



# Staff Report

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

**To:** Salt Lake City Planning Commission

**From:** Lex Traughber – Senior Planner  
Tel. (801) 535-6184  
lex.traughber@slcgov.com

**Date:** July 9, 2014

**Re:** PLNSUB2014-00256 – Hardage Mixed-Use Planned Development

## Planned Development

**PROPERTY ADDRESS:** 775 E 400 S, 370, 354, 350 & 346 S 800 E  
**PARCEL IDs:** 16-05-303-028, -034, -017, -016 & -015  
**MASTER PLAN:** Central Community Master Plan  
**ZONING DISTRICTS:** TSA-UN-T (Transit Station Area – Urban Neighborhood – Transition District) and RMF-35 (Moderate Density Multi-Family Residential District)

### REQUEST:

Prescott Muir and Associates, representing the property owner Samuel Hardage, is proposing a mixed-use development consisting of retail and multi-family residential housing (47 units) located at the above referenced property. The proposed design requires minor modification to zoning ordinance standards, hence the application for Planned Development. The Planning Commission has decision making authority in these matters.

### RECOMMENDATION:

Based on the testimony, plans presented, and the findings noted in the staff report, Planning Staff recommends that the Planning Commission approve the Hardage Mixed-Use Planned Development, Petition PLNSUB2014-00256, subject to the following conditions:

1. The balconies that encroach 5'-0" into the front yard setback along 400 south on floors three (3) and four (4) are a desired design element and therefore acceptable as proposed.
2. The parking lot landscaping (interior and perimeter) is acceptable as proposed.
3. The main access drive is to be located 84'-9" from the corner property line as proposed.
4. The grade change of approximately eight feet (8') on the west and north property lines to access below grade parking is acceptable as proposed.
5. The underground building encroachment into the required rear yard at the north end of the development is acceptable as proposed.
6. Compliance with the Department/Division comments as attached to this staff report (Attachment I).

7. The parcels that comprise the proposed building site shall be consolidated through a subdivision process prior to the issuance of any building permits.
8. At the time of any building permit approval, signage shall meet Zoning Ordinance standards.
9. At the time of any building permit approval, lighting shall meet Zoning Ordinance standards, and shall meet the lighting levels and design requirements set forth in Chapter 4 of the Salt Lake Lighting Master Plan dated May 2006.
10. Final approval authority shall be granted to the Planning Director based on the applicant's compliance with the required standards and conditions as noted above.

**ATTACHMENTS:**

- A. Vicinity Map
- B. Site Plan
- C. Building Elevations
- D. Additional Applicant Information
- E. Existing Conditions
- F. Analysis of Planned Development Standards
- G. TSA Score Sheet
- H. Public Process and Comments
- I. City Dept/Division Comments
- J. Motions

**PROJECT DESCRIPTION:**

The applicant is proposing a mixed-use, transit oriented development consisting of retail and multi-family housing. The 47 housing units proposed are various types, all in keeping with the city's goal of creating a walkable, diverse, urban community. The retail storefront will be clustered along 400 south and the intersection at 800 East.

The subject property is split zoned; TSA-UN-T (Transit Station Area – Urban Neighborhood – Transit Density) Zone and RMF-35 (Moderate Density Multi-Family Residential) Zone. The apartment units are located within the TSA-UN-T zone and the townhouses are in the RMF-35, as a result, the more intense land use is oriented closest to the station platform. Parking is located behind or below the proposed building configuration.

**KEY ISSUES:**

The key issues listed below have been identified by the applicant and through Planning Staff's analysis of the project:

**Issue 1** – The design has included balconies that encroach 5'-0" into the front yard setback along 400 south. The balconies occur on floors three (3) and four (4).

**Issue 2** – The design does not meet the required parking lot landscaping (interior and perimeter), due to the concealed nature of the required parking on the interior of the block and subsurface.

**Issue 3** – The main access drive is located 84'-9" from the corner property line.

**Issue 4** – Access to below grade parking at the west (rear) of the project requires lowering grade by more than 4 feet.

**Issue 5** – Underground building encroachment into the required rear yard at the north end of the development behind townhomes.

## DISCUSSION OF KEY ISSUES:

**Issue 1** – The design has included balconies that encroach 5'-0" into the front yard setback along 400 south. The balconies occur on floors three (3) and four (4).

Table 21A.36.020B addresses "Obstructions in Required Yards", and notes that balconies projecting into the front and corner side yards are not allowed.

The *Transit Station Area Redevelopment Guidelines - Chapter 17 Eyes on the Street and Public Spaces* encourages increasing the ability for people to see the public streets and sidewalk areas to create an environment where people are comfortable and have a feeling of safety. Buildings that are designed to have windows, doors, balconies, or other similar features facing public streets are encouraged in order to meet these objectives.

Planning Staff notes that while these balconies may be prohibited by Zoning Ordinance, the TSA Guidelines encourage them. Planning Staff supports the idea of balconies for the residential units proposed above the retail in order to further activate the street in accordance with TSA design guidelines.

**Issue 2** - The design does not meet the required parking lot landscaping (interior and perimeter), due to the concealed nature of the required parking on the interior of the block and subsurface.

Section 21A.48.070 addresses "Parking Lot Landscaping" for those lots that contain fifteen (15) or more parking spaces. The applicant is seeking modification to the following requirements for the proposed parking:

1. Not less than five percent (5%) of the interior of a parking lot shall be devoted to landscaping not to include the landscaped areas located along the perimeter of the parking lot.
2. Interior parking lot landscaping areas shall be a minimum of one hundred twenty (120) square feet in area and a minimum of five feet (5') in width, and;
3. Where parking is located within a required yard (rear) or within twenty feet (20') of a lot line, perimeter landscaping shall be required along the corresponding edge of the parking lot. Landscaping shall be at least seven feet (7') in width.

The justification for not meeting these landscaping requirements is twofold. First, the proposed parking is located on the interior of the development and is therefore largely concealed from public view. This is a desired design element in the TSA Zone. Second, the majority of the parking will be located subsurface.

The proposed design does provide perimeter landscaping that totals 6.4% of the surface parking area, and the design does provide perimeter landscaping between the angled parking, but does not maintain a 5'-0" minimum width. In short, the design provides some measure of landscaping, but does not meet the standard set in the Zoning Ordinance. Due to the location and nature of the proposed parking, Planning Staff supports the proposed modifications to the required parking lot landscaping.

**Issue 3** – The main access drive is located 84'-9" from the corner property line.

Section 21A.26.077(L) addresses "Parking" in the TSA Zone, and requires that the access point be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines.

The main access drive is proposed to be located 84'-9" from the corner property line. The development is greatly improving the walkability in the immediate by eliminating an auto oriented fast food restaurant with drive-up window (Pizza Hut), and seven (7) existing drive way curb cuts along 400 south, 800 east, and Linden Avenue to be replaced by one new curb cut.

While the proposed access point is slightly short of the Zoning Ordinance requirement (approximately 15'), Planning Staff supports the modification and the opportunity to consolidate curb cuts and access points.

**Issue 4** – Access to below grade parking at the west (rear) of the project requires lowering grade by more than 4 feet.

Table 21A.36.020B – Obstructions in Required Yards indicates that changes of established grade in excess of four feet (4') can occur in the rear yard with approval from the Planning Commission. The applicant is proposing underground parking that will be accessed via a sloped drive on the west boundary of the property. A grade change in excess of four feet and a retaining wall will be required to build the proposed design. The maximum height of the proposed retaining wall will be approximately eight feet (8').

Planning Staff supports this modification to Zoning Ordinance standard in order to achieve the proposed parking design. Underground parking is a desired and preferred parking configuration.

**Issue 5** – Underground building encroachment into the required rear yard at the north end of the development behind the proposed townhomes.

Table 21A.36.020B – Obstructions in Required Yards indicates that below grade encroachments are possible in the rear yard if they are not visible from the surface, with approval from the Planning Commission. The underground parking structure encroaches into the required rear yard of the townhomes furthest to the north of the property. This underground encroachment will not be visible from the surface and therefore the configuration is supported by Planning Staff.

#### **GENERAL DISCUSSION:**

The overall concept of this project is the type of development envisioned for the TSA Zone, as well as adjacent areas transitioning into low density single-family development as identified in the Central Community Master Plan, and therefore one that is supported by Planning Staff.

The analysis for Planned Development (Attachment F) demonstrates that the proposal, in general, complies with the standards set forth for this particular process. In terms of the Planned Development request, Planning Staff has determined that the proposal is sufficient in the necessary design required to meet the standards for compliance with the Master Plan and Zoning Ordinance, as well as overall compatibility with adjacent development.

Planning Staff notes that the required "Open Space" in the TSA Zone is 10%, and maximum building coverage in the RMF-35 Zone is 60% of the lot area. That portion of the subject property that is zoned TSA does not meet the 10% open space requirement, however the maximum lot coverage on that portion of the property that is zoned RMF-35 is approximately 34%, and as such provides ample open space for the overall project. Planning Staff supports the configuration of the proposed development in terms of the required open space as the overall project site meets the open space requirement.

Finally, Planning Staff notes that the parking for the commercial component of the proposed project is provided on that portion of the property that is zoned TSA. This is required, as parking for the commercial component is not allowed in the RMF-35 Zone. The parking for the residential component can be located on any portion of the subject property, as residential use is permitted in both the TSA and RMF-35 Zones. In summary, the City Transportation Division and Planning Staff have reviewed the proposed parking configuration and required number of stalls, and note that the applicant's parking requirement has been met.

#### **NEXT STEPS:**

If approved as proposed subject to the conditions outlined in Planning Staff's recommendation (or modified per Planning Commission direction), the applicant will be required to obtain all necessary building permits for the project. If denied, the applicant would not have City approval to carry on with the proposal.

**ATTACHMENT A: VICINITY MAP**

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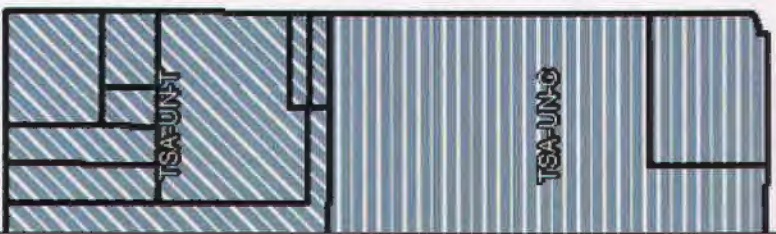
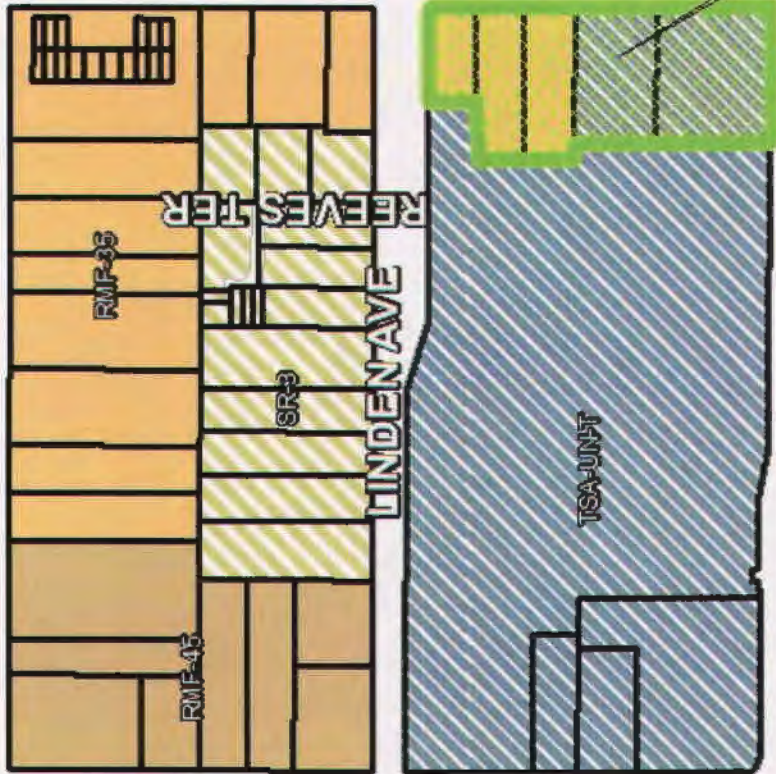
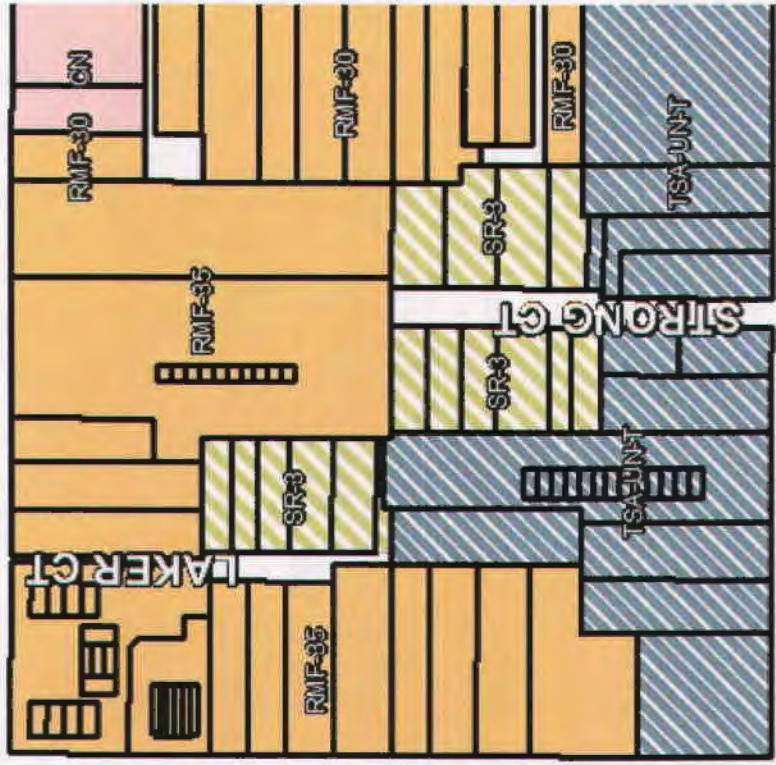


RMF-30 RMF-35 RMF-30 RMF-35 RMF-30

RMF-45 RMF-45 RMF-35

RMF-45

300 S

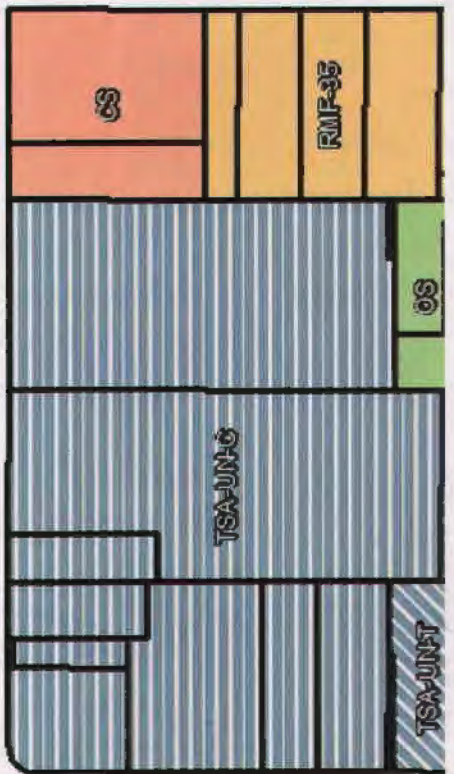
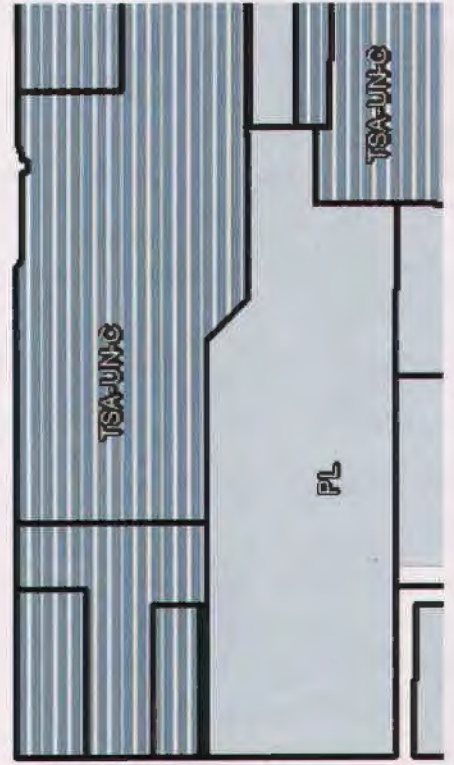


300 E

700 E

Subject Property

400 S



**ATTACHMENT B: SITE PLAN**

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**ATTACHMENT C: BUILDING ELEVATIONS**

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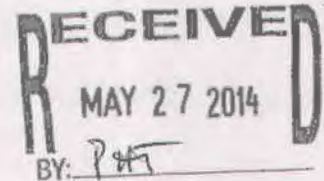


**ATTACHMENT D: ADDITIONAL APPLICANT INFORMATION**

# MEMO

DATE: 05.27.14

TO: Salt Lake City Planning  
FROM: Prescott Muir  
PROJECT: Hardage Apartments  
400 South 800 East  
Salt Lake City, Utah  
RE: Planned Development Application



## Project Description

The location of the project is the five parcels fronting 800 East from 400 South to Linden Avenue. The current uses for these properties are a fast food restaurant, a duplex and two single family residences. Of the five parcels, the two southern parcels toward 400 South are zoned as TSA-UN-T. The three northern parcels are zoned as RMF-35.

The proposed project replaces the uses inconsistent with the intent of the TSA zone, with a mixed use, transit oriented development. The uses for the proposed project are retail and multi-family housing. The 47 housing units proposed are various types, all in keeping with the city's goal of creating a walkable, diverse, urban community<sup>1</sup>. The retail storefront is clustered along 400 south and the intersection of 800 East, thereby creating a neighborhood node at the corner<sup>1</sup>. The apartment units are located within the TSA-UN-T zone and the townhouses are in the RMF-35, as a result, the more intense land use is oriented closest to the station platform<sup>1</sup>. Parking is located behind or below the proposed building configuration.

## Planned Development Information

This project meets the following objectives listed by Salt Lake City Planning:

"Combination and coordination of architectural styles, building forms, building materials and building relationships."

The mass of the building is organized to provide an appropriate urban edge along the 400 South transit corridor and address the corner at 800 east. In compliance with the RMF-35 zone, the northern building form reduces to a scale compatible with the neighborhood at Linden Avenue<sup>2</sup>. The exterior walls of the building are articulated through variation in material and wall plane. This variation is composed to provide a pleasing mix of urban forms.

The quality and treatment of the exterior materials, including masonry and stucco provide an enhanced sense of human scale and relationship with neighboring buildings. Edge detailing, including reveals, change of materials and planes creates dynamic shadow lines, giving the building surfaces a sense of depth. Architectural details are manifest on all sides of the building.

"Use of design, landscape, or architectural features to create a pleasing environment"

The project provides opportunity for a pleasing experience as a pedestrian or patron walking by active shop windows along 400 South and primary residential entrances on 800 East. In the evening, light cast from the storefront illuminates the sidewalk, creating a lively, active and safe streetscape<sup>1</sup>. At the corner of 800 East, the building displays the traditional treatment of "open bay" glazing. Turning the corner, the pedestrian is greeted with street furniture, focused landscaping and artwork. Walking north along 800 East, the building presents quality materials and landscaping as the parking is screened from view. Approaching Linden Avenue, the pedestrian is given a transition in building scale and setback with individual townhouse stoops and entries. This typology and scale offer compatibility with the Bryant neighborhood, as described in the *Central Community Master Plan*<sup>2</sup>. Throughout the project, operable openings and balconies provide visibility to public space.



"Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation"

The existing residential structures are in disrepair. The existing fast food restaurant is an auto oriented configuration that does not contribute to a walkable, mixed use district<sup>1</sup>. The project eliminates considerable surface parking exposed to view and eliminates multiple curb cuts on 800 east.

"Utilization of "green" building techniques in development"

The transit oriented, mixed use project is sustainable by nature in allowing for uses to have a walkable relationship<sup>1</sup>. The project is efficient through housing density, allowing units to share heating and cooling within a single thermal envelope and less infrastructure to deliver services. The project will demand less energy by utilizing enhanced insulation, reflective roofing (diminishing heat island effect), drought tolerant landscaping, and efficient mechanical systems.

#### References

1. TSA Transit Station Area District, 21A.26.078, Salt Lake City Zoning Ordinance
2. Central Community Master Plan, Salt Lake City, Adopted November 1, 2005

#### Planned Development Application Rationale

21A.36.020 Conformance with Lot and Bulk Controls Table 21A.36.020B obstructions in required yards. Balconies projecting not more than five (5) feet not allowed in the front and corner side yards.

In order to comply with the intent of the TSA Zone as called for in the Transit Station Area Redevelopment Guidelines, Chapter 17 Eyes on the Street and Public Spaces: "Increasing the ability for people to see the public streets and sidewalk areas creates an environment where people are comfortable and have a feeling of safety. Buildings that are designed to have windows, doors, balconies, or other similar features facing public streets..."

*The design has included balconies that encroach 5'-0" into the front yard setback along 400 south. The balconies occur on floors three (3) and four (4).*

#### 21A.48.070 Parking Lot Landscaping

- A. Surface parking lots with fifteen (15) or more parking spaces shall provide landscaping.
- B. Interior Parking Lots
  1. Area required: Not less than five percent (5%) of the interior of a parking lot excluding perimeter landscaping.

*The design provides perimeter landscaping that totals 6.4% of the surface parking area. Due to the interior and primary Subgrade configuration of the surface parking the landscaping will have minimal impact.*

2. Minimum size: Interior parking lot landscaping areas shall be a minimum of five feet (5') in width.

*The design provides perimeter landscaping between the angled parking but does not maintain a 5'-0" minimum width. See explanation above concerning the reduced impact of landscaping.*

#### C. Perimeter Parking Lot Landscaping:

1. Where parking is located within a required yard (rear) or within twenty feet (20') of a lot line, perimeter landscaping shall be required along the corresponding edge of the parking lot. Landscaping shall be at least seven feet (7') in width.

*The design does not include full perimeter landscaping again due to the concealed and subterranean nature of the lot the landscaping will have minimal impact.*

L. Parking:

1. Surface Parking Lots and Structures on Corner Properties: On corner properties, surface parking lots and structures shall be located behind principle buildings. Only one driveway is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines.

*The main access drive is located 84'-9" from the corner property line. The development is greatly improving the walkability of the project by eliminating an auto oriented fast food restaurant with drive-up window and seven (7) existing drive way and curb cuts along 400 south, 800 east, and Linden Avenue frontages to be replaced by one new curb cut.*

Table 21A.36.020B

Changes of established grade of 4 feet or less except for the FP and FR districts which shall be subject to the provisions of subsection 21A.24.010P of this title. (All grade changes located on a property line shall be supported by a retaining wall.)

For properties outside of the H historic preservation overlay, changes of established grade greater than 4 feet are special exceptions subject to the standards and factors in chapter 21A.52 of this title

*Access to below grade parking at the west (rear) of the project requires lowering grade by more than 4 feet. By enabling below grade parking this project reduces the negative impacts of surface parking.*



**ATTACHMENT E: EXISTING CONDITIONS**

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**Central Community Master Plan Discussion**

The subject property is located within the Central Community planning area. The subject property is designated on the future land use map for “Medium Density Transit Oriented Development” and “Medium Density Residential” development.

Regarding “Medium Density Transit Oriented Development”, the Central Community Master Plan states, *“The design emphasis for medium density TOD is compatibility with existing medium’ and low-density residential and commercial development. Higher intensive uses may be located near light rail stations where applicable. Medium density TOD areas include a mix of ground level retail or office space components with multi-story residential development above the ground floor levels.”* (Page 15)

The Central Community Master Plan (2005) contains specific policy related to Transit Oriented Development as follows:

- Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.
- Support a variety of low-, medium- and high-density residential uses around light rail stations in TOD districts.
- At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit centers with land uses that act as destination points.

The “Medium Density Residential” land use category allows for single-family, duplexes, triplexes, fourplexes, townhouses and apartments.

**Zoning**

<b>RMF-35 Zone Standards</b>	<b>Finding</b>	<b>Rationale</b>
Minimum Lot Area and Lot Width: Multifamily dwellings (3-11 units) require 9,000 square feet for the first 3 units and 2,000 square feet for each additional. The minimum lot width required is 80 feet.	Complies	The subject lot area that is zoned RMF-35 is approximately 14,374 square feet. The lot width is approximately 127 feet.
Minimum Yard Requirements: 1. Front Yard: 20 feet 2. Corner Side Yard: 10 feet 2. Interior Side Yard: 10 feet 4. Rear Yards: Twenty five percent (25%) of the lot depth, but not less than twenty feet (20')	Complies	The front yard is proposed at 20 feet. The corner side yard is proposed at 10 feet. The rear yard is proposed at 22 feet; 20.5 feet required.



and need not exceed twenty five feet (25').		
Maximum Building Height: 35'	Complies	Maximum building height proposed is approximately 33 feet.
Required Landscape Yards: The front yard and corner side yard shall be maintained as landscape yards.	Complies	Site plan shows these yards.
Maximum Building Coverage: 60%	Complies	Maximum building coverage is approximately 34%.

**ATTACHMENT F: ANALYSIS OF PD STANDARDS**

**21a.55.050: Standards for Planned Developments:** The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards::

Standard	Finding	Rationale
<p><b>A. Planned Development Objectives:</b> The planned development shall meet the purpose statement for a planned development (section <u>21A.55.010</u> of this chapter) and will achieve at least one of the objectives stated in said section:</p> <p><b>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</b></p> <p><b>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</b></p> <p><b>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</b></p> <p><b>D. Use of design, landscape, or architectural features to create a pleasing environment;</b></p> <p><b>E. Inclusion of special development amenities that are in the interest of the general public;</b></p> <p><b>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</b></p> <p><b>G. Inclusion of affordable housing with market rate housing; or</b></p> <p><b>H. Utilization of "green" building techniques in development.</b></p>	<p><b>Complies</b></p>	<p>The applicants intend to achieve objective A, D, F and H. The applicant has provided a detailed narrative explaining how they meet these objectives (Attachment D).</p>
<p><b>B. Master Plan And Zoning Ordinance Compliance:</b> The proposed planned development shall be:</p> <p><b>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</b></p> <p><b>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</b></p>	<p><b>Complies</b></p>	<p>See Attachment E – Existing Conditions.</p>
<p><b>C. Compatibility:</b> 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</p>	<p><b>Complies</b></p>	<p>The proposed development is compatible on several levels. The mixed-use (retail/residential) is the type of development envisioned near transit stations. The proposed multifamily development is an extension of the existing multifamily development located on the property adjacent to the west. The proposed</p>



<p>consider:</p> <ol style="list-style-type: none"> <li>1. Whether the street or other adjacent street/access or means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any</li> <li>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: <ol style="list-style-type: none"> <li>a. 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;</li> <li>b. 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;</li> <li>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</li> </ol> </li> <li>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;</li> <li>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;</li> <li>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</li> <li>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</li> </ol> <p>If a proposed conditional use will result in new construction or substantial remodeling</p>		<p>townhomes provides a transition between the mixed-use development on 400 South and the single-family development located further north on 800 East.</p> <p>One entrance to the proposed parking off of 800 East will consolidate several existing curb cuts along this block. The entrance on 800 East is designed to minimize vehicular impact; particularly on Linden.</p> <p>The parking is to be located on the interior of the block; much of the parking is below grade. These are both desirable design elements particularly in the TSA Zone.</p> <p>None of the City Departments/Divisions contacted have made any indication that there is a lack of utility or public services to support the proposed development.</p> <p>The entire project is designed and will be sited in such a manner as to focus on the street, with little impact on adjacent parcels.</p>
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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.		
<b>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;</b>	<b>Complies with the approval of the proposed PD</b>	The applicant is seeking a relaxation of the requirements for parking lot landscaping due to the concealed and subterranean nature of the parking for the project.
<b>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</b>	<b>Does not apply</b>	
<b>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</b>	<b>Complies</b>	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.

**ATTACHMENT G: TSA SCORE SHEET**

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## Transit Station Area (TSA) Development Guideline Checklist

Refer to the *Transit Station Area Development Guidelines* for more information on each Guideline

Category	Guideline	Description	Value	Applicant Review	Staff Review
Land Use	Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 3 or more.	20	20	0
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15		
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10		
	Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12		12
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8		
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5		
		Mix of Uses: If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10	
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	8		
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	6		
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6	6	0



THIS PROJECT IS NOT IN THE CORE AREA, ITS IN TRANSITION

Does NOT APPLY, SEE BELOW

.75 AC 20 UNITS REQ LOT PROP

Category	Guideline	Description	Value	Applicant Review	Staff Review
	Mixed Income Housing: A project that includes affordable housing (available to those with 80% or less of the median household income of the City) for sale or	33% or more of the total dwelling units.	30		
		20% or more of the total dwelling units.	15		
		10% or more of the total dwelling units.	10		
		33% or more of the total dwelling units.	8		
		15% or more of the total dwelling units	5		
		10% or more of the total dwelling units.	3		
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15		
		A minimum of 1000 square feet	10		
		A minimum of 500 Square feet	5		
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15		
		35% or more of the existing surface parking lot is covered by new buildings.	10		
		25% or more of the existing surface parking lot is covered by new buildings.	5		
	Redevelopment of Nonconforming Use or Noncomplying Building	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	10	10
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5		
Removal of Billboards	An existing billboard is legally removed by the developer as part of a redevelopment project.	10			
Building and Site Design	Sustainable Site and Open Space Design	The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs.	15		
		The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10	10	

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Category	Guideline	Description	Value	Applicant Review	Staff Review
		The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5	5	5
	Green Building: based on the ICC National Green Building Standard	Emerald	50		
		Gold	40		
		Silver	20		
	Energy Efficiency	The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50		
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25		
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10		
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer.	5		
		The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%.	5		
	360 Degree Architecture	Architectural detailing is wrapped around all four sides.	20		
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15	15	15
	Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40		
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20		



Category	Guideline	Description	Value	Applicant Review	Staff Review
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20		
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5		
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50		
	Building Materials	The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.	15		
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10		
	Corner Buildings	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	10	10
		A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail.	10	10	10
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6		

Category	Guideline	Description	Value	Applicant Review	Staff Review
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2 feet	5		
	Eyes on the Street and Public Spaces	Operable openings, balconies, verandae or other similar features on all levels of the building that face a public space and allow visibility into the public space.	5	5	5
	Lighting	A project that includes a lighting plan that accomplishes at least one of the following: Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; Highlights artwork or unique landscape features.	6	6	6
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2	2	
		An awning or canopy sign that is integrated into the design of the building.	2		
		A monument sign that is integrated into the site and compatible with the building architecture.	2		
Public Spaces	Public Spaces and Plazas	A project includes a minimum of 15% of the total lot area.	15		
		A project includes a minimum of 10% of the total lot area.	10		
		A project includes a minimum of 5% of the total lot area.	5		
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3	3	
	Streetscape Amenities	At least 4 street furnishings	3		
		At least 3 street furnishings	2		
		At least 2 street furnishings	1		

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Category	Guideline	Description	Value	Applicant Review	Staff Review	
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8			
		At least 0.5% of the project budget is dedicated to public art.	4			
		A major piece of art work is incorporated into the project and is visible from a public space.	2			
Circulation	Connections and Walkways	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4			
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	3		
		The project incorporates art into the design of the bicycle amenity.	3			
	Access to Transit	The project is located within 750 feet, measured along the most direct, legal walking path.	8	8	8	
		The project is located within 1500 feet, measured along the most direct legal walking path.	4			
	Mid-block Walkways	The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties.	6			
	Parking (see the <i>Transit Station Area Development Guidelines</i> for qualifying provisions related to this item)	Structured Parking	100% of the parking is in above grade structure or 75% in a below grade structure.	50		
			75% of the parking is in above grade structure or 50% in a below grade structure.	40		40
50% of the parking is in above grade structure or 25% in a below grade structure.			20	<del>20</del>		
Shared Parking		At least 50% of the parking is shared with other uses, whether on or off site.	15			
		At least 40% of the parking is shared with other uses, whether on or off site.	12			
		At least 25% of the parking is shared with other uses, whether on or off site.	8			

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Category	Guideline	Description	Value	Applicant Review	Staff Review
	Alternative Vehicle Parking	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5		
		Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 5% of the total number of spaces provided for automobiles.	3		
		A project includes dedicated parking stalls/equipment for a car sharing program.	3		
		A project includes a charging station for electric vehicles.	3 points per stall, max. of 9 points		
<b>Approval Process:</b>				<b>Applicant Total</b>	<b>Staff Total</b>
	<b>Planning Commission Review Required</b>	<b>0-49 points</b>			
	<b>Administrative Hearing Required</b>	<b>50-99 points</b>			
	<b>Building Permit Review</b>	<b>100 or more points</b>		133	121

**ATTACHMENT H: PUBLIC PROCESS AND COMMENTS**

The subject property is located within the East Central Community Council District. Because it is within 600 feet of the Central City Community Council District, Planning Staff hosted an Open House on May 15, 2014. Five people attended the Open House. No comments were received.

As of the preparation, production, and distribution of this Staff Report, no written comments concerning the proposal have been received.



**ATTACHMENT I: CITY DEPT/DIVISION COMMENTS**



# Work Flow History Report

## 775 E 400 S

### PLNSUB2014-00256

Date	Task/Inspection	Status/Result	Action By	Comments
5/6/2014	Staff Assignment	Assigned	Traughber, Lex	Assigned to Lex Traughber-60 days to public hearing
5/7/2014	Staff Assignment	In Progress	Traughber, Lex	
5/12/2014	Planning Dept Review	In Progress	Traughber, Lex	
5/12/2014	Staff Assignment	Routed	Traughber, Lex	
5/14/2014	Fire Code Review	Complete	Itchon, Edward	
5/14/2014	Transporation Review	Complete	Walsh, Barry	Revise the parking calcs for one lot one zone. per section 21A.44.030G 4 TSA-UN-T 50% at- 2 stall /Ksf retail, 2 stall /2 bdrm 1 /1 bdrm and .5/ studio less than 600 sf. = required pkg, Section 21A.44.030GH 5 max is 1.5 stall / Unit res and 3/ksf retail. Indicate the ADA stalls and the 5% bike stalls per total stalls provide. Include the elec charging stations and note any mitigation for added stalls. Show parking stall buffer (1') from columns and walls per std F1.c2.
5/15/2014	Community Open House	Complete	Traughber, Lex	Open House held on 5/15/14.
5/15/2014	Engineering Review	Complete	Weiler, Scott	Engineering has no objection to the proposed planned development. 400 South is a UDOT road but the sidewalk along 400 South is under the jurisdiction of SLC Corp. If a final plat is needed and if the value of the public improvements required for this project exceeds \$15,000, the subdivider will need to execute a Subdivision Improvement Construction Agreement. Approved civil plans are required and a Permit to Work in the Public Way must be obtained by the contractor prior to performing any public way work.
5/23/2014	Zoning Review	Complete	Hardman, Alan	TSA-UN-T and RMF-35 zones. Proposed 47 apartments and retail spaces. Must combine several parcels. Must receive TSA Development score and Planned Development approval. Meet all the zoning requirements for the TSA and RMF-35 zones or receive approval for modifications through Planned Development approval. Provide minimum and maximum parking calculations, including electric vehicle charging stations per 21A.44. Project must comply with all the requirements for landscaping, including park strip landscaping, interior parking lot landscaping and perimeter parking lot landscaping per 21A.48. Landscaping must comply with the new requirements of Ordinance #13 of 2014 for water efficient landscaping. Provide landscape plans. Demolition permits will be required for all existing buildings. Project must provide a Recycling and Waste Management Plan and provide recycle bins per the new Ordinance #12 of 2014. Impact Fees will be required. All signage requires separate approval and permit.
5/28/2014	Building Review	Complete	Hardman, Alan	
5/28/2014	Staff Review and Report	In Progress	Traughber, Lex	
5/30/2014	Planning Dept Review	Complete	Traughber, Lex	

5/30/2014	Police Review	Complete	Johnson, Jeff	No issues
6/2/2014	Public Utility Review	Complete	Stoker, Justin	<p>The project proposes to demolish several existing residential units, combine the parcels and propose a larger apartment complex. The city code limits parcels to a single culinary water service and fire suppression service (unless a fire loop is needed). It appears that several water and sewer services will need to be terminated. Water services are killed at the water main in the street and sewer services are capped and blocked at the property line. The proposed project will need to show civil engineering improvements with full site utilities. It should be noted that there appears to be a 6-inch water line that cuts through one of the parcels to the apartments to the west. This line will need to be accommodated appropriately. Since the gross acreage of the parcel is less than 1-acre, storm detention and Storm Water Pollution Prevention Plan will not be needed for review. Please contact us if you have further question or if you need any clarification.</p>



Traughber, Lex

TRANSPORTATION

**From:** Walsh, Barry  
**Sent:** Tuesday, June 03, 2014 11:13 AM  
**To:** 'Thomas Lane'; Traughber, Lex  
**Cc:** Lisa Arnett; Prescott Muir  
**Subject:** RE: Hardage PLNSUB2014-00256, Parking Calculations

June 3, 2014

Thomas,

Re: PLNSUB2014-00256, Hardage Apts. Parking Calculations.

Transportations review comments are as follows:

The Calculations sheet submitted needs to include the parking stalls to be provided. That will affect the number of Electric charging stations provided.  
From Our conversation today and the past site plan submitted there are to be 54 stalls provided which will require two charging stations. The rest of the parking calculations address both zones and document the minimum and maximum stalls per Section 21A.44 as required.

Thanks for your speedy revision submittal.

Sincerely,

Barry Walsh

Cc Lex Traughber, Planning  
File

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**From:** Thomas Lane [mailto:Tom@prescottmuir.com]  
**Sent:** Monday, June 02, 2014 12:30 PM  
**To:** Walsh, Barry; Traughber, Lex  
**Cc:** Lisa Arnett; Prescott Muir  
**Subject:** Hardage PLNSUB2014-00256, Parking Calculations

Barry,

Please see attached parking calculations. Please let me know if my results are consistent with the zoning ordinance. Also: can you clarify your comment " The Elec 1/25 to address the total site." I am not sure what you mean by this.

Thank you.

Thomas Lane, AIA  
PRESCOTT MUIR ARCHITECTS  
SLC: P 801 521 9111 x 116 F 801 521 9158  
LA: P 310 854 6464 F 310 854 6465  
[www.prescottmuir.com](http://www.prescottmuir.com)

Traughber, Lex

ASSESSOR'S OFFICE

**From:** Limburg, Garth  
**Sent:** Monday, May 12, 2014 1:11 PM  
**To:** Traughber, Lex  
**Subject:** RE: Petition PLNSUB2014-00256, Hardage Apartments PD

No comment. Thanks, Garth

**From:** Traughber, Lex  
**Sent:** Monday, May 12, 2014 11:27 AM  
**To:** Walsh, Barry; Weiler, Scott; Garcia, Peggy; Itchon, Edward; Butcher, Larry; Limburg, Garth; McFarland, Ryan; Platt, Cameron  
**Cc:** Oktay, Michaela  
**Subject:** Petition PLNSUB2014-00256, Hardage Apartments PD

Good Morning,

Lisa Arnett of Prescott Muir Architects has submitted an application for Planned Development for a mixed-use project to be located at approximately 775 E 400 S. A detailed narrative, site plan, and elevations are attached for review. The subject property is in the TSA-UN-T and RMF-35 Zones.

Please review the information submitted and respond with any comments (preferably in Accela) as soon as you are able, but no later than **Wednesday, May 28, 2014**. 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.

Sincerely,

Lex Traughber  
Senior Planner

PLANNING DIVISION  
COMMUNITY and ECONOMIC DEVELOPMENT  
SALT LAKE CITY CORPORATION

[lex.traughber@slcgov.com](mailto:lex.traughber@slcgov.com)  
TEL 801-535-6184  
FAX 801-535-6174

[WWW.SL.CGOV.COM](http://WWW.SL.CGOV.COM)

Traughber, Lex

PLUCE

**From:** Platt, Cameron  
**Sent:** Monday, May 19, 2014 1:34 PM  
**To:** Traughber, Lex  
**Subject:** RE: Petition PLNSUB2014-00256, Hardage Apartments PD

No issues from PD.

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**From:** Traughber, Lex  
**Sent:** Monday, May 12, 2014 11:27 AM  
**To:** Walsh, Barry; Weiler, Scott; Garcia, Peggy; Itchon, Edward; Butcher, Larry; Limburg, Garth; McFarland, Ryan; Platt, Cameron  
**Cc:** Oktay, Michaela  
**Subject:** Petition PLNSUB2014-00256, Hardage Apartments PD

Good Morning,

Lisa Arnett of Prescott Muir Architects has submitted an application for Planned Development for a mixed-use project to be located at approximately 775 E 400 S. A detailed narrative, site plan, and elevations are attached for review. The subject property is in the TSA-UN-T and RMF-35 Zones.

Please review the information submitted and respond with any comments (preferably in Accela) as soon as you are able, but no later than **Wednesday, May 28, 2014**. 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.

Sincerely,

Lex Traughber  
Senior Planner

PLANNING DIVISION  
COMMUNITY and ECONOMIC DEVELOPMENT  
SALT LAKE CITY CORPORATION

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**ATTACHMENT J: MOTIONS**

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**Consistent with Staff:** Based on the testimony, plans presented, the findings noted in the staff report, the recommendation of Planning Staff, and conditions of project approval, I move that the Planning Commission approve the Hardage Mixed-Use Planned Development, Petition PLNSUB2014-00256.

**Denial of the Proposal:** Based on the testimony, plans presented, the findings noted in the staff report, I move that the Planning Commission deny the Hardage Mixed-Use Planned Development, Petition PLNSUB2014-00256, based on the following findings: *The Planning Commission would need to formulate findings for denial.*