

Planning Commission Staff Report

PUBLIC SAFETY BUILDING

Planned Development

PLNSUB2011-00053

475 South 300 East

Hearing date: March 23, 2011



Planning Division
Department of Community &
Economic Development

Applicant

SLC Corporation (Mayor Becker)

Staff

Casey Stewart 535-6260
casey.stewart@slcgov.com

Current zone

(PL-2 pending Council approval)
R-MU, RO

Current master plan designation

Civic-Mixed Use

Council District

District 4 – Luke Garrott

Community Council

Central City
Chair: Thomas Mutter

Lot size: 1.28 acres

Current Use:

General offices

Applicable Land Use Regulations:

- Chapter 21A.55 Planned Developments
- Chapter 21A.32.070 PL District
- Chapter 21A.32.075 PL-2 District
- Table 21A.32.140 Table of Permitted and Conditional Uses for Special Purpose Districts

Notification

- Notice mailed March 11, 2011
- Sign posted March 11, 2011
- Posted to Planning Div and Utah State Public Meeting websites March 11, 2011

Attachments:

- A. Project Description and Drawings/Plans
- B. Public Comments
- C. City Department Comments

Request

This is a request for planned development approval of the Public Safety Building project. The project would combine multiple parcels into one lot, demolish existing office buildings, and redevelop the site with the Public Safety Building (government offices), underground parking, a public plaza, and a midblock street that extends completely through the block from north to south. The Planned Development application and plans have been reviewed, and are based on, the anticipation of a PL-2 zoning district, which is pending adoption by the City Council. The Planning Commission has final decision-making authority for this application.

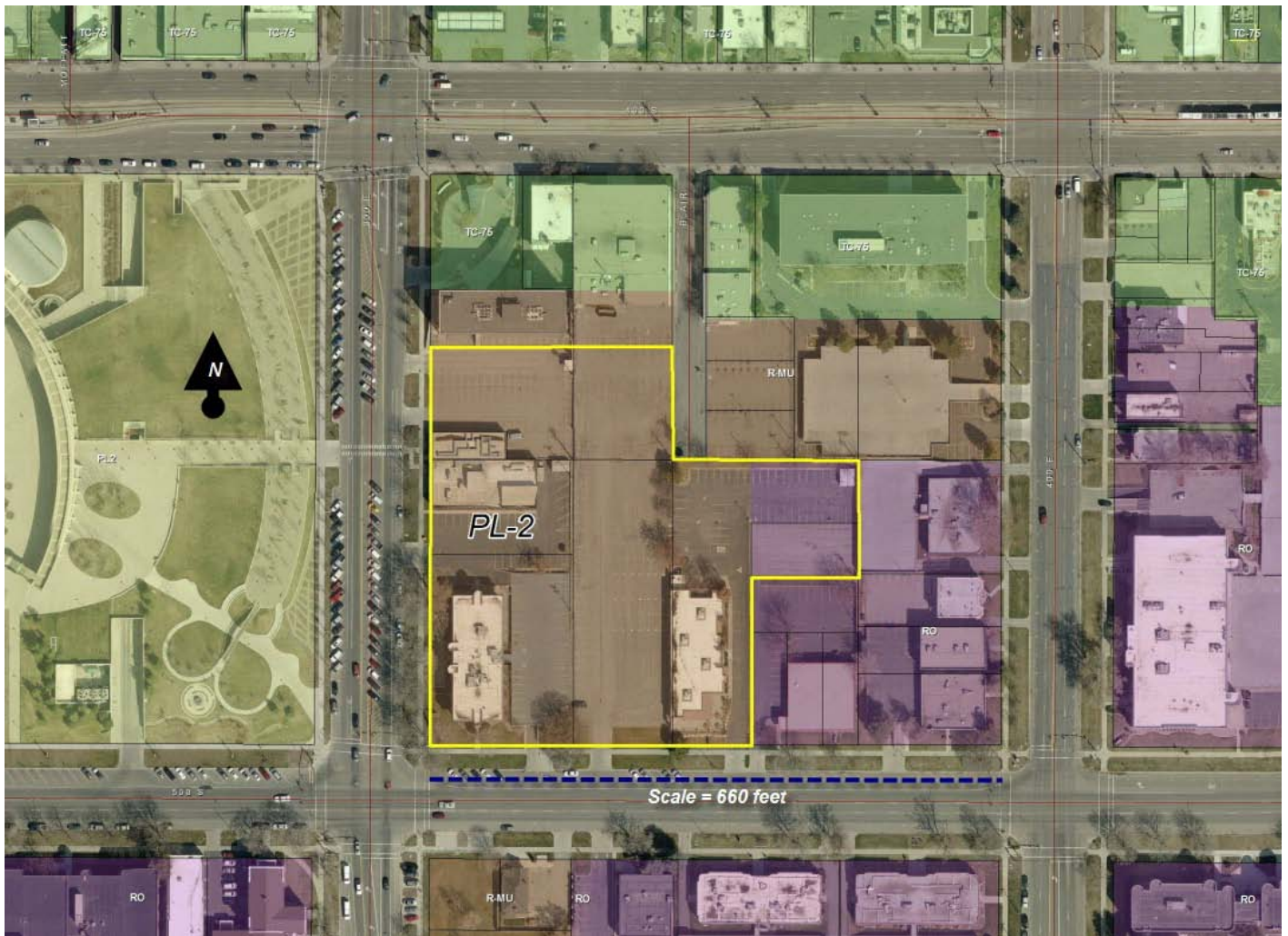
Staff recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that the project adequately meets the applicable standards for planned development approval and therefore recommends the Planning Commission approve the application as proposed subject to the following conditions:

1. All parcels involved with the Public Safety Building shall be consolidated into one lot via the appropriate City process within one year.
2. Final planned development site plan approval is delegated to the Planning Director.
3. Allowed modifications from PL-2 District regulations (assuming adoption by City Council of PL-2 zoning district for this site):
 - a. Building encroachment of no more than 15 feet into the typical 20-foot front yard area along 300 East, to accommodate a ventilation shaft associated with the underground parking structure; and up to 20 feet into the typical 20-foot corner side yard area along 500 South, to allow for building structures associated with the underground parking access driveway.
 - b. Building eave encroachment up to 15 feet into required yard area long 300 East.
 - c. Grade changes of up to six feet total for the landscape terraces along 300 East and 500 South within the front and corner side yard areas.

VICINITY MAP

475 South 300 East



Background

Project Description

The Public Safety Building project would consist of a new building and associated accessory buildings/structures on the site of a former commercial office building and small commercial building. The project boundary, as illustrated on the vicinity map above, is 1.28 acres in size and will be consolidated from multiple parcels into one parcel. Proposed development of the site includes:

- Public Safety Building housing Police and Fire Department administrative offices
- community rooms
- a small museum/gift shop open upon request
- a landscaped public plaza, sitting area
- a canopy shade structure with photo-voltaic film on the roof
- two levels of underground parking
- extended Blair Street through the block
- a detached large vehicle garage

- a significant solar energy collection system on the roof
- a monopole communication tower
- a “woonerf” (curved, slow pedestrian way where vehicles can drive if necessary).

The proposal was submitted as a planned development by the applicant to seek modifications to the front yard and corner-side yard setback requirements, and grade changes in those yard areas, as they would apply to the principal building and underground parking structure. Details about these aspects of the project are discussed under the *project review* section of this report.

Comments

Public Comments

The application was presented to the Central City Community Council on February 2, 2011. Comments from attendees of the meeting addressed diminishing residential development around these civic blocks, the communication tower height, and building design. The comments are included in as *Attachment B*.

City Department Comments

Comments were received from the following City departments and are attached as *Attachment C*: Public Utilities, Engineering, Transportation, Fire, Police and Building Services. In the beginning, a few of the departments pointed out some potential concerns including: common problems associated with having multiple parcels involved with one project; questions about parking; and affects on existing public utilities. After discussions between the project architect and the various departments, solutions to the concerns were generated with the consolidation of all parcels into one (a condition of approval); clarification on parking numbers; and steps to ensure protection of existing public utilities or requirements to install new ones. In general, the departments had no objections to the proposed development as a whole, but provided specific improvements or modifications required according to their respective area of development oversight.

Project Review

- **Internal Project Review**

The project was reviewed at a Development Review Team (DRT) meeting on January 20, 2011 by relevant City departments. Comments and requirements were provided at that time as well as during this planned development review. The main items resulting from those reviews relate to storm water drainage on the site, potential conflicts with existing underground sewer lines, and lay out and status of Blair Street and the “woonerf” (pedestrian way connecting 300 East to Blair Street). The comments of each department are listed in *Attachment C* of this report.

The planned development process is intended to provide flexibility in site design in order to achieve a result more desirable than through strict application of City land use regulations. The proposed project includes many positive design features and amenities for an urban public building, such as increased landscaping, a large landscaped public plaza with shade structure, building close to the street, varied architecture and building materials, and underground parking. The planned development review process has been invoked by the applicant for flexibility in working with location of the proposed building and underground parking structure (see *Discussion* section that follows).

Discussion

The following discussion clarifies the specific reasons for planned development review of this project and staff’s consideration of each reason.

- **Front and corner side yard setbacks in the PL-2 zoning district (21A.32.075):** The PL-2 establishes front and corner side yard setbacks at 20 feet from property line. The building facades themselves comply with the setback requirement, but the walls and ventilation shafts for the underground parking structure extend into the setback areas at or slightly above finished grade level. These features, because they are at or above grade and part of the buildings foundation, are subject to the same setback. They will be incorporated into landscaped terraces that rise up toward the building and will not be readily visible. The setback of these features would be five feet from the property line along 300 East, and 2 feet from the property line along 500 South.

The proposed building is also subject to federal setback standards for public safety buildings in order to protect against impacts from potential vehicle explosions. With the proposed reduction in width of 300 East Street, and the wide parking strips along 500 South, the building will appear setback further than 50 feet from the curb. This achieves, in appearance, the intended setback from a public way.

The Public Utilities Department is concerned with the reduced setback along 300 East due to existing sewer lines being closer to the building. To resolve this issue, relocating the sewer lines is a possibility and may be required as mitigation if determined it is necessary by the department in the end.

- **Grade changes in front and corner side yard (Table 21A.36.020.B):** The proposed grade changes are intended to retain rain water and snow melt on the property for help with landscape watering; to provide a visually pleasing transition from the public street to the building; and hide the ventilation shaft and cover the south ramp entrance to the underground parking structure. By obscuring these building features from view, using landscaping, it softens the façade of the building and increases the amount of landscaped area in the neighborhood.

Analysis and Findings

Standards for Planned Developments; Section 21A.55.050

A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Through the flexibility of the planned development regulations, the city seeks to achieve *any* of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
- B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
- C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
- D. Use of design, landscape, or architectural features to create a pleasing environment;
- E. Inclusion of special development amenities that are in the interest of the general public;
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
- G. Inclusion of affordable housing with market rate housing; or
- H. Utilization of “green” building techniques in development.

- A. Planned Development Objectives: The Planned Development shall meet the purpose statement for a planned development (Section 21A.55.010) and will achieve at least one of the objectives stated in said Section;

Analysis: This planned development project proposes reduced setbacks and grade changes related to the new building and the underground parking structure underneath the building. Reduced setbacks would allow for a more efficient use of the land in conjunction with and enhanced building design, as is intended with planned developments. The proposed setbacks and grade changes will facilitate multi-level parking below ground, thereby eliminating existing surface parking areas which are generally undesired. The encroachments will be essentially hidden from general public view and incorporated into landscaped terraces rising from the street elevation toward the building. The proposed design also creates a pleasing environment with the proposed public plaza placed over the parking structure, which plaza establishes a landscaped transition from the street to the building.

The building is designed with the intent of obtaining a LEED Silver certification at a minimum. The encroaching features of the building are part of this design. The project is designed to achieve “net zero” status, which means the development creates as much energy on site as it uses annually. This goal would be accomplished with a significant solar energy collection system on the roof of the building and photovoltaic film on the shade canopy. The design and location of the building is considered vital to the LEED certification and net zero goal. The site would be improved through this redevelopment.

Finding: The project, through use of the planned development process, achieves at least three of the objectives for planned development, thereby satisfying this standard. Those objectives are D, E, and H related to positive design and landscape features, special amenities for the general public, and “green” building techniques.

- B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:

1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and,
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Analysis: The Public Safety Building site is within the Central Community Master Plan area. The master plan objectives and policies related to this project are re-iterated below and demonstrate that the proposed planned development is consistent with those policies.

{Page 9, Future Residential land use changes}

*The 450 South Corridor can be supported and enhanced in the area immediately to the east of the City and County Building with mixed land uses such as Salt Lake City government administration, courts, public safety administration, ground level interactive uses (small retail, offices, public gatherings), cultural facilities, medium to high density residential, **as well as open space enhancements.***

{Page 12, Government Land Use}

*“Concentration of local government administration and office facilities, particularly Salt Lake City administration, courts, public safety and cultural facilities near the City and County Building will help create efficiencies in services which are often interrelated, and help improve access to services for local residents and businesses. **Applying sound urban design principles***

and appropriate architectural character to these uses will also provide a positive transition from the Central Business District to the Central City Neighborhood.”

{Page 13, Policies for Institutional Land Use}

*INSLU-4.3 Ensure City and encourage Federal State and County entities that the **architecture of new government or public buildings complements and enhances the urban design of the community.***

INSLU-4.4 Concentrate the development of Salt Lake City administration, courts and cultural facilities near the City and County Building to encourage efficient services, improve access for businesses and residents, facilitate improved work and communication among interrelated departments and divisions, provide opportunities for public gatherings and interaction, and support and enhance the development of a pedestrian corridor along 450 South established by the axis between the Matheson Courthouse, the City and County Building, the Library Square block, and possibly further east toward 400 East.

{Page 14, Policies for Parks and Open Space}

*POSRLU-1.2 Encourage the **development of passive neighborhood parks, community gardens, dog parks, and open space areas.***

{Page 19, Policies for Urban Design}

*UD-3.1 Apply **urban design policies and guidelines in City funded projects.***

UD-3.2 Prioritize and coordinate urban design in capital improvement projects.

*UD-3.3 Protect both neighborhood character and the pedestrian by **providing street medians and pedestrian refuges** as recommended by the Community and as funding is available. The desired locations for street medians and pedestrian enhancement areas are shown on the urban design map.*

Furthermore, the PL-2 zoning district allows for the proposed use of government offices.

Finding: The project is supported by and consistent with the policies and intent of Central Community Master Plan; and is allowed by the zoning district, assuming a PL-2 zone if adopted by the City Council.

C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:

1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
 - i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
 - ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;

- iii. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development, and;
6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.
7. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.

Analysis: The project has been designed to be compatible with the character of the site and surrounding area and is not anticipated to create unusual pedestrian or traffic patterns or volumes. Vehicle traffic exiting the site will be directed onto 500 South, a major street. Vehicle traffic entering the site will access off of 400 South, a major street, and be directed via Blair Street to 500 South. Blair Street currently extends to the center of the block but will be extended through the block with this project. Blair Street will be designated as one way, going south. This traffic pattern was acceptable to the Transportation Division and will not degrade the existing traffic.

Parking provisions are considered adequate to contain all required parking on site through a combination of underground parking and a small surface parking area north of the building. The extension of Blair Street and the proposed “woonerf” pedestrian way, will allow for better pedestrian movement through the site and the block. Appropriate setbacks, screening, and landscaping are provided to minimize impact to adjacent properties. The hours of operation of the different uses on the site will be those of typical office buildings, operating during the day primarily, and similar to surrounding commercial uses with minimal peak traffic occurrences throughout the day.

Finding: The project satisfies this standard. Staff finds that the proposal maintains compatibility with the existing adjacent institutional and commercial properties and poses little impact to surrounding streets.

- D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

Analysis: Many of the existing trees on the borders of the site will be retained. The site will have many varied new landscaping features, including landscaped roofs, gardens with seat walls, additional trees,

and landscaped terraces. The proposed landscaping is much more than was there previously. This was done to promote the site as a public plaza and contribute additional open space to the Central Community. The landscaping will contain primarily drought tolerant plant species as required.

Finding: The proposed Planned Development more than adequately meets this standard.

- E. Preservation: The proposed Planned Development shall preserve any historical, architectural, and environmental features of the property;

Analysis: The site will be completely redeveloped. The previous buildings were not listed on any national or local registers of historic places or cultural resources. The site has no other features that would need preservation.

Finding: The project satisfies this standard.

- F. Compliance with Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.

Analysis: Other than the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.

Finding: The project satisfies this standard.

Attachment A
Project Description and Drawings/Plans

PROJECT DESCRIPTION

The project is a new Public Safety Building to be the headquarters of the Salt Lake City Police, Fire, and Emergency Management. Other than the public lobby, records transaction counters, community rooms, and media briefing room, the building will be completely secure with limited access. The building will house the Police & Fire dispatch but will not have any precincts or response crews being dispatched from the building. It is primarily for administration purposes.

The four story building sits on top of an underground two-story parking garage that is also completely secure.



STREET ACCESS

Blair Street will be extended south from the current midblock termination to 500 South. This will provide a midblock connection from 400 South to 500 South. This modification of Blair Street will include a public sidewalk along the west side of the street. Public Parking will be added to Blair Street toward the northern segment on the west side of the street. This parking will not conflict with the pedestrian access.

A new pedestrian friendly street (450 South approximately) will be created to enhance access from 300 East to Blair Street. This new street will run in an east west direction. Street finish will be consistent with the public plaza.

, City employees parking in the secured parking structure below ground can access the structure from one of two entrances on opposite ends of Blair Street. To avoid traffic conflicts on 500 South, Blair Street will be one way heading south from the new 450 South to 500 South.

While visitors to the public safety building is very limited (no more that 25 estimated a day) they will park in public parking stalls provided along Blair Street, 300 East, 500 South, or the Library Square parking garage. Entry to the building will only be allowed through the public lobby within the northwest plaza

ADJACENT LAND USE

West of the site, across 300 East, is Library Square which is PL2. North of the site is TC-75 along 400 South. East of the site is RO along 400

East. South of the site, across 500 South is R-MU on the corner of 500 South and 300 East and RO along the rest of 500 South.

NEARBY PROPERTY OWNERS

To solicit feedback from nearby property owners, the Mayor and MOCA Systems have created a Neighborhood Advisory Committee. We have met with the neighborhood several times and have held multiple public meetings to constantly keep them involved with the design progress and fully aware of the plans, schedule, and impacts to the neighborhood. Neighbors have been very open and accepting of the project. Any concerns that have been raised have pertained to impacts during construction. We have successfully taken all precautions to minimize impact to the neighbors.

OPERATING HOURS

The building will operate primarily as a typical office and administration building with operating hours M-F 8:00-5:00. Two exceptions are; 1) the dispatch center which operates 24-7 with a staff of approximately 20, 2) City Emergency situations when the Emergency Operations Center is activated.

PARKING STALLS

The secure parking structure is being designed for 392 stalls for employees and public safety personnel. Approximately 62 stalls are provided for the public consisting of 8 stalls on Blair Steet, 33 stalls on 300 East, and 21 stalls on 500 South.

EMPLOYEES

During the high part of the shift, we anticipate 350 employees in the building.

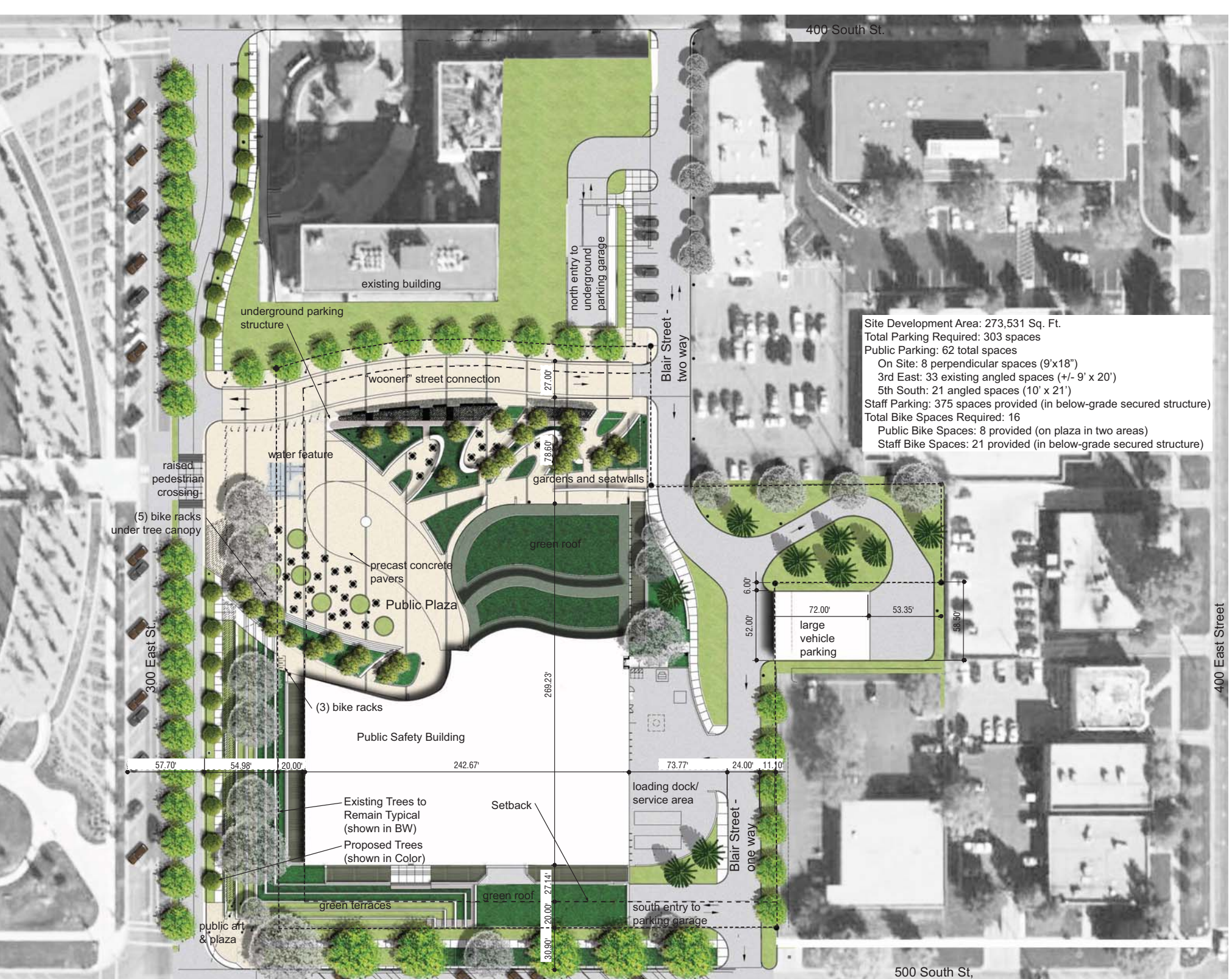
GROSS FLOOR AREA

The building is 169,380 gross sqft. Level one is the largest with 48,649 gross sqft. The underground parking structure is 161,456 gross sqft.

PHASING SCHEDULE

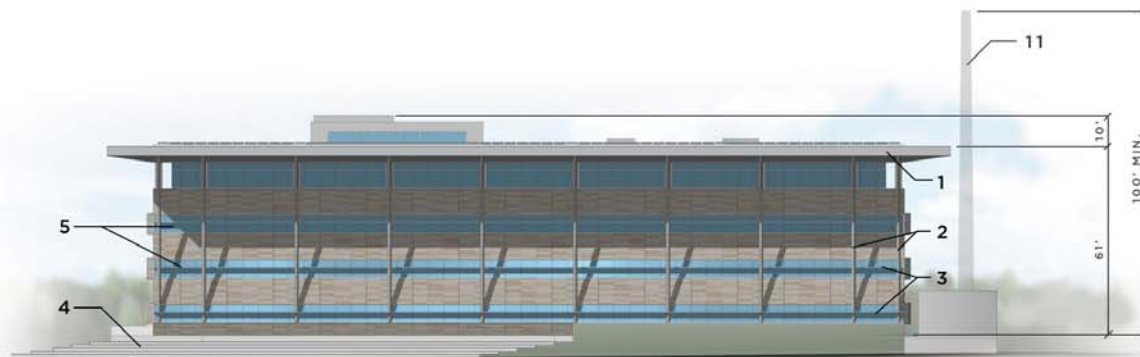
The project construction is scheduled to be phased as follows:

- Demolition and site clearing – Feb 15, 2011 – May 15, 2011
- Excavation – May 15, 2011 – July 15, 2011
- Concrete & parking structure - July 15, 2011 – October 15, 2011
- Building structure and finish work – October 15, 2011 – March 2013

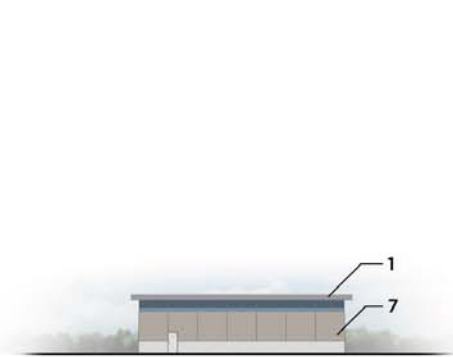


Site Development Area: 273,531 Sq. Ft.
 Total Parking Required: 303 spaces
 Public Parking: 62 total spaces
 On Site: 8 perpendicular spaces (9'x18")
 3rd East: 33 existing angled spaces (+/- 9' x 20')
 5th South: 21 angled spaces (10' x 21')
 Staff Parking: 375 spaces provided (in below-grade secured structure)
 Total Bike Spaces Required: 16
 Public Bike Spaces: 8 provided (on plaza in two areas)
 Staff Bike Spaces: 21 provided (in below-grade secured structure)

500 South St.



PUBLIC SAFETY - SOUTH



OVER-SIZE VEHICLE GARAGE - SOUTH



PUBLIC SAFETY - EAST



OVER-SIZE VEHICLE GARAGE - EAST

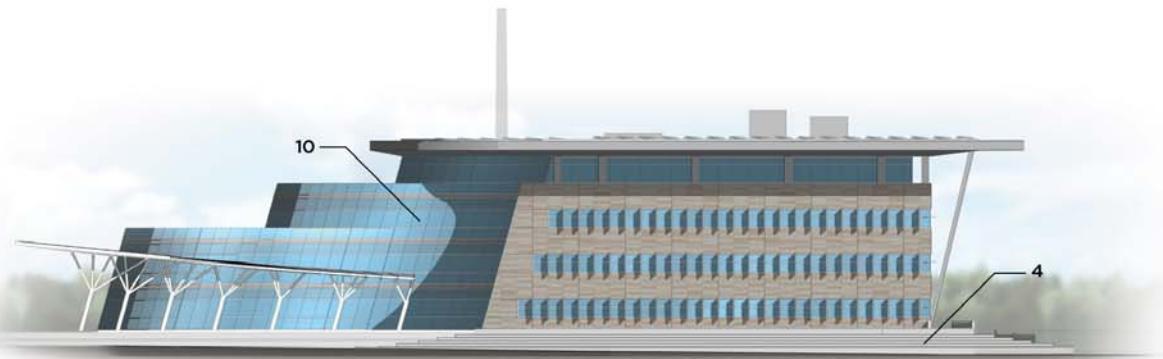
1. PREFINISHED METAL CLAD ROOF OVERHANG
2. PAINTED STEEL PIPE SUPPORT
3. HORIZONTAL SOLAR CONTROL DEVICES
4. CONCRETE TERRACE
5. HIGH PERFORMANCE GLASS, BUTT GLAZED WINDOW WALL
6. VERTICAL SOLAR CONTROL DEVICES
7. ARCHITECTURAL PRECAST CONCRETE WALL PANELS
8. PHOTOVOLTAIC CLAD CANOPY ON STEEL STRUCTURE
9. HIGH PERFORMANCE GLASS, BUTT GLAZED STOREFRONT
10. HIGH PERFORMANCE GLASS, BUTT GLAZED CURTAIN WALL
11. COMMUNICATIONS MONOPOLE



PUBLIC SAFETY - NORTH



OVER-SIZE VEHICLE GARAGE - NORTH

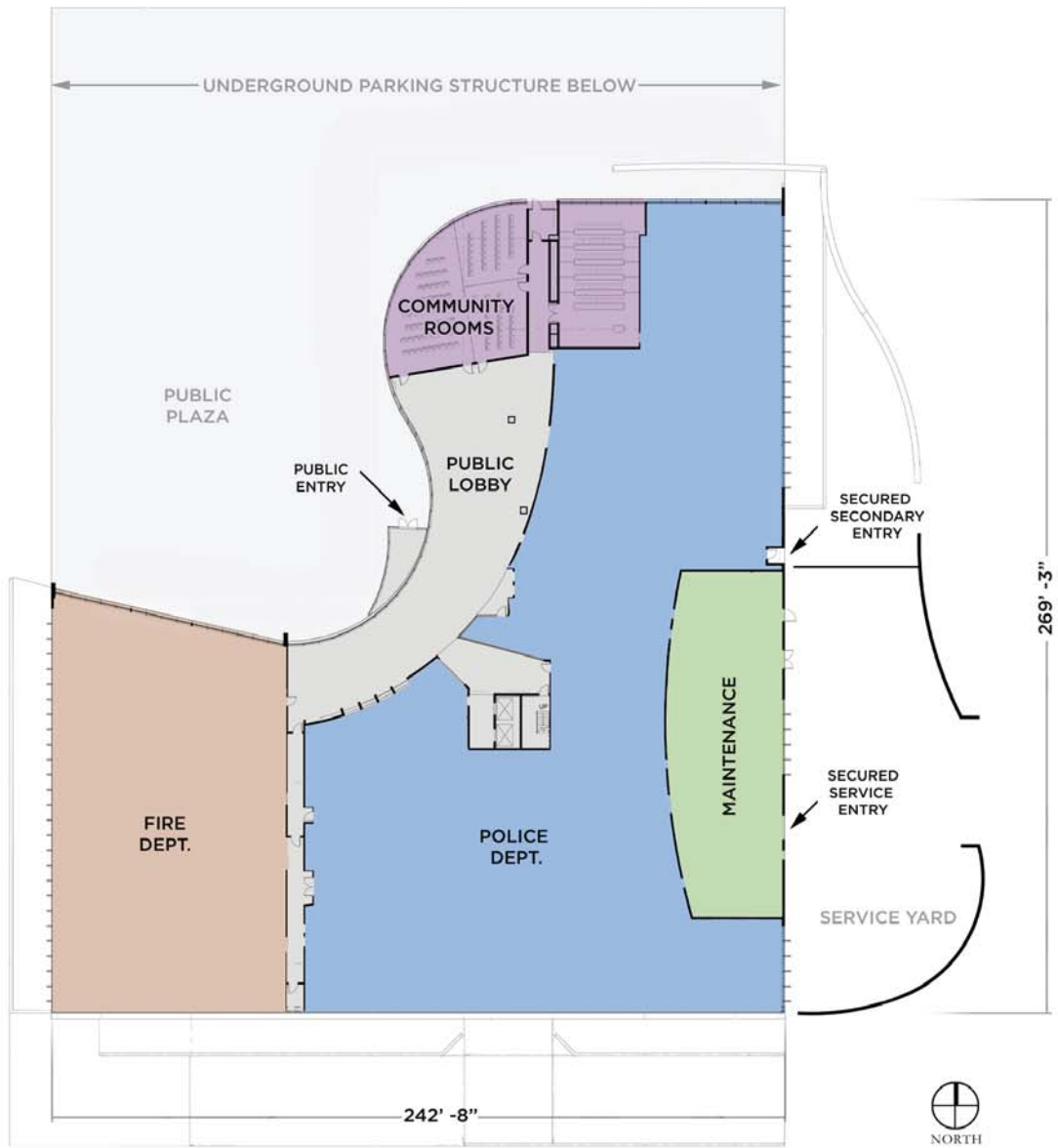


PUBLIC SAFETY - WEST



OVER-SIZE VEHICLE GARAGE - WEST

1. PREFINISHED METAL CLAD ROOF OVERHANG
2. PAINTED STEEL PIPE SUPPORT
3. HORIZONTAL SOLAR CONTROL DEVICES
4. CONCRETE TERRACE
5. HIGH PERFORMANCE GLASS, BUTT GLAZED WINDOW WALL
6. VERTICAL SOLAR CONTROL DEVICES
7. ARCHITECTURAL PRECAST CONCRETE WALL PANELS
8. PHOTOVOLTAIC CLAD CANOPY ON STEEL STRUCTURE
9. HIGH PERFORMANCE GLASS, BUTT GLAZED STOREFRONT
10. HIGH PERFORMANCE GLASS, BUTT GLAZED CURTAIN WALL
11. COMMUNICATIONS MONOPOLE

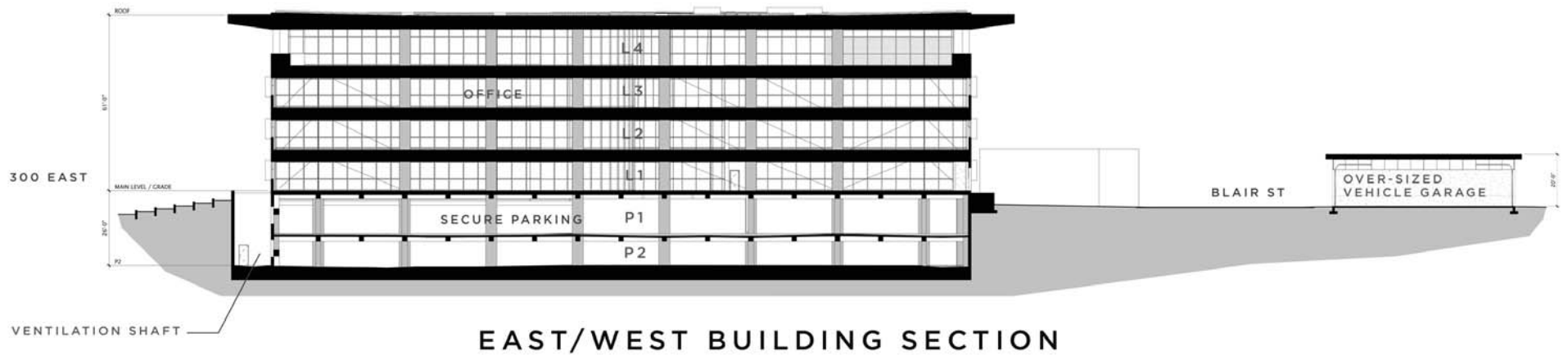
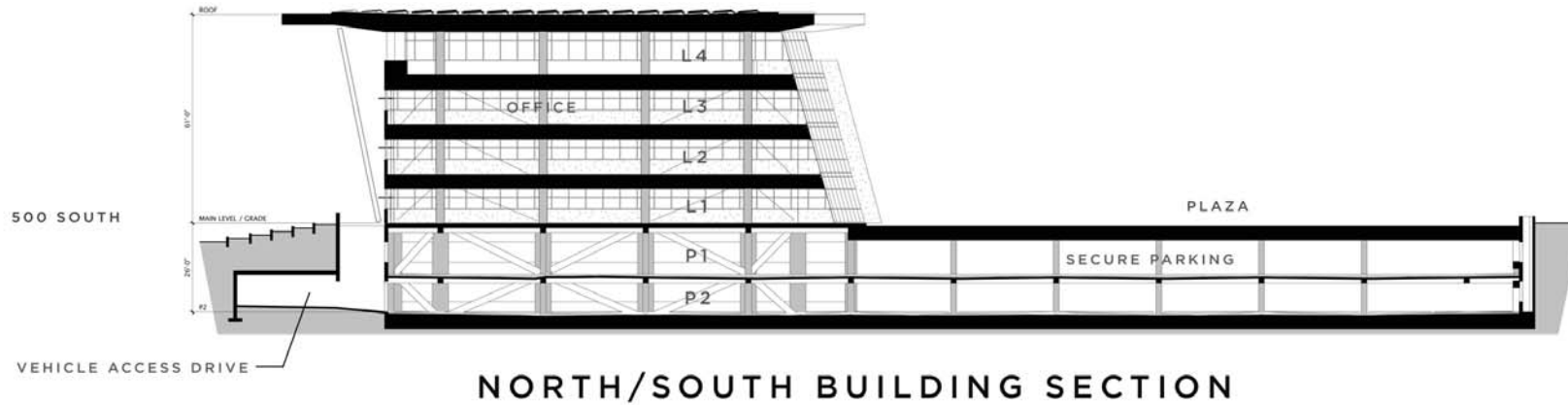


Below Grade Parking Structure Area = 161,456 SF
Construction Type = IA

Above Grade Building Area = 169,380 SF
Construction Type = IIB

Level One Footprint = 48,649 SF

LEVEL ONE FLOOR PLAN



Attachment B
Public Comments

CENTRAL CITY NEIGHBORHOOD COUNCIL

DATE: February 05, 2011

TO: Casey Stewart-SLC Planning Department

FROM: Central City Neighborhood Council

REGARDING: Zoning map amendment for PSB block

Central City Neighborhood Council (CCNC) heard this request at our February 2nd meeting. There were approx 20 people in attendance. There was not a yes or no vote taken and there was no overall support for or against the proposed zoning amendment. Comments were made on several aspects of the rezone and several more made on the proposed PSB design. It was understood that comment was to be on the proposed zoning map amendment but it was obvious that the design was pushing the Zoning Map Amendment so I have included the comments on the bldg design. Comments are below.

- 1.) Regarding the push for a new transit station classification along 400 S.: It is nice to see the Planning Dept acknowledge the short comings of the TC zoning along 400 S.
- 2.) There were enough comments on the applicability of the RO zone that it became a discussion item: The RO zone does not seem to be effective. A change to RMU may work better.
- 3.) Concern that housing opportunities in and around the Civic Campus are diminishing. A housing component is less of a priority in new developments along the civic campus.
- 4.) The tower proposed for the east side of the PSB was a big concern. More comments on the tower are to follow but one concern to repeat here has to do with the Administrations move to handle communication tower and cabinet requests through Administrative Hearings and not be presented to Community Councils. CCNC felt the move to handle these administratively was in reaction to the large number of requests for these potentially unsightly objects. *This being the case then the City will not allow anything unsightly and will look out for the best interests of the residents in the area.*
- 5.) A resident brought up the fact that a tower on this block, at either of the proposed heights, would have the potential of blocking view corridors set forth in the master plan and asked if the staff looked into this.
- 6.) Will this proposed tower become the precedent for some other project that suddenly needs to communicate with whatever towers this project is needing to communicate with?

- 7.) A hope that two way traffic would be possible through the mid block crossing.
- 8.) What is the size of the tower (diameter)? Is this a typical power pole size or 10 to 12 feet?

Comments directed more towards the PSB bldg

- 9.) The move towards the PL-2 is to accommodate the design of the bldg. We have a design team made up of professionals who competed for this project and now they cannot keep it in the envelope?
- 10.) An earlier comment at a workshop suggesting the bldg set as close to the street as possible since it is an urban environment. The design team was looking to push the bldg away from the street to protect from vehicle bombs. Is that not an issue any longer?
- 11.) A frustration that this new bldg cannot respect the existing setbacks.
- 12.) This bldg is in the city center, part of the civic campus and next to trax. If the amendment goes through perhaps a more aesthetic approach could be taken along the south and west keeping in mind the pedestrian nature of the site, for example, exterior decorative wall panels of old library along 500 S.
- 13.) This may have been the first time for many to see the monstrous shading device/solar panel array dwarfing the new bldg, soaring two or more stories. Will it even provide shading when needed? Why is it so big? Is this the real design?
- 14.) Tower should have been integrated into the design. A main element of the EOC is not something that is an afterthought.

Thank you for your time and the opportunity to have this presented to our Council.

Tom Mutter
CCNC Chairperson

Nick Rupp
CCNC Vice Chairperson

Attachment C
City Department comments

From: [Brown, Ken](#)
To: [Stewart, Casey](#)
Cc: [Butcher, Larry](#); [Spencer, John](#)
Subject: Public Safety Building Planned Development 455 S. 300 E. - PLNSUB2011-00053
Date: Friday, February 18, 2011 9:50:37 AM

The zoning review comments are as follows;

1. The use of the 455 South 300 East address for this proposal will need to be certified by the SLC Engineering Dept. with a Certificate of Address being issued by them and submitted for any plan review file.
2. This development proposal requires the submission of a recorded subdivision plat for review against the site plan that is being presented. It appears that a subdivision plat has not yet been submitted to address combining of lots and relocation of property lines for this planned development proposal as currently presented on the Phase One Site Plan dated January 27, 2011. A couple of things to consider are;
 - a. Pursuant to 21A.36.010B2, properties containing two or more principal buildings, in a TC-75 zone (the proposed property containing the 431 South 300 East and 320 East 400 South buildings), requires planned development approval.
 - b. Some of the required parking stalls for the 431 South 300 East building are being eliminated as part of this planned development proposal and creating a substandard condition for this site. The required parking for this site may need to be provided by an off-site parking lease agreement, pursuant to 21A.26.080. Parking calculations for each site would need to be provided to document adequate parking for each site with the lease agreement being recorded on each affected parcel. Off-site parking is a conditional use in this proposed PL-2 and TC-75 zone.
 - c. If the 345 East 500 South parcel is not combined into the larger Public Safety Building parcel, it would remain a landlocked parcel. Accessory use of this site for an accessory structure (large vehicle parking) is not a permitted use allowed by 21A.26.080.
 - d. Cross access and cross drainage easements for each property to address movement of vehicles, maintenance responsibilities, and responsibilities in regards to surface drainage and snow removal.
 - e. Location of all power or other utility easements.
3. It is understood that the planned development process will address setbacks and encroachments into required yards, grade changes in the required yards and building height as measured from finished grade as defined in 21A.62 (it does not appear to be adequately documented within this proposal). Property Management has determined that it is not necessary for the City to enter into a lease agreement with the City for any encroachments into the public way.
4. Along with the parking calculations for this site, bicycle parking calculations must also be documented and are to be equal to 5% of the required parking. Bicycle rack location will also need to be documented.

Ken Brown

From: [Walsh, Barry](#)
To: [Stewart, Casey](#)
Cc: [Young, Kevin](#); [Butcher, Larry](#); [Drummond, Randy](#); [Itchon, Edward](#); [Garcia, Peggy](#)
Subject: PSB
Date: Tuesday, March 01, 2011 10:24:37 AM
Attachments: [PSB Site Plan Redline 2-28-11.pdf](#)
[PSB Grading Plan Redline 2-28-11-2.pdf](#)
[PSB Sht L.105 crosswalk 2-28-11.pdf](#)
[PSB pkg Floor Plans level 1 01-19-11-2.pdf](#)
[PSB pkg Floor Plans level 2 01-19-11.pdf](#)

February 28, 2011

Re: Public Safety Building – 455 South 300 East.

The division of transportation review comments and recommendations are as follows:

Site Plan - Both on Blair Street and the connector street between Blair and 300 East the intersections need to be defined with curb radii and ADA ramps. It has not been defined if Blair Street and the connector street between Blair and 300 East will be public or private streets. If public, the parking along Blair needs to be either parallel or 45 degree angle, not 90 degree. The issues of property lines, setbacks, and sidewalk location within the public right-of-way along Blair Street need to be addressed. Define pedestrian priority at driveways with continuous sidewalks and at intersections with ADA ramps. Adequate and appropriate signing will be needed to define the one-way section of Blair Street.

300 East– Provide roadway sections with dimensions for parking, bike lanes, median, and travel lanes. Include profile and drainage along with roadway crown section. Lane transitions also need to be dimensioned, radii and tangents etc. Detail the proposed raised crosswalk.

500 South – No changes to the existing 500 South roadway (parking or travel lanes) are shown. If any changes to the sidewalk, parking, or travel lanes are proposed, they need to be indicated.

Parking structure – Provide ramp plans for both north and south ramps with widths, radii, and profiles that include ramp transitions, drainage, security gates, height clearance, etc.

Sheet GR-101 does not match site plan with surface parking lot east of north parking ramp access.

Sheet A201 parking level 2 shows 222 parking stalls with 4 being ADA stalls. Sheet A202 parking level 1 shows 155 parking stalls, with 4 of these stalls in conflict with the one foot wall buffer requirement, and 4 ADA stalls. Full site parking calculations need to be provided to determine if the total parking of 377 stalls with 8 ADA stalls meets the requirements for this project. 5% bike parking needs to be shown for this project.

Sincerely,

Barry Walsh

From: [Stewart, Casey](#)
To: [Stewart, Casey](#)
Subject: FW: Planned Development - comments from public utilities
Date: Tuesday, March 15, 2011 3:12:00 PM

From: Stoker, Justin
Sent: Monday, March 14, 2011 3:18 PM
To: 'Chad Jones'; Stewart, Casey
Cc: Valerie Nagasawa
Subject: RE: Planned Development - comments from public utilities

As long as the walls between the tiers remain as an architectural element and are non-retaining (~1-ft) then they won't be a safety concern for maintenance crews. Though if work needs to be done in the right-of-way, special landscaping will probably not be replaced by the crews. Expect a legal agreement to that effect as permits are issued.

Justin

From: Chad Jones [mailto:cbj@mocasystems.com]
Sent: Monday, March 14, 2011 12:09 PM
To: Stewart, Casey; Stoker, Justin
Cc: Valerie Nagasawa
Subject: RE: Planned Development - comments from public utilities

Casey,

I think it has been resolved and public utilities is okay with the tiered landscaping. Justin Stoker came and met with the Architect and received further clarification of the design which showed raised tiers of approximately 1' each whereas the comment from public utilities came without knowing the height and assuming it was much higher.

Justin – Am I correct in my statement that after the last meeting at GSBS that you attended, Public Utilities will allow the tiered landscaping as illustrated in the design?

Chad Jones

Project Manager, LEED AP

MOCA Systems Inc.

341 South Main Street
Salt Lake City, Utah 84111
O: 801.532.3390 x 153
M: 801.597.1832
cbj@mocasystems.com

From: Stewart, Casey [mailto:Casey.Stewart@slcgov.com]
Sent: Monday, March 14, 2011 11:49 AM
To: Chad Jones
Cc: Valerie Nagasawa
Subject: FW: Planned Development - comments from public utilities

Chad,

The Public Utilities department states (see comments below that were previously emailed to you) that tiered landscaping is not allowed in a right-of-way. That affects the landscaping plans along 300 East. A basis for supporting the reduced setback for the ventilation shaft is that it won't be readily visible since it is incorporated into tiered landscaping. If that tiered landscaping will not be allowed, then the ventilation shaft will be more prominent, correct? Has this been resolved with the Public Utilities department?

Casey Stewart

From: Stewart, Casey
Sent: Thursday, February 24, 2011 5:02 PM
To: 'Chad Jones'
Subject: Planned Development - comments from public utilities

Chad,

The comments below come from the SLC Public Utilities Department based on their review of the Planned Development application. There appears to be some significant concerns here. I assume you have heard these before. Resolution of these issues prior to the Planning Commission meeting on 3/23 would be very helpful for all of us (even better if they can be resolved when I write my report so I can state that). Thanks, -- Casey

Assigned Date

02/16/2011

Assigned to

Current Status

Complete

Action By

Justin D Stoker

Comments

Several aspects of the project do not meet SLC Public Utilities standards and policies. As stated previously in meetings, detention systems that serve a single parcel may not be located in the right-of-way. In this particular situation, the detention system is located within about 5 feet of an underground sanitary sewer main. This sewer main is located about 14-feet deep. The detention system will hamper access to the sewer main and may create a permanent live load on the sewer main if constructed. Please locate the detention system out of the right-of-way on the parcel it intends to serve. Also, tiered landscaping is not allowed in the right-of-way. City maintenance crews are not trained and are not responsible for damage that may occur by removal of non-standard landscaping, while in the process of accessing and maintaining City assets. For example, if sewer or any other utility needed to be unearthed for maintenance, removal of the tiered landscaping would be removed in the process only irrigation and surface would be restored (walls would not). This could create a safety concern for utility maintenance crews (City and other utilities are all impacted. It is unclear if the raised landscaping is necessary to protect the building foundation and footings. City established setbacks should be followed to allow the right-of-way to be maintained for its natural use. Note that Salt Lake City Public Utilities is against the vacating right-of-way in this situation for the purposes of circumventing the established standards for use and safety within the right-of-way. Please understand that only preliminary plans were provided for review, additional comments may arise as further information is provided.

Due Date

02/16/2011

Assigned to Department

PU Intake Technician

Status Date

02/23/2011

Overtime:

No