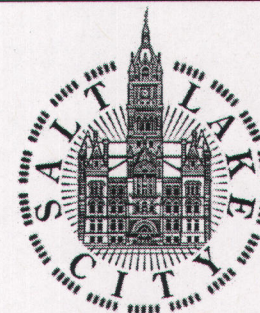


PLANNING COMMISSION STAFF REPORT

Liberty Village Apartments Conditional Building & Site Design Review PLNPCM2012-00243 2150 S. McClelland Street June 27, 2012



Planning Division
Department of Community and
Economic Development

Applicant:

Cowboy Partners -
Scot Safford

Staff: Lex Traughber

(801) 535-6184

lex.traughber@slcgov.com

Tax IDs:

16-20-204-029

Current Zone:

CSHBD-2 (Sugar House
Business District)

Master Plan Designation:

Sugar House:
Business District Mixed Use –
Neighborhood Scale

Council District:

District 7 - Søren Simonsen

Community Council:

Sugar House –
Christopher Thomas, Chair

Lot Size:

~ 1.52 Acres

Current Use:

Parking lot

Applicable Land Use Regs:

- Chapter 21A.26.060 –
Sugar House Business
District
- Chapter 21A.59 Conditional
Building and Site Design
Review

Attachments:

- A. Citizen Input
- B. City Comments
- C. Site Plan & Elevations

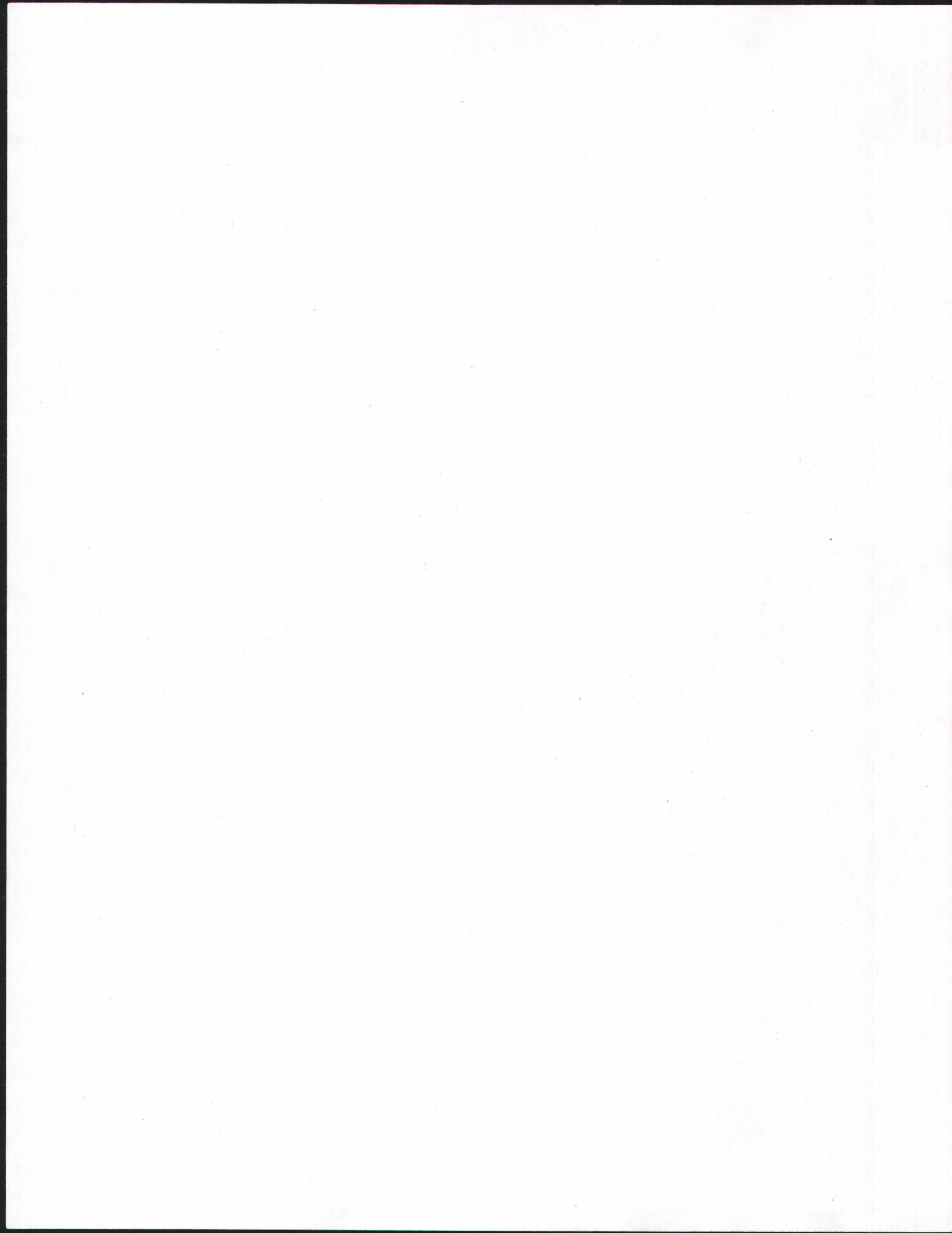
Request

A request for a new apartment building in the Sugar House Business District Zone (CSHBD-2). The proposal involves construction of a new building of 171 units with underground parking. This project is being reviewed by the Planning Commission due to the proposed building height and floor area. Buildings in the CSHBD-2 Zone that exceed thirty feet (30') in height or 20,000 square feet in size are subject to the Conditional Building and Site Design Review process. The Planning Commission has decision making authority in these matters.

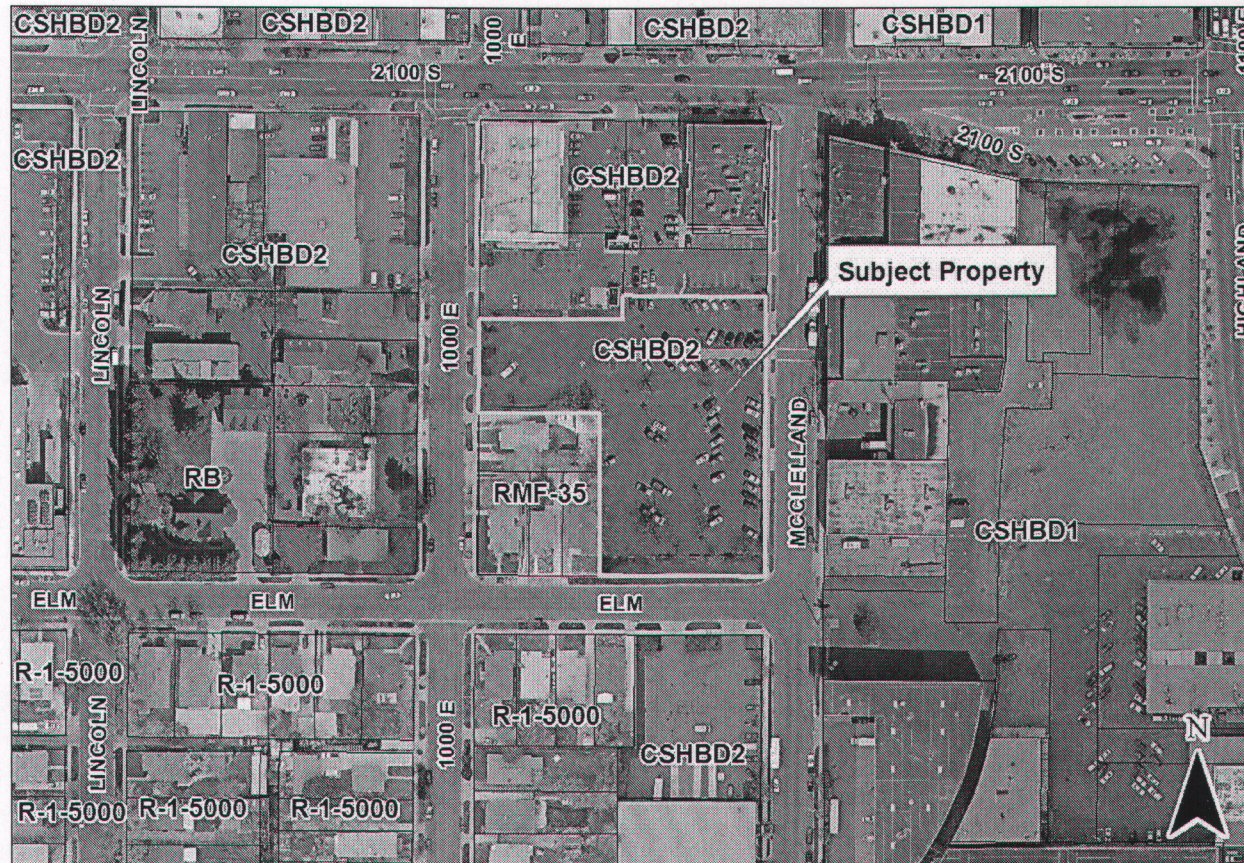
Recommendation

Based on an analysis of the standards for the Conditional Building and Site Design Review process and the findings noted in this report, Planning Staff recommends that the Planning Commission approve the request subject to the following conditions:

1. Compliance with the City Department/Division comments as attached to this staff report (Exhibit B).
2. The applicant shall meet section 21A.48 (Landscaping and Buffers) of the City Zoning Ordinance.
3. The Planning Commission delegates final approval of signage and lighting design to Planning Staff to ensure compliance with the "Business District Design Guideline Handbook" located in the Sugar House Community Master Plan.
4. The Planning Commission waives the requirement of Zoning Ordinance section 21A.59.060M2 regarding "public space" for the reasons noted in the "Analysis and Findings" Section of this Staff Report.



VICINITY MAP



Background

Project Description

The proposed project is located on the northwest corner of McClelland Street and Elm Avenue in the Sugar House Business District, and is subject to the Sugar House Master Plan (2005) and the development standards of Sugar House Business District Zone (CSHBD-2).

The project is a four story residential development consisting of 171 apartments; a mix of studios, one, and two bedroom units. The maximum building height is proposed at approximately fifty-nine feet (59'). Street level entry to the overall apartment complex, including the leasing office and clubhouse, as well as all the studio units, is to be located on McClelland and 1000 East. At thirty feet (30'), the building will be stepped back the required fifteen feet (15') measured horizontally from the building foundation at grade as required for those portions that front public streets. The purpose of the step back is to create a sense of pedestrian and historic scale for the pedestrian walking on the sidewalk adjacent to the proposed structure.

One level of underground parking and one level of at-grade parking (but effectively screened behind the building) provide approximately 237 parking spaces. Entry to the parking garage is



from Elm Avenue. An additional twenty-one on-street parking spaces are provided for a total of 258 spaces. Space is also provided for thirty four (34) bike parking stalls.

Building materials consist primarily of brick, Hardie panel, stucco, cast stone trim pieces, metal railings, and composition roof shingles (see the attached Elevation drawings – Exhibit C).

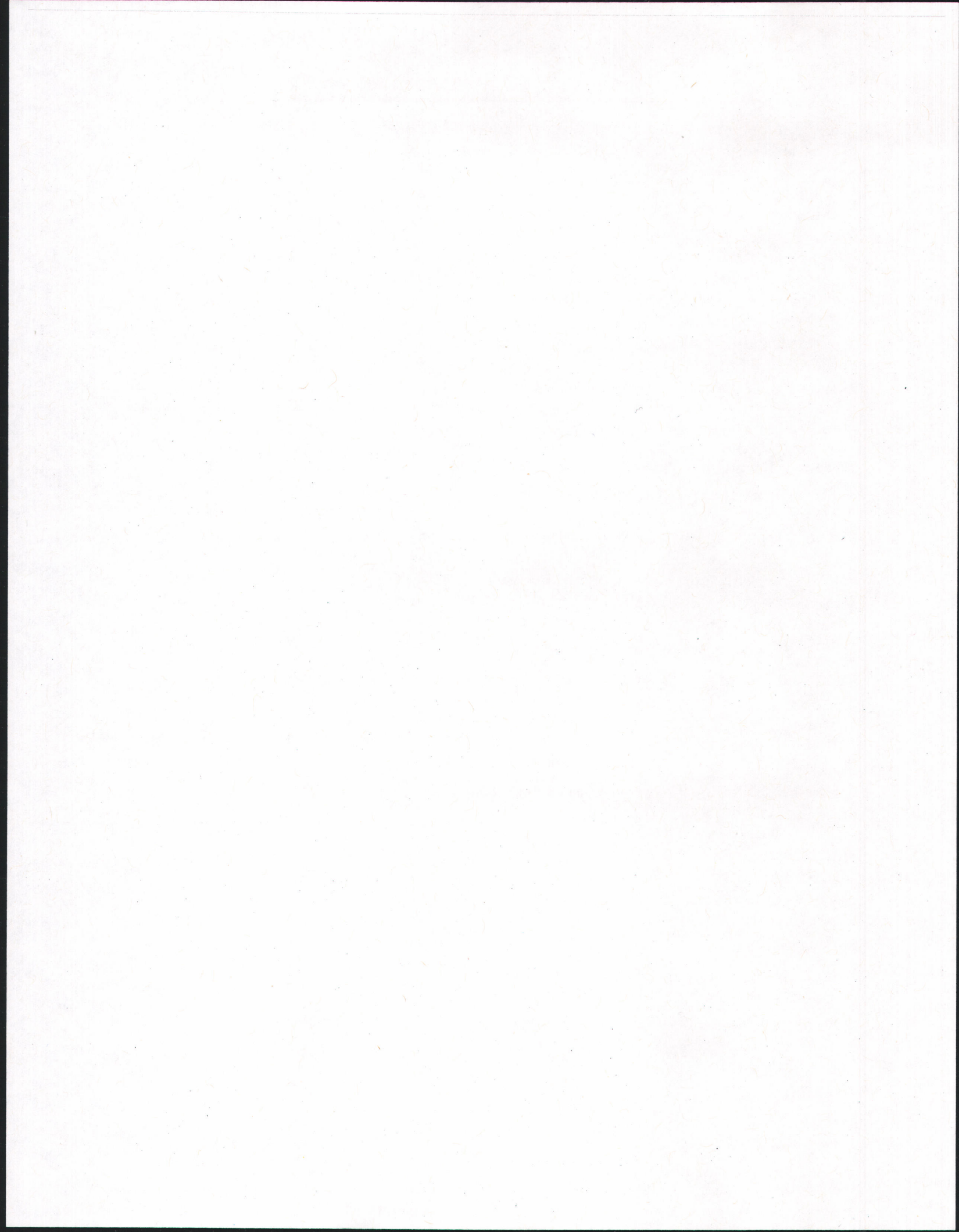
The treatment of the street level façades in the structure is of primary importance. The façades are shown to be broken up into smaller individual apartment units, the leasing office and clubhouse along McClelland, as well as the studio units along 1000 East, in order to relate to the pedestrian. Glass and multiple entries are shown to provide interest and orientation to the pedestrian. As development progresses, and plans are finalized, signage and lighting selection will be vital to maintain pedestrian interest and at the same time complement the proposed building architecture. The upper level facades of the building have a predominant uniform brick/glass vertical orientation. The upper facades of the structure also provide dramatic texture with recesses and balconies.

Master Plan Discussion

The subject property is located in, and subject to, the Sugar House Master Plan (2005). The property is designated as “Business District Mixed Use – Neighborhood Scale”. The Master Plan notes that this land use designation is lower in height than the adjacent “Business District Mixed Use – Town Center Scale”, but development should still be oriented toward the street. Residential structures such as the one proposed are allowed and encouraged in this future land use designation. Additionally, the proposed development meets the Master Plan’s goal of increasing a residential presence in the Sugar House Business District. The proposed development is consistent with the Master Plan.

Project Details

Regulation	Zone Regulation	Proposal
Use	Mixed-use, mass transit oriented, walkable community	Residential (Meets standard)
Density/Lot Coverage	No maximum or minimum required	Meets standard
Height	Up to 60 feet	59 feet (Meets standard)
Front/Corner Yard Setback	No minimum, 15’ maximum	Generally building to the property lines on public street frontages (Meets standard)
Rear Yard Setback	No minimum	Meets standard
Side Yard Setback	No minimum	Meets standard
Minimum First Floor/Street Level Requirements	Residential, commercial	Residential (Meets standard)
Minimum First Floor Glass	Minimum 40% (or 25% for residential use) fronting a street	Meets standard



History

Planning Staff notes that a similar proposal was approved by the Planning Commission on January 28, 2009, on the subject site.

Public Notice, Meetings and Comments

The following is a list of public meetings that have been held related to the proposed project:

- Community Council held on June 5, 2012. Comments can be found in Attachment A.

Notice of the public hearing for the proposal includes:

- Public hearing notice mailed on June 14, 2012
- Public hearing notice posted on property on June 14, 2012.
- Public hearing notice posted on City and State websites on June 14, 2012.
- Public hearing notice emailed to the Planning Division list serve on June 14, 2012.

City Department Comments

The comments received from pertinent City Departments/Divisions are attached to this staff report in Attachment B. The Planning Division has not received comments from the applicable City Departments/Divisions that cannot reasonably be fulfilled or that warrant denial of the petition.

Analysis and Findings

Findings

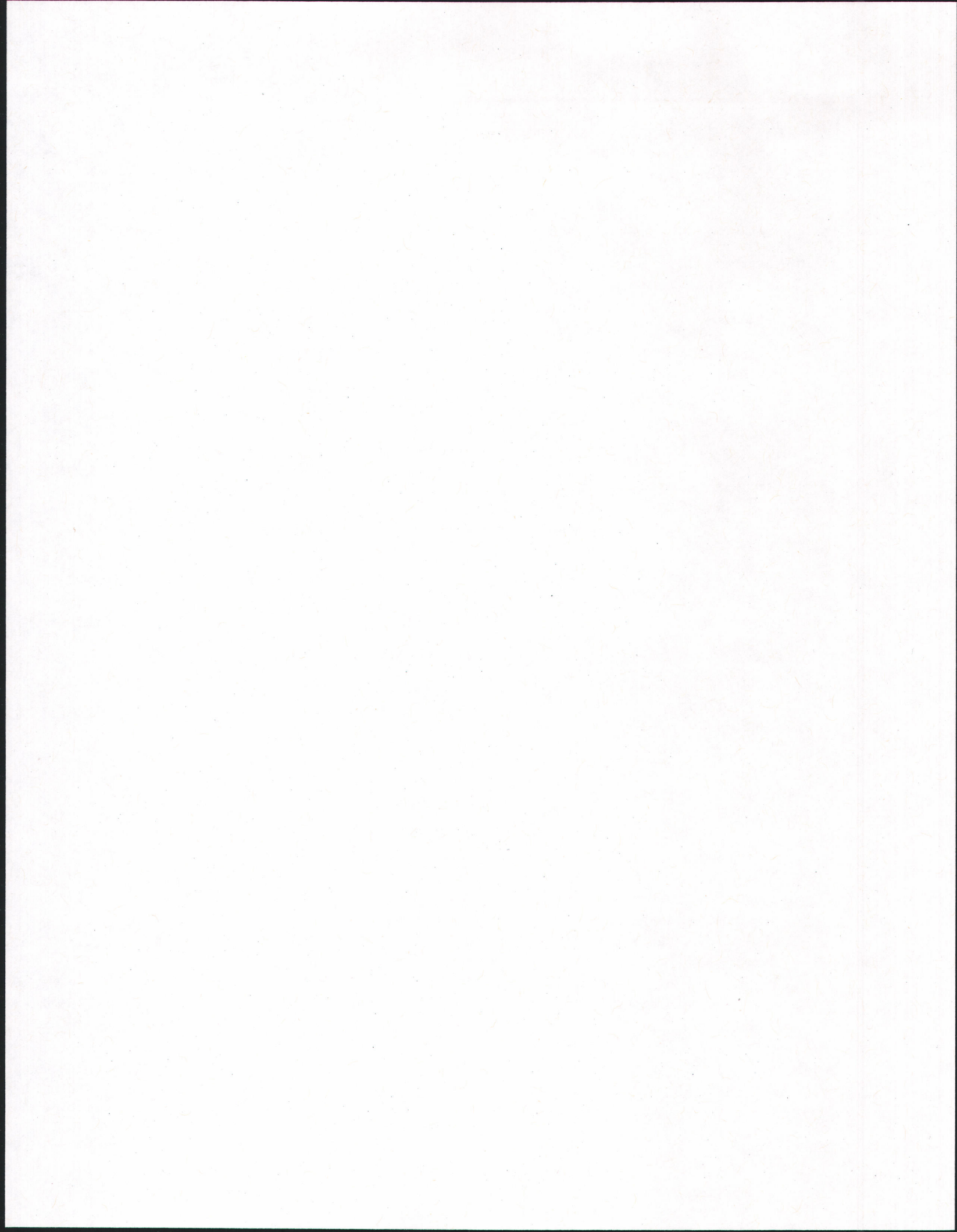
Conditional Building and Site Design Review Standards; Section 21A.59.060

Conditional Building and Site Design Review shall be approved in conformance with the provisions of the following standards for design review found in chapter 21A.59.060 of the City's Zoning Ordinance:

A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.

1. Primary building orientation shall be toward the street rather than the parking area. The principal entrance shall be designed to be readily apparent.
2. At least sixty percent (60%) of the street frontage of a lot shall have any new building located within ten feet (10') of the front setback. Parking is permitted in this area.
3. Any buildings open to the public and located within thirty feet (30') of a public street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the building's architectural design, and shall be open to the public during all business hours.
4. Each building shall incorporate lighting and changes in mass, surface, or finish to give emphasis to its entrances.

Analysis: The building is proposed to be built to the property lines on the public street frontages. As shown on the building elevations (Attachment C), the proposed building includes multiple



pedestrian entrances, primarily for residential studio units, and incorporates appropriate changes in mass, surface, and finish to emphasize said entrances.

Finding: The proposal satisfies this standard.

B. Primary access shall be oriented to the pedestrian and mass transit.

1. Each building shall include an arcade, roof, alcove, portico, awnings, or similar architectural features that protect pedestrians from the rain and sun.

Analysis: The proposed structure provides multiple entries oriented to the pedestrian primarily for access to residential units. Additionally, all adjacent streets are improved with sidewalks, curb, gutter, and landscaping, providing adequate area for pedestrian traffic.

Finding: The proposal satisfies this standard.

C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.

1. At least forty percent (40%) of any first floor wall area that faces and is within thirty feet (30') of a primary street, plaza, or other public open space shall contain display areas, windows, or doorways. Windows shall allow views into a working area or lobby, a pedestrian entrance, or display area. First floor walls facing a side street shall contain at least twenty five percent (25%) of the wall space in window, display area, or doors. Monolithic walls located within thirty feet (30') of a public street are prohibited.
2. Recessed or projecting balconies, verandas, or other usable space above the ground level on existing and new buildings is encouraged on a street facing elevation. Balconies may project over a public right of way, subject to an encroachment agreement issued by the city.

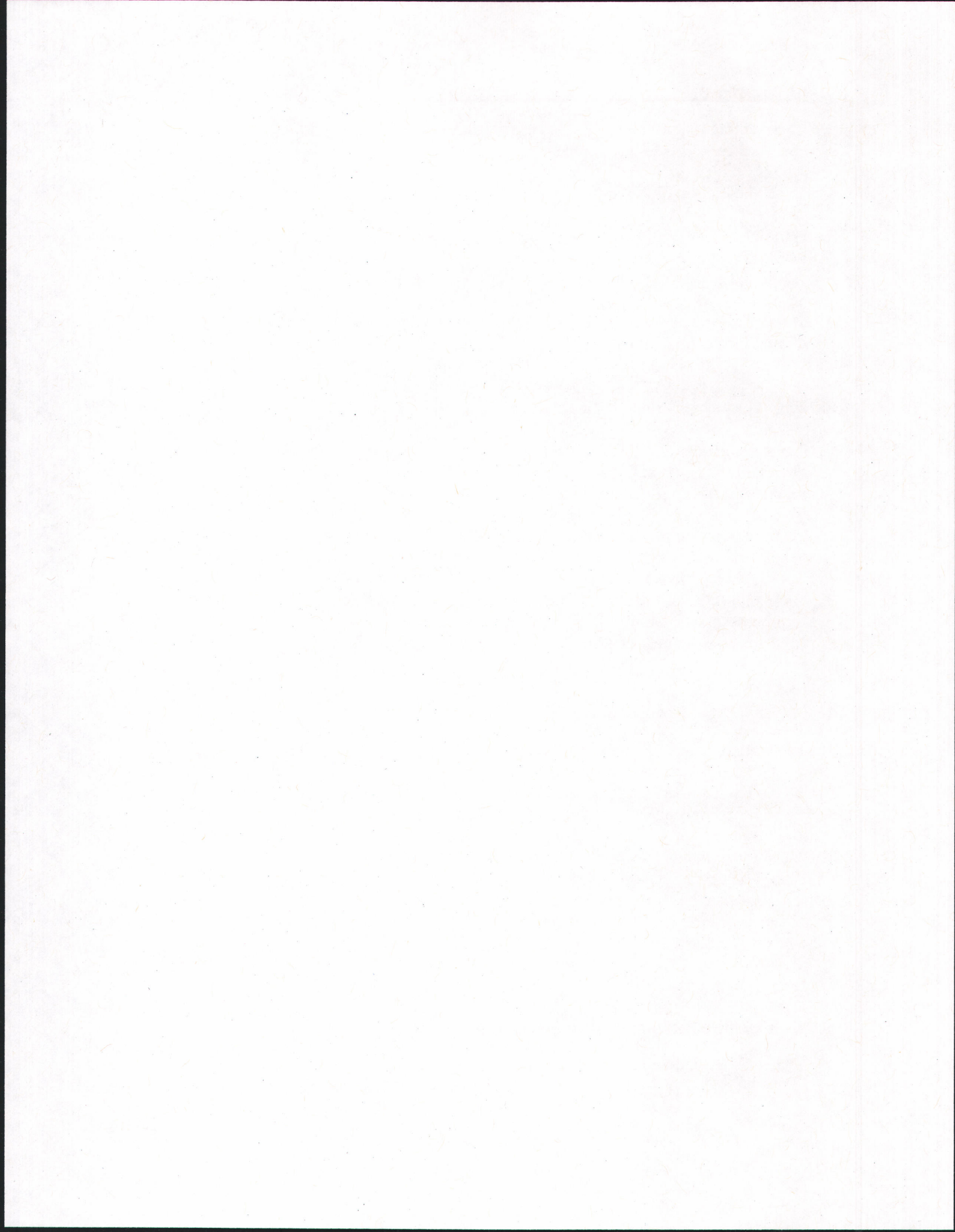
Analysis: The applicant proposes that the space located at the street level will consist primarily of a residential or "active" use as required by Code Section 21A.26.060(J). The building façade along McClelland includes three peaked roof elements similar to the Sprague Library located around the block to the East. These elements will provide pedestrian interest, and will serve to provide some visual cohesiveness in the area in term of building architecture.

The elevation drawings demonstrate that the twenty-five percent (25%) glass requirement on the first floor will be met. Glass, multiple entries, and residential porches are shown to provide interest and orientation to the pedestrian. The upper facades of the structure provide recesses and balconies. Signage will need to be designed to relate to the pedestrian and complement the building architecture.

Finding: The proposal satisfies this standard.

D. Architectural detailing shall emphasize the pedestrian level of the building.

Analysis: As described previously within this report, the architectural detailing and proposed land use will emphasize the pedestrian level of the building.



Finding: The proposal satisfies this standard.

E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods.

1. Parking areas shall be located behind or at one side of a building. Parking may not be located between a building and a public street.
2. Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one tree for each six (6) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.
3. Parking lots with fifteen (15) spaces or more shall be divided by landscaped areas including a walkway at least ten feet (10') in width or by buildings.

Analysis: As described previously, one level of the proposed parking will be subsurface. There will also be one level of parking at grade located in the interior of the building. Access to the parking structure will be located off of Elm.

Finding: The proposal satisfies this standard.

F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.

Finding: All of the proposed on-site parking will be located underground or effectively screened by the proposed building itself, therefore eliminating glare and light in the adjacent neighborhood.

G. Parking and on-site circulation shall be provided.

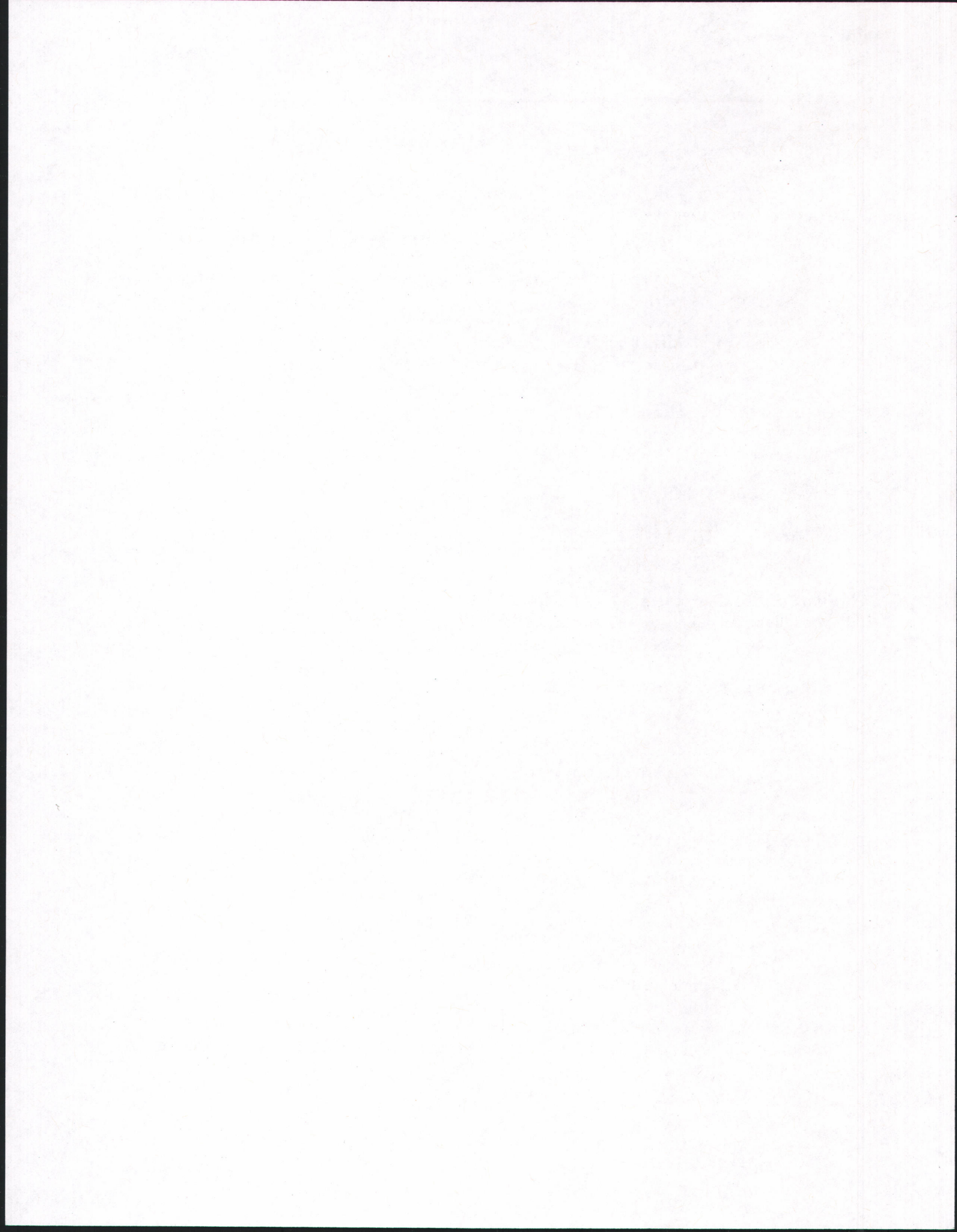
1. Connections shall be made when feasible to any streets adjacent to the subject property and to any pedestrian facilities that connect with the property.
2. A pedestrian access diagram that shows pedestrian paths on the site that connect with a public sidewalk shall be submitted.

Finding: Parking and vehicular on-site circulation is provided as previously discussed. Pedestrian access is provided on the existing sidewalks bordering the public street frontages.

H. Dumpsters and loading docks shall be appropriately screened or located within the structure.

1. Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street nor permitted between the building and the street.
2. Appropriate sound attenuation shall occur on mechanical units at the exterior of buildings to mitigate noise that may adversely impact adjacent residential uses.

Analysis: The service area, including dumpsters and loading area, is to be located on the first level of parking inside the building, and not located in an area that will be visible to the traveling public along McClelland or Elm.



Finding: The proposal satisfies this standard.

I. Signage shall emphasize the pedestrian/mass transit orientation.

Analysis: As stated previously, the applicant has not yet submitted a final signage plan for review and approval.

Finding: As a condition of approval, staff recommends that a final signage plan be submitted for review and approval by Planning Staff.

J. Lighting shall meet the lighting levels and design requirements set forth in Chapter 4 of the Salt Lake City lighting master plan dated May 2006.

Analysis: The final lighting plan will be compliant with all applicable City standards to be determined as part of the building permit review process.

Finding: As a condition of approval, staff recommends that a final lighting plan be submitted for review and approval by Planning Staff.

K. Streetscape improvements shall be provided as follows:

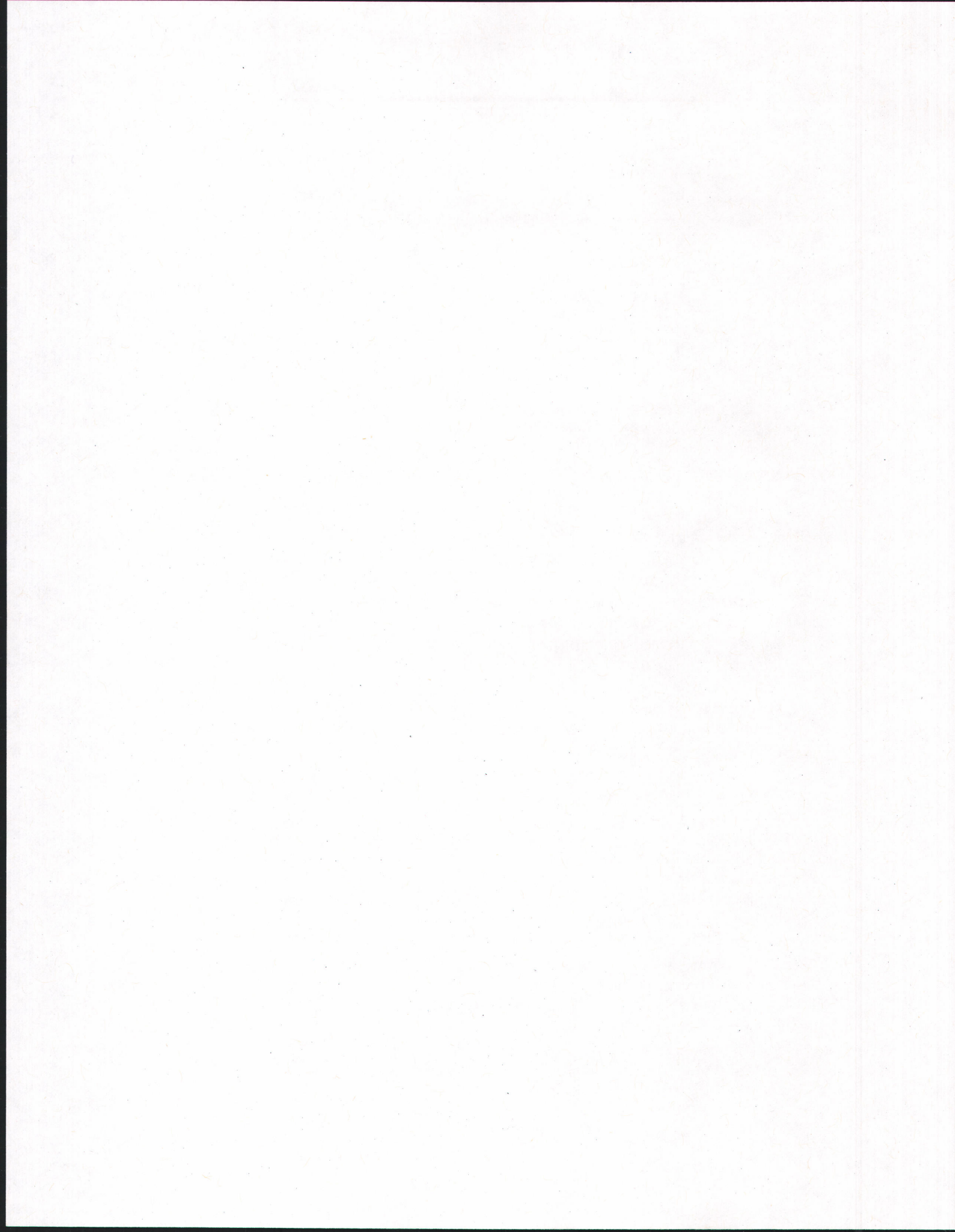
1. One street tree chosen from the street tree list shall be placed for each thirty feet (30') of property frontage on a street.
2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.
3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.
5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

Analysis: The final landscaping plan will be compliant with all applicable City standards to be determined as part of the building permit review process.

Finding: Staff recommends that the development be required to meet Section 21A.48 of the Zoning Ordinance as a condition of approval.

L. Street trees shall be provided as follows:

1. Any development fronting on a public or private street shall include street trees planted consistent with the city's urban forestry guidelines and with the approval of the city's urban forester.
2. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.



Finding: Staff recommends that the development be required to meet Section 21A.48 of the Zoning Ordinance as a condition of approval.

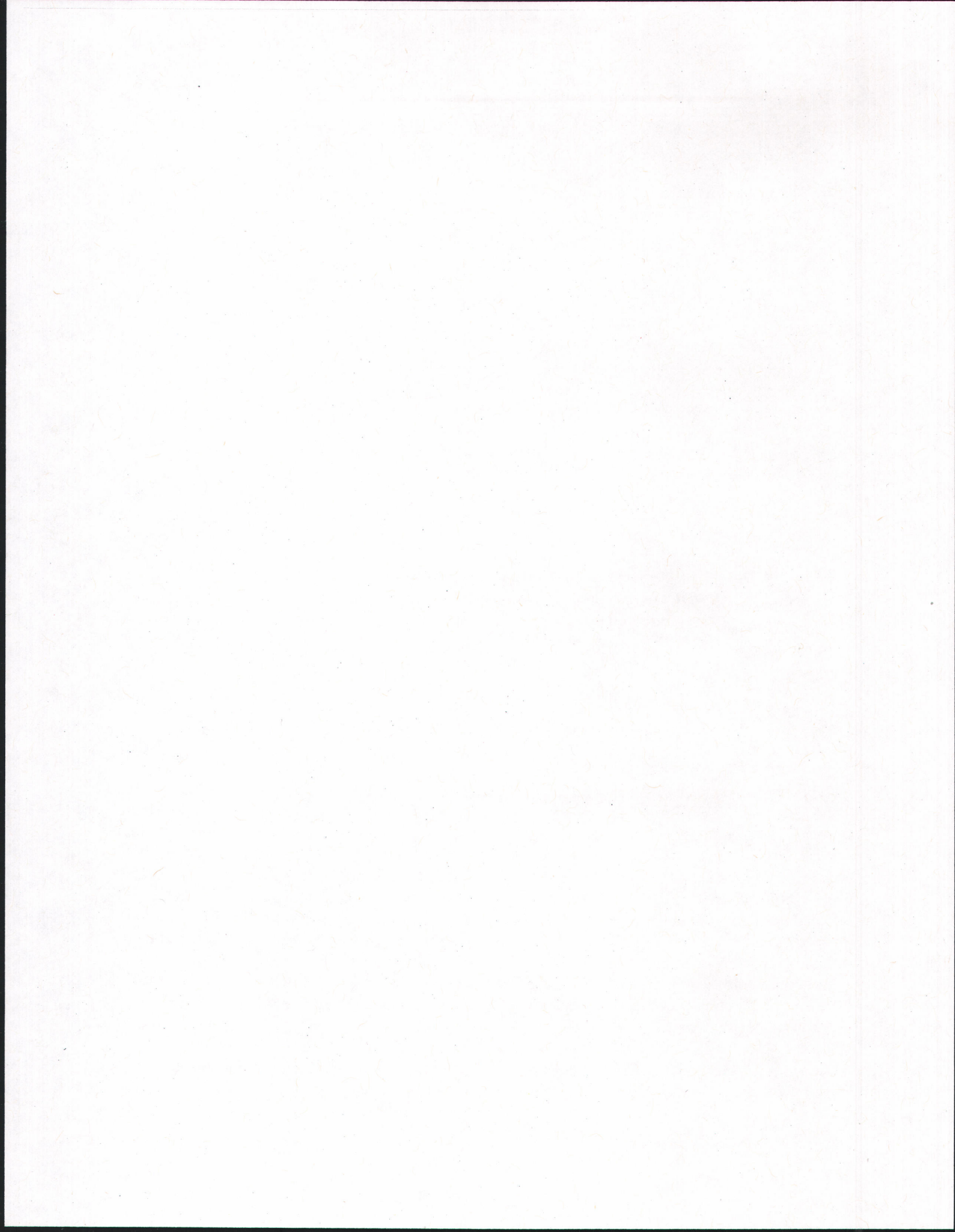
M. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:

1. The orientation and scale of the development shall conform to the following requirements:
 - a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
 - b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').
2. Public spaces shall be provided as follows:
 - a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.
 - b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:
 - (1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - (2) A mixture of areas that provide shade;
 - (3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 - (4) Water features or public art; and/or
 - (5) Outdoor eating areas or food vendors.

Analysis: The architecture of the proposed building contains a variety of design elements that relate to human scale and will create visual interest for pedestrians as previously discussed. No length of the proposed building will exceed three hundred feet.

According to policies of the Sugar House Master Plan, residential development is encouraged in the Sugar House Business District in order to realize an active, 24/7 community; a place where people live, work, and shop. The proposed building is a private residential development, and as such provides little to no public space to be utilized or enjoyed by those that will not live in the development. As a building owner, property manager, or building tenant, the provision of plaza, park, or public spaces for the general public would seem awkward, if not simply undesirable. Balconies and a club house provide areas for tenants to congregate and socialize. Planning Staff asserts that the inclusion of a plaza, park, or open space for a private residential building of this nature is unwarranted. Further, the Sugar House Business District and the subject property in particular, is in close proximity to large public spaces, specifically Fairmont and Sugar House Parks. The Planning Commission has the authority to modify or relax this standard for the proposed development.

Findings: Public space in the proposed private residential complex is not a design element that would enhance the project. Planning Staff recommends that the Planning Commission relax the



criteria for public space in the proposed development. Planning Staff recommends that the Planning Commission recognize the clubhouse and the balconies as public space, and further that two public parks (Sugar House and Fairmont) are located within close proximity of the proposed project for use by tenants.

N. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.

Analysis: A discussion of the purpose statement and design regulations for the zoning district is included in the "Background" section above.

The Sugar House Business District Zone (CSHBD-2) regulations also require new construction to conform to the *Sugar House Business District Design Guideline Handbook* found as an appendix to the Sugar House Master Plan (2005). This document provides design standards for Pedestrian/Bicycle Systems; Vehicular Circulation and Parking; Building Architecture and Siting; Landscaping; On-site Lighting; Signage and Off-site Development. It includes approximately 110 separate policies.

The proposed project generally meets the various policies in the *Sugar House Business District Design Guideline Handbook*. The proposed building will be harmonious with the structures in the area and will be oriented to the street. The project will provide underground and screened vehicle parking and bicycle parking. Dumpsters and service areas are located in the interior of the building. All landscaping will have to conform to City standards. Lighting will be required to meet Chapter 4 of the Salt Lake City Lighting Master Plan. Proposed signage will need to emphasize design elements of the building's façade. All signage will be required to follow City sign standards.

Finding: Staff finds the proposal is generally compliant, or will be made compliant prior to final administrative approval, with all applicable standards of Section 21A.59.060, Conditional Building and Site Design Review.

Commission Options

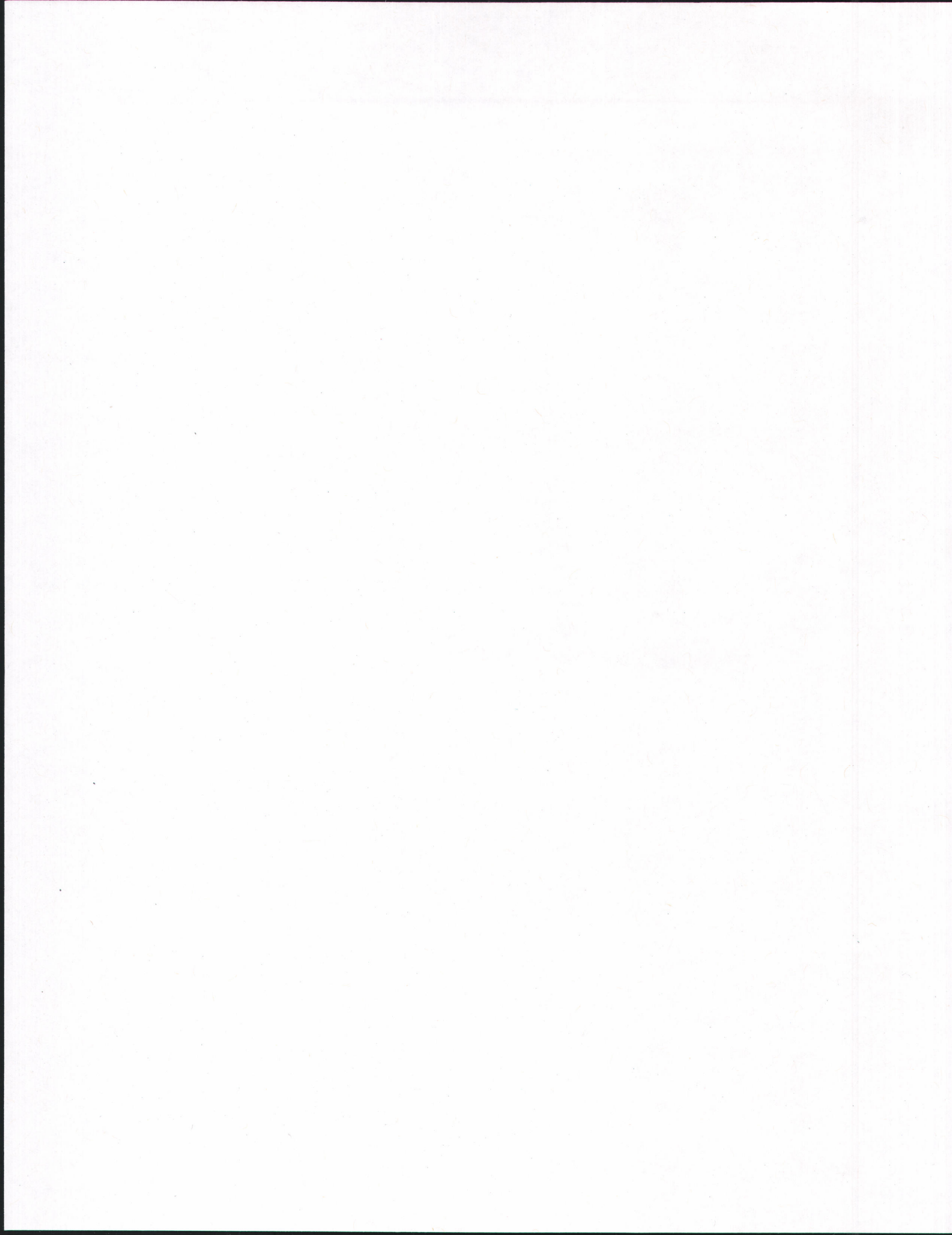
Options for the Building and Site Design Review application include approval, denial, or continuation of the request as follows:

Approval: If the Planning Commission finds that the proposed project meets the standards of the ordinance, the application should be approved. If this is the Planning Commission's course of action, Planning Staff recommends that the applicant be subject to the conditions noted on page one of this staff report.

Denial: If the Commission finds that the proposed project does not meet the standards of the ordinance, the application should be denied.



Continuation: If the Commission finds that additional information is needed to make a decision, then a final decision may be postponed with specific direction to the applicant and/or Planning Staff regarding the additional information required for the Commission to take future action.



**Exhibit A –
Citizen Input**



Traughber, Lex

From: Amy Barry [imissizy@yahoo.com]
Sent: Monday, June 11, 2012 9:49 AM
To: Traughber, Lex; Sommerkorn, Wilford; Baxter, DJ; edward.butterfield@slcogov.com; Simonsen, Soren; judi.short@gmail.com; Gray, Frank
Subject: Cowboy Partners/Sugar House Development
Categories: Other

June 11, 2012

Lex Traughber
Salt Lake City Planning

Salt Lake City, UT 84

RE: Cowboy Partners

Dear Lex:

We are very excited to see the Cowboy Partners development take shape as we look toward redevelopment of the Granite block. However, there is one critical design element that seems to conflict with many aspects of the Business District Master Plan and the connectivity to surrounding developments. We wanted to take this opportunity to re-emphasize the comments made during the Sugar House Community Council meeting regarding the parking garage entrance and exit.

As it is currently designed the parking garage is located facing South on Elm Ave. This is of concern on many fronts:

- The visual impact created by the garage entrance/exit will be one of the first things pedestrians see as they get off the streetcar and pass the veterinary hospital. The streetcar represents a major investment in this community and we lose opportunities to energize streets when we place a parking garage entrance/exit right in areas that have high visibility in areas we are trying to emphasize and encourage alternate travel.
- It forces those residents living in the apartments facing 1000 E to have to walk around the block to interface with the heart of the commercial activity.
- The impact on the residential component is also heightened. The SHCC has worked hard over the years to try and save the residential element of Elm Ave and the majority of the South side of the street remains residential, single-family homes. Having the parking garage enter and exit on Elm Ave will negatively impact these homes directly across the street both visually and by increased traffic.
- The proximity of this parking garage entrance/exit is directly off McClelland St. McClelland St has been identified as the preferred alternative for the canal trail. The canal trail is part of the community effort to create a North/South trail system through SLC and the heart of Sugar House. We seek to encourage more pedestrians and bicycles in the business district and the canal trail and mid block walkways being pursued are an important part of the overall vision. Placing this garage entrance/exit so close only invites more vehicle traffic that will continue to conflict we face. During the multiple open houses held last year one theme that was raised by participants is the lack of safe crossings and paths for pedestrians in the business district. It seems the approval of

The first section of the report discusses the current state of the economy and the impact of the recession. It notes that the economy has been in a state of recession since late 2007, with a significant decline in GDP and a rise in unemployment. The report also highlights the challenges faced by businesses and consumers alike, including reduced consumer spending and tighter credit conditions.

The second section of the report focuses on the impact of the recession on different sectors of the economy. It notes that while some sectors, such as technology and healthcare, have shown resilience, others, such as retail and manufacturing, have experienced significant downturns. The report also discusses the impact of the recession on the housing market and the financial services industry.

The third section of the report discusses the impact of the recession on the labor market. It notes that unemployment has risen significantly, and that many workers have been forced to accept lower wages or reduced hours. The report also discusses the impact of the recession on the skills gap and the need for retraining and education.

The fourth section of the report discusses the impact of the recession on government spending and taxation. It notes that government spending has increased significantly, particularly in the areas of healthcare and social services. The report also discusses the impact of the recession on tax revenues and the need for fiscal consolidation.

The fifth section of the report discusses the impact of the recession on the environment. It notes that the recession has led to a reduction in government spending on environmental protection and a shift in focus towards economic recovery. The report also discusses the impact of the recession on the private sector's investment in environmental technologies.

The sixth section of the report discusses the impact of the recession on the global economy. It notes that the recession in the United States has had a significant impact on other major economies, particularly in Europe and Asia. The report also discusses the impact of the recession on emerging markets and the need for international cooperation.

The seventh section of the report discusses the impact of the recession on the financial system. It notes that the recession has led to a loss of confidence in the financial system and a significant increase in risk aversion. The report also discusses the impact of the recession on the banking industry and the need for regulatory reform.

The eighth section of the report discusses the impact of the recession on the social safety net. It notes that the recession has led to a significant increase in the number of people relying on social safety net programs, particularly in the areas of unemployment benefits and food assistance. The report also discusses the impact of the recession on the social safety net and the need for reform.

The ninth section of the report discusses the impact of the recession on the political system. It notes that the recession has led to a loss of confidence in the political system and a shift in focus towards economic recovery. The report also discusses the impact of the recession on the political system and the need for reform.

The tenth section of the report discusses the impact of the recession on the future of the economy. It notes that the recession has led to a significant increase in uncertainty and a shift in focus towards economic recovery. The report also discusses the impact of the recession on the future of the economy and the need for reform.

the parking garage entrance/exit on the Elm Ave side continues to place an emphasis on perpetuating this conflict.

It is our belief that moving the parking garage entrance/exit to the West side facing 1000 East is the better design choice. This particular section of 1000 E is business oriented and not the typical retail businesses. Directly across the street is a print-maker studio, day care and tax accountant business. Very few pedestrians are found on this street and energizing 1000 E at the expense of Elm Ave and McClelland St is a poor choice.

The Sugar House Community Council along with Salt Lake City and the Redevelopment Agency have spent a lot of time (and money from the RDA) to conduct new circulation studies and community visioning to identify ways to move forward to promote the goals of the Sugar House Business District Master Plan. Cowboy Partners development fits much of those goals and we appreciate their willingness to provide affordable housing where no other housing developer will even consider it. We appreciate their desire to create a development that works to get people on the street and into the community. We believe the placement of the parking garage entrance/exit negates the positives of this development. We understand all the work and finances that go into designs and made sure to bring this up in the SHCC Land Use & Zoning committee meeting as well as the SHCC general meeting and we do so again with you.

This is the first development coming after all the great information gathered through the community visioning process and will make a huge impact on the relationship between the business district and the Sugar House Streetcar. We have one chance to really get this right in the beginning and we hope we can continue our efforts to work with SLC to re-invigorate the Sugar House Business District and develop the points of the master plan that call for more pedestrian oriented developments and safer pedestrian circulation pathways.

Creating developments that encourage pedestrian activity will be the only way we can continue to grow. While we recognize the need for parking garages, especially with residential housing we can lessen the impact by paying attention to the placement of those parking garage entrances/exits as they relate to the overall circulation of people, trails and the streetcar.

Sincerely,

Amy Barry, SHCC Vice Chair
Scott Kisling, SHCC Vice Chair
Laurie Bray, SHCC Trustee

Cc: Wilf Sommerkorn
DJ Baxter
Edward Butterfield
Soren Simonsen
Judi Short
Frank Gray



Sugar House
Community Council

June 14, 2012

TO: Salt Lake City Planning Commission

FROM: Judi Short, Chair, Land Use and Zoning Committee and
First Vice Chair, Sugar House Community Council (SHCC)

RE: Cowboy Partners Liberty Village at Sugar House
2150 McClelland Street

Dan Lofgren of Cowboy Partners has been to the Sugar House Community Council a number of times. He was first invited to speak to the SHCC Housing Committee, to talk about the ins and outs of affordable housing. His presentation was so valuable that he was asked to give it again to the entire Council. Once we learned that he had purchased the 2150 McClelland parcel, I talked to him again about affordable housing. At that time, he told me that he had paid too much for this property, so there would not be affordable housing. I then charged him with coming up with affordable housing in a project somewhere in the business district.

We were pleased to see that he had ten percent affordable housing in the project when he talked to the SHCC Land Use and Zoning Committee. When he came to the full Council, the number was now twenty percent, or 35 units, of affordable housing. This is huge for us. So many of the people that work in Sugar House cannot afford to live here, and now this will make that available for some. I still hope that he will do another project with additional affordable housing, somewhere else in the business district.

The one issue that bothers many people is the fact that the first level is a parking garage, with brick on the exterior to make it feel like it is livable space. We realize that this is the tradeoff, and what we get for this is some affordable housing. To bury a level of parking would make the project too expensive to offer affordable housing, and we think there will be enough retail in the adjacent developments to compensate. Technically, this then is not a mixed use project.

The flat roof does not seem to honor the historic flavor of the neighborhood. Someone recommended putting in a drain on the main level in case of high water. The property does not have a lot of amenities, because they are selling the location and there are lots of amenities in the surrounding area.

Mr. Lofgren indicated that there is plenty of demand for this type of housing, and although there will be a slower lease-up, the market will fill the units. These might easily convert to condos some years into the future. The best apartment building in the valley is Irving Schoolhouse, which is over ten years old and starting to feel its age.

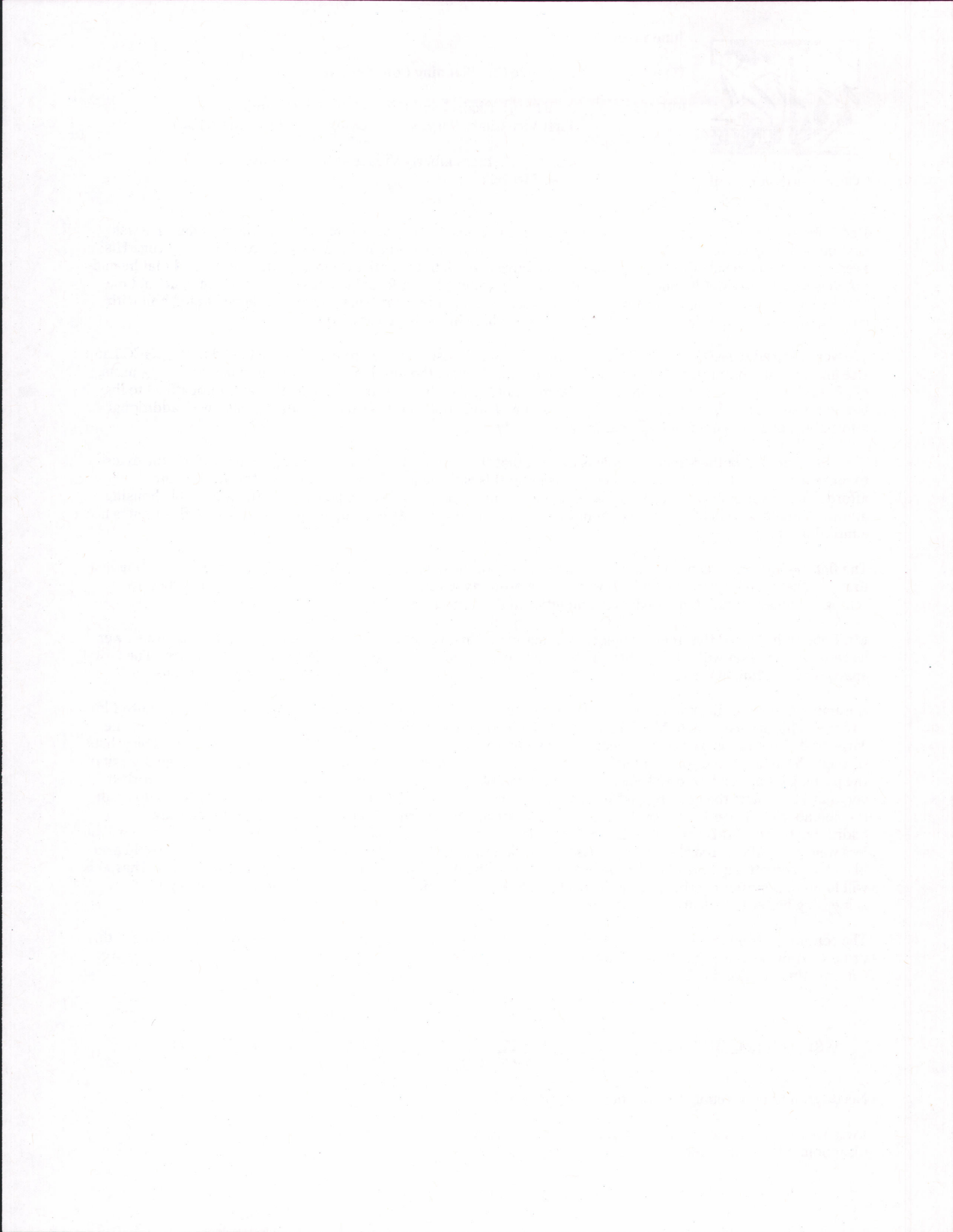
A number of community council members have expressed concerns about the exit of the parking garage onto Elm Avenue. This is very close to McClelland Street, which is currently identified as the preferred alternative for the canal trail. The trail is part of the circulation system we are trying to build to encourage pedestrians and bicyclists through the area. Having cars interface with that trail is a potential nightmare. We would prefer to see the exit of the parking garage exit onto 10th East. During several planning exercises over the past decade, we have worked very hard to protect the housing on Elm Avenue. To have this much traffic on the street every day will help erode the neighborhood over time. 10th East is a low pedestrian neighborhood, more suited to accommodating additional traffic of this type. We also feel that the view from the streetcar as people approach Sugar House will be less welcoming if the first thing they see as they walk into the area is the parking garage entrance. We would also like to see something done to make the big wall behind the three houses on Elm Street more interesting. That wall will loom four stories overhead from the back yards of these homes. The least we can do would be to give them something better to look at.

The comments from this letter, and attached below, or communicated to me in person, are mostly positive for this project. However, in Sugar House, we always try to find some way to improve on a proposed project. I hope you will find this information helpful.

**WRITTEN EMAIL COMMENTS FROM SHCC TRUSTEES, AND LAND USE AND ZONING COMMITTEE
MEMBERS AFTER THE SHCC PRESENTATION**

Needs ground floor retail. Ground floor parking is bad.

I was very happy to see that they added an affordable housing component to the project. I have been very disappointed with the other projects that basically eliminate the opportunity for many of the people who work in



Sugar House to live here also. The residential properties for rent are just too expensive.

E I am glad it is a residential project without a commercial segment. The west side of the Granite building is going to be all commercial, at least the part that is under construction at present, and I think they will be complimentary to each other.

I am not the fan of urbanization that many are. I think most of the small local businesses that have been in Sugar House will be displaced and the funky uniqueness that it has a reputation for will gone forever. My personal opinion is that we get a lot of lip service from the developers and the city with regard to affordable housing and the value of small local business but nothing really substantial to help either be sustainable or encouraged.

My hope is that all the increased density in housing will really be good for Sugar House. I don't expect to spend more time shopping or living there in the future as the housing offered is of not interest to me and if what comes to Sugar House can be found elsewhere in Salt Lake or the surrounding areas I may just shop in other areas of the city.

I have a minor issue with pedestrian access that can be appeased with non-alarming exit doors from the garage so people don't have to walk clear around the building to go to the side opposite the Main entrance.

I have a major issue - perhaps a "go to hell" issue for me, if not others - with having the garage access on the south side. It needs to be on the west side for a number of reasons. To name a few:

1. Pedestrians arriving in Sugar House by trolley should not see a parking garage entrance on their way north to the commercial activity there.
2. Pedestrians walking from the neighborhoods west of the building should not have to walk past a garage entrance to reach the commercial activity to the east.
3. The three houses on Elm Ave. south of the building will have their property values more adversely affected by being next to a parking garage next to them than if it were around the corner, nor should the owners of the four houses on the south side of Elm Ave have their property values affected by having a parking garage entrance across the street from them. These are all well-maintained properties that contribute greatly to the success of this small residential enclave. That these may be rental properties is immaterial. There is only one residential dwelling on the west side of the building. Commercial businesses would not be adversely affected.
4. With this and other incremental traffic sources, automobile traffic on McClelland will become excessive in the next two years, and the intersection of 2100 South and 1100 East is already classed as "F." A light at McClelland is not practical due to its proximity to 1100 East, so additional traffic on McClelland should be avoided wherever possible. A functional "small block" layout works by dispersing traffic amongst a large number of streets. We should take advantage of that effect wherever possible, such as here.

There were additional reasons mentioned at the LUZ Committee meeting, the SHCC meeting of the Board of Trustees and in private discussions thereafter. I thank you Judi for seeing that they get voiced.

I would like to see careful attention paid to the pedestrian level details at the street level. Specifically, the addition of sidewalk landscaping accents and as many trees as possible to soften the heaviness of the architecture.

It overpowers the homes on Elm.

I have heard from some who live in units of that type that they find people camped out under their stairs or walking through their front entry and that they are subject to break-ins.

Finally, if I were a tenant in the restored Granite property overlooking that apartment complex with those front units, I would consider them ugly and not in keeping with the value of my lease hold.

**Exhibit B –
City Dept/Division Comments**

ZONING

Memorandum

To: Lex Traugher, Planning Division

From: Ken Brown, Senior Development Review Planner

Date: May 4, 2012

Re: PLNPCM2012-00243, Liberty Village Apartments 2150 S. McClelland St.

The Zoning review comments are as follows;

On May 3, 2012 the Development Review Team reviewed this project and created a DRT2012-00190 Work Flow History Report which should be helpful to the applicant in preparing the documents for building permit review. You may want to forward a copy of this report to the applicant.

Based on the plans provided, it needs to be determined whether the following meets the intent of the zoning district:

- 1) Building facades facing a street are required to include detailing and glass, sufficient to facilitate pedestrian interest and interaction (25% minimum glass requirement for residential). This information has not been documented.
- 2) At the street level along Elm Ave, 21A.26.060J requires a principal residential or commercial use, not an accessory parking garage as shown.
- 3) Public spaces equal to 1 square foot for every 10 square feet of gross building area has not been documented.
- 4) The required one short loading berth has not been identified on the plans, for use by the tenants as they move in and move out.

ENGINEERING

Traughber, Lex

From: Weiler, Scott
Sent: Friday, May 04, 2012 4:29 PM
To: Traughber, Lex
Subject: FW: PLNPCM2012-00243, Liberty Village Apartments
Attachments: A-403 A301 (1).pdf; 07466 - Sugarhouse-color_elevations-02.pdf; A-201 A301 (1).pdf; A-400 A301 (1).pdf; A-401 A301 (1).pdf; A-402 A301 (1).pdf; Routing Memo.pdf; Project Narrative.pdf

Categories: Other

Lex,

I was unable to enter any comments into PLNPCM2012-00243. However, the comments I entered into DRT2012-00190 are applicable:

Approved site plan required. Submit site plan to Engineering Permits Office @ 349 South 200 East. Public Way Permit is required for removing the two existing drive approach on McClelland and installing a new drive approach on Elm. if any existing sidewalk panels have cracks or uneven joints causing tripping hazards, they must be repaired/replaced as part of this project. Licensed, bonded and insured Contractor to obtain permit to install or repair drive approaches or required street improvements.(Contact George Ott @ 801-535-6396 for Permit information).

Scott

From: Traughber, Lex
Sent: Wednesday, May 02, 2012 3:35 PM
To: Walsh, Barry; Weiler, Scott; Garcia, Peggy; Itchon, Edward; Ross, Michelle; Butcher, Larry; Limburg, Garth; Akerlow, Michael
Subject: PLNPCM2012-00243, Liberty Village Apartments

Good afternoon,

Scot Safford, representing Cowboy Partners, has submitted a request for "Conditional Building and Site Design Review" for a 171 unit apartment complex located at approximately 2150 S. McClelland Street. The subject property is zoned C-SHBD2 (Sugar House Business District), and the proposed use is consistent with this Zone.

Please review the attached information (routing memo, narrative, plans) and respond with any comments (preferably in Accela) as soon as you are able, but no later than **Friday, May 18, 2012**. If you do not have any comments, please respond by email with "no comment" so that I can be sure that you have at least seen the request. If you have any questions, please do not hesitate to contact me.

Thank you.

Lex Traughber
Senior Planner
Salt Lake City Planning Division
451 S. State Street, Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480
Telephone: (801) 535-6184

PUBLIC UTILITIES

Traughber, Lex

From: Stoker, Justin
Sent: Friday, May 04, 2012 7:51 AM
To: Traughber, Lex
Cc: Garcia, Peggy
Subject: Liberty Village Apartments PLNPCM2012-00243
Attachments: 0894_001.pdf

Categories: Other

The plan sheets that were provided are architectural in nature and do not include any details regarding how the engineering of the site will be performed. Given this limited information, no problems exist. Please note that Cowboy Partners contacted the Public Utilities Department last July. Fire flow models were performed and due diligence information was provided at that time (see attached letter). In short, to be able to achieve the required fire flow, the existing six-inch water mains will need to be upsized in McClelland and 2100 South from the southern extent of the project up to 1100 East where it will need to connect to the nearest tee or cross of adequate capacity for water flow. Additionally, the letter states the need for the project site to extend a storm drain main from 2100 South to the project site to provide adequate flood control protection. These items were provided last July and remain necessary items for the success of the Liberty Village Apartments.

Please feel free to contact me if you have any questions.

Thanks,
Justin

Justin D. Stoker, PE, LEED® AP, CFM
Salt Lake City Public Utilities
1530 S. West Temple, SLC, UT 84115
ph. (801) 483-6786 - justin.stoker@slcgov.com



Please consider the environment before printing this e-mail

From: noreply@slcgov.com [<mailto:noreply@slcgov.com>]
Sent: Friday, May 04, 2012 7:37 AM
To: Stoker, Justin
Subject: Attached Image

PUBLIC UTILITIES

SALT LAKE CITY CORPORATION

JEFFRY T. NIERMEYER
DIRECTOR

DEPARTMENT OF PUBLIC UTILITIES
WATER SUPPLY AND WATERWORKS
WATER RECLAMATION AND STORMWATER

RALPH BECKER
MAYOR

June 8, 2011

Fred Nygren
Cowboy Partners
6440 South Wasatch Blvd, Suite 100
Salt Lake City, UT 84121

RE: Water, Sewer and Storm drain service for 2135 South 1000 East

Dear Mr. Nygren:


This letter is to confirm that Salt Lake City Department of Public Utilities (SLCPU) can provide water, sewer and storm drain service to the property located at the above address. This letter does not constitute approval of the proposed development nor does it relieve you from obtaining the permits required for construction. The following items have been noted in researching the proposed development;

- A fire flow model was conducted with a fire flow of 3600 gpm. This resulted in velocities in the existing six-inch mains in McClelland and 2100 South to exceed seven-feet per second. SLCPU will require that the existing six-inch water main in McClelland and 2100 South to 1100 East be replaced with a twelve inch main. See the attached maps showing the velocities before and after. The total length of twelve inch line is approximately 1,000 feet.
- The existing sewer system, based on information provided by you, will be able to adequately convey the flows and no improvements will be required.
- There are no storm drain lines in McClelland or 1000 East. Depending on the final design of the project, a minimum fifteen-inch storm drain line will be required to be installed. This new line will connect your project to the existing system in 2100 South.

All improvements are subject to change based on final project scope. All cost associated with improvements for this project will be borne by the developer.

If you should need further assistance with this matter, please contact Jason Brown at 483-6729.

Sincerely


Jeffrey T. Niermeyer
Director

JN/jb
Enclosures:2

cc: file, Ted Itchon SLC Fire Protection

1530 SOUTH WEST TEMPLE, SALT LAKE CITY, UTAH 84115

TELEPHONE: 801-483-6900 FAX: 801-483-6818

WWW.SLCOV.COM



TRANSPORTATION

Traughber, Lex

From: Walsh, Barry
Sent: Thursday, May 03, 2012 5:57 PM
To: Traughber, Lex
Cc: Young, Kevin
Subject: RE: PLNPCM2012-00243, Liberty Village Apartments

Categories: Other

May 3, 2012

Lex Traughber, Planning

Re: PLNPCM2012-00243, Liberty Village Apartments 2150 So. McClelland St.

Here are the standard comments I submitted in our DRT meeting today.

Review preliminary development proposal for a 171 unit apartment Building with two levels of parking structure. Provide parking calculations (one, two etc bedrooms) with ADA and the 55 bike stall provision. Coordinate with Transportation for location of bike racks.

Provide parking structure Requires a Site Plan showing layout of development, including property lines and public way improvements.

Requires Parking Dimensions for stalls, isle widths, fire lane, buffers, and back out area.

ADA stall(s) need pavement marking & signage. The first ADA stall needs to be van accessible (16 feet wide in total).

ADA stall(s) staging area not to exceed 2% grade.

Requires a Bike Rack (Transportation Standard detail F1.f2) equal to 5% of the required vehicular parking. Bike Rack and stall must be visible from the street and as near as practical to the main entry.

Requires APWA drive approach standards. The maximum driveway width in industrial areas is to be 40 feet, in commercial areas it is 30 feet, and in residential areas the minimum width is 12 feet. (Driveway design standards are subject to Transportation and Engineering Division reviews.)

Parking structure plans need to be submitted to the Transportation Office for review. Submit in hard copy or PDF format, E-mail to: Barry Walsh (barry.walsh@slcgov.com) or call 801 535-7102. indicate column and grids spacing ramp grade and transitions Height clearances (ADA 8'-2")

There is no Transportation Accela Task access for review comments.

Barry Walsh

Cc Kevin Young, P.E.
File

From: Traughber, Lex
Sent: Wednesday, May 02, 2012 3:35 PM
To: Walsh, Barry; Weiler, Scott; Garcia, Peggy; Itchon, Edward; Ross, Michelle; Butcher, Larry; Limburg, Garth; Akerlow, Michael
Subject: PLNPCM2012-00243, Liberty Village Apartments

Good afternoon,

Scot Safford, representing Cowboy Partners, has submitted a request for "Conditional Building and Site Design Review" for a 171 unit apartment complex located at approximately 2150 S. McClelland

Police.

Traughber, Lex

From: Ross, Michelle
Sent: Thursday, May 03, 2012 1:05 PM
To: Traughber, Lex
Subject: RE: PLNPCM2012-00243, Liberty Village Apartments

Categories: Other

Lex,

The police department has no issues with this proposal.

Thank you,
Sgt. Michelle Ross

From: Traughber, Lex
Sent: Wednesday, May 02, 2012 3:35 PM
To: Walsh, Barry; Weiler, Scott; Garcia, Peggy; Itchon, Edward; Ross, Michelle; Butcher, Larry; Limburg, Garth; Akerlow, Michael
Subject: PLNPCM2012-00243, Liberty Village Apartments

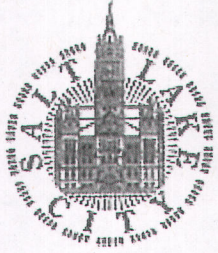
Good afternoon,

Scot Safford, representing Cowboy Partners, has submitted a request for "Conditional Building and Site Design Review" for a 171 unit apartment complex located at approximately 2150 S. McClelland Street. The subject property is zoned C-SHBD2 (Sugar House Business District), and the proposed use is consistent with this Zone.

Please review the attached information (routing memo, narrative, plans) and respond with any comments (preferably in Accela) as soon as you are able, but no later than **Friday, May 18, 2012**. If you do not have any comments, please respond by email with "no comment" so that I can be sure that you have at least seen the request. If you have any questions, please do not hesitate to contact me.

Thank you.

Lex Traughber
Senior Planner
Salt Lake City Planning Division
451 S. State Street, Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480
Telephone: (801) 535-6184
Fax: (801) 535-6174



Work Flow History Report

2150 S MCCLELLAND St

DRT2012-00190

Project: Liberty Village Apartments

Project Description: 3:30PM, 171 Unit apartment complex.

The Development Review Team (DRT) is designed to provide PRELIMINARY review to assist in the design of the complete site plan. A complete review of the site plan will take place upon submittal of the completed site plan to the Permits Counter.

Date	Task/Inspection	Status/Result	Action By	Comments
5/3/2012	0 Application Acceptance	Accepted	Robinson, DeeDee	
5/3/2012	0 Engineering Review	Comments	Weiler, Scott	Approved site plan required. Submit site plan to Engineering Permits Office @ 349 South 200 East. Public Way Permit is required for removing the two existing drive approach on McClelland and installing a new drive approach on Elm. if any existing sidewalk panels have cracks or uneven joints causing tripping hazards, they must be repaired/replaced as part of this project. Licensed, bonded and insured Contractor to obtain permit to install or repair drive approaches or required street improvements.(Contact George Ott @ 801-535-6396 for Permit information).
5/3/2012	0 Fire Review	Comments	Itchon, Edward	North wall if it is built on property line and the depth of the building is 150' or greater then an alternative fire protection is required. See IFC section 503.1.1
5/3/2012	0 Public Utilities Review	Comments	Stoker, Justin	Civil engineering details were not provided. Per letter from the Director of Public Utilities to Cowboy Partners last year, the project would be required to upsize the water mains in McClelland and 2100 South to be able to get the necessary fire flow for the project. The letter also requires that a storm drain main extension be constructed down McClelland. the project will need to comply with the City's restrictive discharge policy in regards to storm water. Additional comments may be coming when more information is provided.

5/3/2012	0 Transportation Review	Comments	Walsh, Barry	<p>Review with Lex Traugher preliminary development proposal for a 17 unit apartment Building with two levels of parking structure. Provide parking calculations (one, two etc bedrooms) with ADA and the 55 bike stall provision. Coordinate with Transportation for location of bike racks. Provide parking structure Requires a Site Plan showing layout of development, including property lines and public way improvements. Requires Parking Dimensions for stalls, isle widths, fire lane, buffers, and back out area. ADA stall(s) need pavement marking & signage. The first ADA stall needs to be van accessible (16 feet wide in total). ADA stall(s) staging area not to exceed 2% grade. Requires a Bike Rack (Transportation Standard detail F1.f2) equal to 5% of the required vehicular parking. Bike Rack and stall must be visible from the street and as near as practical to the main entry. Requires APWA drive approach standards. The maximum driveway width in industrial areas is to be 40 feet, in commercial areas it is 30 feet, and in residential areas the minimum width is 12 feet. (Driveway design standards are subject to Transportation and Engineering Division reviews.) Parking structure plans need to be submitted to the Transportation Office for review. Submit in hard copy or PDF format, E-mail to: Barry Walsh (barry.walsh@slcgov.com) or call 801 535-7102. indicate column and grids spacing ramp grade and transitions Height clearances (ADA 8'-2")</p>
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5/3/2012	0	Zoning Review	Comments	Brown, Ken	<p>CSHBD2 Zone - 171 unit apartment complex. Development of this site, as proposed, will require obtaining a "Certified Address" from the Engineering dept. for use in the plan review and permit issuance process. The site plan will need to document all proposed conditions, including public way improvements and park strip trees on each frontage (1 tree for each 30' of lot width and a type approved by the Urban Foresters office), property dimensions, tax parcel number and legal description, any public way encroachments, setback lines and dimensions, parking calculations identifying the number of one bedroom apartments, two bedroom apartments and the parking requirement for each, bicycle parking requirement based on 5% of the required parking, one short loading birth unless waived by the Zoning Administrator with a recommendation by the Development Review Team, the location, height, type and materials of all fences and walls, etc. A landscaping plan will be required and shall document all trees, bushes and ground cover for the park strips, landscaped yards and the 7' buffer between this site and the residential zoned properties. This proposal is subject to the design guidelines handbook of the Sugarhouse Master Plan and to Conditional Building and Site Design Review. Based on the plans provided, the Planning Commission will need to determine whether the following meets the intent of the zoning district: 1) Building facades are required to include detailing and glass, sufficient to facilitate pedestrian interest and interaction - 25% minimum for residential. 2) At the street level space along Elm Ave, 21A.26.060J requires a principal residential or commercial use, not accessory parking as shown. 3) Public spaces equal to 1 square foot for every 10 square feet of gross building area has not been documented. 4) The required one short loading birth has not been identified for use by the tenants as they move in and move out.</p>
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**Exhibit C –
Site Plan & Elevations**



FRONT ELEVATION
EAST



LEFT ELEVATION
SOUTH

SCALE: 3/32" = 1'-0" (24"x36" SHEET)

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Architectural conceptual site plans are for feasibility purpose only. Revisit may occur due to further investigation from regulatory agencies and building code analysis. Dimensions shown are of a strategic intent only. Refer to surveys and civil drawings for technical information and measurements.

SUGARHOUSE

COWBOY PARTNERS

SALT LAKE CITY, UT

2012 / 3 / 27

HPA #07466



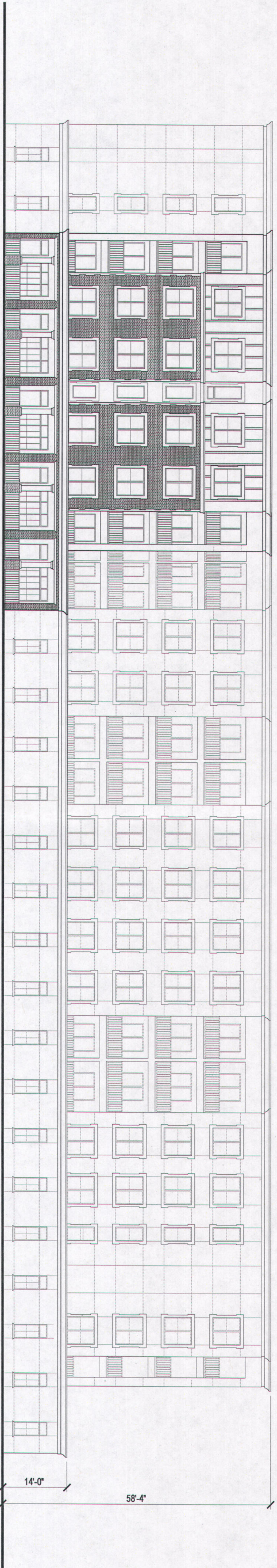
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A. 415



RIGHT ELEVATION **NORTH**



REAR ELEVATION **WEST**

SCALE: 3/32" = 1'-0" (24"x36" SHEET)

ELEVATIONS

A 416

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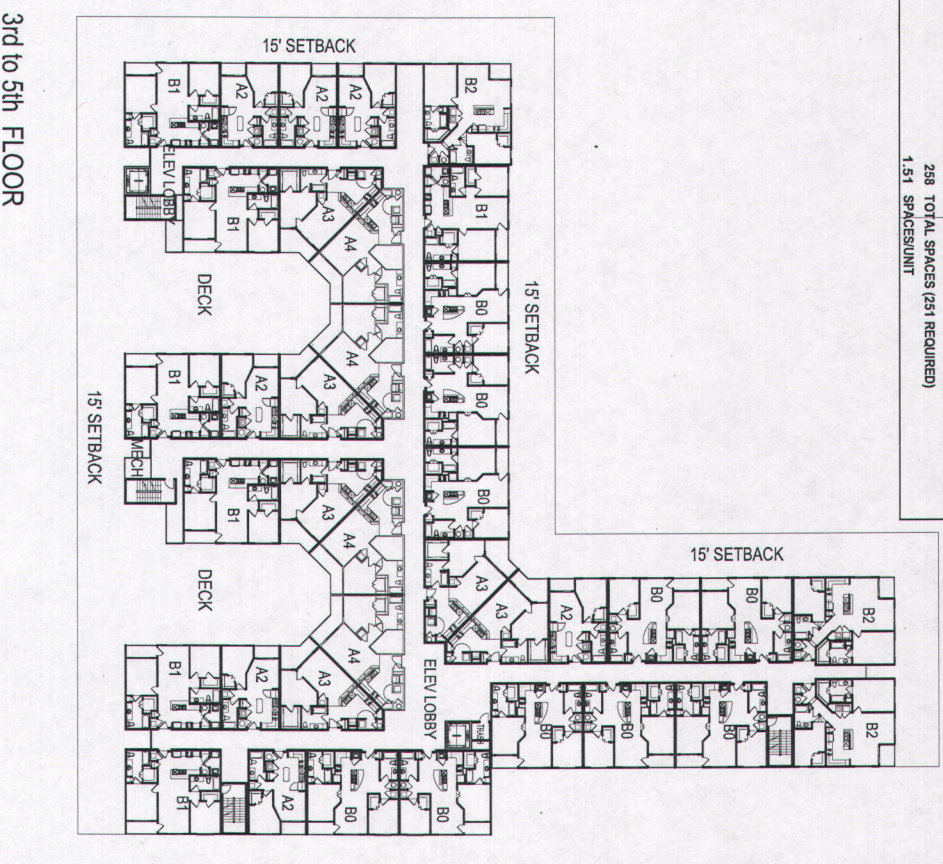
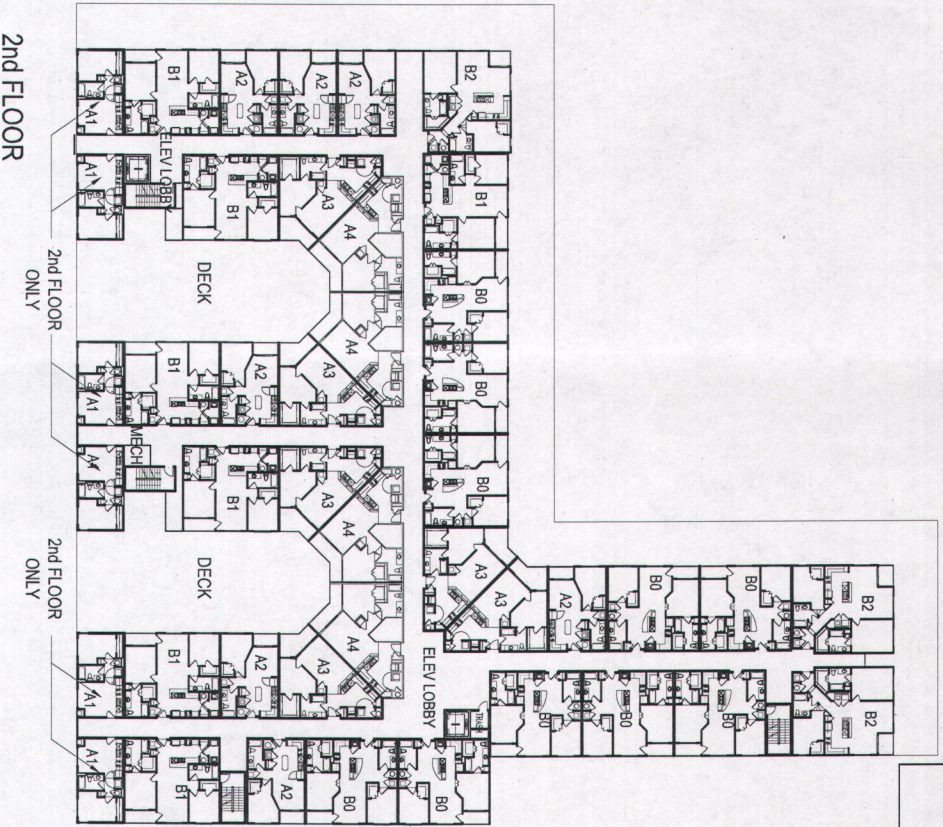
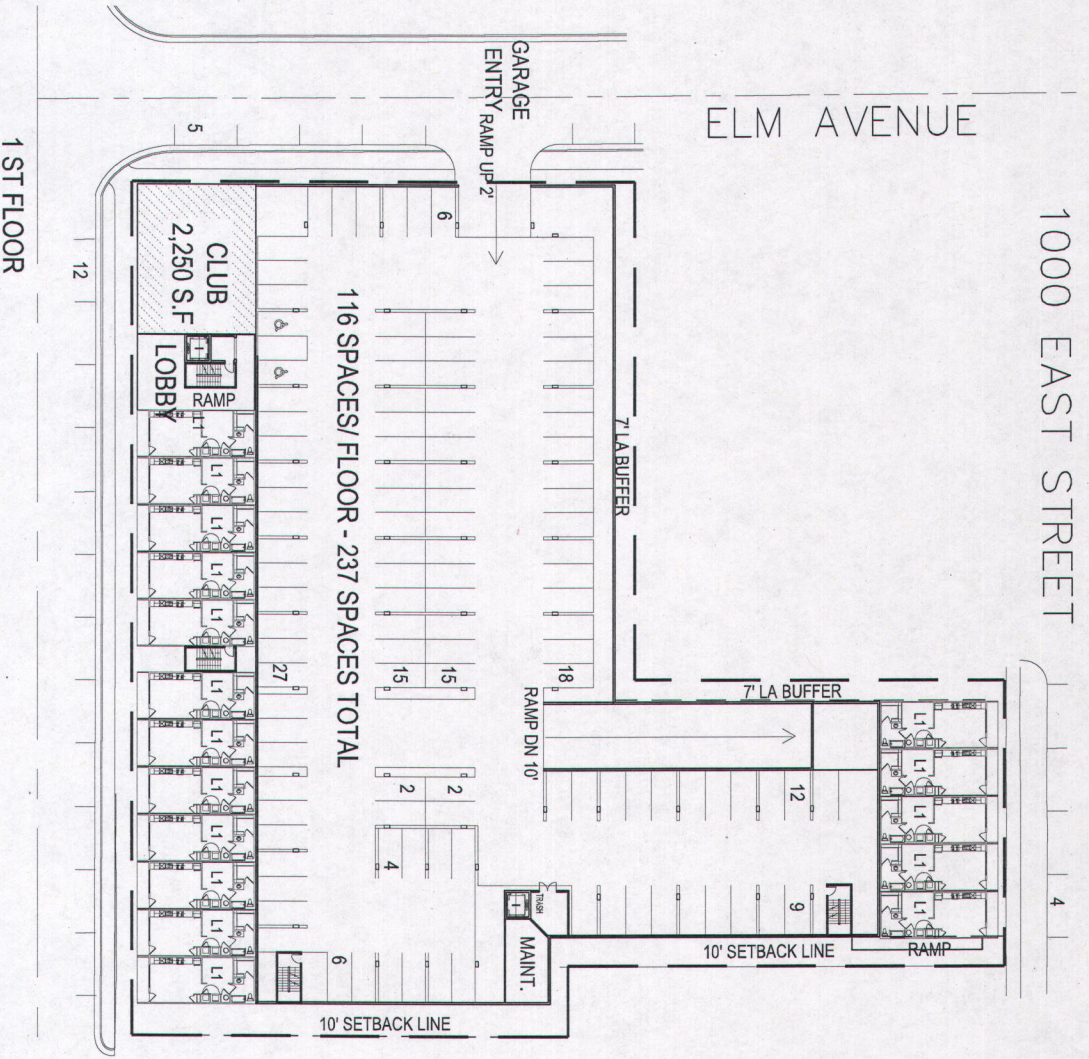
2012 / 3 / 12

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PROJECT NAME		COWBOY PARTNERS		20010000		
UNIT TABULATION		11/2/11				
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	PERCENTAGE	TOTAL AREA	% BREAKDOWN
A1	1br/1ba	495	6	4%	2,970	53%
A2	1br/1ba	575	28	16%	16,100	
L1	LOFT	620	17	10%	10,540	
A3	1br/1ba	750	24	14%	18,000	
A4	1br/1bed/en	833	16	9%	13,328	
B0	2br/2ba	924	40	23%	36,960	47%
B1	2br/2ba	959	28	16%	26,852	
B2	2br/2ba	1,056	12	7%	12,672	
TOTALS			171	100%	137,422	
UNIT AVERAGE NET SF :		804				

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE AC SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

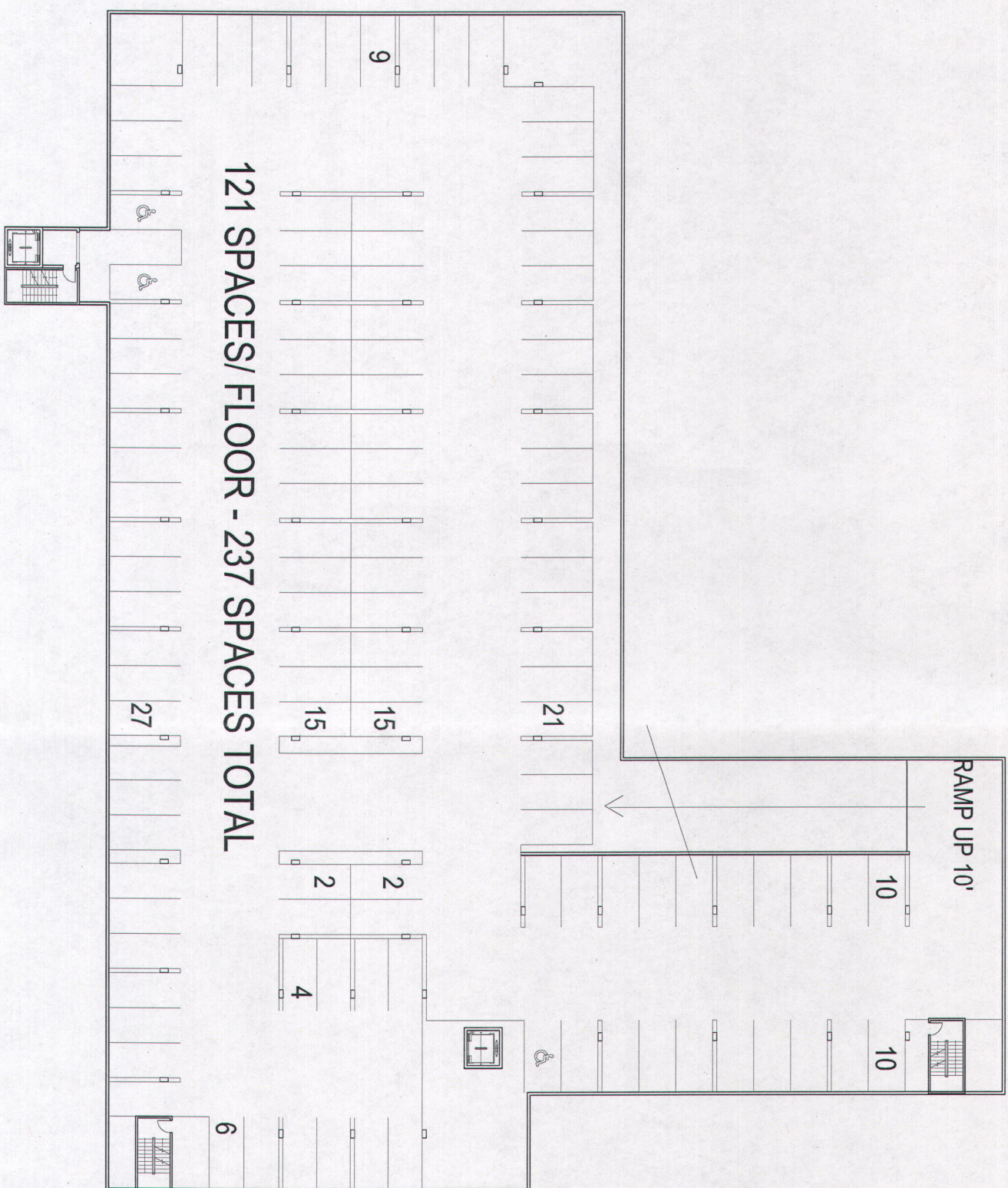
UNIT AVERAGE NET SF : 804 S.F.
 AVERAGE : 1.50 ACHES
 DENSITY : 114 UNITS/ACRE
 PARKING : PROVIDED
 288 TOTAL SPACES (251 REQUIRED)
 1.51 SPACES/UNIT

SCALE: 1" = 30" (24"x36" SHEET)

0' 30' 60' 120'

SCHEME 07.2
 ARCHITECTURAL FLOOR PLAN

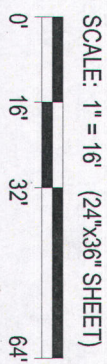
A. 201



BASEMENT FLOOR

121 SPACES/ FLOOR - 237 SPACES TOTAL

BASEMENT FLOOR PLAN



A. 400

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SUGARHOUSE

COWBOY PARTNERS

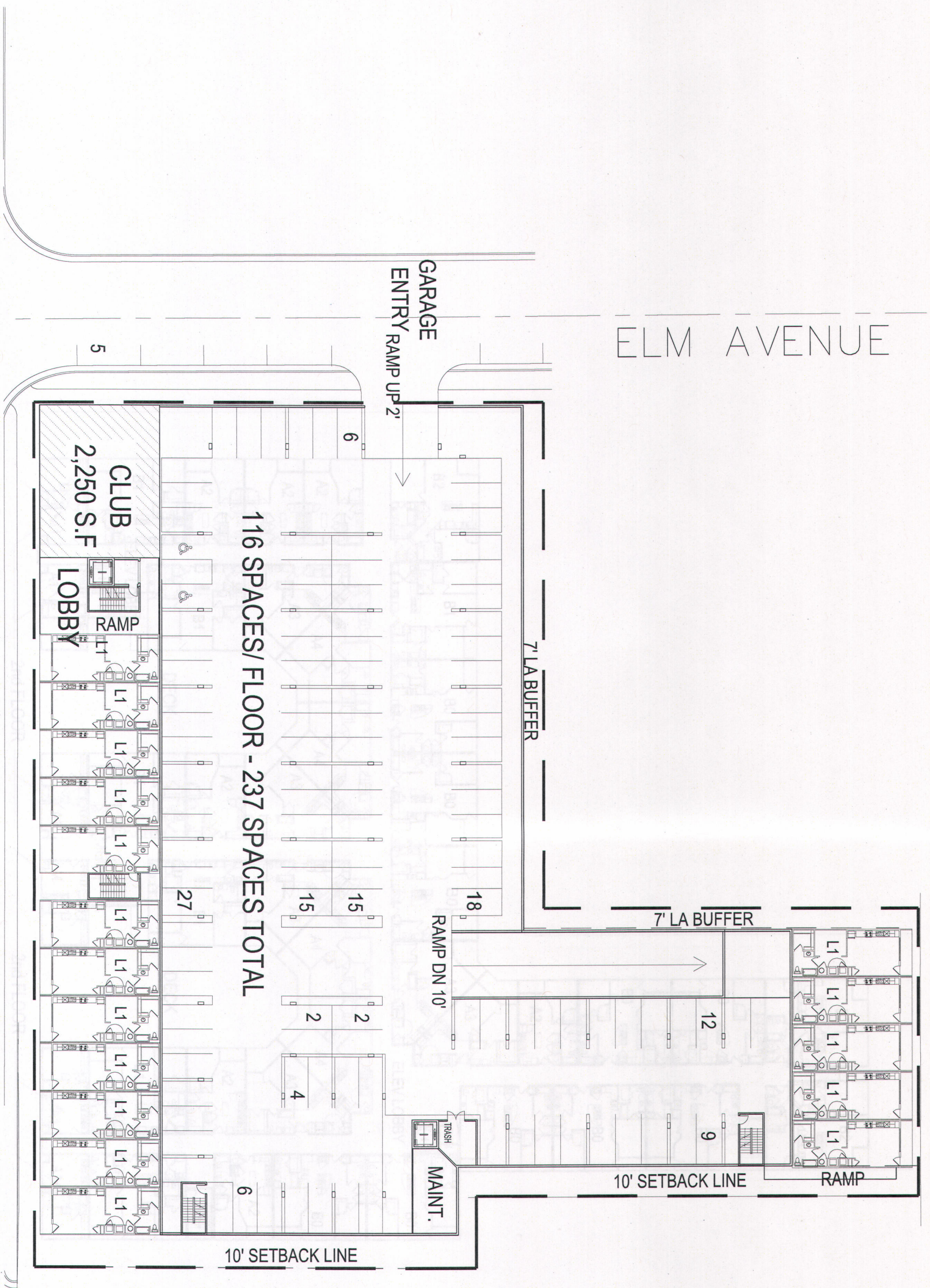
SALT LAKE CITY, UT

HPA #07466

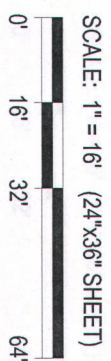


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1ST FLOOR PLAN



A. 401

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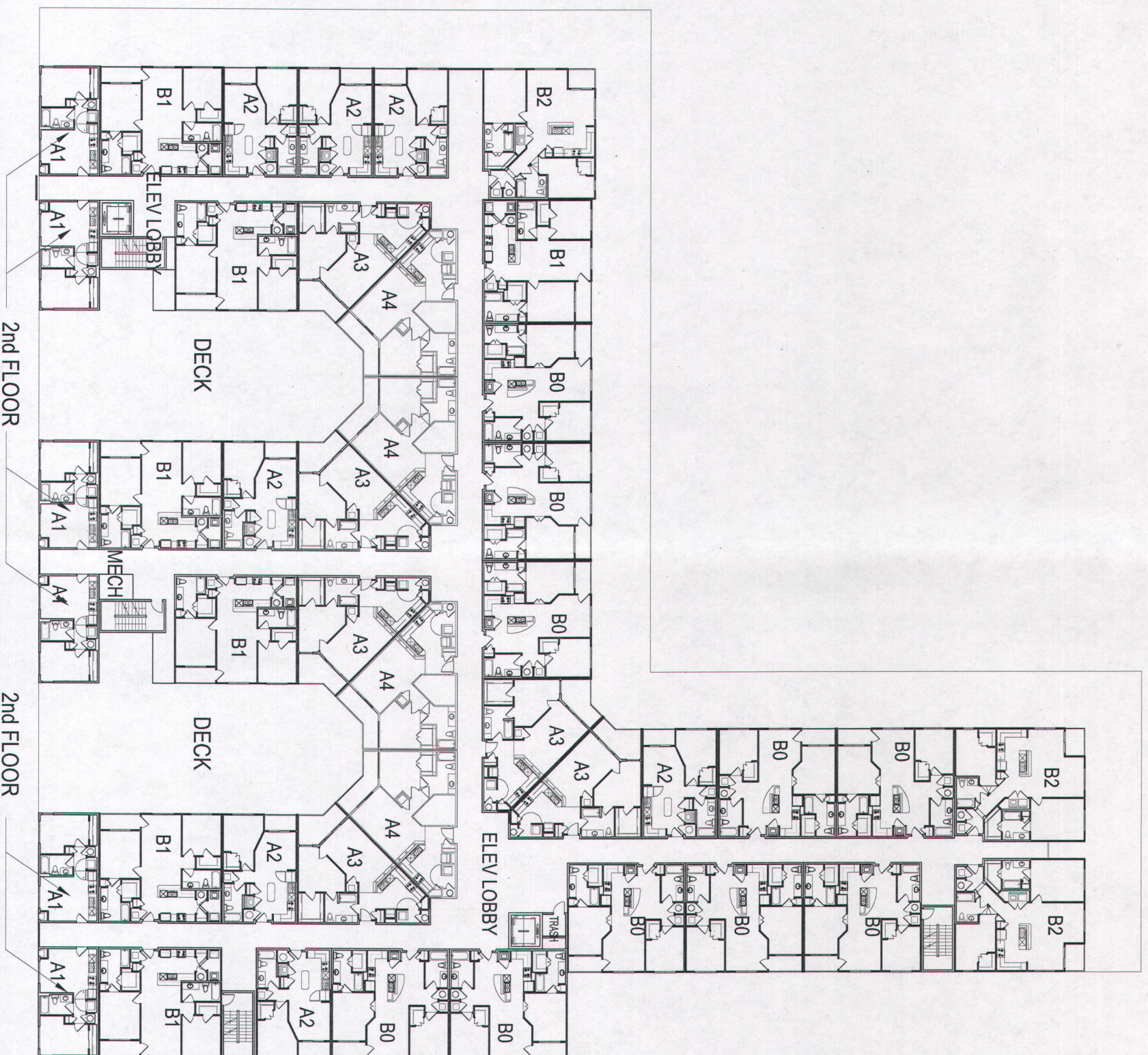
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SUGARHOUSE
 COWBOY PARTNERS
 SALT LAKE CITY, UT

HPA #07466



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 DALLAS CHARLOTTE IRVINE LAS VEGAS NEW ORLEANS NORFOLK ORLANDO PHOENIX



SCALE: 1" = 16' (24"x36" SHEET)

0' 16' 32' 64'

2ND FLOOR PLAN

A. 402

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Architectural conceptual site plans are for feasibility purpose only. Revisions may occur due to further investigation from regulatory authorities and building code analysis. Dimensions shown are of a strategic level only. Refer to surveys and call drawings for technical information and measurements.

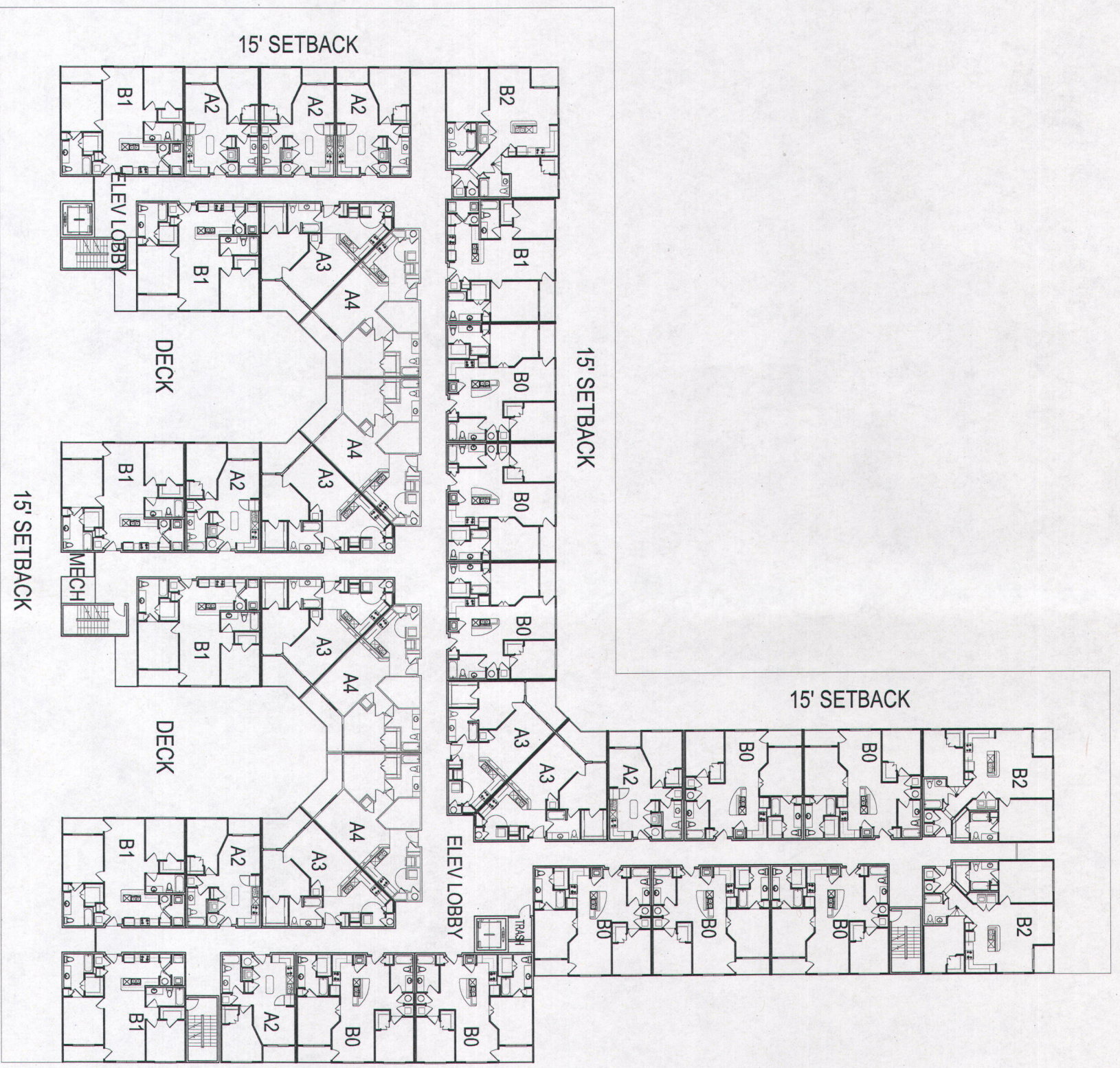
2012 / 3 / 12

SUGARHOUSE
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0' 16' 32' 64'

3RD-5TH FLOOR PLAN

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