

PLANNING COMMISSION STAFF REPORT

1400 S. Apartments Planned Development
PLNSUB2013-00997 Planned Development
247 West 1400 South
March 12, 2014



Planning and Zoning Division
Department of Community and
Economic Development

Applicant:

Wasatch Advantage Group, represented by
Adam Lankford

Staff:

John Anderson, 535-7214
John.anderson@slcgov.com

Tax ID:

15-13-212-006, 15-13-208-004, 15-13-208-
003

Current Zone:

C-G General Commercial District

Master Plan Designation:

High Density TOD

Council District:

District 5; Erin Mendenhall

Community Council:

Ballpark

Lot Size:

8.19 acres

Current Use:

vacant

Applicable Land Use Regulations:

- 21A.26.070 General Commercial District
- 21A.55 Planned Developments

Notification

- Notice Mailed: February 28, 2014
- Sign Posted: February 28, 2014
- Posted to Planning Division and Utah
State Public Meeting websites:
February 28, 2014

Attachments:

- A. Site Plan & Elevations
- B. Letter from Applicant
- C. Department Comments
- D. Site Photos
- E.

Request

This is a request from Mr. Adam Lankford, representing Wasatch Advantage Group for a Planned Development on properties located at approximately 247 West 1400 South. The parcels of property are currently vacant. The applicant is proposing to consolidate the lots to accommodate the construction of a 251 unit apartment complex in four separate buildings. A Planned Development is required as the applicant is requesting to construct multiple buildings on a single parcel and each building would not have frontage on a public street.

Staff Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the proposal generally meets the applicable standards for a Planned Development and therefore, recommends the Planning Commission approve petition PLNPCM2013-00997, with the following conditions:

1. All properties shall be consolidated into a single parcel.
2. Project shall be built as shown in the attached elevations and site plan.
3. All other departmental/division comments found in Attachment C.

VICINITY MAP



Background

Project Description

The applicant is proposing to consolidate existing parcels into a single lot to accommodate the construction of a 251 unit multi-family residential development on the site. The development consists of four buildings, associated parking lots, development amenities and landscaped open space. The property will have access from three public streets: 300 West, 1400 South and High Avenue. Both High Avenue and 1400 South are short streets that extend east from 300 West and currently dead end into the lot. The existing lot is currently vacant; at one time an industrial type development was located on the lot but was demolished in 2008.

The property is zoned CG General Commercial District as are all adjacent properties. The surrounding neighborhood to the north and west consist of general retail uses including large big box type developments. On

the property to the south is an existing impound lot, a remnant of the former industrial uses that were once common along 300 West. To the east is the UTA TRAX line and further east across the tracks is a large multi-family residential project. That project is located in the R-MU Residential Mixed Use District.

The existing lot is currently vacant and generally blighted. A building was demolished in 2008 and the lot has not been occupied since that time. There have been numerous enforcement cases with regard to this property because of weeds and junk. Also because much of the property is hidden due to limited frontage on public streets, the Police Department commented that this area has a history of crime occurring on the property. Developing these lots will help to alleviate this continual blight and criminal mischief.

Comments

Public Comments

The project was discussed by the Executive Board for the Ballpark Community Council. The project was positively reviewed and members of the board mentioned that this location was a good place for a multi-family residential development. Staff and the applicant attended the Ballpark Community Council on Thursday March 6, 2014. There was no vote taken at the meeting.

City Department Comments

Department comments are listed in Appendix C. There are no issues raised by the departments that cannot be addressed.

Analysis and Findings

City Code 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:

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

City Code 21A.55.010 provides the following purpose statement and objectives for planned developments:

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:

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

Analysis: Based on information received from the applicant, the proposed planned development seeks to achieve objectives D and G.

The property is a large piece of property but with limited access to public streets. The property is generally situated behind developed parcels along 300 West. There is access from 300 West, 1400 South and High Avenue. Both High Avenue and 1400 South only extend partially into the property in question and the bulk of the developable portions of the lot are located east of where 1400 South and High Avenue currently dead end inside the parcel. By allowing development without street frontage the parcel can be better utilized and developed, allowing for a denser project than would be allowed if the requirement for each building to have frontage remains in place. The request made by the applicant will result in a more enhanced product than would be achievable through strict application of land use regulations as it will give the applicant an opportunity to fully develop this odd shaped piece of property.

The development also includes amenities for the residents such as a tot lot, clubhouse and pool area. The crux of the argument is that due to the nature of the area, amenities that make residential living more enjoyable, such as parks, playgrounds, etc. are not available in the vicinity. The applicant is proposing to provide these amenities on site. While these are available to the residents of the facility and not the general public, the general public has an interest in developing these amenities on site because they are being provided at the developer's expense, not at the expense of the taxpayer.

The remainder of the property would include a surface parking lot and landscaping. The provided landscaping exceeds in area what is currently required by the Zoning Ordinance and would create a pleasing environment. Further the applicant has proposed to construct buildings that have been designed in a pleasing manner using high quality materials despite no requirement in the zoning district. After meeting with staff to discuss the project, the applicant agreed to make some changes to the design of the structures to enhance certain facades near the entry ways to the development by adding windows and brick. This enhanced landscape and architecture satisfies the requirements of Objective D.

The 1400 South Apartments is a project developed in partnership with Utah Housing Corporation and the applicant. The project will be restricted to individuals and families earning up to 60% of the area median income which is \$28,860 for an individual and \$41,220 for a family of four.

Finding: Based on findings by staff the proposal does appear to satisfy objectives D and G of the planned development purpose statement.

- B. Master Plan and Zoning Ordinance Compliance:** The proposed planned development shall be:
1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and;
 2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Analysis: The Central Community Future Land Use Map has designated the parcels of property in question as High Density Transit Oriented Development due to its proximity to the Ballpark TRAX Station on 1300 South. This designation is identified as 50 more residential units per acre. As proposed the development is approximately 31 units per acre.

With regards to multi-family residential development the master plan states as a policy to, “Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.” This project does not include multiple uses but is located in an area with many commercial and retail uses but few residential options.

The master plan later states further that there is a concern that TOD designated areas may encourage commercial development rather than residential development. As many of the adjacent properties to the north and west currently house mainly retail services, this proposed multi-family residential community may provide a balance of uses and create a population to further utilize those existing commercial uses. Adding density near a transit station will also help to further improve transit usage and may encourage neighboring parcels to develop in a similar manner.

Planned Developments are permitted within the CG General Commercial District, and Table 21A.55.060 of City Code states that a planned development does not have a minimum size requirement in the zoning district. In addition, the CG zoning district does not have limitations placed on the allowed density. This would be controlled by other requirements that are included in the zoning district such as height allowance, parking requirements and setbacks. The zoning district does not have design requirements which dictate architectural elements of a development.

Finding: The proposed development is a permitted use in the CG zoning district, and is consistent with the Central Community Master Plan.

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

1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
 - 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 and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land use, public services, and utility resources;
5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and
6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.

If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.

Analysis: The surrounding neighborhood to the north and west consist of general retail uses including large big box type development. On the property to the south is an existing impound lot a remnant of the former industrial uses that were once common along 300 West in the past. To the east is the UTA TRAX line and further east is a large multi-family residential project.

The property has access to three public streets: 300 West, 1400 South and High Avenue; the proposed project shows general access to 300 West and 1400 South and only emergency access to and from the project on High Avenue. The intersection at 1400 South and 300 West is a controlled intersection with a traffic light which assists vehicular traffic but also provides safe way for pedestrians to access retail services on the opposite side of the street.

Sidewalks are located throughout the property and the Transportation Division made recommendations to ensure that crossings are safe for pedestrians. Pedestrian traffic will be accommodated by existing sidewalks and new sidewalks that have been required by the Engineering Division and are a condition of approval for this project. This is especially integral to the project as it is near transit and many residents may utilize these pedestrian facilities to access to the TRAX station.

Vehicular traffic will be accommodated on the streets mentioned earlier. The project is proposing 405 parking stalls which exceed the required number of parking stalls by 69 stalls. The parking also provides for electric vehicle charging stations and bicycle parking as required. There should be no adverse impacts to the neighborhood due to parking or traffic flow.

As proposed the development would be compatible with the existing commercial development in the area. It is seeking a waiver of the requirement that the buildings all have street frontage but the large size of the parcel and the proposed placement of the buildings should negate any negative impacts of the project. The proposed development would meet all setback, parking, building height and landscaping requirements of the Zoning Ordinance which will reduce any potential negative effects on adjacent properties.

With regard to engineering or utilities issues, the Transportation Division, Engineering Division, and Public Utilities have reviewed the petition and recommended approval subject to compliance with their conditions which can be found in Attachment C, City Code and applicable policies.

Finding: With respect to vehicle access and circulation, parking area, compatibility and utility services, staff finds the proposed planned development is compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use is located. Furthermore, the proposed use is permitted within the C-G General Commercial District.

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

Analysis: There is currently little mature vegetation on the lot to maintain. It is generally vacant with a section of asphalt and weed and small shrub growth. There are some trees growing on the property with the majority against the east property line adjacent to the TRAX line. These trees appear to have not been planted with purpose and have not been maintained in some time. The applicant is proposing to install a required 7 foot landscaped buffer along this property line as well all other property lines adjacent to the parking facility.

Finding: Proposal does sufficiently comply with this standard because of its general lack of existing landscaping and the submittal of a landscaping plan that meets or exceeds the requirements of the Zoning Ordinance.

E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;

Analysis: There are no existing buildings on the property.

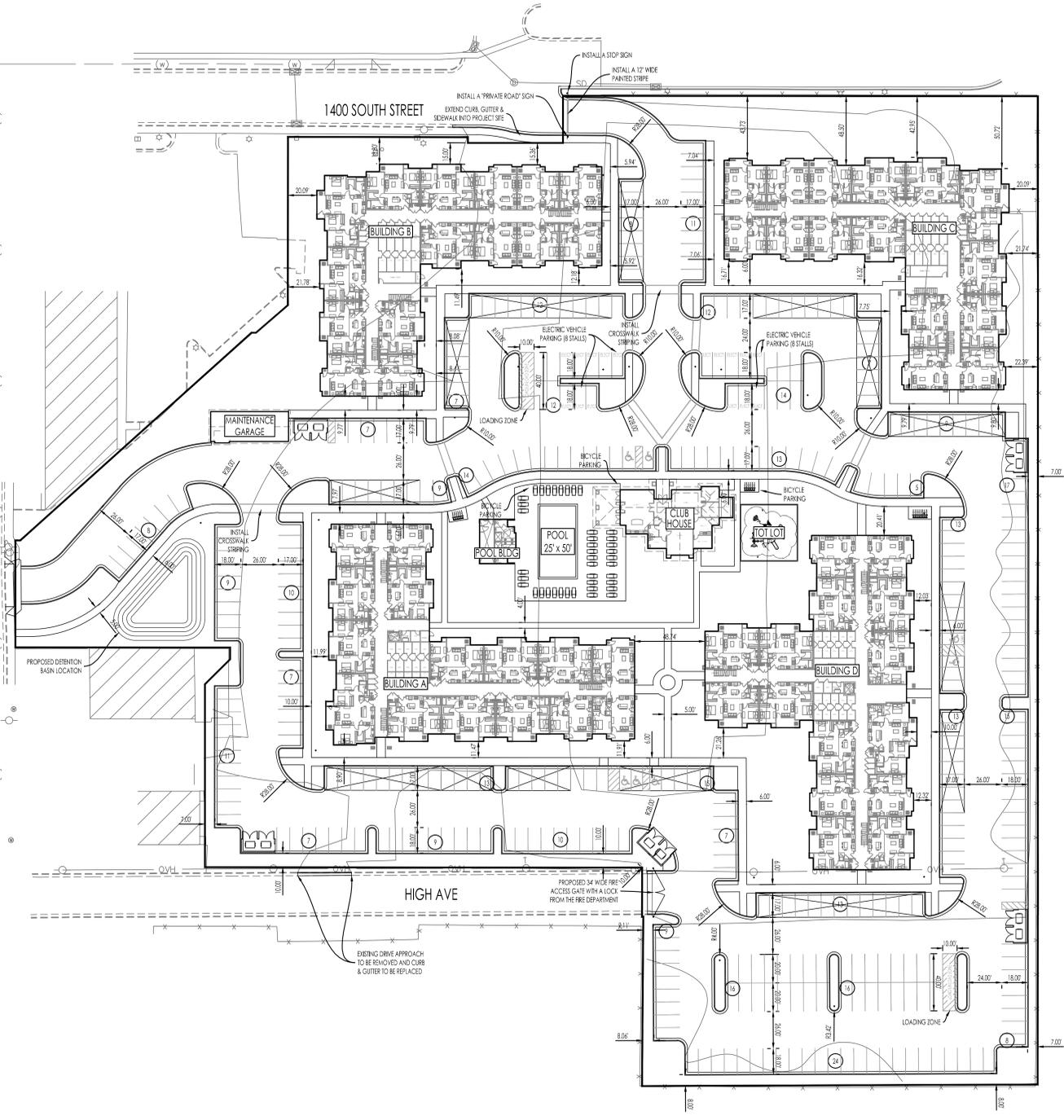
Finding: The proposed planned development will not impact any historical or architecturally significant structures or features.

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

Analysis: The proposed development does comply with existing Zoning Code regulations except in those areas that were earlier mentioned in the request portion of the staff report. Information provided by other city departments has not mentioned any applicable code or ordinance requirements that cannot reasonably be met.

Finding: Staff finds the proposed planned development conforms with all applicable regulations except as has been recommended in earlier portions of the staff report.

Attachment A
Site Plan & Elevations



LEGEND

PROPOSED COVERED PARKING STALLS

SITE TABULATION -- ZONE CG

| | | | |
|-------------|------------|------------|-------|
| TOTAL SITE: | 356,610 SF | 8.19 ACRES | 100% |
| BUILDINGS: | 84,979 SF | 1.95 ACRES | 23.8% |
| HARDSCAPE: | 141,325 SF | 3.24 ACRES | 39.6% |
| OPEN SPACE: | 127,306 SF | 2.92 ACRES | 35.7% |

PARKING LOT LANDSCAPE CALCULATION

PARKING LOT AREA: 154,719 SF
PARKING LOT LANDSCAPE AREA: 13,395 SF (8.66%)

UNIT TABULATION

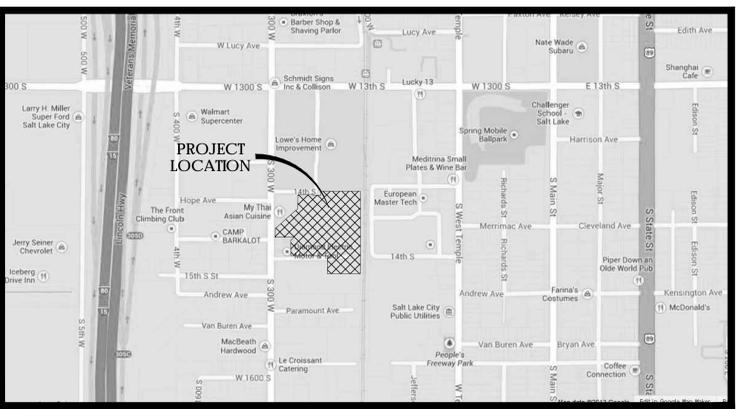
| Building # | 1 Bed | 2 Bed | 3 Bed | Total |
|------------|-------|-------|-------|-------|
| A | 20 | 36 | 4 | 60 |
| B | 24 | 18 | 3 | 45 |
| C | 24 | 18 | 3 | 45 |
| D | 16 | 40 | 4 | 60 |
| Total | 84 | 112 | 14 | 210 |
| | 40% | 53% | 7% | 100% |

PARKING

PARKING REQUIREMENT BASED ON UNIT COUNT:
1 Bedroom (1.0/Unit) 84 Stalls
2 or More Bedrooms (2.0/Unit) 252 Stalls
TOTAL PARKING REQ'D. 336 Stalls Minimum

PARKING PROVIDED:
OPEN PARKING 279 Stalls
COVERED PARKING 111 Stalls
(This Includes 7 ADA Stalls & 2 VAN ADA Stalls)
TOTAL STALLS PROVIDED 390 Stalls (1.86/Unit)

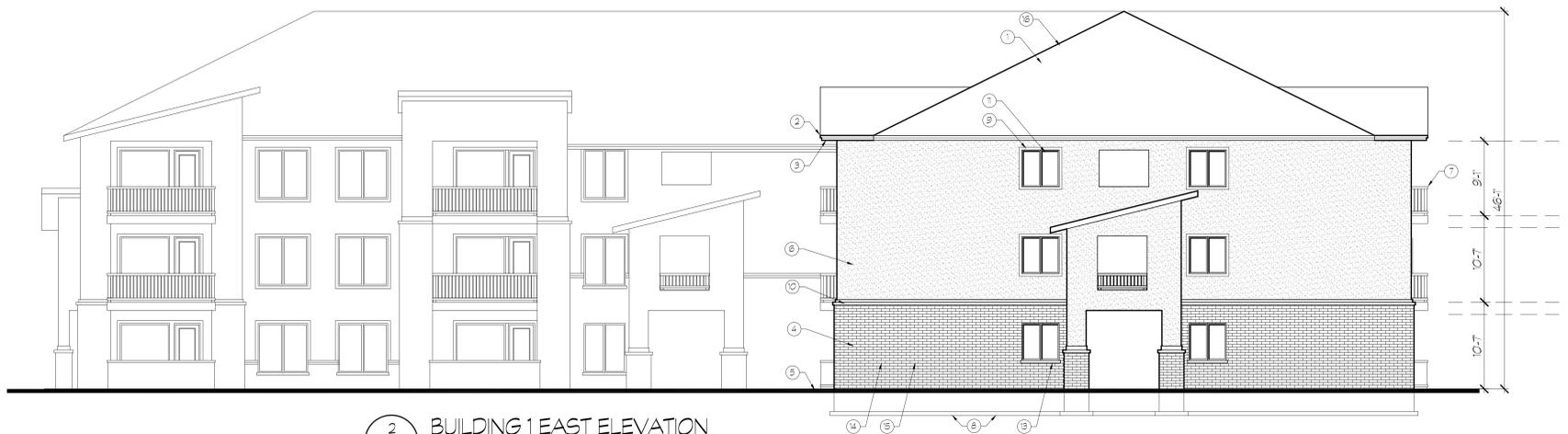
Electric Vehicle Parking 16 Stalls (Requirement is 1 Stall Per 25 Stalls Provided)
Bicycle Parking 20 Stalls (Requirement is 5% of the Total Parking Stalls Provided)



- ELEVATION KEYED NOTES:**
- 1 40-YR ARCHITECTURAL SHINGLES (CLASS A) OVER 30 MIL FELT OVER SCHEDULED ROOF SHEATHING ON SCHEDULED ROOF FRAMING. INSTALL ICE & WATER SHIELD MEMBRANE FROM EAVE TO (MIN) 36" BEYOND INTERIOR PLANE OF WALL & UP ROOF SLOPES & IN ALL EAVES & VALLEYS PER BC-1507.2.2.
 - 2 METAL Drip Edge TYP.
 - 3 ALUMINUM FASCIA SORTIE & RAIN GUTTERS. VERIFY LOCATION OF DOWNSPOUTS WITH OWNER. BRICK TO BE SELECTED BY OWNER. PROVIDE AIR SPACE AND ALL NECESSARY SUPPORT PER BC 1405.1.2.
 - 4 SLOPE EXTERIOR FINISH GRADE AWAY FROM PERIMETER OF BUILDING FOR PROPER DRAINAGE (TYP) SEE CIVIL DRAWINGS.
 - 5 STUCCO HARD COAT EXTERIOR VENEER SYSTEM ON SCHEDULED SHEATHING OVER 2x6 FRAMING SPACED @ 16" O.C. (I.N.O.). PROVIDE VAPOR BARRIER @ ALL INTERIOR SIDES OF EXTERIOR WALLS (TYP). COLOR & TEXTURE OF FINISH TO BE SELECTED BY OWNER.
 - 6 POWDER COATED WROUGHT IRON GUARDRAIL, 42" AFF. ON 2ND & 3RD FLOOR UNITS.
 - 7 CONCRETE FOOTINGS AND FOUNDATION. SEE STRUCTURAL DRAWINGS.
 - 8 FOAM POP OUT STUCCO TRIM.
 - 9 ROWLOCK COURSE BRICK WANSICOTT CAP. AT TOP OF BRICK. (S.C. TO VERIFY HORIZONTAL CAP TERMINATION HEIGHT WITH EXTERIOR ELEVATIONS AND OWNER ARCHITECT).
 - 10 SCHEDULED WINDOW. SEE WINDOW SCHEDULE & TYPES ON SHEET A-6.01.
 - 11 SCHEDULED DOOR. SEE DOOR SCHEDULE & TYPES ON SHEET A-6.01.
 - 12 ROWLOCK COURSE BRICK SILL.
 - 13 ELECTRICAL METER LOCATION. COORDINATE W/ ELECTRICAL DRAWINGS.
 - 14 GAS METER LOCATION. COORDINATE W/ PLUMBING DRAWINGS.
 - 15 TURTLE VENTS FOR ATTIC VENTING PER BC 1003.2 EXCEPTION 1. SEE ROOF PLANS FOR CALCULATIONS AND NUMBER OF VENTS.



1 BUILDING 1 NORTH ELEVATION
 A-2.01 SCALE: 1/8" = 1'-0" (24X36)
 SCALE: 1/16" = 1'-0" (11X17)



2 BUILDING 1 EAST ELEVATION
 A-2.01 SCALE: 1/8" = 1'-0" (24X36)
 SCALE: 1/16" = 1'-0" (11X17)



3 BUILDING 1 WEST ELEVATION
 A-2.01 SCALE: 1/8" = 1'-0" (24X36)
 SCALE: 1/16" = 1'-0" (11X17)



4 BUILDING 1 SOUTH ELEVATION
 A-2.01 SCALE: 1/8" = 1'-0" (24X36)
 SCALE: 1/16" = 1'-0" (11X17)

Architecture Belgique, Inc.
 commercial & residential
 1000 W. 1000 S. STE. 1000
 Salt Lake City, UT 84115
 Email: info@architecturebelgique.com

CIVIL ENGINEER

STRUCTURAL ENGINEER

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

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1400 South Apartments
 1400 South 300 West
 Salt Lake City, Utah 84115
 Developed by Wasatch Advantage Group LLC

Wasatch Advantage Group

Sheet Title
 Building 1 Elevations

Date
 Feb. 18, 2014

Sheet Number
 A2.01

- ELEVATION KEYED NOTES:**
1. ARCHITECTURAL SHINGLES (CLASS A) OVER 30 lbs FELT OVER SCHEDULED ROOF SHEATHING ON SCHEDULED ROOF FRAMING. INSTALL ICE & WATER SHIELD MEMBRANE FROM EAVE TO (MIN) 36" BEYOND INTERIOR PLANE OF WALL & UP ROOF SLOPES & IN ALL EAVES & VALLEYS PER BC - 507.28.2
 2. METAL DWP EDGE - TYP.
 3. ALUMINUM FASCIA SOFFIT & RAIN BUTTERS. VERIFY LOCATION OF DOWNSPOUTS WITH OWNER. BRICK TO BE SELECTED BY OWNER. PROVIDE 1" AIR SPACE AND ALL NECESSARY SUPPORT PER BC 426.12
 4. SLOPE EXTERIOR FINISH GRADE AWAY FROM PERIMETER OF BUILDING FOR PROPER DRAINAGE (TYP.) SEE CIVIL DRAWINGS
 5. STUCCO (HARD COAT) EXTERIOR VENEER SYSTEM ON SCHEDULED SHEATHING OVER 2x6 FRAMING SPACES @ 16" O.C. (MIN). PROVIDE VAPOR BARRIER @ ALL INTERIOR SIDES OF EXTERIOR WALLS (TYP). COLOR & TEXTURE OF FINISH TO BE SELECTED BY OWNER
 6. POWDER COATED W/ROUGHT IRON GUARDRAIL 42" AFF. ON 2ND & 3RD FLOOR UNITS.
 7. CONCRETE FOOTINGS AND FOUNDATION. SEE STRUCTURAL DRAWINGS.
 8. FOAM POP OUT STUCCO TRIM
 9. ROWLOCK COURSE BRICK WANSBOT CAP AT TOP OF BRICK. S.C. TO VERIFY HORIZONTAL CAP TERMINATION HEIGHT WITH EXTERIOR ELEVATIONS AND OWNER/ARCHITECT
 10. SCHEDULED WINDOW. SEE WINDOW SCHEDULE & TYPES ON SHEET A-8.01
 11. SCHEDULED DOOR. SEE DOOR SCHEDULE & TYPES ON SHEET A-8.01
 12. ROWLOCK COURSE BRICK SILL
 13. ELECTRICAL METER LOCATION. COORDINATE W/ ELECTRICAL DRAWINGS
 14. GAS METER LOCATION. COORDINATE W/ PLUMBING DRAWINGS
 15. TURTLE VENTS FOR ATTIC VENTING PER BC 903.2 EXCEPTION 1. SEE ROOF PLANS FOR CALCULATIONS AND NUMBER OF VENTS



1 BUILDING 4 SOUTH ELEVATION
A-2.05 SCALE: 1/8" = 1'-0" (24X36)
SCALE: 1/16" = 1'-0" (11X17)



2 BUILDING 4 NORTH ELEVATION
A-2.05 SCALE: 1/8" = 1'-0" (24X36)
SCALE: 1/16" = 1'-0" (11X17)

1400 South Apartments
1400 South 300 West
Salt Lake City, Utah 84115
Developed by Wasatch Advantage Group LLC

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Attachment B
Letter from the Applicant



Tuesday, March 04, 2014

Salt Lake City Planning Commission

451 South State Street

Salt Lake City, Utah 84114-5480

Dear Planning Commission Members:

Please allow me a moment of your time to introduce the Wasatch 1400 South Apartments (marketing name TBD). This community is planned to include 210 residential apartment units (84-1 bed/1 bath, 106-2 bed/2 bath and 20-3 bed/2 bath) on 8.19 acres. The property is located back off of 300 west adjacent to the Trax line, with very limited frontage on 1400 south and High Avenue (both dead end streets). The property also has a unique shape and size and is ripe for redevelopment. Because of this unique land parcel, one of our proposed buildings is unable to comply with Section 21A.36.010 (B) which requires that all buildings front a public street. Below I have outlined how we mitigate the issue and the overall benefits of the project.

- The project is a proud partnership with Utah Housing Corporation, Private Activity Bond Board and Wasatch Advantage Group. This partnership has completed many successful projects together such as Providence Place in downtown Salt Lake City.
- This project will create much needed work force housing at 60% area median income (\$28,860 for an individual and \$41,220 for a family of four).
- The project will include a new hybrid-urban product (which is more dense than a suburban product), 3-building types (3 and 4 story buildings with elevators), contemporary architecture (colors and materials), and hidden/interior corridors.
- The project will include enhanced side elevations (bldg. A and B) at entrance to create a more street scape feel. Elements include additional brick and windows, metal awnings, and buildings pulled closer to the street with columnar street trees.
- The building architecture (rooflines and materials) and site design create a quality, cohesive master planned project centered around a pool and clubhouse.
- The site design for the project creates usable open space areas with amenities such as a tot lot, clubhouse, spa and pool area.

-The redevelopment and lot consolidation of the 8.19 acres will remove a hazard and nuisance. The project will provide the opportunity to have debris removed along with eliminating other unwanted nuisances cause by the site being vacant.

-The project will help support the existing commercial and further promote the development of the area by bringing approximately 400 people to shop and work in the area.

-Wasatch has a longstanding reputation for holding and maintaining their communities long term. This longterm outlook requires us to construct to a higher standard and budget for project maintenance and capital improvements from year 1.

-Wasatch excels at property management and will have a full time community manager, 5-7 full time staff members and night time security patrol. Typical community programs include movie night, cooking classes and quarterly resident parties. Other services include, Wasatch's signature 'Three Hour Work Request' service for any maintenance needs.

-Wasatch is a local company with offices downtown with several apartment communities and office towers in Salt Lake City.

We are excited about the project and feel that by redeveloping the site with a quality project it will remove a nuisance from the city and help support the existing commercial in the area and provide much needed workforce housing.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam Lankford". The signature is fluid and cursive, with a large loop at the end.

Adam Lankford

Wasatch Advantage Group

299 South Main Street, Suite 2400

Salt Lake City, Utah 84111

Attachment C
Department Comments



PLNSUB2013-00997 Division Comments 14 January 2014

Planning Division Community & Economic Development Department

Police Review

No comments

Public Utilities—Justin Stoker (801)483-6786

Comments have not yet been received. I will send them as soon as I receive them.

Zoning Review—Alan Michelson (801)535-7142

Comments are attached in a separate file

Building—Kenneth Anderson (801)535-6624

No comments

Transportation Review—Barry Walsh (801)535-6630

Provide full parking calculations to include ADA stalls, Electric vehicle stalls, loading areas, and the 5% bicycle stall requirements.

Indicate traffic regulatory element for the 1400 South drive way proposal.

Indicate High Avenue terminus with a fire approved turnaround or access drive into the development.

Show the minimum 50 foot drive approach off set on 300 West from the Whitney "T" intersection.

Indicate the sidewalk widths and ADA corridors.

Indicate if any covered parking or security access is to be proposed, for additional review comments.

Additional comments received on 29 January 2014:

Redline review comments have been noted on the attached preliminary PDF drawings to address Planning concerns and general issues. A full site development review process is require for a Building permit.

On the site plan I have noted that public way improvements will be required along 1400 South to install curb & gutter and public sidewalk. The sidewalks need to comply with ADA guidelines, the (5' sidewalk) needs to be six feet wide due to vehicle overhang and that the 18' stall can be reduced to 17 feet with the overhang.

I have also recommended that the pedestrian crossing near 1400 South should be moved away from the roadway curve, Show all crossing as ADA compatible with ramps etc.

The electric vehicle parking stalls, 16 shown, need to be dispersed throughout the project to accommodate each building.

On the Landscape Plan I have noted the 30 foot Clear sight zone required at 1400 South and the 10x10 foot CSZ required at the driveway on 300 West.

On the Carport detail I have noted that the column is, in conflict with parking stall buffers and the minimum height for ADA van stalls is 8'-2".

Engineering Review- Scott Weiler (801)535-6159

The existing drive approach on the project frontage of High Avenue must be removed if it will not need to serve this site. Some curb & gutter may also need to be extended along the north side of the existing High

Avenue roadway. The proposed drive approach on 300 West must comply with APWA Std. Plan 221 or 225. The sidewalk and curb & gutter on the south side of 1400 South must be extended to the east end of the public right-of-way. Although this is a subdivision application, due to the minimal amount of work anticipated in the public way, a Permit to Work in the Public Way will be used, rather than a Subdivision Improvement Construction Agreement.

Fire Review – Ted Itchon (801) 535-6636

No comments

Planning Review – John Anderson (801) 535-7214

Please indicate why there is no connection to High Avenue. Planning staff believes that integrating the street into the property would be beneficial.



PLNSUB2013-00997 Division Comments 4 February 2014

Planning Division Community & Economic Development Department

Police Review

No comments

Public Utilities—Justin Stoker (801)483-6786

This project is difficult, since there wasn't a proposed utility plan submitted with the proposal. There is a 6-inch water main in 1400 South that will not be usable for fire flow. There is a 10-inch asbestos concrete waterline in 300 West that may be used for culinary or fire flow connections. There is a VCP sewer line in 300 West that can likewise be used for the project. Along with a 36-inch RCP storm drain in 300 West.

Note that when the parcels are combined, that any utility services would need to be terminated. It appears that there is a ¾" water service at 251 West 1400 South that seems to qualify for being terminated.

During the permitting process, a technical drainage study prepared by an engineer and designed in accordance with the SLC Design Process Manual, section 2.2.2 will need to be done. Also a Storm Water Pollution Prevention Plan (SWPPP) will need to be reviewed as part of the plan review.

Zoning Review—Alan Michelson (801)535-7142

Calculations for the total number of trees and shrubs for parkway landscaping, interior parking lot landscaping and perimeter parking lot landscaping shall be documented on the permit set of plans pursuant to the provisions of 21A.48. Also see previous review comments in the ACCELA documents folder dated 1/2/14.

Building—Kenneth Anderson (801)535-6624

No comments

Transportation Review—Barry Walsh (801)535-6630

Provide full parking calculations to include ADA stalls, Electric vehicle stalls, loading areas, and the 5% bicycle stall requirements.

Indicate traffic regulatory element for the 1400 South drive way proposal.

Indicate High Avenue terminus with a fire approved turnaround or access drive into the development.

Show the minimum 50 foot drive approach off set on 300 West from the Whitney "T" intersection.

Indicate the sidewalk widths and ADA corridors.

Indicate if any covered parking or security access is to be proposed, for additional review comments.

Additional comments received on 29 January 2014:

Redline review comments have been noted on the attached preliminary PDF drawings to address Planning concerns and general issues. A full site development review process is require for a Building permit.

On the site plan I have noted that public way improvements will be required along 1400 South to install curb & gutter and public sidewalk. The sidewalks need to comply with ADA guidelines, the (5' sidewalk)

needs to be six feet wide due to vehicle overhang and that the 18' stall can be reduced to 17 feet with the overhang.

I have also recommended that the pedestrian crossing near 1400 South should be moved away from the roadway curve, Show all crossing as ADA compatible with ramps etc.

The electric vehicle parking stalls, 16 shown, need to be dispersed throughout the project to accommodate each building.

On the Landscape Plan I have noted the 30 foot Clear sight zone required at 1400 South and the 10x10 foot CSZ required at the driveway on 300 West.

On the Carport detail I have noted that the column is, in conflict with parking stall buffers and the minimum height for ADA van stalls is 8'-2".

Engineering Review- Scott Weiler (801)535-6159

The existing drive approach on the project frontage of High Avenue must be removed if it will not need to serve this site. Some curb & gutter may also need to be extended along the north side of the existing High Avenue roadway. The proposed drive approach on 300 West must comply with APWA Std. Plan 221 or 225. The sidewalk and curb & gutter on the south side of 1400 South must be extended to the east end of the public right-of-way. Although this is a subdivision application, due to the minimal amount of work anticipated in the public way, a Permit to Work in the Public Way will be used, rather than a Subdivision Improvement Construction Agreement.

Fire Review – Ted Itchon (801) 535-6636

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

Attachment D
Site Photos



In the property looking east towards the UTA TRAX Line and neighboring multi-family residential development.



In the property looking towards the south.



In the property looking down 1400 South west towards 300 West.



Looking towards the west along High Avenue towards 300 West.