Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Mayara Lima, Principal Planner
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Date: December 9, 2020

Re: PLNPCM2020-00610 - Chrome Works Design Review
PLNPCM2020-00843 - Chrome Works Planned Development

Design Review & Planned Development

PROPERTY ADDRESS: 255, 259 & 269 W Brooklyn Avenue
PARCEL ID: 15-12-406-004, 15-12-406-013 & 15-12-406-017
MASTER PLAN: Central Community
ZONING DISTRICT: CG General Commercial

REQUEST: SMH Builders, representing the property owners, is requesting approval to build a 234-unit multi-family building at approximately 269 W Brooklyn Avenue. Specifically, the applicant is requesting an increase in the allowable building height from 60 feet to 79.5 feet through the Design Review, and canopy and balcony encroachments into the required front yard through the Planned Development.

RECOMMENDATION: Based on the findings listed in this staff report, recommends that the Planning Commission approve the Design Review and Planned Development requests with the following conditions:

- Final approval of the mesh screen design on the front façade and landscape plans to be delegated to staff.
- Applicant shall comply with all other department/division requirements.

ATTACHMENTS:

PROJECT DESCRIPTION: This is a proposal to redevelop the subject properties, currently being used for outdoor storage of vehicle parts, with a new multi-family development. The project consists of an 8-story structure containing 234 residential units. The development will include a mix of studios, one-bedroom and two-bedroom apartments.

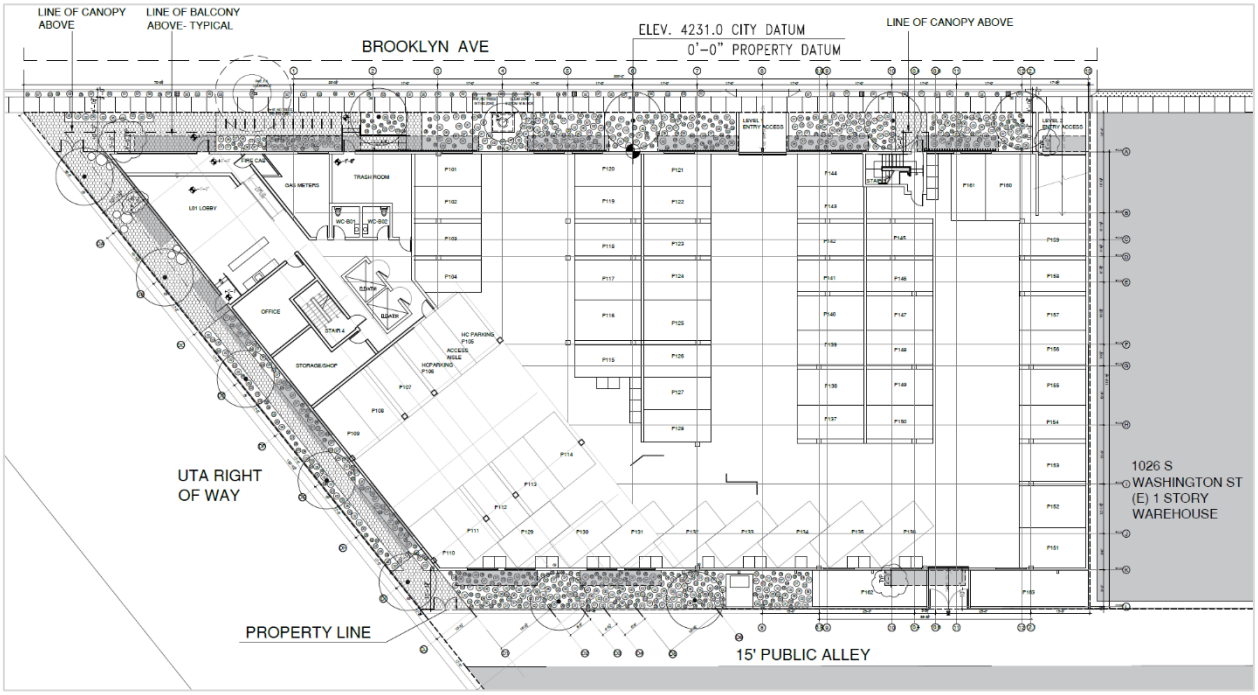


Figure 1 – Proposed site plan and ground level floor plan

The first two stories of the building will largely serve as parking. The northwest corner of the building will accommodate the lobby, office and other operational functions of the building on the ground level. Residential units will be located on the second level and above. Amenities will include a courtyard on the third level and a rooftop deck.

Building materials will include mineral fiber panels and stucco on the upper levels and tile and glass on the lower levels. Balconies will project into the yard areas and canopies will highlight the entrances of the building. The front façade of the building will also feature a series of metal mesh screens on the lower levels. Landscaping that includes vegetation and hardscaping is proposed on the front, side and rear yards. On the side yard, this landscaping will provide a connection between Brooklyn Avenue and the alley and link the building to a potential future trail at the UTA's abandoned rail line.

Figure 2 – Rendering of the proposed development

The number of off-street parking required is reduced because the properties are located within a ¼ mile of the 900 S 200 W Trax Station. However, the proposed development provides for additional stalls, to a total of 119, which will be within the structure and accessed from Brooklyn Avenue. Two dedicated loading stalls will be located on the rear of the building and will be accessed from the alley. Mechanical equipment will also be in the rear of the building and accessed from the alley.

The properties are located east of 300 W, which is a busy commercial corridor. Surrounded land uses are mostly commercial, but recent redevelopments have begun to introduce more housing in the area. Initiatives such as the city's reconstruction of 300 W and the potential creation of a trail on the abandoned UTA rail line will make the neighborhood more pedestrian-friendly and will likely spur future developments in the area.

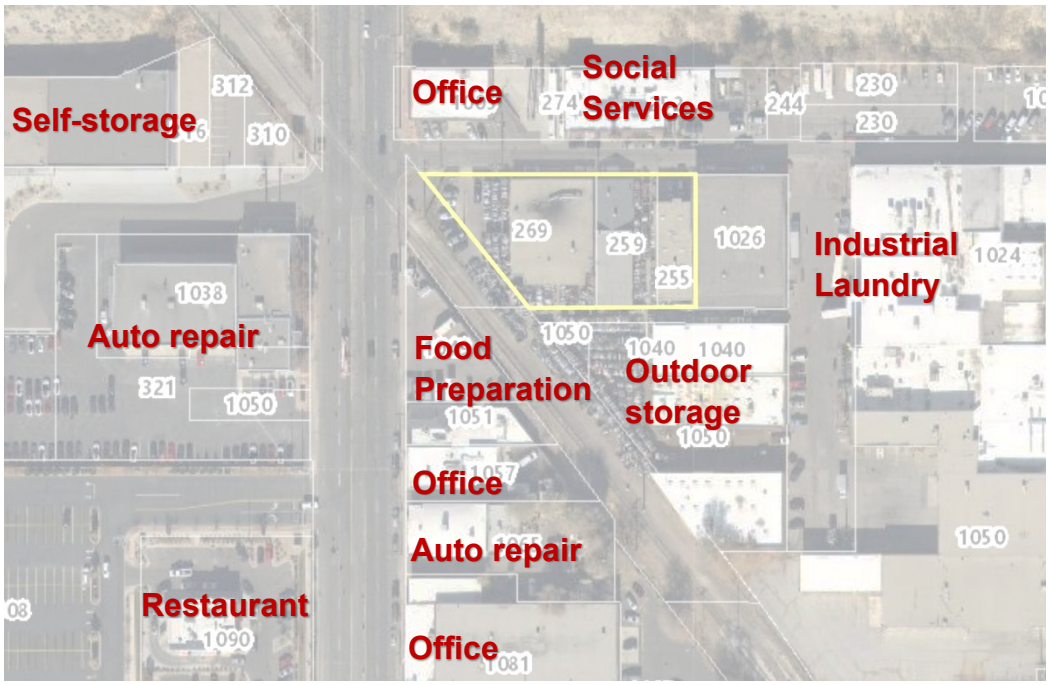


Figure 3 – Map showing adjacent land uses

The building is proposed at 79.5 feet in height, measured to the top of the parapet wall. The CG zoning district allows a maximum building height of 60 feet. A modification of height is permitted through the Design Review process when:

a. The proposal complies with the standards;
b. The increased height results in improved site layout and amenities;
c. Additional landscaping is provided at a ratio of 10% of the area of the additional floors; and
d. The additional height is not more than 30 feet.

Planned Development approval is necessary for canopy and balcony encroachments into the required front yard. Those are aerial encroachments only and will not reduce the front yard at the ground level. The canopies will project 5 feet and the balconies will project 4 feet into the required 10-foot front yard setback.

KEY CONSIDERATIONS:

Consideration 1: City Goals and Policies

Central Community Master Plan

The subject properties are located within the Central Community Master Plan area and are designated in the future land use map as Regional Commercial/Industrial, which is consistent with the current CG zoning. The proposal follows policies of this master plan that relate to mix of land uses in commercial zones, reduction of outdoor storage areas, and high-density near transit.

> *CLU-1.0 Provide a range of commercial land uses in the Central Community.*
>
> *CLU-3.0 Encourage commercial projects in and near light rail corridors to support transit-oriented development.*
>
> *CLU-4.7 Encourage the reduction of outdoor storage areas on commercial and industrial establishments and promote urban design methods for screening such land uses.*
>
> *CLU-5.1 Replace commercial buildings on commercially zoned property when structural rehabilitation is not feasible. Redevelopment opportunities should consider mixed land use when replacing commercial structures.*

Plan Salt Lake

The citywide master plan, Plan Salt Lake, encourages redevelopment where public infrastructure is available and supports mix of land uses, high-density near transit, and improved transportation options and mobility. The following guiding principles and initiatives are relevant to this proposal:

- *Growth: Growing responsibly while providing people with choices about where they live, how they live, and how they get around.*
    - *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
    - *Encourage a mix of land uses.*

- *Housing: Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.*
    - *Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
    - *Promote high density residential in areas served by transit.*

- *Transportation & Mobility: A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.*
    - *Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking and transit.*

Growing SLC

Additionally, the city's housing plan, Growing SLC, reinforces the demand for housing in the city. Growing SLC recommends an increase in housing options and creating redevelopment opportunities to accommodate the needs of a growing city. The proposed development provides housing options in an area where housing is underrepresented and where transit and infrastructure is readily available.

Consideration 2: Additional landscaping

As mentioned above, a modification of height in the CG zoning district requires additional landscaping. The underlying zoning district requires that 1/3 of the front yard area be covered by vegetation, which in this case is 957 square feet. An additional 3,822 square feet is required for the two floors the height increase will allow. The additional landscaping is not limited to vegetation and may include other elements that enhance the yard and buffer areas.

The applicant is proposing vegetation and hardscaping along all yards, including side and rear yards. Vegetation include low plants and trees and the hardscaping consists of concrete pavers. The plans submitted show that approximately 4,960 square feet of the project area will be dedicated to landscaping, not including the courtyard area. Thus, the proposed additional landscaping satisfies and exceeds the requirement.

Consideration 3: Proposed height and the neighborhood context

The subject properties are surrounded by one and two-story commercial structures. Although no tall buildings such as the proposed development are found in the immediate surroundings, the proposed height is supported by the current zoning and it would fit well into the anticipated future of the neighborhood.

The Future Land Use Map of the Central Community Master Plan anticipates this area to continue to serve as Regional Commercial/Industrial, which is consistent with the CG zoning district. While the demand has been in the past for low-profile commercial buildings in this area, the current zoning would allow by-right buildings at 60 feet and potentially 90 feet in height if approved through the Design Review process.

The proposed height is appropriate for the area because the zoning permits it and there is available infrastructure to support it. Recent developments happening near 900 S indicate that the area is becoming more appealing to housing development. Likewise, city improvements to 300 W aimed at improving mobility in the area may spur redevelopment to the surrounding properties. While it is impossible to determine whether new development will involve the construction of new, taller buildings, multi-story structures are expected.

Additionally, the proposed height is appropriate because of the adjacent existing and future land uses. The I-15 ramps and viaduct located north of the properties sits higher than adjacent buildings and minimizes the impact of large developments. The proposed development also does not offer substantial negative impacts to abutting properties because uses are either more or as intense as the proposed use. No small residential uses are located in the immediate surroundings and most commercial operations are held in enclosed buildings. Hence, adverse impacts related to height such as blocking of view, light and wind are not significant to properties abutting the proposed development.

Figure 4 – Google Earth image showing the height of the freeway in comparison to adjacent buildings

Consideration 4: Facade articulation and pedestrian engagement

Developments requiring additional height through the Design Review process are expected to provide articulated building facades in order to reduce perceived height, facilitate pedestrian interest and relate to human scale. The balcony and canopy encroachments requiring Planned Development approval, the use of glass and the proposed mesh screens on the ground level are particularly relevant to achieve the goals of façade articulation and street engagement. While the balconies provide visual breaks in the front façade from top to bottom, the canopies, glass and mesh screens improve the building from a pedestrian level.

The building is proposed with above ground parking and minimal active uses on the ground level because of environmental issues found on the site. The water table elevation and contamination of the site limit habitable areas on lowers levels of the building. Public Utilities provided a comment strongly discouraging anything other than parking below ground and an Environmental Site Assessment reported contamination on the properties due to previous and existing land uses. Given the potential for redevelopment of the UTA abandoned rail line to the west as a trail, the applicant has proposed to limit active uses to the building's lobby area and office on the northwest corner of the building. The remaining of the property on the first two levels will be used as parking.

Brooklyn Avenue is the only street abutting this project and therefore, this primary façade should facilitate pedestrian interest and interaction. While the proposed development helps activate the corner between Brooklyn Avenue and the future trail, the remainder of the front façade of the building does not offer a use that favors engagement with the street. Because the CG zoning district has only one design standards, which is to have one street-facing door, staff worked with the applicant to offset the limited active uses with additional façade articulation on the first two levels to break up the length of the building at the pedestrian level.

The front door oriented to Brooklyn Avenue is proposed to be under a large canopy that projects onto the front yard and extends through the active part of the building. The applicant is also proposing a canopy over a secondary entrance and to install panels of metal mesh screen to break up the façade at the pedestrian level. These panels will add color to the overall structure and help to engage with Brooklyn Avenue. Because the applicant has not decided on the art of such structure, final approval of the mesh screen should be delegated to staff in order to ensure the proposal is consistent with the analysis in this report.

To provide pedestrian interest, the metal mesh screens should be a series of panels rather than one or two. Each individual panel should be approximately 15 feet in width or contain substantial variety every 15 feet. Theses panels should be setback from the wall of the building and contain enough color and details to create an interesting façade design. These elements, coupled with the glazing on the corner of the building and the proposed landscaping that includes low vegetation and trees, will enhance the front of the building and make a better project than allowed by strictly following the standards of the zoning district. As shown in Attachment D the CG zoning district has no design standards to ensure that a building approved by-right include façade articulation and pedestrian engagement.

Figure 5 – Mesh screen examples that would enhance the front façade of the proposed building

DISCUSSION:

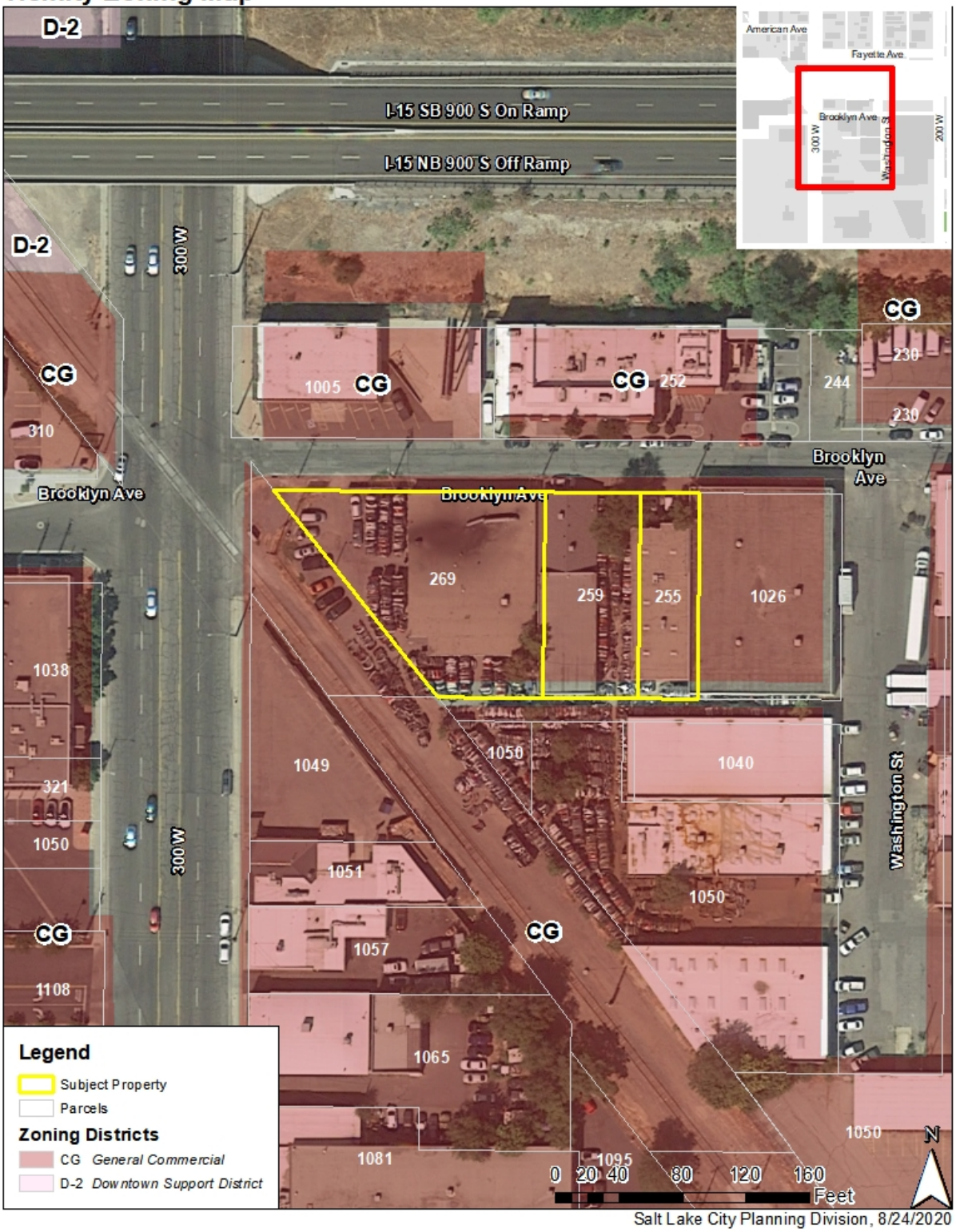
The proposed additional height is consistent with the anticipated future of the area and supported by the underlying zoning district standards. The development will provide landscaped areas that satisfy and exceed zoning requirements and will ultimately improve the site. The proposed building will also contain architectural elements that create visual variations on the overall design and adds pedestrian interest on the ground level. Attachment E shows that the proposal complies with Design Review and Planned Development standards and therefore, staff is recommending approval of the requests for additional height and aerial encroachments into the required front yard.

NEXT STEPS:
If the requests are approved, the applicant may proceed with the project as proposed and will be required to comply with the conditions of approval and obtain all necessary building permits.

If the requests are denied, the applicant will not be able to redevelop the property as proposed. A different proposal could be submitted to the Planning Division as a new application or a building permit could be sought for a structure that complies with height and setbacks. A proposal that follows the standards of the CG zoning district are not required to provide articulation and pedestrian engagement.

ATTACHMENT A: VICINITY & ZONING MAP

Vicinity Zoning Map



Salt Lake City Planning Division, 8/24/2020

ATTACHMENT B: SITE PHOTOGRAPHS

Figure 6 – Outdoor storage and building on 269 W Brooklyn

Figure 7 – Northwest corner of the property where it the new sidewalk will connect to the UTA's abandoned rail line

Figure 8 – Image of the 3 buildings located on the subject properties

Figure 9 – North view of the subject properties

Figure 10 – Building on 255 W Brooklyn

Figure 11 – Buildings on 255 and 259 W Brooklyn

Figure 12 – East view of Brooklyn Avenue

Figure 13 – West view of Brooklyn Avenue

Figure 14 – 269 W Brooklyn and the UTA's abandoned rail line seen from the intersection between Brooklyn Avenue and 300 W

ATTACHMENT C: APPLICATION MATERIALS

STANDARDS FOR DESIGN REVIEW (Reference from Zoning Ordinance - 21A.59.050)

A. 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 the city's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

"A. Purpose Statement: The purpose of the CG General Commercial District is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users.

Master Plan for Central Community: The intent of this Master Plan is to create a future for the Central Community based on four fundamental goals: • Livable communities and neighborhoods • Vital and sustainable commerce • Unique and active places • Increased pedestrian mobility and accessibility. Future land use designations will assist the development and improvement of quality neighborhoods in response to typical city pressures.

RESPONSE: The projects consist of residential use, which are permitted in the CG zoning district. This block has few developed sidewalks and is not presently conducive to pedestrians or bikes. The projects provide for public sidewalks that are compliant with City standards and a private pedestrian path on the west and south property lines. These paths will set a standard for the development of other properties on the block that, hopefully , will result in a fully developed system of sidewalks and bike paths along the public streets and the UTA ROW that borders the west side of the projects. There is also the potential for a TRAX extension on the UTA ROW and a station to the NW of the intersection of 300 W and Brooklyn Ave. The TRAX extension and 1000 station will make this neighborhood a location for future transit oriented development. These projects will catalyze these prospects.

B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.

1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).

RESPONSE: Lobby/Clubhouse entrances front on the public sidewalk.

2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.

RESPONSE: Projects have 10' front and rear yards consistent with the zoning requirements.

3. Parking shall be located within, behind, or to the side of buildings.

RESPONSE: Parking is located within the building. There is no exterior parking at either project.

C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.

1. Locate active ground floor uses at or near the public sidewalk.

RESPONSE: Lobby/Clubhouses are located at grade.

2. Maximize transparency of ground floor facades.

RESPONSE: Lobbies/Clubhouses have storefront glazing. Parking located at grade is open.

3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.

RESPONSE: Refer to building elevations for details at Lobbies/Clubhouses.

4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.

RESPONSE: Lobby opens out onto landscaped seating area, which accesses landscaped pedestrian access to UTA rail line which may be developed into a park and to street access, visually connecting street and outdoor spaces with building.

D. Large building masses shall be divided into heights and sizes that relate to human scale.

1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.

RESPONSE: Currently, one-story warehouses and open yards dominate the area, however the zoning encourages the density of the project. As properties conforming to the zoning are constructed, Project will relate to other conforming buildings.

2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.

RESPONSE: Material change, fenestration and balconies provide horizontal and vertical emphases, reducing visual width and height.

3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.

RESPONSE: Balconies and floor to ceiling, sliding glass doors provide a human scale.

4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.

RESPONSE: The Master plan mandate tjat “Various types of business land uses in scale with the residential community support livable neighborhoods” is met by the project design. Master Plan states that” Residential land uses are interspersed with major roadways making pedestrian circulation very difficult.” Pedestrian access and walk ways around the property, installation of sidewalks and access to the ROW via the alley bisecting the property remediate this issue. The Circulation issue within the Peoples Freeway neighborhood that states “Residential land uses are interspersed with major roadways making pedestrian circulation very difficult” is also addressed. The Residential issue in the Peoples Freeway neighborhood section of the Master Plan states that “• Address ways of transitioning the northern portion of the neighborhood from the historic character of low-density residential development to one of transit-oriented development” is addressed via the proximity to two TRAX stations, bus lines, and compliance with 2:1 units to parking, which encourages use of public transportation, pedestrianism and bicycles.

E. Building facades that exceed a combined contiguous building length of two hundred feet (200’) shall include:

1. Changes in vertical plane (breaks in façade);

RESPONSE: balconies provide change in vertical plane

2. Material changes; and

RESPONSE: concrete podium transitioning to wood frame construction provides material change, as do balconies

3. Massing changes.

RESPONSE: Balconies provide additional massing for the units that have them and provide visual breaks in the façade.

F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) 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");

RESPONSE: See site plan for locations and design of sitting areas in privately owned public spaces.

2. A mixture of areas that provide seasonal shade;

RESPONSE: See site plan for locations of canopies, balconies and trees to provide seasonal shade. See shadow study for shade locations.

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;

RESPONSE: See site plan for location of trees.

4. Water features or public art;

RESPONSE: See building elevations for location of murals.

5. Outdoor dining areas; and

RESPONSE: Porches at entry lobbies will provide opportunities for outdoor dining in association with project clubhouses.

6. Other amenities not listed above that provide a public benefit.

RESPONSE: See site plan for location of bike racks.

G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive city skyline.

1. Human scale:

a. Utilize stepbacks to design a building that relates to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.

RESPONSE: Proposed project to the south is lower in height and will provide a transition between project and existing industrial buildings to the south. Adjoining property in northeast is an industrial warehouse and a parking lot that are likely to be developed into projects of similar height and character. To the west is an unused UTA ROW that could be developed into a linear park in the event there is appropriate neighborhood demand. The proposed project will contribute to this demand.

b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.

RESPONSE: the design provides for a material transition between level 2 and 3, providing a distinct base. The top is distinguished by parapet setback related to the projecting balconies. Refer to the building elevations for demonstration of conformance with this requirement.

2. Negative impacts:

a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.

RESPONSE: Proposed project to the south is lower in height and will provide a transition between project and existing industrial buildings to the south. Adjoining property in northeast is an industrial warehouse and a parking lot that are likely to be developed into projects of similar height and character. To the west is an unused UTA ROW that could be developed into a linear park in the event there is appropriate neighborhood demand. The proposed project will contribute to this demand.

b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.

RESPONSE: See shadow impacts study for comparison of shadows for permitted and proposed building heights.

c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.

RESPONSE: Canopies, overhanging balconies and landscaping mitigate wind impacts along the adjoining yards and sidewalks.

3. Cornices and rooflines:

a. Shape and define rooflines to be cohesive with the building's overall form and composition.

RESPONSE: The roofs are flat consistent with the dominate roof form in the neighborhood. The roof parapets are articulated to emphasize the balcony locations below.

b. Include roof forms that complement the rooflines of surrounding buildings.

RESPONSE: The project has flat roof consistent with all the surrounding buildings.

c. Green roof and roof deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.

RESPONSE: There is an accessible roof deck at the project. This includes raised landscaping beds for use by the residents.

H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.

RESPONSE: Garage access is limited to two locations on Brooklyn Ave. ADA compliant access to the project consists of a grade level entry to the building lobby. There is a public alley along the south property line to serve as a midblock connector in the event the ROW is developed into a linear park and bikeway.

I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)

RESPONSE: Trash rooms and other common service functions are located inside the building.

J. Signage shall emphasize the pedestrian/mass transit orientation.

1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.

RESPONSE: There is a project identification sign at the lobby entrance. No commercial signage is included.

2. Coordinate signage locations with appropriate lighting, awnings, and other projections.

   RESPONSE: Refer to building elevations for signage location.

3. Coordinate sign location with landscaping to avoid conflicts.

   RESPONSE: Refer to building elevations for signage locations.

K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.

1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.

   RESPONSE: Street light locations conform to the SLC Lighting Master Plan. See site plan for location of street lights.

2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.

   RESPONSE: Street lighting conforms to the fixtures specified in the SLC Lighting Master Plan.

3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

   RESPONSE: See site plan for location of lighting at entry plazas, private sidewalks and on building exterior.

L. 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.

   RESPONSE: No street trees are being removed for this project. Street trees consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed each 30 feet of frontage. The park strip on Brooklyn Ave is of limited width. Trees will be place in the required front yard at this location.

2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:

   a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.

   RESPONSE: Paving at plaza at lobby entry and along west pedestrian path consists of concrete pavers.

   b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.

   RESPONSE: Joints in concrete pavers allow rainwater to infiltrate into the ground. Surcharging catch basins are provided at plaza entries.

   c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).

   RESPONSE: Paved surfaces are light gray in color and a moderate SRI.

   d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.

   RESPONSE: Project is located in a transforming industrial area that was formerly single family

residences. The design of paving, seating, hand and guardrails and other street hardware make reference to the industrial history of the site.

e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.

RESPONSE: All exterior public spaces are ADA compliant, as is the interior of the project.

f. Asphalt shall be limited to vehicle drive aisles.

RESPONSE: No asphalt is proposed for this project.

269 BROOKLYN AVENUE & 1050 S WASHINGTON
Salt Lake City, UT

PLANNED DEVELOPMENT APPLICATION
RESPONSE TO SUBMITTAL REQUIREMENTS
October 23, 2020

Note: Application Requirements and Relevant Zoning Code Sections are repeated herein for ease of reference.

APPLICATION REQUIREMENTS

1. **Project Description**

Description of your proposed use and existing use (please attach additional sheet/s)

Response: 269 Brooklyn Avenue, Chrome Works, is an 8-story apartment building composed of 3 stories of concrete podium below 5 stories of wood frame construction. Parking, lobby and utility rooms comprise the ground floor uses. Parking and residential units are on the second floor, and residential units are on levels 3 to 8, with a community roof garden above.

269 has 234 units. The project is composed of studio, one bedroom and two-bedroom units. Unit sizes are studios units ranging from 332 to 447 square feet; one-bedroom units ranging from 460 to 673 square feet, and two-bedroom units ranging from 580 to 677 square feet.

2. **Planned Development Information.**

Provide the following written and graphic information (please attach additional sheet/s):

a. Demonstrate how your project meets the purpose and objectives of a planned development as stated in 21A.55.010 of the Planned Development ordinance;

Response: See below.

ZONING CODE REQUIREMENTS
21A.55.010: PURPOSE STATEMENT:

A planned development is intended to encourage the efficient use of land and resources, planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve city goals identified in adopted master plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments. The city seeks to achieve at least one or any combination of the following objectives through the planned development process. Each objective includes strategies that are intended to be used to determine if an objective has been accomplished through a specific proposal:

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

Response: Not Applicable

1. Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect to existing or planned trail systems, playgrounds or other similar types of facilities.
2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.
3. Development of connected greenways and/or wildlife corridors.
4. Daylighting of creeks/water bodies.
5. Inclusion of local food production areas, such as community gardens.
6. Clustering of development to preserve open spaces.

B. Historic Preservation:

Response: Not Applicable

1. Preservation, restoration, or adaptive reuse of buildings or structures that contribute to the character of the city either architecturally and/or historically, and that contribute to the general welfare of the residents of the city.
2. Preservation of, or enhancement to, historically significant landscapes that contribute to the character of the city and contribute to the general welfare of the city's residents.

C. Housing: Providing affordable housing or types of housing that helps achieve the city's housing goals and policies:

1. At least 20% of the housing must be for those with incomes that are at or below 80% of the area median income (AMI).

Response: Not Applicable.

2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.

Response: The existing neighborhood is predominantly aging one and two-story industrial building. The proposed apartment use is underrepresented in the neighborhood. The existing industrial uses are characterized by intense urban land uses in which the buildings take up most of the lot and are built to the lot line with little to no landscaping buffer. The scale, massing, and lot coverage in the proposed development are contextually consistent with the massing and land use intensity of the surrounding industrial buildings while providing a use that is not commonly found in the neighborhood.

D. Mobility: Enhances accessibility and mobility:

1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.

Response: The proposed development is transected by a public alley that has been blocked and utilized privately for several decades. The proposed development will return the alley to public use, creating a mid-block walkway from S. Washington Street to the UTA ROW to the west of the proposed development, which is conducive to future use as pedestrian/bike path and linear park providing exciting and important amenities for the North Ballpark, Granary and Central Ninth neighborhoods. .

2. Improvements that encourage transportation options other than just the automobile.

Response: The development provides significant enhancement of the pedestrian environment. The proposed design will encourage pedestrian and biker transportation options through the following elements.

A. Provides sidewalks along adjoining streets where none existed before.
B. The sidewalks are separated from the street by a landscaped park strip.
C. The lobbies are provided with ADA compliant sidewalks.
D. Additional street lighting is provided to insure safe pedestrian conditions after dark.
E. The development frees up a public alley and a pedestrian/bike connector on the south that will increase access options for bikes and pedestrians.
F. The public alley and south connector will eliminate the dead end at S Washington Street that is an attractive nuisance and a haven for undesirable activities and a source of security concerns.
G. Public bike parking is provided near the entrance of the building.
H. Bike parking for residents is provided inside the garage. The addition of sidewalks, curbs and gutter where none presently exist will facility pedestrian travel in the neighborhood

E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems:

1. Energy Use and Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.

Response: Not Applicable

2. Reuse of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, state, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.

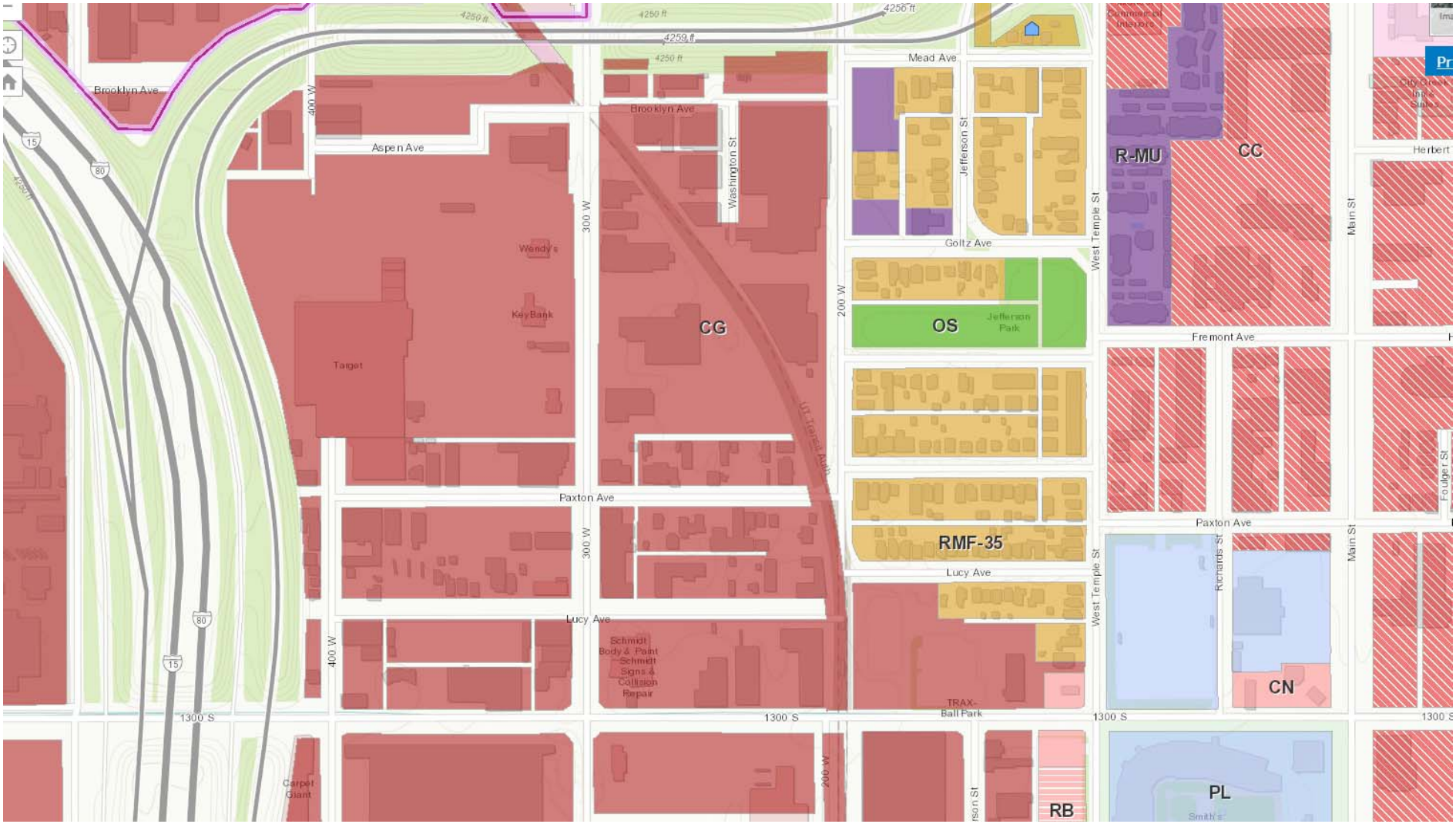
Response: Phase I and Phase II environmental reports performed by applicant have determined levels of hexavalent chromium, lead, arsenic, and other contaminants at higher than residential screening levels. Applicant has a working application with UDEQ Voluntary Cleanup Program

to characterize the contamination and create a remedial action plan which will be executed and result in a Certificate of Completion and/or No Further Action letter from VCP.

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

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

Response: Not Applicable


Brooklyn Ave
Aspen Ave
Mead Ave
Goltz Ave
Fremont Ave
Paxton Ave
Lucy Ave
1300 S
400 W
300 W
200 W
Washington St
Jefferson St
West Temple St
Main St
Richards St
Foulger St
Wendy's
KeyBank
Target
Jefferson Park
Schmidt Body & Paint
Schmidt Signs & Collision Repair
TRAX-Ball Park
Carpet Giant
CG
OS
R-MU
CC
RMF-35
CN
RB
PL
4250 ft
4259 ft
4256 ft

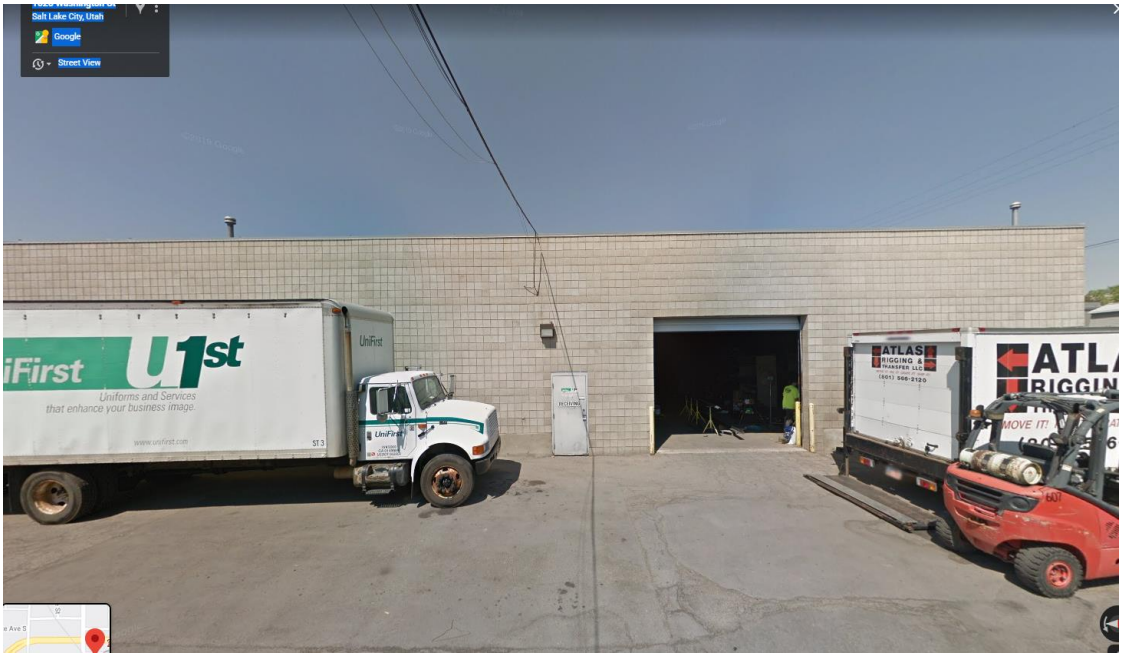
269 Brooklyn Avenue looking West

269 Brooklyn Avenue looking North East

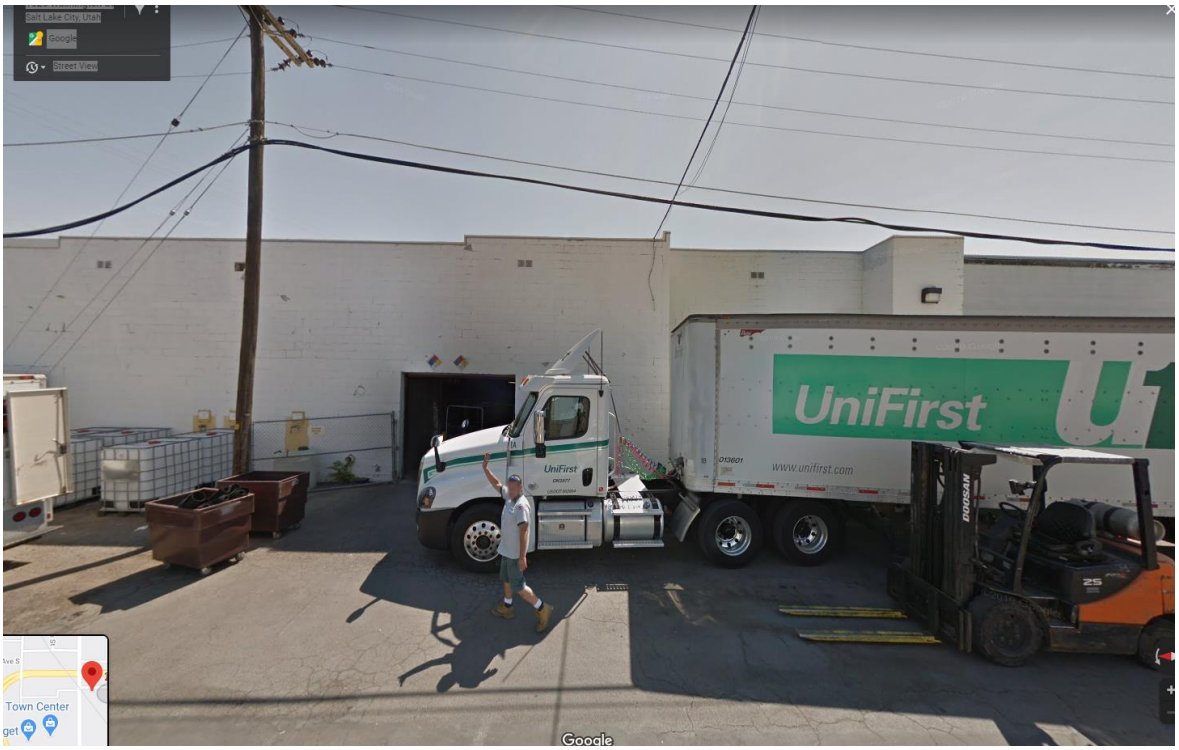
Volunteers of America Building on North Side of Brooklyn Ave

Building at South West Corner of Brooklyn & Washington, Brooklyn Facade

Building at South West Corner of Brooklyn & Washington, Washington Facade



Building on SE corner of Brooklyn and Washington (linen service) , Washington façade



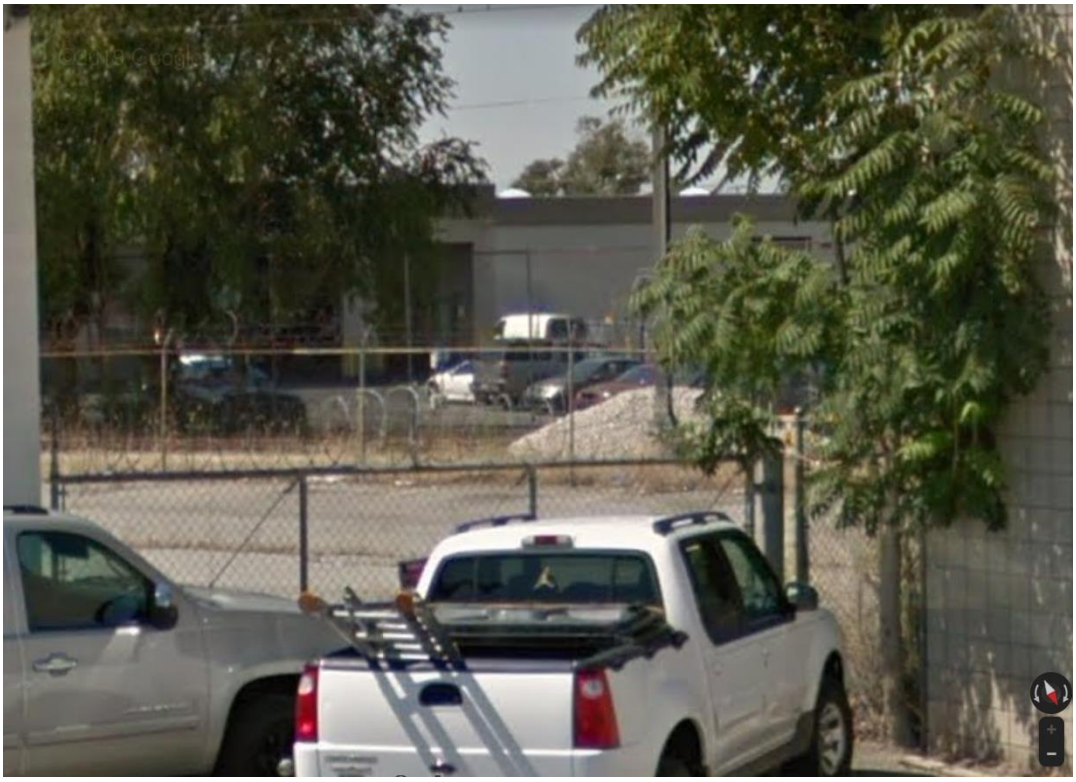
Washington Street looking South from corner of Brooklyn

Al ley, looking West from Washington Street

1038 and 1050 Washington Street, looing North West from Washington Street

East Side of Washington Street, at South end of block

Rail line at South end of block



Corner of Brooklyn and 300 W, looking East from West side of 200 @W

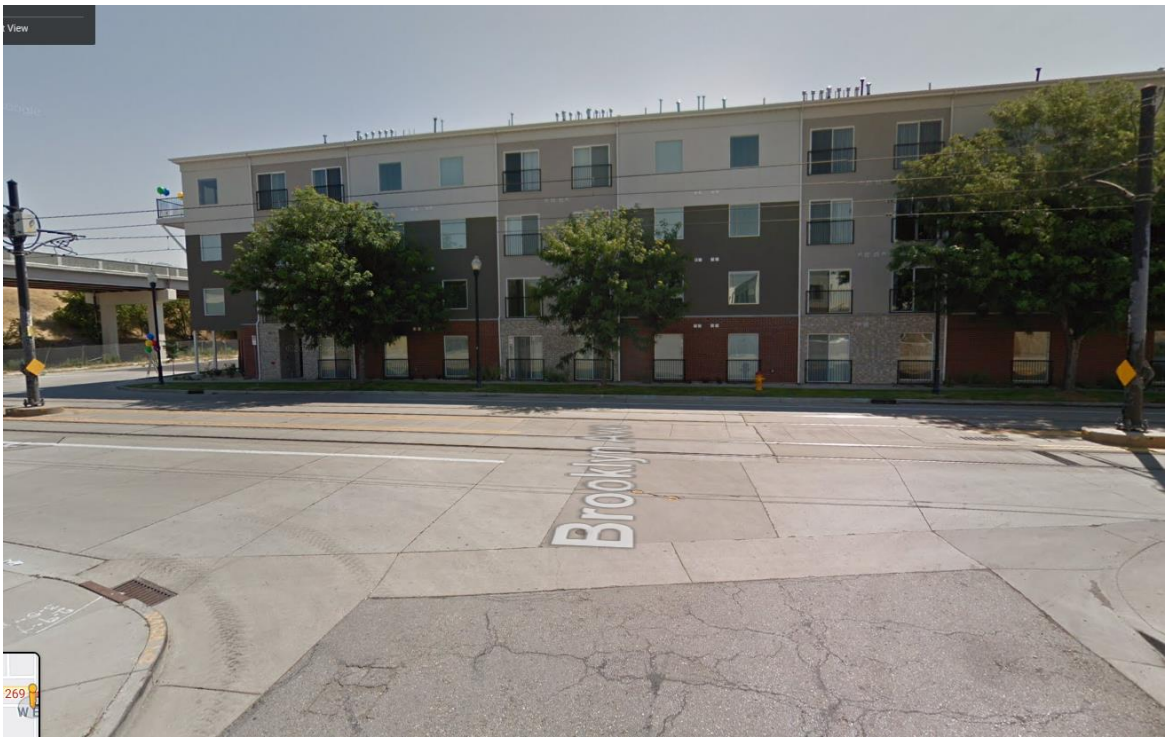
Corner of Brooklyn and 300 W, looking West from middle of intersection

300 West, looking South from intersection of Brooklyn

Brooklyn Avenue, facing East, East of Washington intersection, South side of street

Brooklyn Avenue, facing East, East of Washington intersection, North side of Street

Brooklyn Ave at 200 W, facing East



200 West at Brooklyn Avenue, facing South

269 Aerial looking Northeasterly

Washington and Brooklyn intersection Aerial looking Southeasterly

269 Aerial looking Southerly

269 Aerial looking to North

Aerial 1050 Looking Northerly

269 Aerial looking Easterly

269 Aerial looking Southeasterly

1050 Aerial

Block Aerial

Design Review Application

269 Brooklyn Avenue, Salt Lake City

Project Description

Application Objective:

As originally conceived, the multifamily projects at 269 Brooklyn Avenue was to be a height of 60 feet, conforming to CG zoning code. Recently, we learned that environmental concerns are suggesting that our planned basement parking may not be advisable, due to the water table level, therefore we are requesting Design Review to approve that we raise the building height from 60 to 65 feet. While this is permitted for our CG zoning, exceeding a height of 60' requires design review.

This approach would put the first level at -1-0 and the bottom of our 3' matt slab at -4'-0, which is ideal because the first 4' of soil is organic and has to be removed no matter. If the water table is at -6'-0 (it is probably lower) our vapor mitigation system located right under the slab would be well above the water table. And we would never have any water in our site drainage system and hence no monitoring costs. The vapor mitigation and site drainage might be able to be combined into one.

Project Description

269 Brooklyn Avenue is a proposed 234-unit multifamily building targeting low income residents earning 60% of Area Median Income (AMI). Project equity is to be financed with 4% Low Income Housing Tax Credits (LIHTC) issued by Utah Housing Corporation. Parking will be provided in the 2:1 ration mandated by CG zoning. The project is composed of studio, one bedroom and two-bedroom micro units. There are 191 studios, 134 of which have 383 square feet, although studios range in size from 332 square feet to 447 square feet; One bedroom units total 22, ten of which have 498 square feet, with a range from 460 to 673 square feet. Two-bedroom units total 21, with ten units of 600 square feet, ranging from 580 to 677 square feet.

Both projects will have two levels of concrete podium providing parking, lobby and residential units. Five stories of wood-frame construction will be constructed above the podium, comprised of residential units and community space on the rooftop. Exterior construction materials combine an attractive mix of Mineral fiber siding, stucco and metal panels.

Cool Storz

CHROMEWORKS

269 BROOKLYN AVE, SALT LAKE CITY, UTAH, 84101

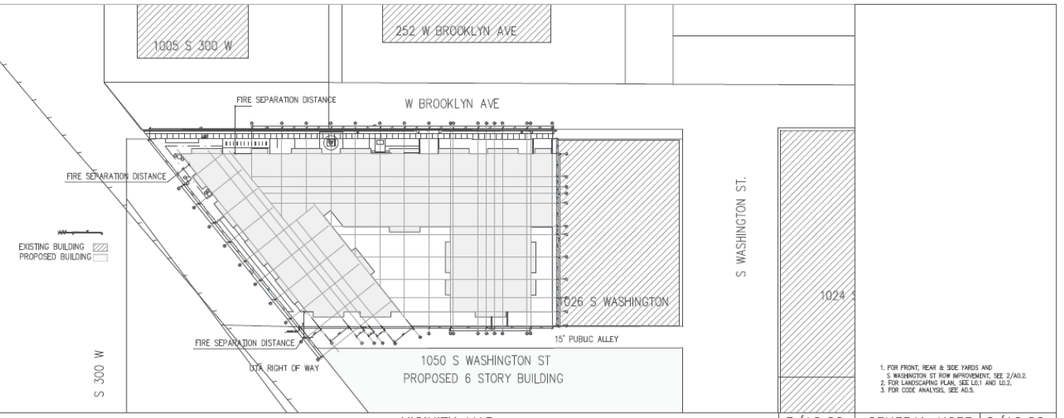
CHROMEWORKS

269 BROOKLYN AVE, SALT LAKE CITY, UTAH, 84101

SETBACK SCHEDULE	
BROOKLYN AVE	10'1-3/4" - 10'2"
UTA ROW	10'1-1/2"
PUBLIC ALLEY	10'1" - 10'3-3/4"

* SETBACKS FROM PROPERTY LINE TO BUILDING

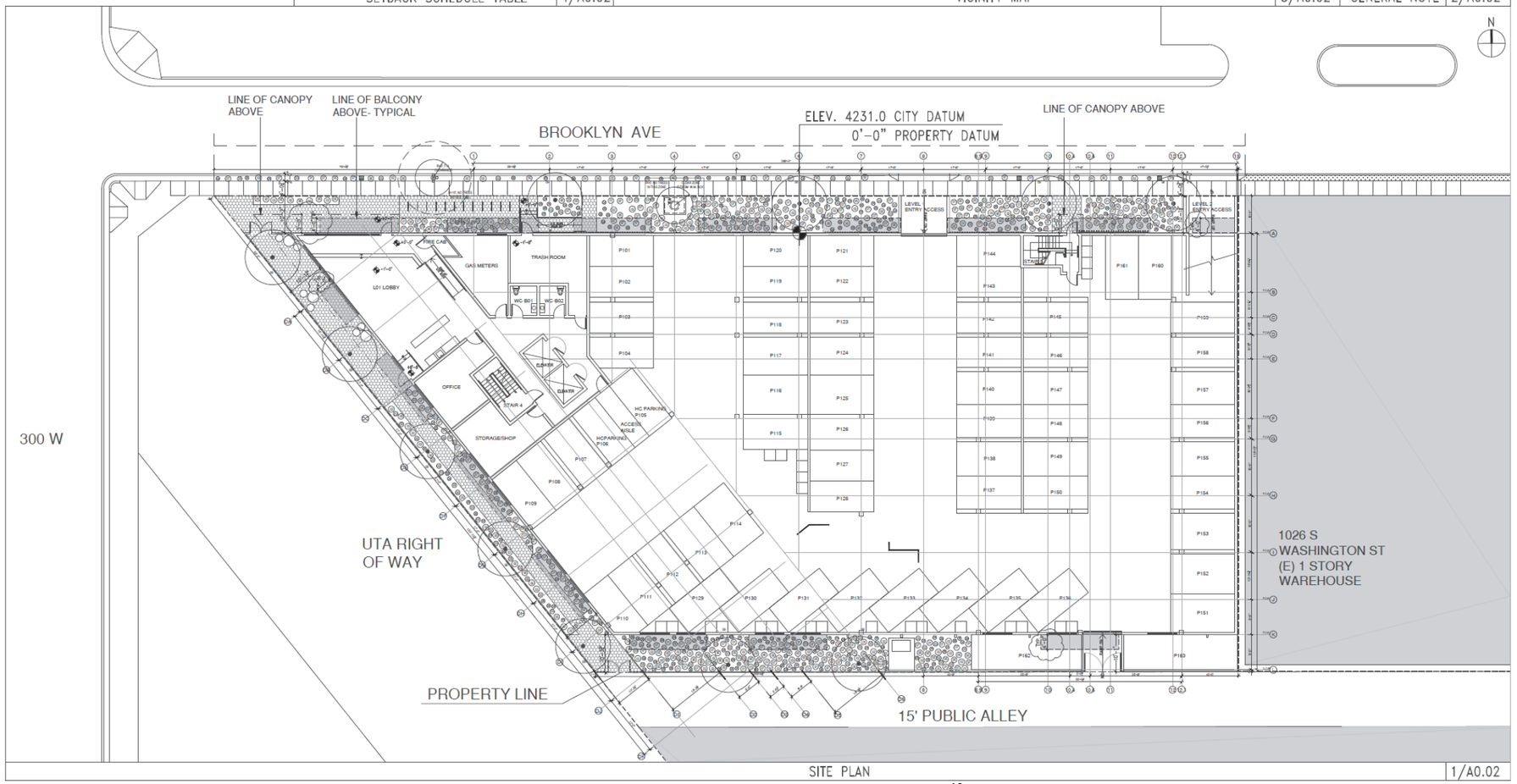
SETBACK SCHEDULE TABLE | 4/A0.02



VICINITY MAP | 3/A0.02

1. FOR FRONT, REAR & SIDE YARDS AND S. WASHINGTON ST ROW IMPROVEMENT, SEE 2/A0.2.
2. FOR LANDSCAPING PLAN, SEE LS.1 AND LS.2.
3. FOR CODE ANALYSIS, SEE A0.5.

GENERAL NOTE | 2/A0.02



SITE PLAN | 1/A0.02

SMH
BUILDERS

3578 S 1950 W
UNIT #7,
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UTAH 84119
415-519-5398
FAX 415-889-6026

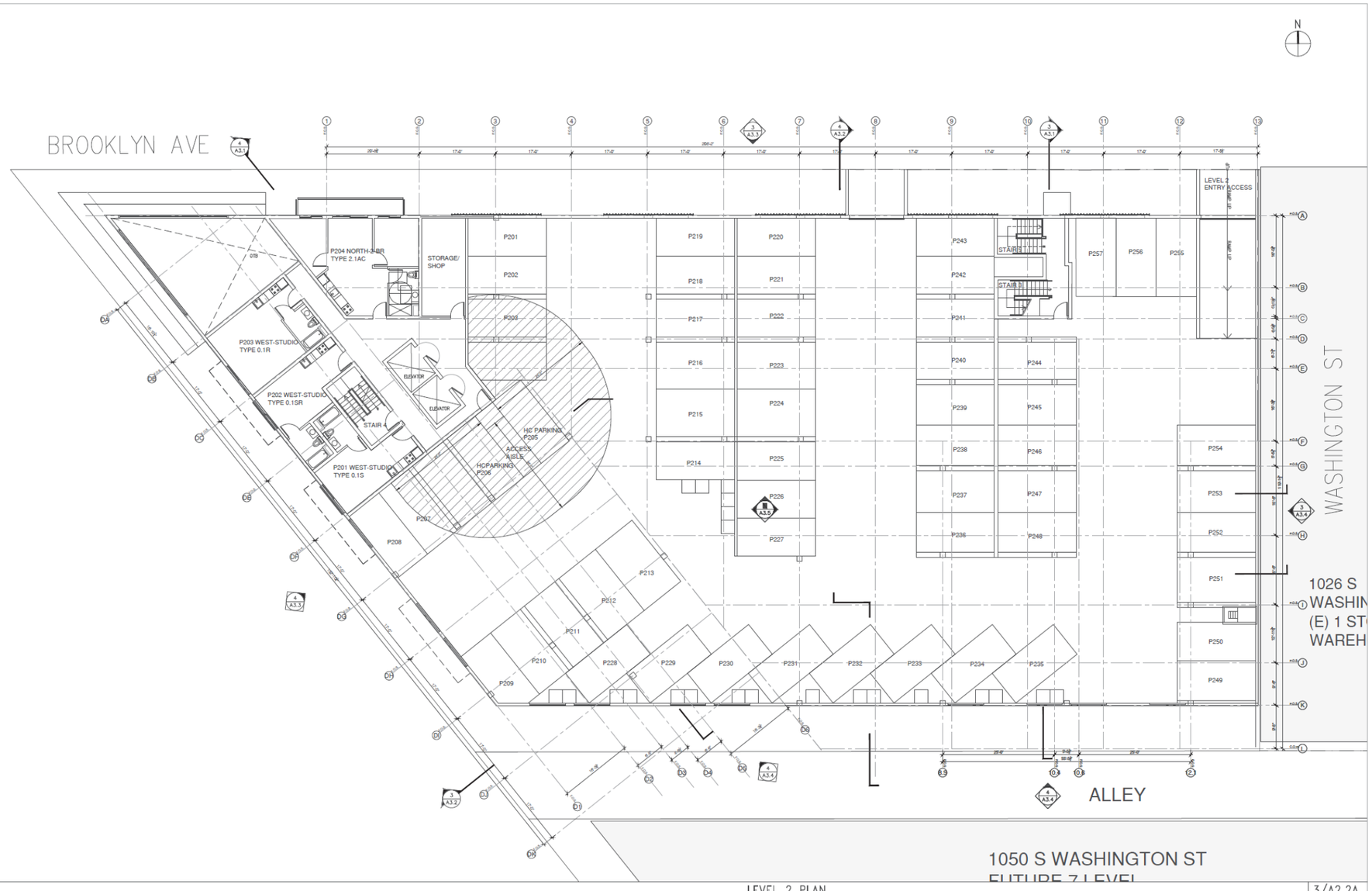
GEORGE WALKER
10864727-5201
Licensed Stamp

269 BROOKLYN AVE
SALT LAKE CITY, UT 84101

RELEASES AND REVISIONS
NO. | DATE

SHEET TITLE:
SITE PLAN

PROJECT NO:
DRAWN BY:
DATE: 07/31/20
SCALE: 3/32"=1'-0"
DRAWING NO.
A0.02



LEVEL 2 PLAN 3/A2.2A

— TONE INDICATES AREA OF PEDESTRIAN WALKWAY

— TONE INDICATES AREA OF LANDSCAPING

LEGEND | KEYED NOTES 2/A2.2A | GENERAL NOTES 1/A2.2A

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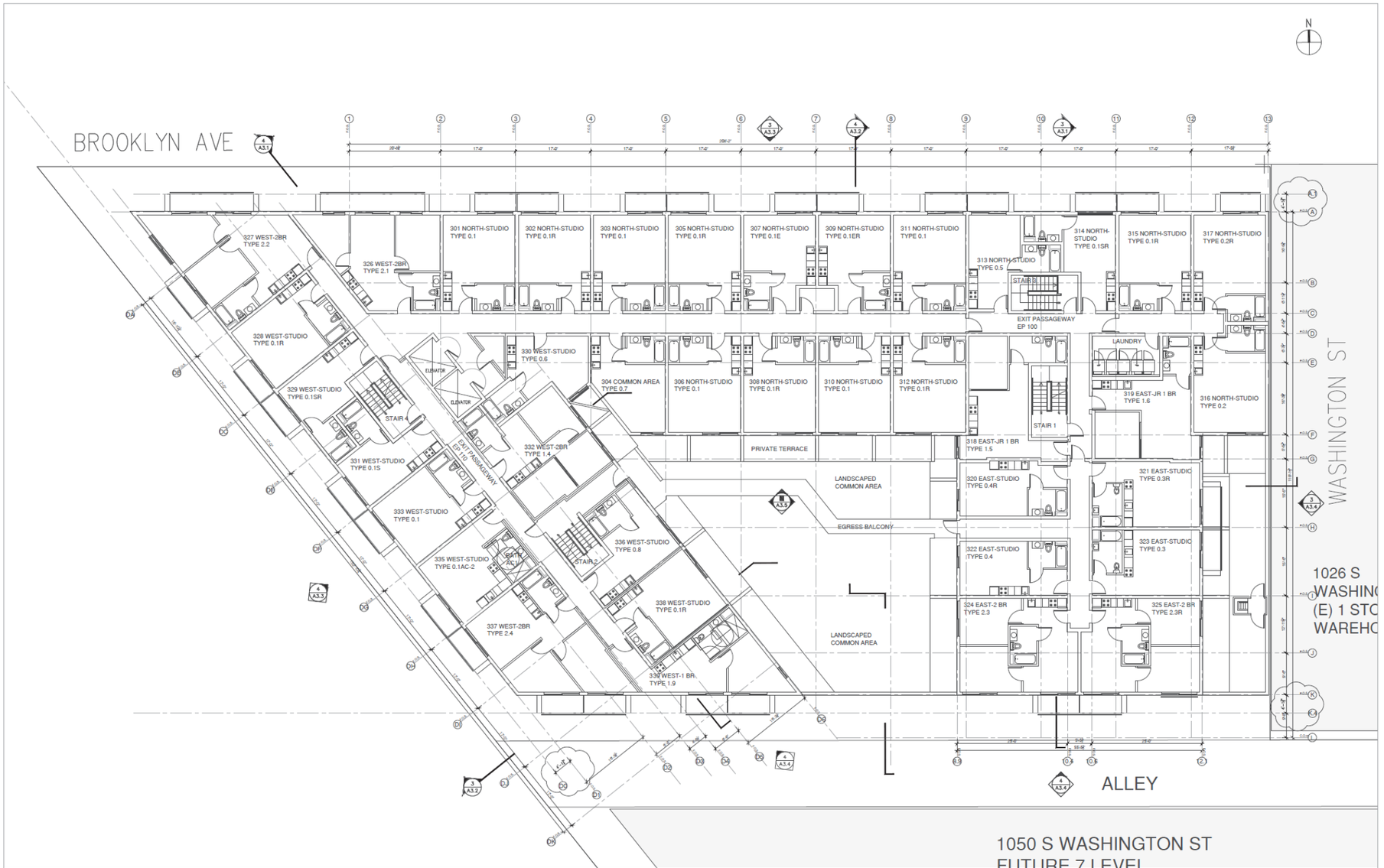
SALT LAKE CITY, UT 84101

NO.	RELEASES AND REVISIONS	DATE

SHEET TITLE:
LEVEL 2 PLAN

PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO.
A2.2A



LEVEL 3 PLAN | 3/A2.3A

LEGEND	KEYED NOTES	2/A2.3A	GENERAL NOTES	1/A2.3A

— TONE INDICATES AREA OF PEDESTRIAN WALKWAY

— TONE INDICATES AREA OF LANDSCAPING

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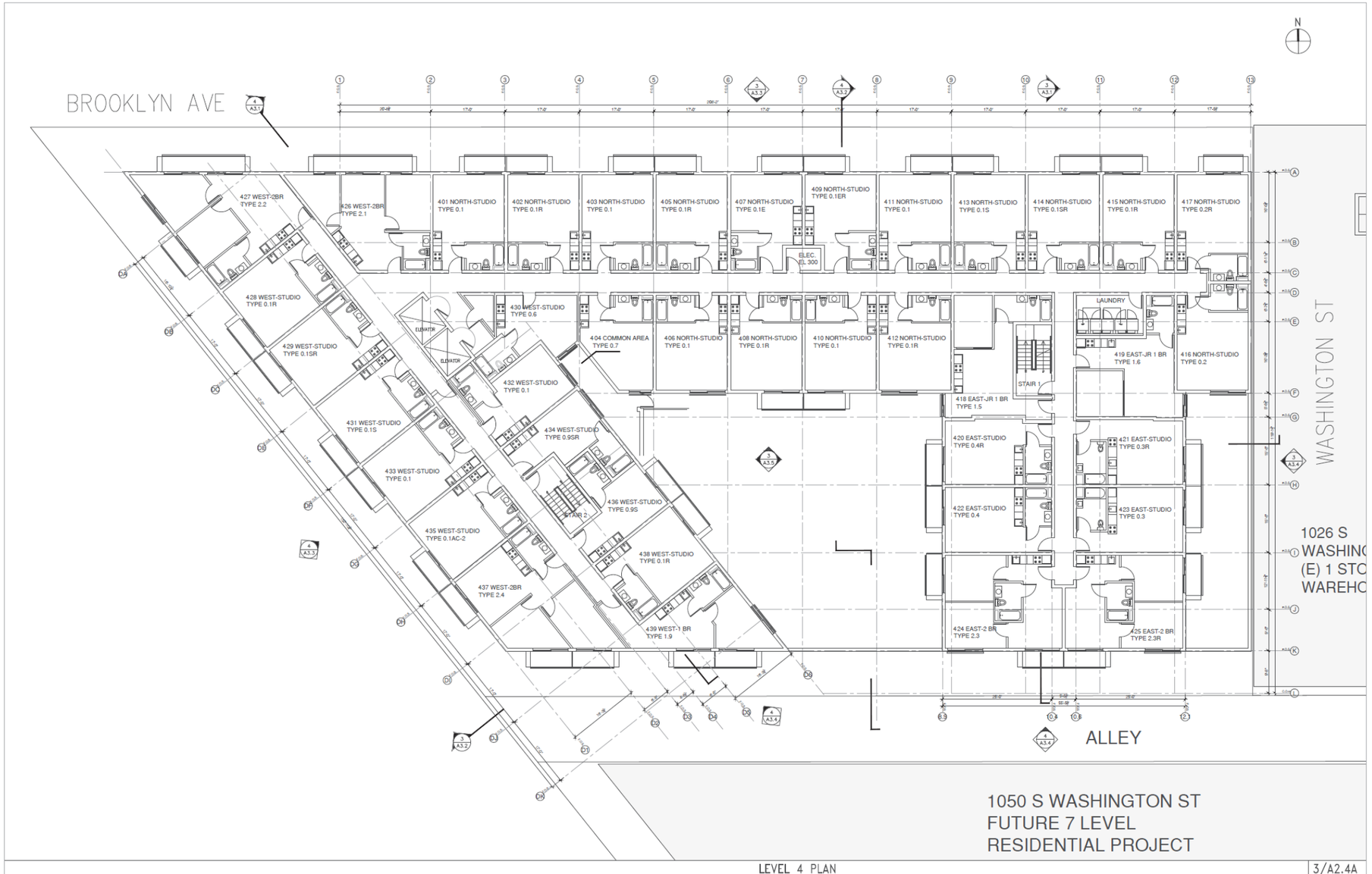
SALT LAKE CITY, UT 84101

NO.	RELEASES AND REVISIONS	DATE

SHEET TITLE:
LEVEL 3 PLAN

PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO: A2.3A



LEVEL 4 PLAN 3/A2.4A

— TONE INDICATES AREA OF PEDESTRIAN WALKWAY

— TONE INDICATES AREA OF LANDSCAPING

LEGEND | KEYED NOTES 2/A2.4A | GENERAL NOTES 1/A2.4A

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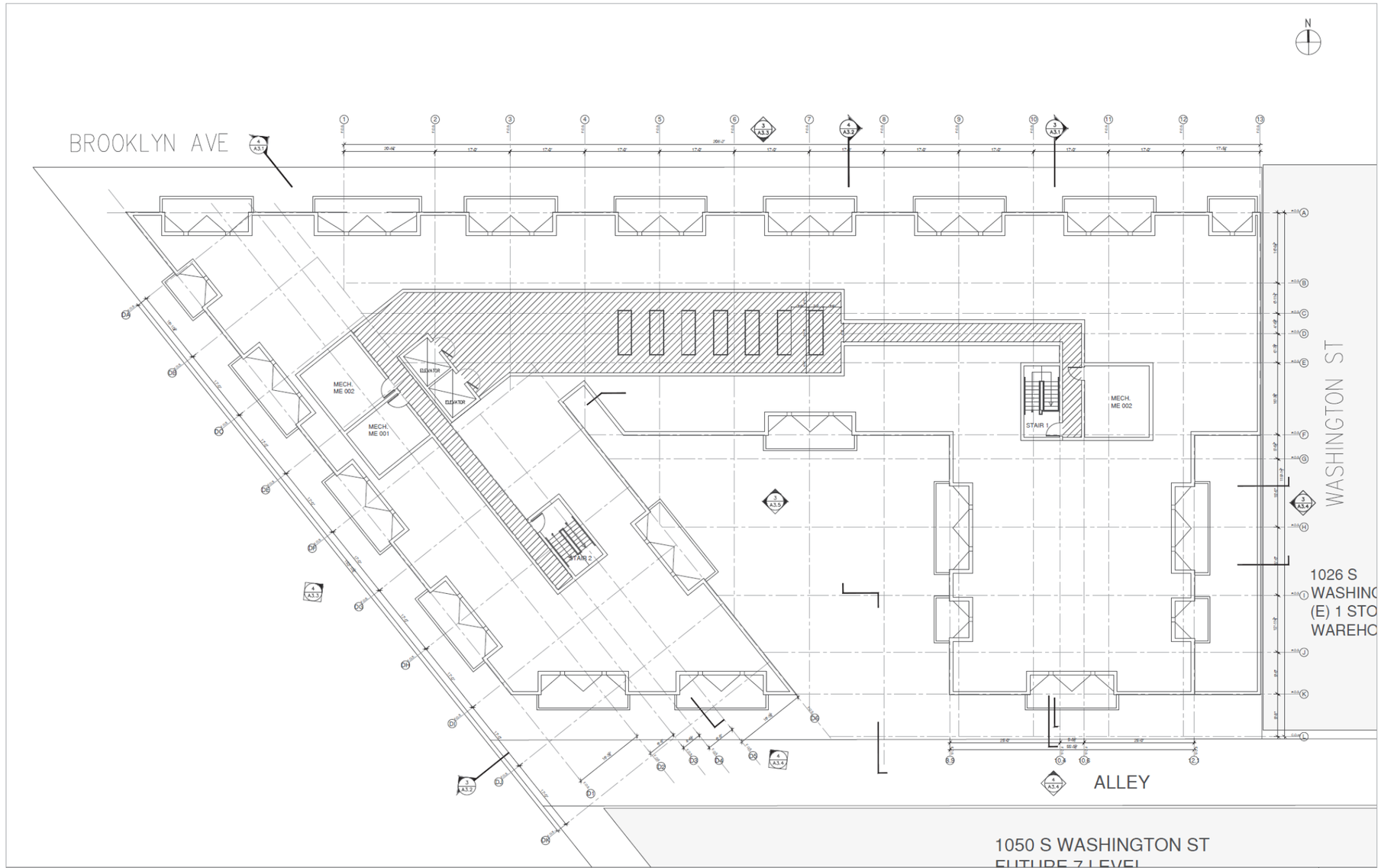
SALT LAKE CITY, UT 84101

NO.	RELEASES AND REVISIONS	DATE

SHEET TITLE:
LEVEL 4 PLAN

PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO. A2.4A



LOWER ROOF PLAN 3/A2.9A

— TONE INDICATES AREA OF PEDESTRIAN WALKWAY

— TONE INDICATES AREA OF LANDSCAPING

LEGEND	KEYED NOTES 2/A2.9A	GENERAL NOTES 1/A2.9A

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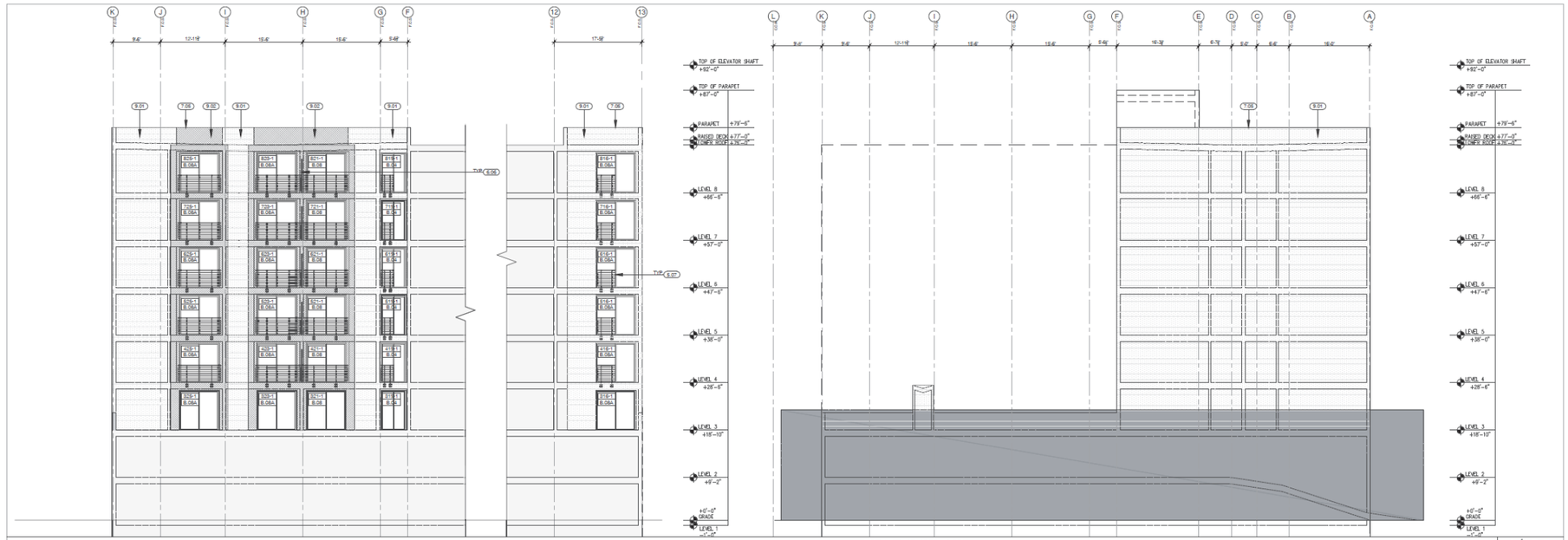
269 BROOKLYN AVE
SALT LAKE CITY, UT 84101

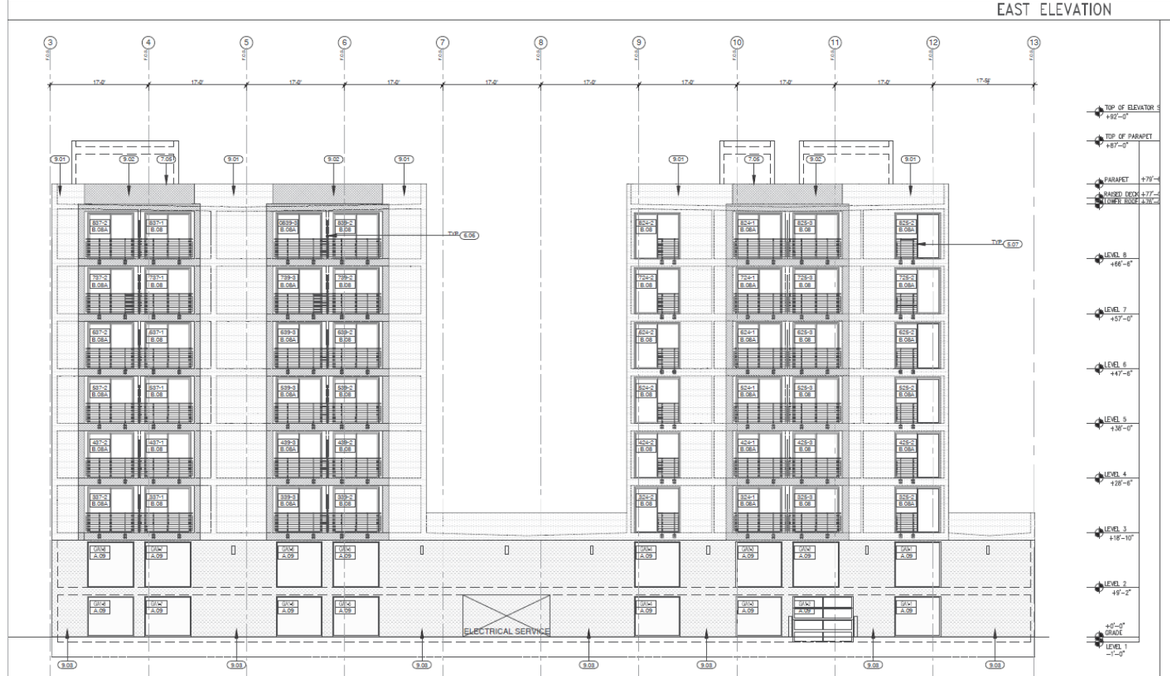
RELEASES AND REVISIONS	NO.	DATE

SHEET TITLE:
LOWER ROOF PLAN

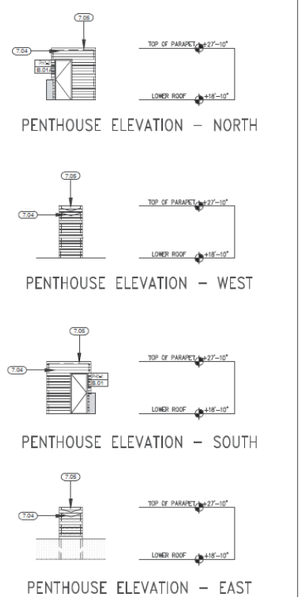
PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO.
A2.9A



EAST ELEVATION 4/A3.3



SOUTH ELEVATION 3/A3.3



LEVEL 3 – PENTHOUSE ELEVATION 2/A3.3

DIVISION 2: SITE CONSTRUCTION

DIVISION 3: CONCRETE
(3.01) SAWCUT CONC. CONTROL JOINT. PROVIDE @ ALL DOOR THRESHOLDS

DIVISION 5: METALS
(5.01) TYPICAL UNIT STAIR . SEE 6/A4.3
(5.02) STAIR UNIT 1-12. SEE 1/A4.2
(5.03) INTERIOR EXIT STAIRWAY #1 & 2. SEE 1&8 /A4.1
(5.04) INTERIOR EXIT STAIRWAY #3. SEE 12/A4.2
(5.05) INTERIOR EXIT STAIRWAY #4. SEE 1/A4.2
(5.06) 1-5/8" DIAM. STEEL HANDRAIL @ 2'-0" A.F.F., SEE 18/A4.3
(5.07) METAL GUARDRAIL. SEE 6/A4.5
(5.08) GALV. METAL AND GLASS AWNING. SEE 17-18/A5.8B
(5.09) GALV. METAL LADDER

DIVISION 6: WOOD AND PLASTICS
(6.01) DROP CEILING @ COMMON HALLWAY @ 8'-0" A.F.F. SEE 5/A3.2
(6.02) DROP CEILING @ UNIT HALLWAY @ 8'-0" A.F.F.
(6.03) DROP CEILING @ UNIT BATHROOM @ 7'-0" A.F.F.
(6.04) VERTICAL AIR DUCT FUR CONSTRUCTION SEE 5&6 /A9.5
(6.05) HORIZONTAL AIR DUCT FUR CONSTRUCTION SEE 7&8 /A9.5
(6.06) PLYWOOD CRICKET TO SLOPE TO DRAIN @ 1/ 4" / 1'-0" MIN. SEE WR1 &2/A9.1
(6.08) CORRUGATED CLEAR POLYCARBONATE PARTITION SEE 4/A4.5

DIVISION 7: THERMAL AND MOISTURE PROTECTION
(7.01) BELOW GRADE WATERPROOF SHEET MEMBRANE AND DRAIN MAT, SEE 11/A9.5
(7.02) 26GA CORRUGATED METAL SIDING, SEE WALL ASSY. SHEET A9.1
(7.03) CEMENT STUCCO, SEE WALL ASSY. SHEET A9.1
(7.04) FIBER REINFORCED CEMENT SIDING, SEE WALL ASSY.Y SHEET A9.1
(7.05) GSM PARAPET CAP FLASHING, SEE 17-19/A9.4
(7.06) GALV. METAL OVERFLOW SCUPPER, SEE 9/A9.4
(7.07) GALV. METAL SCUPPER AND DOWNSPOUT TO DAYLIGHT TO ROOF. SEE 10-11/A9.4
(7.08) FOUNDATION DRAIN W/ CLEAN OUT @ EA. CORNER, SEE 11/A9.5
(7.10) FUSED BAMBOO 1x6 SHIPLAP SIDING, T&G EDGE MATCHED
(7.11) CORTEN STEEL SIDING. FLAT PROFILE 22 GA, 18" WIDE PANELS W/ 1" RIB HEIGHT
(7.12) CORTEN STEEL PARAPET CAP FLASHING, SEE 17 - 19/ A9.4, SIM.

DIVISION 8: DOORS AND WINDOWS
(8.01) FIRE RATED WINDOW, PROVIDE WS SPRINKLER HEAD, S.F.S.D.
(8.02) 3'-6" HIGH 5/8 " TEMPERED GLASS GUARDRAIL MOUNTED ON S.S. STANDOFF.
(8.03) 5/8 " TEMPERED GLASS FRAMELESS DOOR AND SIDE PANEL
(8.04) 5/8 " TEMPERED GLASS FRAMELESS PARTITION

DIVISION 9: FINISHES
(9.01) MINERAL FIBER PANEL
(9.02) STUCCO
(9.03) TILE
(9.04) EVERGREEN CLEMATIS
(9.05) WOOD AND STEEL RIBS STRUCTURE

DIVISION 10: SPECIALTIES
(10.01) FIRE EXTINGUISHER CABINET W/ 2A-10-BC FIRE EXTINGUISHER, MOUNT CENTER OF CABINET DOOR HANDLE @ 4'-0" A.F.F. SEE 8/A9.2

DIVISION 12: FURNISHINGS
(12.01) TYPICAL KITCHEN W/ BASE AND UPPER CABINETS, SEE 4/A5.1
(12.02) TYPICAL KITCHEN MIRRORED W/ BASE AND UPPER CABINETS, SEE 4/A5.1
(12.03) MINIMUM 5% OF THE BEDS IN THE ACCESSIBLE UNITS SHALL BE ACCESSIBLE WITH A CLEAR FLOOR SPACE ON EACH SIDE OF THE BED. ACCESSIBLE BEDS ARE REQUIRED TO BE OPEN FRAME

DIVISION 13: SPECIAL CONSTRUCTION

DIVISION 14: CONVEYING
(14.01) TRACTION ELEVATOR SEE SHEET A4.4, SEE SPECS.

DIVISION 15: MECHANICAL

DIVISION 16: ELECTRICAL

KEYED NOTES 1/A3.3

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SALT LAKE CITY, UT 84101

RELEASES AND REVISIONS	
NO.	DATE

SHEET TITLE:
BUILDING ELEVATION EAST & SOUTH

PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO: A3.3

WEST ELEVATION 3/A3.4

DIVISION 2: SITE CONSTRUCTION

DIVISION 3: CONCRETE
03.01 SAWCUT CONC. CONTROL JOINT, PROVIDE @ ALL DOOR THRESHOLDS

DIVISION 5: METALS
05.01 TYPICAL UNIT STAIR - SEE 6/A4.3
05.02 STAIR UNIT 11C SEE 1/A4.2
05.03 INTERIOR EXIT STAIRWAY #1 & 2, SEE 1&8 /A4.1
05.04 INTERIOR EXIT STAIRWAY #3, SEE 12/A4.2
05.05 INTERIOR EXIT STAIRWAY #4, SEE 1/A4.2
05.06 1 5/8" DIAM. STEEL HANDRAIL @ 2'-0" A.F.F., SEE 1B/A4.3
05.07 METAL GUARDRAIL, SEE 6/A4.5
05.08 GALV. METAL AND GLASS AWNING, SEE 17-1/EA9.8B
05.09 GALV. METAL LADDER

DIVISION 6: WOOD AND PLASTICS
06.01 DROP CEILING @ COMMON HALLWAY @ 8'-0" A.F.F. SEE 5/A3.2
06.02 DROP CEILING @ UNIT HALLWAY @ 8'-0" A.F.F.
06.03 DROP CEILING @ UNIT BATHROOM @ 7'-0" A.F.F.
06.04 VERTICAL AIR DUCT FUR CONSTRUCTION SEE 5&6 /A9.5
06.05 HORIZONTAL AIR DUCT FUR CONSTRUCTION SEE 7&8 /A9.5
06.06 PLYWOOD CRICKET TO SLOPE TO DRAIN @ 1/4": 1'-0" MIN. SEE W/R1 &2/A9.1
06.08 CORRUGATED CLEAR POLYCARBONATE PARTITION SEE 4/A4.5

DIVISION 7: THERMAL AND MOISTURE PROTECTION
07.01 BELOW GRADE WATERPROOF SHEET MEMBRANE AND DRAIN MAT, SEE 11/A9.5
07.02 26GA CORRUGATED METAL SIDING, SEE WALL ASSEY. SHEET A9.1
07.03 CEMENT STUCCO, SEE WALL ASSY. SHEET A9.1
07.04 FIBER REINFORCED CEMENT SIDING, SEE WALL ASSY.'s SHEET A9.1
07.05 G26M PARAPET CAP FLASHING, SEE 17-1/EA9.4
07.06 GALV. METAL OVERFLOW SCUPPER, SEE 5/A9.4
07.08 GALV. METAL SCUPPER AND DOWNSPOUT TO DAYLIGHT TO ROOF, SEE 10-11/A9.4
07.09 FOUNDATION DRAIN W/ CLEAN OUT @ EA. CORNER, SEE 11/A9.5
07.10 FUSED BAMBOO 1/4S (SHIPLAP SIDING), T&G EDGE MATCHED
07.11 CORTEN STEEL SIDING- FLAT PROFILE 22 GA, 18" WIDE PANELS W/ 1" RIB HEIGHT
07.12 CORTEN STEEL PARAPET CAP FLASHING, SEE 17 - 1/9 A9.4, SIM.

DIVISION 8: DOORS AND WINDOWS
08.01 FIRE RATED WINDOW, PROVIDE W/S SPRINKLER HEAD, S.FS.D.
08.02 3'-6" HIGH S/S " TEMPERED GLASS GUARDRAIL MOUNTED ON S.S. STANDOFF.
08.03 S/S " TEMPERED GLASS FRAMELESS DOOR AND SIDE PANEL
08.04 S/S " TEMPERED GLASS FRAMELESS PARTITION

DIVISION 9: FINISHES
09.01 MINERAL FIBER PANEL
09.02 STUCCO
09.03 TILE
09.04 METAL MESH SCREEN

DIVISION 10: SPECIALTIES
10.01 FIRE EXTINGUISHER CABINET W/ 2A-10-BC FIRE EXTINGUISHER. MOUNT CENTER OF CABINET DOOR HANDLE @ 4'-0" A.F.F. SEE 8/A9.2

DIVISION 12: FURNISHINGS
12.01 TYPICAL KITCHEN W/ BASE AND UPPER CABINETS, SEE 4/A5.1
12.02 TYPICAL KITCHEN MIRRORED W/ BASE AND UPPER CABINETS, SEE 4/A5.1
12.03 MINIMUM 5% OF THE BEDS IN THE ACCESSIBLE UNITS SHALL BE ACCESSIBLE WITH A CLEAR FLOOR SPACE ON EACH SIDE OF THE BED. ACCESSIBLE BEDS ARE REQUIRED TO BE OPEN FRAME

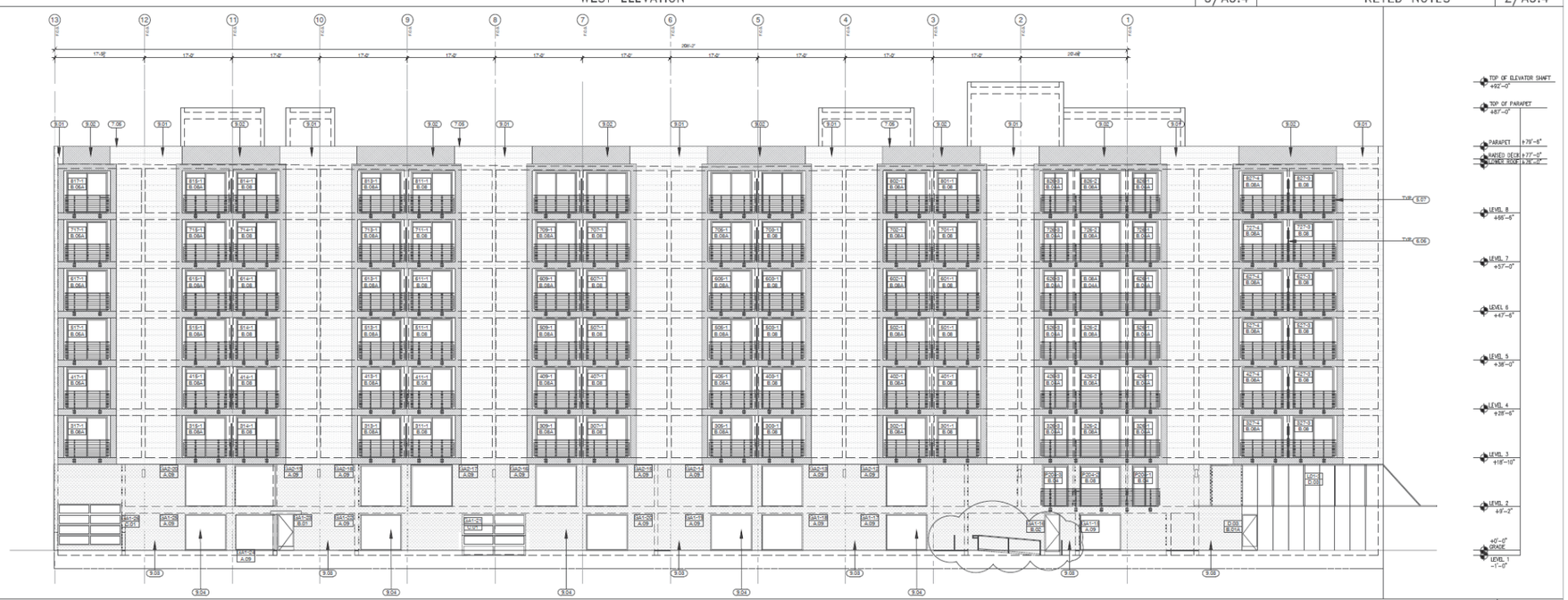
DIVISION 13: SPECIAL CONSTRUCTION

DIVISION 14: CONVEYING
14.01 TRACTION ELEVATOR SEE SHEET A4.4, SEE SPECS.

DIVISION 15: MECHANICAL

DIVISION 16: ELECTRICAL

KEYED NOTES 2/A3.4



NORTH ELEVATION 1/A3.4

SMH BUILDERS
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FAX 415-889-6026

GEORGE WALKER 10564777-0301 Licensed Stamp

269 BROOKLYN AVE
SALT LAKE CITY, UT 84101

RELEASES AND REVISIONS
NO. DATE

SHEET TITLE:
BUILDING ELEVATION WEST & NORTH

PROJECT NO:
DRAWN BY:
DATE: 05/05/20
SCALE: 1/8"=1'-0"
DRAWING NO: A3.4

ATTACHMENT D: ZONING STANDARDS

21A.26.070: CG General Commercial District

The purpose of the CG General Commercial District is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users.

Staff Discussion: The proposal is in line with the intent of the district. Multi-family is a permitted use in the CG zoning district and the proposed building is oriented to the pedestrian while connected to the existing street network. The redevelopment of this underutilized property creates an enhanced environment for a walkable and attractive neighborhood.

Development Standards

Zoning Standard		Proposed Development	Status
Building height	60 feet	79.5 feet	Requires modification
Front Setback	10 feet landscaped	10 feet landscaped on ground level; 5 feet above	Partially complies. Requires modification.
Rear Setback	10 feet	10 feet	Complies
Building Entrance	1 per street facing facade	2 on street facing facade	Complies
Off street parking	1/2 stall per studio (187) 1 stall per 1 bedroom-apt (18) 2 stalls per 2 bedroom-apt (32) **176 stalls** *50% reduction when located ¼ mile of transit stop* ***88 stalls***	119 stalls	Complies

ATTACHMENT E: ANALYSIS OF STANDARDS

DESIGN REVIEW

21A.59.050: Standards for Design Review: For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

Standard	Finding	Rationale
Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings.	**Complies**	1. The proposed building is primarily oriented to Brooklyn Avenue. The front door is facing the street and secondary access is provided to the side yard. The street-facing façade contains glass, landscaping and architectural elements, such as the canopies and mesh screen, that facilitate pedestrian interest. 2. The building is located at the minimum front yard setback allowed by the CG zoning district. Balconies and canopies project into the front yard. 3. Parking is located within the building.
Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction. 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.	**Complies**	1. Due to site constraints, active uses are limited to the northwest corner of the building. These uses include the building's lobby and office areas. Although no other active uses are provided near the sidewalk, the applicant is proposing additional façade articulation on the street-facing façade. 2. Glass panels are proposed where there are ground floor active uses in the interior of the building. 3. The street-facing façade will have canopies and mesh screens to facilitate pedestrian interest. 4. The provided west side yard will have landscaping and sidewalks connecting to the street. This side yard is accessed from the lobby through a secondary entry door.
Large building masses shall be divided into heights and sizes that relate to human scale. 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights	**Complies**	1. The proposed building is taller than existing surrounding developments. However, the zoning supports the proposed height. The scale of the proposed building is consistent with the anticipated future of the area. 2. Change in materials and balcony projections provide vertical emphasis to the building while balcony railings and the canopy

and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.		over main entrance provide horizontal emphasis. These elements combined help to reduce the perceived height and length of the building. 3. Secondary elements like the canopies and mesh screens help to modulate the building. 4. See #1
Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes.	**Complies**	The primary façade includes changes in vertical planes created by the balcony projections, change in materials, and use of color in the mesh screens. Building materials include mineral fiber panels and stucco alternated on the upper levels and tile, glass and metals mesh screens on the lower levels.
If provided, privately-owned public spaces shall include at least three (3) of the six (6) 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 seasonal 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; 5. Outdoor dining areas; and 6. Other amenities not listed above that provide a public benefit.	**Not applicable**	The standard is not directly applicable to building height and therefore, it is not applicable.
Building height shall be modified to relate to human scale and minimize negative impacts. 1. Human scale: a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-	**Complies**	1. Nearby buildings are one to two-story. However, the height proposed for this development is supported by the existing zoning of the area. The building is designed to have a distinct base, middle and top. The middle and top contain projections and recessions that reduce the scale of the building. 2. The proposed height is consistent with the anticipated future of the area. Hence, the requested additional height should not create undue adverse impacts to the neighboring private and public properties. Even so, the building has vertical and horizontal modulation created by balcony projections and parapet recessions

public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. 3. Cornices and rooflines: a. Shape and define rooflines to be cohesive with the building's overall form and composition. b. Include roof forms that complement the rooflines of surrounding buildings. c. Green roof and roof deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.		that reduce the perceived height of the building. 3. The roof form is compatible with the overall design of the building and it is consistent with those found in the area. A rooftop deck is proposed as an amenity to residents.
Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.	**Complies**	The parking area is located within the building and it is accessed from Brooklyn Avenue. A public sidewalk will be installed in front of the property, along with a curb, and will connect to future sidewalks once adjacent parcels redevelop. These sidewalks will provide easy access to nearby transit stops as well as other services in the neighborhood.
Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)	**Complies**	Refuse areas will be located within the building. Mechanical equipment will be located in the rear yard.
Signage shall emphasize the pedestrian/mass transit orientation. 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts.	**Not applicable**	The standard is not directly applicable to building height and therefore, it is not applicable.
Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and	**Complies**	1. Street lights and lighting levels will comply with city standards. 2. Lighting will be low-level. 3. Lighting will be incorporated in building signage and on the façades of the building.

uplighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.		
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. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles.	**Complies**	1. There is no park strip in the right-of-way so no street trees are proposed. However, 4 trees are proposed in the front yard to enhance the landscaping and front of the building. 2. Walkways located within the boundaries of the properties will consist of concrete pavers, which are durable and allow for water infiltration. The material is appropriate for the area and, combined with vegetated landscaping, will limit heat effects.

PLANNED DEVELOPMENT

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	Findings	Rationale
A. Planned Development Objectives	**Complies**	The applicant argues that the proposed development complies with Housing,

The planned development shall meet the purpose statement for a planned development and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict applicable of the land use regulations.		Mobility and Sustainability objectives. The applicant's reasoning is that this development provides housing in an area where housing is underrepresented, enhances mobility by improving pedestrian and bike access, and includes the reuse of a contaminated site needing remediation. Staff generally agrees with the analysis. Housing is not common in the immediate area, although it is a permitted land use. Recent developments happening near 900 S also indicate that the area is becoming more appealing to housing development. More housing in the area would help support a mix of uses in the neighborhood. The improvements to public and private sidewalks will contribute to walkability in the area and the remediation of the site will support the city's sustainability goals.
B. Master Plan Compatibility The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.	**Complies**	The proposed development is consistent with the redevelopment goals and policies found in the Central Community Master Plan, Plan Salt Lake and housing goals of Growing SLC. The Central Community Master Plan supports a mix of land uses in commercial zones, the reduction of outdoor storage areas, and high-density near transit. Plan Salt Lake encourages redevelopment where public infrastructure is available, mix of land uses, high-density near transit, and improved transportation options and mobility. Growing SLC recommends an increase in housing options to accommodate the needs of a growing city.
C. Design and Compatibility The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider: 1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the area the planned development will be located and/or policies stated in an applicable Master	**Complies**	The proposed development is consistent with the anticipated future of the area and it is a more enhanced product with the requested modifications of the ordinance. 1. The building is similar in scale, mass and intensity as it would be allowed by the underlying zoning district. The additional height requested through the Design Review process is permitted in the CG zoning district and the proposed development comply with setbacks. The aerial encroachments add articulation to the building façade and help to reduce the perceived height.

Plan related to building and site design; 2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design; 3. Whether building setbacks along the perimeter of the development: a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to street, driveways and sidewalks. e. Provide sufficient space for maintenance. 4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction; 5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property; 6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and 7. Whether parking areas are appropriately buffered from adjacent uses.		As discussed above, the proposal is in line with Master Plan goals. 2. Building materials include mineral fiber panels, stucco and tile, which are compatible with existing and anticipated future developments. 3. All proposed setbacks comply with the standards of the zoning district, except for the balcony and canopy encroachments. The encroachments are only aerial and do not interfere with the landscaping of the front yard, buffering from the street and maintenance areas. 4. The primary elevations provide ground floor transparency and architectural detailing. The southwest corner of the building, where active uses are located, have sufficient transparency to highlight that portion of the building. The remaining of the façade is proposed with metal mesh screens that add color and interest to the façade. 5. The lighting will be directed towards the interior of the development. 6. Service areas will be located within the building or in the rear yard, and therefore away from public view. 7. Parking will be located within the building. The landscaped front yard and mesh screens will screen the parking from public view.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider: 1. Whether mature native trees located long the periphery of the property and along the street are preserved and maintained; 2. Whether existing landscaping that provides additional buffering	**Complies**	1. There are currently no mature trees within the periphery of the property. 2. There is no existing landscaping on the property. 3. The applicant is proposing landscaping, including low vegetation and trees within the required front and rear yards. Landscaping is also provided on the provided west side yard as an amenity to residents and a connection to the potential UTA trial.

to the abutting properties is maintained and preserved; 3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and 4. Whether proposed landscaping is appropriate for the scale of the development.		4. The proposed landscaping is appropriate for the scale of the development.
E. Mobility: The proposed planned development supports City wide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider: 1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street; 2. Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes; 3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities; 4. Whether the proposed design provides adequate emergency vehicle access; and 5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	**Complies**	The proposed development supports City goals and promotes safe and efficient circulation. 1. Two drive accesses are proposed from Brooklyn Avenue. The driveways are spaced from each other and should not create traffic that the street cannot accommodate. 2. The development includes public sidewalks in front of the property and walkways along the potential future trail to the west. Bicycle parking spaces will be provided as required by Chapter 21A.44. There are no anticipated or foreseen conflicts between different transportation modes. 3. Proposed sidewalks provide connection to future sidewalks, once adjacent properties are redeveloped, and allow access to other transportation options and resources in the neighborhood. 4. Fire presented no objections to the proposed development. The proposal is required to comply with all fire code requirements before obtaining a building permit. 5. Loading will be located within the building, where dedicated stalls are proposed. Service areas are provided in the interior of the building and rear yards and will not be readily visible from the public right-of-way.

ATTACHMENT F: PUBLIC PROCESS AND COMMENTS

The following is a list of public meetings that have been held, and other public input opportunities, related to this project:

Public Notices:

- Notice of the project and request for comments sent to the Chairs of the Ball Park and Central 9th Community Councils on August 25, 2020 and October 23, 2020 in order to solicit comments. The 45-day recognized organization comment period expires on December 7, 2020.
- Open House notice was mailed on August 27, 2020 and October 27, 2020.
- Open House is being held electronically from August 25, 2020 until December 7, 2020.

Public Hearing Notice:

- Public hearing notice mailed on November 20, 2020.
- Public hearing notice posted on City and State websites on November 20, 2020.
- Sign posted on the property on November 27, 2020.

Public Comments:

- The Ball Park Community Council Chair asked the applicant to attend an electronic meeting on December 3, 2020. The applicant presented the project at the meeting and staff was present to answer to questions regarding the process. The Council did not vote on the proposal but was generally in support of the proposal.
- At the time of the publication of this staff report, two public comments were received via email. The emails are attached. Any other comments received after the publication of this staff report will be forwarded to the Commission.

From: Sach Combs
To: Lima, Mayara
Subject: (EXTERNAL) Re: chrome works project comments
Date: Monday, September 21, 2020 10:19:46 PM

I believe the zoning and codes within the zone should be enforced, period. If it is set at 60 ft, please keep the builders to it.

Sach

From: george chapman
To: Lima, Mayara
Subject: (EXTERNAL) Comments on Chromeworks project for Planning Commission
Date: Monday, November 30, 2020 4:16:06 PM

The Chromeworks multifamily building is a great addition to the neighborhood but SLC should encourage affordable units with impact fee credits (inclusionary zoning). It should not be all market rate. Low income include families.
George Chapman 1186 S 1100 E SLC [redacted]

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Zoning *– Katilynn Harris*

- Project encompasses multiple lots. These will need to be consolidated.
- Property lines and setbacks are not clearly identified. It appears the proposed awning encroaches into the required front yard which is not permitted per table 21A.36.020B.
- Front yard landscaping appears to meet the minimum landscaped yard requirements based on the Landscaping Area Table on drawing L0.1.
- The required increased landscaping for additional floors above the max height has not been specifically calculated.

Building *– Will Warlick*

For the future building permit application I anticipate the following issues for building code review: need a dimensioned site plan showing lot lines and fire separation distances at each level (the site plan shown on 2/A0.2B is not clear); the plans need to be consistent (8 levels are clearly shown, though only 7 are noted; plans show a 9th level that includes restrooms that must be counted as a story, which would affect building height and number of stories (a restroom is not included in the definition of a penthouse, see IBC 1510.1.1); if the roof is occupied, this would affect the definition of the building as a high-rise; the code analysis must state the building height, must state the height of the highest occupied floor above the lowest level of fire department access, and identify it as a high-rise building or not; the building heights and areas must be justified per IBC Chapter 5 and include reference to a specific method in section 510 (I don't see how an 8th or a 9th story could be justified with Type IIIB construction); projecting balconies in the public way will need to comply with IBC Chapter 32; and the paths of egress from the building may have problems (door swing, and a level 1 exit passageway).

Fire *– Douglas Bateman*

*Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exceptions:

1. The fire code official is authorized to increase the dimension of 150 feet where any of the following conditions occur:

1.1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.

*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet an less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet. Fire apparatus access roads with fire hydrants on them shall be 26-feet in width; at a minimum of 20-feet to each side of the hydrant in the direction or road travel.

*Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.

*The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet

*Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds

*Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

*Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.

*Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

*Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.

*Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

*Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

*Buildings greater than 75-feet shall meet the requirements of IBC chapter 4

***Public Utilities** – *Jason Draper*

- This property is in a 0.2% flood area and may see ponding up to 1 foot deep during a 100 year flood event. Anything other than parking below grade is strongly discouraged.
- The water main in Brooklyn Avenue is insufficient for the proposed project, especially with additional height. A new main will be required to be installed in Brooklyn Ave.
- Unused water and sewer services must be capped at the main as part of the demolition phase.
- All other Public Utility standards, policies, practices and ordinances must be met.
- Plans must be submitted to public utilities as part of the building permit application.

***Engineering** – *Scott Weiler*

Brooklyn Ave. is a paved street but has no curb & gutter on either side at this location. It is recommended that curb & gutter and sidewalk be installed on the project's frontage of Brooklyn Ave. Due to existing power poles, a park strip might be needed unless the poles are removed.

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.

***Transportation** – *Michael Barry*

Minimum parking requirements for affordable housing and senior housing: Buildings that have 10 or more residential units with at least 25 percent of the units as either affordable or senior housing shall be allowed to have a minimum of 1/2 of a parking space provided for each dwelling unit. For the 119 parking spaces shown provided, at least five parking spaces shall be ADA with one of those being van

accessible. At least five parking spaces shall be exclusively for electric vehicles and equipped with a standard EV charging station. Bicycle parking is required and is shown on the plans. The parking layout did not show the dimensions of the parking spaces or the aisle widths. The parking layout must conform to the standards required by 21A.44.020. Transportation has no objections to the additional height requested.