



Staff Report

PLANNING DIVISION

DEPARTMENT OF COMMUNITY AND NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Maryann Pickering, Principal Planner
(801) 535-7660

Date: August 10, 2016

Re: Liberty Place Planned Development at 640 E. Wilmington Avenue
(PLNSUB2016-00427)

Planned Development

PROPERTY ADDRESS: 640 E. Wilmington Avenue

PARCEL ID's: 16-16-235-001 through 16-19-235-006

MASTER PLAN: Mixed Use – Low Intensity*

ZONING DISTRICT: CB (Community Business)*

** The zoning and master plan designations have changed since the project was submitted. The current master plan designation is High Intensity Mixed Use and the current zoning designation is FB-SE (Form Based Streetcar Edge)*

REQUEST: Dan Lofgren of Cowboy Partners is requesting Planned Development approval from the City to develop a 70 unit residential townhome complex within eight buildings on approximately 1.72 acres. The proposed project is approximately 35 feet in height and will provide 79 parking stalls. The applicant is also requesting as part of the Planned Development request to increase the height to 35 feet where 30 is allowed and reduce the rear yard setback (along the Sugar House Streetcar Line) from 10 feet to eight feet. Currently the land is developed with an office complex and the property will be developed under the CB (Commercial Business) zoning regulations as the zoning of the property was recently changed to the FB-SE (Form Based Streetcar Edge) zoning district.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the proposal as proposed and subject to complying with all applicable regulations. Due to the potential for detrimental impacts created by the proposal identified in this report, staff recommends the Planning Commission applies the following conditions to the project:

Based on the plans submitted, the staff report and testimony provided, I move that the Planning Commission approve PLNSUB2016-00427. No conditions of approval are required because no detrimental or adverse impacts have been identified related to the proposal.

ATTACHMENTS:

- A. Vicinity Map
- B. Site Plan
- C. Building Elevations
- D. Additional Applicant Information

- E. Existing Conditions
- F. Analysis of Standards
- G. Public Process and Comments
- H. Department/Division Comments
- I. Motions

PROJECT DESCRIPTION:

The proposed project is a residential townhome project adjacent to the S-Line Streetcar in Sugar House. It is planned to have a frontage (and address) along Wilmington Avenue and also have access along the rear side, the side adjacent to the streetcar line. There will be a total of 70 units, a majority of which are two-bedroom units. The existing office buildings on the site will all be removed to make room for the proposed residential use.

A total of eight buildings will make up the residential project. All of the units will have a parking stall incorporated into a garage for each of the units. Additional parking is provided around the project. The applicant has provided a total of 79 parking stalls on the site. This amount of parking complies with the minimum and maximum amounts allowed for in the Zoning Ordinance. There will also be space to park 21 vehicles on the street around the project, they on-street stalls are open to the public and available on a first come, first serve basis.

All of the buildings are proposed to be 35 feet in height. The maximum height allowed in the CB (Community Business) zoning district is 30 feet. The additional five feet can be requested to be approved as part of the Planned Development request. In addition to the additional height, the applicant is requesting a reduction of the rear yard setback. The required setback is 10 feet and eight feet is requested. The other three sides of the property meet the minimum setbacks for the CB zoning district.

As noted on the first page, this project was submitted when the zoning of the property was CB. The property has since been rezoned to FB-SE (Form Based Streetcar Edge). A complete zoning review of how the project would comply with the FB-SE zoning district was not completed; however, the project appears to meet a majority of the standard and design guidelines, including the maximum allowed height of 45 feet in the FB-SE zoning district. Regardless of the compliance with the FB-SE zoning standards, the project would still need to obtain Planned Development approval from the Planning Commission due to the multiple buildings on the site.

KEY ISSUES:

The key issues listed below have been identified through the analysis of the project, neighbor and community input and department review comments.

1. Parking for the development and the surrounding area.
2. Enhanced design of the buildings along 600 East.
3. Increased building height.
4. Reduced rear yard setback.

Issue 1

Residents in and around the area are concerned with parking. Specifically that this project will create a parking issue in the area around the project. The applicant has met the minimum and maximum requirements for parking in the CB zoning district. With the recent changes to the zoning ordinance parking requirements, there are now maximums in place for how much parking a project can provide. The maximum allowed is 88 parking stalls and the applicant has provided 79 parking stalls. Each unit will have its own private parking stall in a garage on the ground floor of the unit. Additional parking is located around the development. There is on street parking available on 600 East and Wilmington Avenue, but it will not be designated for this development and is public so it is open to anyone in the area. While parking is a concern for the community, it needs to be emphasized that this project complies with all the minimum and maximum requirements.

In the letter provided by the Sugar House Community Council regarding the project, there is a recommendation that a condition is included for the developer to pursue having a residential parking permit program for the area around the project. This program would be administered by the Transportation Division and the applicant can work with that Division to develop the program. The minimum parking requirements represent the minimum acceptable level of parking. The City Council recently reviewed the minimum parking requirements in the CB zoning district and in June 2017 adopted the FB-SE zoning district and the minimum parking requirements in the zone. It is reasonable to conclude that the adopted minimum parking requirement is the minimum acceptable requirement that would not generate an adverse impact. Staff would not recommend this as a condition of approval since the project does meet all of the parking requirements of the Zoning Ordinance.

Issue 2

Another issue identified during the community meetings was the design of the buildings and how they interact with 600 East or the western edge of the project. After the meeting, the developer and their architect updated the plans to enhance the 600 East edge of the project. This included an enhanced landscape buffer and modification of the entrances of the units along 600 East in order to better interact with the streetscape. Staff feels that this change does make the development interact more with the 600 East frontage and provides more activity along that street.

Issue 3

As part of the application, the applicant has requested an additional five feet in building height. As noted previously, the maximum height allowed in the CB zoning district is 30 feet and the applicant is requesting 35 feet. Staff feels that this increase in height provides for a better townhome project by creating a three story building that fits in with the area and provides covered parking for each unit. Also, should the project be developed under the current zoning designation of FB-SE, the maximum height allowed would be 45 feet. It is staff's opinion that the five feet of additional height being requested as part of this request is appropriate for the area.

Issue 4

A second modification requested as part of the project is the rear yard setback or the setback between the project the S-Line streetcar. The required rear yard setback in the CB zone is 10 feet and the request is to reduce that setback to eight feet. The reduction of the setback is minimal and actually brings the buildings a little closer to the streetcar greenway and helps the project to interact more with the greenway. This includes the addition of entrances to the units from the greenway and balconies facing or overlooking the greenway of the streetcar line. The latter has been desired by the City and the City Council so that the area is enlivened and has more activity. The two foot reduction is supported by staff.

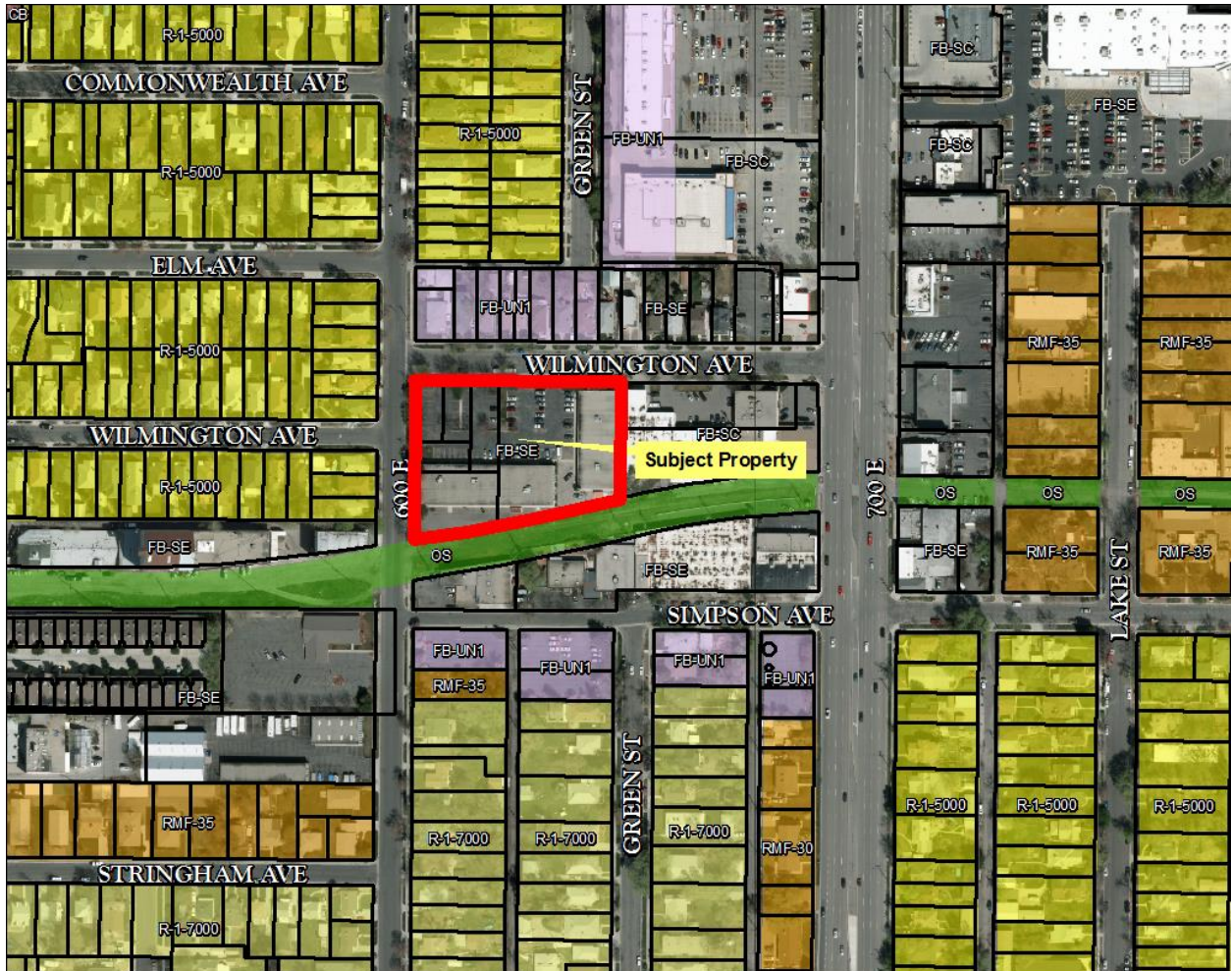
DISCUSSION:

Overall, the project appears to meet all of the standards and findings for planned developments. Other than the five foot increase in height and the two foot reduction in a setback, the project meets all other zoning ordinance standards. In addition, this area is noted as a location for infill and reuse in the Sugar House Master Plan and this project meets that standard. The project will provide additional housing in the area and the location next to the S-Line Streetcar makes this an ideal project for walkability and enlivenment of the trail next to the streetcar.

NEXT STEPS:

If approved, the applicant will be required to obtain all necessary permits for the project. If denied, the applicant would not have city approval for the proposed townhouse development. A different configuration could be submitted by the applicant in the future.

ATTACHMENT A: VICINITY MAP



ATTACHMENT B: SITE PLAN

COWBOY PARTNERS
LIBERTY PLACE
Salt Lake City, Utah
600 EAST WILMINGTON AVE
RENDERING
07.05.2016



WILMINGTON AVE

12 ON-STREET PARKING SPACES

COWBOY PARTNERS
 LIBERTY PLACE
 Salt Lake City, Utah
 600 EAST WILMINGTON AVE
SITE PLAN
 07.05.2016

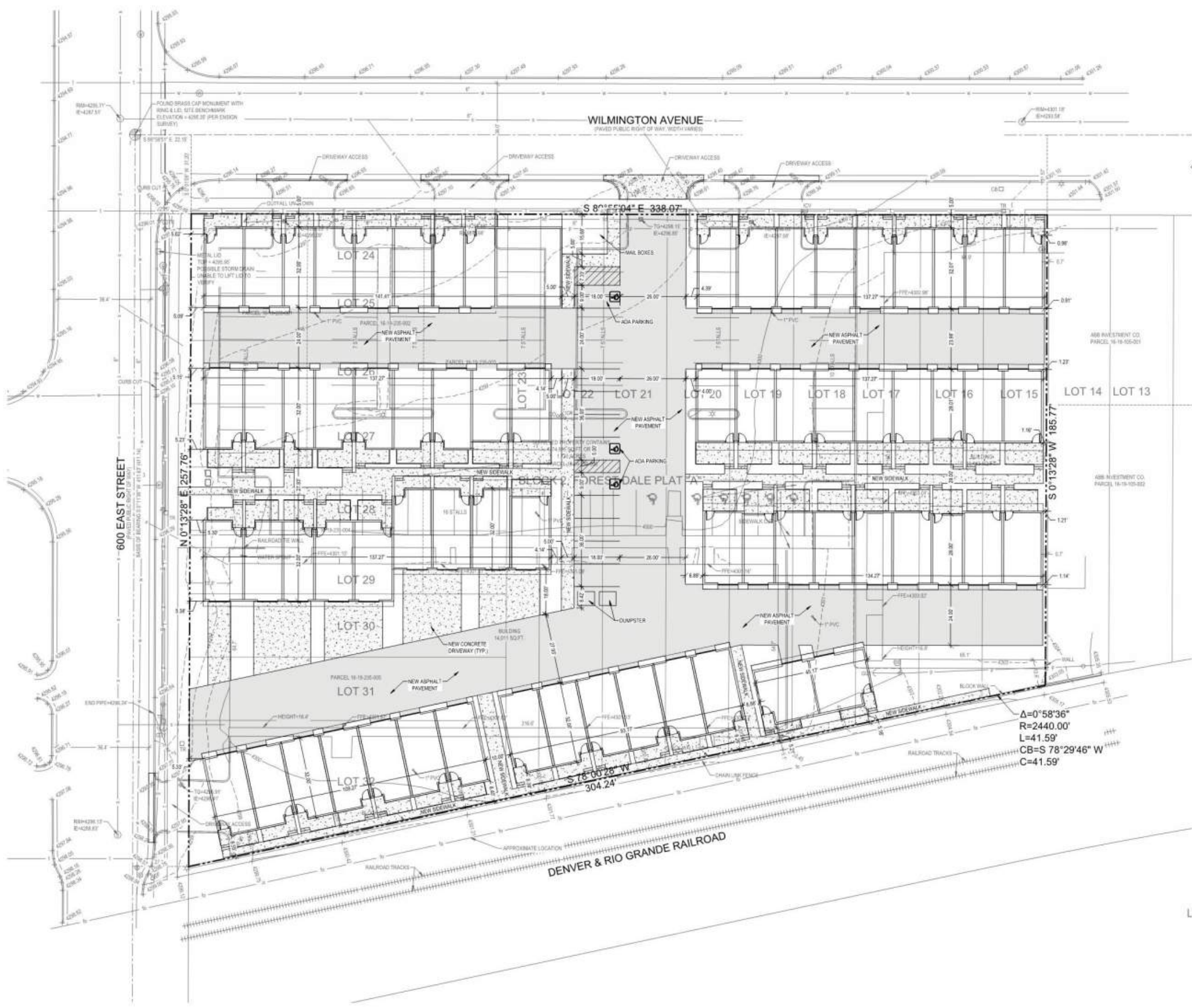
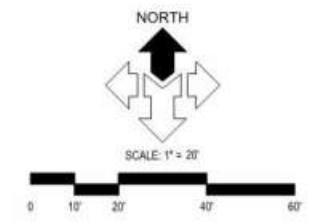


ATTACHMENT C: BUILDING ELEVATIONS

COWBOY PARTNERS
LIBERTY PLACE
Salt Lake City, Utah
600 EAST WILMINGTON AVE
RENDERING
07.05.2016



VIEW FROM WILMINGTON AVE



DESCRIPTION PER TITLE REPORT
 LOTS 15 THROUGH 32, INCLUSIVE, BLOCK 2, FOREST DALE, PLAT "W", ACCORDING TO THE OFFICIAL PLAT THEREOF AS RECORDED IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER, STATE OF UTAH.

TAX ID: 16-19-235-001, 16-19-235-002, 16-19-235-003, 16-19-235-004, 16-19-235-005, 16-19-235-006
 ZONE: CB - COMMUNITY BUSINESS
 PRESENT USE: BUSINESS OFFICES
 PARCEL CONTAINS: 74,915 SQ. FT. OR 1.733 ACRES

DESCRIPTION	AREA	%
HARDSCAPE	34,193 SQFT	46%
LANDSCAPE	8,140 SQFT	11%
BUILDINGS	32,582 SQFT	43%
TOTAL	74,915 SQFT	100%



PARKING COUNT	
GARAGES (1/UNIT)	69
CARPORT PARKING	2
LEASING/OPEN Including 4 electric vehicle stalls	8
TOTAL (including 2 ADA stalls)	79
MAX. ALLOWABLE PARKING PER ZONE	87
MIN. REQUIRED PARKING PER ZONE	70

LIBERTY PLACE STATISTICS									
UNIT	QTY	UNIT RATIO	UNIT AREA	NET AREA	1 GARAGE/UNIT (SF)	BLDG HEIGHT	% OPEN SPACE	PARCEL ACREAGE	DENSITY/ACREAGE
ONE BEDROOM UNITS									
A1	6	9%	1023 SF	6138 SF	208 SF	35' (3 STORIES)			
A2	3	4%	1003 SF	3009 SF	208 SF	35' (3 STORIES)			
TWO BEDROOM UNITS									
B1	18	26%	1254 SF	22,572 SF	249 SF	35' (3 STORIES)			
B2	40	58%	1292 SF	51,680 SF	249 SF	35' (3 STORIES)			
B3	2	3%	1254 SF	2,508 SF	249 SF	35' (3 STORIES)			
B4	1	.01%	1254 SF	1,254 SF		35' W/ LEASING			
TOTAL	70		7,080 SF	87,161 SF			18%	1.72	41

COWBOY PARTNERS
LIBERTY PLACE
Salt Lake City, Utah
600 EAST WILMINGTON AVE
PROJECT INFO
07.05.2016



NARRATIVE

Liberty Place Design Narrative

Liberty Place is a proposed residential townhome project located at 640 East Wilmington Avenue on a 1.72 acre site. The project is situated along the "S-Line" (streetcar line) in Sugar House. The existing use is a single story office complex that will be removed to make way for the new apartment project. We are excited to be providing some much needed "Missing Middle Housing" for the community. Most residences will be three stories organized in a townhome configuration, most units with its own private garage. The site planning has resulted in creating residential front doors along both Wilmington Avenue and embracing the S-Line and establishing midblock connection permeability from Wilmington Avenue to the Streetcar Greenway. Also, the project features a 1,500 sq. ft. leasing and amenity facility along with a residents' patio and outdoor common space adjacent to the S-Line.

The project will include:

- 9 One bedroom Units at 1,000 + sq. ft.
- 61 Two Bedroom Units at 1,250 + sq. ft.

Salt Lake City's Standards for Planned Developments

- The project has been designed to exemplify the purpose statement for a planned development. The design coordinates well with the existing neighborhood fabric and enhances the natural landscape. The new townhomes will provide a welcoming environment for new residents that will replace the existing run-down office complex that does little to enhance the neighborhood characteristics.

The buildings are to be a contemporary expression of architecture finished with high quality and durable materials. The exterior materials include brick veneer, metal panel siding, cementous fiber panel siding, cedar soffit material, metal handrails and a multi-pane/dual glass window system. The material finishes and design complement the character of the neighborhood by introducing clean contemporary lines reflective of residential properties in the district. The exterior design is enhanced with visually warm/traditional finishes and non-dominant massing of the facades to "speak" to the smaller scale neighboring residential architecture. The façade is composed of depth and layers and brings a dynamic interaction with the streetscape. The front stoops of the units give the residents opportunity for more outdoor connection and visibility to the surrounding neighborhood. This brings front doors to the streets and streetcar line and increases the residential fabric of this neighborhood by eliminating commercial fronts and empty parking lots.

The development includes features for the residents allowing enjoyment of their homes and a connectiveness to the district. The common area amenities include a lobby space, fitness center, coffee lounge, and an outdoor patio area for residents along with a separate outdoor area for a fire pit.

- Liberty Place Townhomes provides the opportunity for a more walkable community within the small scale residential vicinity. It is planned to be highly integrated with the street car s-line by providing easy access and visibility to the developed street car area. Also, the current policy direction of the City suggesting the need to expand the housing inventory is fostered with the inclusion of "missing middle" housing as mentioned earlier.
- The site was intentionally designed to decrease impact on the surrounding streets. Parking and vehicular circulation were carefully considered for this site. The access to individual garages does not occur along the streets, but rather is internalized to mitigate street traffic and unappealing visual design. The dumpsters for the project are placed in an enclosure along an interior roadway that will be screened with similar materials that are used on the architecture of the townhomes. The new development allows for pedestrian access to the streetcar line by providing breaks in the façade with paved sidewalks and plantings to make an attractive direct pedestrian connection between the townhome development and the new multi-use path that lines the streetcar. This encourages use of the streetcar and provides porosity in between the neighborhood urban developments and the new residential units.

The parking for the site amounts to a total of 79 traditional onsite parking stalls. A total of 110 stalls includes directly adjacent street parking and tandem parking at some of the individual garage driveways. In accordance with the Salt Lake City Zoning Ordinance, the basic parking requirements are as follows:

Minimum Number of Onsite Parking Stalls: 70 (1 per Unit)
Maximum Number of Onsite Parking Stalls Allowed: 87 (1.25 per Unit)
Actual Onsite Parking Provided: 79 Stalls

In addition, it is important to realize that the close proximity of the Streetcar and the walkability of the Sugar House District establishes a basis that is supportive of Salt Lake City's Parking Ordinance.

- The site will be developed with "Smart Irrigation" techniques for landscape and feature sustainable features and will be certified by the National Green Building Standard (NGBS). The site design replaces the aging concrete buildings with townhome buildings and landscaped walkways that make connections to the Streetcar Greenway, Wilmington Avenue, and 6th East. These outdoor landscaped areas associated with the townhome units provide drought tolerant plantings and engagement to the streetcar and streetscapes. The buffer between the new development and the street car line is a landscaped strip that will relate to the existing planting strip along the s-line. This will be composed of much needed drought tolerant vegetation and will provide a permeable barrier that gives visibility while also buffering the public from the private spaces of the townhomes.

The current site has multiple large mature trees lining the adjacent streets. These trees along the landscape strip along the road will be retained to the greatest degree possible in close coordination with the Salt Lake City Urban Forester. These trees add to the character of the neighborhood while also giving a nice scale the new design can relate to. Additional trees will be added to line the street and create a denser, natural barrier for the project units and the project parking. Smaller internal trees will be added to create a similar canopy on a smaller scale within the project development.

- The existing site will be rehabilitated with the new development replacing the existing and somewhat rundown development while generally maintaining the existing topography. There are no buildings or structures that are historically significant and the existing structures certainly do not contribute to the character of the city. The parking field that is located at the corner of 6th East and Wilmington Avenue will become landscaping and buildings. When complete, the site will become much more a part of the community fabric and will provide a healthy place for people to live and to facilitate a walkable/trail connected lifestyle taking advantage of the Street Car.
- Liberty Place will be developed with all other applicable regulations. This submission requests approval of a 35' building height to add scale and character along the Streetcar line and provides an internal connected private roadway system allowing for the development of townhome buildings that have a private street frontage where public street frontage is not feasible. Additionally, this submittal requests a reduction in the setback along the Streetcar Line to 8 feet to enhance the connection between the streetcar pedestrian path and the townhome residences that front the Greenway.



COWBOY PARTNERS
LIBERTY PLACE
Salt Lake City, Utah
600 EAST WILMINGTON AVE
ELEVATION VIEWS
07.05.2016



ELEVATION - 600 EAST



ELEVATION - WILMINGTON AVE



ELEVATION ALONG THE TRAX S-LINE



ELEVATION - 600 EAST

COWBOY PARTNERS
 LIBERTY PLACE
 Salt Lake City, Utah
 600 EAST WILMINGTON AVE
 ELEVATION VIEWS
 07.05.2016

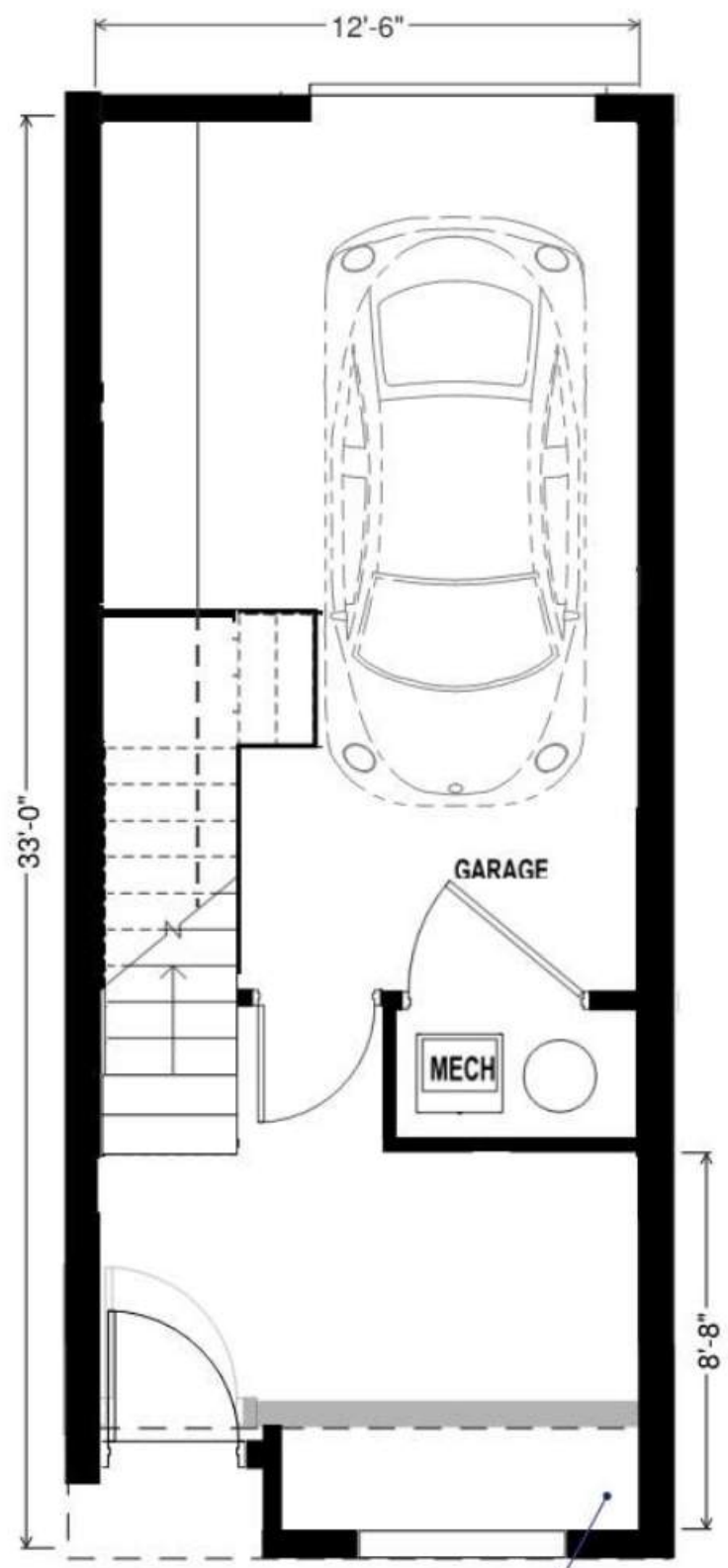


ELEVATION - WILMINGTON AVE



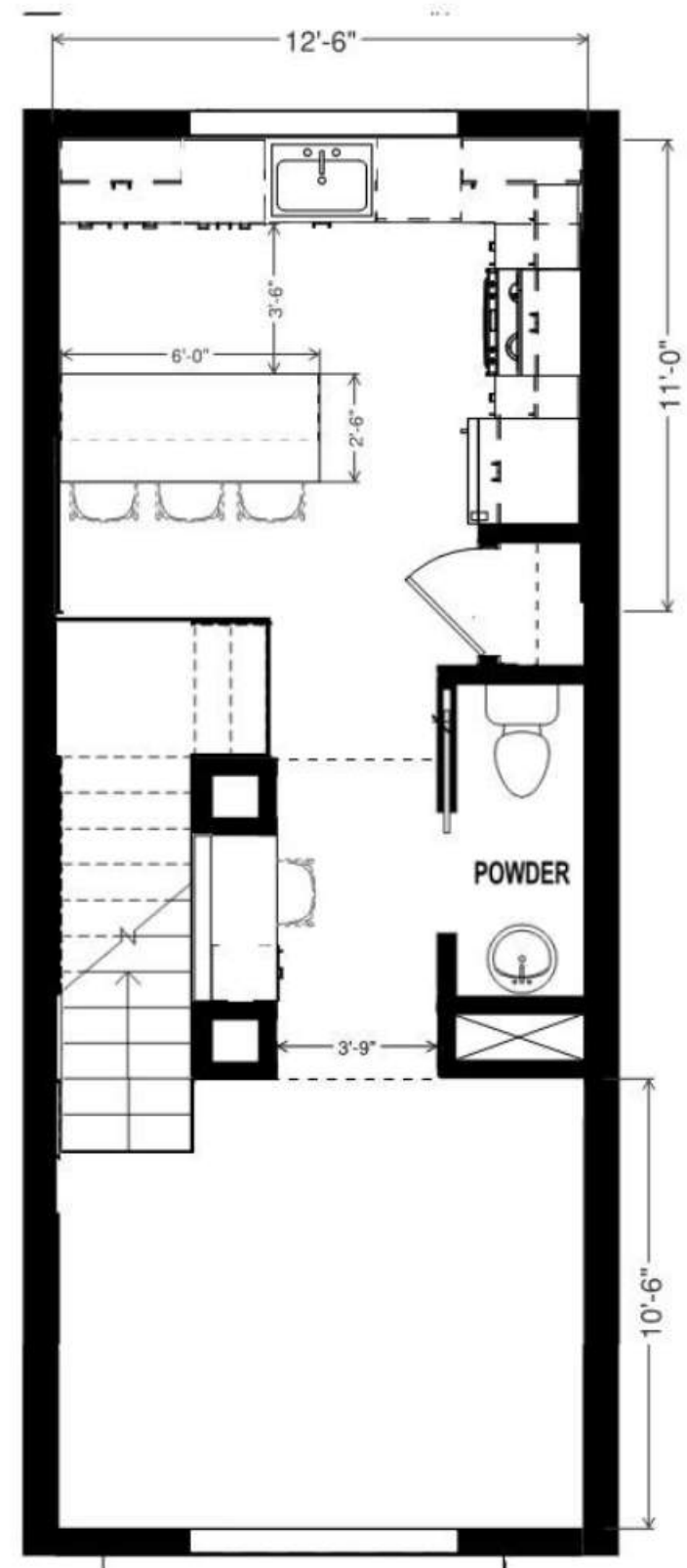
ELEVATION ALONG THE TRAX S-LINE

COWBOY PARTNERS
 LIBERTY PLACE
 Salt Lake City, Utah
 600 EAST WILMINGTON AVE
 1 BEDROOM TOWNHOME
 07.05.2016

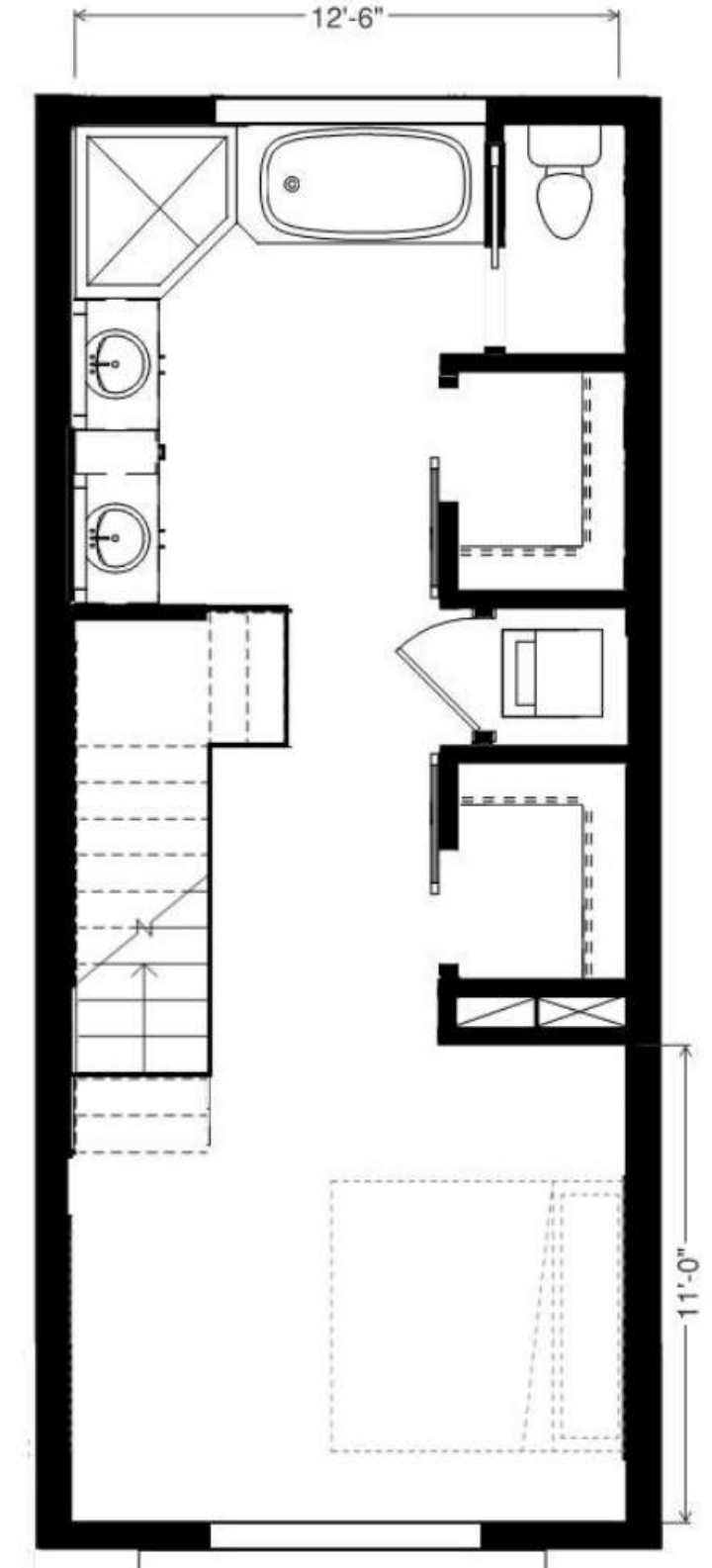


FLOOR ONE

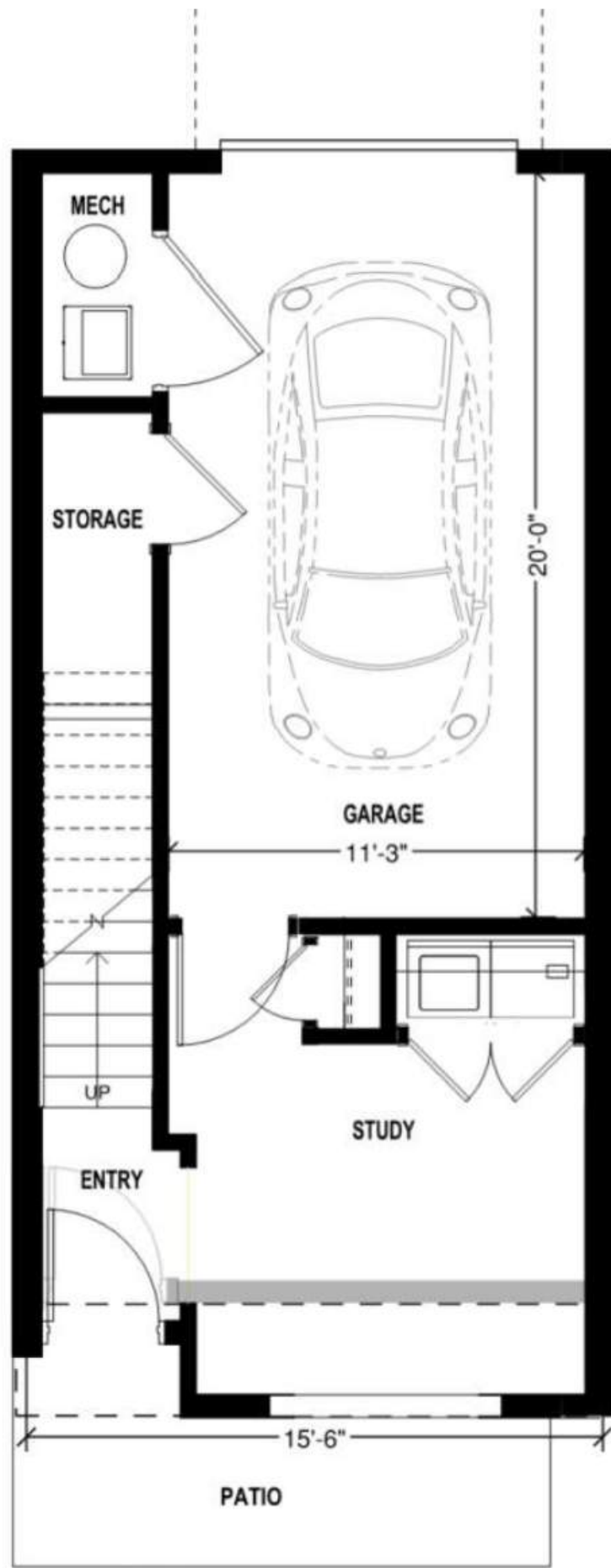
PATIO/JULIET
BALCONY OPTION



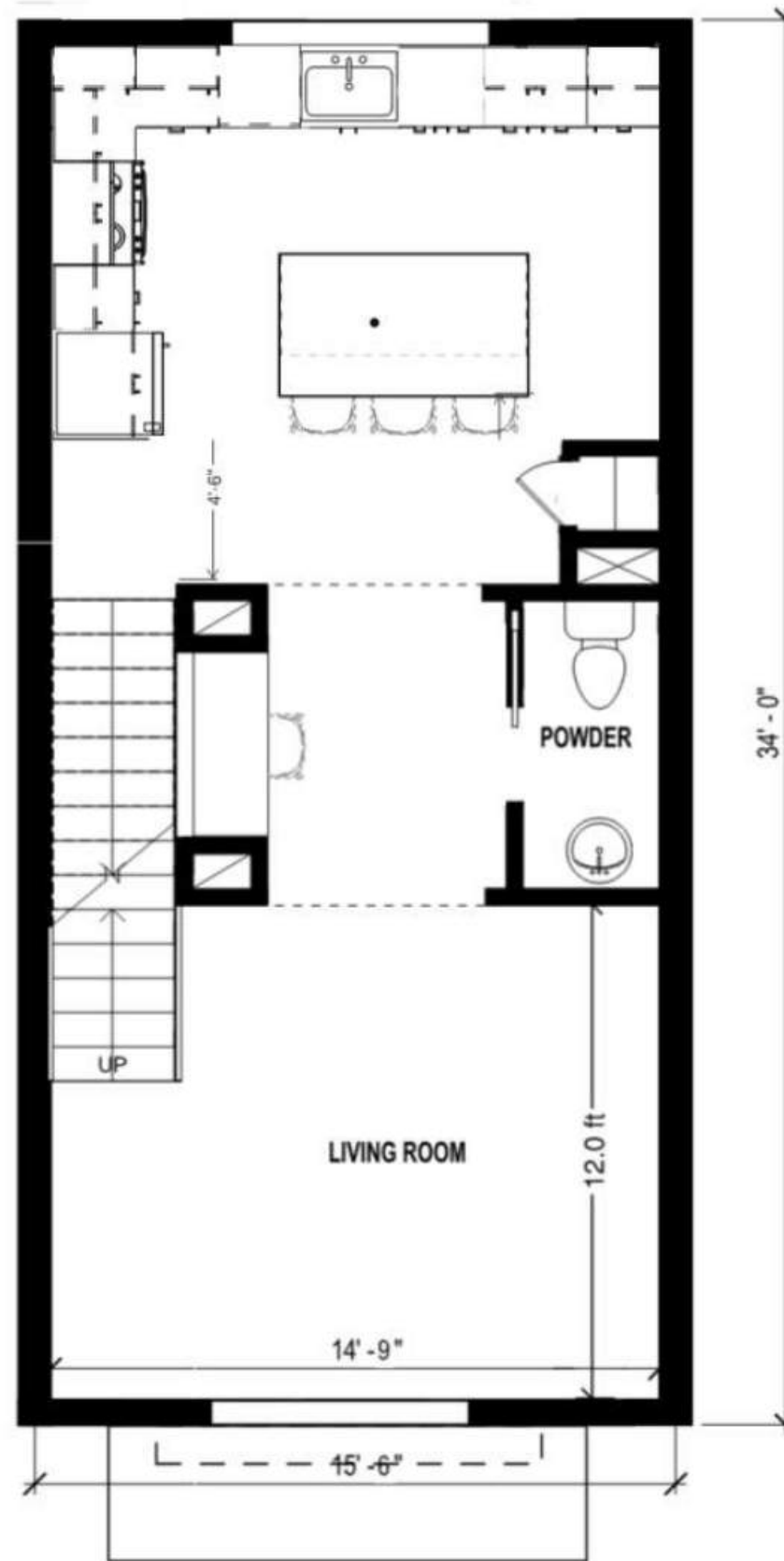
FLOOR TWO



FLOOR THREE



FLOOR ONE



FLOOR TWO



FLOOR THREE

COWBOY PARTNERS
 LIBERTY PLACE
 Salt Lake City, Utah
 600 EAST WILMINGTON AVE
 2 BEDROOM TOWNHOME
 07.05.2016

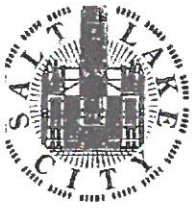




COWBOY PARTNERS
LIBERTY PLACE
Salt Lake City, Utah
600 EAST WILMINGTON AVE
EXISTING SITE
07.05.2016



ATTACHMENT D: ADDITIONAL APPLICANT INFORMATION



Planned Development

SALT LAKE CITY PLANNING

OFFICE USE ONLY

Project #: <i>PLNSUB2016-00427</i>	Received By: <i>A Anglin</i>	Date Received: <i>6/7/16</i>	Zoning: <i>CB</i>
Project Name: Liberty Place			

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: **Site Plan Review and approval of site requirement adjustments - frontage and layout along with increased building height from 30' to 35'.**

Address of Subject Property: **640 East Wilmington Avenue**

Name of Applicant: Cowboy Partners	Phone: (801) 424-4400
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Address of Applicant: **6440 South Wasatch Blvd. Suite 100
Salt Lake City, Utah 84121**

E-mail of Applicant: dlofgren@cowboy.us	Cell/Fax: (801) 424-4460
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Applicant's Interest in Subject Property:

Owner Contractor Architect Other:

Name of Property Owner (if different from applicant):
Same

E-mail of Property Owner: Same	Phone: Same
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➔ **Please note that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.**

AVAILABLE CONSULTATION

➔ **Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.**

WHERE TO FILE THE COMPLETE APPLICATION

Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114	In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
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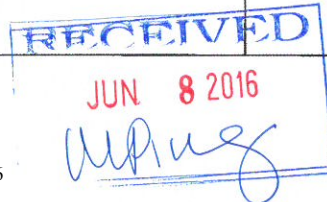
REQUIRED FEE

➔ **Filing fee of \$728 plus \$121 per acre in excess of (1) acre.**
➔ **Plus additional fee for required public notices.**

SIGNATURE

➔ **If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.**

	Date: June 7, 2016
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Updated 7/8/15

SUBMITTAL REQUIREMENTS

Staff Review

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 1. Project Description
Description of your proposed use and existing use (please attach additional sheet/s) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 2. Planned Development Information.
Description of how your project meets one or more of the following objectives (please attach additional sheet/s) <ul style="list-style-type: none">a. Combination and coordination of architectural styles, building forms, building materials, and building relationships;b. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;c. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;d. Use of design, landscape, or architectural features to create a pleasing environment;e. Inclusion of special development amenities that are in the interest of the general public;f. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;g. Inclusion of affordable housing with market rate housing; orh. Utilization of "green" building techniques in development. |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. Minimum Plan Requirements |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | One paper copy (24" x 36") of each plan and elevation drawing |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A digital (PDF) copy of the each plan and elevation drawing |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | One 11 x 17 inch reduced copy of each plan and elevation drawing |
| <input type="checkbox"/> | <input type="checkbox"/> | 4. Site Plan |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Site plan (see <i>Site Plan Requirements</i> flyer for further details) |
| <input type="checkbox"/> | <input type="checkbox"/> | 5. Elevation Drawing (if applicable) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Detailed elevation, sections and profile drawings with dimensions drawn to scale |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Type of construction and list the primary exterior construction materials |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Number, size, and type of dwelling units in each building, and the overall dwelling unit density |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

Updated 7/8/15



ARCH | NEXUS

ARCHITECTURAL NEXUS, Inc
archnexus.com

SALT LAKE CITY

2505 East Parleys Way
Salt Lake City, Utah 84109
T 801.924.5000

SACRAMENTO

1990 Third Street, Suite 500
Sacramento, California 95811
T 916.443.5911

Liberty Place Design Narrative

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- The site will be developed with “Smart Irrigation” techniques for landscape and feature sustainable features and will be certified by the National Green Building Standard (NGBS). The site design replaces the aging concrete buildings with townhome buildings and landscaped walkways that make connections to the Streetcar Greenway, Wilmington Avenue, and 6th East. These outdoor landscaped areas associated with the townhome units provide drought tolerant plantings and engagement to the streetcar and streetscapes. The buffer between the new development and the street car line is a landscaped strip that will relate to the existing planting strip along the s-line. This will be composed of much needed drought tolerant vegetation and will provide a permeable barrier that gives visibility while also buffering the public from the private spaces of the townhomes.

The current site has multiple large mature trees lining the adjacent streets. These trees along the landscape strip along the road will be retained to the greatest degree possible in close coordination with the Salt Lake City Urban Forester. These trees add to the character of the neighborhood while also giving a nice scale the new design can relate to. Additional trees will be added to line the street and create a denser, natural barrier for the project units and the project parking. Smaller internal trees will be added to create a similar canopy on a smaller scale within the project development.

- The existing site will be rehabilitated with the new development replacing the existing and somewhat rundown development while generally maintaining the existing topography. There are no buildings or structures that are historically significant and the existing structures certainly do not contribute to the character of the city. The parking field that is located at the corner of 6th East and Wilmington Avenue will become landscaping and buildings. When complete, the site will become much more a part of the community fabric and will provide a healthy place for people to live and to facilitate a walkable/trail connected lifestyle taking advantage of the Street Car.
- Liberty Place will be developed with all other applicable regulations. This submission requests approval of a 35' building height to add scale and character along the Streetcar line and provides an internal connected private roadway system allowing for the development of townhome buildings that have a private street frontage where public street frontage is not feasible. Additionally, this submittal requests a reduction in the setback along the Streetcar Line to 8 feet to enhance the connection between the streetcar pedestrian path and the townhome residences that front the Greenway. This setback will serve to engage the green way with front doors and stoops.

ATTACHMENT E: EXISTING CONDITIONS

Sugar House Master Plan Discussion

The project is located within the Sugar House Master Plan area. This area was designated (at the time of submittal of the request) as *Mixed Use – Low Intensity*. Within the master plan, the area is identified as an area for potential infill and reuse (page 4). There are also several policies and guidelines in the master plan relating to Planned Development process. This project as proposed meets a majority of the standards and is intended to be a development that is designed with the neighborhood in mind. The current master plan designation is *High Intensity Mixed Use* and this project complies with that designation also.

Zoning

CB Zone Standards	Finding	Rationale
Lot Size Requirements: No minimum lot area or lot width is required, however any lot exceeding four acres in size shall be allowed only through the conditional building and site design review process.	Complies	The lot is approximately 74,923 square feet or .1.72 acres.
Maximum Building Size: Any building having a 7,500 gross square foot floor area of the first floor or a total floor area of 15,000 gross square feet or more, shall be allowed only through the conditional building and site design review process. An unfinished basement used only for storage or parking shall be allowed in addition to the total square footage	Complies	Each of the eight buildings proposed is less than the minimum threshold. Therefore, conditional building and site design approval is not necessary.
Minimum Yard Requirements: <ol style="list-style-type: none"> 1. Front Or Corner Side Yard: No minimum yard is required. 2. Interior Side Yard: None required. 3. Rear Yard: Ten feet. 4. Buffer Yards: Any lot abutting a lot in a residential district shall conform to the buffer yard requirements of Chapter 21A.48 of this title. 5. Accessory Buildings And Structures In Yards: Accessory buildings and structures may be located in a required yard subject to Section 21A.36.020, Table 21A.36.020B of this title. 6. Maximum Setback: A maximum setback is required for at least 75% of the building facade. The maximum setback is 15 feet. 7. Parking Setback: Surface parking is prohibited in a front or corner side yard. Surface parking lots within an interior side yard shall maintain a 20 foot landscape setback from the front property line or be located behind the primary structure. 	Complies with all but item 3.	A reduction of the rear yard setback from 10 feet to eight feet has been included as part of the Planned Development request. Attachment F contains an analysis of the standards related to the rear setback discussion.

<p>Landscape Yard Requirements: If a front or corner side yard is provided, such yard shall be maintained as a landscape yard. The landscape yard can take the form of a patio or plaza, subject to site plan review approval.</p>	<p>Complies</p>	<p>No front or corner side yard is provided.</p>
<p>Maximum Height: Thirty feet.</p>	<p>Requesting a modification.</p>	<p>The proposed building is 35 feet in height. The applicant can request an additional five feet in height through the Planned Development process. The request for additional height has been analyzed in Attachment F.</p>

ATTACHMENT F: ANALYSIS OF 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>21A.55.010 Purpose Statement: A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible and congruous with adjacent and nearby land developments. Through the flexibility of the planned development regulations, the city seeks to achieve any of the following specific objectives:</p>		
<p>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</p>	<p>The applicants intend to achieve all objectives for a planned development, except for E and G.</p> <p>Staff is of the opinion that more than one objective is being met.</p>	<p>A. The applicant has submitted a conceptual plan that shows the layout of the site is logical and all residences are focused an internal driveway which has reduces the access to the site and internalizes the traffic to the development. Each residence will have its own attached one car garage. The materials and colors are similar to other newer residential developments in the area and the project has been designed to interact with the surrounding residential area.</p>
<p>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</p>		<p>B. The applicant is not proposing to dramatically alter the existing site characteristics. There will be minimal grading to make the layout of the proposed subdivision work. Existing mature trees that can be preserved along the perimeter will be incorporated into the development.</p>
<p>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</p>		<p>C. The site is developed with older office buildings that have not been kept up in recent years. The buildings are not considered to be historically or culturally significant to the character of the city.</p>

<p>D. Use of design, landscape, or architectural features to create a pleasing environment;</p>		<p>D. The proposed development has 70 townhomes on 1.72 acres. The project has been designed with eight separate buildings so that it is less imposing to the surrounding area. It has been designed to create a pleasing environment for those who will live and visit within the development. Landscaping will also be provided along the street and streetcar sides to create a more pleasing environment.</p>
<p>E. Inclusion of special development amenities that are in the interest of the general public;</p>		<p>E. There are common area amenities provided for the residents and their guests. The development includes a lobby space, fitness center, coffee lounge, outdoor patio and fire pit area. While these amenities are intended for residents of the development and their guests, there will be a walkway through the center of the project which is open to the public.</p>
<p>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</p>		<p>F. The applicant has noted that there are older building on the site that are somewhat rundown. The proposed development will create a more vibrant site that will create new housing opportunities for residents of Salt Lake City.</p>
<p>G. Inclusion of affordable housing with market rate housing; or</p>		<p>G. No affordable or market rate housing proposed.</p>
<p>H. Utilization of “green” building techniques in development.</p>		<p>H. The applicant has proposed using smart irrigation for the site along with some drought tolerant landscaping. The buildings will have the capacity for solar panels and will use the latest building technologies.</p>
<p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p>		
<p>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</p>	<p>Complies</p>	<p>The project is located within the Sugar House Master Plan area. This area was designated (at the time of submittal of the request) as <i>Mixed Use – Low Intensity</i>. Within the master plan, the area is identified as an area for potential infill and reuse (page 4). There are also several</p>

		policies and guidelines in the master plan relating to Planned Development process. This project as proposed meets a majority of the standards and is intended to be a development that is designed with the neighborhood in mind. The current master plan designation is <i>High Intensity Mixed Use</i> and this project complies with that designation also.
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.	Complies	The zoning of the property, CB, allows development of multi-family residential units.
C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:		
1. Whether the street or other adjacent street/access; means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access:	Complies	The proposed development is located at the intersection of two streets. Both of the streets (600 East and Wilmington Avenue) have the service level available for the proposed development. There is an access driveway along each of the streets and both driveways are wide enough to accommodate two way traffic. It is not anticipated that there will be an adverse impact on the surrounding area due to access to the site.
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: 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; 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; c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use	Complies	The proposed planned development will not create unusual pedestrian or vehicle traffic patterns due to: a. the orientation or driveway and associated traffic patterns. The project has been designed with two access points and residential uses are allowed under the former and current zoning designations. There is one driveway on 600 East and one on Wilmington. This reduces the potential conflicts between pedestrians, bicyclists, and vehicles. b. parking in the area. The project has been designed to provide the minimum amount of parking within the project. Each residence will have a one car garage for parking and there are additional parking stalls

<p>and enjoyment of adjacent property.</p>		<p>within the project. Surrounding the project are two public streets which may see an increase in parking, but they are public parking spaces and can be utilized today by anyone in the area. Based on aerial photographs, it appears as though most properties in the immediate area have off street parking. The fact that the proposal meets the minimum parking requirement indicates that there is not an adverse impact to the reasonable use of adjacent property.</p> <p>c. the increase in traffic from the planned development. At this time, the property is being used for commercial businesses and there are employees or customers who parking in the parking lot on the site. Due to the proposed project being a residential development, there may be an increase of traffic at different times of the day than exists now. The increase will be typical for a townhome development that is proposed to be located in an existing residential area.</p>
<p>3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;</p>	<p>Complies</p>	<p>The internal circulation of the project has been designed to mitigate any adverse impacts. There is adequate room for the vehicles to maneuver within the site and there will be sidewalks or trails on three sides of the project nonmotorized traffic. There is a walkway through the project, but it is located as closed to buildings as possible.</p>
<p>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;</p>	<p>Complies</p>	<p>The project has been reviewed by all applicable reviewers and it has been determined the adequate utilities and public services can be provided. The applicant will be responsible for all costs associated with those improvements should the project be approved.</p>
<p>5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping,</p>	<p>Complies</p>	<p>The proposed project incorporates appropriate landscaping buffer on three sides of the property. There</p>

<p>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</p>		<p>will be landscaping along both 600 East and Wilmington Avenue as well as the S-Line streetcar corridor. The garbage collection has been located interior to the project so it will not be a nuisance to adjoining properties.</p>
<p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in Chapter 21A.59 of this title.</p>	<p>Complies</p>	<p>The intensity, size and scale of the development is compatible with the surrounding area. The area has a mix of residential and mixed use and the applicant has chosen to design a project that is compatible with the area rather than maxing out the density and adding more units. The location of the project will be a nice transition from the residential to the west and the commercial to the east.</p> <p>There is no conditional use required for the property and the review process in Chapter 21A.59 is not applicable.</p>
<p>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;</p>	<p>Complies</p>	<p>There is existing mature trees on the perimeter of the project. The applicant will do their best to save those mature trees and incorporate them into the landscape design of the project. All new landscaping will have drought tolerant landscaping and smart irrigation techniques to preserve a much water as possible.</p>
<p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p>	<p>Not Applicable</p>	<p>There are no significant historical, architectural or environmental features on the property.</p>
<p>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</p>	<p>Complies</p>	<p>Should be project be approved, it has been determined that it can comply with all applicable code and ordinance requirements.</p>

ATTACHMENT G: PUBLIC PROCESS AND COMMENTS

On June 20, 2016, the Land Use Committee of the Sugar House Community Council heard a presentation and discussed the project. The applicant was in attendance and did make some modifications to the plans based on the comments at that meeting. There was one written comment received at that meeting by the Sugar House Community Council. A copy of that comment and the sign-up sheet follows in this attachment. The overall concern of the project is parking.

The item was then heard at the July 9, 2016 Sugar House Community Council. Again, the applicant was present along with City staff and made a presentation on the project. In general, there was support for the project with the continued concern for parking in and around the project. It was also discussed that the applicant consider some different species of trees that would thrive better in the area. The full letter from the Sugar House Community Council is attached.

There have been no other public comments at the time of publication of this staff report.

Notice of the public hearing was mailed on July 28, 2016 and the site was posted on July 28, 2016.

Sugar House Community Council Sign-In Sheet

Sign me up
for monthly
agenda and
Newsletter

Date June 20, 2016 Land Use Committee / Transportation
Liberty Place

Name	Address and Zip Code	Phone	Email (please print)	YES
JARED SCHROEDER	550	801-556-	is@roosevelt.edu	✓
MaryAnn Proestak B	50			✓
Anthony Rossi	2			✓
James Pennock	2			
Jade DeYoung	2			✓
Whitney Ward	1			✓
Ruth Brown	2			✓
Anji Petrizzo	2	8521		✓
			✓ added to list	

The emails will consist of our monthly Newsletter and meeting Agenda.

COMMENT CARD



Name Anji Petruzzo

Issue/Land Use Topic [REDACTED]

Email Address amp [REDACTED]

Sign me up for email newsletter to be informed of future issues and meeting dates

Aside from the issue of resident parking which I don't think is well-served by this design, 600 E has been designated as a bike street and left-hand turns onto 21st South are no longer allowed. This has already resulted in a huge increase in vehicles tearing down Wilmington between 600 E & 500 E at far higher than allowed speeds.
www.sugarhousecouncil.org →

This proposal will be adding an additional 70-units worth of vehicles exiting onto 6th directly in front of the corner of 6th & Wilmington, who will be using Wilmington to get to 5th East where left hand turns onto 21st South are allowed.

I am having my first child in July and the quiet street I thought I was getting when I bought my house in 2011 is already gone. I am terrified for my neighbors kids as it is. Cars regularly exceed 40 mph on that tiny residential street, which is also often covered with street parking which makes it even harder to navigate & be cognizant of pedestrians.

COMMENT CARD

Name Bob Ouffin



Issue/Land Use Topic Wilmington Ave 5th - 7th

Email Address [REDACTED]

Sign me up for email newsletter to be informed of future issues and meeting dates

Thanks for hearing!

www.sugarhousecouncil.org

July 25, 2016

TO: Salt Lake City Planning Commission

FROM: Judi Short, Vice Chair, and Land Use Chair
Sugar House Community Council

RE: Liberty Place Apartments 640 Wilmington Avenue
PLNSUB2016-00427



Liberty Place is a proposal by Cowboy Partners, which aims to serve the missing middle housing in our city. Rather than being apartments in a big building, these are town homes, each with their own front door, most have a garage. This serves the purpose of adding to the variety of residential units available in Sugar House. We have seen many apartments being built, and there will be more to come. Occasionally, we see a few single-family homes being built, usually on an infill project. There are 41 townhomes coming on Highland Drive, and this Cowboy Partners project will add another 69 units. This is right on the streetcar line, and near a number of bus routes. It is adjacent to the Parley's Trail, which provides connections east to the Bonneville Trail and west to the Jordan River. This fits well with the goals of our Sugar House Master Plan (SHMP).

Most of the units are 1250 sq.ft. with two bedrooms. They are designed on a scale in keeping with the surrounding neighborhood. All buildings are built to 30 feet tall, and they are asking for an exception to be allowed to build some of them to 35' in order to have some variation in the design. We have no objection to that. This has the greenway on the south, single story residential on the north and west, and a business on the east. The land has recently been rezoned to FB-SE Form-based Streetcar Edge, which allows 45'. We have no objection to the added height, as long as it is used occasionally, to enhance the design, and doesn't morph into the whole project.

While these townhomes are modern in design, they compliment the surrounding housing. We would like to see this project designed in a way that gives it the look and feel of a group of eclectic buildings, instead of one big apartment building. If each unit could be painted a different color, and perhaps accent materials in brick of varying colors and textures, or other modern materials used, to give each housing unit its own separate look, more like a row of brownstone buildings from another era, that would add a lot to this project. It would break up the building quite a bit, and fit in better with the surrounding community. That would not be hard to do. Even if the same materials as proposed are used, perhaps there could be more colors involved, so we can have better demarcation between the units. We like the idea of front stoops, some opening onto 6th East, Wilmington Avenue and the Greenway. Every project we approve should activate the Greenway in some fashion.

We like the fact that there is a north/south-connecting sidewalk through the parcel, to make it easier for neighbors in other areas to gain access to the greenway and the streetcar corridor. We made that request to Dan Lofgren and he listened. We need to promote the greenway and the streetcar as part of the fabric of our neighborhoods.

Each unit seems to have a bit of green space, and there are shared common areas that are very useful. We recommend that Mr. Lofgren consult the list of approved trees, and pick something other than a Norway maple to plant. Our alkaline soil causes them to decline over time in our area, and you will see many dying Norway maple trees all over the city. There are better choices on the City Forester's list.

This project provides 70 units, and 80 parking stalls are provided, although they could provide 87 on the development site. We appreciate the fact that the garages are not accessed from the street; this relieves congestion on the neighboring streets. However, there are not enough parking spaces. The neighbors talk about the lack of parking on the street already. If this plan goes through as designed, we think they will need 50-60 spaces more than what the project will provide. Dan Lofgren thinks otherwise, and he has been doing this a long time. Somewhere in the middle lies what will actually happen.

We have heard the neighbors in the adjoining houses talk about how hard it is to park in the evenings in this neighborhood. We have talked about the residential parking permit program with the neighborhood, and the city must be a partner in assisting the neighborhood in finding a solution rather than hindering them by making the process too difficult. We encourage this implementation of a residential parking permit to be a condition of this project. Dan Lofgren has expressed his support of this program as a means to help the neighborhood. We were told at the general meeting that typically these permits are only approved in areas near a college or University. However, we will soon have similar issues east of 700 East as the Boulder Ventures project is approved. We already know that residents have issues with trying to be able to park on the street where they live because customers of the retail stores in the Sugar House Business District trickle into the neighborhoods to park, because the business owners do not provide enough parking for their own customers. I joke that I may have eaten my last Habit Burger because the minute construction begins on the next new development, construction trucks will use all available parking. Maybe this project needs to look seriously at taking out six or eight units to provide some extra surface parking in the middle of this project.

You've heard me say before that there isn't enough parking space in one project or another. We shouldn't continue to let that happen, to the point where our neighborhoods are destroyed because they aren't livable any more. This is the beginning; we will see other properties redeveloped between this project and 21st South and 700 East. It will happen between 1100 East and 700 East and 2100 South. We need to see that the single-family homes don't pay the price for new development; we need to ensure that they are able to park in their own neighborhood. They need to be able to get a neighborhood parking pass.

I also call your attention to the comment card attached to my letter from Anji Petrizzo. and I ask you to think about the Sugar House Circulation Streetscape and Amenities Plan approved by you, and by the Salt Lake City Council, in late 2015. We have a terrific plan, and a number of implementation steps to improve traffic, congestion, and circulation in Sugar House. And yet nowhere do I find a section that calls out to study this neighborhood and its traffic patterns, in light of the recent change of 600 East to be a bicycle boulevard. We need to be sure as we keep approving all these new projects, that we consider the downstream effects of these developments on traffic patterns and pedestrian safety in our nearby neighborhoods.

And, finally, there are no affordable units in this project. It may be time to challenge Dan Lofgren to find another place in Sugar House to build more affordable units.

COMMENTS REGARDING 640 EAST WILMINGTON AVENUE

640 east Wilmington.... Having apartments next to a street car line makes sense. I do however feel the pain of the parking issues for surrounding neighborhood residents. I believe permits will be necessary to prevent business and people riding the street car who do not live in that area from parking. One thing that I did not see.... Is there motorcycle-scooter parking? Some urban dwellers might use that mode of transportation if the developer offered parking that was cheaper for two wheeled vehicles.

I think the apartments will look better than what is presently there. Having more people on the s line is a good thing. I know that it is inconvenient but when you live on a street... You do not own the parking. Maybe my eastern upbringing but I am always am amazed that people think they own the space on the street. I have never expected to be able to park on the street in front of my house! Boston did that to me.
Maggie

For the Wilmington project, I would be interested to know if anyone has studied how switching from a business use to a residential use has affected property values in the neighborhood. I don't think the project will have adverse affects on the parking in the neighborhood. What the neighbors need is to have access to the parking in front of their homes. I'd be angry if this happened to me. We should try to get residential permits on the streets in these neighborhoods. I spoke with a couple of gentlemen after the meeting and we agreed that the developer is not the cause of what's wrong now. I suggested they speak with him, as he really seems to care about his impacts, and ask if he would be of aid in helping them solve their issues even though he's not the cause of them. He seemed thoughtful, level-headed, and used data to support his decisions. I think if he agreed to help he could be an asset, if for no other reason than being a voice to help them lessen the impacts of what development has done to the neighborhood, particularly the parking problem. They thought that was a very workable idea and something they hadn't considered. If we can help mediate these type of interactions in the future, I think it's a great use of our community council. As far as the buildings themselves, with the proper landscaping and some of the suggestions already proposed, in my opinion it will actually be an improvement of the site.

#2. I like the drawings for the second set of plans. They seemed to have put some thought into allowing pedestrians through for the s-line. I understand some of the complaints about the increase in street parking but that seems to be a problem in most cities we visit. I appreciate developers who like their developments to be pleasing to the eye with greenery and such. Landon

June 23 - I actually like the 640 E Wilmington project. I am concerned about the parking for the residents. I would encourage the city to work with the residents to obtain a parking restriction permit for Wilmington and 600 E. Amy

640 E. Wilmington: I'm in favor of this project, mostly because I like the way it interacts with the S-Line corridor; it is the type of TOD development that many of us expected with that stretch. Although I'm sympathetic with the concerns of the neighbors that attended the meeting on Monday, they should understand that when the S-Line was built it was a foregone conclusion that development would soon follow. I've attached a few photos from today. Of special note: I hope they will retain most, if not all, trees on that property, they are mature and their loss would negatively impact the aesthetic of the streetscape; it is nicely tree-lined and shaded street. And I agreed with some of Soren's suggestions to reduce the asphaltage on site and increasing the pedestrian walkways between buildings. Here's the notes to accompany the photos attached.

#6158 is the 600 E side of the property



#6159 is the Wilmington street side



#6160 is the current building on the site



#6161 shows the proximity of the currently pedestrian corridor with the property line of the new development.



4 Attachments

2. Cowboy Partners Project at 640 East Wilmington--I really like the look and feel of these apartments, and see them as an improvement to the neighborhood. I believe the neighbors, despite their objections, will see their property values rise as a result of this project. It starts to capitalize on the public investment in the S-line, and yes, I believe Dan Lofgren, when he says that parking at Liberty Village is under-utilized and predicts the same for the new project. I feel that Mr. Lofgren cares about more than money in the way he carries out development projects. Aesthetically, they are better than they have to be, and I like the way he has scattered the 20% of affordable housing throughout Liberty Village. There is no difference in the affordable and the market rate apartments there. You don't know what your neighbor is paying unless she tells you. Furthermore, in both projects there are common amenities that go beyond what is required.

On the other hand, I am concerned about affordable housing in the City. If you are paying \$1200/month, you must make \$50K per year to avoid paying more than 30% of your income for housing. Where are these jobs coming from? Where are the people going to live who cook and clean in restaurants, repair cars, sell retail? Where do the secretaries, bookkeepers and, sadly, the school teachers live? Are we expelling them to the suburbs?

Both of these projects represent gentrification. People with lots of capital are monetizing a commons created by community members and taxpayers. These developers are investing here because generations of the past and today created a desirable, livable, peaceful neighborhood. The community needs to figure out how everyone who contributes to the community gets to stay here.

One further thought--please urge Dan Lofgren to consult SLC urban forestry for tree recommendations. I was pleased with the number of trees he wanted. I would like to see the old existing trees saved as much as possible, and the new ones that will be planted--let them be adapted to the coming climate. The Norway maples that the plans call for are doomed. That species is already dying all over the city, including the one in my back yard.

Hi Judy,

I still don't think there is enough parking for the structure in the downstairs parking structure. I think if each unit can hold two people, there should be two parking spaces for those units that can have two residents, married or not. After this project is finished, the city is going to have to put a light at the end of Wilmington with the expected traffic that will dump out on Sugarmont. Right now, that stop is so busy and no one lives on that corner right now.

If this project could be smaller, it might fit in the area better, but I'm sure they don't want to make it smaller.

B [REDACTED]
C [REDACTED]

ATTACHMENT H: DEPARTMENT REVIEW COMMENTS



Work Flow History Report

640 E WILMINGTON Ave

PLNSUB2016-00427

Date	Task/Inspection	Status/Result	Action By	Comments
6/13/2016	Zoning Review	Additional Information	Mikolash, Gregory	It would appear that additional information is needed to make this a complete application. I do not see a detailed description of the project nor is there an attached Development Plan. Difficult to determine height w/o elevations. Highly suggest that this project go to DRT, unless this occurred and was submitted under a different address.
6/20/2016	Engineering Review	Complete	Weiler, Scott	No objection to the conditional use. Civil design plans need to be submitted, reviewed and approved before a Permit to Work in the Public Way can be issued to a licensed contractor, who has a bond and insurance certificate on file with SLC Engineering.
6/28/2016	Police Review	Complete	Pickering, Maryann	No comments received.
6/28/2016	Sustainability Review	Complete	Pickering, Maryann	No comments received.
6/28/2016	Transportation Review	Complete	Barry, Michael	<ol style="list-style-type: none"> 1. Parking layout, design, and dimensional requirements must conform to standards in 21A.44.020. 2. The minimum parking requirement for residential use in CB Zone is one (1) parking space per dwelling unit. The maximum parking requirement is one hundred twenty five per cent (125%) of the minimum. There are seventy (70) residential units proposed, therefore the minimum parking requirement and the maximum parking allowed are seventy (70) and eighty-eight (88) parking spaces, respectively. Parking Count table on Site & Landscape Plan indicate one hundred nine (109) parking spaces which exceeds the maximum number of parking spaces allowed which includes on street parking. The number of parking spaces provided and Parking Count table should be adjusted to conform to minimum and maximum parking requirements. The maximum number of parking spaces allowed may be increased per implementation of Transportation Demand Management Strategies per 21A.44.050.C.3.b. 3. Dimensions of on street parking spaces should be shown on plan. 4. Bicycle parking requirements must be shown on plan. The location of bicycle parking (bike racks) must be shown on plan. 5. Electric vehicle parking requirements must be shown on plan. The location of electric vehicle parking spaces must be shown on plan.
6/29/2016	Building Review	Complete	Pickering, Maryann	See zoning review.
6/29/2016	Fire Code Review	Complete	Pickering, Maryann	No comments received.
6/29/2016	Planning Dept Review	In Progress	Pickering, Maryann	1. Provide calculations showing the footprint of each building and the total square footage. We need to confirm it is under the threshold for the requirement of Conditional Building and Site Design Review.

				<p>2. The minimum rear yard setback in the CB is 10 feet. We would consider the side along the streetcar line as the rear. The plan shows it as eight feet. The setback can either be increased to 10 feet or modification of the setback can be requested through the Planned Development process. If you chose to do the latter, you will need to include it in your written narrative and the reasons why it is being reduced.</p>
6/29/2016	Public Utility Review	In Progress	Pickering, Maryann	No comments received.
6/30/2016	Zoning Review	Complete	Pickering, Maryann	
7/11/2016	Public Utility Review	Complete	Pickering, Maryann	<p>Comment from Jason Draper:</p> <p>Site and Building improvement plans will need to be submitted to public utilities for review. The water line in Wilmington Avenue will need to be upsized to accommodate the increased flows and fire demands. The applicant will need to submit water and sewer demands and calculations for review. The existing water and sewer service connections will need to be consolidated. A technical drainage study and SWPPP document will be required.</p>
7/12/2016	Community Council Review	Complete	Pickering, Maryann	<p>Item was presented at the June 20 and July 6 Sugar House community council meetings. Comments were provided.</p>

ATTACHMENT I: MOTIONS

Based on the standards and findings for planned development listed in the staff report, it is the Planning Staff's opinion that the project does meet the applicable standards and findings for planned developments.

Consistent with Staff Recommendation:

Based on the testimony and the proposal presented, I move that the Planning Commission approve the planned development (PLNSUB2016-00427) for the property located at approximately 640 E. Wilmington Avenue based on the findings and analysis in the staff report.

Not Consistent with Staff Recommendation:

I move that the Planning Commission deny the planned development (PLNSUB2016-00427) for the property located at approximately 640 E. Wilmington Avenue based on the following (Commissioner then states criteria and findings based on the standards to support the motion for denial).