Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: John Anderson, Senior Planner
(801) 535-7214 or john.anderson@slcgov.com

Date: November 28, 2018

Re: PLNSUB2018-00641: RR Development Planned Development

PLANNED DEVELOPMENT

PROPERTY ADDRESSES: 205 – 171 N. Redwood Rd. and 160 N. Harold St.
PARCEL ID: 08-34-331-046, 08-34-331-042, 08-34-380-005 and 08-34-331-043
ZONING DISTRICT: TSA-MUEC-T (Transit Station Area Mixed Use Employment Center Transitional)
MASTER PLAN: North Temple Boulevard Master Plan

REQUEST: A request by Mr. Blake Henderson, the property owner, for Planned Development approval to facilitate the construction of a 299 unit multi-family residential project at approximately 185 N. Redwood Rd. Multi-family residential developments are a permitted use in the zone but the project may only be approved as a Planned Development as the applicant has requested that the Planning Commission allow a building to exceed the maximum corner side yard along Harold St., allow surface parking in the corner side yard and to waive some design standards along the west façade.

RECOMMENDATION: Planning Staff recommends that the Planning Commission approve the Planned Development with the following conditions:

- The parcels must be consolidated into a single parcel.
- Surface parking areas must be setback at least 8 feet from the property line and be screened with a hedge or wall that is at least 36" above grade.

ATTACHMENTS:

A. Vicinity & Zoning Maps
B. Applicant's Narrative
C. Submitted Plan Set
D. Site Visit Photos
E. Analysis of TSA Zoning Standards
F. Analysis of Planned Development Standards
G. Public Process and Comments
H. Department Review Comments

PROJECT DESCRIPTION: The project area consists of four existing parcels along the west side of Redwood Road with other frontages along Gertie Ave. and Harold St. meaning the area has frontage on three public streets. The subject properties are outlined in red in the map below. The project site is approximately 2.73 acres in size and is generally vacant and undeveloped. There is a long unused

parking lot on portions of the property but there is not a use currently tied to that parking facility as there are no structures on the property. This neighborhood is redeveloping and has seen several large multi-family residential developments open recently. It is transitioning from what was primarily a suburban style retail environment to a more dense transit oriented development pattern along both North Temple Blvd. and Redwood Rd.

Neighborhood

The property is surrounded on the north and west by new multi-family residential structures that were developed by the same applicant. To the south is a typical big-box retail center and to the east across Redwood Rd. is an older multi-family residential development. The parking areas on the property would be accessed from Redwood Rd. and from Gertie Ave. Redwood Rd. along with nearby North Temple Blvd. are considered to be arterial streets in the city's major street plan providing high-capacity connections through the region. The site is also near two light-rail stations along North Temple Blvd. at 1940 W. and 1400 W. (Power Station).

Design

The proposal would include two, 5 story buildings built up to 58 feet in height both designed in a similar modern manner with brick, glass and hardie-board panels as the exterior building materials. The north building would be facing Redwood Rd. and a private drive on the north side of the project site. The south building would be facing Redwood Rd., Gertie Ave. and Harold St. The plans show architectural features highlighting the corner of Gertie Ave. and Redwood Rd. and a roof top amenity for residents on the west side of the structure. The two structures though similar in design and layout do have different architectural features to avoid monotony. They are connected on the fourth story of the east façade of the building with a glass and metal bridge spanning between the two structures.

Image above is displaying the intersection of Redwood Rd. and Gertie Ave.

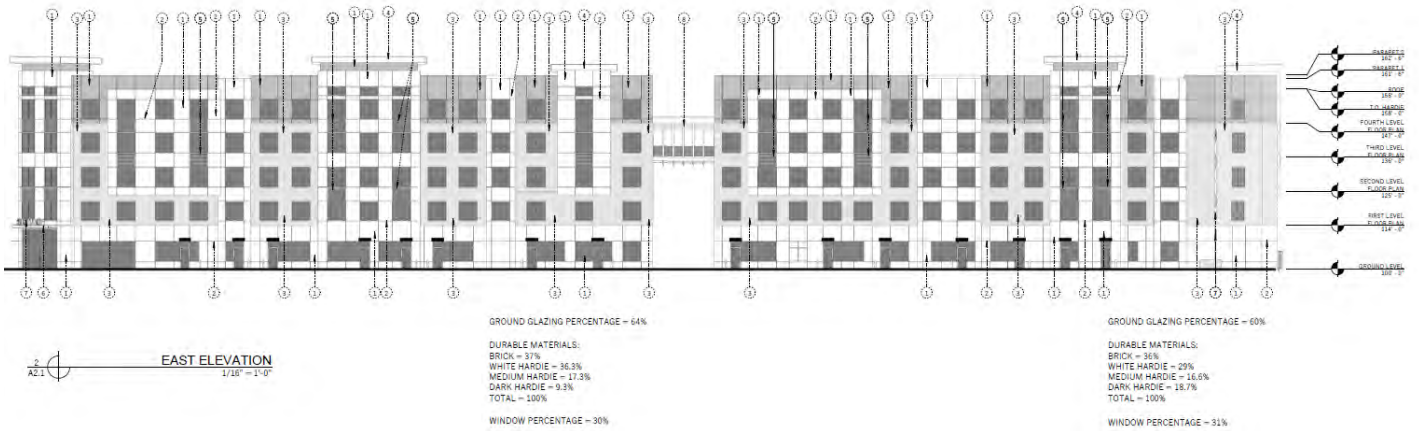
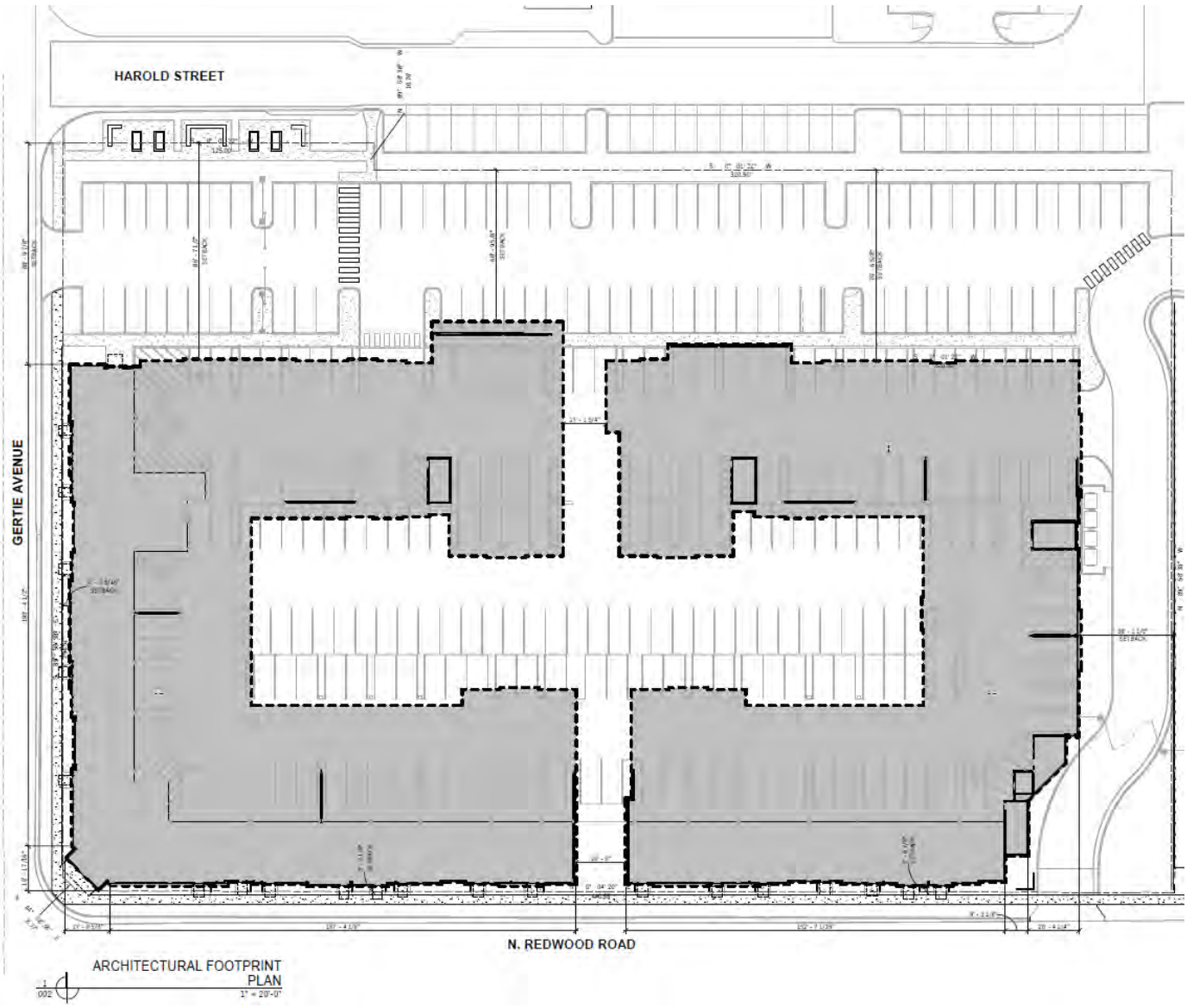


Image above shows the east façade along Redwood Rd.

The project includes active ground floor uses along all street frontages except Harold St. The uses along Gertie Ave. include amenity and office space for the development itself. Along Redwood Rd. the ground floor spaces will be marketed as short-term residential units or executive suites. Behind these uses, underneath the structures, is the required parking for the development. The parking areas contained in the building are shielded from view by those ground floor uses along Redwood Rd. and Gertie Ave. There are surface parking areas in the rear of the buildings which is the west side that will be visible from both Gertie Ave. and Harold St. if not screened by fencing or landscaping. These surface parking areas are an extension of the parking provided beneath the residential structures.



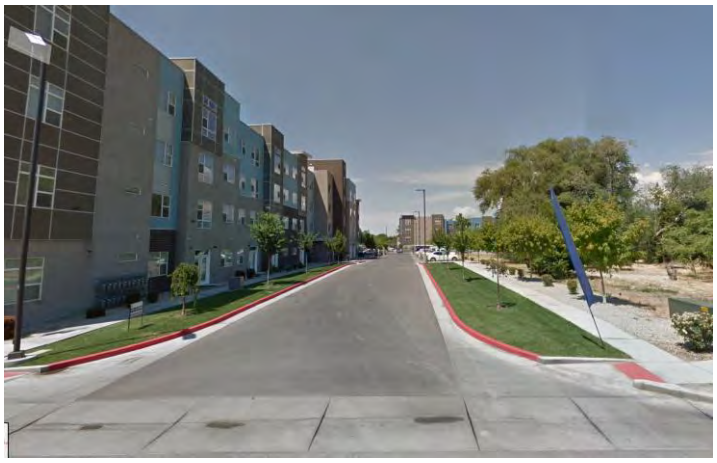
The proposed site plan with the building footprints shaded.

Applicant's Request

The applicant has stated that developing this site is challenging due to the unusual circumstance of having frontage along three public roadways. All of the proposed modifications or waivers from the Zoning Ordinance occur along the short frontage of Harold St, which is a small north to south running, dead-end street. It extends north from Gertie Ave. for approximately 125 feet, after that point it is private and is utilized as a gated entrance into the adjacent multi-family residential development. This street for all practical purposes is currently utilized as a private entrance into the existing, adjacent residential development and not as a public street. The intent of the applicant's design of the project was to focus primarily on the two most prominent street frontages: Redwood Rd. and Gertie Ave.

The applicant has stated that by forcing a building to be located along Harold St. it will create a, "dark, unappealing alley-like path," (See Attachment B) between the new building and the existing West Station Apartments structure which does currently meet the setback requirements along Harold St. He further believes that it will reduce light and views from units making them less desirable to occupy.

However the North Temple Master Plan encourages creating an urban environment with buildings located up to the property line to activate streets and sidewalks. In response to the master plan the applicant has proposed to activate the frontage of Harold St. with enhanced landscaping which will include community amenities such as art, seating and community garden plots.



The image on the left shows a direct view of Harold St. from Gertie Ave. The image on the right shows the same intersection but from above.

Requested Modifications from the Zoning Ordinance

1. A reduction in the maximum corner yard setbacks.
2. Surface parking areas in the required corner yard setbacks.
3. Design standards along the Harold St. frontage.

1. A reduction in the corner yard setbacks.
   The applicant has requested a modification to the corner side yard setback along Harold St. which is on the west side of the project area. There is no minimum corner side yard setback in the zoning district but there is a maximum setback which requires that at least 50% of any street facing building façade be located within 5 feet of the property line. The project currently is meeting their front and corner side yard setbacks along Redwood Rd. and Gertie Ave. Along Harold St. the building is exceeding the setback as it is located approximately 89 feet from the street. The space between the street and the west façade of the building is surface parking and landscaping. There is also an entrance to the parking lot from Gertie Ave. in that area.

2. Surface parking areas in the required corner side yard setbacks.
   In connection with the request for a reduction in the corner side yard setback the applicant is requesting to allow for surface parking in that corner side yard area. The Zoning Ordinance requires that surface parking lots on corner properties be located behind the principal structure or at least 60 feet from the intersection of the front and corner side lot lines. As proposed surface parking is proposed to be a few feet from the Gertie Ave. frontage for a length of 89 feet and approximately 10 feet from the Harold St. frontage for a length of 125 feet

3. Design standards for Harold St. frontage.

The street facing facades of buildings in the TSA zoning district must meet specific design standards. Along Harold St., the project is constructed with parking occupying much of the space below the actual structure. This parking area is exposed on the west side of the buildings, to provide access and ventilation, unlike the other street frontages which have occupied uses on the ground floor. Because the parking areas are open the area also does not meet several of the design standards including: ground floor glass, ground floor building materials, ground floor uses and building entrances.

KEY CONSIDERATIONS:

The key items listed below have been identified through the analysis of the project, neighbor input, and department/division review comments:

1. Compliance with Adopted Master Plans
2. Requested Modifications
3. Development Potential

1. Compliance with Adopted Master Plans:

Plan Salt Lake

Plan Salt Lake provides a city wide vision for the future. It supports and encourages the continued growth and success of Salt Lake City. It states, "Salt Lake City neighborhoods are diverse, exciting, safe, and well maintained. We believe all of our neighborhoods should be inclusive and supportive of all people, at all stages of life including families, young people, and older adults." The plan also provides initiatives directed at growth:

- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Promote in fill and redevelopment of underutilized land.
- Accommodate and promote an increase in the City's population.

When discussing the housing needs in the city it states as initiatives:

- Ensure access to affordable housing citywide (including rental and very low income).
- Increase the number of medium density housing types and options.
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
- Enable moderate density increases within existing neighborhoods where appropriate.

Plan Salt Lake reflects the city's desire to grow but in a compatible manner and in appropriate places that can easily accommodate additional housing such as along transit corridors. This development will contribute positively to the neighborhood providing additional housing at a density level and an overall design that will reflect the transition of this neighborhood into a walkable, dense, transit oriented environment.

North Temple Boulevard Master Plan

This area in the North Temple Master Plan lies between the Cornell and the 1950 W. Station Plans. The Cornell Station was later named the Power Station to better reflect its location but was not changed in

the master plan documents. As a policy related to mobility it states, “Improve the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections for other types of vehicles that are required to serve the area.” This development will improve the walkability of the area by placing the building with entrances to its amenities and residential units directly opening onto the street. There will also be sidewalks built through the parking areas which will help pedestrians to cross safely through these areas and into surrounding neighborhoods.

The second policy is related to developing a compact mix of uses. Although this specific development is not considered to be a mixed-use development it is adding new residents to the community. The additional population will help the surrounding existing retail uses to be successful and to encourage new services in the neighborhood. As a strategy it encourages high lot coverages, limited buffering between compatible uses and lower parking requirements. This project with its current design will successfully implement all of these strategies.

The third policy is “placemaking” which encourages developments to create safe, vibrant and useful public spaces. There is a landscaped area proposed along Harold St. which would create community amenities such as art, benches and community garden plots. There is also glazing on all levels of the structure and entrances along the streets improving safety by providing eyes on the street.

2. Justification for Requested Modifications

As earlier mentioned, the applicant is requesting to modify the maximum corner side yard setback, allow for surface parking in a corner side yard and waive several design related standards on the west façade. All of these requests are located in the southwest portion of the proposed development and are related to Harold St.’s status as a public street. Harold St. is a public street but in actual practice is generally viewed and utilized as a private entrance into the existing adjacent multi-family residential development as the public street ends at the gated entrance into this development.

The applicant has stated that placing a building along Harold St. would create a visually unappealing environment that would negatively impact the ability to lease existing and proposed residential units along the street. However, that particular design is encouraged in the North Temple Boulevard Master Plan as a key design element in creating a dense, transit oriented development. That intent is also reflected in the design standards in the Zoning Ordinance. The applicant has fulfilled that goal along the most visible streets adjacent to the project area.

The goal of placing buildings against the street is to activate that space and to encourage pedestrian traffic. Rather than placing a building along the frontage of Harold St. the applicant is proposing to add a landscaped area along the street to act as a community gathering place and an entrance feature to meet the same intent. The landscaped area contains amenities such as an art piece, seating and community garden space. The area would be on privately owned property but would not be fenced and would be open to the general public. The applicant is also working with the property owner on the west side of Harold St. to also landscape their park strip in a similar manner to create a cohesive entrance into the two developments.

It should be noted that there is currently very little usable open space in this community, and that the master plan does not intend on the complete hardscaped development of the entire neighborhood. Rather the master plan also supports the development of well-planned and useful open space facilities for the community and its residents in conjunction with dense residential developments.

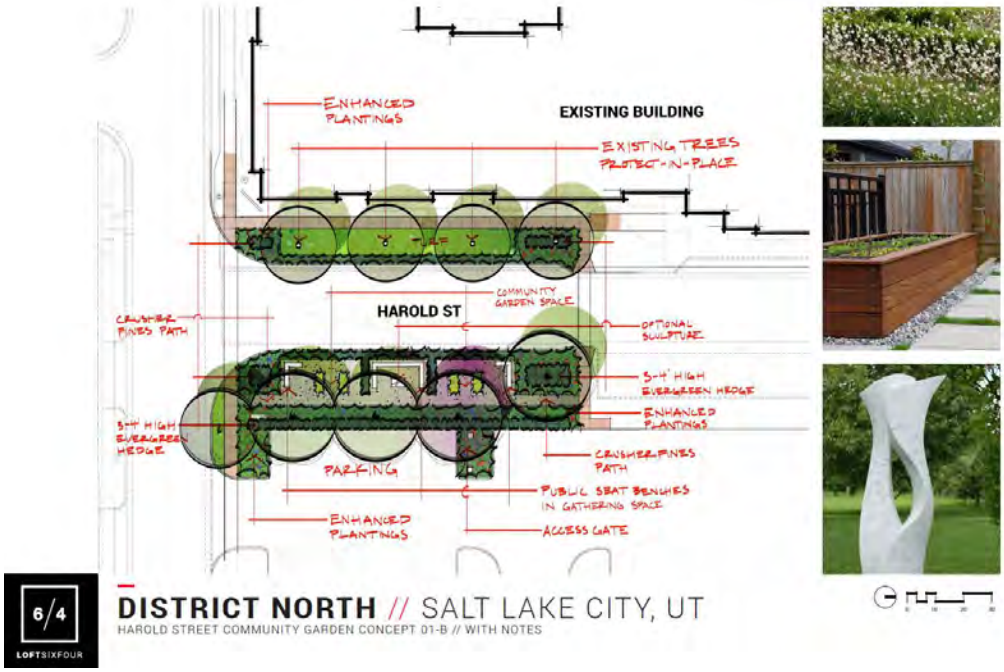


Image above shows the proposed landscaped area at Harold St. and Gertie Ave.

3. Development Potential

If the developer were to meet all zoning standards the proposed landscaping and surface parking area along Harold St. would have to be replaced by a structure with at least 50% of the façade being located less than 5 feet from the property line. The parking areas underneath the structure would have to be screened behind a wall that meets all design standards including active uses, glazing, durable building materials and entrances into the structure. This development style would need to extend north for 62.5 feet occupying 50% of the façade along Harold St.

Meeting all of the zoning standards would impact the remainder of the site in addition to the west façade of the project. The building along Gertie Ave. could not simply be extended west up to the Harold St. frontage as this would create a structure that exceeds the maximum façade length of 200 feet along Gertie Ave. In order to accommodate the three frontages that bound this property the layout of the site would have to be redesigned.

Although the existing Harold St. is currently a dead-end street, the eventual redevelopment of properties to the south should be considered when determining the development potential of the site. With continued growth in the area the existing big-box retailers located between the project area and North Temple Blvd. may feel pressure to redevelop. If that were to occur, the master plan does call for establishing a grid of streets when large parcels redevelop. An extension of Harold St. south to North Temple in the future may be considered as a potential connection which would significantly change the environment which is currently a large parking lot.

DISCUSSION ON KEY CONSIDERATIONS:

Staff believes that the city's adopted master plan policies support this type of development with its density, scale and massing. It will be a compatible addition to this mixed-use neighborhood that is experiencing redevelopment into a more urban, transit oriented environment. The project area is unique in that it has frontage along three public streets creating a development site which comes with design related challenges.

The master plan policies encourage locating buildings up to the sidewalk to activate these spaces. The applicant has accomplished that goal along 372 feet of Redwood Rd. and 198 feet of Gertie Ave. providing nearly 600 feet of active ground floor uses to the most visible and heavily trafficked streets that are adjacent to the project. Although no actual building is proposed along Harold St. the applicant has proposed to install a landscaped area which includes community amenities to activate that space. Because Harold St. acts more as a service street or private drive and is located inside of a parking lot for a big-box retail development staff believes that the landscaping and amenities will provide for sufficient activation for that short segment of Harold St. and will further implement the master plan by providing developed open space that is currently lacking in the community.

NEXT STEPS:

If approved, the applicant may proceed with the project, subject to all conditions imposed by City departments and/or the Planning Commission, and will be required to obtain all necessary permits. If denied, the applicant will still be able to develop the lot in a way that is compliant with requirements of the TSA-MUEC-T zoning district as multi-family residential developments are a permitted use.

ATTACHMENT A: VICINITY & ZONING MAPS

Redwood
Rd.
Harold
St.
Gertie Ave.
North Temple Blvd.
N

ATTACHMENT B: **APPLICANT'S NARRATIVE**

RR Development Partners Planned Development – Purpose Statement

November 8, 2018

JZW Architects – John Simianer/ RR Development – Blake Henderson

We are requesting review and approval by the Salt Lake City Planning Commission for our planned multi-family development at 185 N. Redwood Road. As a Planned Development, our project must meet one or more of the objectives listed in the Zoning Ordinance. We feel that our development meets the objectives laid out in the Open Space and Natural Lands objective, the Master Plan and the Mobility objective of the Zoning Ordinance.

We have developed a community center on the corner of Harold St. and Gertie Ave. This community center will serve our development as well as the existing and future multifamily developments in the area. The activity node will provide community gathering spaces as well as including community garden space. In creating this node of public activity, we are providing connections through our development to the surrounding community.

The following is our analysis of Chapter 21A.55.010 from the Zoning Ordinance and the North Temple Boulevard Master Plan.

21A.55.010: PURPOSE STATEMENT:

D. Open Space And Natural Lands: Preserving, protecting or creating open space and natural lands:

- Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect existing or planned trail systems, playgrounds or other similar types of facilities.
    - We have developed a community gathering space on the corner of Harold St. and Gertie Ave. Our community gathering space will serve the two existing developments, our development and any future developments south of Gertie Avenue.
    - Our development will provide seating areas, community gardens, and public art display space.
    - Activated street frontage will further improve the pedestrian experience and create an enhanced pathway to nearby transit centers.
- Inclusion of local food production areas, such as community gardens.
    - Our design for the community center includes community garden space that is intended to serve all surrounding developments in the area.

D. Mobility: Enhances accessibility and mobility:

- Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.
    - In order to provide access to our community center, we have provided interior block walkways that connect improve and encourage connectivity through our development from the existing and future developments in the area.

    - Our development will improve both walking and bicycle paths by lighting the sidewalk and eliminating undesirable existing plant overgrowth.
    - Activated street frontage will further improve the pedestrian experience along the path to transit.
- Improvements that encourage transportation options other than just the automobile.
    - Our development emphasizes a diverse mix of transportation. While we recognize the value of automobile parking for leasing purposes, we have tailored our design to reinforce the ideals and goals of the area master plan. Our parking ratio is set under 1:1 and we have provided facilities to support bicycle use as well as improved walkability.
    - Our design encourages biking as an alternative mode of transportation; we have provided bike storage and have set aside space for bike repair facilities. We are positioned near several open space connections identified in the Urban Design Framework section of the master plan.
    - Our proximity to the TRAX reduces reliance on automobiles for our development. In turn, our development provides a large population base to increase viability of the TRAX system as a means of transport in the area.

F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal:

- A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features.

1950 West & 2200 West Station Area Plan objectives:

- **Mobility:** Improve the overall connectivity around the station area.
    - Strategy 1-A: Create a pedestrian-friendly environment while accommodating automobiles
        - Our development creates internal pathways that provide safe, pedestrian-friendly access to our community center located at Harold St. and Gertie Ave.
        - Our buildings are oriented to the pedestrian; we have windows and doors that open to all surrounding streets, pedestrian pathways are visible and safe.
        - We recognize the importance of mobility as is referenced in the master plan. The following is an excerpt from the Cornell Station area Plan:

            "Mobility is critical to the function of a neighborhood. It affects the business community, which relies on motor vehicles as the primary mode of transportation for a significant number of customers and daily needs, such as deliveries and residents who may need an automobile to travel to work, school or for daily needs."

We have carefully created a development that provides automobile access and use, while maintaining safe, walkable, community-oriented pathways for pedestrians.

- Strategy 1-B: Improve connections for all modes of transportation:
    - a. In the spirit of creating a street network that connects landlocked parcels to North Temple, we have created an interior walkway that allows cross access between our property and the properties to the West and North.

- **Compact Mix of Uses:** Allow for a more intense, compact mix of uses.
    - Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.
        - Our community center create will provide a vibrant, active and safe pedestrian environment.
        - Our Development is structured to provide a diverse mix of units now and is set up to allow for a transition to future commercial developments.
        - Our current mix of ground floor uses include fitness center, bike repair facilities, community gathering space, and executive suites.
    - Strategy 2-B: Identify transit-friendly land uses that are appropriate in the station area.
        - Our development is primarily focused on providing workforce housing. Providing ample housing allows for the area to become a Mixed-Use Employment Center as recognized in the Station Area Typology section of the Master Plan.
    - Strategy 2-C: Increase the residential density within the station area.
        - the minimum target density for housing is 20 units per acre. Our development is currently designed at over 100 units per acre.

- **Placemaking:** Create safe, vibrant and useful public spaces.
    - Strategy 3-A: Recognize streets as being important public spaces.
        - a. Our development is street-oriented, doors and window open to the street. Our community center at the corner of Harold St. and Gertie Avenue reinforces our goal of creating vibrant public spaces.
        - c. We have designed a rooftop and community center space to promote active uses and oriented windows to allow for natural surveillance, people watching and active uses.
    - Strategy 3-B: Identify Key elements of desirable public spaces.
        - a. The development will include a rooftop plaza and a community center space. The community center space will provide spaces for gathering and community gardens. The design of the rooftop plaza will allow for various gathering spots; spaces for grilling, playing ping pong, cornhole, and a pool space.
        - b. Our rooftop plaza will be visible and inviting to pedestrians. Various plantings and canopies will show from the street and will invite passersby.

            - c. Our Harold Street community center and rooftop design will integrate natural elements to appeal to the senses. Plants, benches and ground cover have been selected to produce different scents and textures to pedestrians.
        - Strategy 3-C: Create a series of pathways throughout the station area.
            - a. Our development is positioned to utilize the future pathway along the existing canal.
            - b. We have created a pathway through our development that connects our community center to the surrounding multifamily developments.
            - c. Our pathway will be oriented to increase natural surveillance from our development.
        - Strategy 3-D: Identify the station area by using unique markers and monuments at the east and west boundaries or the station area.
            - While our development is not located at the boundaries noted by the Master Plan, we will have signage to identify our project along Redwood Rd. and our community center space will have signage or public art display space that will create a unique identity for our project among others in the area.

- **Integrating Redwood Road:** Improve the area between Redwood Road and the 1950 West Station.
    - Strategy 4-A: Improve the connections through existing and future development.
        - a. Our development will improve both walking and bicycle paths by lighting the sidewalk and eliminating undesirable existing plant overgrowth.
        - b. We have included pedestrian connections through our development. Bicycles are encouraged, we've provided bike storage spaces as well as bicycle repair facilities..
    - Strategy 4-B: Zone the property around the North Temple and Redwood Road intersection to a mixed-use zoning district.
        - b. "Ensure that future zoning regulations allow for high density residential development in the station core and transition areas."
            - Our development meets the future zoning goals for high density with a potential of future mixed-use development.

RR Development Partners Planned Development & Lot Consolidation description on how our project meets Zoning and Development objectives for this location.

July 25, 2018

By RR Development Partners / Blake Henderson

We are requesting review and approval by the Salt Lake City Planning Commission for our planned multi-family development at 185 N. Redwood Road.

We are requesting an exemption from the requirement to build within 5' of the property line along Harold Street for the following reasons:

1. Harold street is a dead-end driveway that only provides access to West Station Apartments parking lot, it is not an active street.
2. Because of the lot size and number of city streets it is difficult to develop to full zoning requirements and also build a building that is efficient from a livability and management standpoint. We feel the design in this proposal meets zoning intent to the fullest degree.
3. We believe that our design and site plan fully meet the intent of the zoning by putting storefront along Redwood Road and Gertie Streets, which are active streets
4. If a 5 story, 60' building was to be built along Harold Street within the 5' limit it would create a dark, unappealing alley-like path between our proposed project and West Station. This will also fully shut off any view or light for the residents at West Station making both residential buildings less desirable for potential and existing tenants.

ATTACHMENT C: SUBMITTED PLAN SET

JZW
ARCHITECTS
APARTMENTS
APARTMENTS

JZW
ARCHITECTS

JZW
ARCHITECTS

RR DEVELOPMENT - 85% SET

185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

RR DEVELOPMENT - 85% SET

DRAWING INDEX

A0.0 OPEN SPACE PLANS

GENERAL DRAWINGS
G1.0 COVER SHEET
G1.2 CODE ANALYSIS
G1.4 WALL TYPES
G1.5 ACCESSIBILITY DETAILS
G1.6 GROUND FLOOR LIFE SAFETY PLAN
G1.7 FIRST LEVEL LIFE SAFETY PLAN
G1.8 SECOND LEVEL LIFE SAFETY PLAN
G1.9 THIRD LEVEL LIFE SAFETY PLAN
G1.10 FOURTH LEVEL LIFE SAFETY PLAN
G1.11 ROOF PLAN LIFE SAFETY PLAN

LANDSCAPE DRAWINGS
PL101 ROOFTOP PLANTING PLAN
PL102 STREET LEVEL PLANTING PLAN
SL101 ROOFTOP SITE LAYOUT PLAN

ARCHITECTURAL DRAWINGS
A0.1 ARCHITECTURAL SITE PLAN
A1.0 PODIUM PLAN
A1.1 GROUND FLOOR PLAN
A1.2 FIRST LEVEL OVERALL FLOOR PLAN
A1.3 SECOND LEVEL OVERALL FLOOR PLAN
A1.4 THIRD LEVEL OVERALL FLOOR PLAN
A1.5 FOURTH LEVEL OVERALL FLOOR PLAN
A1.6 ROOF PLAN
A1.7 UNIT TYPE 1A
A1.8 UNIT TYPE 1B
A1.9 UNIT TYPE 1C
A1.10 UNIT TYPE 1D
A1.11 UNIT TYPE 1E (ADA)
A1.12 UNIT TYPE 2A
A1.13 UNIT TYPE 2B
A1.14 UNIT TYPE 3A
A1.15 UNIT TYPE 3B
A1.16 UNIT TYPE SA
A1.17 MICRO UNIT
A1.18 EXECUTIVE SUITE
A1.20A ENLARGED GROUND LEVEL A
A1.20B ENLARGED GROUND LEVEL B
A1.20C ENLARGED GROUND LEVEL C
A1.20D ENLARGED GROUND LEVEL D
A1.20E ENLARGED GROUND LEVEL E
A1.20F ENLARGED GROUND LEVEL F
A1.21A ENLARGED FIRST LEVEL A
A1.21B ENLARGED FIRST LEVEL B
A1.21C ENLARGED FIRST LEVEL C
A1.21D ENLARGED FIRST LEVEL D
A1.21E ENLARGED FIRST LEVEL E
A1.21F ENLARGED FIRST LEVEL F
A1.22A ENLARGED SECOND LEVEL A
A1.22B ENLARGED SECOND LEVEL B
A1.22C ENLARGED SECOND LEVEL C
A1.22D ENLARGED SECOND LEVEL D
A1.22E ENLARGED SECOND LEVEL E
A1.22F ENLARGED SECOND LEVEL F
A1.23A ENLARGED THIRD LEVEL A
A1.23B ENLARGED THIRD LEVEL B
A1.23C ENLARGED THIRD LEVEL C
A1.23D ENLARGED THIRD LEVEL D
A1.23E ENLARGED THIRD LEVEL E
A1.23F ENLARGED THIRD LEVEL F
A1.24A ENLARGED FOURTH LEVEL A
A1.24B ENLARGED FOURTH LEVEL B
A1.24C ENLARGED FOURTH LEVEL C
A1.24D ENLARGED FOURTH LEVEL D
A1.24E ENLARGED FOURTH LEVEL E
A1.24F ENLARGED FOURTH LEVEL F
A1.25 ENLARGED ROOFTOP PLAZA
A1.31 GROUND LEVEL OVERALL R.C.P.
A1.32 FIRST LEVEL OVERALL R.C.P.
A1.33 SECOND LEVEL OVERALL R.C.P.
A1.34 THIRD LEVEL OVERALL R.C.P.
A1.35 FOURTH LEVEL OVERALL R.C.P.
A2.1 SOUTH & EAST ELEVATIONS
A2.2 NORTH & WEST ELEVATIONS
A2.3 COURTYARD & ENTRY ELEVATIONS
A2.4 ALLEYWAY ELEVATIONS
A3.1 BUILDING SECTIONS
A3.2 WALL SECTIONS
A3.3 WALL SECTIONS
A4.1 DOOR AND WINDOW SCHEDULES
A4.2 STOREFRONT ELEVATIONS
A4.3 STOREFRONT ELEVATIONS
A4.4 MASTER FINISH SCHEDULE
A4.5 INTERIOR MATERIAL LEGEND
A5.1 WEST STAIR 1 PLANS AND SECTIONS
A5.2 SOUTHWEST STAIR PLANS AND SECTIONS
A5.3 EAST STAIR 1 PLANS AND SECTIONS
A5.4 WEST STAIR 2 PLANS AND SECTIONS
A5.5 NORTHWEST STAIR PLANS AND SECTIONS
A5.6 NORTHEAST STAIR PLANS AND SECTIONS
A5.7 EAST STAIR 2 PLANS AND SECTIONS

STRUCTURAL DRAWINGS
S0.1 ENLARGED FOOTING AND FOUNDATION PLAN - AREA C
S0.2 GENEREAL STRUCTURAL NOTES
S0.3 SPECIAL INSPECTION
S1.0 OVERALL FOOTING AND FOUNDATION PLAN
S1.1 OVERALL FIRST LEVEL FRAMING PLAN
S1.2 OVERALL SECOND LEVEL FRAMING PLAN
S1.3 OVERALL THIRD LEVEL FRAMING PLAN
S1.4 OVERALL FOURTH LEVEL FRAMING PLAN
S1.5 OVERALL ROOF FRAMING PLAN
S1.10A ENLARGED FOOTING AND FOUNDATION PLAN - AREA A
S1.10B ENLARGED FOOTING AND FOUNDATION PLAN - AREA B
S1.10C ENLARGED FOOTING AND FOUNDATION PLAN - AREA C
S1.10D ENLARGED FOOTING AND FOUNDATION PLAN - AREA D
S1.10E ENLARGED FOOTING AND FOUNDATION PLAN - AREA E
S1.10F ENLARGED FOOTING AND FOUNDATION PLAN - AREA F
S1.11A ENLARGED FIRST LEVEL FRAMING PLAN - AREA A
S1.11B ENLARGED FIRST LEVEL FRAMING PLAN - AREA B
S1.11C ENLARGED FIRST LEVEL FRAMING PLAN - AREA C
S1.11D ENLARGED FIRST LEVEL FRAMING PLAN - AREA D
S1.11E ENLARGED FIRST LEVEL FRAMING PLAN - AREA E
S1.11F ENLARGED FIRST LEVEL FRAMING PLAN - AREA F
S1.12A ENLARGED SECOND LEVEL FRAMING PLAN - AREA A
S1.12B ENLARGED SECOND LEVEL FRAMING PLAN - AREA B
S1.12C ENLARGED SECOND LEVEL FRAMING PLAN - AREA C
S1.12D ENLARGED SECOND LEVEL FRAMING PLAN - AREA D
S1.12E ENLARGED SECOND LEVEL FRAMING PLAN - AREA E
S1.12F ENLARGED SECOND LEVEL FRAMING PLAN - AREA F
S1.13A ENLARGED THIRD LEVEL FRAMING PLAN - AREA A
S1.13B ENLARGED THIRD LEVEL FRAMING PLAN - AREA B
S1.13C ENLARGED THIRD LEVEL FRAMING PLAN - AREA C
S1.13D ENLARGED THIRD LEVEL FRAMING PLAN - AREA D
S1.13E ENLARGED THIRD LEVEL FRAMING PLAN - AREA E
S1.13F ENLARGED THIRD LEVEL FRAMING PLAN - AREA F
S1.14A ENLARGED FOURTH LEVEL FRAMING PLAN - AREA A
S1.14B ENLARGED FOURTH LEVEL FRAMING PLAN - AREA B
S1.14C ENLARGED FOURTH LEVEL FRAMING PLAN - AREA C
S1.14D ENLARGED FOURTH LEVEL FRAMING PLAN - AREA D
S1.14E ENLARGED FOURTH LEVEL FRAMING PLAN - AREA E
S1.14F ENLARGED FOURTH LEVEL FRAMING PLAN - AREA F
S1.15A ENLARGED ROOF FRAMING PLAN - AREA A
S1.15B ENLARGED ROOF FRAMING PLAN - AREA B
S1.15C ENLARGED ROOF FRAMING PLAN - AREA C
S1.15D ENLARGED ROOF FRAMING PLAN - AREA D
S1.15E ENLARGED ROOF FRAMING PLAN - AREA E
S1.15F ENLARGED ROOF FRAMING PLAN - AREA F
S4.01 STAIR DETAILS
S4.02 ENLARGED STAIRS
S4.03 ENLARGED HIGH ROOFS
S4.04 ENLARGED HIGH ROOFS
S4.05 ENLARGED HIGH ROOFS
S4.06 ENLARGED HIGH ROOFS
S4.07 ENLARGED SKY BRIDGE
S5.01 FOOTING DETAILS
S5.02 FOOTING DETAILS
S5.11 PT DETAILS
S5.12 PT DETAILS
S5.21 FLOOR DETAILS
S5.22 FLOOR DETAILS
S5.31 ROOF DETAILS
S5.32 ROOF DETAILS
S6.01 STRUCTURAL SCHEDULES
S6.02 STRUCTURAL SCHEDULES
S6.03 STRUCTURAL SCHEDULES

MECHANICAL DRAWINGS
M0.1 MECHANICAL GENERAL INFO
M1.1 GROUND LEVEL MECHANICAL PLAN
M1.2 FIRST LEVEL MECHANICAL PLAN
M1.3 SECOND LEVEL MECHANICAL PLAN
M1.4 THIRD LEVEL MECHANICAL PLAN
M1.5 FOURTH LEVEL MECHANICAL PLAN
M1.6 ROOF MECHANICAL PLAN
M1.7 1 BEDROOM LAYOUTS
M1.8 2&3 BEDROOM LAYOUTS
M1.9 STUDIO LAYOUTS
M1.10 LOBBY & FITNESS MECHANICAL PLAN
M5.1 MECHANICAL DETAILS
M5.2 MECHANICAL SCHEDULES

PLUMBING DRAWINGS
P0.1 PLUMBING GENERAL INFO
P1.1 GROUND LEVEL PLUMBING PLANS
P1.2 FIRST LEVEL PLUMBING PLANS
P1.3 SECOND LEVEL PLUMBING PLANS
P1.4 THIRD LEVEL PLUMBING PLANS
P1.5 FOURTH LEVEL PLUMBING PLAN
P1.6 ROOF PLUMBING PLAN
P1.7 1 BEDROOM LAYOUTS
P1.8 2&3 BEDROOM LAYOUTS
P1.9 STUDIO LAYOUTS
P1.10 LOBBY & FITNESS PLUMBING PLAN
P2.1 GROUND LEVEL SANITARY PLAN
P2.2 FIRST LEVEL SANITARY PLAN
P2.3 SECOND LEVEL SANITARY PLAN
P2.4 THIRD LEVEL SANITARY PLAN
P2.5 FOURTH LEVEL SANITARY PLAN
P2.6 ROOF SANITARY PLAN
P2.7 1 BEDROOM LAYOUTS
P2.8 2&3 BEDROOM LAYOUTS
P2.9 STUDIO LAYOUTS
P2.10 LOBBY & FITNESS SANITARY PLAN
P5.1 PLUMBING DETAILS
P5.2 PLUMBING SCHEDULES

ELECTRICAL DRAWINGS
E0.0 ELECTRICAL GENERAL SHEET
E0.1 ELECTRICAL SITE PLAN
E1.0 GROUND LEVEL LIGHTING PLAN
E1.1 1ST-4TH LEVEL LIGHTING PLAN
E1.2 1 BEDROOM LIGHTING PLANS
E1.3 2 & 3 BEDROOM LIGHTING PLANS
E1.4 STUDIO & ROOF LIGHTING PLANS
E2.0 GROUND LEVEL POWER PLAN
E2.1 1ST-4TH LEVEL POWER PLAN
E2.2 ROOF POWER PLAN
E2.3 ENLARGED POWER PLANS
E2.4 1 BEDROOM POWER PLANS
E2.5 2 & 3 BEDROOM POWER PLANS
E2.6 STUDIO POWER PLANS
E3.0 GROUND LEVEL SYSTEMS PLAN
E3.1 1ST-4TH LEVEL SYSTEMS PLAN
E5.1 ONE-LINE DIAGRAM A
E5.2 ONE-LINE DIAGRAM B
E5.3 ONE-LINE DIAGRAM C
E6.1 ELECTRICAL SCHEDULES

PROJECT DIRECTORY

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david@rmceut.com

CODE SUMMARY

TYPE II SMALL ASSISTED LIVING FACILITY

APPLICABLE CODE:
2015 INTERNATIONAL BUILDING CODE. (I.B.C.)
2015 INTERNATIONAL MECHANICAL CODE
2015 INTERNATIONAL PLUMBING CODE
2015 INTERNATIONAL FIRE CODE
2015 INTERNATIONAL ENERGY CONSERVATION CODE
2014 NATIONAL ELECTRIC CODE

PROJECT LOCATION:
ADDRESS: 171 NORTH REDWOOD ROAD
185 NORTH REDWOOD ROAD
CITY: SALT LAKE CITY, UTAH
LOT SIZE: 40,074 S.F. (.92 ACRES)

BUILDING AREAS:
BUILDING 1: GROUND FLOOR - 10,402.55 SF
FIRST FLOOR - 32,465.04 SF
SECOND FLOOR - 31,872.58 SF
THIRD FLOOR - 31,872.58 SF
FOURTH FLOOR - 31,876.45 SF
B1 TOTAL - 138,489.2 SF
BUILDING 2: GROUND FLOOR - 4,296.67 SF
FIRST FLOOR - 28,225.16 SF
SECOND FLOOR - 27,775.69 SF
THIRD FLOOR - 27,775.33 SF
FOURTH FLOOR - 27,773.45 SF
B2 TOTAL - 115,846.3 SF
TOTAL OF BOTH BUILDINGS - 254,335.5 SF

PROJECT INFORMATION

THESE DRAWINGS ARE PART OF A SET OF CONSTRUCTION DOCUMENTS. THE CONSTRUCTION DOCUMENTS CONSIST OF ONE OR MORE OF THE FOLLOWING ELEMENTS:

CONSTRUCTION DRAWINGS
SPECIFICATIONS
STRUCTURAL CALCULATIONS
CONTRACT FORMS AND CONDITIONS
ADDENDA
MODIFICATIONS AND REVISIONS

CONTRACTORS, SUBCONTRACTORS, AND OTHERS WHO PROVIDE LABOR AND/OR MATERIALS REFERENCING THESE DRAWINGS ARE RESPONSIBLE FOR OBTAINING AND REVIEWING ALL CURRENT CONSTRUCTION DOCUMENTS.

CONTRACTORS, SUBCONTRACTORS, AND OTHERS ARE TO REPORT ANY DISCREPANCIES OR ERRORS TO JZW ARCHITECTS IMMEDIATELY. ANY CHANGES TO THE PROJECT WILL BE VERIFIED WITH THE OWNER BY THE ARCHITECT AND REVISIONS WILL BE ISSUED BY ARCHITECT. CONTRACTORS ARE NOT TO MAKE ALTERATIONS OF ANY KIND WITHOUT THE PRIOR WRITTEN CONSENT OF ARCHITECT. DISCREPANCIES NOT REPORTED IMMEDIATELY ARE RESPONSIBILITY OF CONTRACTOR.

CONTRACTORS SHALL NOT SCALE FROM DRAWINGS. DIMENSIONS ARE PROVIDED TO ALLOW FOR ACCURATE CONSTRUCTION OF BUILDING. QUESTIONS ARISING FROM DIMENSIONS SHOULD BE RESOLVED BY CONTACTING ARCHITECT.

REVISIONS:

ISSUE DATE:
SEPT 26, 2018

PROJECT NUMBER
18039

JZW ARCHITECTS

FAX: (801) 936-0180 135 EAST CENTER STREET, NORTH SALT LAKE, UTAH 84054 PHONE: (801) 936-1343

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PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	SIZE	CONT.	QTY
	ACER GINNALA 'FLAME' / FLAME AMUR MAPLE	2" CAL.	B&B	31
	CARPINUS BETULUS 'FRANZ FONTAINE' / FRANZ FONTAINE HORNBEAM -KEEP TRIMMED REGULARLY	2" CAL.	B&B	9
	EXISTING TREE / DECIDUOUS PROTECT-IN-PLACE	EXISTING		4
	ZELKOVA SERRATA 'MUSASHINO' / MUSASHINO ZELKOVA	2" CAL.	B&B	21
	ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN ZELKOVA	4" CAL.	B&B	4

SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	BUXUS X 'GREEN VELVET' / GREEN VELVET BOXWOOD	5 GAL.	43
	GAURA LINDHEIMERI 'WHIRLING BUTTERFLIES' / WHIRLING BUTTERFLIES GAURA	5 GAL.	182
	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' / DONNA MAY NINEBARK	5 GAL.	67
	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC -TRIM TO FORM DENSE GROUNDCOVER	5 GAL.	19
	TAXUS CUSPIDATA 'DENSIFORMIS' / DENSE JAPANESE YEW	5 GAL.	72

GRASSES	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	CALAMAGROSTIS X ACUTIFLORA 'KARL FORESTER' / KARL FORESTER GRASS	5 GAL.	182
	PENNISETUM ALOPECUROIDES 'KARLEY ROSE' / KARLEY ROSE GRASS	5 GAL.	265

ROCK MULCH	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
	3/8" DARK GRAY PERMABARK	N/A		8,589 SF
	WASATCH GRAY CRUSHER FINES (CHAT)	N/A		1,436 SF

SOIL	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
	GARDEN SOIL	N/A		84 SF

TURF	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
	BIO BLUE SOD / BLUEGRASS AND FECUE BLEND	SOD		2,798 SF
	EXISTING TURF PROTECT-IN-PLACE	EXISTING		785 SF

SUMMARY DATA - (ZONE TSA-MUEC-T)

TOTAL SITE:	149,413 SF	3.43 ACRES	100%
BUILDINGS:	____ SF	0.0 ACRES	___%
HARDSCAPE:	____ SF	0.0 ACRES	___%
LANDSCAPE:	11,404.73 SF	0.0 ACRES	___%

PARK STRIP TREES REQUIRED/PROVIDED:
EAST PARK STRIP — 15 REQUIRED/19 PROVIDED
SOUTH PARK STRIP — 10 REQUIRED/12 PROVIDED

INTERIOR PARKING LOT LANDSCAPE CALCULATION:
PARKING LOT AREA: _____ SF
PARKING LOT LANDSCAPE AREA: _____ SF __%
PARKING LOT TREES: __ REQUIRED / __ PROVIDED

PERIMETER PARKING LOT LANDSCAPE CALCULATION:

PARKING LOT TREES: 15 REQUIRED / 24 PROVIDED
PARKING LOT SHRUBS: 150 REQUIRED / 150 PROVIDED

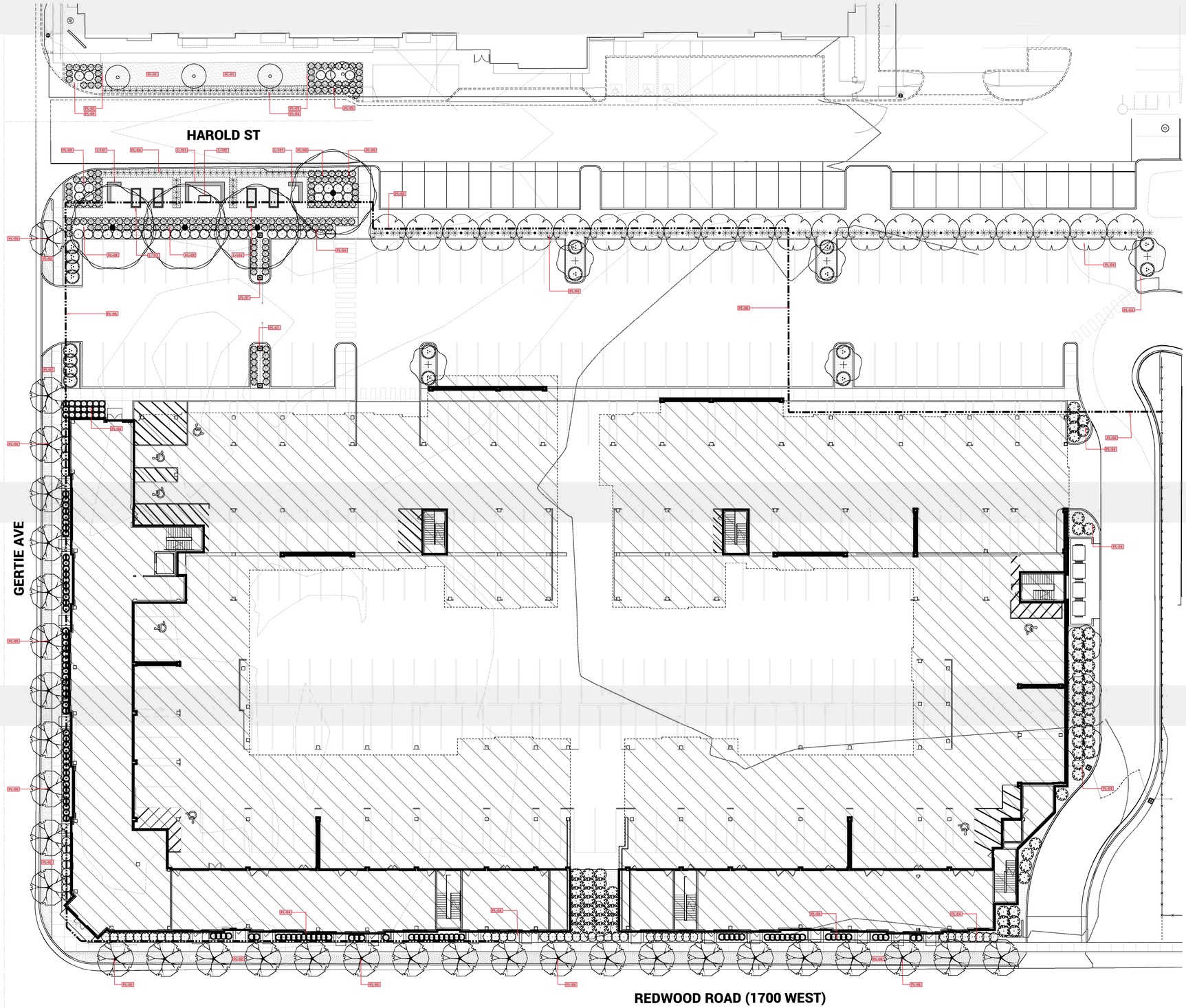
DROUGHT TOLERANT TREES AND SHRUBS(80% MINIMUM):
TREES: 100% PROVIDED - NOTE HYDROZONES ON PLANTING SCHEDULE
SHRUBS: 100% PROVIDED - NOTE HYDROZONES ON PLANTING SCHEDULE

PLEASE NOTE: TREE REMOVAL OR TREE PLANTING IN THE PUBLIC WAY REQUIRES APROVAL FROM THE SLC URBAN FORESTRY (972-7818)

REFERENCE NOTES SCHEDULE

SYMBOL	SITE LAYOUT DESCRIPTION	QTY	DETAIL
L-101	18" EXPOSED HEIGHT CONCRETE SEATWALL		
L-102	ART SCULPTURE		
L-103	4' WIDTH X 8' LENGTH X 1' HIGH COMMUNITY GARDEN WOOD PLANTER		

SYMBOL	PLANTING DESCRIPTION	QTY	DETAIL
PL-01	EXISTING TURF - PROTECT-IN-PLACE		
PL-02	TURF AREA (TYP.)		
PL-03	1/4" THICK STEEL EDGING BETWEEN ALL PLANTING AND TURF AREAS (TYP.)		
PL-04	PLANTING AREA (TYP.)		
PL-05	STREET TREES - 1 PER EVERY 30' - CITY REQUIREMENT		
PL-06	PROPERTY LINE (TYP.)		
PL-07	GATE - SEE ARCH. PLANS		
PL-08	POWER UTILY BOX		
PL-09	ENHANCED PLANTINGS AT HAROLD ST OPEN SPACE/GARDEN AREA PER PLAN (TYP.) - CITY REQUIREMENT		



0 20 40 60 feet
1"=20'

PROJECT NUMBER
18039

ISSUE DATE:
NOVEMBER 08, 2018

REVISIONS:
No. Date

RR DEVELOPMENT - DD SET
185 NORTH REDWOOD ROAD

STREET LEVEL PLANTING PLAN

PL102

JZW ARCHITECTS

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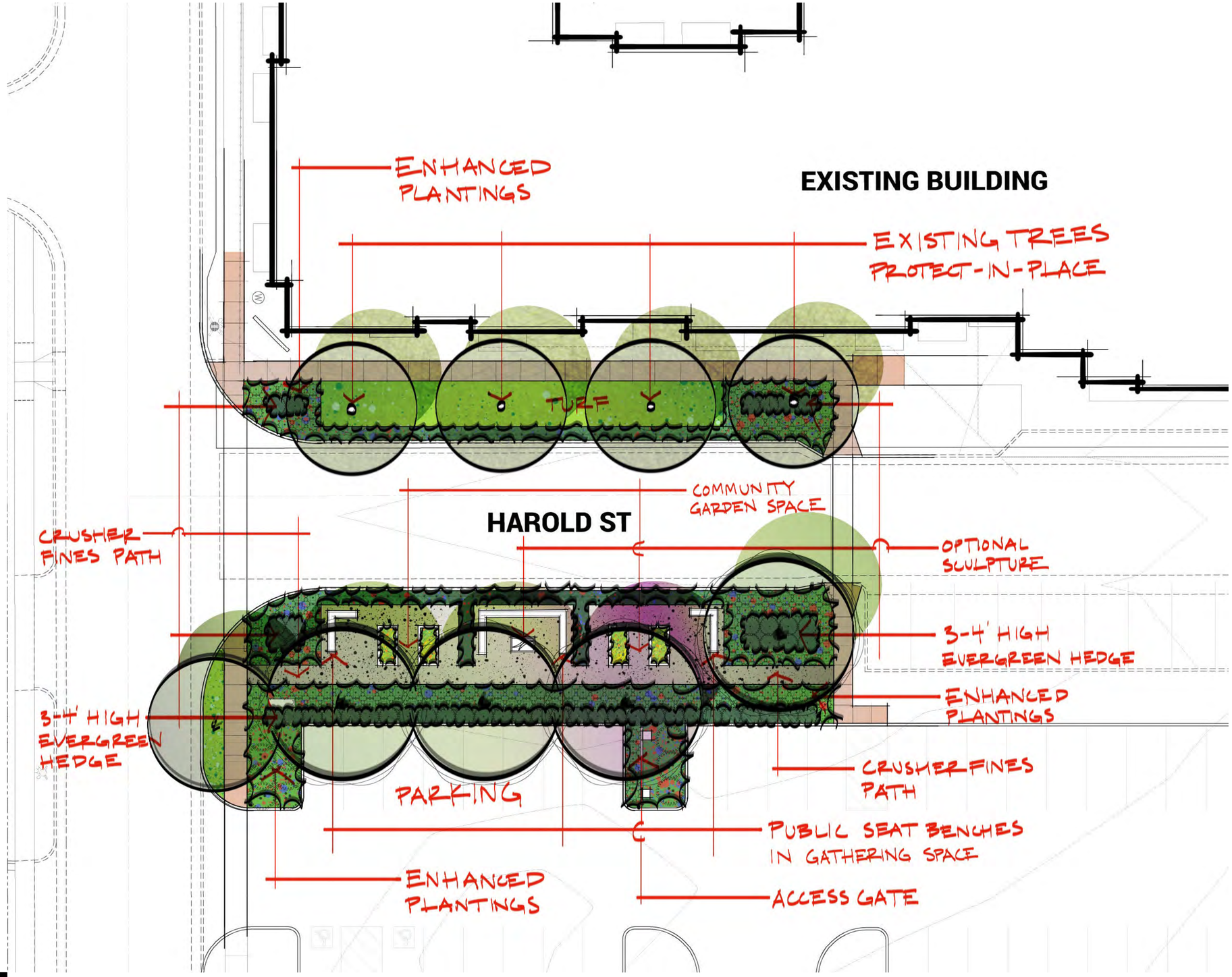
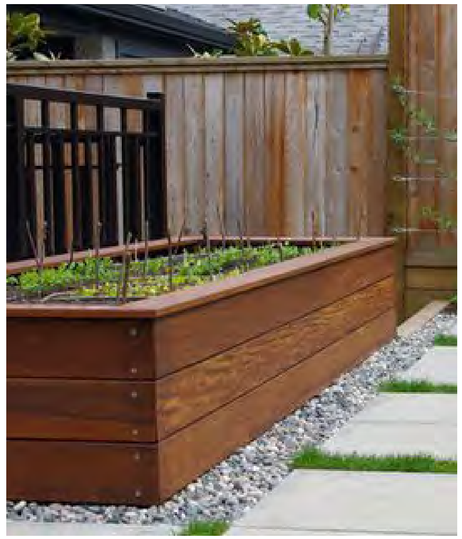
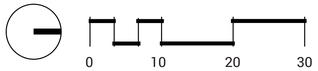




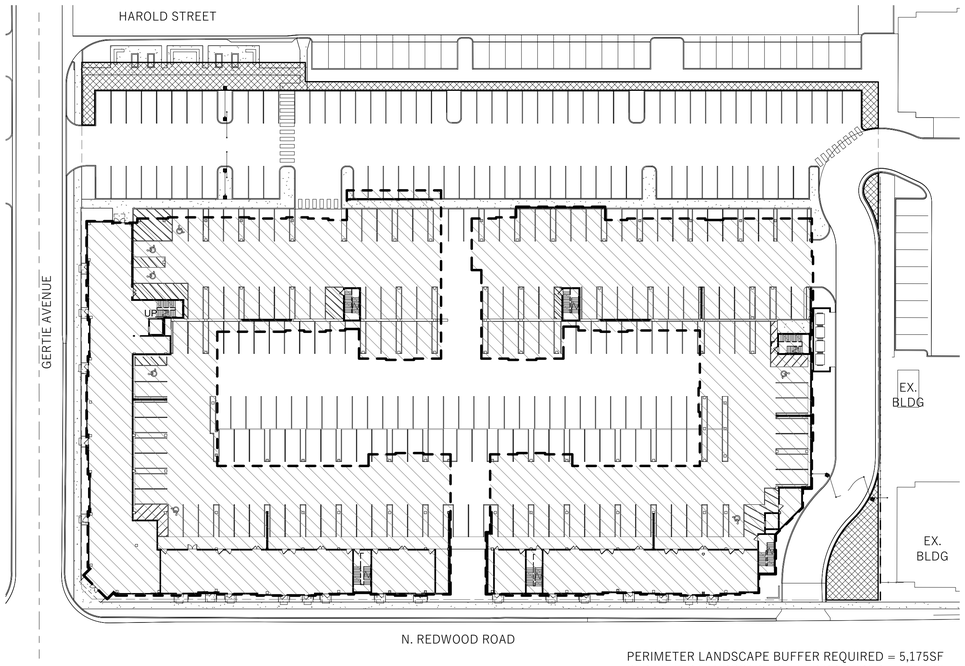


6/4

LOFTSIXFOUR

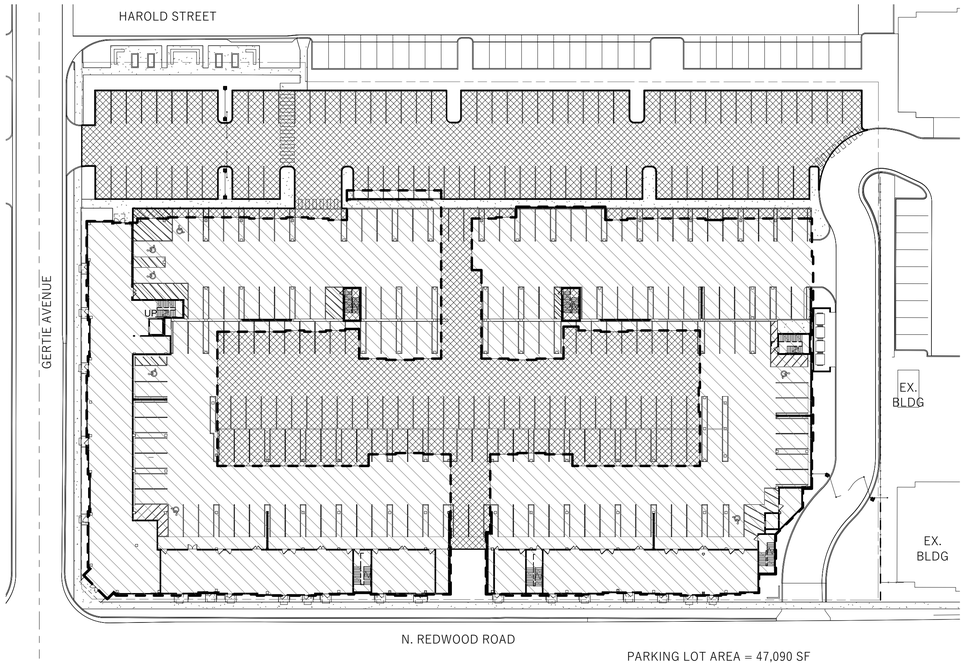
DISTRICT NORTH // SALT LAKE CITY, UT

HAROLD STREET COMMUNITY GARDEN CONCEPT 01-B // WITH NOTES



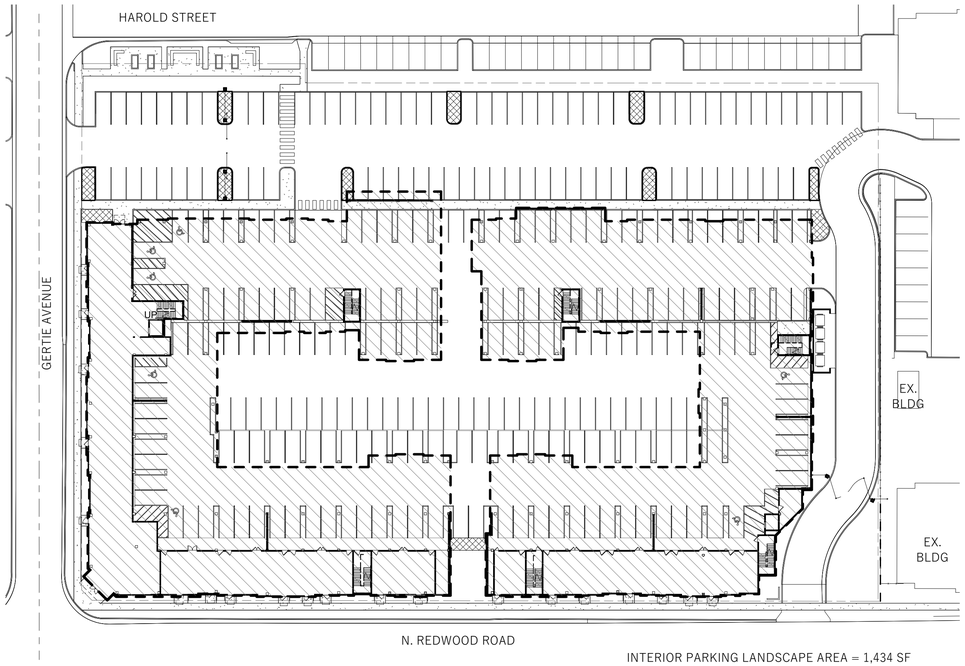
PERIMETER LANDSCAPE BUFFER REQUIRED = 5,175SF
PERIMETER LANDSCAPE BUFFER PROVIDED = 5,206 SF

OPEN SPACE PLAN - PERIMETER LANDSCAPE BUFFER
1 A0.0 1" = 40'-0"



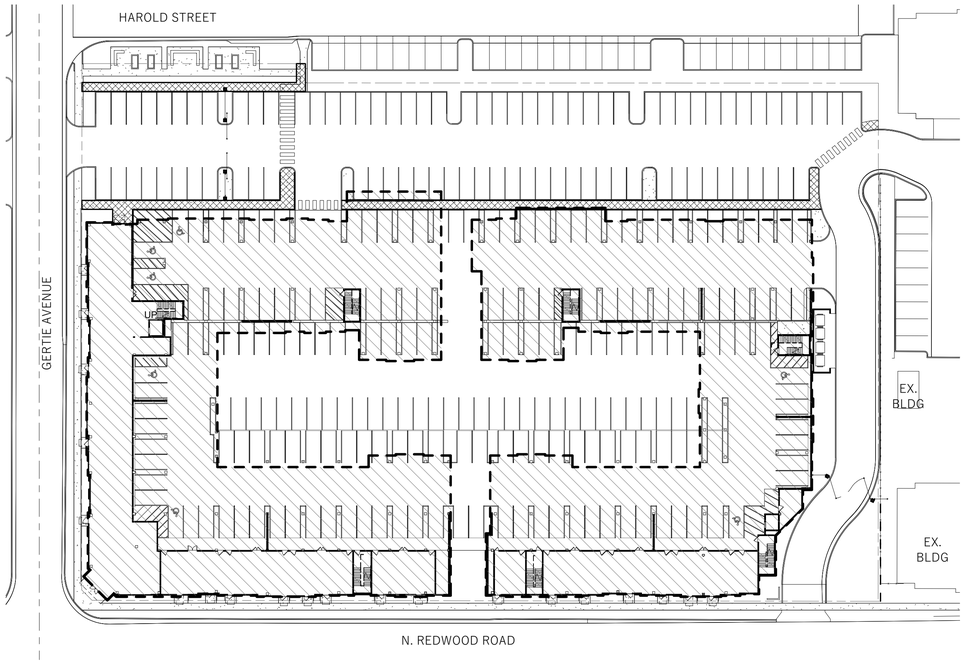
PARKING LOT AREA = 47,090 SF

OPEN SPACE PLAN - PARKING AREA
2 A0.0 1" = 40'-0"



INTERIOR PARKING LANDSCAPE AREA = 1,434 SF
3.04% OF TOTAL PARKING AREA

OPEN SPACE PLAN - INTERIOR PARKING LANDSCAPE AREA
3 A0.0 1" = 40'-0"



OPEN SPACE PLAN - PARKING LOT WALKWAY
4 A0.0 1" = 40'-0"

PROJECT NUMBER
18039

ISSUE DATE:
SEPT 26, 2018

REVISIONS:
No. Date

RR DEVELOPMENT - 85% SET
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

OPEN SPACE PLANS

A0.0

FAX: (801) 936-0180 135 EAST CENTER STREET, NORTH SALT LAKE, UTAH 84054 PHONE: (801) 936-1343
JZW ARCHITECTS

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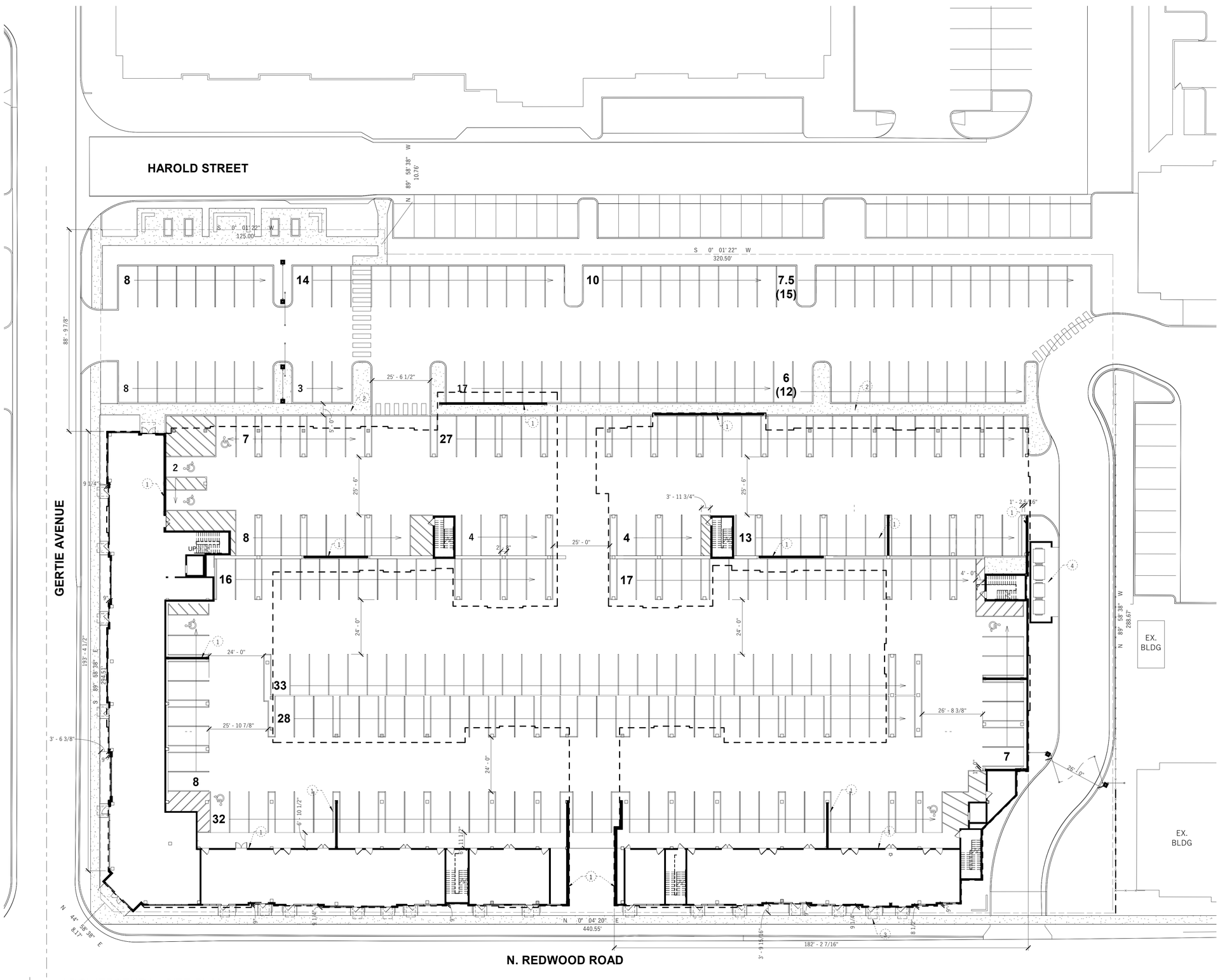

ARCHITECTURAL SITE PLAN
1" = 20'-0"
1
A0.1

KEYED NOTES

1. CONCRETE SHEAR WALL, SEE STRUCTURAL.
2. PARKING LOT WALKWAY.
3. DASHED LINE REPRESENTS OVERHEAD CANOPY, TYP.
4. DUMPSTER ENCLOSURE.

1 BEDROOM UNITS	104
2 BEDROOM UNITS	72
3 BEDROOM UNITS	12
STUDIOS	56
MICRO	40
EXECUTIVE SUITES	15
TOTAL UNITS	299
PARKING TOTAL	278.5
PARKING/UNIT	0.93

LINETYPE LEGEND

- PROPERTY LINE
- PODIUM FOOTPRINT
- SITE FEATURES
- OVERHEAD CANOPY

LOT SIZE: 130,394.50 S.F. (2.99 ACRES)

FRONT AND CORNER SIDE YARD DESIGN
18% PATIO SPACES
72% LIVE PLANT MATERIAL

PROJECT NUMBER
18039

ISSUE DATE:
SEPT 26, 2018

REVISIONS:

No.	Date

RR DEVELOPMENT - 85% SET
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

ARCHITECTURAL SITE PLAN

A0.1

FAX: (801) 936-0180 135 EAST CENTER STREET, NORTH SALT LAKE, UTAH 84054 PHONE: (801) 936-1343
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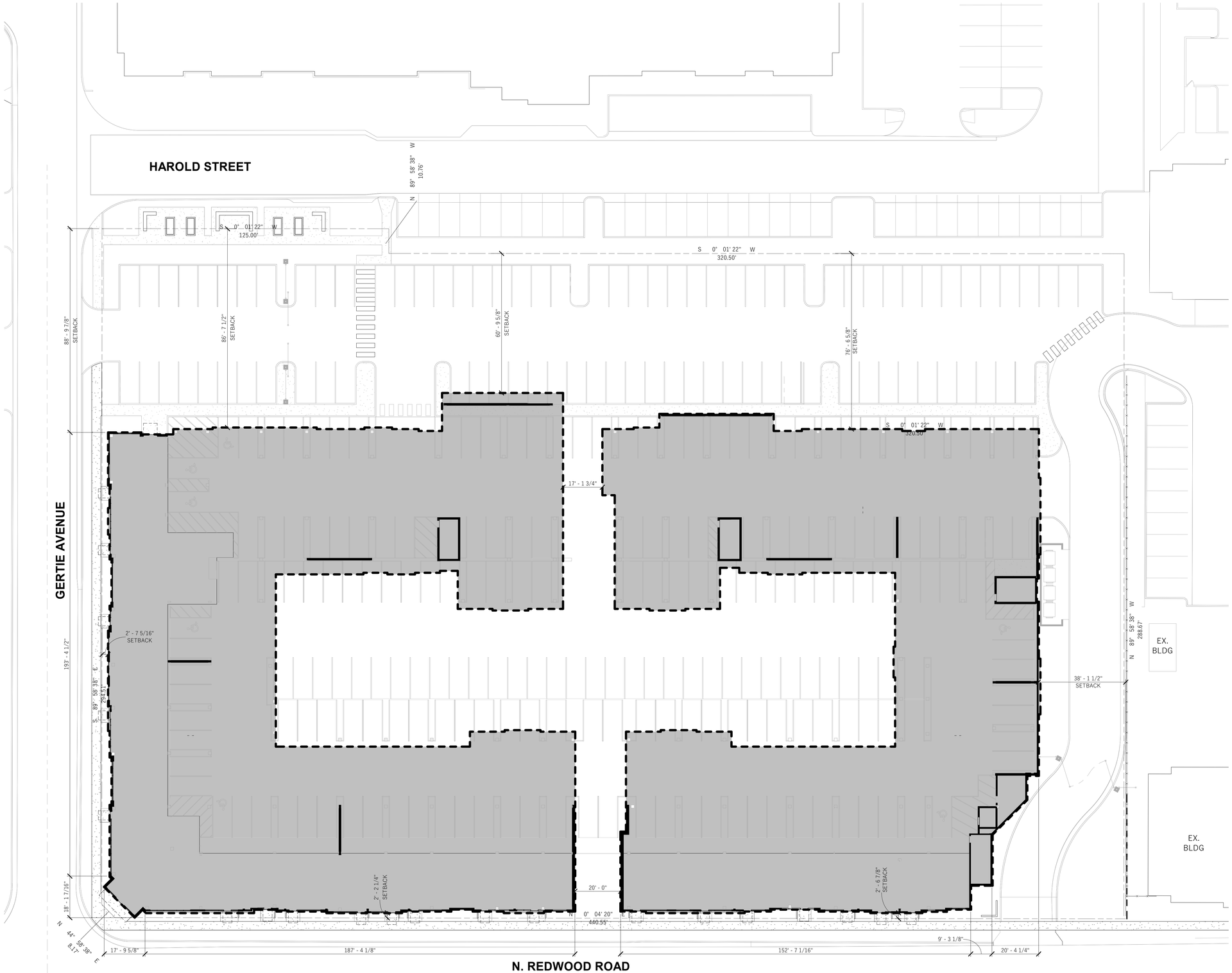

1
002
ARCHITECTURAL FOOTPRINT PLAN
1" = 20'-0"

PROJECT NUMBER
18039

ISSUE DATE:
SEPT 26, 2018

REVISIONS:
No. Date

RR DEVELOPMENT - 85% SET
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

ARCHITECTURAL FOOTPRINT PLAN

002

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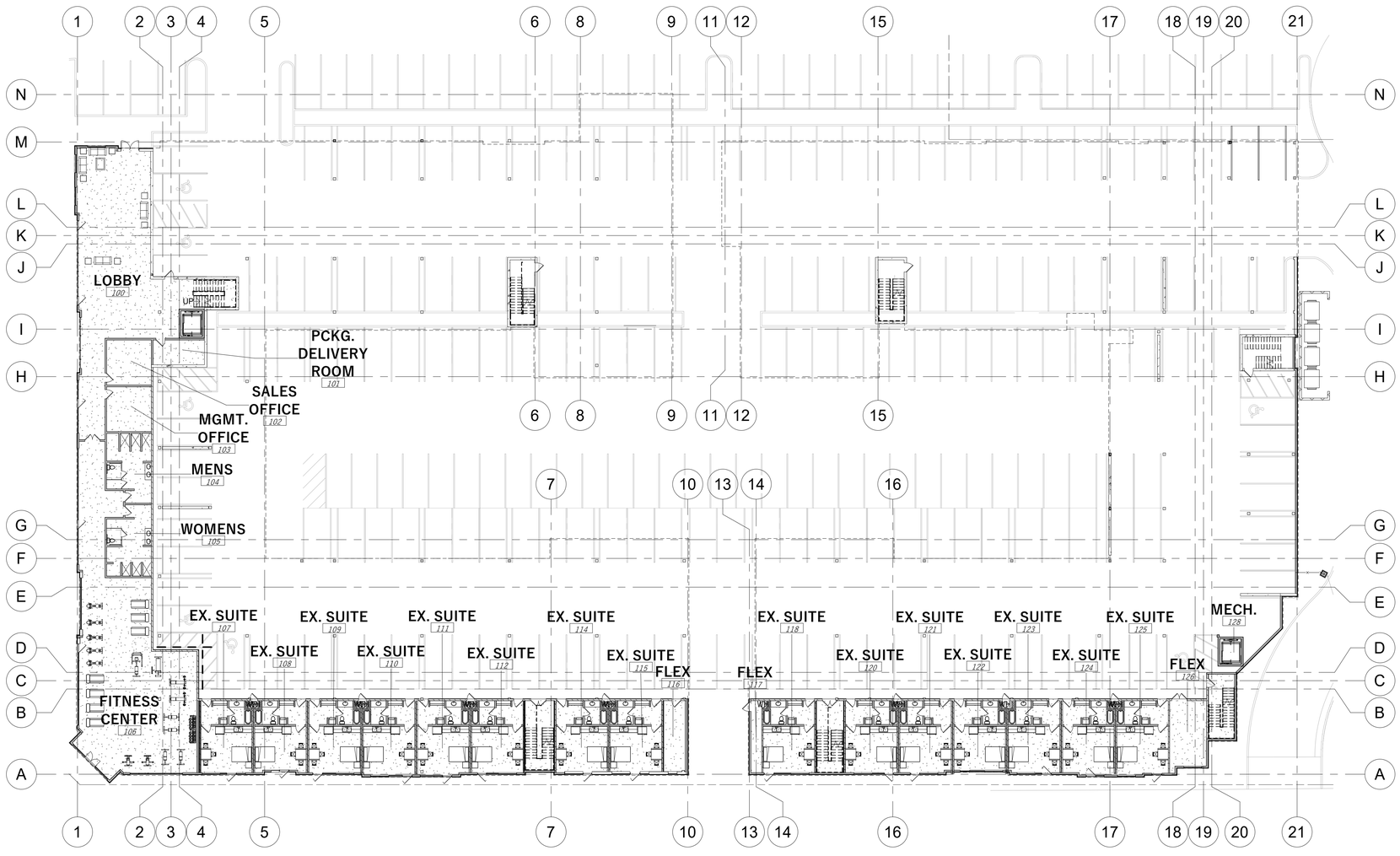

1
A1.0
GROUND FLOOR PLAN
1" = 20'-0"

PROJECT NUMBER
18039

ISSUE DATE:
MAY 8, 2018

REVISIONS:
No. Date

RR DEVELOPMENT
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

GROUND FLOOR PLAN

A1.0

FAX: (801) 936-0180
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PHONE: (801) 936-1343
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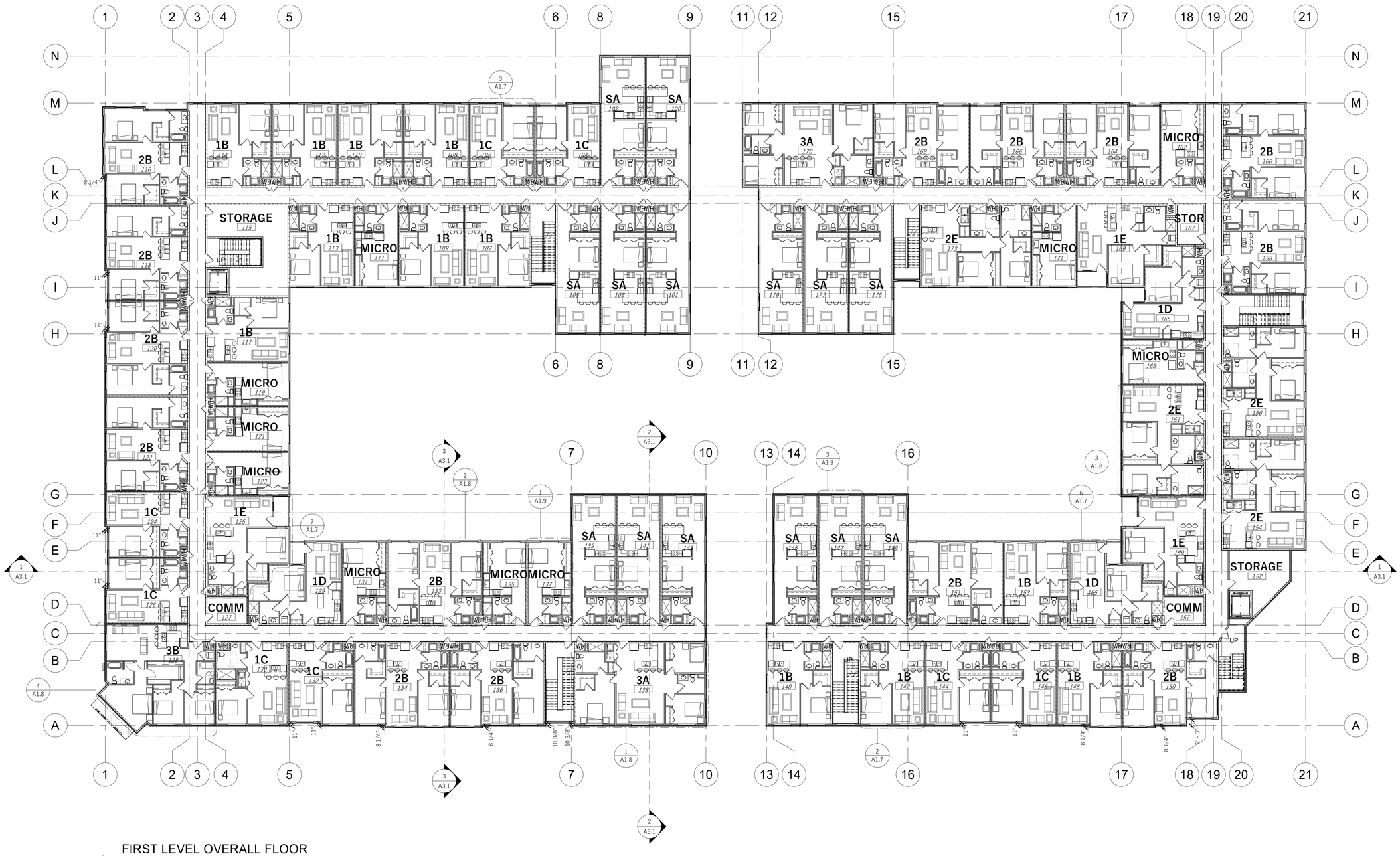

FIRST LEVEL OVERALL FLOOR PLAN
1/16" = 1'-0"

UNIT COUNT

1 BED 26
2 BED 18
3 BED 3
STUDIO 14
MICRO 10

FLOOR COUNT . . .71

PROJECT NUMBER
18039

ISSUE DATE:
MAY 8, 2018

REVISIONS:
No. Date

RR DEVELOPMENT
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

FIRST LEVEL OVERALL FLOOR PLAN

A1.1

FAX: (801) 936-0180 135 EAST CENTER STREET, NORTH SALT LAKE, UTAH 84054 PHONE: (801) 936-1343
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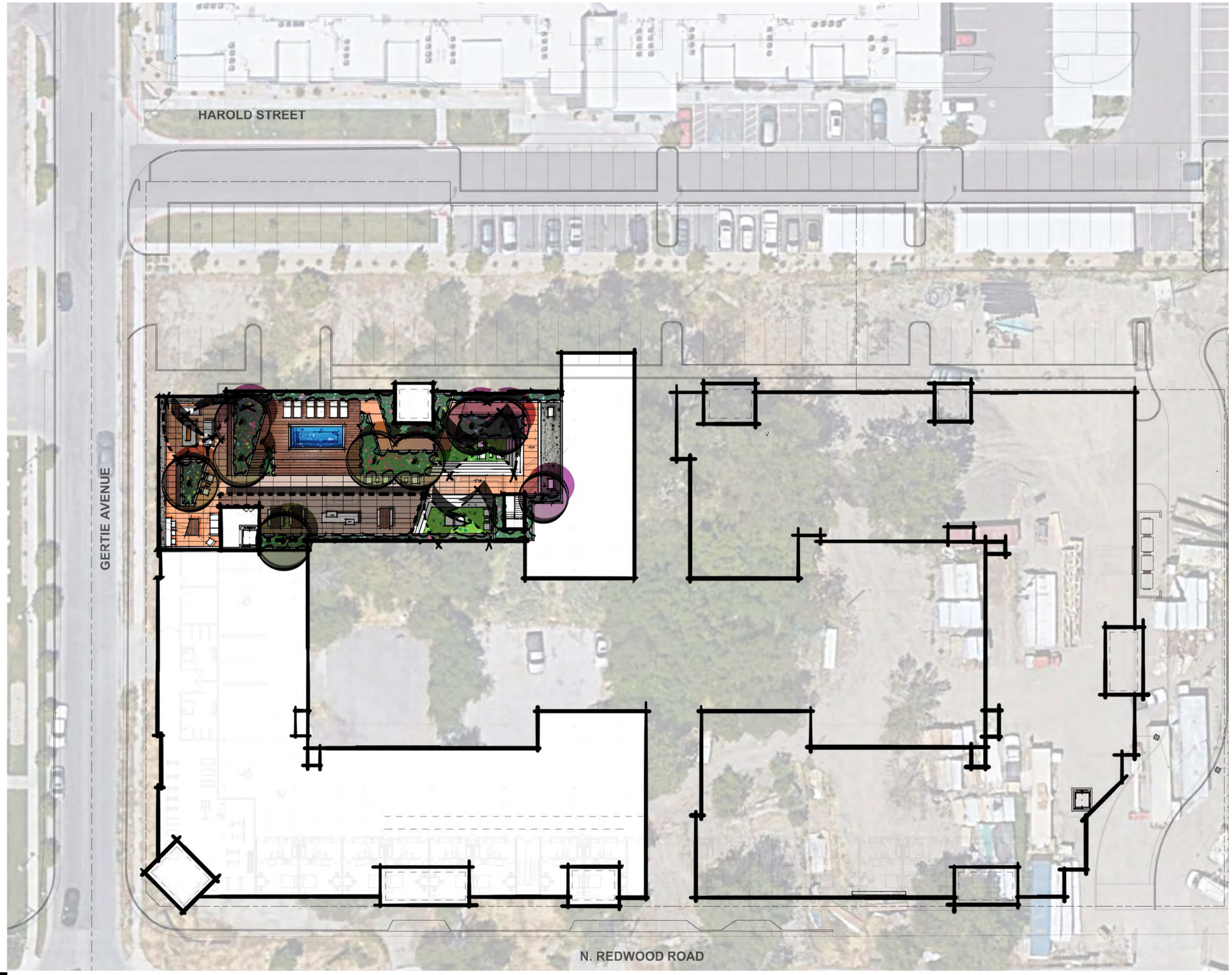


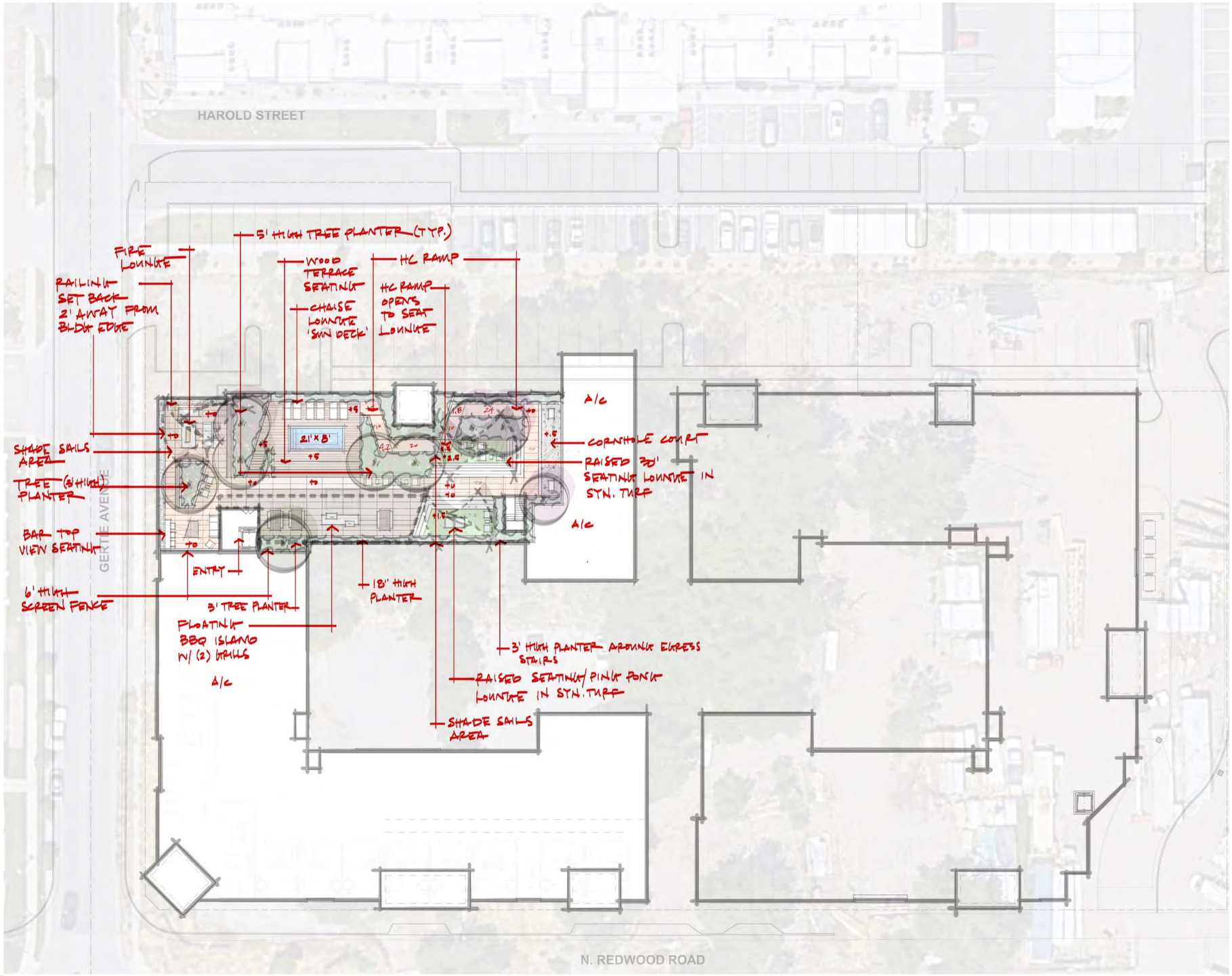
6/4

LOFTSIXFOUR

DISTRICT NORTH // SALT LAKE CITY, UT

CONCEPT 02-A-DD REVIEW WITH COLOR

0 20 40 60



DISTRICT NORTH // SALT LAKE CITY, UT

CONCEPT 02-A-DD REVIEW WITH NOTES

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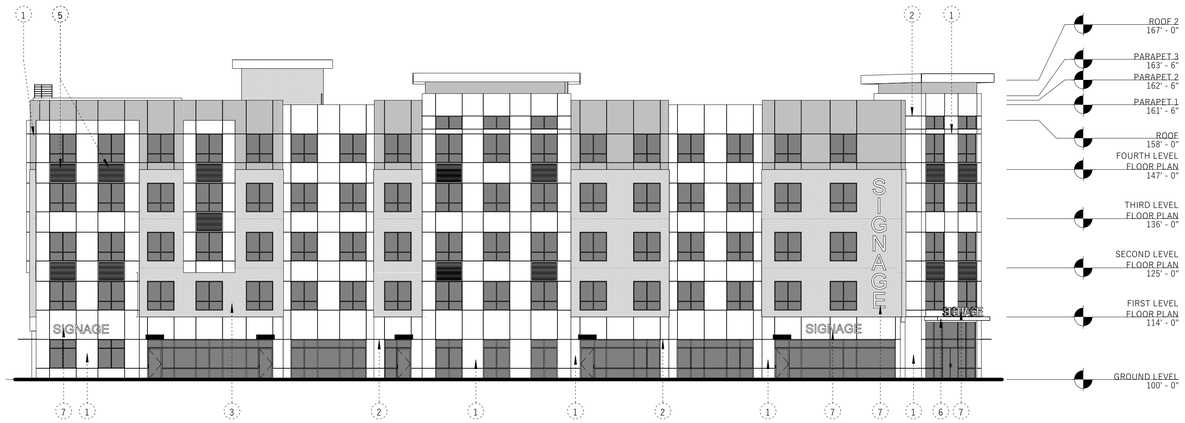
LOFTSIXFOUR



1
A2.1

SOUTH ELEVATION

1/16" = 1'-0"

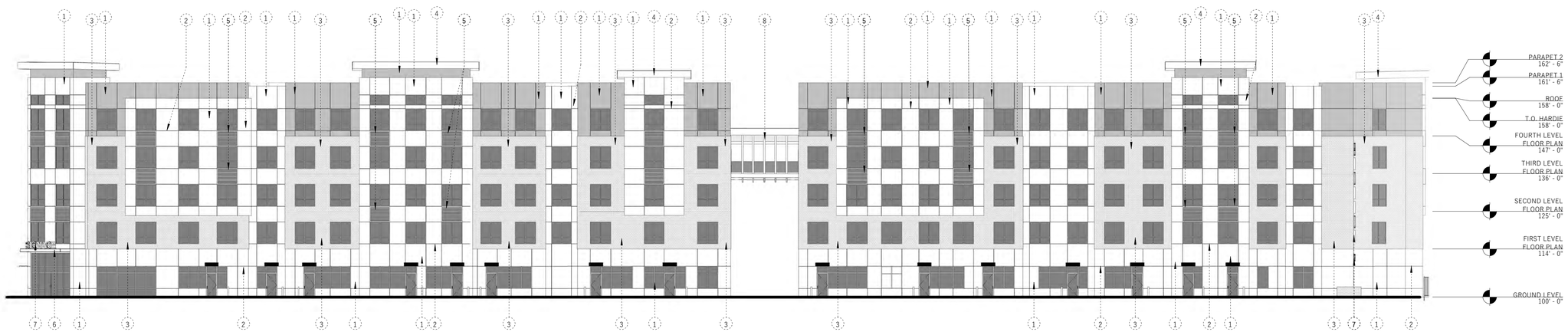
GROUND GLAZING PERCENTAGE = 74%

DURABLE MATERIALS:
BRICK = 35.6%
WHITE HARDIE = 28.3%
MEDIUM HARDIE = 16.8%
DARK HARDIE = 19.3%
TOTAL = 100%

WINDOW PERCENTAGE = 30%

KEYED NOTES

1. FIBER CEMENT WALL, VERFIY COLOR WITH OWNER.
2. REVEAL, TYP.
3. BRICK WALL, VERIFY COLOR WITH OWNER.
4. 1" x 24" FASCIA.
5. LOUVER.
6. AWNING.
7. SIGNAGE, VERIFY WITH OWNER.
8. BRIDGE. SEE THIRD LEVEL FLOOR PLAN.



2
A2.1

EAST ELEVATION

1/16" = 1'-0"

GROUND GLAZING PERCENTAGE = 64%

DURABLE MATERIALS:
BRICK = 37%
WHITE HARDIE = 36.3%
MEDIUM HARDIE = 17.3%
DARK HARDIE = 9.3%
TOTAL = 100%

WINDOW PERCENTAGE = 30%

GROUND GLAZING PERCENTAGE = 60%

DURABLE MATERIALS:
BRICK = 36%
WHITE HARDIE = 29%
MEDIUM HARDIE = 16.6%
DARK HARDIE = 18.7%
TOTAL = 100%

WINDOW PERCENTAGE = 31%

PROJECT NUMBER
18039

ISSUE DATE:
SEPT 26, 2018

REVISIONS:

No.	Date

RR DEVELOPMENT - 85% SET
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

SOUTH & EAST ELEVATIONS

A2.1

FAX: (801) 936-0180
135 EAST CENTER STREET, NORTH SALT LAKE, UTAH 84054
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JZW ARCHITECTS

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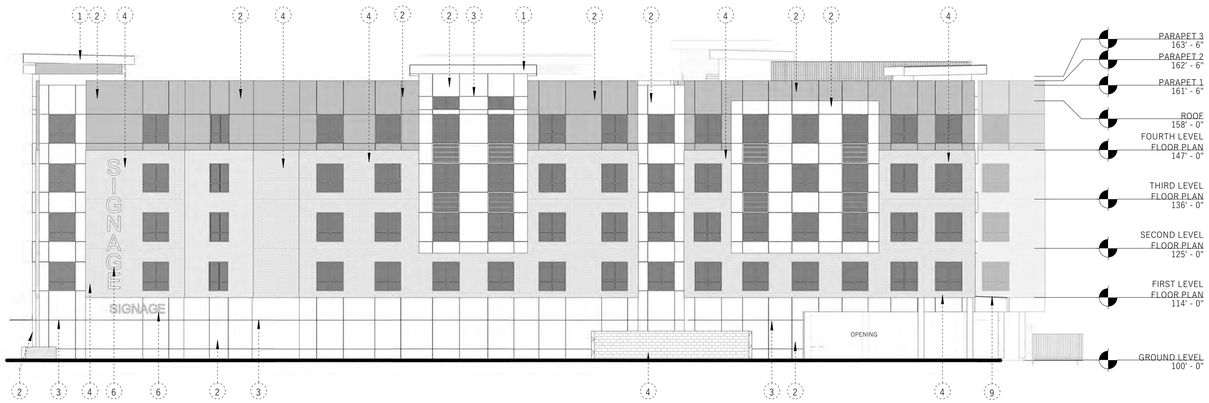

1
A2.2

NORTH ELEVATION

1/16" = 1'-0"

DURABLE MATERIALS:
BRICK = 39.6%
WHITE HARDIE = 16.8%
MEDIUM HARDIE = 15.6%
DARK HARDIE = 28.0%
TOTAL = 100%

WINDOW PERCENTAGE = 21%

KEYED NOTES

1. 1" x 24" FASCIA.
2. FIBER CEMENT WALL, VERFIY COLOR WITH OWNER.
3. REVEAL, TYP.
4. BRICK WALL, VERIFY COLOR WITH OWNER.
5. 10" x 10" COLUMNS.
6. SIGNAGE, VERIFY WITH OWNER.
7. BRIDGE. SEE FIRST LEVEL FLOOR PLAN.
8. CONCRETE SHEAR WALL, SEE STRUCTURAL.
9. STANDING SEAM ROOF AT PODIUM SLAB.

2
A2.2

WEST ELEVATION

1/16" = 1'-0"

DURABLE MATERIALS:
BRICK = 51.8%
WHITE HARDIE = 11.7%
MEDIUM HARDIE = 20.6%
DARK HARDIE = 15.9&
TOTAL = 100%

WINDOW PERCENTAGE = 26%

DURABLE MATERIALS:
BRICK = 37.6%
WHITE HARDIE = 24.1%
MEDIUM HARDIE = 15.4%
DARK HARDIE = 22.9%
TOTAL = 100%

WINDOW PERCENTAGE = 26%

PROJECT NUMBER
18039

ISSUE DATE:
SEPT 26, 2018

REVISIONS:

No.	Date

RR DEVELOPMENT - 85% SET
185 NORTH REDWOOD ROAD
SALT LAKE CITY, UT

NORTH & WEST ELEVATIONS

A2.2

FAX: (801) 936-0180
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ATTACHMENT D: SITE VISIT PHOTOS

This image is looking west at the intersection of Gertie Ave. and Redwood Rd. The project site is in the center and right side of the image.

This image is looking towards the west from Redwood Rd. with the project site on the left. Other recently completed multi-family residential developments can be seen in the background and on the right side of the image.

This image is looking towards the east at the intersection of Harold St. and Gertie Ave. with the project site on the left.

This image is looking north from Gertie Ave. at the project site with Redwood Rd. on the right.

This image is looking southwest from the intersection of Gertie Ave. and Harold St.

ATTACHMENT E: ZONING ORDINANCE STANDARDS

TSA (Transit Station Area District): *The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.*

Mixed Use Employment Center Station (TSA-MUEC): *A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network*

Zoning Ordinance Standards for TSA-MUEC zone (21A.26.050)

Standard	Proposed	Finding
Minimum Lot Area: 2,500 square feet	The site is made up of 4 parcels which all exceed 2,500 square feet and combined are 2.73 acres in size. The consolidation of the lots is a condition of approval.	Complies
Minimum Lot Width: 40 feet	The properties have a combined 432 feet of frontage along Redwood Rd., 292 feet of frontage along Gertie Ave. and 125 feet along Harold St. The properties will need to be combined before they can be developed but certainly exceed the minimum lot width.	Complies
Maximum Building Height: 60 feet	58 feet	Complies
Minimum Front and Corner Side Yard Requirement: None	No setback has been provided along Redwood Rd. or Gertie. Ave. An 89 foot setback has been provided along Harold St.	Complies
Maximum Front and Corner Side Yard Requirement: 50% of the street facing building facade shall be within 5' of the front or corner side property line.	The building is set at the property line along Redwood Rd. and Gertie Ave. An 89 foot setback has been provided along Harold St.	Does not comply along one street frontage, Planned Development approval is required.
Minimum Interior Side Yard Requirement: None	As this project is adjacent to other TSA zones, there are no interior side yard setback requirements.	Complies

Minimum Rear Yard Requirement: None	As this project is adjacent to other TSA zones, there are no rear yard setback requirements.	Complies
Open Space Requirements: 2,500 square feet	The project includes a 4,500 square foot rooftop amenity space as well as a landscaped area at the intersection of Harold St. and Gertie Ave. which will include landscaping and recreational space.	Complies

Design Standards for TSA-MUEC zone (21A.37.050)

DESIGN STANDARD	REQUIREMENT	PROPOSED	FINDINGS
21A.37.050 A. Active Ground Floor Uses and Visual Interest:	80% Active Uses: 80% of the ground floor of a street facing façade occupied by a permitted or conditional use other than parking for a depth of 25 FT. *Or* 60% Active Use & 25% Visual Interest: 60% Active use as identified above and 25% visual interest and features to facilitate pedestrian interaction with the building	Redwood Rd. Façade – The entire street facing façade is occupied by residential units that are accessed from the street and from an internal hallway. Gertie Ave. Facade– The entire street facing façade is occupied by a lobby, offices and amenity space. Harold St. Facade– Approximately 26 feet of frontage is occupied by lobby space. Harold St. is approximately 125 feet in length. This means approximately 21% of that façade has an active use.	Redwood Rd. – Complies, Gertie Ave. – Complies, Harold St. – Does not comply. Planned Development approval required.
C. Glass	Ground Floor Glass: The ground floor building elevation of all new buildings facing a street shall have a minimum of 60% glass between 3 and 8 FT above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least 5 FT.	Redwood Rd. Façade – 60% glazing Gertie Ave. Façade – 74% glazing Harold St. – 5%	Redwood Rd. – Complies, Gertie Ave. – Complies, Harold St. – Does not comply. Planned Development approval required.
D. Building Entrances	At least one operable building entrance on the ground floor for every street facing facade. Additional operable building entrances are required at a minimum of every 40 FT of street facing building facade.	Redwood Rd. Façade – 15 doors provided with 9 required. Gertie Ave. Façade – 5 doors provided with 5 required. Harold St. – 1 provided with 3 required	Redwood Rd. – Complies, Gertie Ave. – Complies, Harold St. – Does not comply. Planned Development approval required.

E. Maximum Length of a Street Facing Façade	Maximum length of a street facing façade is 200 FT. A minimum of 20 FT is required between separate buildings and the space between buildings shall include a pedestrian walkway at least 5 FT wide.	Redwood Rd. Façade – South building is 192 feet in length and the north building is 182 feet in length Gertie Ave. Façade – 198 feet in length Harold St. Façade – 197 feet in length but only 125 feet of that is adjacent to a street.	Redwood Rd. – Complies, Gertie Ave. – Complies, Harold St. – Complies
21A.26.078(F)(2) c. Entry Feature Requirement	All required building entries shall include at least one (1) of the following features: (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade; (2) A recessed entrance that is recessed at least five feet (5') from the street facing facade; (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or (4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.	All entries have an awning provided.	All comply

ATTACHMENT F: PLANNED DEVELOPMENT 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
A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (Section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.	**Complies**	The applicant has stated that the project is meeting Objective D and Objective F. Objective D is related to mobility and states, "D. Mobility: Enhances accessibility and mobility: 1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network. 2. Improvements that encourage transportation options other than just the automobile." This project as designed will encourage alternative transportation options. It's location in itself encourages the use of mass transit as the development is located midway between two light rail stations and a major bus line that runs along Redwood Rd. The project also encourages biking by providing bike storage as well as bike repair facilities. Objective F states, "F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal: 1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features. The North Temple Boulevard Master Plan was written to provide specific guidance for each light rail station along the street. As discussed in the "Key Considerations" section of this report, the master plan calls for improving walkability, developing a compact mix of uses and creating pleasant and safe open spaces amenities. This development will help to accomplish all of those goals by providing a dense, multi-family residential development adjacent to existing retail uses with easy access to mass transit.
B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.	**Complies**	As listed in the Key Considerations section of this report, staff believes that the project is consistent with Plan Salt Lake as well as the North Temple Boulevard Master Plan as the project will add vitality and growth to a mixed-use neighborhood and will be

			compatible with few impacts to surrounding properties.
C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the planning commission should consider:		**Complies with Conditions**	The project has been designed with the existing development pattern in mind creating a development that is compatible with the existing mixed-use neighborhood.
C1	**Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;**	**Complies**	The project is designed as two, 5 story multi-family residential structures with active ground floor uses along Redwood Rd. and Gertie Ave. The surrounding uses to the north, west and east are also multi-family residential uses. These existing developments are of a similar scale and massing. To the south is an existing, big box retail center. Redwood Rd. and nearby North Temple Blvd. are both arterial streets with the capability of handling large volumes of traffic. The current development pattern is transitioning from a typical suburban style retail center to a more dense transit oriented neighborhood. This transition in development is supported by master plan policies in Plan Salt Lake and the North Temple Boulevard Master Plan as was earlier discussed in this report.
C2	**Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;**	**Complies**	The buildings are generally oriented to the major surrounding streets with pedestrian entrances along the street and vehicular access in the rear of the structures. This layout should encourage future residents to utilize the sidewalk network connecting the development to nearby transit options which helps to implement master plan policies. The exterior building materials consist of glass, brick and hardie board on each elevation. These materials are consistent with recently developed adjacent projects and are considered in the Zoning Ordinance to be durable exterior building materials. Similar building materials have been utilized in the design of adjacent developments.
C3	**Whether building setbacks along the perimeter of the development:** **a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.** **b. Provide sufficient space for private amenities.** **c. Provide sufficient open space buffering between the proposed development and**	**Complies**	The neighborhood is transitioning from a typical suburban design which is commonplace along long, arterial streets into a neighborhood centered on the transit line along North Temple Blvd. The design of the structures and the intensity of the use providing an additional 299 units into this neighborhood will further implement the master plan for the area Because the applicant is utilizing most of the property for the actual structures, the project has

	neighboring properties to minimize impacts related to privacy and noise. **d. Provide adequate sight lines to streets, driveways and sidewalks.** **e. Provide sufficient space for maintenance.**		limited open space but is providing enhanced landscaping at both vehicular entrances at Harold Ave. and Redwood Rd. The project is also providing a 4,500 square foot landscaped roof-top amenity space for residents. The master plan calls for significant building coverage in this neighborhood in order to maximize residential density.
C4	**Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;**	**Generally Complies**	The proposed structures are primarily focused on activating Redwood Rd. and Gertie Ave. The project meets the required ground floor glass requirement along Redwood Rd. at 60% and exceeds it along Gertie Ave. at 74%. The facades are articulated along each frontage and each building although complimentary in design with similar features have architectural differences. Access into the structure and into the uses that occupy the ground floor is available along both streets. All exterior building materials are considered to be durable according to the city's design standards and are distributed in different colors and patterns to create interest. These building materials are used on all elevations of the building including the rear facades. The ground floor of the Harold Ave. façade is an exception as it is open to the parking areas located beneath the structure. The upper stories of the Harold Ave. façade is similar in articulation and building materials as all other facades.
C5	**Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;**	**Complies**	The project will have lighting attached to the building to highlight architectural features as well as lights that cast down providing a safe environment for pedestrians along the sidewalk. The parking areas will also be lighted.
C6	**Whether dumpsters, loading docks and/or service areas are appropriately screened; and**	**Complies**	Dumpsters will be located on the north side of the structure adjacent to a private drive that provides access to the parking lot from Redwood Rd. The dumpsters will be placed in an enclosure which will keep them out of the public view.
C7	**Whether parking areas are appropriately buffered from adjacent uses.**	**Complies with Conditions**	The parking areas are generally located beneath the structures themselves and are screened from view from each direction except from the west where the ground floor is open. The surface parking lots also extend from beneath the structure to the west property line. The applicant is proposing a landscaped buffer along the perimeter of the parking lot. This buffer in conjunction with the existing landscaping from the adjacent property should appropriately buffer the adjacent uses from impacts from the proposed parking areas.

			Staff believes that adjacent uses will be sufficiently buffered but has concerns about the visibility of surface parking areas from adjacent streets and sidewalks. The proposed landscaping along Harold St. includes a hedge along its boundary to provide a visual buffer from the street and sidewalk to the surface parking areas. This hedge or a solid wall should continue south along Gertie Ave. as well to screen the proposed surface parking areas from vehicular and pedestrian traffic. This has been listed as a condition of approval.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:		**Complies with Conditions**	The project area has significant amounts of landscaping including a buffer yard and street trees on all three street frontages.
D1	**Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;**	**Complies**	The project area has a large number of existing trees that have not been maintained and do not appear to have been purposely planted in the area. They appear to have spread due to the lack of maintenance or other activities on the property. These native trees will be removed and will be replaced with 54 new trees spread throughout the project area and along the streets.
D2	**Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;**	**Complies**	The existing vegetation is not currently buffering abutting properties as it is generally located in the center of the property rather than the edges.
D3	**Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and**	**Complies with Conditions**	The project is located adjacent to similar uses on all sides negating any need for significant buffering from the structures. Landscaping is required and provided along the perimeter of all surface parking areas in the project area. There will also be street trees provided along all street frontages. The applicant has also proposed enhanced landscaping at the intersection of Harold St. and Gertie Ave. to mitigate any negative impacts created by allowing parking to be located in the corner side yard area. Staff is recommending as a condition additional landscaping along Gertie Ave. to screen the surface parking areas.
D4	**Whether proposed landscaping is appropriate for the scale of the development.**	**Complies**	The landscaping that is proposed is extensive and attractive and covers all portions of the property that is not covered in structures, sidewalks or driveways. The proposed landscaping is appropriate for the scale of this development and in this district which encourages high lot coverage.
E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the		**Complies**	This development is located near transit, is installing bicycle facilities and building additional sidewalks

site and surrounding neighborhood. In determining mobility, the planning commission should consider:			which will encourage multiple modes of transportation.
E1	**Whether drive access to local streets will negatively impact the safety, purpose and character of the street;**	**Complies**	Vehicular access to the site relies heavily on Redwood Rd. which is an arterial street. The project was reviewed by the Transportation Division and although the street is busy staff believes that road does have additional capacity.
E2	**Whether the site design considers safe circulation for a range of transportation options including:** **a. Safe and accommodating pedestrian environment and pedestrian oriented design;** **b. bicycle facilities and connections where appropriate, and orientation to transit where available; and** **c. Minimizing conflicts between different transportation modes;**	**Complies**	The project is built up to existing sidewalks along Gertie Ave. and Redwood Rd. In addition the applicant is proposing additional sidewalks through the development granting pedestrians safe travel throughout the site and to nearby transit stations on North Temple Blvd. Conflicts between vehicles and pedestrians should be minimal as it would be generally be limited to the two vehicular entrances into the project on Gertie Ave. and Redwood Rd.
E3	**Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;**	**Complies**	The project has public sidewalk along three sides and a private sidewalk across the development providing easy pedestrian access from the site to points throughout the neighborhood.
E4	**Whether the proposed design provides adequate emergency vehicle access; and**	**Complies**	The two primary vehicular entrances from Gertie Ave. and Redwood Rd. are proposed to be gated but emergency vehicle access can be provided from Redwood Rd., Gertie Ave. and Harold St. Fire has reviewed the application and found the design provides adequate emergency vehicle access.
E5	**Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.**	**Complies**	The project has vehicular access from three public streets and a shared private drive on the north. Loading and service areas are located on the interior of the project in the parking areas and should not be visible to the public.
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.		**Complies**	The property is vacant except for a small paved area that appears to have been used as a parking lot in the past. It is generally flat with no natural or built features that contribute to the character of the neighborhood or environment.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.		**Complies**	The Public Utilities Department has reviewed the project and finds that they are able to provide all necessary services for this proposed project.

ATTACHMENT G: PUBLIC PROCESS AND COMMENTS

Meetings & Public Notice

The following is a list of public meetings and other public input opportunities related to the project that have been held.

October 9, 2018 – The project is located on the border of two community councils: Fairpark and Poplar Grove. Both community councils were informed of an open house which was held on site at an adjacent multi-family residential structure. There was one resident in attendance with a few questions but provided no comments.

Notice of the Planning Commission public hearing for the proposal included:

- Notices mailed on November 15, 2018
- Property posted on November 15, 2018
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites on November 15, 2018

Public Comments

When the petition was first initiated staff mailed a notice of early engagement but received no comments. Since that time staff has received no additional comments from the public.

ATTACHMENT H: DEPARTMENT REVIEW COMMENTS

The following comments were received from other City divisions/departments with regard to the proposed text amendments:

Michael Barry, Transportation Division

Transportation has no objections to the planned development. Bicycle and electric vehicle parking would be required.

Greg Mikolash, Building Services Division

-TSA-MU-ECT zone.

-Highly suggest that the applicant schedule a DRT meeting to determine if there are any red flags that could hinder the progress of the project.

- Proposal to construct 299 apartment units at 5 stories. Must not exceed 60 feet in height.
- A Certified Address is to be obtained from the Engineering Dept. for use in the plan review and permit issuance process.
- The existing four parcels associated with the project area must be consolidated.
- See 21A.26.078 for general and specific regulations of the TSA zoning district. Note all bulk, site, façade/window, and dimensional requirements of the district.
-Please reference 21A.36.010 for Use Of Land And Buildings and, 21A.36.250 for a permanent recycling collection station.
- Reference 21A.36.250 for construction waste management plan requirements.
- Reference 21A.44 for parking and maneuvering, with parking calculations provided that address the minimum parking required for the project. Parking calculations shall also include bicycle parking required/provided outside of the building and within 50' of the principle entry, off-street loading required/provided as well as clear pedestrian pathways from the parking lot to the entry of the building and the public sidewalk.
- Reference 21A.48 for landscaping and including removal/protection of private property trees.
- Per this Planned Development proposal, please reference 21A.55 for PD regulations/standards.
- See 21A.58 for site plan review requirements.
-Additional comments/suggestions will be associated with the submittal and review of a building permit.

Scott Weiler, Engineering Division

Engineering has no objections to the proposed planned development. Harold Street is both public and private. I believe it changes from public to private at the gated entrance, approx. 100' north of Gertie Avenue.

Jason Draper, Public Utilities Department

I don't have any issue with the planned development and the set-back issue. We actually support one side on a public street to be a little bit set back to accommodate water meters, grease interceptor, etc.

- Comments and approval of the planned development does not provide building or utility review or permits.
- Plans for the building must be submitted for review.
- All improvements and building must meet SLCPU standards, ordinance, policies, and standards.

Ted Itchon, Fire Department

This appears to be an R-2, S-2 occupancy that is constructed above 30 ft. in height. It will require two fire department access roads which appears to have. One of which will be aerial apparatus access that requires a 26 ft. clear road way that is no closer than 15 feet measured from the face of the structure and no further than 30 ft. Due to the occupancy classification the structure will require automatic fire sprinkler system and fire alarm system throughout. Due to the height it will require wet standpipe system in the structure. The standpipe system may be a combination system.