

## Planned Development Application Submittals

### *Greenprint Gateway Apartments*

#### Project Description:

The long-standing and existing use of our project site is as a parking lot and car repair shop. The proposed project is a six-story apartment building comprised of one, ground-floor concrete podium level and five wood-framed stories (*See, enclosed concept plans*). The building will deliver 150 residential apartment units to this downtown location. At the street-level, along the 200 South facade, the podium will contain retail and/or office spaces. The minimum parking currently required by the zone will be accomplished by a combination of indoor and outdoor parking stalls. The outdoor stalls will be located behind the building, with gated access off of 600 West, and the parking lot will include the required interior landscaping. Given its proximity to the Old Greek Town Trax Station and the Gateway commercial development, we believe that this design will not only meet the City's vision for this district but will also enhance the area by adding a walkable, transit-oriented, multi-family option for City residents.

#### Planned Development Information:

##### **A. Purpose and Objectives (21A.55.010)**

The proposed development increases the efficient use of the land and resources at this location. By replacing the existing parking lot and car repair shop, the project delivers 150 additional apartment units to the Gateway district and assists in revitalizing an essential downtown area. The efficiency of public and utility services delivered to this location is also increased by the density achieved by the proposed development. Additionally, the design and use of the building elevates the look and feel of the surrounding area while dovetailing into the City's vision of what the Gateway Mixed-Use zone will become as expressed in its Master Plan.

Importantly, our proposal complies with the requirements of the Gateway-Mixed Use zone and, instead of seeking to modify the purpose of the zone, seeks to further it. For example, the stated intent of the G-MU zone is to "provide controlled and compatible settings for residential, commercial and industrial developments" and to "reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential". The Greenprint Gateway Apartments brings high density residential and supporting retail/office locations to the district – a use that is compatible with adjacent and nearby developments of a more commercial nature.

As for the stated objectives of planned development, our project includes 150 micro and studio apartment units, a type of housing that does not exist in the zone (*See, enclosed concept plans*). Additionally, the price point related to these smaller units provide opportunities for tenants to rent prime downtown space at a much more affordable price than otherwise available in the

Gateway district. The project also delivers 150 users to the Trax Station situated directly to the East of the building's entrance. Given the reduced parking requirements applicable to this site (.25 stalls per unit), the project will reduce reliance on the automobile, encourage use of public transit and highlight the walkable nature of the district in general. Finally, the project will redevelop a site within a portion of the City that has been designated as a brownfield area.

For the foregoing reasons, we believe that the Greenprint Gateway Apartments accomplish and even further the purposes and objectives of the City's vision for planned development in the Gateway Mixed Use zone.

#### **B. Standards for Planned Developments (21A.55.050)**

Planned Development Objectives: The proposed project meets the standards for planned developments by meeting multiple planned development objectives, as set forth directly above, including the stated objectives regarding housing types, decreased reliance on the automobile, reuse of a priority site and master plan implementation.

Master Plan Compatibility: The proposed project is consistent with the adopted policies in the City's Master Plan applicable to the project site. By redeveloping the site's existing use, the project delivers an efficient, high-density residential use that is not currently available in the area.

Design and Compatibility: The scale, mass and intensity of the proposed development is justified by delivering 150 residential units to the area immediately proximate to the Gateway commercial district. And, by using a varied mix and percentage of exterior materials (brick, board-form concrete, cementitious siding, stucco) as required by the zone, the look and feel of the building is not only compatible with its surroundings but will age well. Further, the building is oriented toward 200 South and includes storefront glass at retail and office locations on the street-level to facilitate pedestrian interest and interaction. On-site parking is located behind the building and behind fences, landscape setback, and a parking gate to provide an appropriate buffer from adjacent uses.

Landscaping: The site plan for the project shows that none of the existing landscaping in the park strips along 200 South and 600 West will be disturbed as we develop this corner lot. As indicated on the site plan, landscape buffers will be provided at the point of entry to the parking lot behind the project and within the interior of the lot as required by ordinance.

Mobility: By placing the drive access to the extreme back (North) of the property line along 600 West, traffic will be allowed to turn off of 200 South without impediment. In fact, the proposed drive access eliminates two existing drive accesses that are closer to 200 South along 600 West. Further, the storefront glass design of the retail and office locations along 200 South provide pedestrian interest and access to the structure on its ground level. The main pedestrian entrance to the building is located under a 5 foot overhang of the podium level which shields pedestrians from weather and sets the building entrance apart from the retail and office

locations to the East and West of the entrance. One of the key features of this transit-oriented project lies in its proximity to the Old Greek Town Trax Station. Additionally, a wide variety of retail, commercial, office and eating establishments are within walking distance of the project's new Gateway district residents.

Existing Site Features: On this particular site, given its current use as a parking lot and car repair shop, there do not appear to be existing features that have contributed significantly to the character of the neighborhood that need be maintained in its redevelopment.

Utilities: The water line running North along 600 West was recently replaced and significantly increased in size by a neighboring development. As a result, it appears that the utilities currently available to the site will be sufficient for its proposed redevelopment.

### **C. Long-term Maintenance (21A.55.110)**

In compliance with Section 21A.55.110 of the City Code, we plan to calculate the initial estimate of costs for maintenance and capital improvements of all infrastructure related to our project as those costs become available. Based upon our pre-application meeting with planning staff, it appears that the water line that will service the project has been replaced recently and is adequately sized. It is also believed that no sewer upgrade will be necessary. As a result, the estimate will include the maintenance of drainage systems, landscape and paved areas and other similar facilities. This cost estimate will be recorded with the plat.

Additionally, the recorded plat will include a "notice to purchasers" clause that will disclose that the maintenance, repair, replacement and operation of the infrastructure is the responsibility of the project owners. The above-referenced cost estimate will also be provided in a separate disclosure to any purchase of the project. Finally, all property owners will have access to at least annual reports estimating yearly expenditures for maintenance, repair, operation or replacement of infrastructure and the final, actual expenditures relating to the same for the previous year.

For the foregoing reasons, the developer respectfully requests that its Planned Development Application be approved by the Salt Lake City Planning Commission.

Respectfully Submitted,

OZ7 Opportunity Fund, LLC