



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Chris Lee, 801-535-7706
Date: February 28, 2018
Re: PLNSUB2017-00755 and PLNSUB2017-01052 - The Wells Mixed Use Development

Conditional Building and Site Design Review Planned Development

PROPERTY ADDRESS: 1302 South 500 East and 1314 South 500 East
PARCEL ID: 16-07-459-032 and 16-07-459-033
MASTER PLAN: Central Community
ZONING DISTRICT: CN (Neighborhood Commercial)

REQUEST: The petitioner, Dallin Jolley, of Jolley & Jube Investments, has initiated petitions to develop two abutting parcels at 1302 S 500 E and 1314 S 500 E as a comprehensive mixed-use development with a building on each parcel. The building uses would include residential, commercial, and office. The project requires Conditional Building and Site Design Review (CBSDR) and Planned Development (PD) approval. The CBSDR request is to reduce the required 15 foot front and corner side yard setbacks to 0 feet for the south building and 6 feet 5 ³/₄ inches and 2 feet 3 ³/₄ inches for the corner building. PD approval is required to reduce the 30 foot parking setback from the east property line and to facilitate a shared parking area between the structures. Per Section 21A.55.030 of the Salt Lake City zoning ordinance, “the planning commission may change, alter, modify or waive any provisions of this title or of the city’s subdivision regulations as they apply to the proposed planned development”. The Planning Commission has final decision making authority for planned developments and conditional building and site design reviews.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve both the Planned Development and Conditional Building and Site Design Review as proposed, subject to compliance with all applicable regulations, and with the following condition:

- The lot lines must be adjusted between the parcels as indicated on the site plan via a preliminary subdivision that shows the cross access areas on the plat map and contains a written property maintenance agreement.

ATTACHMENTS:

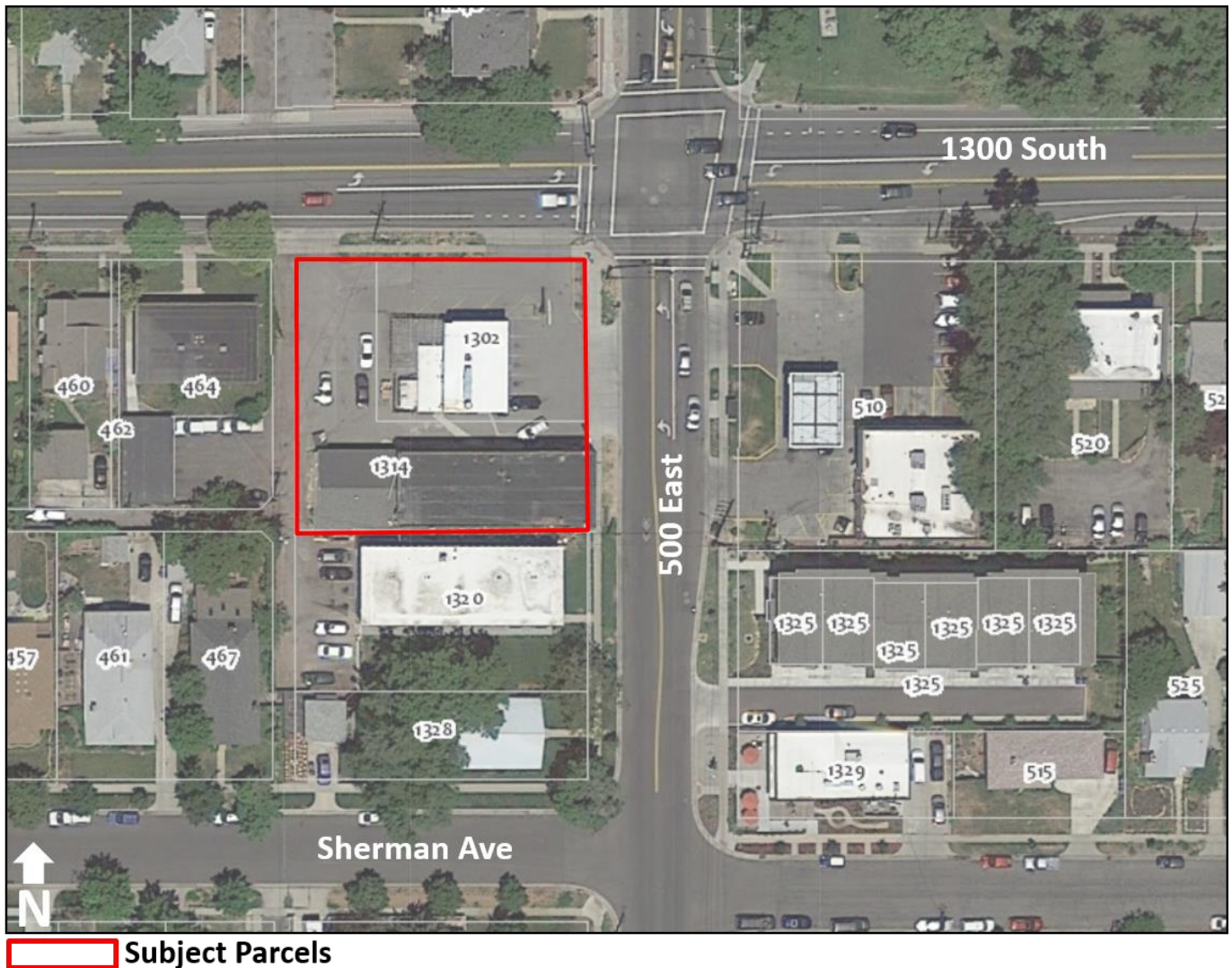
- A. Vicinity and Zoning Map
- B. Site Plan
- C. Site Photos
- D. Elevations and Floor Plans

- E. Renderings
- F. Landscaping Plan
- G. Applications
- H. Existing Conditions
- I. Analysis of Standards
- J. Public Process and Comments
- K. Department Comments

PROJECT DESCRIPTION:

Overview

The proposed development is on a prominent corner at the intersection 500 East and 1300 South directly southwest of Liberty Park. The subject parcels are both zoned CN (Neighborhood Commercial) and are within a neighborhood commercial node composed of a few small businesses and multi-unit residential uses which transition to mostly single family residential throughout the greater neighborhood. The subject parcels themselves are approximately .1687 acres (7,349 square feet) and .2215 acres (9,649 square feet) for a total of .3902 acres (16,997 square feet). The south parcel (1314 S 500 E) is “L” shaped and wraps around the corner lot (1302 S 500 E) as illustrated on this map:



The applicant proposes to demolish and replace the existing building on each parcel. The corner building (1302 S 500 E) would be located closer to the intersection than the existing structure (which most recently housed a Thai restaurant), while the south building (1314 S 500 E) would be constructed at almost the same location as the existing structure (which most recently housed a retail honey shop and residential rental units). The proposed corner building would consist of 2 restaurants and 4 retail shops on the main level with 4 residential units on the second level. The proposed south building would house 5 offices, 3 retail spaces, and 8 residential units. One office unit would be located on the main level of the east end of the building along with the retail spaces. The other offices would be on the upper level of the east side of the building. The 8 residences would be located on both levels of the west end of the structure. All residential units in both buildings are proposed to be 1 bedroom apartments.

Reduced Front and Corner Side Yard Setbacks

The required front and corner side yard setbacks in the CN zone are 15 feet. Exceptions to that requirement can be authorized via a Conditional Building and Site Design Review (Section 21A.26.020F1, SLC Zoning Ordinance), which the applicant is utilizing to seek reductions for both of the proposed structures. The corner building (1302 S 500 E) would be located 2 feet 3 ³/₄ inches from the north property line fronting on 1300 S and 6 feet 5 ³/₄ inches from the east property line fronting on 500 E. It should be noted that the setback of 6 feet 5 ³/₄ inches is in regards to the balcony and overhang on the second level. The setback to the front of the building on the ground level where the outdoor dining is located would be 14 feet 5 ³/₄ inches as illustrated below:



View of the corner building looking towards the southwest

As with the corner building, the applicant is seeking to reduce the front yard setback via the CBSDR process for the south (1314 S 500 E) building as well. The setback would be eliminated to allow for it to be located right at the property line to essentially match the placement of the existing building. The building envelope would extend all the way to the eastern property line but the structure would be

fronted by a semi-enclosed patio which would run along the length of the eastern face of the building and would have an interior depth of 4 feet to the building wall itself. It would be constructed of vertically oriented wooden slats with doors that would be left open during business hours to facilitate access to the building. The applicant has stated that the eye would be drawn through the patio to the building beyond, likely serving to “soften” the structure and facilitate interest for passing pedestrians, bicyclists, and drivers. The following rendering illustrates how it would appear at street level:



View of the front of the south and corner buildings looking towards the west

Parking Setback within an Interior Side Yard

The other element of the proposed project that does not meet the underlying standards of the CN zoning district is the interior side yard parking setback. The requested reductions are being sought via a Planned Development application. The requirements for parking setbacks are delineated in section 21A.26.020(F.7) of the SLC zoning code:

Parking Setback: Surface parking lots within an interior side yard shall maintain thirty foot (30') landscape setback from the front property line or be located behind the primary structure. The planning director may modify or waive this requirement if the planning director finds the following:

- a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.*
- b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.*
- c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.*
- d. The landscaped setback is consistent with the surrounding neighborhood character.*
- e. The overall project is consistent with section [21A.59.060](#) of this title.*

Although the language from the zoning code stipulates that the Planning Director can modify or waive the setback, it is being addressed via the Planned Development review to maintain a consistent and comprehensive evaluation of the project in light of the various adjustments that are being sought. The Planning Commission can review this as part of the comprehensive project rather than the Planning Director acting on an isolated element.

The parking setback in question is located at the one-way ingress access point on 500 East where automobiles will enter the project between the two buildings. The space between the structures contains the interior side yard of both of the subject parcels. As illustrated on the [site plan](#) and the previous two renderings, the first angled parking stall to the south of the corner building is 7 feet from the property line and the tandem stall to the north of the south building is 4 feet from the property line. Due to the fact that those distances do not maintain the 30 foot landscape setback, they must comply with the standards listed above to qualify for approval or must be approved through the Planned Development process.

Staff believes that they do meet the standards in that the parking plan is compatible with the design of the buildings and with the surrounding neighborhood and is shielded from view as much as is possible. The corner building itself serves to block views of almost all the parking area when viewed from 1300 South. Due to the reduced setbacks proposed for both buildings, much of the parking would also be concealed along 500 East except for when a pedestrian is close to, or immediately in, the area between the structures. Additionally, although the parking area is not completely concealed, the landscaping plan shows that they will utilize trees and plants as much as possible while conforming to the standards of the site distance triangle.

Preliminary Subdivision

As illustrated by the image in the project description and the [vicinity and zoning map](#), the existing corner lot is almost square while the other parcel at 1314 South 500 East abuts it on the southern and western sides in an “L” shape. The applicant would like to adjust those lines so that the two parcels are rectangular in shape and divided by one straight line running from east to west between them as illustrated on the [site plan](#). This is proposed to provide a larger setback for the corner building and to divide the parcels down the middle of the drive aisle. The site plan shows both the existing lot line and the lot line after the proposed change. Without adjusting the lot lines, the structure on the corner lot would cross the western property line at the rear of the building as currently proposed.

The applicant was not initially planning to adjust the lot lines but due to feedback that was received during the Community Council meeting and open house, they opted to move the corner building further west and south to provide for larger front and corner yard setbacks than on the initial application. Consequently, the applicant is in the process of preparing a plat map to submit for a Preliminary Subdivision application to accomplish the proposed changes to the lot lines. The Preliminary Subdivision is an application that is approved administratively. Staff recommends that approval of the Conditional Building and Site Design Review and Planned Development be conditioned upon approval of the Preliminary Subdivision.

Parking

The proposed development includes 13 on-site parking stalls. The applicant is proposing a parking plan that will be utilized by the occupants and visitors of both buildings. The majority of the spaces would be located between the two structures with the remaining two at the rear (west side) of the corner building as illustrated on the [site plan](#) and on various [renderings](#) including the following:



View of the ingress access from 500 East and parking looking towards the southwest

As stipulated in the *Off Street Parking, Mobility, and Loading (21A.44)* section of the SLC zoning code, 22 off-street spaces would be required for this development without utilizing any parking reductions. The number of required spaces is calculated utilizing the parking requirements and information contained in the application as presented below. Keep in mind that the total number of stalls is rounded either up or down, per section 21A.44.030(A.3b) of the *Minimum off Street Parking Requirements*:

When determination of the number of off street parking spaces required by this title results in a requirement of a fractional space, any fraction of less than one-half ($1/2$) may be disregarded, while a fraction of one-half ($1/2$) or more, shall be counted as one parking space.

| Use | Use Description | Minimum Parking Requirements | Total Stalls | Rounded Total |
|----------------|---|---|-----------------------|---------------|
| Residential | 12 units with 1 bedroom each | 1 parking space per unit | 12 | |
| Retail Sales | 1,782 square feet of retail space | 2 spaces for each 1000 square feet of usable floor area | 3.564 | |
| Restaurant | 1,178 square feet of restaurant space | 2 spaces for each 1000 square feet of usable floor area | 2.356 | |
| General Office | Main floor - 1,061 square feet Upper level - 1,061 square feet | 3 spaces per 1,000 square feet of usable floor area for the main floor plus 1 $\frac{1}{4}$ spaces per 1,000 square feet of usable floor area for each additional level, including the basement | 3.183 + 1.326 = 4.509 | |
| Total | | | 22.429 | 22 |

The Off Street Parking ordinance allows for the reduction of required parking stalls by various methods. The applicant has opted to utilize two of them. The first, *Pedestrian Friendly Amenities*, is outlined in 21A.44.040(B.8.b):

Pedestrian Friendly Amenities: For any business that has pedestrian friendly amenities, such as bike racks, baby buggy parking areas, benches or other similar pedestrian oriented amenities, which are located within one hundred feet (100') of the entrance to the business, either on public or private property, the first two thousand five hundred (2,500) square feet of the building area shall be excluded from parking calculations and exempt from parking requirements.

This reduction is in play because the applicant is incorporating bike rack parking (see rendering and site plan) into the project that is located less than 100 feet from entrances to both structures. Consequently, 2,500 square feet of the building area can be deducted from the calculations. The applicant is taking that deduction as 1,061 feet from the main floor of the office use and 1,439 from the retail/restaurant use. Retail and restaurant uses have the same parking requirements. For simplicity in the following table, the square footage was deducted from the restaurant category while the retail category remains the same. As illustrated, the deductions result in the total number of parking spaces dropping down from 22 (per the initial calculation) to 16:

| Use | Use Description | Minimum Parking Requirements | Total Stalls | Rounded Total |
|-----------------------|---|---|-------------------------|----------------------|
| Residential | 12 units with 1 bedroom each | 1 parking space per unit | 12 | |
| Retail Sales | 1,782 square feet of retail space | 2 stalls for each 1000 square feet of usable floor area | 2.356 | |
| Restaurant | 343 square feet of restaurant space | 2 stalls for each 1000 square feet of usable floor area | .686 | |
| General Office | Main floor – 0 square feet Upper level – 1,061 square feet | 3 spaces per 1,000 square feet of usable floor area for the main floor plus 1 ¹ / ₄ spaces per 1,000 square feet of usable floor area for each additional level, including the basement | 0 + 1.326 = 1.326 | |
| Total | | | 16.368 | 16 |

Due to the mixed-use nature of the building, the applicant has also chosen to utilize the *Shared Parking* deduction as stated in 21A.44.040(B.1):

Shared Parking: Where multiple uses share the same off street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The following schedule of shared parking is provided indicating how shared parking for certain uses can be used to reduce the total parking required for shared parking facilities:

TABLE 21A.44.040B
SCHEDULE OF SHARED PARKING

| General Land Use Classification | Weekdays | | | Weekends | | |
|-----------------------------------|----------------------|-----------------------|----------------------|----------------------|-----------------------|----------------------|
| | Midnight - 7:00 A.M. | 7:00 A.M. - 6:00 P.M. | 6:00 P.M. - Midnight | Midnight - 7:00 A.M. | 7:00 A.M. - 6:00 P.M. | 6:00 P.M. - Midnight |
| College and university | 0% | 100% | 50% | 5% | 50% | 50% |
| Community centers | 0% | 30% | 75% | 0% | 100% | 80% |
| Hotel | 100% | 65% | 100% | 100% | 65% | 100% |
| Office and industrial | 5% | 100% | 5% | 0% | 5% | 0% |
| Place of worship | 0% | 30% | 50% | 0% | 100% | 75% |
| Residential | 100% | 50% | 80% | 100% | 75% | 75% |
| Restaurant | 10% | 70% | 100% | 25% | 50% | 100% |
| Retail/service | 0% | 100% | 80% | 0% | 100% | 75% |
| Schools, elementary and secondary | 5% | 100% | 75% | 0% | 25% | 10% |
| Theater/entertainment | 5% | 40% | 100% | 5% | 75% | 100% |

The percentages referenced above have been incorporated into the following table to determine the total number of parking spaces required when utilizing the shared parking approach. The previously determined minimum number of parking spaces per each use are entered into the second column and then calculated as shown below:

| Use | Required Spaces | Weekdays | | | | | | Weekends | | | | | |
|--------------------|-----------------|--------------------|-----|-------------------|----|--------------------|-----|--------------------|-----|-------------------|-----|--------------------|-----|
| | | Midnight - 7:00 am | | 7:00 am – 6:00 pm | | 6:00 pm – Midnight | | Midnight – 7:00 am | | 7:00 am – 6:00 pm | | 6:00 pm – Midnight | |
| Residential | 12 | 100% | 12 | 50% | 6 | 80% | 9.6 | 100% | 12 | 75% | 8 | 75% | 8 |
| Retail | 2 | 0% | 0 | 100% | 2 | 80% | 1.6 | 0% | 0 | 100% | 2 | 75% | 1.5 |
| Restaurant | 1 | 10% | .1 | 70% | .7 | 100% | 1 | 25% | .25 | 50% | .5 | 100% | 1 |
| Office | 1 | 5% | .05 | 100% | 1 | 5% | .05 | 0% | 0 | 5% | .05 | 0% | 0 |
| Total | 16 | 12.15 | | 9.7 | | 12.25 | | 12.25 | | 10.55 | | 10.5 | |

The two highest use periods are determined to be on weekdays from 6:00 pm to midnight, and on weekends from midnight to 7:00 am, with the total minimum number of parking spaces for both of those time frames coming out to 12.25 (rounded down to 12). The [site plan](#) shows a total of 13 spaces which is one more than required per the off street parking ordinance after the two deductions that the applicant has taken. The Transportation Division has reviewed the proposed parking plan and determined that it meets the off street parking requirements.

Building Height

The roofs of both buildings are designed as outdoor living spaces for the renters of the residential units. The top of the parapet walls that enclose the roofs are 25 feet above the established grade and comply with the 25 foot CN zone height limit. Access to the roofs is provided via seven stairwells (two on the south building and five on the corner building) with maximum heights of 30 feet each. This aerial view of both structures illustrates the plan for the roofs and the stairwells:



Height exceptions for design elements that commonly rise above rooflines such as chimneys, steeples, mechanical equipment, and stairwell towers are allowed as established in Table 21A36.020C of the Salt Lake City zoning code. Stairwell towers are permitted by right in all commercial zones (among others) up to 16 feet beyond the maximum height limit. Since the extra height of these stairwells are only 5 feet beyond the 25 foot height limit in the CN zone, they are permitted.

KEY CONSIDERATIONS:

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

1. Plan Salt Lake and the Central Community Master Plan
2. Cross Access Agreements
3. Potential Effects of the Parking Plan
4. Alley Access

Consideration 1 – Plan Salt Lake and the Central Community Master Plan

The project site is located within the boundaries of the Central Community Master Plan area as well as the city-wide plan called *Plan Salt Lake* that addresses a broad range of issues important to the entire city. Chapter 1 of *Plan Salt Lake* focuses on neighborhoods and lists several initiatives to encourage quality neighborhoods across the city. Those that are most pertinent to this project are the following:

- 1. Maintain neighborhood stability and character.*
- 3. Create a safe and convenient place for people to carry out their daily lives.*
- 4. Support neighborhood identity and diversity.*
- 8. Encourage and support local businesses and neighborhood business districts.*
- 9. Provide opportunities for and promotion of social interaction.*

Likewise, Chapter 2 of *Plan Salt Lake* focuses on growth with the following initiatives directly correlating to the proposed development.

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

Chapter 3, *Housing*, has the following pertinent initiatives:

- 2. Increase the number of medium density housing types and options.*
- 3. Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
- 4. Enable moderate density increases within existing neighborhoods where appropriate.*

And Chapter 7, *Parks & Recreation*, also contains a pertinent initiative:

- 4. Provide accessible parks and recreation spaces within 1/2 mile of all residents.*

The proposed project meets each of the listed initiatives. It would help maintain neighborhood character by adding to the retail and restaurant options within an existing small commercial node while providing a convenient location for people that are living over the businesses. These types of mixed use buildings inherently serve to support local businesses and business districts and promote social interaction.

It is located in an area of the city with existing infrastructure and easy access to city amenities and transportation options. This proposal would serve to much more fully utilize the subject parcels by providing not just commercial uses but residences as well.

The increased density accommodates growth in a positive way within the existing neighborhood by providing services and resources that are people-oriented and generally within walking distance such as the commercial elements planned for the ground level of each building and the close proximity to Liberty Park.

The Central Community Master Plan has more specific elements that directly pertain to the neighborhood where the development is proposed. The future land use map specifies that the subject parcels are located in an area intended for “Neighborhood Commercial” land uses. Neighborhood Commercial is referenced in the plan as:

The Neighborhood Commercial designation provides for small-scale commercial uses that can be located with residential neighborhoods without having significant impact upon residential uses. This land use pattern includes, but is not limited to, small businesses such as retail sales and services, small professional offices, and locally owned businesses.

The Central Community Master Plan has a section that lays out community input that was received during the process. Out of that feedback that was received, commercial land use goals were fleshed out and incorporated into the plan. Those that are applicable to this area include the following:

- *Improve the current economic diversity of the Central Community and continue to support viable existing commercial areas.*
- *Prohibit the expansion of typical auto-dependent strip commercial shopping center development in residential neighborhoods.*
- *Promote pedestrian-oriented business.*
- *Encourage and support quality small business development in existing commercial areas and nodes of the Central Community.*

And the following commercial land use policies pertinent to this project flowed from those goals:

CLU-1.1 Neighborhood Commercial: Encourage neighborhood-friendly commercial land use areas in the Central Community that are compatible with the residential neighborhood character, scale, and service needs and support the neighborhood in which they are located.

CLU-2.4 Encourage mixed use development opportunities that integrate diverse land uses in the same building or cluster of buildings in the Central Business District and the high-density transit oriented development areas.

CLU-4.2 Ensure commercial land development does not disrupt existing low-density residential neighborhood patterns and follows future land use designations.

This proposed development also meets the more detailed goals of the Central Community Master Plan. It encourages neighborhood friendly commercial development that is compatible with the existing character and scale. It is proposed to replace buildings that were mixed use (south building) and a restaurant use (corner building) that are only two stories high. Diverse uses will be integrated into the two buildings and the corner building will be placed closer to the intersection to facilitate ease of public access and enliven the lot. The project will not disrupt existing low-density residential

neighborhood patterns within the neighborhood and it follows the future land use designation.

Consideration 2 – Cross Access Agreements

Given that this project utilizes a shared parking plan and that the lots are proposed to be divided down the middle of the east to west drive aisle, cross access agreements are crucial to guarantee access to the site and to establish maintenance obligations. A cross access easement will be required as part of the preliminary subdivision plat and must be clearly illustrated on the plat map. A copy of the memorandum of understanding which establishes the obligations and responsibilities of the owner of each parcel for the maintenance of the areas covered by the easement, will also be required.

Consideration 3 – Potential Effects of the Parking Plan

Planning Staff has received [public feedback](#) for this proposed development in various ways including the Community Council meeting, written comments, emails, and conversations with individuals. The majority of the public feedback overwhelmingly favors new development on the subject parcels to replace and enhance the existing structures. There has been very little feedback that specifically addresses the requested adjustments sought by the applicants, however. Much feedback has been focused on the parking plan with some individuals expressing satisfaction with the plan, while the majority have expressed reservations.

As described in the *Parking* section of the *Project Description* section of this staff report, the applicant has proposed a parking plan that utilizes parking reductions which allow a decrease of the minimum required number of parking stalls from 22 to 12. The proposed plan would provide 13 stalls which is one more than the minimum. There has been some feedback that such a reduction is too much. In fact, staff has received feedback that the 22 required parking stalls before utilizing reductions is too few. Suggestions have even been made that the city should require underground parking on the site.

This feedback is based on the belief that the submitted parking plan will detrimentally effect the neighborhood due to spillover parking onto public streets within the immediate vicinity of the development that can't be accommodated on site. Planning staff agrees that there will likely be more parking on public streets. Not everyone will visit the businesses, residents, and offices located within the development on foot or bike. There will be more automobile traffic and increased street parking which may potentially cause some impacts.

The extent of those potential impacts appears to be limited, however. The proposed parking reductions are not, and cannot, be granted via a planning process such as a planned development or conditional building and site design review. The applicant qualified for reduced parking via codified language in the off street parking chapter of the zoning ordinance. Additionally, the Transportation Division has not suggested that increased traffic would present any traffic flow or safety issues within the neighborhood.

Transit options are readily available directly adjacent to the subject parcels and the applicant plans to provide a hive pass (full access discounted transit pass offered by Salt Lake City) for each of the 12 residential units to help mitigate any potential impacts. The 205 bus route passes by them on 500 East with a stop just south of the subject parcels and a covered stop directly across the street in the 7-11 park strip. The 205

runs south to Murray and north to downtown SLC. The northern section has various transfer points along 500 East for bus routes and Trax trains. It eventually terminates at the Central Station where there are a multitude of other transit connections and access to the FrontRunner trains. Besides the bus route, there are also established bike lanes on both 500 East and 1300 South.

The standards for Planned Developments and Conditional Building and Site Design Review have certain stipulations regarding parking and vehicular circulation dealing mostly with safety and neighborhood compatibility. As indicated in the [analysis section](#) of this report, Planning Staff believes that the submitted applications meet the review standards for both the PD and CBSDR as well as the applicable master plans.

Consideration 4 – Alley Access

At the open house, changes to alley access was raised by two separate individuals as a potential issue. The alley that they referenced runs along the western property line of the subject parcels and is accessed from 1300 South. There was concern that if the alley were narrowed, access could potentially be eliminated for certain vehicles. The alley has seemed to be significantly wider than it actually is, because a fence or other method of demarcation between it and the western property lines of the subject parcels had not been established. Recently, a temporary chain link fence was placed along that property line which has made actual width of the alley more widely known. This has caused some concerns that the developer of this project was going to limit, or eliminate, alley access.

The alley in question is approximately 10 feet wide. It will remain in place and cannot be narrowed any further. The applicant can only develop the property that he owns. He neither owns, nor controls, the alley.

DISCUSSION:

The proposed mixed-use development generally satisfies the Planned Development and Conditional Building and Site Design Review standards as well as the master plans which serve to guide community growth in the Liberty Wells neighborhood. It is located in a business node and is compatible with the neighborhood in regards to massing, height, and the proposed uses for both structures. As discussed in depth previously in this report, as well as in the [Analysis of Standards](#) attachment, the proposed development meets the objectives of both Plan Salt Lake and the Central Community Master Plan as well as the PD and CBSDR standards. As such, staff recommends approval of the Planned Development and Conditional Building and Site Design Review.

NEXT STEPS:

Planned Development and Conditional Building and Site Design Review Approval

If the Planned Development and Conditional Building and Site Design Review are approved, the applicant may proceed with the project after meeting all of the conditions required by City departments and the Planning Commission to obtain all necessary building permits.

Planned Development and Conditional Building and Site Design Review Denial

If the Planned Development and Conditional Building and Site Design Review are denied, the applicant could receive building permits for both lots as long as the development plan is adjusted to comply with the regulations of the CN zoning district.

ATTACHMENT A: VICINITY AND ZONING MAP

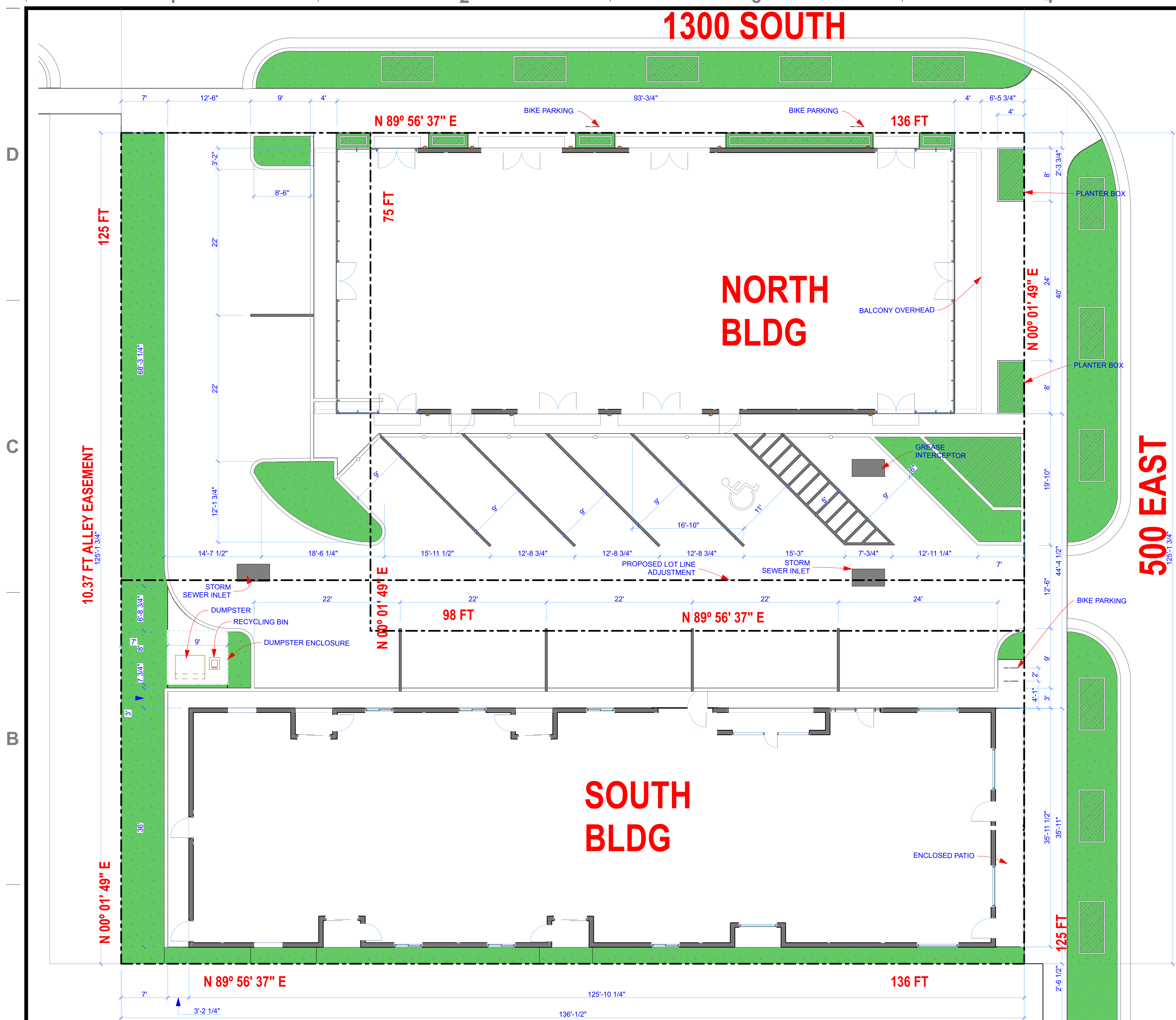


ATTACHMENT B: SITE PLAN

1300 SOUTH

NORTH BLDG

SOUTH BLDG



PARKING REDUCTIONS PER TIME PERIOD (AS PER TABLE 21A.44.0408)

| Occupancy | spaces | hours | | weekend | | 7am-6pm | | 6pm-midnight | | | | | |
|---|--------|-----------------|----------------|--------------|--------------|--------------|----------------|--------------|-----------|--|---------------|--|--------------|
| | | Midnight to 7AM | 7AM-6pm | midnight-7am | 7am-6pm | midnight-7am | 7am-6pm | midnight-7am | 7am-6pm | | | | |
| Residential | 12 | 100% | 50% | 100% | 50% | 100% | 50% | 100% | 50% | | | | |
| Restaurant | 0 | 10% | 70% | 0 | 25% | 0 | 50% | 0 | 100% | | | | |
| Retail | 3 | 0% | 100% | 3 | 80% | 2.4 | 0% | 0 | 100% | | | | |
| Office | 1.25 | 5% | 0.0625 | 100% | 1.25 | 5% | 0.0625 | 0% | 0 | | | | |
| total spaces required per time period: | | | 12.0625 | | 10.25 | | 12.0625 | | 12 | | 9.0625 | | 11.25 |

PARKING CALCULATIONS:

Apartments, building 1: 8
 Apartments, building 2: 4

 Retail, building 2 (2 per 1000): 1,782 sf, thus 4
 Restaurant, building 2 (2 per 1000): 1,178 sf, thus 2
 Office, building 1 (3 per 1000, main floor, 1.25 per 1000 upper floor): main = 1,061 sf, thus 3, upper = 1,061, thus 1.25

 2,500 SF Reduction per 21A.44.040:
 Office 1st floor = -1,061
 Retail/restaurant = 1,782 + 1,178 = 2,960
 2,500 - 1,061 = 1,439
 2,960 - 1,439 = 1,521

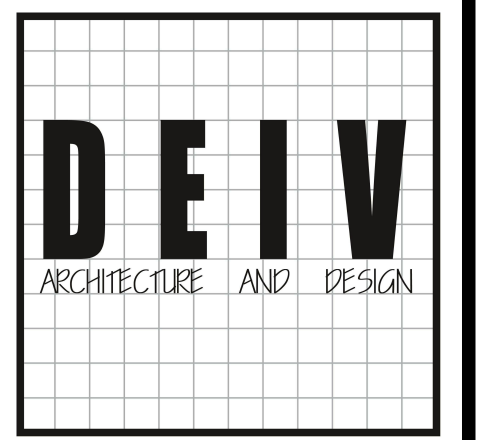
 Therefore, 1,521 remaining retail SF
 = 3 spaces for retail
 + 1.25 spaces for office upstairs
 + 12 spaces for apartments

 Total required = 15.25 spaces

 Additional reductions for time period use:
 See table below.

 Worst case time: Weekday 7am-6pm:
 13 spaces required

 Total spaces provided: 13



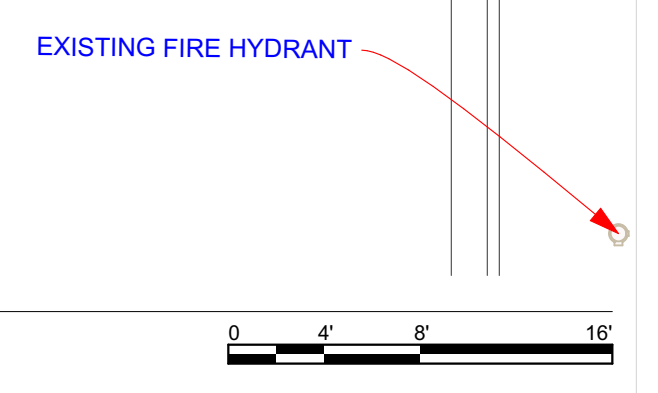
DEIV Architecture and Design
 1492 SOUTH 800 WEST SUITE A
 WOODS CROSS, UT 84087
 P 801.683.8123
 http://www.deivarchitecture.com

PRELIMINARY
 NOT FOR CONSTRUCTION

LIBERTY PARK MIXED USE
 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

PROJECT #: 17024
 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018

SITE PLAN



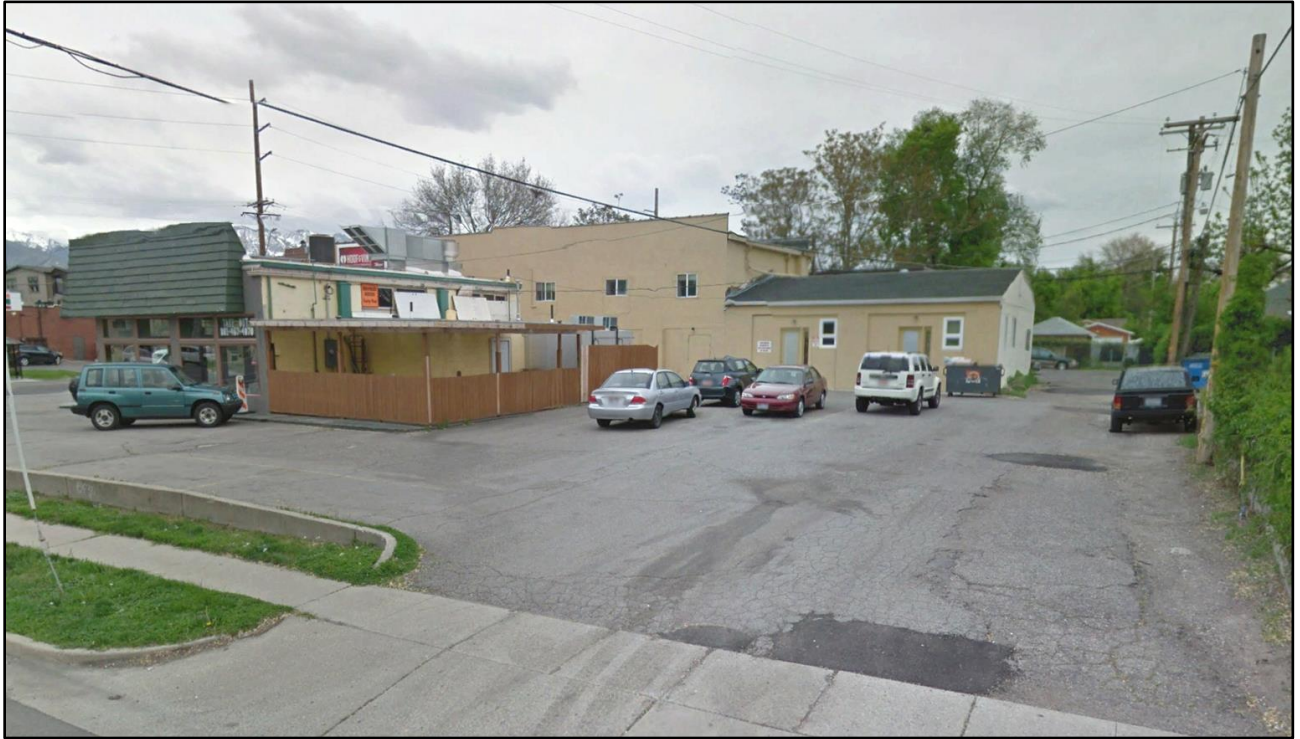
ATTACHMENT C: SITE PHOTOS



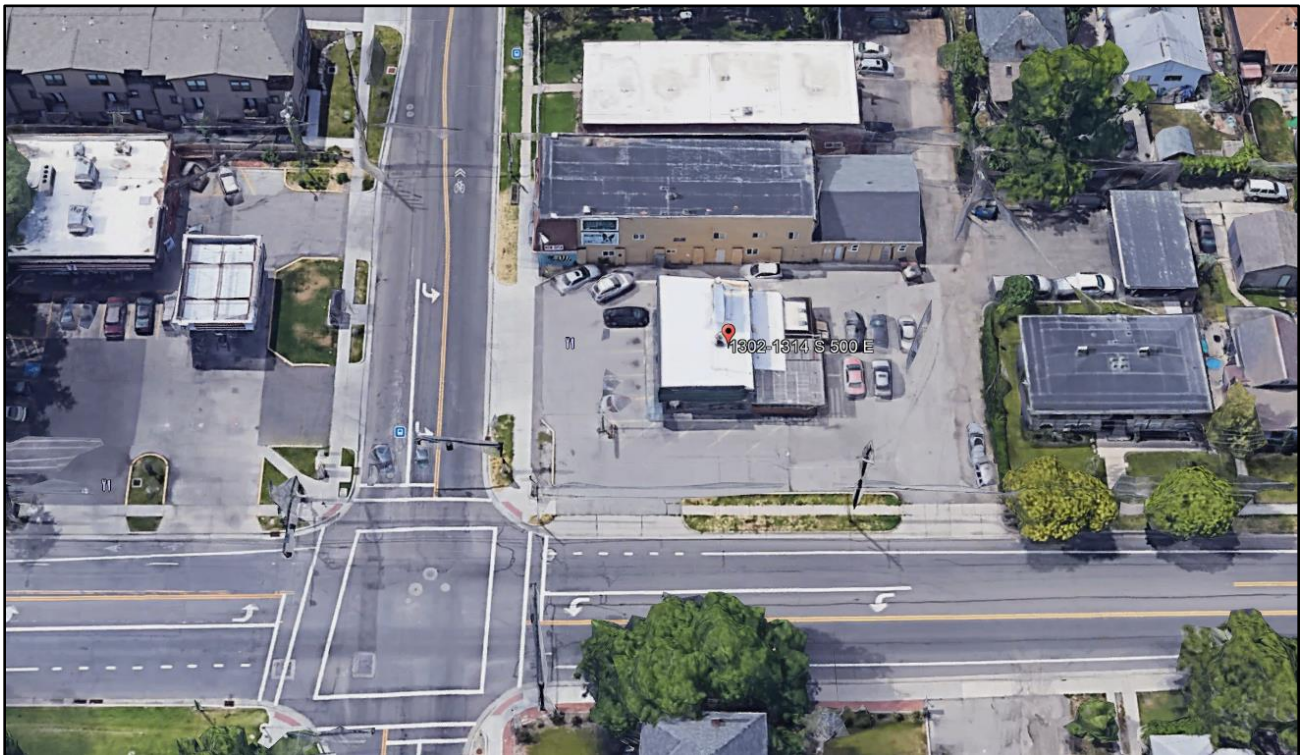
View of both parcels from the corner looking towards the southwest



View of the South (Honey) building and the former Thai restaurant looking towards the west

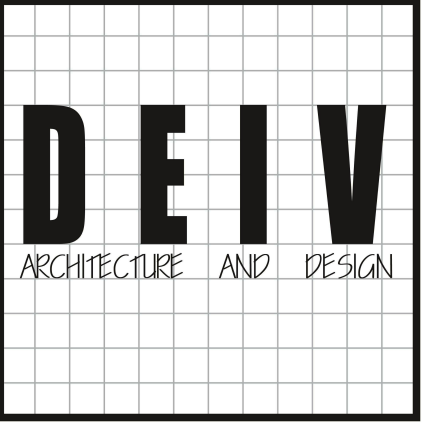


View along the west property line looking south with the alley to the right of both buildings



Aerial view of the subject parcels and surrounding neighborhood looking south

ATTACHMENT D: ELEVATIONS & FLOOR PLANS



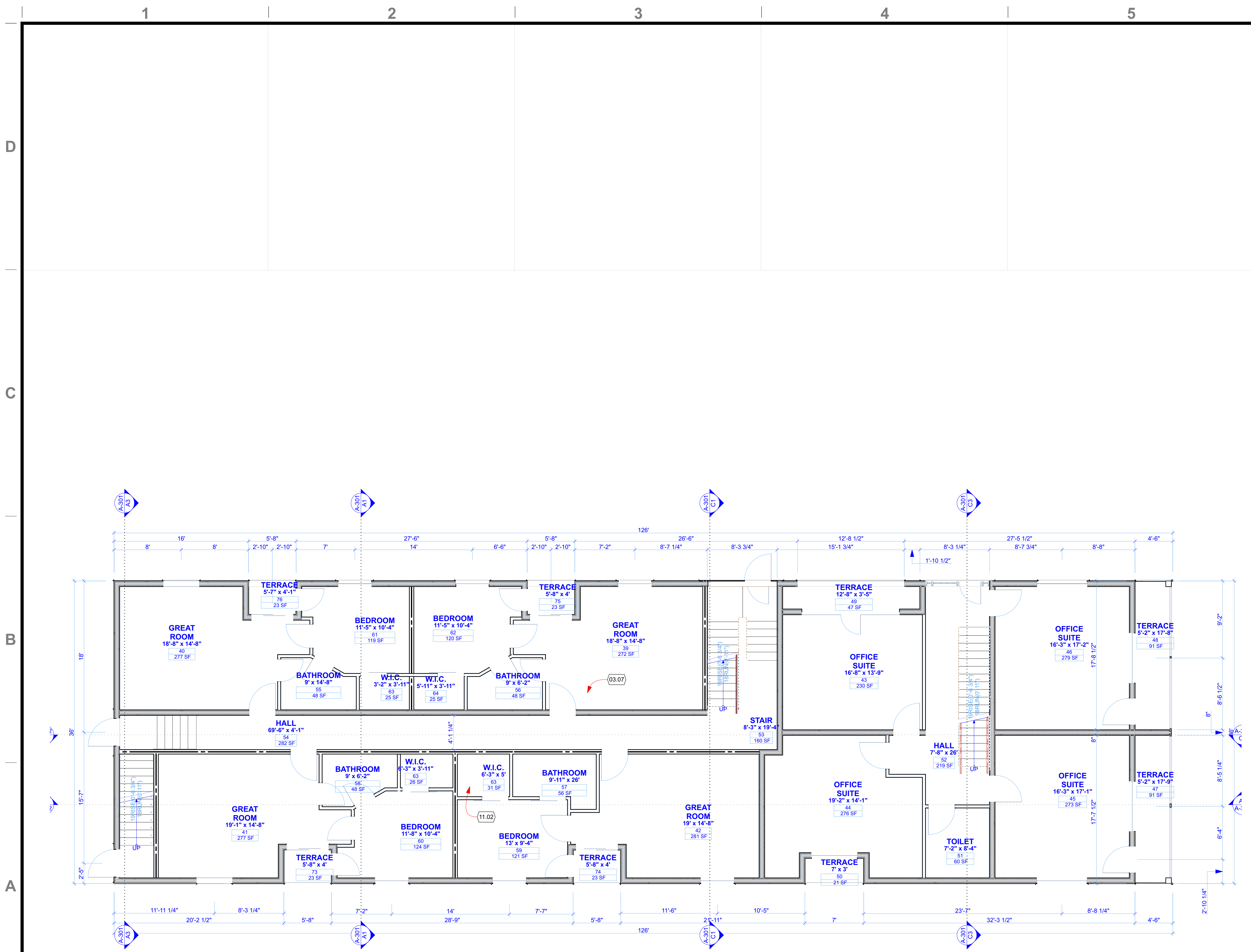
DEIV Architecture and Design
 1492 SOUTH 800 WEST SUITE A
 WOODS CROSS, UT 84087
 P 801.683.8123
 http://www.deivarchitecture.com

PRELIMINARY
 NOT FOR CONSTRUCTION

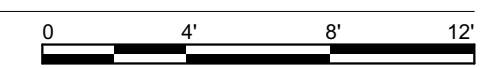
LIBERTY PARK MIXED USE
 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

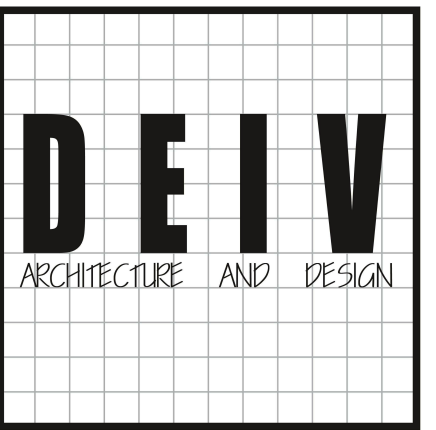
PROJECT #: 17024
 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018
 SOUTH BLDG - MAIN FLOOR PLAN

3



A1 MAIN LEVEL PROPOSED PLAN
 SCALE: 3/16" = 1'-0"





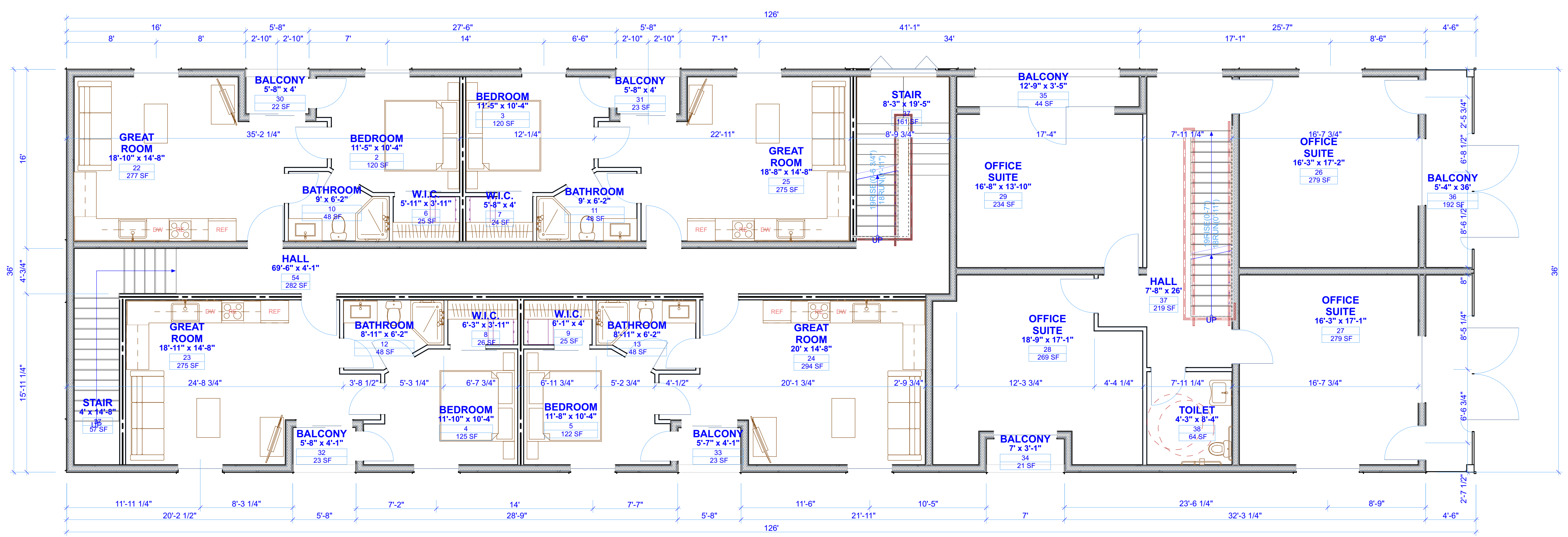
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 P 801.683.8123
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PRELIMINARY
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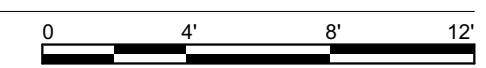
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 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

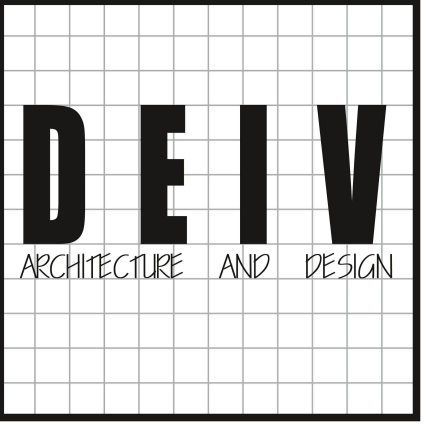
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 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018

SOUTH BLDG -
 UPPER FLOOR PLAN



A1 UPPER LEVEL PROPOSED PLAN
 SCALE: 3/16" = 1'-0"



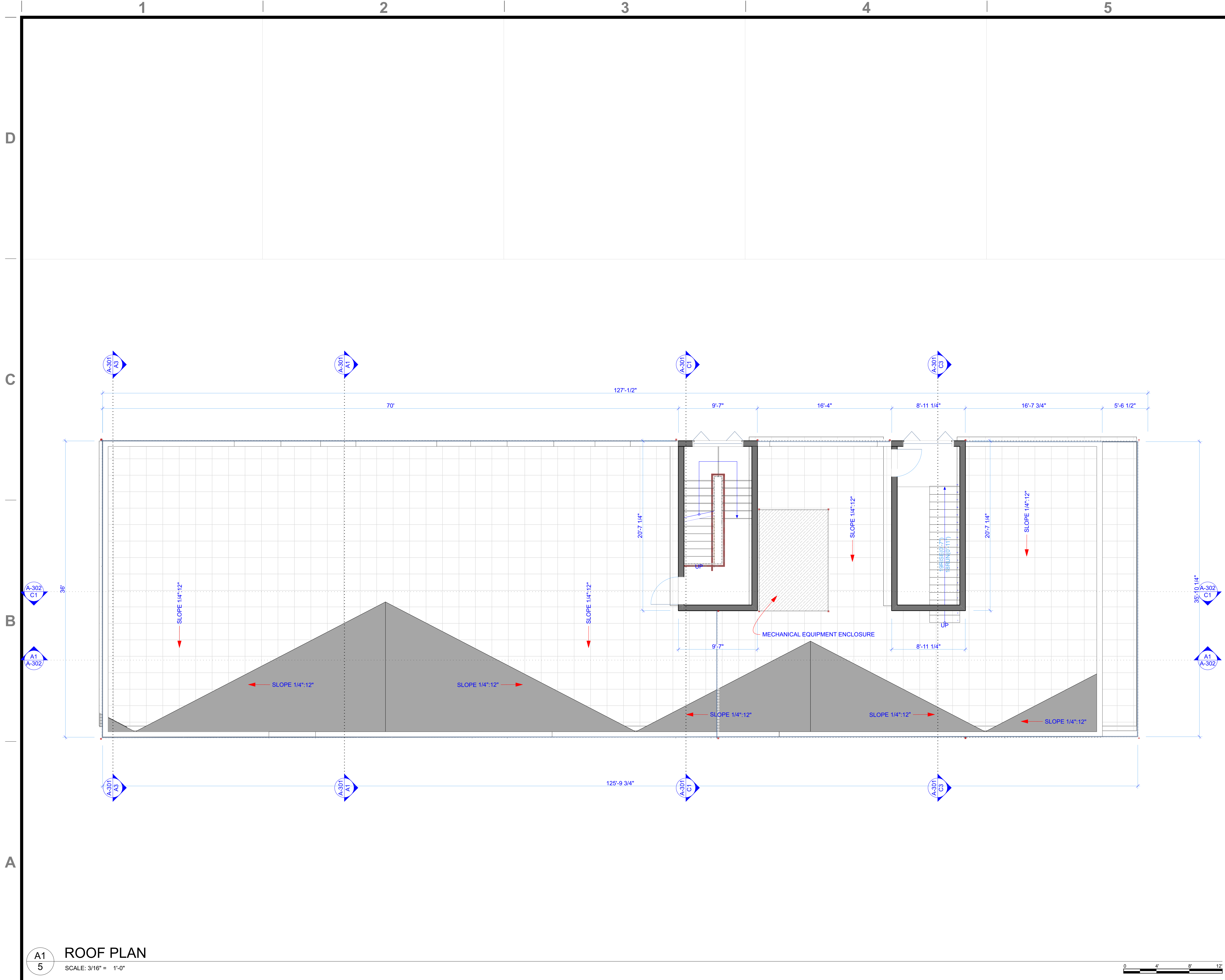


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 P 801.683.8123
 http://www.deivarchitecture.com

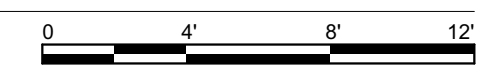
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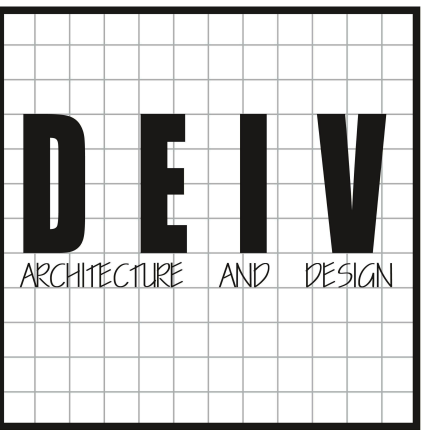
LIBERTY PARK MIXED USE
 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

PROJECT #: 17024
 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018
SOUTH BLDG - ROOF PLAN



A1
5
ROOF PLAN
 SCALE: 3/16" = 1'-0"





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LIBERTY PARK MIXED USE
JOLLEY & JUBE INVESTMENTS LLC
1314 SOUTH 500 EAST
SALT LAKE CITY, UTAH 84105
SITE PLAN SUBMITTAL

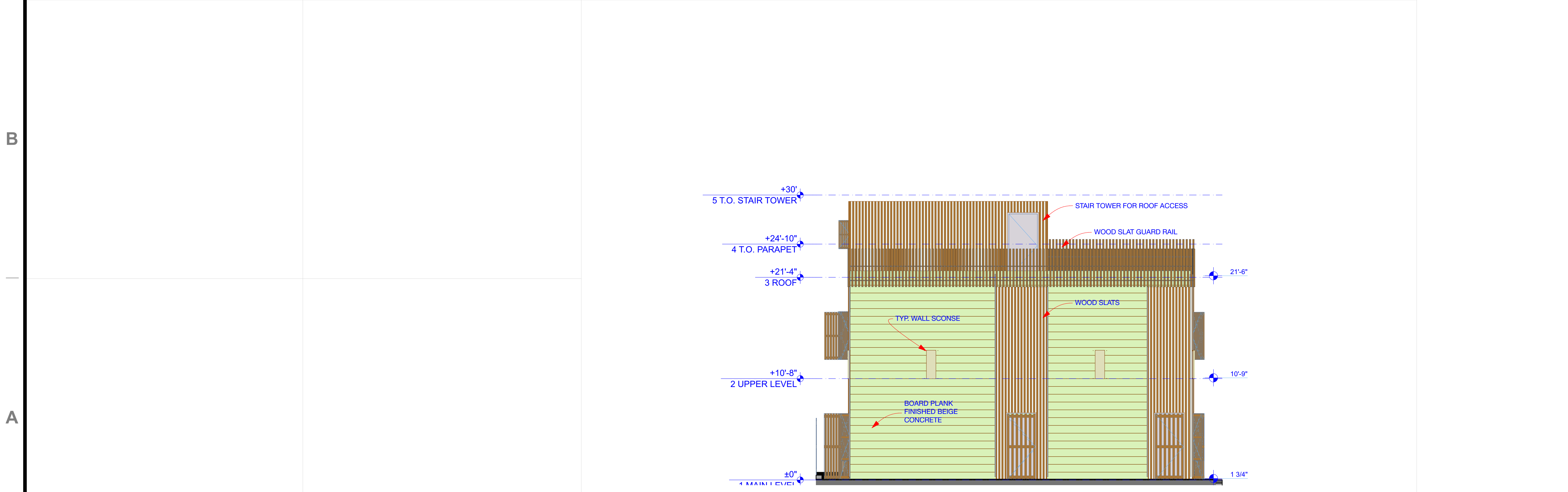
PROJECT #: 17024
CHKD BY:
DRAWN BY:
ISSUE DATE: 01/25/2018

SOUTH BLDG - ELEVATIONS

6



C1
6 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



A3
6 WEST ELEVATION
SCALE: 3/16" = 1'-0"

1

2

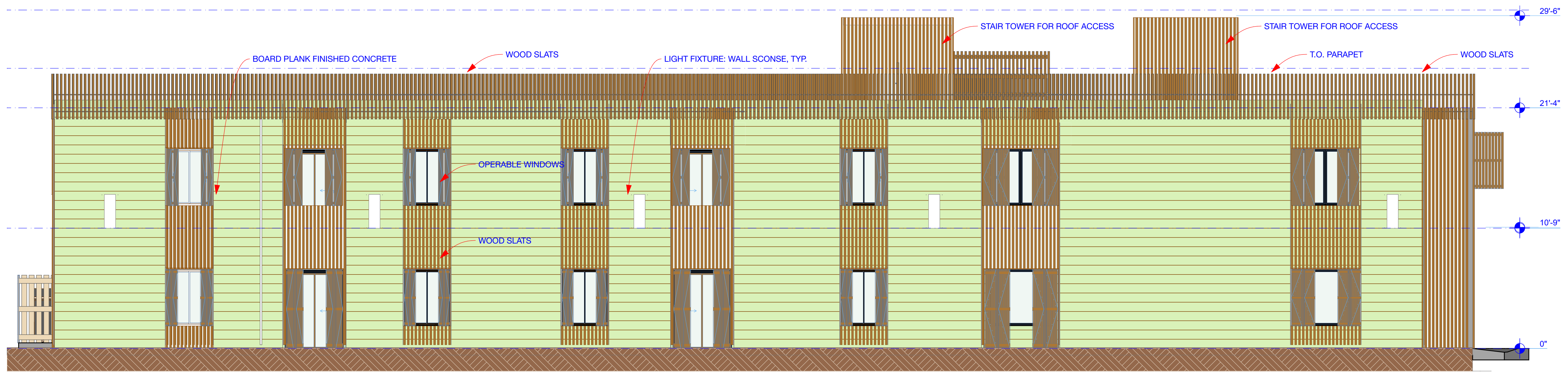
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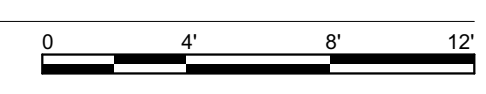
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D

C



C1
7
SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

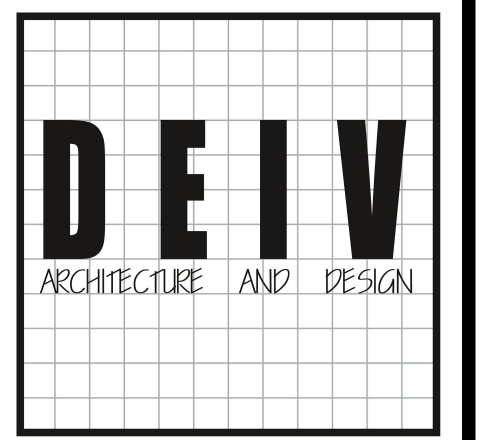
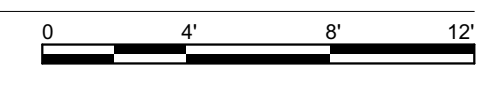


B

A



A3
7
EAST ELEVATION
SCALE: 3/16" = 1'-0"



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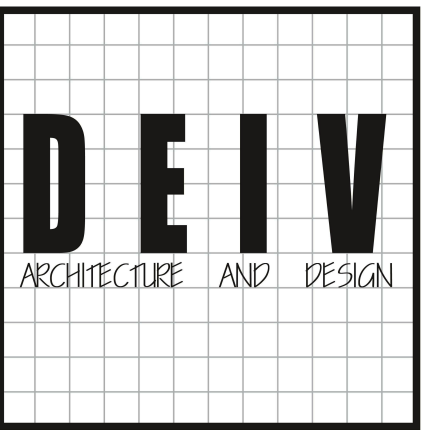
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NOT FOR CONSTRUCTION

LIBERTY PARK MIXED USE
JOLLEY & JUBE INVESTMENTS LLC
1314 SOUTH 500 EAST
SALT LAKE CITY, UTAH 84105
SITE PLAN SUBMITTAL

PROJECT #: 17024
CHKD BY:
DRAWN BY:
ISSUE DATE: 01/25/2018

SOUTH BLDG - ELEVATIONS

7



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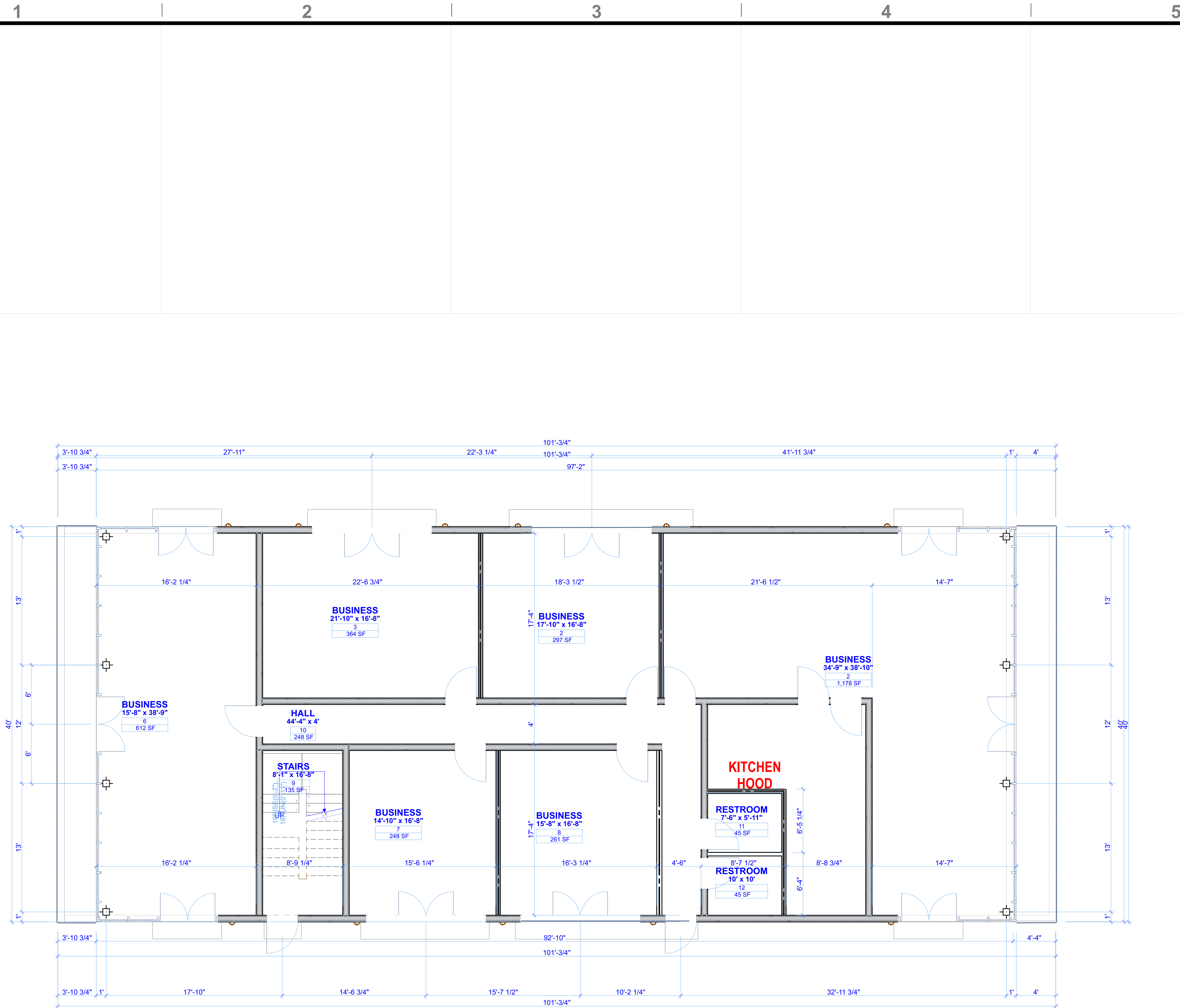
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LIBERTY PARK MIXED USE
 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

PROJECT #: 17024
 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018

NORTH BLDG - MAIN
 FLOOR PLAN

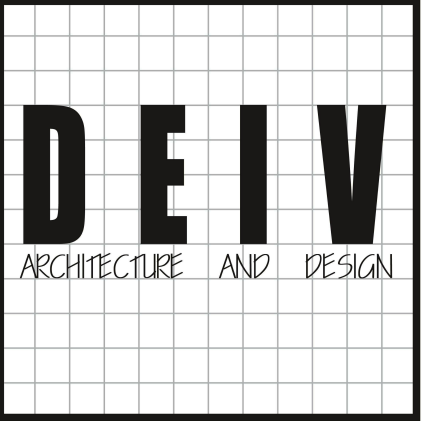
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A1 MAIN LEVEL PROPOSED PLAN

SCALE: 3/16" = 1'-0"



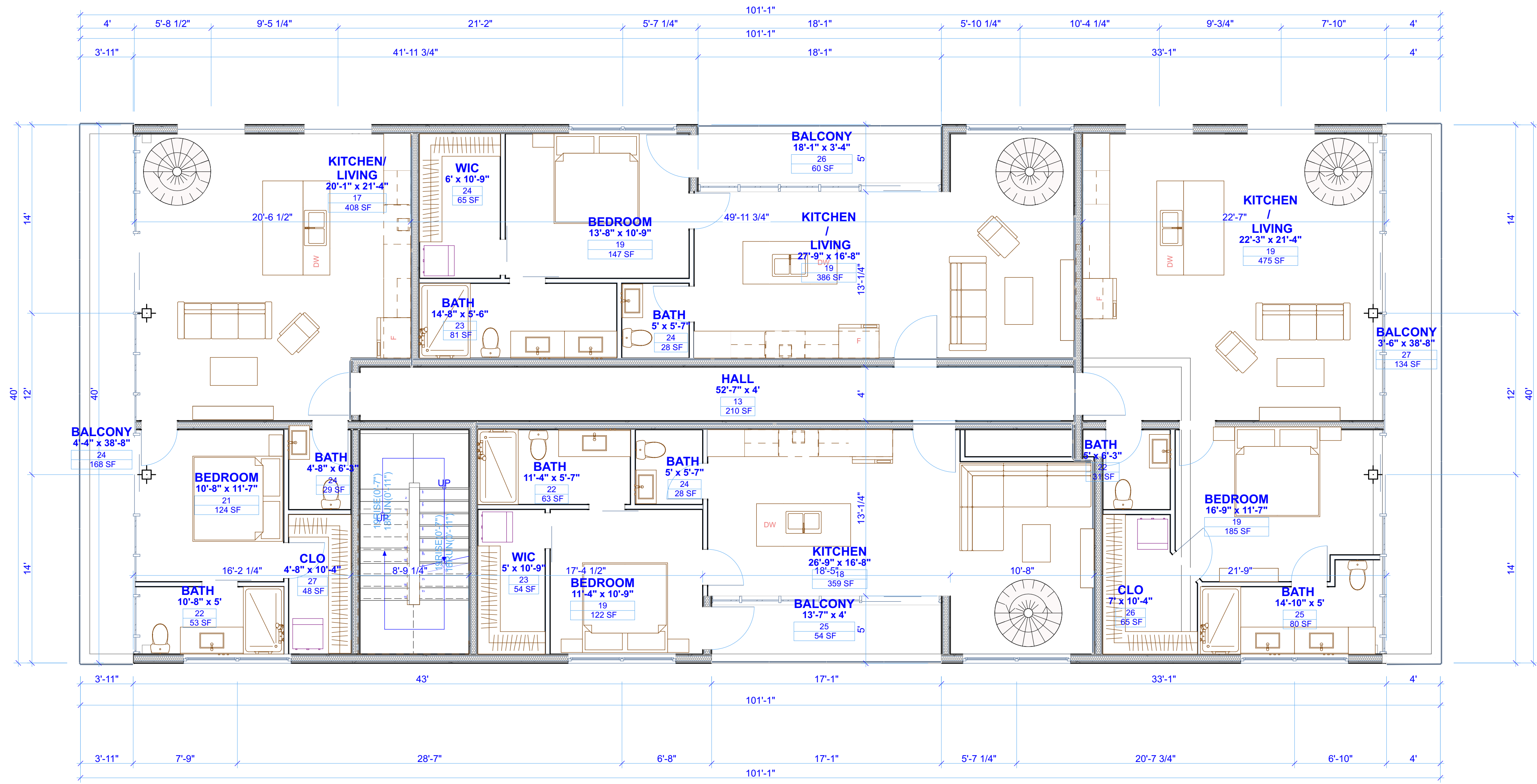


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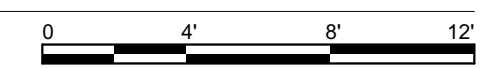
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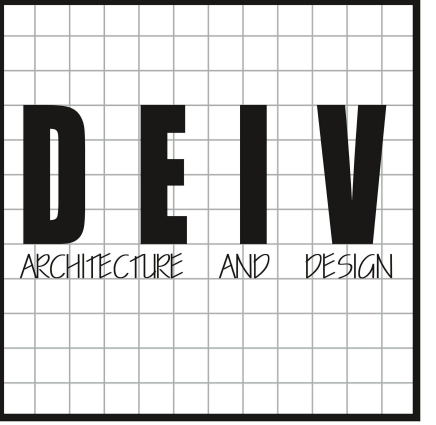
LIBERTY PARK MIXED USE
 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

PROJECT #: 17024
 CHKD BY:
 DRAWN BY:
 ISSUE DATE: 01/25/2018
 NORTH BLDG -
 UPPER FLOOR PLAN



A1 UPPER LEVEL PROPOSED PLAN
 SCALE: 3/16" = 1'-0"





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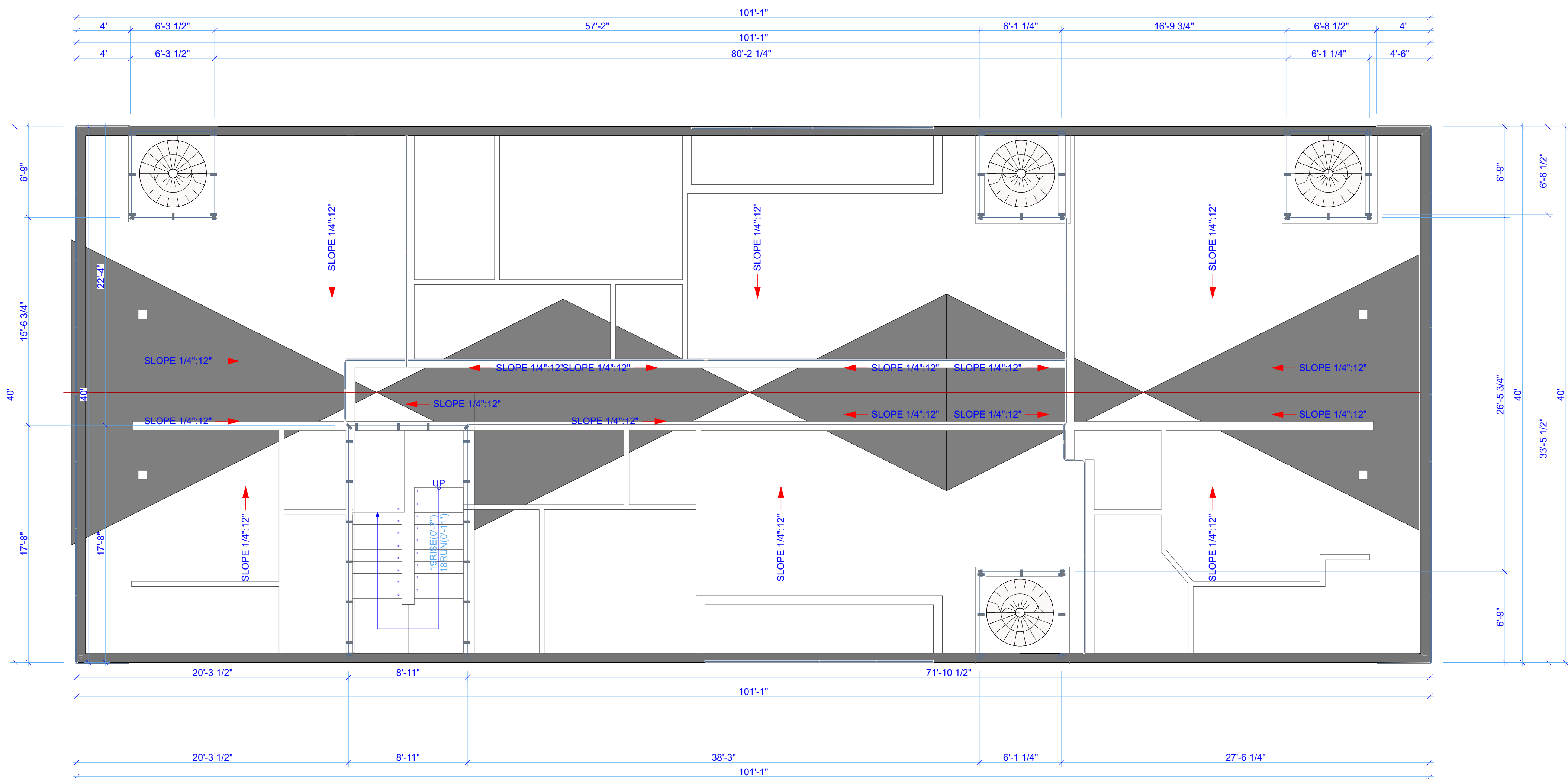
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 JOLLEY & JUBE INVESTMENTS LLC
 1314 SOUTH 500 EAST
 SALT LAKE CITY, UTAH 84105
 SITE PLAN SUBMITTAL

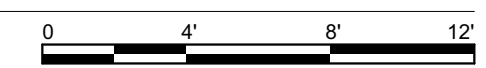
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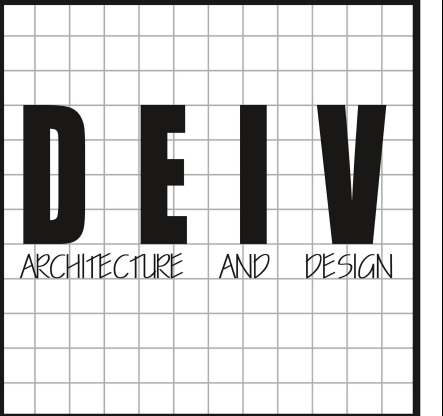
NORTH BLDG - ROOF PLAN

10



A1
10
ROOF PLAN
 SCALE: 3/16" = 1'-0"





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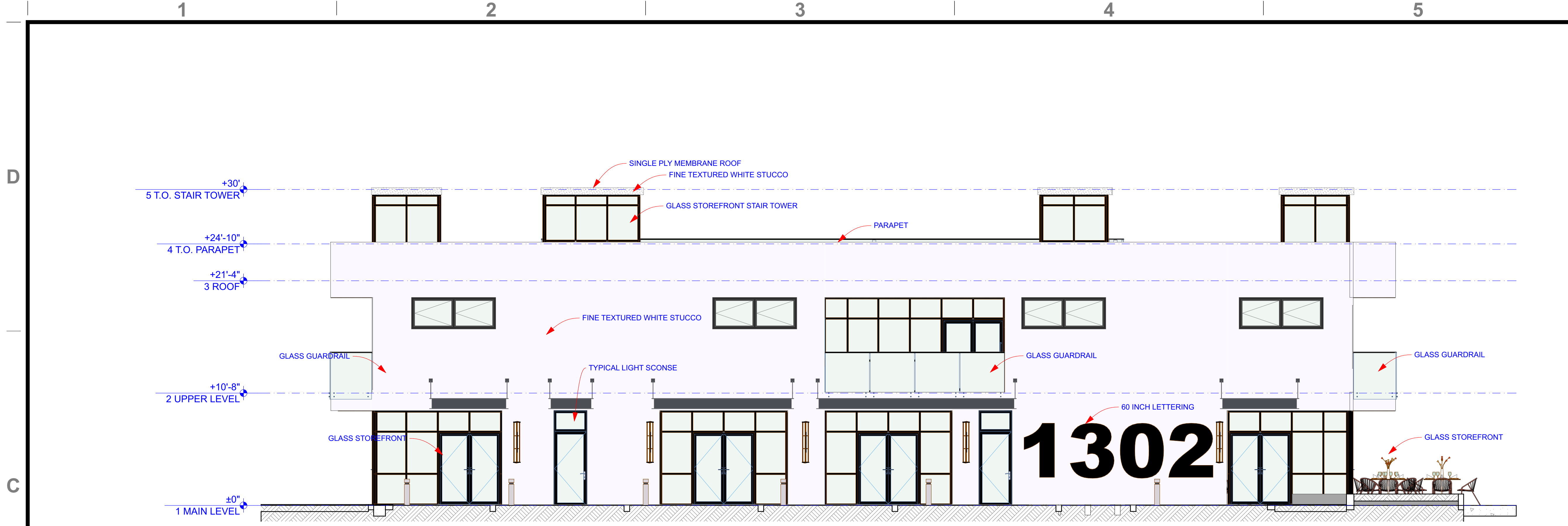
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1314 SOUTH 500 EAST
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SITE PLAN SUBMITTAL

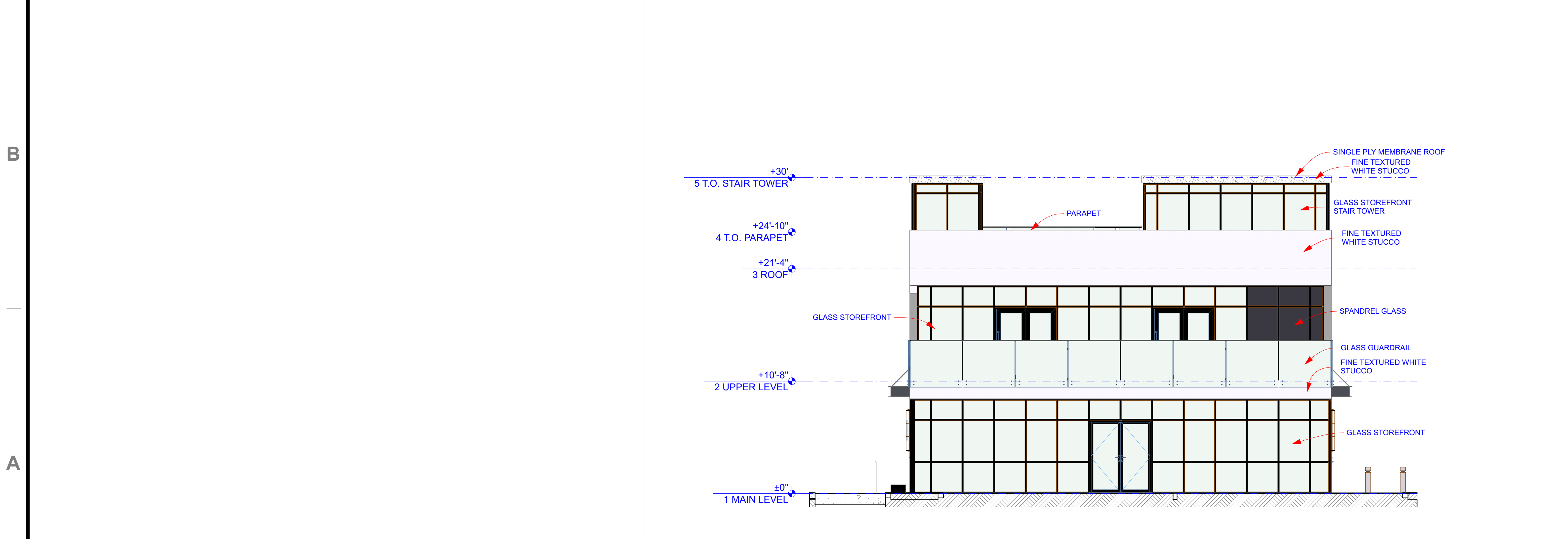
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CHKD BY:
DRAWN BY:
ISSUE DATE: 01/25/2018

NORTH BLDG - ELEVATIONS

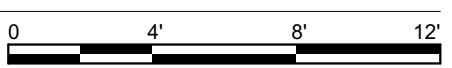
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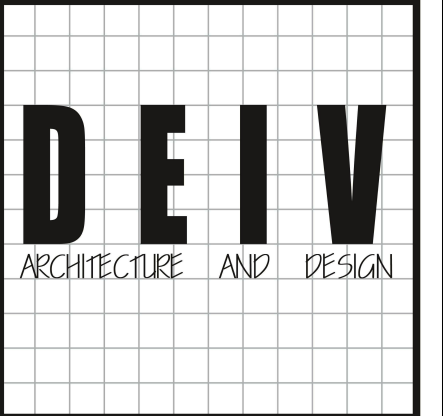


C1 11 N BLDG SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



A3 11 N BLDG WEST ELEVATION
SCALE: 3/16" = 1'-0"





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WOODS CROSS, UT 84087
P 801.683.8123
http://www.deivarchitecture.com

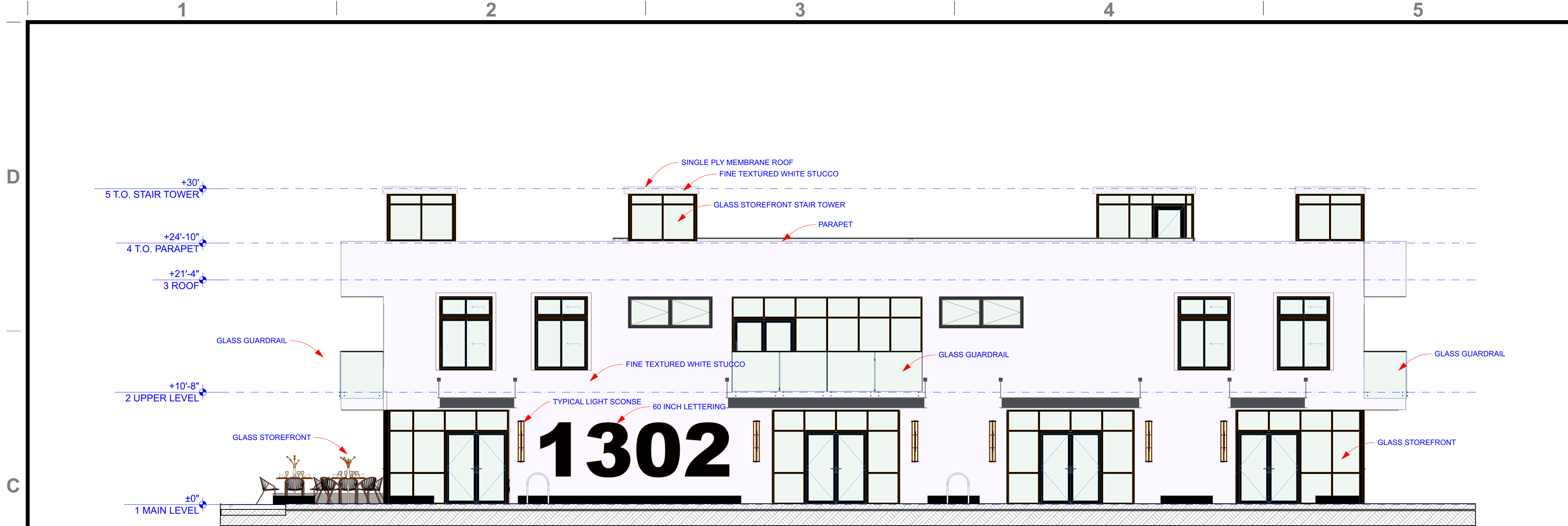
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NOT FOR CONSTRUCTION

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JOLLEY & JUBE INVESTMENTS LLC
1314 SOUTH 500 EAST
SALT LAKE CITY, UTAH 84105
SITE PLAN SUBMITTAL

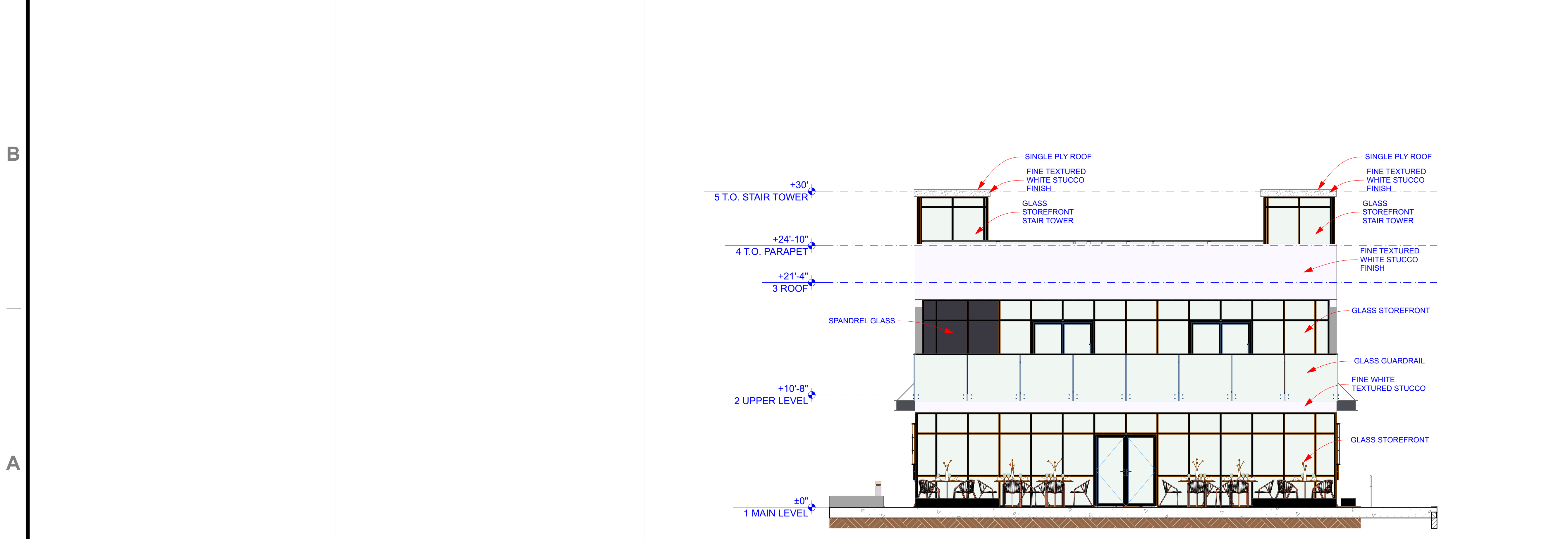
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CHKD BY:
DRAWN BY:
ISSUE DATE: 01/25/2018

NORTH BLDG - ELEVATIONS

12



C1
12 **N BLDG NORTH ELEVATION**
SCALE: 3/16" = 1'-0"



A3
12 **N BLDG EAST ELEVATION**
SCALE: 3/16" = 1'-0"

ATTACHMENT E: RENDERINGS













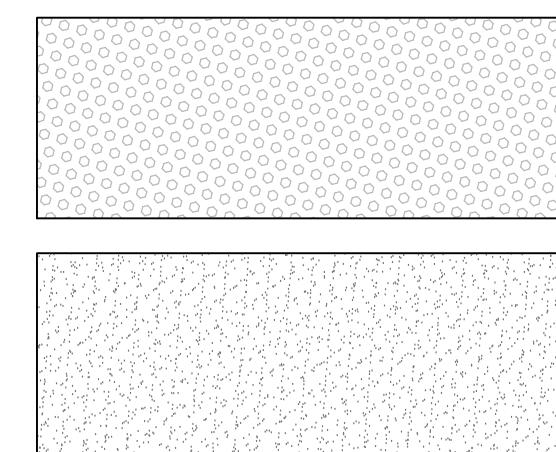
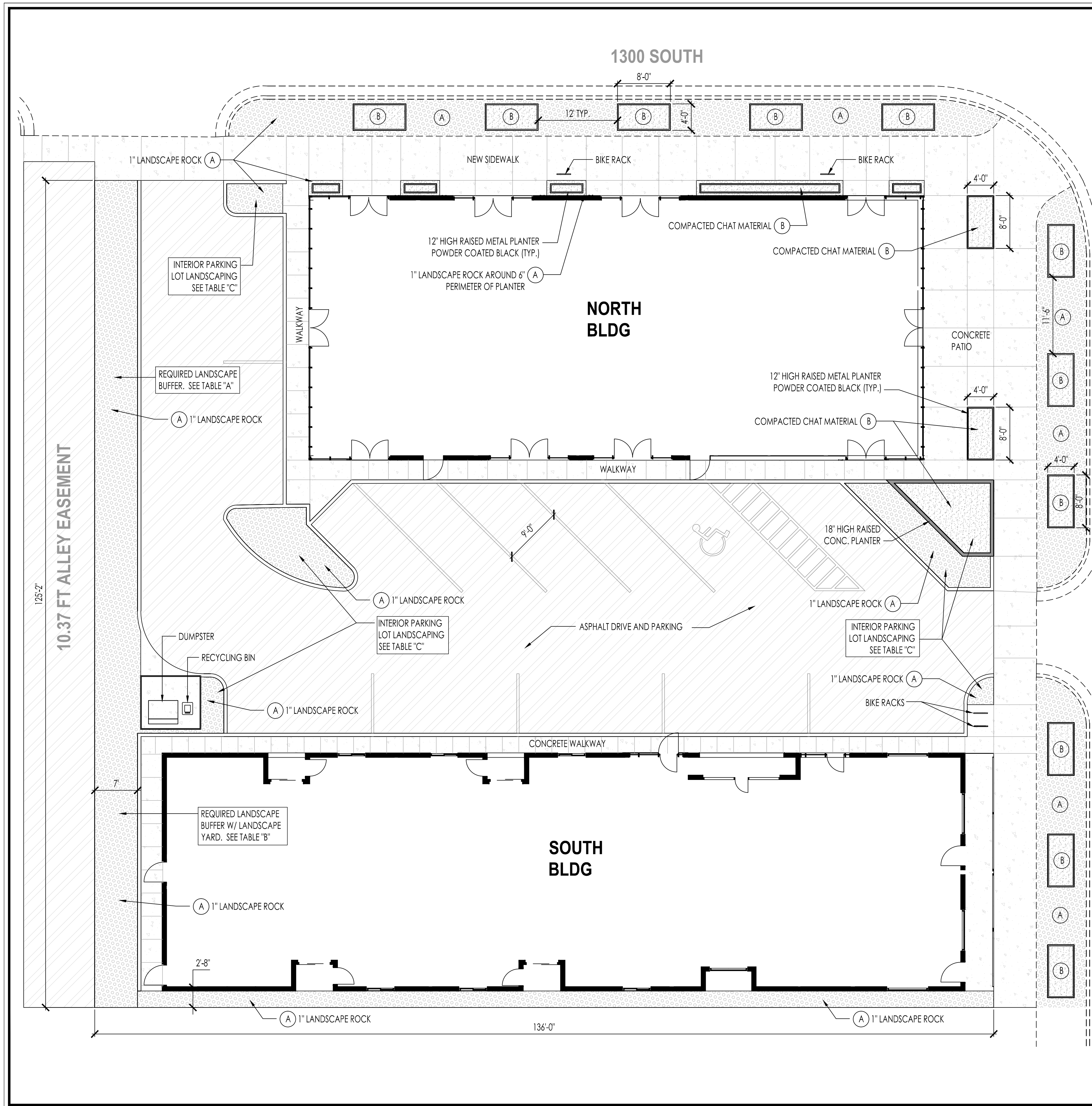








ATTACHMENT F: LANDSCAPE PLAN



- (A) 1" MINUS. LANDSCAPE ROCK PLACED AT 3" THICK OVER WEED BARRIER FABRIC. COLOR: DARK GREY
- (B) COMPACTED CHAT MATERIAL PLACED AT 3" THICK OVER WEED BARRIER FABRIC. COLOR: TAN

TABLE "A" (Landscape Buffer)
 REQUIRED PER: 21A.48.080 (D.2.)

- a. ONE SHADE TREE PER 30 LINEAR FEET OF LANDSCAPE BUFFER
- b. SHRUBS, HAVING A MATURE HEIGHT OF NOT LESS THAN FOUR FEET, SHALL BE PLANTED ALONG ENTIRE LENGTH OF THE LANDSCAPE BUFFER
- c. LANDSCAPE YARDS SHALL BE MAINTAINED PER SECTION 21A.48.090
- d. A SOLID FENCE BETWEEN FOUR AND SIX FEET IN HEIGHT SHALL BE ERECTED ALONG THE PROPERTY LINE UNLESS WAIVED BY THE ZONING ADMINISTRATOR.

TABLE "B" (Landscape Yards)
 REQUIRED PER: 21A.48.090

SIDEWALKS THAT NEED TO SERVE THE BUILDING MAY BE LOCATED WITHIN REQUIRED LANDSCAPE YARD.

ALL LANDSCAPE AREAS SHALL BE MAINTAINED WITH AT LEAST ONE THIRD OF THE YARD AREA COVERED BY VEGETATION.

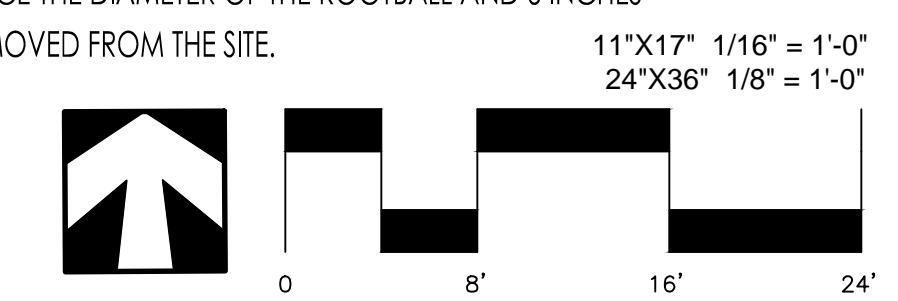
TABLE "C" (Interior parking lot landscaping)
 REQUIRED PER: 21A.48.070

- a. PRIMARY PLANT MATERIAL SHALL BE SHADE TREES.
- b. ONE SHADE TREE REQUIRED PER (120) SQUARE FEET OF LANDSCAPING
- c. A MINIMUM OF 50% OF LANDSCAPE AREA SHALL BE PLANTED

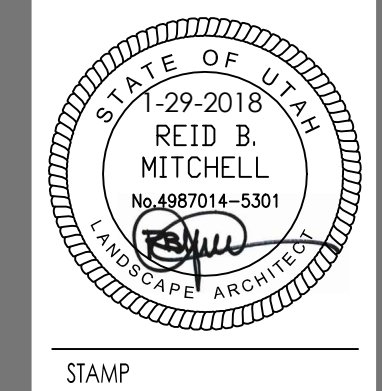
TOTAL INTERIOR PARKING LOT LANDSCAPING FOR THIS PROJECT IS: 313 S.F. = 2 SHADE TREES MIN.

GENERAL NOTES

1. PLANT NAMES MAY BE ABBREVIATED ON THE DRAWINGS. SEE PLANT LEGEND FOR ABBREVIATIONS, BOTANICAL NAMES, SIZES, ESTIMATED QUANTITIES (IF GIVEN) AND OTHER REMARKS.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FURNISH ALL PLANT MATERIALS FREE OF PESTS OR PLANT DISEASES. PRE-SELECTED OR "TAGGED" MATERIAL MUST BE INSPECTED BY THE CONTRACTOR AND CERTIFIED PEST AND DISEASE FREE. IT IS THE CONTRACTOR'S OBLIGATION TO MAINTAIN AND WARRANTY ALL PLANT MATERIALS PER THE SPECIFICATIONS. ALL PLANTS SHALL BE SUBJECT TO OWNER'S APPROVAL PRIOR TO INSTALLATION.
3. PROVIDE MATCHING SIZES AND FORMS FOR EACH SPECIES OF TREES AND PLANTS INSTALLED GRID OR SPACED EQUALLY IN ROWS AS SHOWN ON DRAWINGS. ADJUST SPACING (EQUAL TO EQUAL) AS NECESSARY, SUBJECT TO ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.
4. THE LANDSCAPE CONTRACTOR SHALL TAKE ALL NECESSARY SCHEDULING AND OTHER PRECAUTIONS TO AVOID WINTER, CLIMATIC, WILDLIFE, OR OTHER DAMAGE TO PLANTS. THE CONTRACTOR SHALL INSTALL THE APPROPRIATE PLANTS AT APPROPRIATE TIME TO GUARANTEE LIFE OF PLANTS FOR 12 MONTHS AFTER INSTALLATION.
5. PLACE 3" THICK ROCK MULCH IN ALL PLANTING AREAS.
6. CONTRACTOR SHALL GUARANTEE ALL LANDSCAPE WORK FOR 1 YEAR FROM SUBSTANTIAL COMPLETION
7. ALL SHRUB PLANTING AREAS SHALL RECEIVE A 6 INCH DEPTH OF TOPSOIL. TOPSOIL MATERIAL IS NOT AVAILABLE AT THE SITE AND MUST BE IMPORTED FROM A LOCAL SOURCE. ALL TOPSOIL SHALL BE OF A RICH SANDY LOAM MIX.
8. ALL PLANT MATERIAL HOLES SHALL BE DUG TWICE THE DIAMETER OF THE ROOTBALL AND 6 INCHES DEEPER. EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE.



LANDCURVE
 LANDSCAPE ARCHITECTURE



Liberty Park Project
 Jolley & Jube Investments LLC

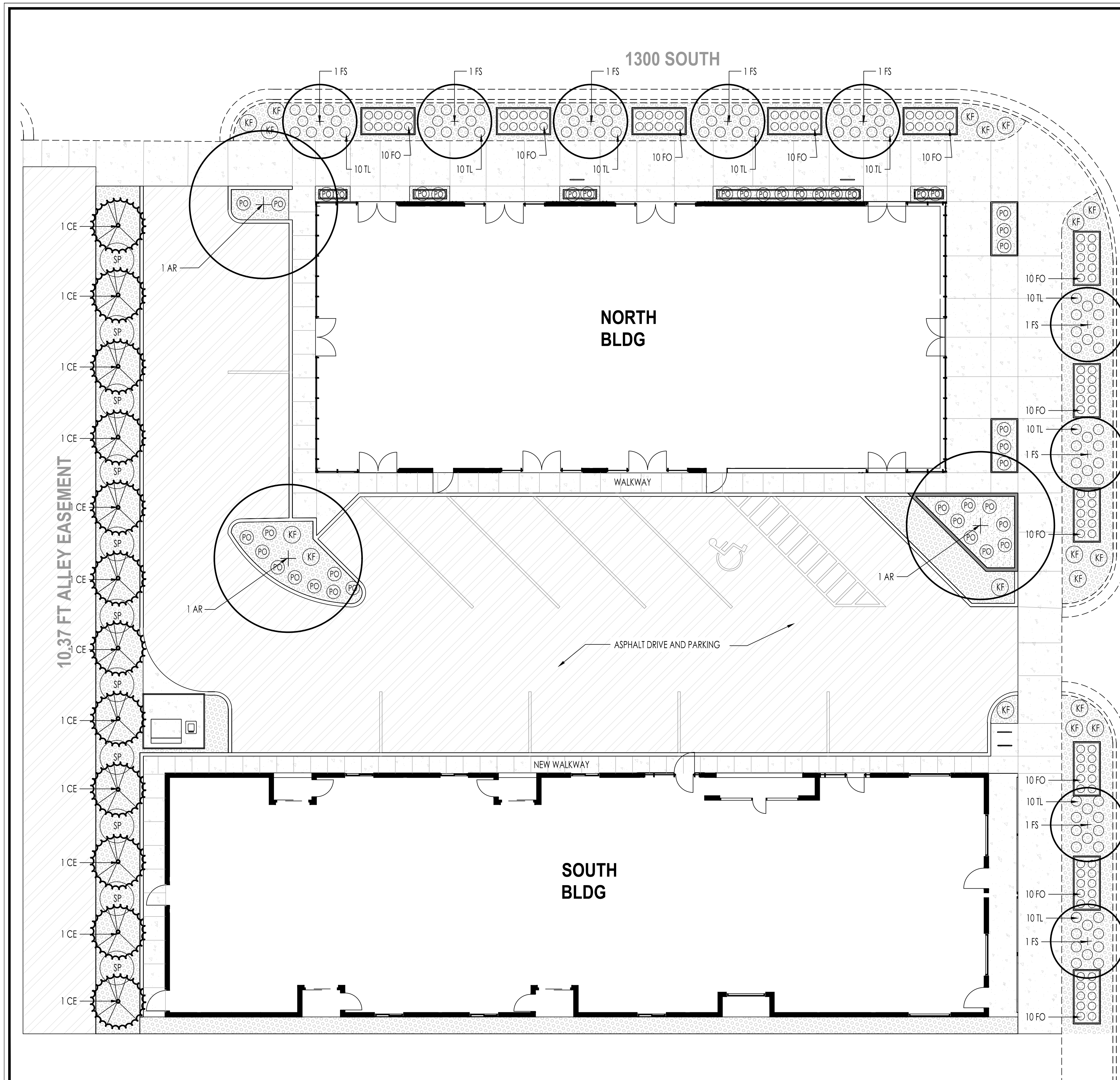
Landscape Site Plan

LA1

DATE: 1/29/2018

2844 Beverly Street
 Salt Lake City, Utah 84106
 P. 801.209.1072
 E. reid.mitchell@gmail.com

1314 South 500 East
 Salt Lake City, Utah 84105



Plant Legend

Shrubs and Ground Covers

| Key | Qty. | Botanical Name | Common Name | Size | Mature Height | Mature Width |
|-----|------|--------------------|--------------------|--------|---------------|--------------|
| SP | 11 | Syringa Prestoniae | Donald Wyman Lilac | 5 GAL. | 8' | 5' |
| TL | 90 | Thymus Lanuginosus | Wolly Thyme | 1 Gal. | 4" | 18" |

Ornamental Grasses

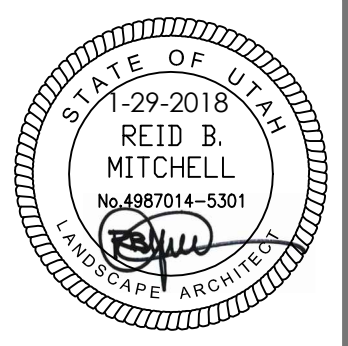
| Key | Qty. | Botanical Name | Common Name | Size | Mature Height | Mature Width |
|-----|------|----------------------|------------------------------|--------|---------------|--------------|
| KF | 18 | Calamagrostis | Karl Foerster Fountain Grass | 1 Gal. | 36" | 30" |
| PO | 41 | Pennisetum Orientale | Karley Rose Fountain grass | 1 Gal. | 2' | 2' |
| FO | 110 | Festuca Ovina | Blue Fescue | 1 Gal. | 16" | 16" |

Trees

| Key | Qty. | Botanical Name | Common Name | Size | Mature Height | Mature Width |
|-----|------|---------------------------|---------------------------|---------|---------------|--------------|
| AR | 3 | Acer Rubrum | Armstrong Maple | 2' Cal | 35' | 22' |
| FS | 9 | Fagus Sylvatica 'Dawyck' | Columnar Green Beech | 2' Cal | 25' | 10' |
| CE | 12 | Cedrus Atlantica argentea | Columnar Blue Atlas Cedar | 6' high | 25' | 8' |

GENERAL NOTES

1. PLANT NAMES MAY BE ABBREVIATED ON THE DRAWINGS. SEE PLANT LEGEND FOR ABBREVIATIONS, BOTANICAL NAMES, SIZES, ESTIMATED QUANTITIES (IF GIVEN) AND OTHER REMARKS.
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STAMP

Liberty Park Project
Jolley & Jube Investments LLC

REVISIONS

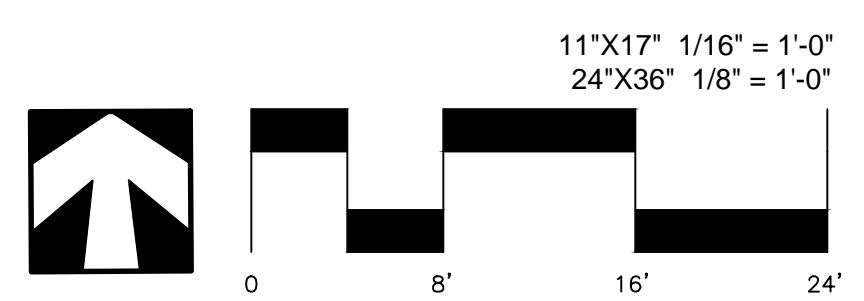
Landscape
 Planting
 Plan

SHEET NAME:

LA2

SHEET NO.

DATE: 1/29/2017



2844 Beverly Street
 Salt Lake City, Utah 84106
 P. 801.209.1072
 E. reid.mitchell@gmail.com

1314 South 500 East
 Salt Lake City, Utah 84105

ATTACHMENT G: APPLICATIONS



Planned Development

SALT LAKE CITY PLANNING

OFFICE USE ONLY

| | | | |
|--------------------------------|----------------------|----------------------------|---------------|
| Project #: PLNSUB2017-01052 | Received By: MUMA | Date Received: 12/15/17 | Zoning: CN |
| Project Name: | | | |

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request:

Address of Subject Property: 1302 S. #1344 S. 500 E. SLC. UTAH.

Name of Applicant: JOLLEY & JUBE INVESTMENTS Phone: 801-674-6182

Address of Applicant: 511 W. 500 N. SLC UTAH

E-mail of Applicant: DALLIN@PROJECTIONTHREE.COM Cell/Fax: SAME

Applicant's Interest in Subject Property:
 Owner Contractor Architect Other:

Name of Property Owner (if different from applicant):

E-mail of Property Owner: Phone:

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

AVAILABLE CONSULTATION

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

WHERE TO FILE THE COMPLETE APPLICATION

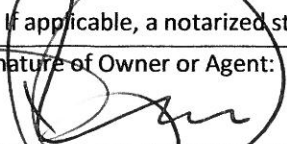
| | |
|---|---|
| <i>Mailing Address:</i> Planning Counter PO Box 145471 Salt Lake City, UT 84114 | <i>In Person:</i> Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700 |
|---|---|

REQUIRED FEE

- Filing fee of \$758 plus \$121 per acre in excess of (1) acre.
- Plus additional fee for required public notices.

SIGNATURE

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

Signature of Owner or Agent:  Date: 12.12.2017

Updated 7/1/17

SUBMITTAL REQUIREMENTS

Staff Review

- 1. Project Description**
Description of your proposed use and existing use (please attach additional sheet/s)
- 2. Planned Development Information.**
Description of how your project meets one or more of the following objectives (please attach additional sheet/s)
- 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.
- 3. Minimum Plan Requirements**
- One paper copy (24" x 36") of each plan and elevation drawing
 - A digital (PDF) copy of the each plan and elevation drawing
 - One 11 x 17 inch reduced copy of each plan and elevation drawing
- 4. Site Plan**
Site plan (see *Site Plan Requirements* flyer for further details)
- 5. Elevation Drawing (if applicable)**
- Detailed elevation, sections and profile drawings with dimensions drawn to scale
 - Type of construction and list the primary exterior construction materials
 - Number, size, and type of dwelling units in each building, and the overall dwelling unit density

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Updated 7/1/17

Jolley & Jube

INVESTMENTS

Lots to be Discussed :

1302 South 500 East
Salt Lake City, Utah 84105

1314 South 500 East
Salt Lake City, Utah 84105

Project Description:

Both buildings are currently vacant; however, the previous use for 1302 S. has been a Thai Restaurant, and previously 1314 S. has been mixed-use, with small retail shops in front and residential units in the remainder of the building.

The attached proposal includes aspects of what has existed in the past, while enhancing building quality, increasing the number of available spaces for local businesses and residences, and creating a friendly, walkable neighborhood feel on this key corner of Liberty Park. We propose two mixed-use buildings of similar size, providing a combined total of 7 retail shop spaces, 5 office spaces, 2 restaurants, and 12 residential spaces.

Planned Development Information:

We are requesting exceptions to existing setback requirements for new construction by 1) Changing setback for the corner building to 3' 8 1/2" along 500 East, and 1' 10 1/2" along 1300 South. 2) Changing setback for the south building to 3' 1 1/2" along the south wall and 0' along 500 East (maintaining existing setback). 3) Removing the requirement for parking to be set back from the street. These requests meet the following Planned Development objectives:

- a. Architectural styles are coordinated while maintaining unique aspects on each building, and enjoy a synergistic relationship which benefits local business, residential occupants and the surrounding neighborhood.
- c. Both architectural aspects and building materials incorporate exciting, modern, timeless design elements which enhance the one-of-a-kind feel of the Liberty Wells/Liberty Park neighborhood.
- d. Our designers and architects have worked hard to envision and bring to life a pleasing environment, in contrast to previous lack of utilization. The proposed changes benefit surrounding areas with beautiful new structures built to modern code, fresh landscaping and a variety of spaces meant to benefit the local economy.
- e. Our focus on leasing to local businesses and providing small residential spaces near fast-growing areas of downtown is in the interest of the public. Particularly, in bringing the corner building closer to the sidewalk, the feel of a walkable neighborhood is enhanced, and pedestrians are enticed to enter the shops and enjoy the environment. By moving the south building slightly away from the property line (where it currently sits), more privacy becomes available to tenants of the building immediately to the south, and to our tenants. The request for additional parking near the property line ensures that parking will be plentiful and will not spill into surrounding neighborhoods.

In conclusion, we look forward to contributing to Salt Lake City's vibrant economy with unique, design-focused development.



Conditional Building & Site Design Review

SALT LAKE CITY PLANNING

OFFICE USE ONLY

| | | | |
|---------------------------------------|-----------------------------|----------------------------------|----------------------|
| Project #: PLNPCM2017.00755 | Received By: MUMA | Date Received: 9/11/17 | Zoning: CN |
|---------------------------------------|-----------------------------|----------------------------------|----------------------|

Project Name:

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: **SET BACK ADJUSTMENT ON 1302 S, 500 E**

Address of Subject Property:
1302 SOUTH, 500 EAST SLC. UTAH. 84115

Name of Applicant: **JOLLEY & JOBE INVESTMENTS** Phone: **801-674-6152**

Address of Applicant:
511 W. 500 N. SLC. UTAH, 84116

E-mail of Applicant: **PROJECTIONS@THREE.COM**
Dallin@ Cell/Fax:

Applicant's Interest in Subject Property:
 Owner Contractor Architect Other:

Name of Property Owner (if different from applicant):

E-mail of Property Owner: Phone:

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

AVAILABLE CONSULTATION

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

WHERE TO FILE THE COMPLETE APPLICATION

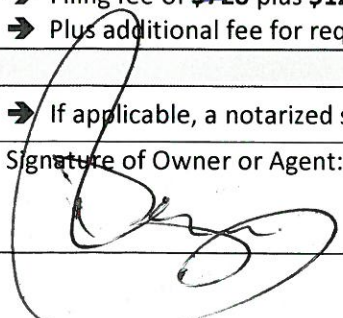
| | |
|--|--|
| Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114 | In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700 |
|--|--|

REQUIRED FEE

➔ Filing fee of ~~\$728~~ **\$758** plus \$121 per acre in excess of (1) acre.
 ➔ Plus additional fee for required public notices.

SIGNATURE

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

Signature of Owner or Agent:  Date: **9.5.2017**

Jolley & Jube

INVESTMENTS

HELLO

Lot to be Discussed :

1302 South 500 East
Salt Lake City, Utah 84105

Project Description and Use:

The corner of 1300 south and 500 east corners Liberty Park on the southwest corner and is in the zoning district referenced as CN (commercial neighborhood). We feel the lot is currently underutilized and does not fall in line with the upscale design or quality of the Liberty Wells area.

We are proposing to redevelop the corner with pedestrian-friendly facilities, such as restaurants, small retail spaces, professional office spaces and residential one bedroom apartments. We feel that this mixed-use zoning deserves a true mixed-use structure(s) which is brand new, up to current code, more attractive for the area and attracts people in community development and business/personal growth.

The CN zoning district has a new construction setback of 15' side and front yard, as well as a 0' interior yard and 10' rear yard (with a clause that states city planning acceptance allows a special circumstance to adjust said setbacks). We are proposing the new setbacks to be 6' front yard (500 east), 3' side yard (1300 south) and the other setbacks to remain the same. Adjusting these setbacks is vital in obtaining the parking we need to facilitate the two buildings and ensure both are up to current zoning and civil code. This also allows the building to be closer to the corner streets which promotes more walking traffic and entices shoppers to enter the building/restaurant. The corner is adjacent to Liberty Park, which is one of the main reasons we want to have the setbacks adjusted (to make it easier for park goers to cross the street and use the new buildings facilities).

Attached are the basic renderings of the new corner with both buildings—1302 south and 1314 south. Jolley & Jube Investments owns both lots and will be doing a joint development on the entire corner.

THANK YOU

NEW WOOD FRAME CONSTRUCTION
GLASS & STALCO FINISH.

SUBMITTAL REQUIREMENTS

Staff Review

1. Project Description (please attach additional sheet)

Written description of your proposal *SEE ATTACHED*

2. Minimum Plan Requirements

One paper copy (24" x 36") of each plan and elevation drawing

A digital (PDF) copy of the each plan and elevation drawing *will email it APPROPRIATE PLANNER*

One 11 x 17 inch reduced copy of each plan and elevation drawing

3. Site Plan

Site plan (see Site Plan Requirements flyer for further details)

4. Elevation Drawing (if applicable)

Detailed elevation, sections and profile drawings with dimensions drawn to scale

Type of construction and list the primary exterior construction materials

Number, size, and type of dwelling units in each building, and the overall dwelling unit density

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

STANDARDS FOR DESIGN REVIEW (Reference from Zoning Ordinance - 21A.59.060)

- A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.
- B. Primary access shall be oriented to the pedestrian and mass transit.
- C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
- D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.
- E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.
- F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.
- G. Dumpsters and loading docks shall be appropriately screened or located within the structure.
- H. Signage shall emphasize the pedestrian/mass transit orientation.
- I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.
- J. Streetscape improvements shall be provided as follows:
 - 1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.
 - 2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.
 - 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
 - 4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.
 - 5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.
- K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:
 - 1. The orientation and scale of the development shall conform to the following requirements:
 - a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
 - b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').
 - 2. Public spaces shall be provided as follows:
 - a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.
 - b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:
 - 1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - 2) A mixture of areas that provide shade;
 - 3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 - 4) Water features or public art; and/or
 - 5) Outdoor eating areas.
- L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.

STANDARDS FOR DESIGN REVIEW FOR HEIGHT (Reference from Zoning Ordinance - 21A.59.065)

- A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.
- B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.
- C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title.

ATTACHMENT H: EXISTING CONDITIONS

Uses within the Immediate Vicinity of the Property

North: Single-Family Dwellings across 1300 South and Liberty Park to the Northeast
 South: Multi-Family Residential Building
 West: Single-Family Dwelling
 East: 7-11 Convenience Store across 500 East

Zoning within the Immediate Vicinity of the Property

North: R-1/5000
 South: CN
 West: R-1/5000
 East: CN

CN Zoning Requirements

| Requirement | Standard | Proposed | Compliance |
|---------------------------------|---|---|---|
| Permitted Uses | Subject to 21A.33.030 and 21A.26.010 | Mixed Use | Yes |
| Minimum Lot Area | No minimum lot size | 7,349 square feet and 9,649 square feet (approximately) | Yes |
| Minimum Lot Width | No minimum lot width | 68'* and 57'* (approximately) | Yes |
| Front Yard Setback | 15 feet minimum | south building – 0' corner building – 6' 5 ¾" | No. That is the reason for the CBSDR application. |
| Corner Side Yard Setback | 15 feet minimum | south building – NA corner building – 2' 3 ¾" | No. That is the reason for the CBSDR application. |
| Interior Side Yard | None required | south building – 2' 6 ½" and 15' 4 ½" * corner building – 22' | Yes |
| Rear Yard | 10 feet minimum | south building – 10' 2 ¼" corner building – 28' 6" * | Yes |
| Buffer Yard | 7 feet on the west side where abutting a R-1/5000 zoning district | 7 feet | Yes |
| Accessory Buildings | Subject to 21A.36.020 | None proposed | Yes |
| Maximum Setback | Maximum setback of 25 feet of at least 65% of the building façade | All parts of the facades will be closer than 25' | Yes |

| | | | |
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| Parking Setback | Surface parking lots within and interior side yard must have a 30 foot setback from front property line or be located behind the primary structure. | 4' | No. That is one reason for PD application. |
| Landscape Yard Requirements | Front and corner side yards shall be maintained as landscape yards. Part, or all, may be a patio or plaza conforming to the requirements of 21A.48.090. | Parts of the yards will be used as patio and the rest will be landscaped to meet the standard. | Yes |
| Maximum Building Height | 25 feet | The top of the parapet is 25 feet. Stair wells extend up to 30 feet. | Yes. Additional height for stairwells is allowed per 21A36.020C. |
| Required Parking Spaces | 23 spaces for the number and type of residential units and commercial and office uses. Reduced to 12 spaces utilizing transportation and time management strategies. | 13 | Yes |

*Measurements based on the proposed lot line adjustment via preliminary subdivision

ATTACHMENT I: ANALYSIS OF STANDARDS

CONDITIONAL BUILDING AND SITE DESIGN REVIEW

21A.59.060: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

| Standard | Finding | Rationale |
|---|------------------------|--|
| <p>A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.</p> | <p>Complies</p> | <p>While the proposed buildings have shared parking between them and entrances into the structures from the interior facades, both structures are primarily oriented towards the street. The corner building engages both 500 E and 1300 S with a restaurant design that incorporates extensive glass and a patio area. That type of glass entrance is also utilized on the west end of the structure and between them on the 1300 S façade, is another glass entrance for a commercial use. The south building will feature ground floor retail uses that are oriented to 500 East and feature four large doors across the length of the eastern façade to welcome patrons into those shops.</p> |
| <p>B. Primary access shall be oriented to the pedestrian and mass transit.</p> | <p>Complies</p> | <p>As stated above the primary access to most of the public spaces in both buildings are oriented to pedestrians and mass transit. There is limited parking planned for the site with only secondary entrances on those interior facades.</p> |
| <p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> | <p>Complies</p> | <p>The ground level of the corner building will predominately be composed of glass on both the east and west ends which wraps around each corner for a significant distance on the north and south sides. There are also two openings on the south façade and one on the north façade which are dominated by glass. The spaces between the glass entrances are composed primarily of polished concrete. Similarly, the upper level of the east and west ends of the structure are also defined by glass openings which exit onto a balcony with large windows along the second level of the north and south facades. The design element achieved by the interplay of those two primary materials will serve as an invitation to pedestrians passing by on the adjacent sidewalks.</p> <p>Equally interesting is the front façade of the south structure at 1314 S. That building is unique in that it has a partially enclosed patio area on the west end of the structure that extends out four feet from the actual building wall. The enclosed area extends to the property line on 500 E and is composed of thin wood slats that are vertically oriented. There will also be four door spaces across the western façade that would likely be open during business hours.</p> |
| <p>D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.</p> | <p>Complies</p> | <p>Architectural detailing is effective to emphasize the pedestrian level of the building. The aforementioned variations of materials and design elements are engaging and provide context that they are mixed-use structures with multiple amenities on the ground level and living space above. The large amount of glass utilized on the main level of the corner building allows for views into the structure and invites pedestrian interaction.</p> |

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| <p>E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.</p> | <p>Complies</p> | <p>The parking area will be located primarily between the two structures with two spaces behind (west of) the corner building. Consequently, the buildings themselves will serve to screen the majority of the parking when viewed from both the north and the south. The applicant has reported that they plan to install a fence on the rear (west) property line along the alley which would also provide a screen from that side. In the two small areas that remain behind the corner building and between the buildings from the east, the applicant has provided landscaping plans with trees, grasses, and other plants which will provide screening in those sections.</p> |
| <p>F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.</p> | <p>Complies</p> | <p>The parking layout and access has been addressed previously. It will consist of a one way traffic flow between the buildings with ingress from 500 East, egress onto 1300 South and parking spots on either side. The parking plan is safe and very accessible for pedestrians. Most pedestrian entrances will on the fronts of the structure along 1300 South and 500 East and will be accessible from public sidewalks. The entrances between the structures accessible from the parking lot will be easily accessible via private parking lots running along both buildings. Additionally, there will be sidewalks along the buildings next to the parking area to allow for safe and easy access to the buildings and the streets.</p> |
| <p>G. Dumpsters and loading docks shall be appropriately screened or located within the structure.</p> | <p>Complies</p> | <p>Dumpsters are screened behind landscaping and fencing at the northwest corner of the south building.</p> |
| <p>H. Signage shall emphasize the pedestrian/mass transit orientation.</p> | <p>Unknown</p> | <p>No signs are proposed as part of this application. If any signage is proposed in the future, it will need to comply with all applicable zoning regulations.</p> |
| <p>I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.</p> | <p>Complies</p> | <p>The application is meeting the requirements of the lighting master plan. He is planning to replace the wooden pole located near the corner as indicated by Dave Pearson (SLC Street Lighting Program Manager).</p> |
| <p>J. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester. 2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years. 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above. 4. Outdoor storage areas shall be screened from view from adjacent public | <p>Complies</p> | <ol style="list-style-type: none"> 1. The proposed number of trees meets the standard for both 500 East and 1300 South. 2. Significant landscaped buffers will be located along the entire western property line and on the south side of the south building. There will also be extensive plantings within the medians and in planters and large landscaping areas in the parking lot between the buildings. The plants selected should be able to achieve 80% coverage within three years' time. 3. The applicant will utilize concrete for public spaces. 4. There should be no outdoor storage except for the dumpster area which will be screened. 5. The landscape design for the site consists largely of the selection of street trees and grasses in the street buffer areas. They are species that are well adapted to the local climate. |

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| <p>rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.</p> <p>5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.</p> | | |
|--|--|--|

| K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet: | | |
|---|------------------------------|---|
| <p>1. The orientation and scale of the development shall conform to the following requirements:</p> <p>a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.</p> <p>b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</p> | <p>Not Applicable</p> | <p>Not applicable. The building and the proposed addition are smaller than 60,000 square feet.</p> |
| <p>2. Public spaces shall be provided as follows:</p> <p>a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p> | <p>Not Applicable</p> | <p>Not applicable. The building and the proposed addition are smaller than 60,000 square feet.</p> |
| <p>L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design</p> | <p>Complies</p> | <p>The purpose statement of the CN zoning district states that: <i>The CN neighborhood commercial district is intended to provide for small scale, low intensity commercial</i></p> |

| | | |
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| <p>regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.</p> | | <p><i>uses that can be located within and serve residential neighborhoods. This district is appropriate in areas where supported by applicable master plans and along local streets that are served by multiple transportation modes, such as pedestrian, bicycle, transit and automobiles. The standards for the district are intended to reinforce the historic scale and ambiance of traditional neighborhood retail that is oriented toward the pedestrian while ensuring adequate transit and automobile access. Uses are restricted in size to promote local orientation and to limit adverse impacts on nearby residential areas.</i></p> <p>The proposed project directly responds to the CN purpose statement by demolishing the dated and underutilized buildings onsite that housed 3 distinct uses and expand it to 4 uses that will serve the surrounding neighborhood. The proposed restaurant, retail, office, and residential uses will all be small scale and low intensity and will be served by multiple transportation options. The uses would be limited in size by the relatively small scale of the buildings housing them.</p> <p>The Central Community Master Plan encourages just this type of mixed-use commercial development in commercial nodes that are zoned to accommodate it. Two primary goals of the master plan speak directly to this type of project:</p> <p><i>CLU-1.1 Neighborhood Commercial: Encourage neighborhood-friendly commercial land use areas in the Central Community that are compatible with the residential neighborhood character, scale, and service needs and support the neighborhood in which they are located.</i></p> <p><i>CLU-2.4 Encourage mixed use development opportunities that integrate diverse land uses in the same building or cluster of buildings in the Central Business District and the high-density transit oriented development areas.</i></p> <p>This proposed development will provide a more complete use of the subject parcels that is focused on mixed uses that are compatible with the surround uses and will serve to benefit neighboring residents.</p> |
|--|--|---|

PLANNED DEVELOPMENT REVIEW

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

| Standard | Finding | Rationale |
|--|------------------------|--|
| <p>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:</p> | <p>Complies</p> | <p>The applicant intends to achieve multiple objectives and addresses five of them in the submitted application. The applicant has offered the following information on how he proposes to meet those objectives:</p> <p>The applicant has stated that the design meets Objective A as “Architectural styles are coordinated while maintaining</p> |

| | | |
|--|------------------------|--|
| <p>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</p> <p>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</p> <p>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</p> <p>D. Use of design, landscape, or architectural features to create a pleasing environment;</p> <p>E. Inclusion of special development amenities that are in the interest of the general public;</p> <p>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</p> <p>G. Inclusion of affordable housing with market rate housing; or</p> <p>H. Utilization of "green" building techniques in development.</p> | | <p>unique aspects on each building and enjoy a synergistic relationship which benefits local business, residential occupants and the surrounding neighborhood.”</p> <p>The applicant has stated that the project is meeting Objective C because, “Both architectural aspects and building materials incorporate exciting, modern, timeless design elements which enhance the one-of-a-kind feel of the Liberty Wells/Liberty Park neighborhood.” Staff is of the opinion that this actually refers more to objective A seeing as they are not preserving either of the buildings on the site.</p> <p>The applicant has stated that he meets the criteria in Objective D because, “Our designers and architects have worked hard to envision and bring to life a pleasing environment, in contrast to previous lack of utilization. The proposed changes benefit surrounding areas with beautiful new structures built to modern code, fresh landscaping and a variety of spaces meant to benefit the local economy.”</p> <p>The last objective claimed to be met by the applicant is Objective E. He stated that, “Our focus is on leasing to local businesses and providing small residential spaces near fast-growing areas of downtown is in the interest of the public. Particularly, in bringing the corner building closer to the sidewalk, the feel of a walkable neighborhood is enhanced and pedestrians are enticed to enter the shops and enjoy the environment. By moving the south building slightly away from the property line (where it currently sits), more privacy becomes available to tenants of the building immediately to the south and to our tenants.”</p> <p>Staff believes that the features discussed by the applicant in the previous quotations are valid arguments for meeting the referenced objectives except of C. The proposed project includes high quality design features, building materials, and landscaping, which create a pleasing environment. There will be amenities that directly serve the public including high level items such as expanded retail and restaurant uses, as well as lower level features such as bike racks and extensive landscaping.</p> |
| <p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p> <p>1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and</p> <p>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</p> | <p>Complies</p> | <p>1. The proposed development is located on two parcels that are within the boundaries of the Central Community Master Plan area. The future land use map specifies that the area is intended for “Neighborhood Commercial” and is currently zoned appropriately as CN (Neighborhood Commercial).</p> <p>The Central Community Master Plan supports new mixed use development in this type of a residential/commercial node. The proposed development would occur on two underutilized parcels providing both residences and commercial options in a node that is designed for such uses that will provide services to the larger neighborhood. This proposed development helps to meet the goals of the master plan as well as provide needed housing and the elimination of existing blight. This is discussed in more depth in the Key Considerations section.</p> <p>2. Mixed use development is allowed in the CN zone. The planned development and conditional building and site design review processes allow for modifications to zoning standards. The requested modifications are also discussed under the Key Considerations section.</p> |

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| <p>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:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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, nonmotorized, 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 uses, 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 | <p>Complies</p> | <ol style="list-style-type: none"> 1. The project is located on a prominent corner which provides easy access to the site. Parking will be established between the buildings and will allow for a one way traffic flow with ingress from 500 East and egress onto 1300 South. The Transportation division has raised no concerns about any lack of ingress or egress or degradation to the service level of surrounding streets. <ol style="list-style-type: none"> 2a. As mentioned above, traffic flow on the site will be one way from 500 East to 1300 S with parking provided on the interior lot of each parcel and at the rear of the corner lot also. The impact on those streets should be minimal based upon the number of parking stalls provided. As mentioned in the Key Considerations section, an easement overlapping the parcels allows for the shared parking between them. 2b. This project is providing a total of 13 parking spots. Only 12 are required after factoring in two of the reduction strategies for off street parking as outlined in parking section of the project description using the amenity (bike rack) and shared parking strategies. The parking spaces will be located primarily between the buildings (with 2 west of the corner building) and will be accessible from a one way traffic flow with ingress from 500 East and egress to 1300 S. <p>The applicants have stated that they will promote alternative transportation methods uses among their residential and commercial tenants by providing hive passes for public transit and this is a good location for transit use. The 205 bus route passes right by the subject parcels on 500 East. There is a bus stop just south of the subject parcels and a covered bus stop directly across the street in the 7-11 median which would provide for easy access. The 205 runs south to Murray and north to downtown SLC. When heading north, there are various transfer points along 500 East for east/west bus routes and Trax trains. It heads west on 200 South and eventually terminates at the Central Station where there are a multitude of other transit connections and access to the FrontRunner trains.</p> 2c. Based on the mix of uses that are proposed in the buildings, it would be difficult to determine exactly when peak traffic flow would occur. Residential tenants would likely be gone during the day for work and then return in the evening. Peak usage should be during the middle of the day for the office uses and maybe some retail depending on the type. Restaurant uses could vary depending on business hours and types of food that is prepared. <p>Given these various uses, there should be a somewhat steady flow of traffic in the area which will likely cause some impacts within the neighborhood. The best case scenario would be that the businesses located in the buildings would cater to the neighborhood and that most patrons would arrive on foot or bicycle. Undoubtedly, many would arrive that way, but certainly not all. Seeing as there is limited parking within the development itself, as well as on 500 E and 1300 S, it is likely that some parking would occur on neighboring streets. However, having someone park on a public street does not seem to rise to a level of unreasonably impairing the use and enjoyment of adjacent property.</p> <ol style="list-style-type: none"> 3. As addressed in the previous two sections, the internal circulation will be a simple one-way flow from the ingress |
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| <p>and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and</p> <p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.</p> | | <p>between the structures on 500 E to the egress behind the corner building on 1300 S. It has been designed in such a way to make it function as efficiently as possible and mitigate impacts to adjacent properties.</p> <p>4. The development will be required to upgrade utility infrastructure where determined to be necessary by the Public Utilities Department and other responsible entities in order to adequately provide service.</p> <p>5. The development is going to have the required landscape buffer of 7 feet along the west side of the project that abuts the alley with single family zoning beyond that. They have also provided a small buffer between the south property line and the south building although it is not required in that location. They also have an extensive landscaping plan to help buffer the parking areas and provide landscaping in the medians and the front and corner side yard areas. Fencing is planned along the south and west property lines as well. The dumpster is to be placed within a fenced area at the northwest corner of the south building. The trash pickup would enter from 1300 South to collect the garbage and then back out the same way it entered. All of these design and landscaping strategies should serve to mitigate issues arising from the subject parcel.</p> <p>Additionally, there should be no issues with lighting, noise, or odors. There is a more extensive review of the lighting plan in the CBSDR analysis.</p> <p>6. As mentioned previously, the two proposed multi-use structures should mesh well with the neighborhood. They only are two stories in height with the parapet wall at 25' and the top of the stairwells at 30'. The proposed south building will be very similar to massing and height of the existing structure which abuts a parcel to the south with a two story multi-unit residential building. Very little will change and that relationship among structures will carry forward. The proposed corner building will be larger and taller than the current structure and will be located closer to the intersection. Until recently, the existing structure on the corner lot hosted a restaurant while the south building had a honey retailer with housing units above and behind it. So there was a total of 3 uses in the two buildings. There will be 4 proposed uses with the new development (those mentioned plus office) and there will be more of each kind of use. Consequently, the intensity of uses will increase on these parcels but it should be compatible with, and serve as an amenity to, the adjacent properties. The development will provide added residential and commercial density to the neighborhood but in a manner that is compatible to the existing neighborhood.</p> |
| <p>D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;</p> | <p>Complies</p> | <p>Currently, there is minimal vegetation on the site as it has been vacant for a significant amount of time. Any existing vegetation will be removed and new landscaping will be installed as noted in the landscaping plan. The landscaping plan states that all of the proposed plants will be of a drought tolerant species.</p> |
| <p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p> | <p>Complies</p> | <p>There is an existing building on each of the parcels that will need to be demolished to allow for the development. Neither of those structures are significant. Consequently, there are not historical, architectural, or environmental features of the property to be preserved.</p> |

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| F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement. | Complies | Besides the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction plans. |
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21a.55.090: Specific Standards for Planned Development in Certain Zoning Districts:

Planned developments within the RB, R-MU, MU, CN, CB, CSHBD Districts, South State Street Corridor Overlay District and CS District (when the CS District is adjacent to an area of more than 60 percent residential zoning located within 300 feet of the subject parcel to be developed, either on the same block or across the street), may be approved subject to consideration of the following general conceptual guidelines (a positive finding for each is not required):

| Standard | Finding | Rationale |
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| A. The development shall be primarily oriented to the street, not an interior courtyard or parking lot; | Complies | <p>While the proposed buildings have shared parking between them and entrances into the structures from the interior facades, both structures are primarily oriented towards the street. The corner building engages both 500 E and 1300 S with a restaurant design that incorporates extensive glass and a patio area. That type of glass entrance is also utilized on the west end of the structure and between them on the 1300 S façade, is another glass entrance for a commercial use. The south building will feature ground floor retail uses that are oriented to 500 East and feature four large doors across the length of the eastern façade to welcome patrons into those shops.</p> |
| B. The primary access shall be oriented to the pedestrian and mass transit; | Complies | <p>As stated above the primary access to most of the public spaces in both buildings are oriented to pedestrians and mass transit. There is limited parking planned for the site with only secondary entrances on those interior facades.</p> |
| C. The facade shall maintain detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction; | Complies | <p>The ground level of the corner building will predominately be composed of glass on both the east and west ends which wraps around each corner for a significant distance on the north and south sides. There are also two openings on the south façade and one on the north façade which are dominated by glass. The spaces between the glass entrances are composed primarily of polished concrete. Similarly, the upper level of the east and west ends of the structure are also defined by glass openings which exit onto a balcony with large windows along the second level of the north and south facades. The design element achieved by the interplay of those two primary materials will serve as an invitation to pedestrians passing by on the adjacent sidewalks.</p> <p>Equally interesting is the front façade of the south structure at 1314 S. That building is unique in that it has a partially enclosed patio area on the west end of the structure that extends out four feet from the actual building wall. The enclosed area extends to the property line on 500 E and is composed of thin wood slats that are vertically oriented. There will also be four door spaces across the western façade that would likely be open during business hours.</p> |

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| D. Architectural detailing shall emphasize the pedestrian level of the building; | Complies | Architectural detailing is effective to emphasize the pedestrian level of the building. The aforementioned variations of materials and design elements are engaging and provide context that they are mixed-use structures with multiple amenities on the ground level and living space above. The large amount of glass utilized on the main level of the corner building allows for views into the structure and invites pedestrian interaction. |
| E. Parking lots shall be appropriately screened and landscaped to minimize their impact on the neighborhood; | Complies | The parking area will be located primarily between the two structures with two spaces behind (west of) the corner building. Consequently, the buildings themselves will serve to screen the majority of the parking when viewed from both the north and the south. The applicant has reported that they plan to install a fence on the rear (west) property line along the alley which would also provide a screen from that side. In the two small areas that remain behind the corner building and between the buildings from the east, the applicant has provided landscaping plans with trees, grasses, and other plants which will provide screening in those sections. |
| F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods; | Complies | Any and all parking lot lighting will be shielded to eliminate excessive glare. |
| G. Dumpsters and loading docks shall be appropriately screened or located within the structure; and | Complies | Dumpsters are screened behind landscaping and fencing at the northwest corner of the south building. |
| H. Signage shall emphasize the pedestrian/mass transit orientation. | Complies | No signs are proposed as part of this application. If any signage is proposed in the future, it will need to comply with all applicable zoning regulations. |

ATTACHMENT J: PUBLIC PROCESS AND COMMENTS

Notice of Application to the Liberty Wells and Central City Community Councils:

A notice of application was sent to the Chairs of the Liberty Wells and Central City Community Councils on December 19, 2017. The email notice included a copy of the application, the plan set, and a formal notice letter including approval criteria for planned developments and conditional building and site design reviews. Notice of the open house which was held on January 18, 2018 was also provided. The Liberty Wells Community Council Chair responded and requested a presentation by the applicant at their January 10, 2018 meeting. The Central City Community Council did not respond.

Notice of the Open House:

Notices of the January 18, 2018 open house were mailed out on January 4, 2018 to building owners and renters within 300 feet of the subject parcels.

Notice of the Planning Commission Public Hearing:

Notice was published to a local paper, city and state websites, and the planning division list serve on February 15, 2018 regarding the Planning Commission Public Hearing on February 28, 2018.

Public Input:

This application received much public feedback from the community council and open house presentations as outlined below.

Response from the Liberty Wells Community Council:

Christopher

This note is to provide some feedback on this presentation at the Liberty Wells Community Council on January 10th. There was an approximately 40 minute discussion of this project to a very well attended meeting. I suspect that a lot of the attendance was due to this agenda item. I took a straw pole after the presentation and it appeared to me that there was strong support for the tentative plans. I would say that the residents that saw it in a favorable light were in the range of 80 to 85%. Conversely the unfavorable votes were 15 to 20%.

I am keeping in mind that the project is in a preliminary state and things could change. We would like to revisit it again when it is further along but in conclusion I would say there is community/neighborhood support for the thoughtful redevelopment of this corner.

There was some discussion about the exception due to the lot line. I think this should be continued as we feel an even better project would be the result.

Best regards
Bill Davis - Chair
Liberty Wells Community Council

(Received via email on 1/29/2018)

Response 2 from the Liberty Wells Community Council:

Based on the feedback received at the Community Council meeting, the applicant chose to increase the front and corner side yard setbacks of the corner building. Consequently, the site

plan that was presented at the Open House was slightly different than the one presented at the Community Council meeting. To accommodate that change, the parking plan was altered and the total number of stalls was reduced. I sent the following email to the Chair of the Liberty Wells Community Council to inform him of the situation on 1/29/2018:

Bill,

Thanks for the feedback that you provided in regards to the Community Council meeting. It is appreciated and will be included in the staff report that I'm preparing for the Planning Commission hearing which is tentatively scheduled for 2/28/2018.

The developer has altered the project a bit from what was presented at your meeting and I want to keep you in the loop. The attached site plan is what was presented at the open house. The developer has supplied several new renderings which are also attached. The updated plans are currently under review by various City departments and changes may potentially still be required, but the applicant reported that they had vetted the parking plan in advance with the Transportation division and that it meets the standards. If that is the case, I think that any future adjustments would be minimal.

To accommodate greater setbacks, the parking configuration has been changed and reduced as indicated by the calculations in red on the right hand side of the site plan. The corner building will be setback from the property line 2 feet 3 ³/₄ inches on the north side and 10 feet 5 ³/₄ inches to the second level balcony overhang on the east side. The setback on the first level will be 14 feet 5 ³/₄ inches. The other building will maintain the existing setback on the east side at 0 feet but requests a setback on the south side of 2' 6 ¹/₂ inches.

The applicant is also planning to submit for a preliminary plat for a subdivision to change the property line so that it runs right down the middle of the parking easement from east to west as indicated on the site plan by the dashed line and eliminate the existing property line which is also indicated by a dashed line.

Please feel free to contact me with any questions or concerns that you may have.

Regards,

CHRISTOPHER LEE
Principal Planner

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-7706
EMail chris.lee@slcgov.com
www.slcgov.com/planning

Mr. Davis replied to my email with a request to call him and discuss the changes to the project in further depth. I did so and we had an extensive discussion on the phone. At the end of the call, he stated that the Liberty Wells Community Council was still in support of the project because of the minimal changes.

Emailed Responses

Email 1

As a resident who lives a block and a half South of the proposed development, I am strongly opposed to the lack of parking for this proposed project. Parking is already in short supply in the area, allowing this will only exacerbate the problem and further clog nearby residential streets.

I urge you and the planning commission to reject the variance, unless a traditional parking space ratio is required.

(Submitted by John Hinckley on 1/18/2018)

Email 2

Missed this meeting on feedback for the proposal of the building project on the corner of 1300 south and 500 east in liberty wells community. Can anyone comment on status. I hope the reduced setback to zero was shut down. Not to mention the parking situation, which is ridiculous. The number of proposed parking spaces would not even work for half of the residents let alone the customers. Only reason you would propose these options is to get maximum square footage and more money in their pockets for higher rents. This is a vibrant neighborhood and the last proposal I saw was ridiculous looking and did not even remotely match the neighborhood. No landscaping or green space....cement, glass, and stucco right on top of the sidewalk. Please let's not let this happen in our neighborhood. Let's make them come up with something that fits this historic mature neighborhood of beautiful bungalows. I have been in this neighborhood for 10 years and things are going in the right direction, let's not let it get ruined. A lot of my neighbors feel the same way. I hope you take the input of the real neighbors that have to live next to this project. I think they need to go back to the drawing board, there are some beautiful new projects in the 9th&9th area that incorporate both new and old and keep the vibe of the area. Please keep the neighborhood in mind. Thank you and please let me know we can keep the residents included in this process.

-Christopher

(Submitted by Christopher Sanchez on 2/5/2018)

Email 3

Hi Chris,

My name is Robert Goodman, I've went to both the Liberty Wells Community Council Meetings in January and February of this year. I have a couple of thoughts to share regarding the Jolly and Jube Development and the HASL Housing Development:

Jolly and Jube:

- Overall, it looks fantastic, I think it will be a great addition to the neighborhood.
- I am of support bringing the property line closer to the sidewalk. I think it will be enticing for commuters and pedestrians alike
- I'm also in support of sustainable landscapes that can conserve water and celebrate Utah's unique landscape
- Electric Vehicle charging is a plus - I have a Nissan Leaf, if you include an EV charging station, I will be a very consistent patron of the potential restaurant and the other retail shops. The extra parking space may work to your advantage if you decide to install an EV Charging station. Parenthetically, the EV charging stations I've frequented downtown and at the Hogle Zoo seem pretty easy to install.

- I very much appreciate that you're using sustainable materials for the project. May I suggest solar? The S.J. Quinney College of Law has a solar canopy in their lot. It generates electricity for neighboring buildings and it covers parking spaces which makes the parking very desirable for commuters. Also, I had the opportunity to speak with the contractor about potentially working with the organization I work for, and he was very eager and passionate. He expressed a strong interest in creating ornate and artistic solar projects. Find out more [here](#)
- Regarding Parking: I wish the city would take away all parking regulations. I know that's not a popular opinion but I thought I'd share that with you.

(Submitted by Robert Goodman on 2/20/2018. Only feedback pertinent to this project was included)

Written Responses

The following written responses were received at the Open House on January 18, 2018:

**OPEN HOUSE
PUBLIC COMMENT SHEET**

January 18, 2018



Planning Division
Department of Community
and Neighborhoods

**Proposed Mixed Use Development at 1302 S 500 E and 1314 S 500 E
Conditional Building and Site Design Review and Planned
Development Petitions**

Name:

SHARON BRONSE

Address:

460 E 1300 SO
SLC UT

Zip Code

84115

Phone:

[REDACTED]

E-mail

SHARON BRONSE

Comments:

MY CONCERN IS ELECTRICAL POLES
AND THEM TAKING PROPERTY SO I
CANNOT GO DOWN MY ALLEY DRIVE WAY
TO GET TO MY PROPERTY ONLY
ACCESS

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the open house, or you can provide your comments via e-mail at chris.lee@slcgov.com or via mail at the following address: Chris Lee, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480.

**OPEN HOUSE
PUBLIC COMMENT SHEET**

January 18, 2018



Planning Division
Department of Community
and Neighborhoods

**Proposed Mixed Use Development at 1302 S 500 E and 1314 S 500 E
Conditional Building and Site Design Review and Planned
Development Petitions**

Name: Kathy Byers
Address: 525 E. Sherman Ave.
SLC 84105
Zip Code _____
Phone: [REDACTED] E-mail: [REDACTED]

Comments: NO ~~more~~ parking - even the
map they show me doesn't change my
mind. Also - too many stores/shops
the development, Dalli's wanting to put
too many. parking is a mess on Sherman
too. also it's residential neighborhood.
I want people the restaurant closed @ 11pm -
like The Arrow Cafe.

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the open house, or you can provide your comments via e-mail at chris.lee@slcgov.com or via mail at the following address: Chris Lee, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480.

ATTACHMENT K: DEPARTMENT REVIEW COMMENTS

Due to the adjustment to the site plan that I mentioned in the previous section, this project was routed to pertinent city departments on two separate occasions for review.

Transportation – Michael Barry

The vehicle projection (parking stall length) exceeds the minimum requirement per table 21A.44.020. Also, one of the parking spaces backs out onto the sidewalk, which is not allowed.

Second review:

The parking is sufficient. No objections from Transportation.

Zoning – Alan Michelsen

- 1) Based on the plans submitted, the Planned Development/Conditional Building & Site Design Review approval will need to address the following noncomplying conditions:
 - Structures encroaches into minimum 15 feet front and corner-side yard setbacks.
 - The north building encroaches over a rear property line.
 - Surface parking setbacks are not located entirely behind the primary structures.
 - Project does not comply with the minimum 33% living vegetation in front and corner-side setbacks due to encroaching parking stalls, a van accessible passenger loading zone, bicycle parking pad, and concrete or paver sidewalks.
 - The required front yard landscaping cannot count toward meeting the requirement for interior parking lot landscaping.
 - The project lacks a 7 feet wide perimeter parking lot landscaping at property lines.
 - The landscape plan shows a concrete sidewalk encroaching into the required 7 feet wide landscape buffer behind the south building.
 - Parking stalls angled at 45 degrees do not meet the minimum 16'10" stall width.
- 2) The parking strip will need to meet current standards for trees (1 per 30 feet of street frontage) and minimum 33% living groundcover.
- 3) Minimum required parking will need to meet the provisions of chapter 44, including any parking demand management reduction strategies, on street parking credits or off-site parking agreements.
- 4) Plans need to show location/compliance for trash removal (dumpster enclosure) and a recycling collection station.
- 5) A cross-easement/shared parking and parking lot maintenance agreement will need to be worked out and recorded prior to issuance of the building permit.
- 6) Any public way encroachments will need to be reviewed with SLC Property Management. Contact them at (801) 535-7133 for information on lease agreements.
- 7) An address certificate is required for the new structures at the time plans are logged in for a building permit application. For information contact SLC Engineering, 349 South 200 East, Suite 100 (801-535-7248).
- 8) A separate demolition permit is required for the existing structures.

Second review:

The applicant met directly with the Zoning Reviewer and Planning Staff for the second review. The items initially called out were either addressed with the submitted changes to the plan set, are being addressed through this review, or will be accomplished through another process (i.e. demolition permit, address certificate, etc).

Engineering – Scott Weiler

The existing drive approaches on 1300 South and 500 East may need to be removed or narrowed. Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor who has a bond and insurance on file with SLC Engineering.

Second review:

No changes.

Fire – Ted Itchon

The two structures may need aerial apparatus access depending where final grade is measured. In either case it appears that both buildings will have the necessary access from the City streets. It also appears that the basic fire department access is provided without widening the driveway. Only other item is the location of the fire hydrants to be within 400 feet of the structures.

Second review:

No changes.

Public Utilities – Jason Draper

- Review and approval of the planned development and preliminary plat does not provide building or utility permit or approval.
- Utilities cannot cross property lines without appropriate easements and agreements.
- Please submit site utility and grading plans for review. Other plans such as erosion control plans and plumbing plans may also be required depending on the scope of work. Submit supporting documents and calculations along with the plans.
- Public Utility permit, connection, survey and inspection fees will apply.
- An exterior, below-grade grease interceptor may be required for this application. Plumbing fixtures in the kitchen must be treated to remove solids and grease prior to discharge to the sanitary sewer. The interceptor must be sized by a licensed design professional. A 4ft diameter sampling manhole must be located downstream of the interceptor and upstream of any other connections.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- Storm water treatment is required prior to discharge to the public storm drain. Utilize storm water Best Management Practices (BMPs) to remove solids and oils. Green infrastructure should be used whenever possible. Sand/oil separators are commonly used to treat storm water runoff from uncovered parking areas.
- All utilities must be separated by a minimum of 3ft horizontally and 18” vertically. Water and sewer lines require 10ft minimum horizontal separation.
- Applicant must provide fire flow and culinary water demands to SLCPU for review. The public water system will be modeled with these demands. If the demand is not adequately delivered, a water main upsizing will be required at the property owner’s expense. Required improvements on the public water system will be determined by the Development Review Engineer. New water mains must cross the entire frontage of the property. A plan and profile and Engineer’s cost estimate must be submitted for review. The property owner is required to bond for the amount of the approved cost estimate.

- One culinary water meter and one fire line are permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.
- Each building must have its own water and sewer service.

Second review:

No changes.

Street Lighting Program – Dave Pearson

Let's have them remove and replace the old broken wood pole. The new one can go in the same spot or, if they're moving the driveway, it can go to the west a little bit. They'll need a new mast arm and an LED light. They will also need to coordinate with the communication companies to have the communication lines removed from the old pole and hung on the new one.

Second review:

No changes.