

# **Platform 1500 Apartments**

## **Planned Development Application**

Nick Norris  
Director, Planning  
Salt Lake City Planning  
451 S State Street Room 406  
Salt Lake City, UT 84114

Dear Mr. Norris:

This application meets the Standards for Planned Developments per 21A.55.050 as follows:

- A. Planned Development Objectives – As described in the 2 a submission of this application, this request meets objectives C. Housing, D. Mobility, E. Sustainability, and F. Master Plan Implementation. The modifications of forgoing the setbacks are necessary for this development to accommodate the proposed structure, necessary parking, and to keep construction from needing to exceed verticality limits. If this request is refused and the verticality is needed to incorporate more parking and a further floor of residence, this would increase the construction costs to a level that is not feasible for this level of affordable housing and would result in the project not being built.
  
- B. Master Plan Compatibility – The proposed development is consistent with citywide and community Master Plans; specifically the recently approved “Ballpark Neighborhood”. This development aligns with the implementation of the new BallPark Station Area Plan by assisting the downtown core’s demand for housing accommodating growth, expanding the current community with affordable housing, and enhancing the livability of the neighborhood. This development also meets citywide master plans by providing new deeply affordable housing in a highly developing, downtown adjacent neighborhood that will encourage biking and public transportation usage. This development will also be a new highly energy efficient building that will be Energy Star and Enterprise Green Communities certified meeting city energy and efficiency objectives.

### C. Design and Compatibility –

1. The scale, mass, and intensity of the proposed planned development is compatible with the area as there is a 256-unit development being built across the street to the north of this development and with the large redevelopment happening throughout the local area. It is also aligned with the applicable Master Plans as described in B.
2. The building orientation and materials in the proposed planned development are compatible with the neighborhood as shown in Exhibit A attached below.
3. Setbacks – these are what are proposed to be waived
  - a. Waiving the setbacks still maintains the visuals of the neighborhood. Please see Exhibit B attached below.
  - b. There is still sufficient space for Private Amenities as they are included within the building interior.
  - c. Three sides of the building, north, south, and east are all road facing and will have no impact to other developments. West side of the building abuts a commercial use building and does not impact them.
  - d. Sightlines and sidewalks are still maintained for this development and all current developments. Again, three sides of the proposed development are street facing.
  - e. Sufficient space for maintenance is maintained within the development.
4. Building facades will offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction. Please see attached plans that detail facades and features.
5. Lighting is designed for safety and visual interest while minimizing impacts on surrounding property. Please see attached plans for details.
6. Dumpsters are appropriately screened. Please see attached plans for details.
7. Parking is a dedicated, enclosed podium and is appropriately screened from adjacent uses. Please see attached plans for details.

D. Landscaping –

1. There are currently no trees along the periphery of the property
2. As this property abuts roadways on three sides additional buffering to abutting properties is not applicable. On the west boundary, the abutting property is currently built close upon and therefore current buffering is maintained. Please see Exhibit C attached below.
3. With the proposed site abutting roadways on three sides, impact of any landscaping is not applicable.
4. Landscaping is appropriate for the scale and site of this development. Please see attached plans.

E. Mobility –

1. Drive access to the site is being proposed on 1500 south. This should be the most efficient and safe means with no negative impact to current traffic. Please see attached plans for reference.
2. Safe circulation –
  - a. Pedestrian environment is consistent with current site as sidewalks will be maintained. The main pedestrian thoroughfare along 300 West will have several architectural features and materials to provide an interesting flow and aesthetic design.
  - b. The property will have a dedicated bicycle storage room to encourage tenants to utilize the new raised bicycle lane along 300 West.
  - c. For the size and compactness of the site, we have minimized transportation mode conflicts as best as possible.
3. With the bicycle storage, all adjacent amenities are accessible and encouraged.
4. For emergency access, the property has three roadway adjacent sides and therefore fire has access to three vertical faces of the building. Police and ambulance should have plenty of parking around the street sides of the property.

5. There is minimal impact to surrounding areas and public rights-of-way as this proposed development will not need loading access or have service areas.
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- F. Existing Site Features – The current built features on the site are not considered to significantly contribute to the character of the neighborhood. One existing building is even damaged by fire and not usable. The new building will provide the area with a newer, more modern mid-rise building that will provide affordable residence along the 300 West corridor. This should add great value to the neighborhood and local area.
  - G. Existing utilities will adequately serve the development without detrimental effect on the surrounding area. 300 West utilities will be tapped and are sufficient.

Exhibit A



The Enclave at 1400 Apartments – stucco finishes with balconies. One block from proposed site.



Park Vue Apartments – stucco finishes with balconies. Two blocks from proposed site.



Exhibit B



Rev Motoring Already built to sidewalk on Andrews Street



Brothers Transmission located at 1626 S 300 W built to the sidewalk



Diamond Electric located at 1465 S 300 W built up to the sidewalk



Min Ra Sol Distributing located at 1500 S 377 W built up to the sidewalk





Right Side Up Auto located at 1515 S 400 W built up to the sidewalk



John Kruger Auto Repair located at 1604 S 300 W built up to the sidewalk



Exhibit C



Existing building on proposed site (Black brick on left) & current adjacent building (white brick on right)