

Planned Development Application for 203 Paxton Ave, Salt Lake City, UT 84101

Supporting Information

Description of your proposed use. If involving a residential development Include number, size, and type of dwelling units in each building, and the overall dwelling unit density.

- Project Site Area: 29,009 sq ft
 - Project Footprint on Site: 21,219.5 sq ft
 - Current Zoning: CG General Commercial
-

- Ground Floor:
 - On-Grade Parking
 - Commercial Space
 - Small Leasing Office
 - Podium Floor (level 2):
 - Outdoor Courtyard Amenity Space
 - Common Room
 - Residential Units:
 - (284) Studio Units; Typical size is 23' x 13' (300 sq ft)
 - (18) 1-Bedroom Unit; Average size is 500 sq ft
 - (302) Total Units
-

- Vehicle Parking Provided:
 - 79 Regular Stalls
 - 4 ADA Stalls 83
 - Total Stalls (27%)
- Bicycle Parking :
 - Required: 1 per 5 Units = $302/5 = 61$ Bike Stalls
 - Provided: 62 Bike Stalls
- Landscape Area:
 - Provided: 10,485 sq ft (ground floor, courtyard on level 2, and roof deck on top floor)

A complete description of the proposed planned development including the zoning regulations being modified.

- The proposed project is a mixed-use project with over 300 housing units that are designed to help achieve Salt Lake City's goals for new affordable housing and encouraging transportation options other than just the automobile. The current zoning is designated as CG General Commercial, however, the proposed project more closely fits the zoning criteria of other Residential / Mixed-Use zones, as well as the "Transit Supportive Zone" described in the Ballpark Station Area Plan. Thus, we are proposing the following modifications:
 1. Setback variance along the eastern border of the project to create a better pedestrian space along 200 West, which is already a very narrow street. The additional space allows for more outdoor seating and covered space for residents or patrons of the commercial space to wait for Trax trains. A

strict interpretation of the code would require an exact 10' setback, and what we propose is to allow a variation between 10' to 15' to allow for stepping of the ground floor façade, which we believe allows for better activation of the ground floor urban space.

2. Modification of parking requirement to 0.25 stalls per dwelling. With existing reductions (see 21A.44.050 sections C & D), the current requirement is 0.5 stalls per dwelling. We propose the modification to 0.25 stall/dwelling in order to achieve two of Salt Lake City's Goals:
 - a. Parking modification enables project to offer rents at below 60% AMI for 94% of the units, and at below 80% AMI for all 100% of the units, because of reductions in parking structure costs.
 - b. Parking modification encourages residents to more fully utilize adjacent Ballpark Trax station and rely less heavily on automobiles for transportation.

When the proposed planned development includes provisions for common open space or recreational facilities, a statement describing the provision to be made for the care and maintenance of such open space or recreational facilities.

- We will employ a full-time, on-site property management company with property manager and full time maintenance personnel. The property manager will have oversight to ensure proper utilization of the amenities and common areas including fitness center, and the full-time maintenance team will be on site and rapidly respond to repair and maintenance needs as they arise.

Describe the plan for long-term maintenance of all private infrastructure as stated in 21A.55.110 of the planned development ordinance.

- We are employing an asset management team that will work with property management to create annual capital expenditure plans for major planned work, such as parking lot resurfacing, roof repairs, amenity/common area upgrades, etc. Further this team along with maintenance team will oversee repairs and maintenance.

Demonstrate how your project meets the purpose and at least one objective of a planned development as stated in 21A.55.010 of the planned development ordinance;

- **See Paxton PD Objectives.PDF**

Demonstrate how your project meets the standards for planned developments as stated in 21A.55.050 of the planned development ordinance.

[21A.55.050 A](#) The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development.

- PD Objective C-1: Parking ratio modification reduces parking structure costs, thus enabling project to offer rents at below 60% AMI for 94% of the units, and at below 80% AMI for all 100% of the units.
- PD Objective D-2: Parking ratio modification to encourage self-selection of residents towards those who will use automobiles less and more fully utilize public transportation.
- PD Objective D-2: The intent of the requested setback variance is to enable the addition of sheltered benches that are oriented towards the TRAX station to offer better compatibility with the transit-oriented nature of the site, i.e. allow easy access and waiting space, etc.

21A.55.050 B Master Plan Compatibility: The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

- Ballpark Station Area Master Plan specifically identifies this property as being in the “Heart of the Neighborhood” and as such is appropriate for greater density, height, and activation. Our project is helping accomplish several of the Master Plans stated goals, including
- Repurposing parking lots and Underutilized Properties to add activity to the Heart of the Neighborhood
 - Repurposing an old, contaminated towing truck parking lot.
- Increasing affordability and attainability of housing for current & future residents.
 - Planning for 100% of rents to be below 80% AMI and 94% of rents to be below 60% AMI.
- Increasing connectivity of the neighborhood.
 - Restoring the midblock connection that was lost decades ago by installing a 10’ pedestrian corridor.

21A.55.050 C Design And Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations.

- Setback variance allows for better pedestrian space along the eastern façade of the building along 200 West, which is already a very narrow street. The additional space allows for more outdoor seating and covered space for residents or patrons of the commercial space to wait for Trax trains. A strict interpretation of the code would require an exact 10’ setback, and what we propose is to allow a variation between 10’ to 15’ to allow for stepping of the ground floor façade, which we believe allows for better activation of the ground floor urban space.

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

- The location of the site adjacent to the Ball Park Trax Station, as well as the designation by the Ballpark Station Area Master Plan as “Heart of the Neighborhood” makes this site appropriate for greater density, height, and activation.

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

- The building orientation and setbacks are well aligned with the other new buildings in the neighborhood, as well as the goals in the Ballpark Station Master Plan. Specifically, the Colony B project was a precedent we looked at closely to align with both architecturally as well as the unit types. The project is oriented to engage well with the trax station across the street on 200 West, providing much needed transit-oriented housing.

3. Whether building setbacks along the perimeter of the development:

a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.

- The proposed setbacks are in line with the current code, aside from the slight variance requested above regarding 200 West. The setback along the southern property line allows for connecting the alley that runs parallel to Paxton Ave and Lucy Ave to connect to 200 West, which allows for better pedestrian and bike access to the Trax station.

- b. Provide sufficient space for private amenities.
 - The majority of the amenity space we are proposing is on upper floors, allowing the ground floor to be maximized for uses that engage the street level, such as the commercial space. We are providing an elevated courtyard on the second level for the residents, as well as a roof deck space on the top floor on the northeast corner of the building which will have spectacular views of downtown Salt Lake City as well as the Wasatch Mountains to the east.
- c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
 - We are providing the code required buffer spaces between adjacent properties, including the alleyway connection described above, connecting the existing alleyway that is currently a dead-end, to flow towards 200 West.
- d. Provide adequate sight lines to streets, driveways and sidewalks.
 - The proposed site plan with the spacing and setbacks allows for required sight lines
- e. Provide sufficient space for maintenance.
 - We are proposing several maintenance / storage areas in the below-grade parking garage, as well as other facilities on the main floor. On the residential levels, there is a maintenance closet on each floor.
- 4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
 - We are proposing lots of glazing and interest along both 200 West and Paxton Ave to engage the pedestrian interaction, including a ground floor commercial tenant space at the corner of 200 West and Paxton Ave. We also are proposing some ground-floor walk-up units on 200 West. The need for architectural detail on the ground floor is the reason for the request to vary the 10' setback along 200 West, as described above.
- 5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
 - Proposed lighting is consistent with Salt Lake City standards, providing the necessary lighting for the project without creating a nuisance for neighboring properties.
- 6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
 - The trash room is fully enclosed on the ground floor, with the garbage bins being rolled out to the street only when trash is collected
- 7. Whether parking areas are appropriately buffered from adjacent uses.
 - The parking garage is buffered and screened visually from the street and adjacent properties, by providing occupiable space between the parking and Paxton Ave and 200 West, and providing metal screens between the garage and the adjacent property to the south and to the west.

21A.55.050 D Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;

- One tree along the western periphery will be removed. The remaining trees being removed are interior lot trees.
2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
- There is no major existing landscaping that provides additional buffering to the abutting properties that will be removed. There is a large row of trees directly to the south of the property but are not located on the property per survey.
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and
- The Proposed Landscaping is designed to improve the overall quality and create positive impacts on the area surrounding the development.
4. Whether proposed landscaping is appropriate for the scale of the development.
- The Proposed Landscaping is in line with SLC requirements for this scale of a development.
- E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:
1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
- The proposed drive access is positioned away from the corner as much as possible to allow for maximum visibility and time to anticipate approaching vehicles
2. Whether the site design considers safe circulation for a range of transportation options including:
- a. Safe and accommodating pedestrian environment and pedestrian oriented design;
 - As described above, we are proposing a pedestrian & bike connection of the existing mid-block alleyway that runs parallel to Paxton Ave and Lucy Ave, which provides greater pedestrian and bike connectivity for the whole block. We also have proposed design elements that engage the pedestrian along the street level, as well as bike storage and parking that is close to 200 West.
 - b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
 - Bike parking is on the ground floor, with secured & lockable spaces for residents, with easy access to 200 West, Paxton Ave, the mid-block alley, and ultimately the Trax station.
 - c. Minimizing conflicts between different transportation modes;
 - Car egress and ingress locations and bicycle egress and ingress locations are on opposite sides of the building. UDOT Pedestrian Access to be marked and signs posted to facilitate safety and traffic.
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
- The site design, including the covered seating on the east ground floor, promotes the ease of access to the adjacent public transit station. Access to adjacent uses will be enhanced by the restored midblock connection via installation of the 10' pedestrian corridor.
4. Whether the proposed design provides adequate emergency vehicle access; and
- We have had a discussion with the Fire Marshall during initial exploratory meetings with the city and have good access along Paxton Ave. We will also provide the necessary fire sprinkler system to allow for development with less access along 200 W and the mid-block property lines, which was agreeable to the fire Marshall during initial conversations.

5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

- Loading access space is on the ground floor, and off of the main road, as required by code, so residents/tenants can do loading and unloading safely. The proposed design meets all the requirements in the zoning code.

F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

- The attractive façade and quality materials, or the overall addition of an aesthetically pleasing building, which will include commercial space and pedestrian corridor, contributes positively to the character of this neighborhood. The nature of this “transit-oriented” community will interact well with the immediate environment of the Trax station and surrounding residential communities.

G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area. (Ord. 8-18, 2018)

- There is an existing 6” CIP Water main in Paxton Avenue that will be utilized for Water and an existing 8” PVC Sewer Main in Paxton Avenue that will be utilized for Sewer. It is assumed both have adequate flow/capacity for the proposed project.



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PAXTON MIXED-USE
COVER SHEET | 01.03.2024



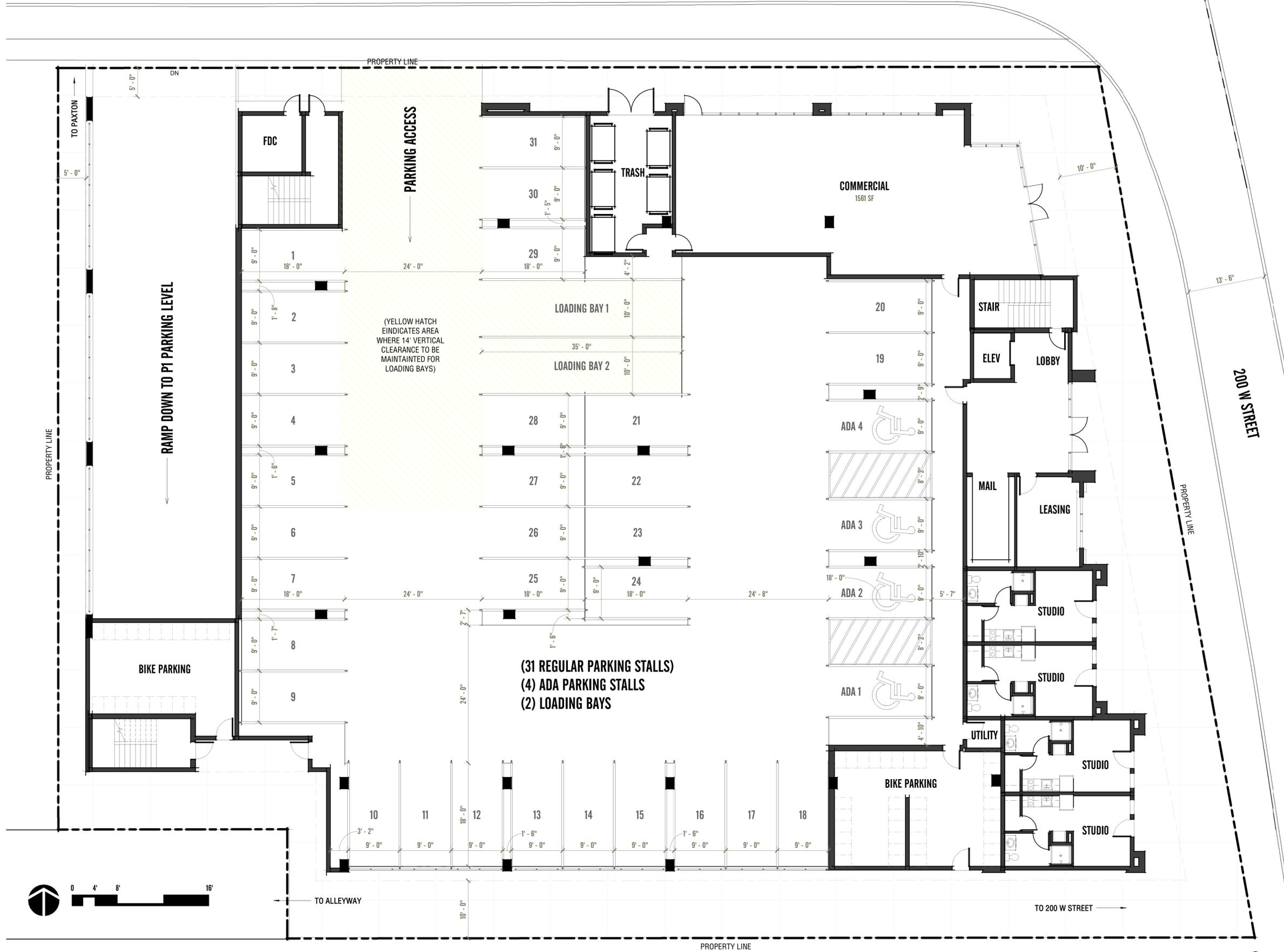


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PAXTON MIXED-USE

BELOW-GRADE PARKING LEVEL | 01.03.2024





(31 REGULAR PARKING STALLS)
(4) ADA PARKING STALLS
(2) LOADING BAYS

PROJECT SUMMARY

Project Address: 203 Paxton Ave, Salt Lake City, UT 84101

Project Site Area: 29,009 sq ft

Project Footprint on Site: 21,219.5 sq ft

Current Zoning: CG General Commercial

- Ground Floor:**
- On-Grade Parking
 - Commercial Space
 - Small Leasing Office

- Podium Floor (level 2):**
- Outdoor Courtyard Amenity Space
 - Common Room

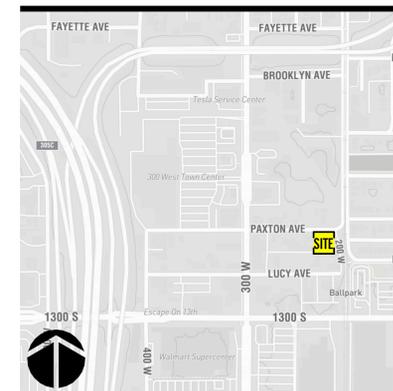
- Residential Units:**
- (284) Studio Units
 - (18) 1-Bedroom Unit
 - (302) Total Units

- Vehicle Parking Provided:**
- 79 Regular Stalls
 - 4 ADA Stalls
 - 83 Total Stalls (27%)

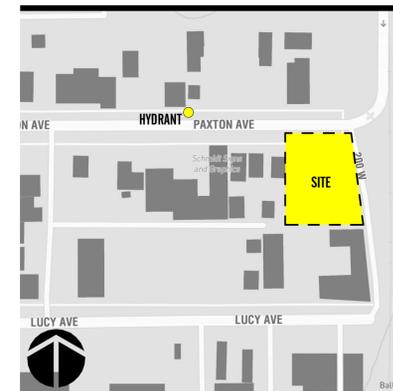
- Bicycle Parking :**
- Required: 1 per 5 Units = 302/5 = 61 Bike Stalls
 - Provided: 62 Bike Stalls

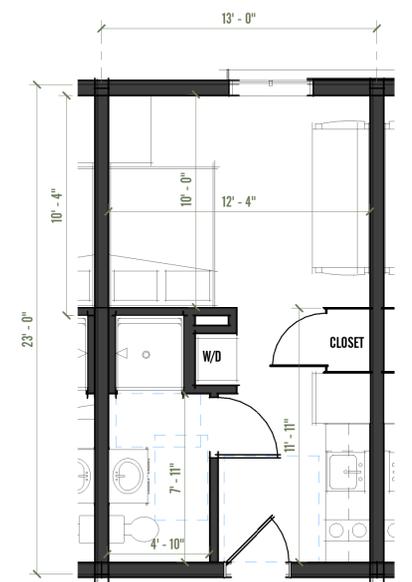
- Landscape Area:**
- Provided: 10,485 sq ft (ground floor, courtyard on level 2, and roof deck on top floor)

VICINITY MAP

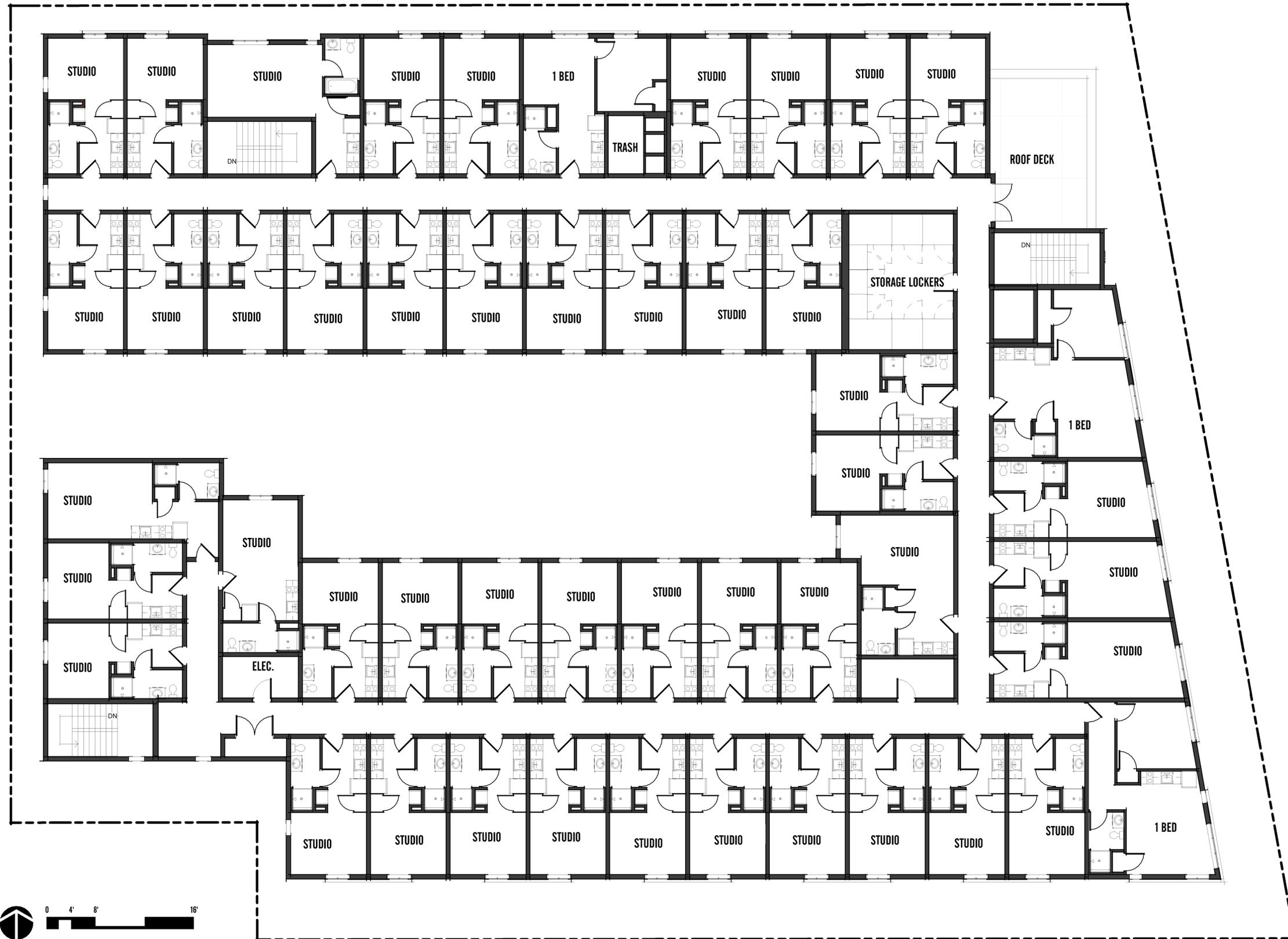


HYDRANT LOCATION





TYPICAL UNIT PLAN
1/4" = 1'-0"



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PAXTON MIXED-USE

L7 CONCEPT PLAN | 01.03.2024





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NORTHEAST EXTERIOR PERSPECTIVE | 01.03.2024





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SOUTHEAST EXTERIOR PERSPECTIVE | 01.03.2024





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NORTHWEST EXTERIOR PERSPECTIVE | 01.03.2024



KNIGHTON
ARCHITECTURE + PLANNING

EXTERIOR MATERIALS

- BV-1** BRICK VENEER
BASIS OF DESIGN: MCNEAR THIN BRICK, NORFOLK CENTURION
- SS-1** STUCCO SYSTEM: COLOR 1
BASIS OF DESIGN: SW 7632 MODERN GRAY
- SS-2** STUCCO SYSTEM: COLOR 2
BASIS OF DESIGN: SW 7048 URBANE BRONZE
- SS-3** STUCCO SYSTEM: COLOR 3
BASIS OF DESIGN: SW 7069 IRON ORE
- ES-1** EXTERIOR SIDING: COLOR 1
BASIS OF DESIGN: CHAMCLAD 6" WALL PANEL, TOFFEE COLOR
- ES-2** EXTERIOR SIDING: COLOR 2
BASIS OF DESIGN: MBCI MASTERLINE-16 METAL SIDING, MIDNIGHT BRONZE
- AS-1** ALUMINUM STOREFRONT: BLACK COLOR
- GL-1** LOW-E STOREFRONT GLAZING
- SM-1** GALVANIZED STEEL MESH SCREEN
- CC-1** EXPOSED FINISHED CONCRETE



NORTH CONCEPT ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS

- BV-1** BRICK VENEER
BASIS OF DESIGN: MCNEAR THIN BRICK, NORFOLK CENTURION
- SS-1** STUCCO SYSTEM: COLOR 1
BASIS OF DESIGN: SW 7632 MODERN GRAY
- SS-2** STUCCO SYSTEM: COLOR 2
BASIS OF DESIGN: SW 7048 URBANE BRONZE
- SS-3** STUCCO SYSTEM: COLOR 3
BASIS OF DESIGN: SW 7069 IRON ORE
- ES-1** EXTERIOR SIDING: COLOR 1
BASIS OF DESIGN: CHAMCLAD 6" WALL PANEL, TOFFEE COLOR
- ES-2** EXTERIOR SIDING: COLOR 2
BASIS OF DESIGN: MBCI MASTERLINE-16 METAL SIDING, MIDNIGHT BRONZE
- AS-1** ALUMINUM STOREFRONT: BLACK COLOR
- GL-1** LOW-E STOREFRONT GLAZING
- SM-1** GALVANIZED STEEL MESH SCREEN
- CC-1** EXPOSED FINISHED CONCRETE



EAST CONCEPT ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS

- BV-1** BRICK VENEER
BASIS OF DESIGN: MCNEAR THIN BRICK, NORFOLK CENTURION
- SS-1** STUCCO SYSTEM: COLOR 1
BASIS OF DESIGN: SW 7632 MODERN GRAY
- SS-2** STUCCO SYSTEM: COLOR 2
BASIS OF DESIGN: SW 7048 URBANE BRONZE
- SS-3** STUCCO SYSTEM: COLOR 3
BASIS OF DESIGN: SW 7069 IRON ORE
- ES-1** EXTERIOR SIDING: COLOR 1
BASIS OF DESIGN: CHAMCLAD 6" WALL PANEL, TOFFEE COLOR
- ES-2** EXTERIOR SIDING: COLOR 2
BASIS OF DESIGN: MBCI MASTERLINE-16 METAL SIDING, MIDNIGHT BRONZE
- AS-1** ALUMINUM STOREFRONT: BLACK COLOR
- GL-1** LOW-E STOREFRONT GLAZING
- SM-1** GALVANIZED STEEL MESH SCREEN
- CC-1** EXPOSED FINISHED CONCRETE



SOUTH CONCEPT ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS

- BV-1** BRICK VENEER
BASIS OF DESIGN: MCNEAR THIN BRICK, NORFOLK CENTURION
- SS-1** STUCCO SYSTEM: COLOR 1
BASIS OF DESIGN: SW 7632 MODERN GRAY
- SS-2** STUCCO SYSTEM: COLOR 2
BASIS OF DESIGN: SW 7048 URBANE BRONZE
- SS-3** STUCCO SYSTEM: COLOR 3
BASIS OF DESIGN: SW 7069 IRON ORE
- ES-1** EXTERIOR SIDING: COLOR 1
BASIS OF DESIGN: CHAMCLAD 6" WALL PANEL, TOFFEE COLOR
- ES-2** EXTERIOR SIDING: COLOR 2
BASIS OF DESIGN: MBCI MASTERLINE-16 METAL SIDING, MIDNIGHT BRONZE
- AS-1** ALUMINUM STOREFRONT: BLACK COLOR
- GL-1** LOW-E STOREFRONT GLAZING
- SM-1** GALVANIZED STEEL MESH SCREEN
- CC-1** EXPOSED FINISHED CONCRETE



WEST CONCEPT ELEVATION
1/8" = 1'-0"



the
PAXTON

RETAIL ENTRANCE

PLANNED DEVELOPMENT OVERVIEW

PURPOSE STATEMENT (21A.55.010)

Purpose is to encourage development that meets one or more of 6 city goals or objectives (see table to the right)

Section	Objective	Yes/No	Qualifying Strategy	How Objective is to be Satisfied
A)	Open Space and Natural Lands: Preserving, protecting or creating open space and natural lands	✗		
B)	Historic Preservation	✗		
C)	Housing: provide affordable or certain types of housing to meet City's housing goals	✓	1. At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.	We are planning for 94% of units to be below 60% AMI. All 100% of units will be below 80% AMI.
D)	Mobility: Enhance accessibility and mobility	✓	1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.	Decades ago, the midblock alley was absorbed into this property. Our project will restore the midblock connection that has been lost by installing a 10' pedestrian corridor. This midblock pedestrian connection will also create greater ease of access for future developments (to the west) to access the Ballpark Trax Station.
		✓	2. Improvements that encourage transportation options other than just the automobile.	We are building adjacent to Ball Park Trax Station and reducing the parking stalls to discourage automobile use while living at the property. Further, we are building sheltered benches oriented towards the TRAX station to allow easy access and waiting.
E)	Sustainability: Project achieves exceptional performance with resource consumption and impact on natural systems	✓	1. Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.	One of our affiliated companies is Redstone Solar, which will be installing solar on the roof of this project. We estimate that the project could generate approximately 270,000 kWh/Year with a rooftop solar array.
		✓	2. Reuse Of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.	We are entering into the Voluntary Cleanup Program under direction of the Division of Environmental Response and Remediation (DERR), under the Utah Department of Environmental Quality, to remediate soil and ground water contamination on the site.
F)	Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal.	✓	1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features. (Ord. 8-18, 2018)	Ballpark Station Area Master Plan specifically identifies this property as being in the "Heart of the Neighborhood" and as such is appropriate for greater density, height, activation. Our project is helping accomplish several of the Master Plans stated goals.

AFFORDABLE HOUSING

PD OBJECTIVE C1

At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.

PROPOSED SOLUTION

We are planning for 100% of units to be below 60% AMI. This will help the city achieve its Goals and Key Findings in the ‘Housing SLC 2023-2027’ Study (referenced in the images to the left)

GOAL 1

Make progress toward closing the housing gap of 5,500 units of deeply affordable housing and increase the supply of housing at all levels of affordability.

Metrics: A Entitle 10,000 new housing units throughout the city.

1. Minimum 2,000 units deeply affordable (30% AMI or below)
2. Minimum 2,000 units affordable (31% - 80% AMI)

Key Findings

Over the course of 2022, Salt Lake City engaged the public and collected both quantitative and qualitative data for analysis. Six key findings emerged that will guide the City’s efforts over the course of this Plan. The key findings are:

1. Rental vacancy rates are low and home sale prices are unaffordable to most residents, putting **strain on existing rental housing and causing rents to rise dramatically.**
2. Despite a housing construction boom, housing prices suggest a **shortage of housing supply overall, but especially housing that is deeply affordable** (affordable to renters earning 30% of AMI or less), with demand for housing outpacing supply.
3. Salt Lake City is majority renter, and **half of all renters are cost burdened**, spending more than 30 percent of their income on housing costs. Residents are concerned about renter’s rights and resources.
4. According to a survey of city residents, **affordable housing and behavioral health services** are preferred over additional emergency shelters and homeless resource centers as solutions for homelessness.
5. There is a **mismatch between the types of housing the market is producing and the needs of the community.** Residents perceive that most new housing is “luxury” while many desire more **affordability throughout the city.** Additionally, residents want more **“missing middle” housing and more family-sized housing.**
6. **Wages have not kept pace with cost of living**, especially housing-related costs, and residents are feeling increased stress about everyday expenses.

Salt Lake City, UT			Max BMR 30.00%		Paxton Project		
Family Size	60% AMI	80% AMI	60% AMI	80% AMI	Projected Rents	Unit Count	Percentage
	(2022-23)	(2022-23)	Monthly Rents	Monthly Rents			
1-person (Studio)	\$ 43,020	\$ 57,350	\$ 1,076	\$ 1,434	\$ 999	285	94% Units below 60% AMI
1.5-person (1-bed)	\$ 46,110	\$ 61,450	\$ 1,153	\$ 1,536	\$ 1,250	18	6% Units below 80% AMI

<https://www.sl.gov/housingstability/wp-content/uploads/sites/59/2022/08/HOME-Income-Limits-2022-23.pdf>

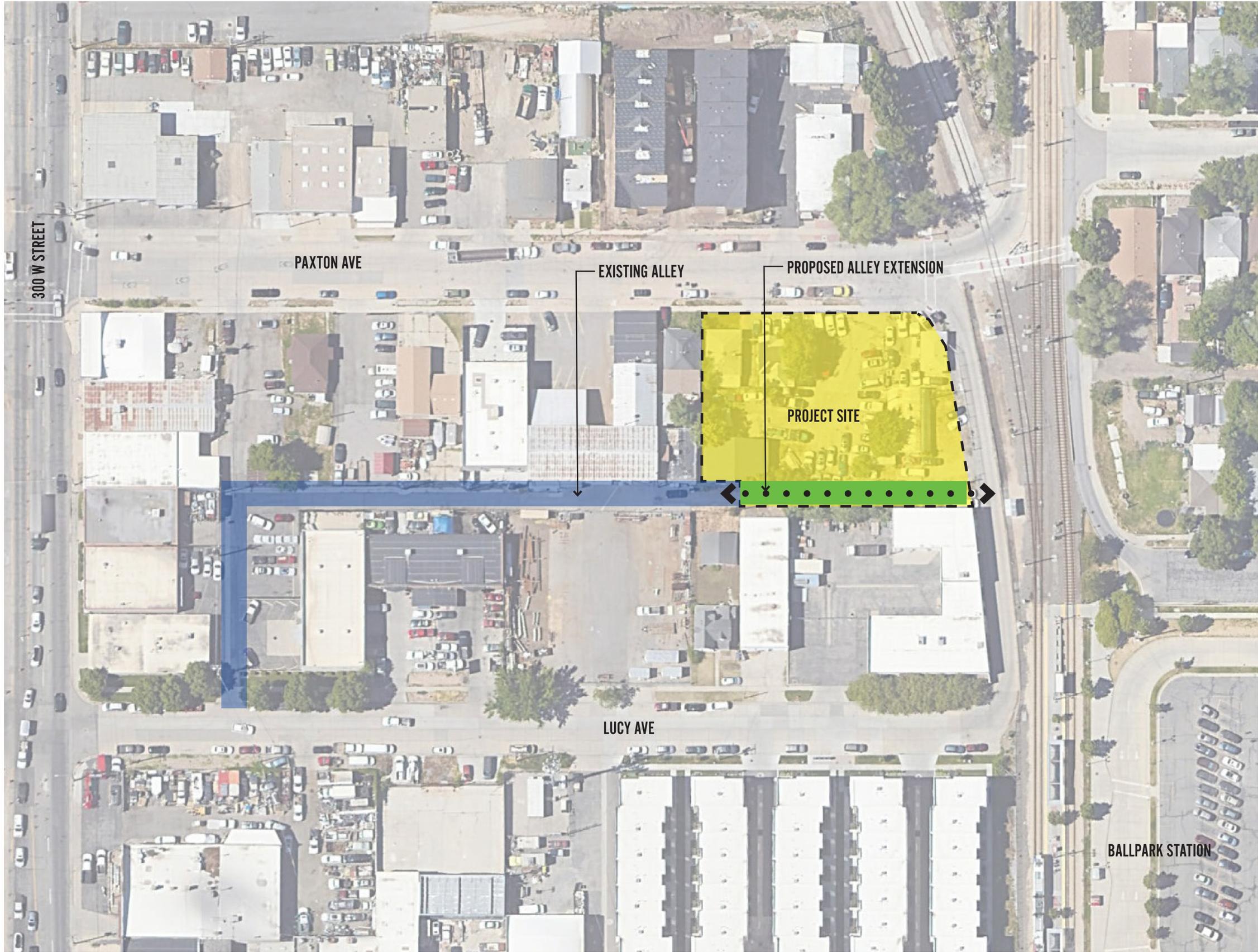
INTERIOR BLOCK CONNECTIONS

PD OBJECTIVE D1

Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.

PROPOSED SOLUTION

Decades ago, the midblock alley was somehow absorbed into this property. Our project will restore the midblock connection that has been lost by installing a pedestrian corridor.



PUBLIC TRANSPORTATION ACCESS

PD OBJECTIVE D2

Improvements that encourage transportation options other than just the automobile.

PROPOSED SOLUTION

We are building adjacent to transit and reducing the parking stalls to encourage less automobile use while living at the property. Further, we are building sheltered benches oriented towards the TRAX station to allow easy access and waiting. Also, the proposed midblock alley connection will encourage future developments to the west to access the Ballpark TRAX Station, increasing both pedestrian and bicycle access.

The project will also have great access to the bicycle corridor on 300 West, traveling north & south, as well as a the identified bike corridor along Paxton Ave, as identified in 2019 Salt Lake City Bikeways Map.

LEGEND

-  Pedestrian Route
-  Public Transportation Route
-  Bicycle Route



ENERGY GENERATION

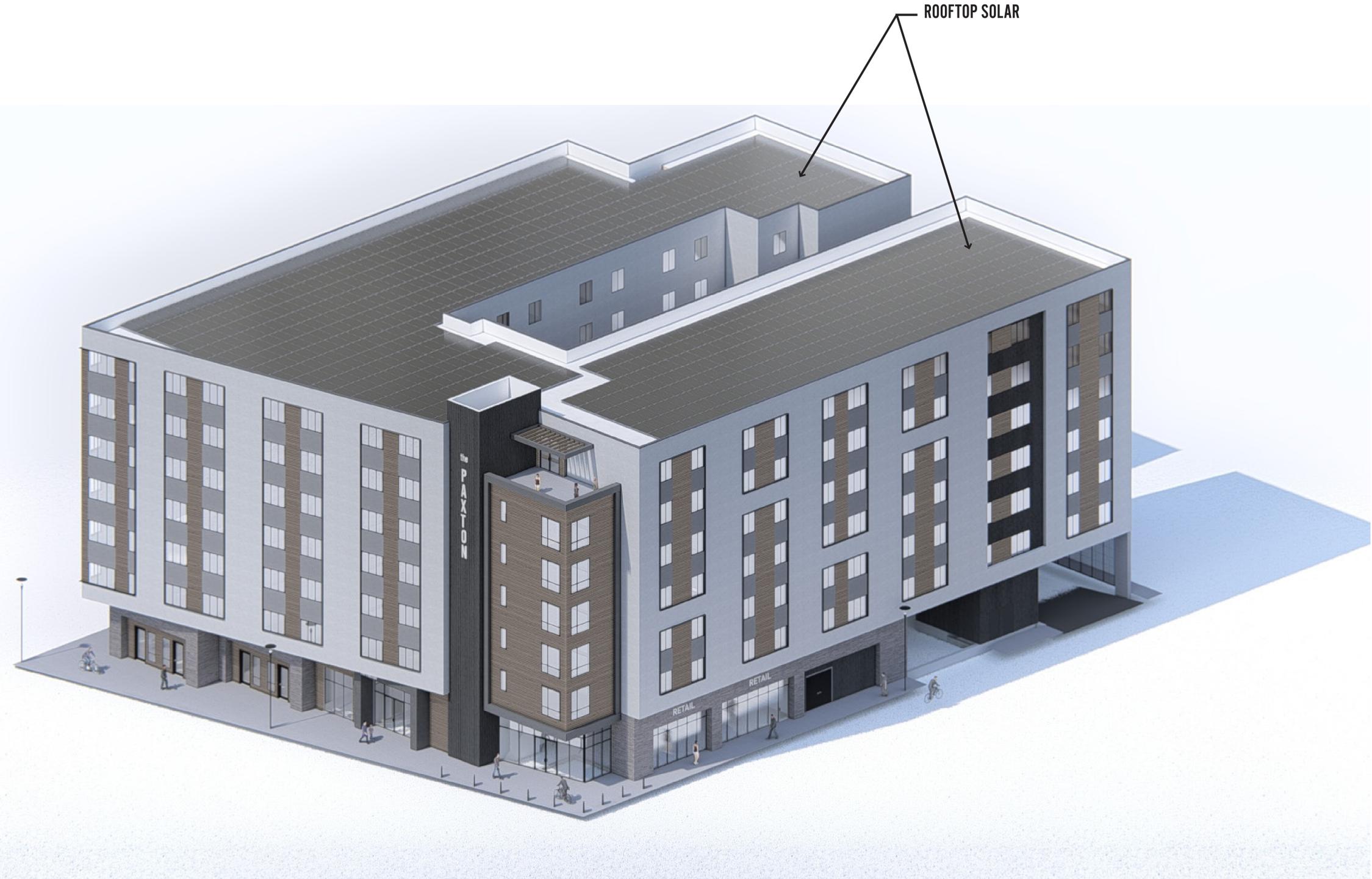
PD OBJECTIVE E1

Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.

PROPOSED SOLUTION

One of our affiliated companies is Redstone Solar, which will be installing solar on the roof of this project.

We estimate that the project could generate approximately 270,000 kWh/Year with a rooftop solar array.



REUSE OF PRIORITY SITE

PD OBJECTIVE E2

Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.

PROPOSED SOLUTION

We are entering into a Voluntary Cleanup Program (VCP) under direction of the Division of Environmental Response and Remediation (DERR), under the Utah Department of Environmental Quality, to remediate the soil and ground water of the site.

The site was used previously for automotive repair and storage.



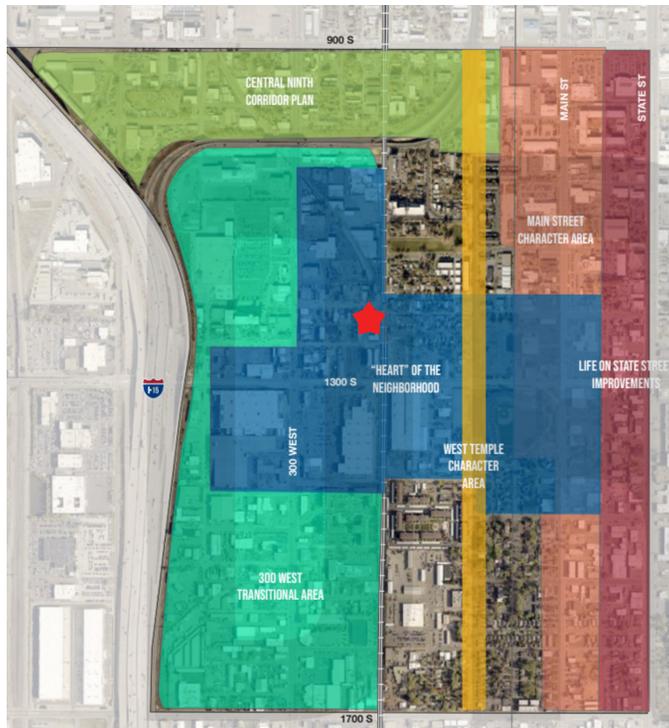
MASTER PLAN CONSISTENCY

PD OBJECTIVE F1

A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features.
(Ord. 8-18, 2018)

PROPOSED SOLUTION

Ballpark Station Area Master Plan specifically identifies this property as in the “Heart of the Neighborhood” and as such is appropriate for greater density, height, activation. Our project is helping accomplish many of the Master Plans stated goals, as noted on this page >



MASTER PLAN GOALS:

Goal: Repurpose parking lots and Underutilized Properties to add activity to the Heart of the Neighborhood

Our project proposes turning a lot used for storing old vehicles into housing

Goal: Increase Affordability and Attainability of Housing for Current & Future Residents

94% of the proposed units are below 60% AMI, and 100% of the units are below 80% AMI

Goal: Increase Connectivity of the Neighborhood

Connecting the current dead-end alley at the south property line increases connectivity for the whole block

PLANNED DEVELOPMENT SUMMARY

Section	Objective	Yes/No	Qualifying Strategy	How Objective is to be Satisfied
A)	Open Space and Natural Lands: Preserving, protecting or creating open space and natural lands	✗		
B)	Historic Preservation	✗		
C)	Housing: provide affordable or certain types of housing to meet City's housing goals	✓	1. At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.	We are planning for 94% of units to be below 60% AMI. All 100% of units will be below 80% AMI.
D)	Mobility: Enhance accessibility and mobility	✓	1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.	Decades ago, the midblock alley was absorbed into this property. Our project will restore the midblock connection that has been lost by installing a 10' pedestrian corridor. This midblock pedestrian connection will also create greater ease of access for future developments (to the west) to access the Ballpark Trax Station.
		✓	2. Improvements that encourage transportation options other than just the automobile.	We are building adjacent to Ball Park Trax Station and reducing the parking stalls to discourage automobile use while living at the property. Further, we are building sheltered benches oriented towards the TRAX station to allow easy access and waiting.
E)	Sustainability: Project achieves exceptional performance with resource consumption and impact on natural systems	✓	1. Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.	One of our affiliated companies is Redstone Solar, which will be installing solar on the roof of this project. We estimate that the project could generate approximately 270,000 kWh/Year with a rooftop solar array.
		✓	2. Reuse Of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.	We are entering into the Voluntary Cleanup Program under direction of the Division of Environmental Response and Remediation (DERR), under the Utah Department of Environmental Quality, to remediate soil and ground water contamination on the site.
F)	Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal.	✓	1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features. (Ord. 8-18, 2018)	Ballpark Station Area Master Plan specifically identifies this property as being in the "Heart of the Neighborhood" and as such is appropriate for greater density, height, activation. Our project is helping accomplish several of the Master Plans stated goals.

