AT MAIN REQ'D EXIT DOOR
- MAX DROP BETWEEN THRESHOLD AND LANDING
8" MAX DROP FOR SLIDING DOOR

WINDOW WELL NOTE
R-310.2
R-310.2.1

90% COMPACTION ON ALL BACKFILLED AREAS

ANCHOR BOLTS TO BE 1/2" x 10" @ 32"
O.C. MAX SPACING

NOTE: SILL PLATES TO BE MADE OF
REDWOOD OR PRESSURE TREATED WOOD

TEMPERED GLASS FOR WINDOWS WITHIN 24" OF A
DOOR, OR BATHROOM WINDOWS SUBJECT TO IMPACT.

GFCI OUTLETS IN BATH, KITCHEN, GARAGES,
OUTSIDE, UNFINISHED BASEMENT & ALL LAUNDRY
WITHIN 60" OF SINK

PROVIDE CORROSION RESISTANT METAL "L" FLASHING
WITH PROPER COUNTER FLASHING OVER ALL EXTERIOR DOORS
INCLUDING GARAGE DOORS W/O NAILING OR FLANGES THAT
ALLOW FOR PROPER FLASHING AND COUNTER FLASHING.

A WEATHER RESISTIVE BARRIER AND FLASHING INSPECTION
IS REQUIRED BY STATE OF UTAH AMENDMENT #109 I 5. ALL
WEATHER BARRIER MUST BE INSPECTED PRIOR TO THE
INSTALLED BRICK OR STONE VENEER, VINYL, WOOD OR
ALUMINUM SIDING AND OR STUCCO OR "EIFS" SYSTEMS

ONE COAT CEMENT STUCCO SYSTEM OR "EIFS" SYSTEM WILL
BE INSTALLED ON WHAT APPEARS TO BE AREAS WITHOUT
BRICK VENEER ON THE ELEVATION DRAWINGS AND ATTACH
TO THE PLANS A CURRENT "ICC" EVALUATION REPORT FOR
EITHER THE ONE COAT STUCCO SYSTEM OR "EIFS" SYSTEM

INSULATION BAFFLES IN THE ATTIC AT THE EXTERIOR PERIMETER
OF ROOF TRUSS TO ALLOW FOR SOFFIT VENTING M1101.4.1

PROVIDE INSULATION DEPTH MARKERS EVERY
300 SQUARE FEET OF ATTIC AREAS M1101.4

NOTE:
PROVIDE AN ICC ES REPORT FOR ANY STUCCO
OR CULTURED STONE PRODUCT

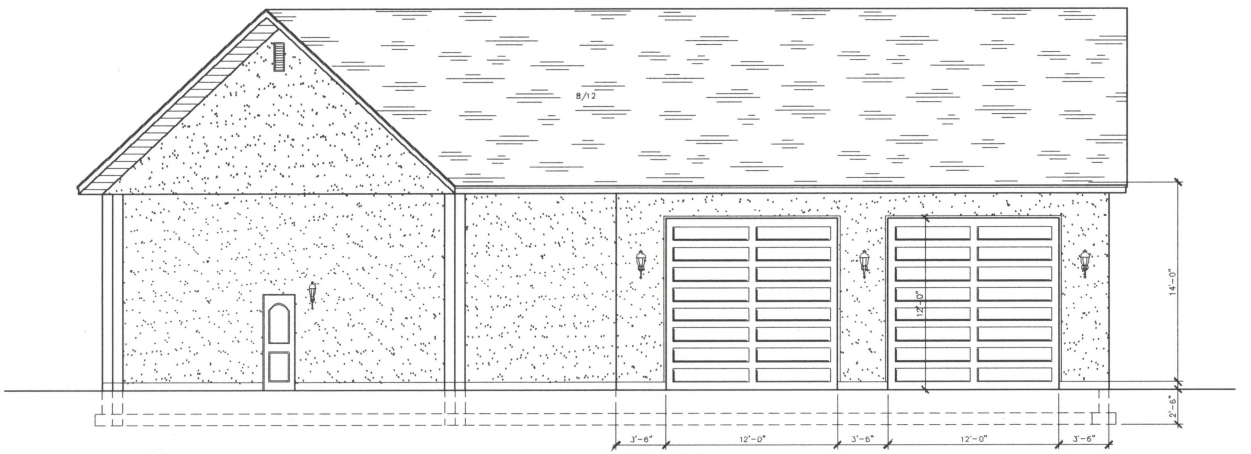
GLAZING ABOVE TUBS, & IN SHOWER DOORS, TUB & SHOWER ENCLOSURES
MUST BE TEMPERED OR SAFETY GLASS.

GLAZING IN DOORS, WITHIN 24" OF ANY DOOR OR LESS THAN 18" ABOVE
THE FLOOR MUST BE TEMPERED OR SAFETY GLASS.

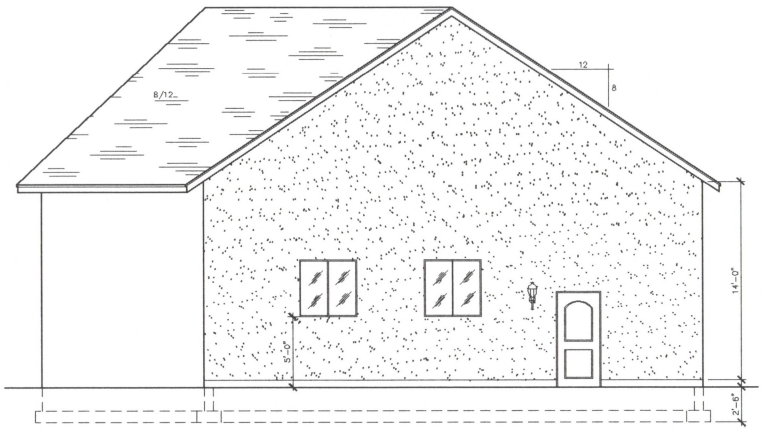
NOTE:
PROVIDE 20 MINUTE SELF LATCHING DOOR BETWEEN HOME & GARAGE

NOTE:
GFI PROTECT ALL GARAGE RECEPTACLES INCLUDING GARAGE DOOR OPENER

NOTE:
ARC-FAULT PROTECT SLEEPING ROOM DEVICES



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

NOTES:
-Final grade to slope away from home on all sides min. 2% slope.
-Top of foundation to be established by builder. Final grade to be min. 6" below top of foundation and fall 6" in the first 10' at all 4 elevations. (front, rear & sides)

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TREVOR GARAGE
LOT #

JL HOME DESIGN
LAYOUT DESIGN
CELL 787-9004
S.S.O.I. PLANS & 3D SQ.FT.
S.S.O. PLANS & 3D SQ.FT.

FRONT AND RIGHT SIDE ELEVATIONS
1/4" = 1'-0"

N.T.S.	PLAN: TREVOR GARAGE
1/4"=	ELEV.#
B.A.	DRAWN BY:
.25"	DATE: 9-23-21

UPPER SQ. FT.	
MAIN SQ. FT.	
BASEMENT SQ. FT.	
TOTAL SQ. FEET	

PAGE 1 of 5

TREVOR GARAGE
LOT #

9-25-21

SYMBOL LEGEND

- SURFACE MOUNTED LIGHT FIXTURE
- RECESSED INCDNT. LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- CEILING EXHAUST FAN
- CEILING EXHAUST FAN W/ LIGHT
- WALL MOUNTED INCDNT. LIGHT
- RECESSED IN WALL INCDNT. LIGHT
- FLUORESCENT LIGHT FIXTURE
- FLUORESCENT FIX. UNDER CABINETS
- DUPLEX OUTLET
- 1/2 SWITCHED DUPLEX OUTLET
- 220 V. OUTLET
- WEATHER PROOF BUBBLE (GFCI)
- RECESSED FLOOR OR CEILING OUTLET
- TELEVISION
- TELEPHONE OUTLET
- SWITCH
- P.C. PULL CHAIN LOGHT
- SMOKE DETECTOR
- C.V. CENTRAL VACUUM OUTLET
- CEILING FAN WITH LIGHTS
- EXTERIOR FLOOD LIGHT
- FIXTURE CONNECTION
- HEAT LAMP FIXTURE
- INTERCOM
- CO CARBON MONOXIDE DETECTORS

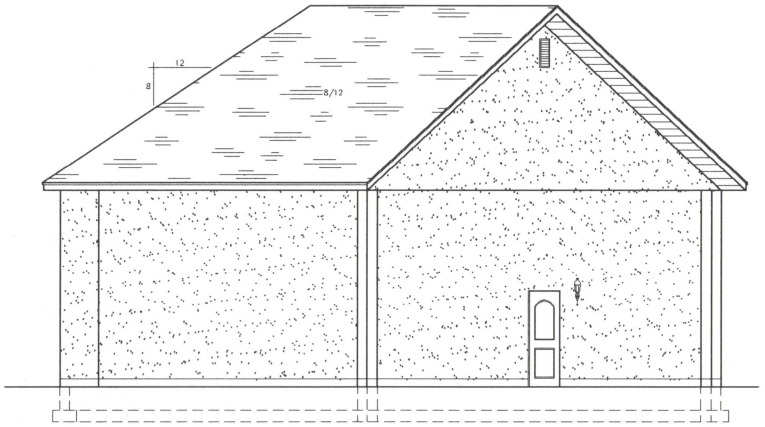
NOTE: ELECTRICAL

1. SMOKE DETECTORS TO BE HARD WIRED TOGETHER IN SERIES W/ BATTERY BACKUP.
2. ALL BEDROOM WITH SMOKE DETECTORS TO COMPLY WITH NATIONAL ELECTRICAL CODE
3. ELECTRICAL CHES WASHERS SHALL BE SUPPLIES AN INDIVIDUAL CIRCUIT.
4. KITCHEN TO BE PROVIDED WITH AT LEAST TWO, 20 AMP CIRCUIT.
5. ELECTRICAL PANEL WILL NOT BE IN FIRE WALL OR STAIR WAY
6. PLASTIC ELECTRICAL BOXES IN GARAGE TO BE A MINIMUM 2 HOUR FIRE RATED
7. ALL BEDROOM OUTLETS SHALL BE ARC-FAULT PROTECED.
8. PLUG RECEPTACLES ARE REQ'D EVERY 12' MAXIMUN SPACING & WITHIN 6' ALL WALL ENDS OR DOORS
9. KITCHEN COUNTER TOP PLUGS ARE REQ'D AT 4' O.C. MAXIMUN SPACING & ALSO LOCATED WITHIN 2' OF COUNTER END.
10. SMOKE DETECTORS REQ'D IN HALL TO BEDROOMS.
11. CARBON MONOXIDE DETECTORS ALL LEVELS AND INTERCONNECT ALL WIRING.
12. WEATHER PROOF BUBBLE ON ALL EXTERIOR GFCI OUTLETS.
13. PROVIDE 110 V OUTLET WITHIN 25' OF A/C UNIT
14. NOTE: LIFER GROUND IS REQUIRED
15. NOTE: PROVIDE A "U-FER" GROUND E3508.1.2, NEC 250.50

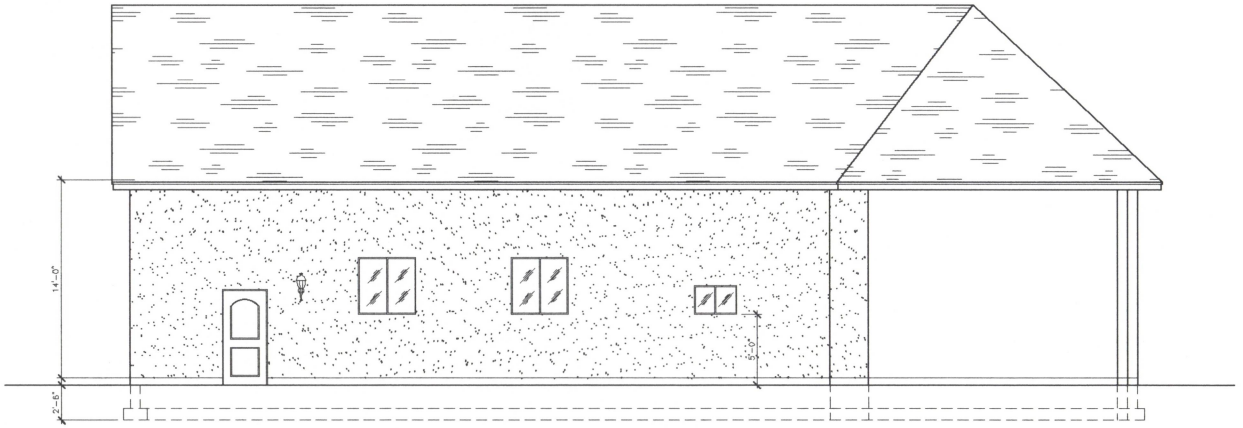
WINDOW SYMBOL LEGEND

SLIDER | SINGLE HUNG | PICTURE WINDOW

SEE PAGE 6 FOR GRADING & DRAINAGE PLAN
ELEVATIONS & ECT.
SILT FENCE AT NEW CONSTRUCTION FOR EROSION CONTROL



LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"

TREVOR GARAGE
LOT #

JL HOME DESIGN
CHRISTOPHER J. LESSER
TEXAS REGISTERED ARCHITECT
CELL 717-9004
S.50 SQ. FT.

REAR AND LEFT SIDE ELEVATIONS
1/4" = 1'-0"
9-25-21

UPPER SQ. FT.: N/A
MAIN SQ. FT.: 1477
BASEMENT SQ. FT.: N/A
TOTAL SQ. FEET: 1477

PLAN: TREVOR GARAGE
UNIT:
DATE:

Page 2 of 5

TREVOR GARAGE
LOT #

BLUE STAKE BEFORE EXCAVATING THE FOUNDATION

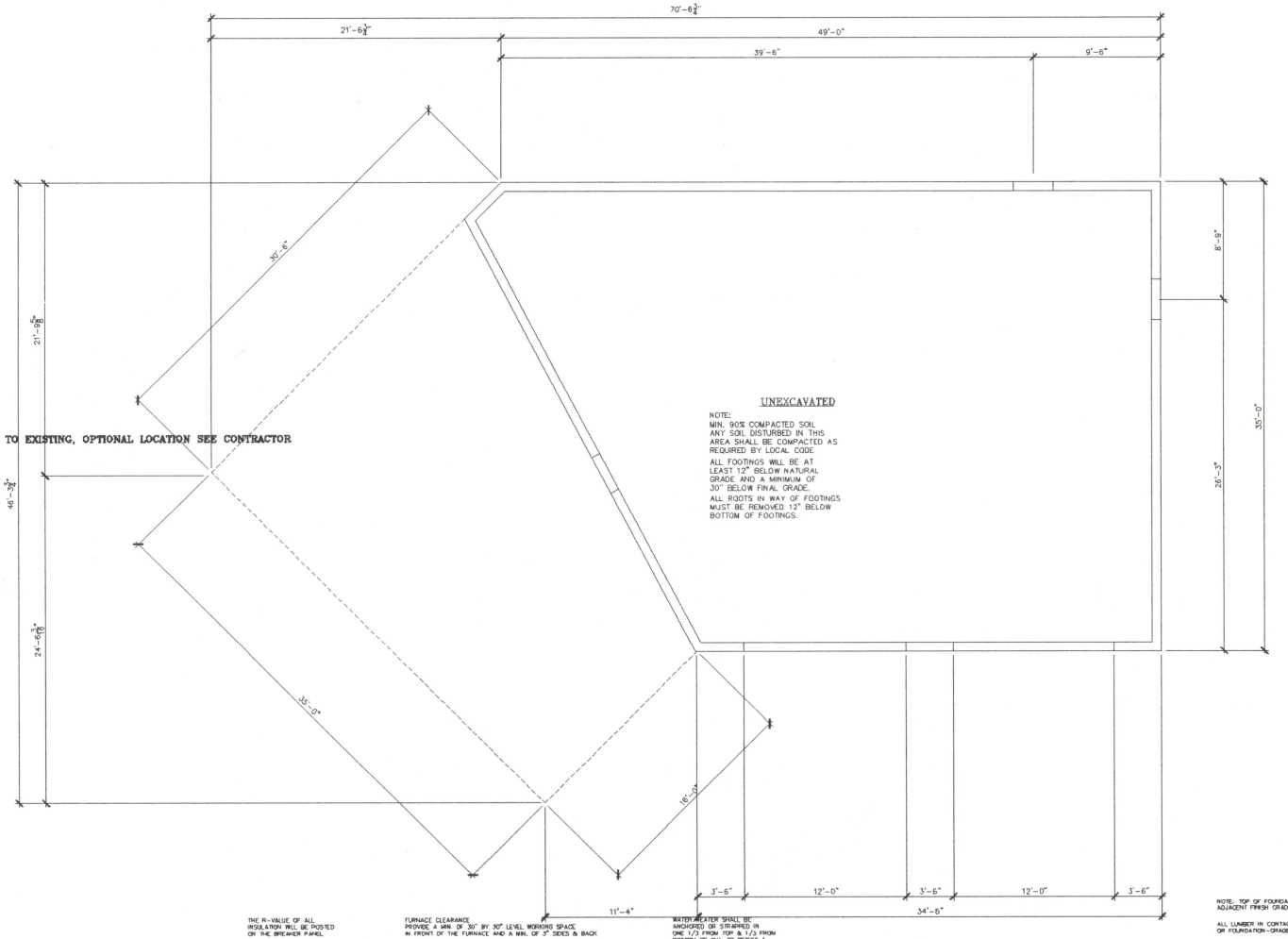
NOTE:
FOUNDATION WALLS THAT ENCLOSE HABITABLE SPACE BELOW GRADE TO BE WATERPROOFED.

NOTE:
ALL FASTENERS, CONNECTORS, HANGERS & ETC. IN CONTACT WITH THE PRESSURE TREATED LUMBAR ARE TO BE OF THE APPROPRIATE TYPE & FINISH

NOTE:
ALL WINDOWS ABOVE TUBS, AND IN SHOWER DOORS, TUB AND SHOWER ENCLOSURES MUST BE TEMPERED OR SAFETY GLASS.

NOTE:

1. PRV REQ'D ON MAIN WATERLINE SET AT OR BELOW 80 PSI.
2. PROVIDE A LADDER FOR WINDOW WELLS DEEPER THAN 44".
3. 2 SEISMIC RESTRAINT, REQ'D STRAP WATER HEATER TO WALL.
4. OUTSIDE COMBUSTION AIR TO BE PROVIDED TO FURNACE AND WATER HEATER, PER LOCAL CODE.
5. EXPANSION TANK REQ'D ON WATER SYSTEM.
6. EMT. WINDOWS SURF. AREA MUST BE 8% OF ROOM SQ. FTG. OR AS REQ'D AS PER LOCAL CODE.
7. ALL FOOTINGS TO BE 30" BELOW GRADE MIN.
8. PROVIDE THERMAL BREAK BETWEEN ALL FLOOR SLABS AND EXTERIOR FDN WALLS.
9. 4" CONCRETE SLAB OVER 4" GRAVEL BASE ON NATURAL UNDISTURBED SOIL OR OVER COMPACTED FILL AS REQ'D. TYPICAL AT ALL GDNG. SLABS.
10. HOLDOWN LOCATIONS ARE SHOWN PER ENGINEER.
11. FOOTING STEP LOCATIONS AND ELEVATIONS ARE ASSUMED. ADJUST AS REQUIRED ON SITE.
12. FOOTING TO BEAR ON NATURAL UNDISTURBED SOIL
13. 1/2" x 10" ANCHOR BOLTS EMBEDDED NOT LESS THAN 7" AND SPACED NOT MORE THAN 32" O.C. W/ NOT LESS THAN TWO BOLTS IN EACH PIECE. USE 3" x 3" x 0.229" SQUARE WASHERS (MIN.)
14. MIN. 90% COMPACTED SOIL. ANY SOIL DISTURBED IN UNEXCAVATED AREA SHALL BE COMPACTED AS REQUIRED BY LOCAL CODE.
15. ALL ROOTS IN WAY OF FOOTINGS MUST BE REMOVED 12" BELOW BOTTOM OF FOOTINGS.
16. HEAT VALVES REQ'D AT INLET & OUTLET.
17. 30" OF REPAIR SPACE IN FRONT OF WATER HEATER
18. ONE-INCH WATER LINE TO STRUCTURE. **WATER LINE COPPER TO EXISTING, OPTIONAL LOCATION SEE CONTRACTOR**
19. 6'-8" MIN. HEADROOM ON STAIRS.
20. PROVIDE A CONCRETE ENCASED ELECTRODE, FOR USE AS A GROUNDING ROD, PER LOCAL CODE.
21. ELECTRICAL SUB-PANELS PREFERRED LOCATION IN STORAGE OR MEC. ELECTRICAL PANEL SHALL NOT BE LOCATED UNDER STAIRS UNLESS ADEQUATE WORKING CLEARANCE & HEIGHT ARE ACHIEVED, 6'-6" HIGH
22. FOUNDATION WALL TO BE IN COMPLIANCE WITH STATE AMENDMENT. (SEE STATE AMENDMENT.)
23. IF WATER HEATER IS IN GARAGE ELEVATE SO THE IGNITION SOURCE IS A MINIMUM 18" ABOVE GARAGE FLOOR.
24. IF FURNACE IS IN ATTIC OR CRAWL SPACE PROVIDE ACCESS, WORKING SPACE, LIGHT AND GFCI
25. PROVIDE OUTSIDE COMBUSTION AIR TO FURNACE & WATER HEATERS. ONE DUCT WITHIN 12" OF THE CEILING & SIZED 1 SQ. IN PER 3000 TOTAL BTU INPUT OF ALL APPLIANCES. (INCLUDE THE COMBUSTION AIR DUCT SIZE)
26. NOTE: SILL PLATES TO BE MADE OF REDWOOD OR PRESSURE TREATED WOOD
27. NOTE: UFER GROUND REQUIRED
28. WINDOW WELL NOTE R-310.2. R-310.2.1
29. PER UTAH STATE AMENDMENT, 4" FOUNDATION WALLS REQUIRE (4) #4 REBAR HORIZ. & #4 REBAR EVERY 32" ON CENTER VERT.
30. DUCTWORK IN UNCONDITIONED SPACES WILL HAVE R-8 VALUE INSULATION
31. A CERTIFICATE WILL BE POSTED IN THE FURNACE ROOM OR BY ELECTRICAL PANEL SHOWING INSULATION R VALUES, WINDOWS U FACTORS AND EFFICIENCIES OF THE MECH. SYSTEM



THE R-VALUE OF ALL INSULATION WILL BE POSTED ON THE BREAKER PANEL

FURNACE CLEARANCE PROVIDE A MIN. OF 30" BY 30" LEVEL WORKING SPACE IN FRONT OF THE FURNACE AND A MIN. OF 3" SIDES & BACK

WATER HEATER SHALL BE ANCHORED OR STRAPPED IN ONE 1/3 FROM TOP & 1/3 FROM BOTTOM OF WH TO RESIST A HORIZONTAL FORCE EQUAL TO 1/3 OF THE OPERATING WEIGHT

NOTE: TOP OF FOUNDATION WALLS A MINIMUM OF 8 INCHES ABOVE ADJACENT FINISH GRADE. -IRC R404.1.6.

ALL LUMBER IN CONTACT WITH CONC. OR MASONRY MUST BE TREATED OR FOUNDATION-GRADE REDWOOD. IRC R323

FOUNDATION PLAN
SQ. FT. N/A
SCALE: 1/4" = 1'-0"

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TREVOR GARAGE
LOT #

JL HOME DESIGN
CUSTOM HOMES & REMODELING
JARED LESSER
CELL 787-9004

TOTAL SQ. FEET	N/A
BASEMENT SQ. FT.	
MAIN SQ. FT.	1477
UPPER SQ. FT.	

PLAN	FOUNDATION PLAN
SCALE	1/4" = 1'-0"
DATE	9-23-21

Page 3 of 5

TREVOR GARAGE
LOT

NOTE:
1. FREEZE-LESS, BACK FLOW PREVENTION HOSE BIBS REQUIRED.
2. TOILETS: 1.6 GALS./FLUSH MAX.
3. SHOWER HEADS: 2.5 GALS./MIN. MAX.
4. PLUMBING VENTS SHALL BE 2 FT. ABOVE OR 10 FT. AWAY FROM ALL AIR INTAKE OPENINGS.
5. FLAGPOLING OF PLUMBING VENTS IS PROHIBITED.
6. SMOKE DETECTORS SHALL BE HARD WIRED TOGETHER IN SERIES W/ BATTERY BACKUP
7. DOOR FROM HOUSE TO GARAGE TO BE (20)-MIN. FIRE RATED DOOR W/ CLOSER
8. BEAM & HEADERS SIZES PER ENGINEER.
9. LISTED & LABELED FIREPLACE (CC # MER-1181 OR ALPINE DIRECT VENT #SC 42.
10. TEMPERED GLASS TO BE IN SHOWERS, ABOVE TUBS, SLIDING DOORS, GLASS WITHIN 18" OF FLOOR & WITHIN 2' OF DOORS.
11. FLOOR FRAMING TO BE 11-7/8" TJI FLOORS AND 2"x10" TYPICAL UNLESS NOTED OTHERWISE.
12. ALL HEADERS TO BE (2) 2"x10" UNLESS OTHER WISE NOTED.
13. PROVIDE SOLID BLOCKING AT JOIST BEARING.
14. FULL HEIGHT WALLS ARE SHOWN SHADED ON PLANS
15. SPECIFIC SHEAR WALL TYPES AND LOCATIONS PER ENGINEER
16. PROVIDE ARC-FAULT PROTECTION ON ALL BEDROOM LIGHTS, SWITCHES, SMOKE DETECTORS AND RECEPTACLES.
17. 50 CFM FAN REQ'D IN BATHROOMS WITH OUT WINDOW.
18. SNOW & ICE DAM PROTECTION ON ALL ALL EAVES ABOVE HEATED WALLS.
19. 6'-8" MIN HEADROOM ON STAIRS
20. ALL WIRES WITHIN 6' OF ACCESS TO BE PROTECTED 1 HR. FIRE RATED CONSTRUCTION W/ LATCH IF REQ'D.
21. CARBON MONOXIDE DETECTORS REQ'D AT EACH LEVEL AND TO BE HARD WIRED IN SERIES.
22. INSPECTION OF WEATHER-RESISTIVE BARRIER & FLASHING TO PREVENT WATER FROM ENTERING.
23. BEDROOM EGRESS WINDOWS TO BE WITHIN 44" OF FLOOR
24. ALL WINDOWS & DOORS MUST BE FLASHED AND CAULKED AS PER MANUFACTURES INSTRUCTIONS (OF FLASHING)
25. PROVIDE AN ATTIC ACCESS TO ALL AREAS THAT EXCEED 30 SQ. FT. AND HAVE A VERTICAL HEIGHT OF 30" OR GREATER. THE ROUGH FRAMED OPENING SHALL NOT BE LESS THAN 22"X30" AND SHALL BE IN A HALLWAY OR OTHER READILY ACCESSIBLE LOCATION WITH A MIN. 30" UNOBSTRUCTED HEAD ROOM. (NOT IN CLOSETS)
26. PROVIDE EXTERIOR WINDOWS, DOORS AND OTHER OPENINGS WITH FLASHING AND COUNTER FLASHING. CAULKING WITH THE PROPER TYPE OF SEALANT. SEALING OF WINDOWS AND INSTALLATION OF WINDOWS IS REQUIRED IN ACCORDANCE WITH AAMA GUIDELINES.
27. PROVIDE ICE AND WATER SHIELD AT ALL ROOF EDGES, EAVES, AND VALLEYS. SHIELD MUST EXTEND AT LEAST 24" PAST THE WARM AIR SIDE OF THE EXTERIOR WALLS. R 905.2.7.1
28. PROVIDE METAL FLASHING OR 15 LB FELT BETWEEN WOOD EXTERIOR WALL SHEATHING, FLOOR SHEATHING OR FLOOR JOISTS AND CONCRETE SLABS, DECK PORCH CAPS, LANDINGS OR STAIRS.
29. EXTERIOR FINISHES MUST BE LISTED, LABELED, AND INSTALLED AS PER MANUFACTURE'S INSTALLATION INSTRUCTION GUIDE. ALL INSTALLERS MUST BE APPROVED BY THE MANUF.
30. OCCUPANCY SEPARATIONS SHALL BE VERTICAL (WALLS FROM FLOOR TO UNDER SIDE OF ROOF SHEATHING) OR HORIZONTAL (CEILING OR FLOOR ABOVE) OR BOTH WHERE HORIZONTAL. THE STRUCTURAL MEMBERS SUPPORTING THE SEPARATION SHALL BE PROTECTED BY FIRE-RESISTIVE CONSTRUCTION. NAILING SHALL BE 6" O.C. FOR THE CEILING AND 7" O.C. FOR THE WALLS.
31. ICE & WATER SHIELD SHALL EXTEND INWARD AT LEAST 24" BEYOND THE EXTERIOR WALLS.
32. GLAZING IN DOORS & ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATH TUBS & SHOWERS. GLAZING IN ANY PART OF A BUILDING WALL ENCLOSING THESE COMPARTMENTS WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES MEASURED VERTICALLY ABOVE ANY STANDING OF WALKING SURFACE.
33. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE IS WITHIN A 24" ARC OF THE DOOR IN A CLOSED POSITION & WHOSE BOTTOM EDGE IS LESS THAN 60 " ABOVE THE FLOOR OR WALKING SURFACE.
34. PROVIDE INSULATION DEPTH MARKERS EVERY 300 SQ. FT. OF ATTIC AREAS M1101.4.1
35. PROVIDE 8" FLASHING AROUND ALL WINDOWS AND DOORS WITH SILL PLATE FLASHING
36. FLASH AND CAULK ALL EXTERIOR WINDOWS AND DOORS AS PER MANUFACTURER'S INSTRUCTIONS
37. TUBS AND SHOWERS WITH TILED WALLS NOW REQUIRE CEMENT, FIBER-CEMENT OR GLASS MAT GYPSUM
38. THE ATTIC ACCESS THAT IS IN THE GARAGE IS TO BE LOCKED IN PLACE TO MAINTAIN THE REQ'D FIRE SEPARATION.
39. GARAGE PENETRATIONS TO BE PROTECTED WITH APPROVED MATERIAL TO RESIST THE PASSAGE OF FLAME & SMOKE. A FULL ENVELOPE PROTECTION IS REQUIRED
40. BATHTUB AND SHOWERS WILL HAVE AN ANTI SCALD VALVE LIMITING WATER TEMPERATURE TO 120 DEGREES
41. BACKWATER VALVES FOR DRN THAT ARE LOWER THAN THE MANHOLE COVER THIS WILL REQUIRE THAT THE BASEMENT WASTE SYSTEMS WILL BE PLUMBED INDEPENDENTLY.
42. NOTE:
PROVIDE AN ICC ES REPORT FOR ANY STUCCO OR CULTURED STONE PRODUCT
43. FLASHING EXTENDING 1/2" PAST THE FOUNDATION FOR ALL BRICK AND ROCK PRODUCTS.
44. FLASHING IS ALSO REQUIRED AT THE INTERSECTION OF STUCCO PRODUCTS TO ANY OTHER EXTERIOR COVERING
45. CONTRACTOR TO SUPPLY A HAVAC LOAD/LOSS CALCULATION REPORT AND A DUCT SIZING LAYOUT PLAN FOR THE COMPLETE STRUCTURE.
46. NOTE:
HEATING AND COOLING SYSTEM WAS DESIGNED TO ACCA MANUAL J AND D OR OTHER APPROVED CALCULATIONS.
47. NOTE:
PROVIDE 20 MINUTE SELF LATCHING DOOR BETWEEN HOME & GARAGE
48. NOTE:
GFI PROTECT ALL GARAGE RECEPTACLES INCLUDING GARAGE DOOR OPENER

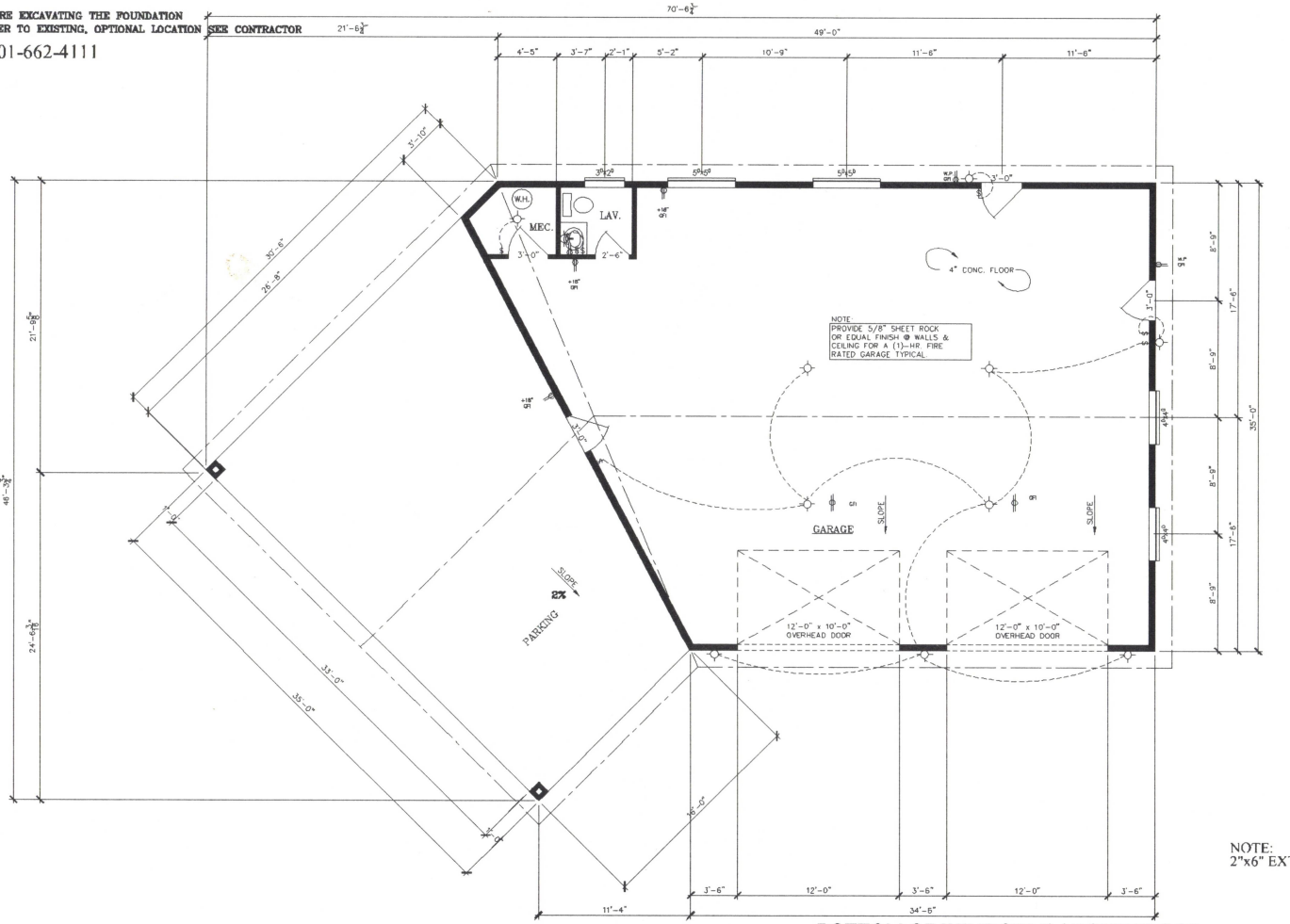
NOTE:
ALL CIRCUITS, NOT JUST OUTLETS TO BE "ARC" FAULT PROTECTED.

NOTE: GLAZING.
ALL WINDOWS ABOVE TUBS, AND IN SHOWER DOORS, TUB AND SHOWER ENCLOSURES MUST BE TEMPERED OR SAFETY GLASS. R308

NOTE:
ALL ELECTRICAL RECEPTACLES ARE TO BE TAMPER PROOF TYPE

9-25-21

BLUE STAKE BEFORE EXCAVATING THE FOUNDATION
WATER LINE COPPER TO EXISTING, OPTIONAL LOCATION SEE CONTRACTOR
801-662-4111



BOTTOM OF WINDOW 5' ABOVE FLOOR

NOTE:
2"x6" EXTERIOR WALLS

NOTE: GLAZING.
ALL WINDOWS ABOVE TUBS, AND IN SHOWER DOORS, TUB AND SHOWER ENCLOSURES MUST BE TEMPERED OR SAFETY GLASS. R308

NOTE: GLAZING.
IN ALL DOORS, WITHIN 24" OF ANY OTHER DOOR OR LESS THAN 18" ABOVE THE FLOOR MUST BE TEMPERED OR SAFETY GLASS. R308

14' MAIN FLOOR PLAN
SQ. FT. 1477
SCALE: 1/4" = 1'-0"

NOTE:
ALL ELECTRICAL RECEPTACLES ARE TO BE TAMPER PROOF TYPE

NOTE:
ALL CIRCUITS, NOT JUST OUTLETS TO BE "ARC" FAULT PROTECTED.

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TREVOR GARAGE
LOT #

JL HOME DESIGN
LUKE LESNER
CELL: 787-9044
SALT LAKE CITY, UTAH

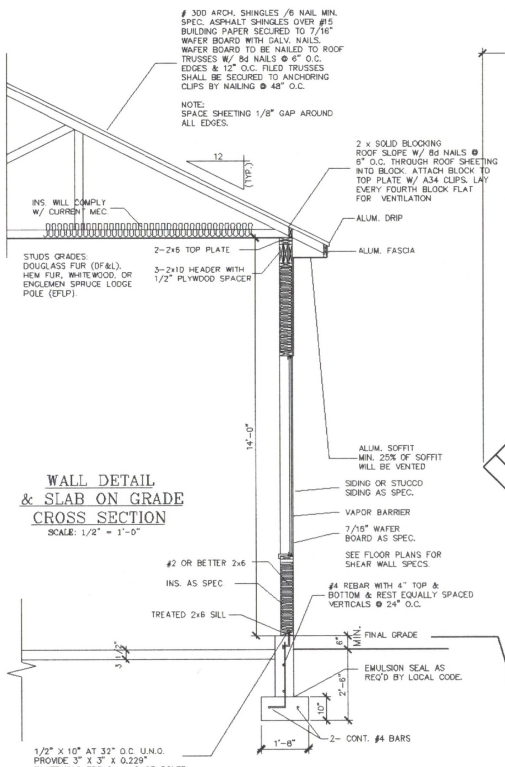
MAIN FLOOR PLAN
SQ. FT. 1477
SCALE: 1/4" = 1'-0"

N.F.	PLAN: TREVOR GARAGE
1477	LOT #
B.A.	DATE: 9-23-21
45°	

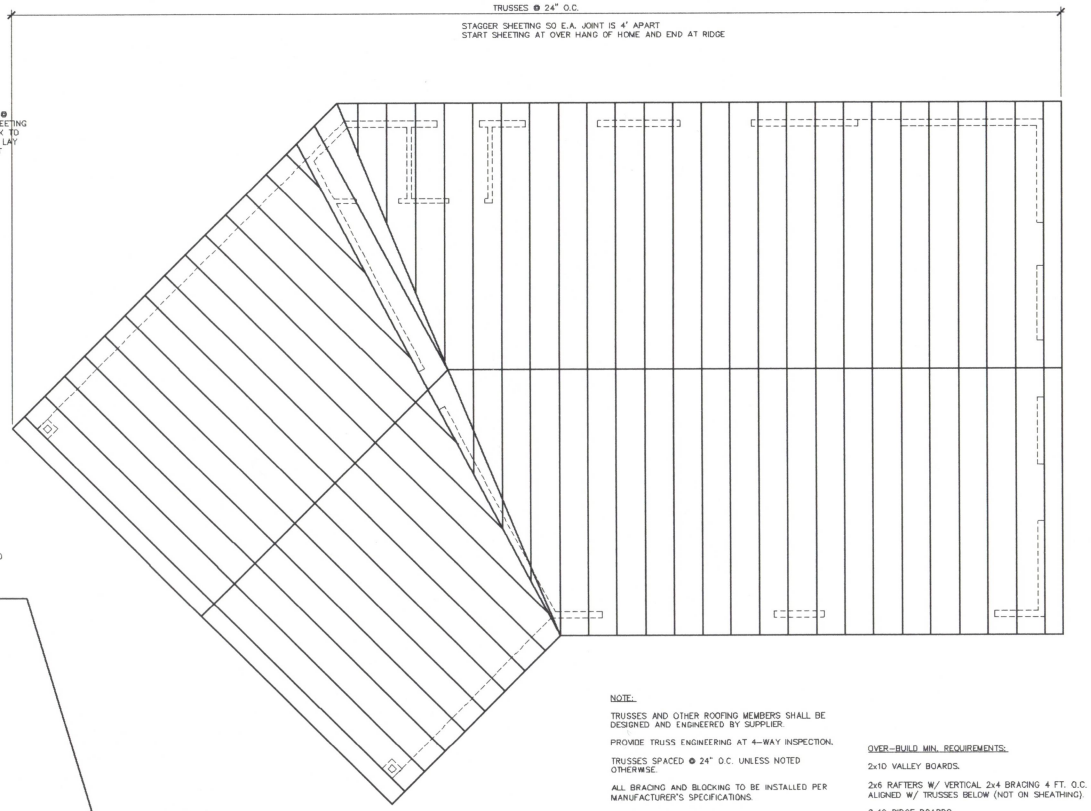
UPPER SQ. FT.
MAIN SQ. FT.
BASEMENT SQ. FT.
TOTAL SQ. FEET

TREVOR GARAGE
LOT #

GAP ALL WAFER BOARD, INSTALL "h" CLIPS ON ROOF SHEATHING



WALL DETAIL
& SLAB ON GRADE
CROSS SECTION
SCALE: 1/2" = 1'-0"



NOTE:

TRUSSES AND OTHER ROOFING MEMBERS SHALL BE DESIGNED AND ENGINEERED BY SUPPLIER.

PROVIDE TRUSS ENGINEERING AT 4-WAY INSPECTION.

TRUSSES SPACED @ 24" O.C. UNLESS NOTED OTHERWISE.

ALL BRACING AND BLOCKING TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

OVERBUILD AS NECESSARY.

ATTIC TO BE VENTED MIN. 1/150 OF ATTIC AREA UNLESS PROVISIONS ARE MET FOR 1/300 RATIO (UBC 1505.3).

OVER-BUILD MIN. REQUIREMENTS:

2x10 VALLEY BOARDS.

2x6 RAFTERS W/ VERTICAL 2x4 BRACING 4 FT. O.C. ALIGNED W/ TRUSSES BELOW (NOT ON SHEATHING).

2x10 RIDGE BOARDS.

TRUSSES ARE NOT DESIGNED FOR LARGE POINT LOADS. DO NOT CUT OR NOTCH TRUSSES.

NOTES:
-Final grade to slope away from home on all sides min. 2% slope.
-Top of foundation to be established by builder. Final grade to be min. 6" below top of foundation and fall 6" in the 1st 10' at all 4 elevations. (front, rear & sides)

REQUIRED INSPECTION
THE IRC AS ADOPTED AND AMENDED BY THE STATE OF UTAH NOW REQUIRES AN INSPECTION OF THE WEATHER RESISTIVE BARRIER AND FLASHING IN ORDER TO PREVENT WATER FROM ENTERING THE WEATHER RESISTANT EXTERIOR WALL ENVELOPE. ACKNOWLEDGE THIS INSPECTION

ROOF AND TRUSS PLAN
SCALE: 1/4" = 1'-0"

THE CONCEPTS AND DESIGNS SHOWN IN THESE PLANS, AS AN INSTRUMENT OF SERVICE, ARE AND SHALL REMAIN THE PROPERTY OF JL HOME DESIGN. THESE PLANS ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY PROJECT OTHER THAN THE ONE FOR WHICH THEY WERE PREPARED WITHOUT THE EXPRESS WRITTEN PERMISSION OF JL HOME DESIGN. ANY UNAUTHORIZED USE OF THESE PLANS WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.

TREVOR GARAGE
LOT #

JL HOME DESIGN
[illegible]

JARED LESNER
ALLEN TRAHAN
S.50 SQ. FT.

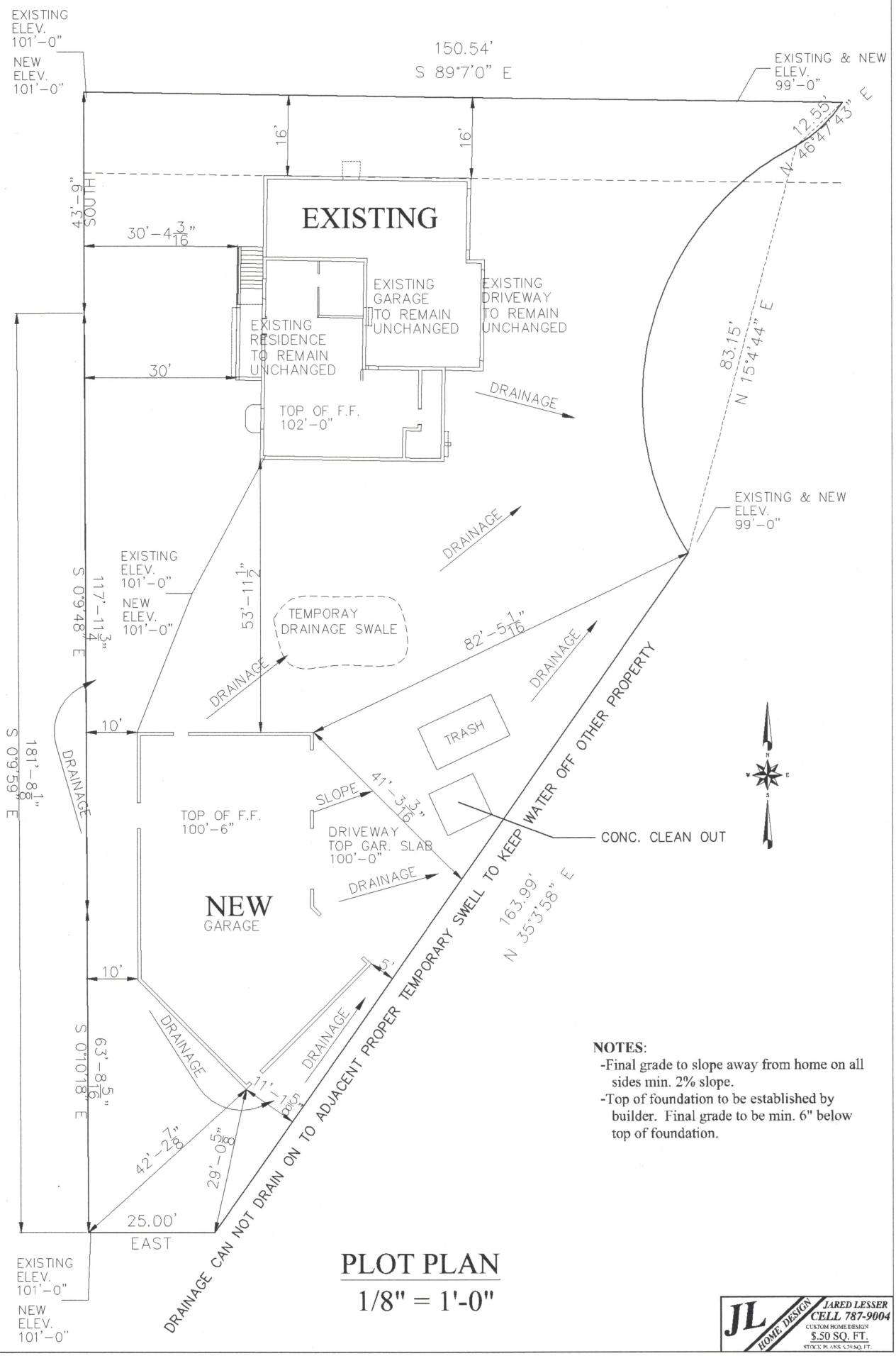
ROOF AND TRUSS PLAN

JL

1/4" = 1'-0"

UPPER SQ. FT.	N/A	PLAN: TREVOR GARAGE	
MAIN SQ. FT.	1477	LOT #	
BASEMENT SQ. FT.	N/A	DATE:	9-23-21
TOTAL SQ. FEET	477		

Page 5 of 5



NOTES:

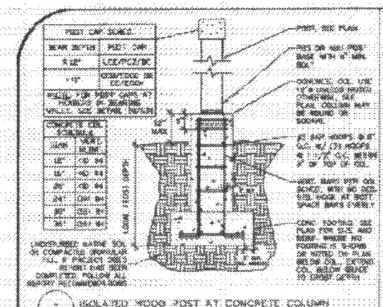
-Final grade to slope away from home on all sides min. 2% slope.

-Top of foundation to be established by builder. Final grade to be min. 6" below top of foundation.

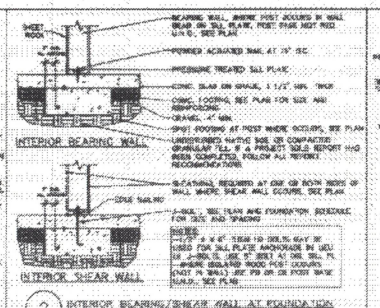
PLOT PLAN

1/8" = 1'-0"

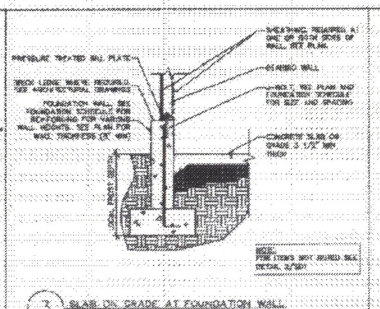
JL HOME DESIGN
JARED LESSER
CELL 787-9004
CUSTOM HOME DESIGN
$.50 SQ. FT.
STOCK PLANS $.30 SQ. FT.



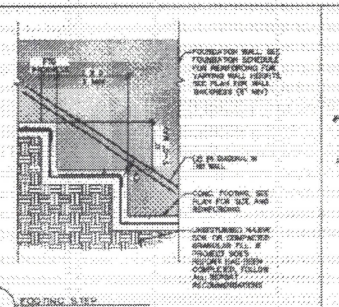
1 ISOLATED WOOD POST AT CONCRETE COLUMN



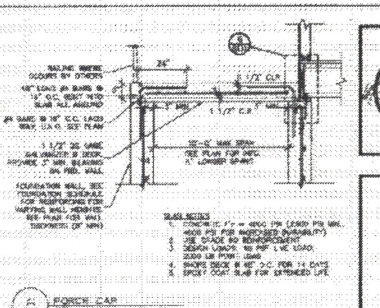
2 INTERIOR BEARING/SHEAR WALL AT FOUNDATION



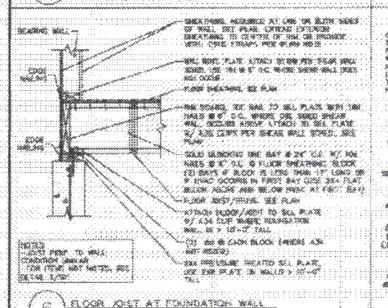
3 SLAB ON GRADE AT FOUNDATION WALL



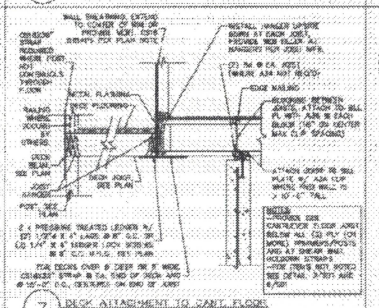
4 FOOTING STEP



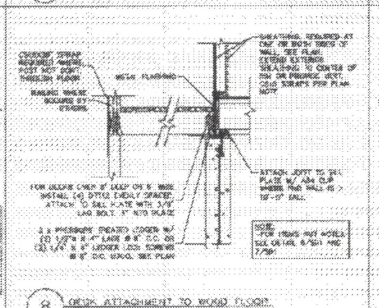
5 PORCH CAP



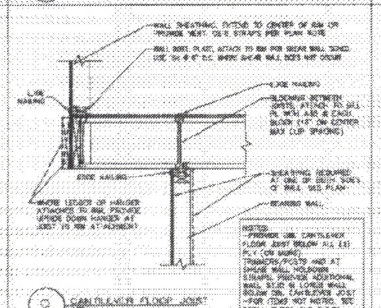
6 FLOOR JOIST AT FOUNDATION WALL



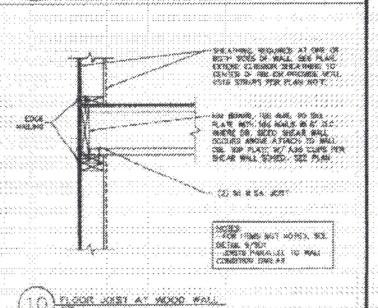
7 DECK ATTACHMENT TO CANT. FLOOR



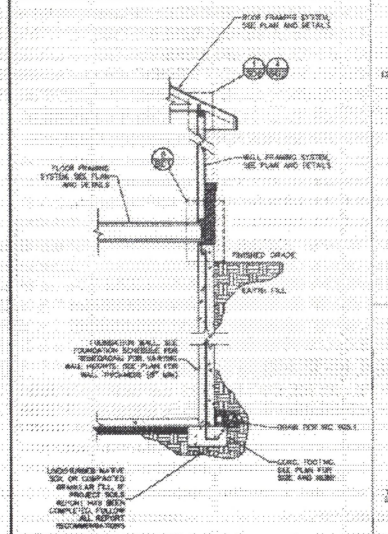
8 DECK ATTACHMENT TO WOOD FLOOR



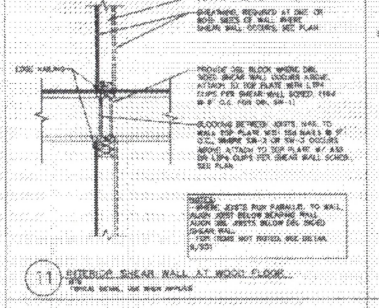
9 CANTILEVER FLOOR JOIST



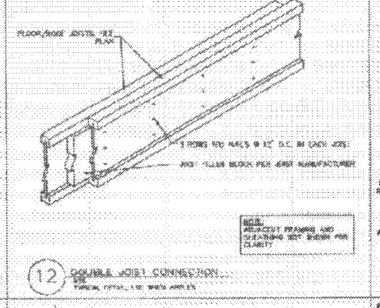
10 FLOOR JOIST AT WOOD WALL



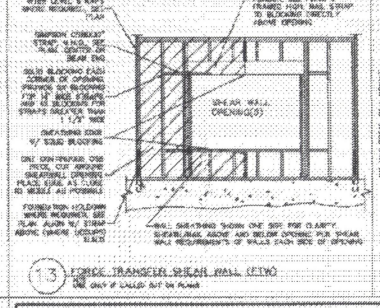
TYP. WALL SECTION



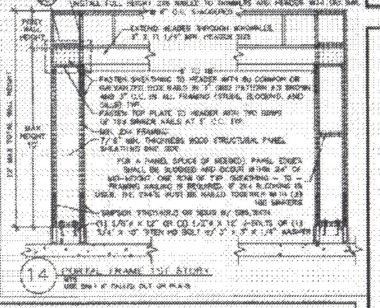
11 INTERIOR SHEAR WALL AT WOOD FLOOR



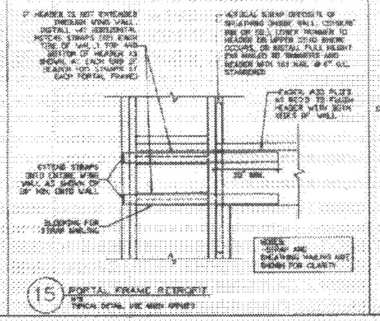
12 DOUBLE JOIST CONNECTION



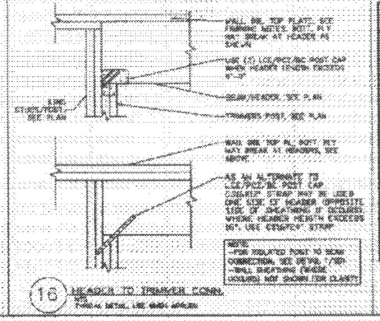
13 FORCE TRANSFER SHEAR WALL (FTW)



14 PORTAL FRAME TYP. ATTIC



15 PORTAL FRAME RETROFIT



16 HEADER TO TRIMMER CONN.

BEARING WALL CONSTRUCTION TABLE

		KING STUDS (K) / TRIMMERS (T) BASED ON WALL SPACING WIDTH (U.N.O. SEE PLAN)							
WALL HEIGHT	STUD FRAMING	0'-0" - 2'-0"	2'-1" - 6'-0"	6'-1" - 8'-0"	8'-1" - 10'-0"	10'-1" - 12'-0"	12'-1" - 14'-0"	14'-1" - 16'-0"	16'-1" - 18'-0"
0'-10'	2x6's @ 16" O.C.*	1 K / 1 T	1 K / 2 T	1 K / 2 T	2 K / 2 T	2 K / 4 T	2 K / 4 T	3 K / 5 T	3 K / 6 T
10'-1" - 12'	2x6's @ 16" O.C.*	1 K / 2 T	1 K / 3 T	2 K / 4 T	2 K / 4 T	3 K / 5 T	3K / SDWS PSL T	4K / SDWS PSL T	4K / SDWS PSL T
0'-12'	2x6's @ 24" O.C.	1 K / 1 T	1 K / 3 T	2 K / 3 T	2 K / 3 T	2 K / 3 T	2 K / 3 T	3K / 3T	3K / 4T
12'-1" - 14'	2x6's @ 16" O.C.	1 K / 1 T	1 K / 3 T	2 K / 3 T	2 K / 3 T	2 K / 3 T	3 K / 4 T	3K / 4K	3K / 5T
14'-1" - 16'	2x6's @ 12" O.C.	1 K / 2 T	1 K / 3 T	2 K / 3 T	2 K / 4 T	3 K / 4 T	3 K / 5 T	4K / 5T	4K / SDWS PSL T
16'-1" - 20'	2x6 LBL's @ 12" O.C.	2 K / 3 T	2 K / 3 T	2 K / 4 T	3 K / 5 T	3K / SDWS PSL T	4K / SDWS PSL T	4K / SDWS PSL T	4K / SDWS PSL T

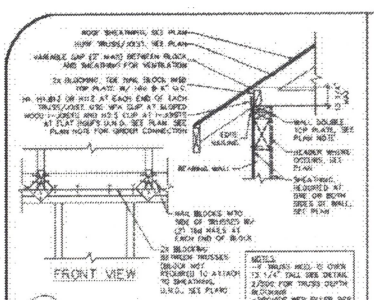
NOTES
1. FOR WALLS TALLER THAN 20' AND/OR OPENINGS GREATER THAN 10', SEE PLAN.
2. USE 2x6 STUDS FOR ALL WALLS SUPPORTING 2 OR MORE FLOOR/ROOF LOADS.
3. KING STUDS/TRIMMERS NOTED REQUIRED AT EACH END OF WALL OPENING.
4. MAX KING/TRIMMER PCS. (MEMBER W/ (T) USE KINGS IN 3" STUD.

17 BEARING WALL CONSTRUCTION TABLE

ALL DETAILS MAY NOT BE APPLICABLE TO YOUR PLANS
UP MARKED TYPICAL, USE AT ALL APPLICABLE LOCATIONS

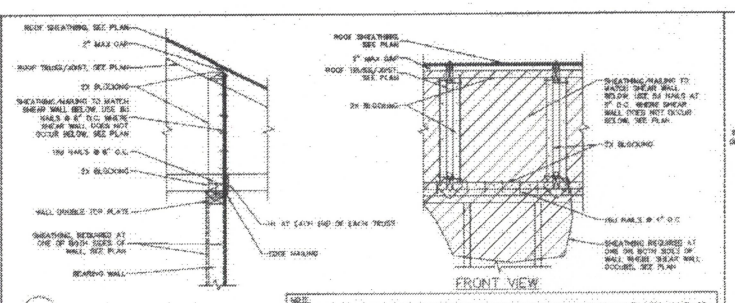
York Engineering

SD1



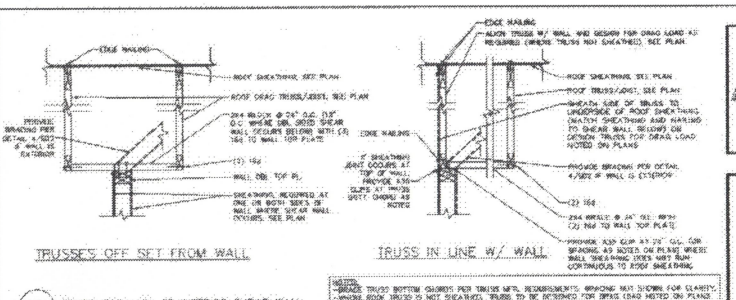
NOTES:
- 1. TRUSS MFGR. TO CHECK 13 1/4" TALL SEE DETAIL 2/SD2 FOR TRUSS DEPTH BLOCKING
- PROVIDE WEB FILLER PER 2021 IRC AT WOOD
- JOISTS 3 PLY CLIP HANGER

1 ROOF TRUSS AT WOOD WALL
TYPICAL DETAIL, USE WHEN APPLIES



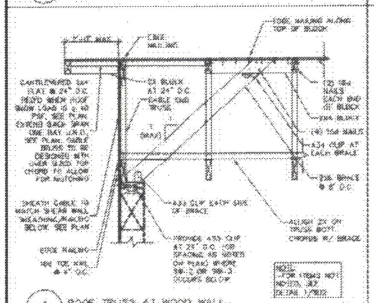
2 TRUSS DEPTH BLOCKING
TYPICAL DETAIL, USE WHEN APPLIES

NOTE:
- PRE-FABRICATED SHEAR PANEL BLOCKING DESIGNED BY THE TRUSS MANUFACTURER MAY BE USED IN LIEU OF BLOCKING SHOWN HERE. BLOCKING TO BE DESIGNED FOR 350 PLF SHEAR LOAD AT TOP OF BLOCK. ATTACH BLOCKING TO WALL TOP PLATE W/ NAILING NOTED OR (1) A35 CLIP OR (1) LSTA CLIP AT EACH BLOCK



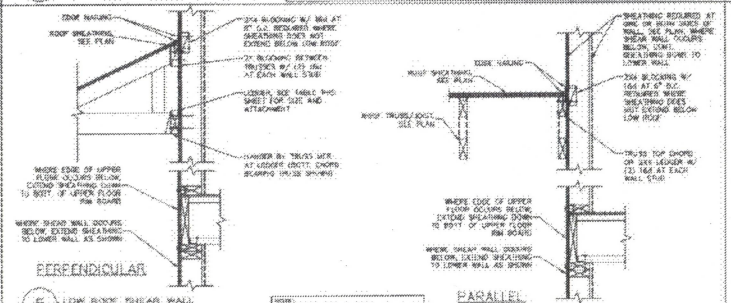
NOTES:
- BRACE TRUSS BOTTOM CHORDS PER TRUSS MFR. REQUIREMENTS. BRACING NOT SHOWN FOR CLARITY.
- WHERE ROOF TRUSS IS NOT SHEATHED, TRUSS TO BE DESIGNED FOR SPACE LOAD NOTED ON PLANS (1500 LB MIN. IF LOAD NOT NOTED). TRUSS TO BE DESIGNED TO TRANSFER DRAG LOAD FROM TOP CHORD TO BOTTOM CHORD.

3 TRUSS PARALLEL TO INTERIOR SHEAR WALL
TYP. DETAIL, USE WHEN APPLIES



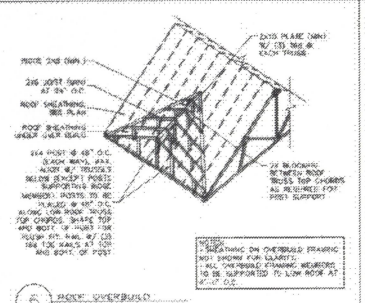
NOTE:
- 2"X6" TRUSS NOT NOTED, SEE DETAIL 1/SD2

4 ROOF TRUSS AT WOOD WALL
TYPICAL DETAIL, USE WHEN APPLIES



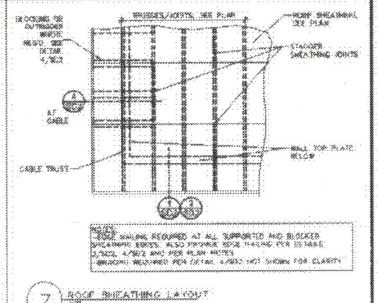
NOTE:
- LOW ROOF MAY BE SLOPED OR FLAT

5 LOW ROOF SHEAR WALL
TYP. DETAIL, USE WHEN APPLIES



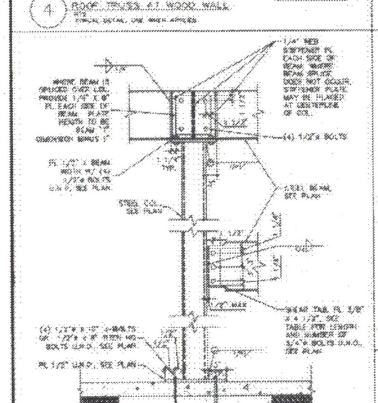
NOTE:
- SHEATHING ON OVERBUILD FRAMING NOT SHOWN FOR CLARITY.
- ALL OVERBUILD FRAMING MEMBERS TO BE SUPPORTED TO LOW ROOF AT 24" O.C.

6 ROOF OVERBUILD
TYPICAL DETAIL, USE WHEN APPLIES



NOTE:
- EDGE NAILING REQUIRED AT ALL SUPPORTED AND BLOCKED SHEATHING EDGES. ALSO PROVIDE EDGE NAILING PER 2/SD2, 4/SD2 AND PER PLAN NOTES.
- BRACING REQUIRED PER DETAIL 4/SD2 NOT SHOWN FOR CLARITY.

7 ROOF SHEATHING LAYOUT
TYPICAL DETAIL, USE WHEN APPLIES

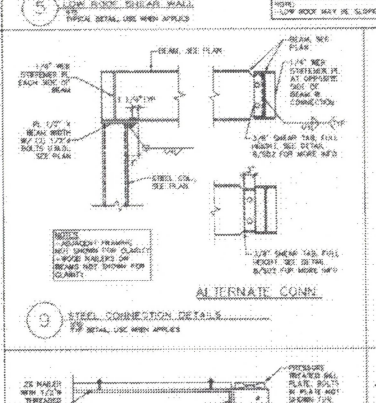


NOTES:
- WHERE COL. ON FOUNDATION WALL USE 8" WIDE BASE PLATE, SPACE BOLTS 3" APART U.N.O., SEE PLAN.
- SHEAR TAB CORD MAY BE WELDED AT TOP OF COL. IN LIEU OF CAP PLATE.
- ADJACENT FRAMING NOT SHOWN FOR CLARITY.
- WOOD NAILERS ON BEAMS NOT SHOWN FOR CLARITY.
- FOR ITEMS NOT NOTED, SEE DETAIL 1/SD1

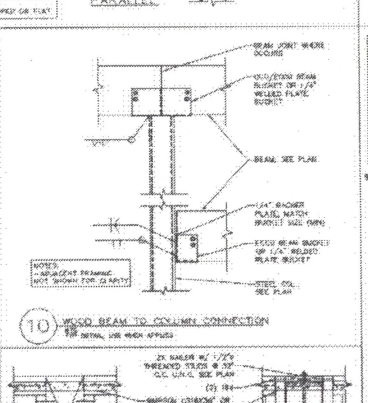
BEAM DIR.	# OF 3/4"ø BEAM BOLTS	SHEAR TAB LENGTH	CONN. CAPACITY (KIPS)
W8	3	3 1/2"	16.35
W10	3	3 1/2"	16.35
W12	3	3 1/2"	16.35
W14	3	3 1/2"	16.35
W16	4	4 1/2"	21.80
W18	5	5 1/2"	27.25
W21	5	5 1/2"	27.25

NOTES:
- BOLTS TO BE ASTM A325, SEE PLAN
- CONN. CAPACITY BASED ON AISC TABLE 10-1DA

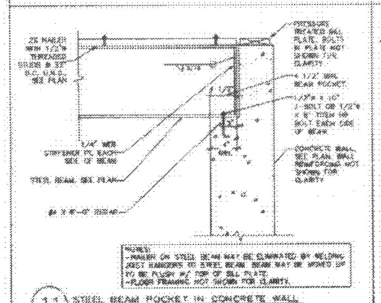
8 STEEL BEAM TO COLUMN CONNECTION
TYP. TYPICAL DETAIL, USE WHEN APPLIES



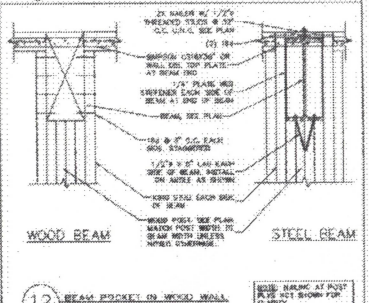
9 STEEL CONNECTION DETAILS
TYP. DETAIL, USE WHEN APPLIES



10 WOOD BEAM TO COLUMN CONNECTION
TYP. DETAIL, USE WHEN APPLIES



11 STEEL BEAM POCKET IN CONCRETE WALL
TYPICAL DETAIL, USE WHEN APPLIES



NOTE: NAILING AT POST NOT SHOWN FOR CLARITY.

12 BEAM POCKET IN WOOD WALL
TYPICAL DETAIL, USE WHEN APPLIES

MAX TRUSS/JOIST SPAN (FT)	MIN. LEDGER SIZE AND ATTACHMENT TO WALL STUDS AT 16" O.C. (U.N.O., SEE PLAN)				TABLE NOTES:
	ROOF OR FLOOR LIVE/SNOW LOAD (PSF)				
	40-50 PSF	55-65 PSF	66-85 PSF	70-25 PSF	
8'	2X6, (3) 16d	2X6, (4) 16d	2X6, (4) 16d	2X6, (3) 1/4" SDS X 4 1/2"	1. LEDGER NAILS TO BE 16d - .148"Ø X 3 1/2" MIN.
12'	2X8, (4) 16d	2X10, (3) 1/4" SDS X 6 1/2"	2X10, (3) 1/4" SDS X 6 1/2"	2X10, (3) 1/4" SDS X 6 1/2"	2. SDS SCREWS TO BE SPACED 3" O.C. 1 1/2" FROM LEDGER EDGE
16'	2X10, (3) 1/4" SDS X 6 1/2"	2X10, (3) 1/4" SDS X 6 1/2"	1 3/4" X 11 7/8" LVL, (4) 1/4" SDS X 6 1/2"	1 3/4" X 11 7/8" LVL, (4) 1/4" SDS X 6 1/2"	3. WHERE LEDGER IS INSTALLED DIRECTLY ON WALL STUDS (NOT ON WALL SHEATHING) 3 1/2" SCREWS MAY BE USED.
20'	1 3/4" X 11 7/8" LVL, (4) 1/4" SDS X 6 1/2"	1 3/4" X 11 7/8" LVL, (4) 1/4" SDS X 6 1/2"	1 3/4" X 11 7/8" LVL, (5) 1/4" SDS X 6 1/2"	1 3/4" X 11 7/8" LVL, (5) 1/4" SDS X 6 1/2"	4. CENTER LEDGER SCREWS/NAILS IN WALL STUDS

GENERAL CONSTRUCTION NOTES

ALL DETAILS MAY NOT BE APPLICABLE TO YOUR PLANS IF MARKED TYPICAL, USE AT ALL APPLICABLE LOCATIONS.

York Engineering
Structural Design and Analysis
1497 Old Highway 66, Suite A
Morgan, Utah 84050
(801) 710-3515

SD2

FOUNDATION SCHEDULE

[illegible]

FOOTING SCHEDULE

TYPE	WIDTH	LENGTH	THICK	REINFORCEMENT
F-16	16"	CONT.	10"	(2) # 4 BARS CONT.
F-18	18"	CONT.	10"	(2) # 4 BARS CONT.
F-20	20"	CONT.	10"	(2) # 4 BARS CONT.
F-24	24"	CONT.	10"	(3) # 4 BARS CONT.
F-30	30"	CONT.	10"	(3) # 4 BARS CONT.
F-36	36"	CONT.	10"	(4) # 4 BARS CONT.
S-24	24"	24"	10"	(3) # 4 BARS EACH WAY
S-30	30"	30"	10"	(3) # 4 BARS EACH WAY
S-36	36"	36"	10"	(4) # 4 BARS EACH WAY
S-42	42"	42"	12"	(5) # 4 BARS EACH WAY
S-48	48"	48"	12"	(6) # 4 BARS EACH WAY
S-60	60"	60"	12"	(7) # 4 BARS EACH WAY

NOTE: FOOTING REINFORCEMENT IN THIS SCHEDULE AND NOTES ON PLANS IS BOTTOM REINFORCING UNO. AND SHALL BE PLACED IN BOTTOM 1/3 OF FOOTING THICKNESS, WITH 3" CONCRETE CLEAR COVER, MIN.

HOLDOWN SCHEDULE

[illegible]

HOLDOWN RETROFIT TABLE

[illegible]

FOOTING, FOUNDATION AND CONCRETE

1. FOOTING DESIGN IS BASED ON ALLOWABLE SOIL BEARING PRESSURE OF 1500 PSF U.N.O., SEE PLAN. IF A PROJECT SOILS REPORT HAS BEEN COMPLETED, FOLLOW ALL REPORT RECOMMENDATIONS. FOOTINGS SHALL BEAR ON UNDISTURBED SOIL OR GRANULAR FILL COMPACTED TO 95% OF MAXIMUM DENSITY. NO FOOTINGS SHALL BE PLACED IN WATER OR ON FROZEN GROUND. ALL FOOTINGS TO BE PLACE AT MIN. BELOW LOCAL FROST DEPTH, AND BE CONTINUOUS AND MONOLITHIC POUR.

2. CHANGES IN ELEV. SHALL BE STEPPED WITH STEP HEIGHT NOT HIGHER THAN 1/2 THE STEP LENGTH AND NOT GREATER THAN 3'. NOTIFY ENGINEER IF GRADE DROPS OVER [illegible] OR [illegible] (GREATER THAN 1/3 SLOPE) SO THAT APPROPRIATE DESIGN CHANGES MAY BE MADE TO FOUNDATION AND FOOTINGS.

3. ALL FOOTINGS, FOUNDATIONS, AND INTERIOR SLABS SHALL BE NORMAL WT. CONCRETE WITH A COMPRESSIVE STRENGTH OF 2,500 PSI MIN. U.N.O. TO MEET STRENGTH REQUIREMENTS (SEE CALCS, NO SPECIAL INSPECTIONS REQUIRED U.N.O., SEE PLANS) HOWEVER, PER IRC 402.2 USE 3000 PSI CONCRETE FOR DURABILITY PURPOSES. THE WATER/CEMENT RATIO SHALL BE NO GREATER THAN .50 WITH A MINIMUM CEMENT CONTENT OF 504 LBS. PER CUBIC YARD.

4. ALL CONC. WORK SHALL BE PLACED, CURED, STRIPPED, AND PROTECTED AS REQUIRED BY ACI STANDARDS AND PRACTICES.

5. ALL REINFORCING SHALL BE DETAILED AND PLACED IN ACCORDANCE WITH ACI STANDARD 318. REINFORCEMENT SHALL BE FREE FROM MUD AND OIL AND OTHER NON-METALLIC COATINGS THAT HAMPER BONDING CAPACITY.

6. OWNER/CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS LISTED ON THE DRAWING. VERIFICATION OF ALL SITE CONDITIONS INCLUDING SITE STABILITY IS THE RESPONSIBILITY OF OTHERS.

7. ALLOW 14 DAYS FOR CONCRETE TO CURE PRIOR TO BACKFILL.

8. STRUCTURAL CONCRETE EXPOSED TO FREEZE THAW CYCLES SHALL HAVE 5% AIR ENTRAINMENT, MIN.

9. RUN FOOTINGS CONTINUOUS UNDER ALL DOOR OPENINGS, SEE PLAN.

10. SILL PLATE A-BOLTS SHALL BE A307 WITH 7" MIN. EMBEDMENT IN CONCRETE U.N.O., SEE PLAN.

11. TITEN HD BOLTS OR EPOXY THREADED RODS MAY BE USED AS SUBSTITUTION FOR SILL PLATE A-BOLTS AT SAME SIZE AND SPACING AS A-BOLTS. USE 6" TITEN HD FOR SINGLE SILL PLATE AND 8" TITEN HD FOR DBL PLATE.

12. ALL FOUNDATION HOLDOWN STRAPS/ANCHORS SHALL BE ALIGNED WITH END OF SHEAR WALL ABOVE AND SHALL ATTACH TO FULL HEIGHT KING STUDS U.N.O., SEE PLAN. PROVIDE WOOD POST AT EACH HOLDOWN PER THE HOLDOWN SCHEDULE. DIMENSIONS TO HOLDOWN LOCATIONS MUST BE FIELD VERIFIED.

13. FOOTINGS TO BE CENTERED ON WALLS AND COLUMNS/POSTS U.N.O., SEE PLAN.

14. USE SIMPSON SET-XP EPOXY FOR CONCRETE ANCHORS U.N.O., SEE PLAN. CONTINUOUS SPECIAL INSPECTIONS REQUIRED ON ALL EPOXY OPERATIONS UNLESS WAIVED BY ENGINEER AND THE BUILDING OFFICIAL.

15. LAP REBAR 48 BAR DIAMETERS U.N.O., SEE PLAN. REINFORCING IN SLABS ON GRADE MAY BE LAPPED 24". SPLICES IN BOTTOM STEEL IN CONCRETE BEAMS AND CAST IN PLACE SUSPENDED SLABS SHALL BE STAGGERED 48 BAR DIAMETERS.

16. LINTELS IN CONCRETE WALLS MAY BE AS FOLLOWS U.N.O., SEE PLAN: FOR 3'-0" MAX SPAN, 8" DEEP WITH (2) #4 BOTT. BARS; FOR 6'-0" MAX SPAN, 12" DEEP WITH (2) #4 BOTT. BARS.

17. PROVIDE (2) EDGE BARS ABOVE CONCRETE WALL OPENINGS AND (1) BAR EACH SIDE AND BELOW OPENINGS U.N.O., SEE PLAN. MATCH SIZE OF EDGE BARS WITH TYPICAL WALL REINFORCING AND PLACE WITHIN 4" OF OPENING EDGE. EXTEND BARS 48 BAR DIAMETERS PAST EDGE OF OPENING OR EXTEND AS FAR AS POSSIBLE AND PROVIDE 90° STANDARD HOOK AT END.

18. PROVIDE HORIZONTAL BAR WITHIN 3" OF TOP AND BOTT. OF WALL AND PROVIDE VERTICAL BAR AT ALL WALL CORNERS AND ENDS.

NOTE: THIS ENGINEERING ASSUMES THAT THE CLEARANCE & SETBACK REQUIREMENTS LISTED IN IRC SECTION R403.1.7 ARE MET. IF THESE PROVISIONS ARE NOT MET, CONTACT THE ENGINEER FOR FURTHER DESIGN.

NOTE: THIS ENGINEERING ASSUMES THAT THE SITE IS STABLE HAVING NO GLOBAL STABILITY CONCERNS OR HAZARDS. IF THIS IS NOT TRUE, CONTACT SOILS ENGINEER AND PROVIDE SOILS/SLOPE STABILITY REPORT TO YORK ENGINEERING FOR REVIEW AND FURTHER DESIGN.

SHEATHING NOTES

1. STAGGER ROOF AND FLOOR SHEATHING JOINTS, SEE ROOF SHEATHING LAYOUT DETAIL.
2. INSTALL ROOF AND FLOOR SHEATHING WITH LONG DIMENSION PERPENDICULAR TO TRUSSES/JOISTS U.N.O., SEE PLAN. [illegible]
3. NAILS SHALL BE 3/8" MIN FROM SHEATHING EDGE.
4. ALL FLOOR AND ROOF SHEATHING PIECES SHALL BE 48" X 48" MIN.
5. PROVIDE EDGE NAILING AT ALL SUPPORTED AND BLOCKED PANEL EDGES AND PER DETAILS.

WALL SHEATHING: 7/16" APA RATED 24/16 MIN. O.N.O., SEE PLAN. ALL EXTERIOR WALLS AND VERTICAL SURFACES SHALL BE SHEATHED WITH SHEATHING MANUFACTURED WITH EXTERIOR GLUE. SEE PLANS AND SHEAR WALL SCHEDULE FOR NAILING REQUIREMENTS.

ROOF SHEATHING: 7/16" APA RATED 24/16 MIN. WITH 8d NAILS AT 6" O.C. EDGE NAILING AND 12" O.C. FIELD NAILING FOR ROOF SNOW LOAD LESS THAN OR EQUAL TO 50 PSF. FOR ROOF SNOW LOAD GREATER THAN 50 PSF USE 5/8" APA RATED 40/20 MIN. WITH 10d NAILS AT 6" O.C. EDGE NAILING AND 12" O.C. FIELD NAILING U.N.O. SEE PLAN.

FLOOR SHEATHING: 3/4" T&G APA RATED 48/24 MIN. (48/24 WHEN FLOOR TRUSSES/JOISTS ARE AT 24" O.C.) WITH 8d NAILS AT 6" O.C. EDGE NAILING AND 12" O.C. FIELD NAILING U.N.O., SEE PLAN. GLUE SHEATHING TO JOISTS/TRUSSES WITH ADHESIVE CONFORMING TO APA SPECIFICATIONS.

FRAMING NOTES

1. SILL PLATE A-BOLTS SHALL HAVE A 3"X3"X1/4" WASHER AT EACH BOLT. IF SLOTTED WASHER IS USED, ADD CUT WASHER.
2. ALL FOUNDATION HOLDOWN STRAPS/ANCHORS SHALL BE ALIGNED WITH END OF SHEAR WALL AND/OR INTER LEVEL STRAP ABOVE (WHERE OCCURS) AND SHALL ATTACH TO FULL HEIGHT KING STUDS U.N.O., SEE PLAN. PROVIDE WOOD POST AT EACH HOLDOWN PER THE HOLDOWN SCHEDULE.
3. STRAPS CALLED OUT ON FLOOR AND FLOOR FRAMING PLANS ARE VERTICAL INTER LEVEL STRAPS AND SHALL BE CENTERED ON RIM BOARD AND ALIGNED WITH END OF SHEAR WALL ABOVE AND ATTACHED TO FULL HEIGHT KING STUDS UNLESS NOTED OR SHOWN OTHERWISE, SEE PLANS.
4. WALL DBL TOP PLATES SHALL BE 2X MIN. AND SHALL LAP 96" AT ALL SPLICES WITH (12) 16d NAILS STAGGERED EACH SIDE OF SPLICE U.N.O., SEE PLAN. WHERE PLATES DO NOT LAP, PROVIDE CS16X36" STRAP TO SPLICE PLATES, ALIGN WALL STUDS WITH PLATE JOINTS.
5. PROVIDE DBL CANTILEVER FLOOR JOISTS BELOW (2) PLY (OR MORE) TRIMMERS/POSTS AND WHERE SHEAR WALL HOLDOWN STRAPS ARE INDICATED.
6. ATTACH (2) PLY HEADERS TOGETHER WITH (3) 16d AT 12" O.C. [illegible] FOR 2X8 HEADERS, USE (3) 16d AT 12" O.C. EACH SIDE FOR (3) PLY HEADERS, USE (4) 16d AT (2) AND (3) PLY HEADERS WHEN HEADER HEIGHT IS GREATER THAN 11". ATTACH (4) PLY HEADERS TOGETHER WITH (2) 1/2" THROUGH BOLTS AT 16" O.C. OR (2) SDS 1/4" X 6" SCREWS AT 16" O.C. EACH SIDE OF HEADER U.N.O., SEE PLAN.
7. SEE BEARING WALL CONSTRUCTION TABLE FOR WALL FRAMING REQUIREMENTS.
8. EDGE NAIL SHEATHING TO ALL DRAG MEMBERS.
9. WHEN CHIMNEY IS SUPPORTED BY ROOF/FLOOR FRAMING, TRUSS/JOIST MFR TO DESIGN TRUSSES/JOISTS TO SUPPORT CHIMNEY WEIGHT INCLUDING VENEER WHERE OCCURS. CHIMNEYS CANTILEVERING MORE THAN 4' ABOVE ROOF SHALL BE FRAMED WITH 2x6 @12" O.C., USE LSL 2X6 @ 12" O.C. FOR CHIMNEYS EXTENDING MORE THAN 8' ABOVE THE ROOF. CHIMNEYS EXTENDING MORE THAN 12' ABOVE THE ROOF SHALL BE LATERALLY BRACED (WITHIN 4' OF CHIMNEY TOP) TO THE ROOF FRAMING WITH CABLES OR RODS ANCHORED TO WORST HORIZ. AND VERT. DIRECTIONS. CHIMNEYS THAT EXTEND MORE THAN 6' ABOVE THE ROOF AND ARE SUPPORTED BY ROOF FRAMING (FRAMING DOES NOT EXTEND CONTINUOUS THROUGH ROOF) SHALL HAVE A MSTC40(?) ANCHOR AT EACH CORNER (HOOKED UNDER ROOF JOIST OR TRUSS TOP CHORD).
10. ATTACH STEEL BEAMS TO WOOD POSTS PER BEAM POST(?) IN WOOD WALL DETAIL.

SHEAR WALL NOTES

ALL EXTERIOR WALLS AND VERTICAL SURFACES SHALL BE SHEATHED PER TYPICAL SHEAR WALL REQUIREMENTS MIN. U.N.O., WITH SHEATHING MANUFACTURED WITH EXTERIOR GLUE. SHEATHING SHALL BE APA RATED 24/16 MIN. NAILS SHALL BE SPACED 3/8" MIN. FROM PANEL EDGE AND DRIVEN FLUSH BUT SHALL NOT FRACTURE THE SURFACE OF THE SHEATHING. BLOCK AND EDGE NAIL ALL HORIZONTAL SHEATHING JOINTS.

SHEAR WALL SCHEDULE

TYPE	SHEATHING	NAIL SIZE	NAIL SPACING EDGE	NAIL SPACING FIELD	STAPLE ED.	BOTT. PL. TO FL. RIM ATTACHMENT	RIM/BLOCK TO PL. ATTACHMENT BELOW BR. (FOR SHEAR WALLS)
TYPICAL[4]	7/16" ONE SIDE[4]	8d	6" O.C.	12" O.C.	16G @ 3" O.C.	16d @ 6" O.C.	LTP4 OR A35 @ 16" O.C.
SW-1[5]	7/16" ONE SIDE[5]	8d	4" O.C.[5]	12" O.C.	16G @ 2" O.C.	16d @ 4" O.C.	LTP4 OR A35 @ 16" O.C.
SW-2[5]	7/16" ONE SIDE[3]	8d	3" O.C.[3]	12" O.C.	NOT ALLOWED	4" SDS SCREWS @ 8" O.C.[7,8]	LTP4 OR A35 @ 12" O.C.
SW-3[5]	7/16" ONE SIDE[3]	8d	2" O.C.[3]	12" O.C.	NOT ALLOWED	4" SDS SCREWS @ 6" O.C.[7,8]	LTP4 OR A35 @ 9" O.C.

NOTES:
1. 16 GAGE X 1-1/2" STAPLES MAY BE SUBSTITUTED FOR 8d NAILS AT 1/2 SPACING ON TYPICAL AND SW-1 WALLS.
2. WHERE SHEAR WALLS ARE INDICATED ON PLANS AT BOTH SIDES OF WALL, PROVIDE SHEATHING BOTH SIDES OF WALL (DBL SIDED SHEAR WALL) AND STAGGER EDGE NAILS.
3. PROVIDE 3X OR DBL 2X MEMBERS AT ADJOINING PANEL EDGES AT SW-2 AND SW-3 AND LAP SHEATHING 1 1/4" MIN. ONTO FRAMING MEMBERS AT PANEL EDGES.
4. AT TYPICAL AND SW-1 WALLS, LAP SHEATHING 3/4" ONTO FRAMING MEMBERS AT PANEL EDGES.
5. LAP SHEATHING 1 1/4" MIN. ONTO SILL PLATES ON FOUNDATIONS.
6. NAILS TO BE COMMON OR GALVANIZED BOX.
7. AT SINGLE SIDED SHEAR WALLS WHERE SHEATHING IS LAPPED TO CENTER OF RIM, WALL TOP PL. OR TO SILL PLATE BELOW, 16d @ 6" O.C. MAY BE USED FOR WALL BOTTOM PLATE TO RIM ATTACHMENT.
8. USE 5" SCREWS FOR WALL PLATE TO RIM ATTACHMENTS IF FLOOR SHEATHING IS GREATER THAN 3/4" THICK.
9. EDGE NAIL SHEATHING TO POSTS AT HOLDOWNS WITH (2) ROWS EDGE NAILING.

[illegible] FLOOR TIE STRAPS

LAP UPPER LEVEL WALL SHEATHING TO CENTER OF RIM OR WALL DBL TOP PL BELOW OR INSTALL VERTICAL CS16X36" STRAPS AT 32" O.C. CENTERED ON RIM.

LAP LOWER AND MAIN LEVEL WALL SHEATHING TO CENTER OF RIM OR ONTO SILL PLATE BELOW OR INSTALL VERTICAL CS16X24" STRAPS AT 32" O.C. CENTERED ON WALL BOTT. PLATE.

AT GABLE WALLS, CS16 STRAPS NOT NEEDED IF SHEATHING IS BROKE AT CENTER OF WALL BOTT. PLATE.

AT DBL SIDED SHEAR WALLS, EXTERIOR SHEATHING MUST LAP TO LOWER RIM OR WALL/SILL PLATE AS DESCRIBED ABOVE (CS16 STRAP REPORT NOT ALLOWED).

TRUSS/RAFTER CONNECTION

USE SIMPSON H1 OR EQUIVALENT TIES EACH END OF EACH TRUSS/JOIST, SEE ROOF TRUSS AT WOOD WALL DETAIL. AT GIRDERS, INSTALL TIES EACH END AS FOLLOWS:
- FOR UPLIFT UP TO 1085 LBS, USE HGA-2
- FOR UPLIFT UP TO 1885 LBS, USE LGT2
- FOR UPLIFT UP TO 4945 LBS, USE MGT

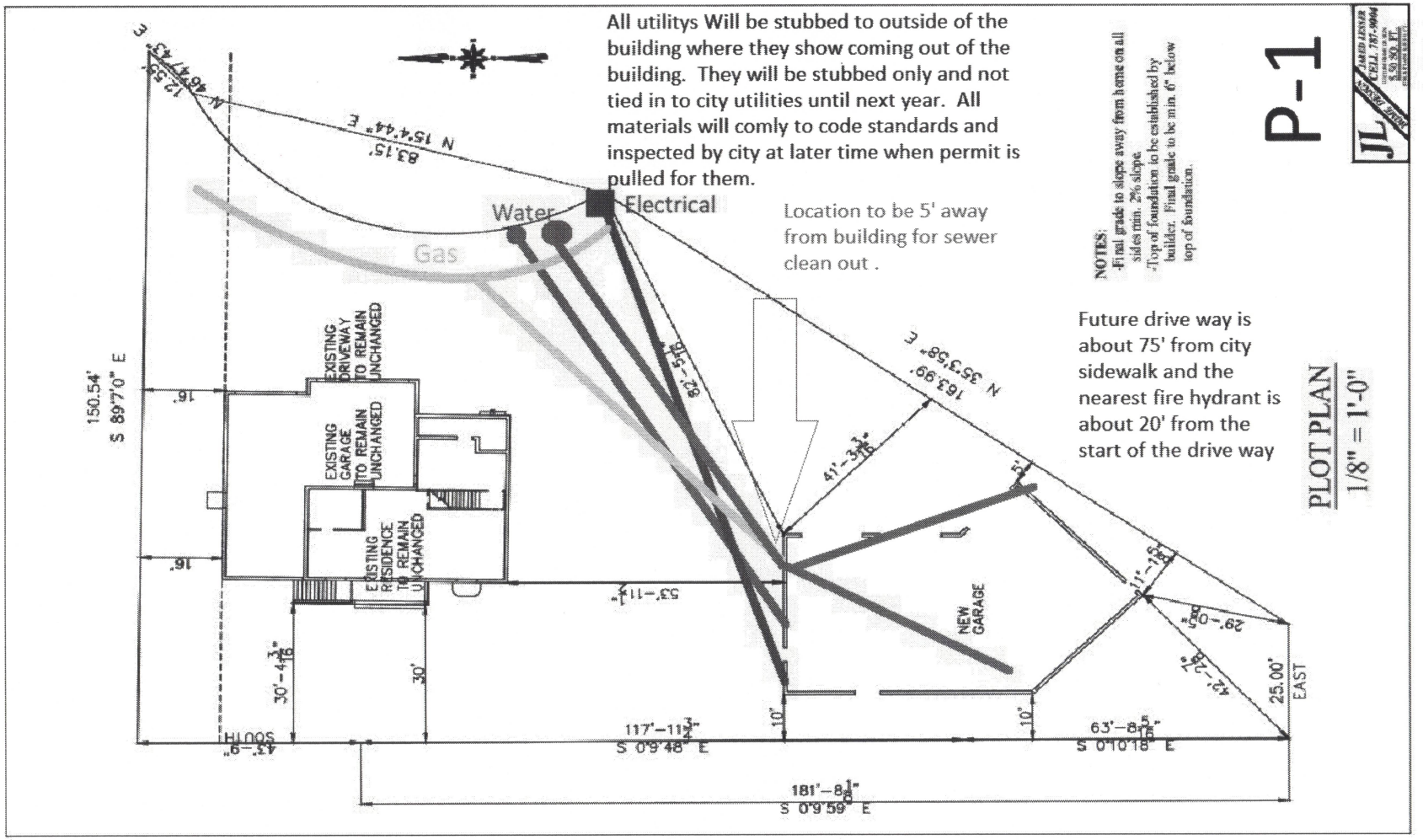
HEADER TO TRIMMER/KING STUD CONNECTION

- NAIL HEADER TO KING STUDS WITH (6) 16d EACH END U.N.O., SEE PLAN.
- FOR HEADERS GREATER THAN 8' LONG, USE (2) LSC CLIPS OR PHZ OR BC POST CAP EACH END OF HEADER TO TRIMMER STUDS, OR USE CS16 STRAPS EACH SIDE OF HEADER TO TRIMMERS, SEE HEADER TO TRIMMER CONNECTION DETAIL.

York Engineering

Structural Design and Analysis
[illegible]

SD3


All utilitys Will be stubbed to outside of the building where they show coming out of the building. They will be stubbed only and not tied in to city utilities until next year. All materials will comly to code standards and inspected by city at later time when permit is pulled for them.
Water
Electrical
Gas
Location to be 5' away from building for sewer clean out .
NOTES:
-Final grade to slope away from home on all sides min. 2% slope.
-Top of foundation to be established by builder. Final grade to be min. 6" below top of foundation.
P-1
Future drive way is about 75' from city sidewalk and the nearest fire hydrant is about 20' from the start of the drive way
PLOT PLAN
1/8" = 1'-0"
EXISTING DRIVEWAY TO REMAIN UNCHANGED
EXISTING GARAGE TO REMAIN UNCHANGED
EXISTING RESIDENCE TO REMAIN UNCHANGED
NEW GARAGE
SOUTH
EAST
150.54'
S 89°7'0" E
N 15°4'44" E
83.15'
N 35°35'58" E
163.89'
S 0°9'48" E
117'-11¼"
S 0°10'18" E
63'-8⅝"
S 0°9'59" E
181'-8½"
25.00'
10'
30'
30'-4⅜"
41'-3⅜"
53'-11¼"

AMERICAN FORK CITY
PLANNING COMMISSION MINUTES
SEPTEMBER 22, 2021

The American Fork City Planning Commission met in a regular session on September 22, 2021, at the American Fork City Hall, 31 North Church Street, commencing at 7:00 pm.

Present: Chairman John Woffinden
Christine Anderson
Bruce Frandsen
Chris Christiansen

Absent: Jenny Peay
Harold Dudley
Rod Brocious

Staff Present: Ben Hunter, Engineer
Lisa Halversen, Administrative Assistant

Others Present: Paul Washburn, Taylor Smith

Chairman Woffinden led the "Pledge of Allegiance." He then stated that items 1 and 2 would be discussed together but voted on separately.

1. Hearing, review and action on a land use amendment for property located at 341 North 300 East from the Medium-Density Residential to the High-Density Residential designation

Mr. Hunter stated that the applicant proposes to amend the land use and zone map designations of the residential lot located at 341 North 300 East. The land use for the entire property is classified as Residential Medium Density, but the zoning is split into the R-4-7,500 Residential zone for the southern half and the R-2-7,500 Residential for the northern half.

The applicant is asking to change the land use designation to Residential High Density to extend the R-4-7,500 Residential zone over the entire property; and plans upon approval of this petition to submit a building permit for a 5-plex.

Speaking from an engineering standpoint, the infrastructure and rights-of-way are already in place and the Engineering Division recommends approval.

Chairman Woffinden asked about the zoning of neighboring properties, he doesn't want to create an island of R-4 property.

Mr. Hunter stated that several of the properties to the south and southeast are already zoned as R-4-7,500. To the east, west and north the properties are mostly R-2-7,500.

Ms. Anderson asked if the R-4 was granted before the residential medium density.

Mr. Hunter confirmed that on the land use map all the parcels are identified as medium residential density, so tonight's proposal requires two actions to both update the land use map and the zone map.

Mr. Paul Washburn, representing the property owner, gives background. At one time the two lots were separate, then the county joined them together, he doesn't know why. There is a single property owner. The home is 80-100 years old and is beyond its function. There are asbestos and wiring problems among others, it will be too expensive to bring up to code. The property owner would like to build a 5-plex townhouse project with individual owners. What they are proposing is exactly what the new zoning would support. They feel that the area is ripe for redevelopment.

Ms. Anderson expressed her approval of the idea, she supports adding some affordable housing. This is an example of more inclusive zoning where people can age in place and downsize. She supports the mingling of housing options, it allows people to stay in same neighborhood and have a different lot or home size. She hopes to see more of this in the future.

Public Hearing Opened

No comments received

Public Hearing Closed

Ms. Anderson moved to recommend approval of the land use map amendment.

Mr. Frandsen seconded the motion. Voting was as follows:

Chairman Woffinden	**Aye**
Christine Anderson	**Aye**
Bruce Frandsen	**Aye**
Chris Christiansen	**Aye**

The motion passed.

2. Hearing, review and action on a zone map amendment for property located at 341 North 300 East from the R-2-7,500 Residential zone to the R-4-7,500 Residential zone

Public Hearing Opened

No comments received

Public Hearing Closed

Ms. Anderson moved to recommend approval of the zone map amendment.

Mr. Frandsen seconded the motion. Voting was as follows:

Chairman Woffinden	**Aye**
Christine Anderson	**Aye**
Bruce Frandsen	**Aye**
Chris Christiansen	**Aye**

The motion passed.

3. Hearing, review and action on the preliminary plan and final plats for Mott Estates, located at 485 South 380 East

Mr. Hunter informed commissioners that Mott Estates Plat B is a subdivision of the existing Lot 12, Plat A, of Mott Estates Subdivision and proposes to create Lot 1, which contains the existing home, and Lot 2, which will be a new building lot. Both lots meet or exceed the area and dimensional requirements of the R-2-7,500 Residential zone.

Mr. Jared Showers, applicant, has never done a subdivision and finds it an interesting process. He's hoping to preserve the original home, he would like to see someone buy both the home and the lot or build a home on it for a family member.

Public Hearing Opened

No comments received.

Public Hearing Closed

Mr. **Christiansen moved to approve the preliminary plan for Mott Estates Plat B, located at 485 South 380 East with the findings listed in the staff report, and subject to any findings, conditions and modifications found in the engineering report.**

Mr. Frandsen seconded the motion. Voting was as follows:

Chairman Woffinden	**Aye**
Christine Anderson	**Aye**
Bruce Frandsen	**Aye**
Chris Christiansen	**Aye**

The motion passed.

Mr. Christiansen moved to approve the final plat for Mott Estates Plat B, located at 485 South 380 East with the findings listed in the staff report, and subject to any findings, conditions and modifications found in the engineering report.

Mr. Frandsen seconded the motion. Voting was as follows:

Chairman Woffinden	**Aye**
Christine Anderson	**Aye**
Bruce Frandsen	**Aye**
Chris Christiansen	**Aye**

The motion passed.

4. Other Business

Chairman Woffinden reported from the city council's work session. He told commissioners that there was a lot of discussion regarding the TOD commercial requirement in that area coming down from the 75% buildout requirement. The council even discussed going to zero and allowing residential first on the ground floor and having people move out when the commercial is ready. The chairman thinks it is asinine and totally defeats the purpose of a lot of prior work. The council talked about scheduling another work session to get more input from the commission. Council also discussed traffic problems in the downtown area, it is a giant parking lot.

Questions were raised about the Vineyard Connector, Mr. Hunter said that there have been some UDOT meetings on the subject recently. UDOT's timeline is further out than we would like. UDOT has some rights-of-way accumulated but are still doing studies. Mr. Frandsen pointed out that Kelton Apartments is being built in the area of the initial alignment of the connector.

Ms. Anderson would like to take a couple minutes in the next meeting to report on the APA Conference that she attended.

4. Site Plan Committee Report

Mr. Hunter told commissioners that there will probably be a couple of code amendments and a zone and land use map amendment at the next meeting.

5. Review and action on the minutes of the September 8, 2021 Planning Commission Regular Session

Mr. Christiansen moved to recommend approval of the corrected minutes of the September 8, 2021 Planning Commission Regular Session.

Ms. Anderson seconded the motion. Voting was as follows:

Chairman Woffinden	**Aye**
Christine Anderson	**Aye**
Bruce Frandsen	**Aye**
Chris Christiansen	**Aye**

The motion passed.

6. Adjournment

Mr. Frandson motioned to adjourn.

Ms. Anderson seconded the motion. All voted in favor.

Meeting adjourned at 7:30 pm.

Lisa Halversen
Administrative Assistant