

# **Staff Report**

PLANNING DIVISION COMMUNITY & NEIGHBORHOODS

To:	Salt Lake City Planning Commission	
From:	Lex Traughber – Senior Planner (801) 535-6184 or lex.traughber@slcgov.com	
Date:	July 14, 2021	
Re:	500 Parkview Mixed-Use Development – Design Review Petition PLNPCM2021-00068	

### **DESIGN REVIEW**

PROPERTY ADDRESSES: 1320 & 1328 S. 500 East PARCEL IDs: 16-07-459-028 & 029 ZONING DISTRICT: CN – Neighborhood Commercial MASTER PLAN: Central Community Master Plan – Neighborhood Commercial & Low Density Residential (1-15 dwelling units per acre)

**REQUEST:** Jacob Shirley, Think Architecture, representing the property owner, Alexey Kotov, is requesting approval for Design Review for a mixed-use development (residential & commercial) to be located at the above referenced address. The applicant is requesting that the Planning Commission consider modification to the "Front Yard Setback" (a reduction of 11' for a 4' setback along 500 East) requirement through the Design Review process as required by City Code Section 21A.26.020(F)(1), all other zoning standard being met. The Planning Commission has decision making authority for Design Review requests.

**RECOMMENDATION:** Based on the analysis and findings listed in the staff report, it is the Planning Staff's opinion that the project generally meets the applicable standards and therefore, Planning Staff recommends that the Planning Commission approve the modification to the Front Yard Setback (a reduction of 11' for a 4' setback along 500 East) as requested through the Design Review process for a new mixed-use (residential & commercial) project subject to the following conditions:

- 1. Signage, lighting, and streetscape improvements must be incorporated into project. These elements shall be reviewed and approved as part of the building permit review.
- 2. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
- 3. The applicant shall complete a lot consolidation process through the Planning Division prior to obtaining a building permit.

### **ATTACHMENTS:**

- A. <u>Vicinity Maps</u>
- B. <u>Site Photos</u>
- C. Applicant Information
- **D.** <u>Analysis of Standards</u>
- E. Public Process and Comments
- F. <u>City Comments</u>

**PROJECT DESCRIPTION:** Jacob Shirley, Think Architecture, representing the property owner, Alexey Kotov, is requesting approval for Design Review for a mixed-use development (residential & commercial) to be located at the above referenced address. The applicant is requesting that the Planning Commission consider modification to the "Front Yard Setback" requirement through the Design Review process as provided in City Code Section 21A.26.020(F)(1), all other zoning standards being met. The required front yard setback in the CN Zone is 15'. The applicant is requesting a reduction of 11' for a 4' setback along 500 East to align with the setback of adjacent structures on the block face to the north. The structure meets the required 15' setback along Sherman Avenue.

The applicant is only going through the Design Review process to request a reduction in the front yard setback and has designed a project that meets all other zoning standards. If the applicant was not requesting a reduced front yard setback along 500 East, this proposal would be eligible for an over-the-counter building permit, as it would meet all development standards in the CN Zone. Planning Staff notes that because of the reduced front yard request, all the standards found in Chapter 21A.37 – Design Standards and Chapter 21A.59 – Design Review are applicable and are being considered in additional to the base standards of the CN Zone. Planning Staff asserts that a higher quality mixed-use product will result because of more numerous and rigorous design standards that the proposal will have to meet.

The applicant proposes 28 apartment units for the development. The units are on two levels of the proposed structure and are small, ranging in size from 448 square feet to 754 square feet. Note the unit count schedule on sheet Doo1 of the applicant's plans. This schedule shows that 13 of the units will be 448 square feet in size, 14 of the units will be in the 500-650 square foot range, and one 754 square foot unit. There is no maximum residential density associated with the CN Zone. The dwelling units will be constructed over 29 structured parking stalls in a garage accessed off of a driveway from Sherman Avenue. Four parking stalls are proposed in front of the development along Sherman Avenue. Approximately 1,086 square feet of commercial space is proposed to be located along 500 East to include the corner at Sherman Avenue. The overall building height is proposed to be approximately 25' which is the height allowed in the CN Zone. Exterior building materials include fiber cement lap siding, brick veneer, fabricated metal balcony railings, and vinyl windows.

The applicant has submitted detailed plans to support their application including a site plan, floor plans, elevation drawings, and renderings. The applicant has also included a graphic showing the proposed project's vicinity to adjacent residential development to the west and an associated building height study. This information is attached for review (Attachment B).

### **PHOTO OF SUBJECT SITE:**



View of site from the corner of 500 East and Sherman Avenue

#### ADJACENT LAND USES AND ZONING:

The subject property is zoned "Neighborhood Commercial" and consists of two parcels totaling approximately .36 acres in size located on the corner of 500 East and Sherman Avenue. A single-family home and an apartment building (8-plex) are currently sitting on the subject property. Should the applicant receive design review approval from the Planning Commission, the existing structures would be demolished.



Surrounding zoning includes CN - Neighborhood Commercial adjacent to the north and across 500 East to the east, and R-1/5,000 - Single-Family Residential to the west and south.

The CN is a low intensity commercial zone that has no associated residential density limit. Although the proposed development is predominantly residential on commercially zoned property, we are seeing this trend in mixed-use developments. This is a phenomenon driven by the market that is becoming more common across the City as residential housing units are in short supply, and therefore this type of development has the potential to be more successful for a property owner rather than developing the property as strictly commercial.

### MASTER PLAN DISCUSSION:

Staff Note: This is an analysis of section 21A.59.020(A) - Design Review which reads, "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." This section would normally appear in the tables section below under the Design Review analysis, however due to the length of this discussion, it is appearing here instead.

The applicant is proposing a development that is consistent with the purpose statement of the CN Zoning District which reads, "*The CN Neighborhood Commercial District is intended to provide for small scale, low intensity commercial 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.*" The applicant is proposing a multi-family residential and commercial mixed-use development consistent with the purpose statement of the CN, *particularly with regard to local streets and development that is oriented toward the pedestrian, yet ensures adequate transit and auto access.* 

### Central Community Master Plan (2005)

The subject property is located within the Central Community Master Plan area. The associated Central Community Future Land Use Map currently designates the property as "Neighborhood Commercial" and "Low Density Residential (1-15 Dwelling Units per Acre)". The "Neighborhood Commercial" land use designation is that portion of the property where the 8-plex currently sits. The "Low Density Residential" portion of the property is designated where the single-family home on the corner of 500 East and Sherman Avenue is located.

As noted previously, the property is zoned CN and no residential density is associated with this zone. In cases where the master plan future land use designation and the zoning conflict, the zoning controls development. In this case, 28 small dwelling units are requested, and is a number that is certainly allowed under the current zoning given that there is no maximum residential density.

Staff notes that all zoning ordinance standards are being met with the exception of the request for a reduced front yard setback along 500 East. Planning Staff recognizes that the reduced setback will result in more units being realized than if the reduction was not granted. Staff also notes that a development of this exact nature could be built, albeit with a few less units, as an over the counter building permit. That is to say, the applicant is going through the Design Review process only because a reduction in the front yard setback is being requested. Because of this request, all the standards found in Chapter 21A.37 – Design Standards and Chapter 21A.59 – Design Review are applicable and are being considered. Planning Staff asserts that a higher quality mixed-use product will result because of this more detailed review process, as simply opposed to an over-the-counter building permit that meets the minimum zoning standards of the CN zone.

The subject property is located within the "Liberty Neighborhood" as identified on page 7 of the Central Community Master Plan. The Plan notes that, "*The Liberty neighborhood is located between 900 and* 

2100 South from State Street to 700 East. The area includes open space areas such as Liberty Park, various institutional uses such as the South Campus of the Salt Lake Community College and St. Joseph's Villa, and public land uses such as the Salt Lake County Government Center. The area contains a mix of land uses from strip commercial development along State Street to small neighborhood businesses including the locally owned ethnic commercial business district located along 900 South between State Street and 500 East. The main land use in the area is single-family detached residential dwellings."

The Plan includes a discussion of residential land use policies starting on page 9. Applicable residential land use policies include:

Policy RLU-3.0 Promote construction of a variety of housing options that are compatible with the character of the neighborhoods of the Central Community.

RLU-3.1 Encourage residential land developers to build housing that provides residential opportunities for a range of income levels, age groups, and family size.

RLU-3.2 Encourage a mix of affordable and market- rate housing for owner occupancy throughout the Central Community. Encourage a mix of rental properties for those who cannot afford or do not choose home ownership.

Policy RLU-4.0 Encourage mixed-use development that provides residents with a commercial and institutional component while maintaining the residential character of the neighborhood.

RLU-4.2 Support small mixed-use development on the corners of major streets that does not have significant adverse impacts on residential neighborhoods.

The Plan also includes a discussion of commercial land use policies starting on page 10. Applicable commercial land use policies include:

Policy CLU-1.0 Provide a range of commercial land uses in the Central Community.

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.

Policy CLU-4.0 Ensure commercial land uses are compatible with neighboring properties.

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

#### <u> Plan Salt Lake – 2015</u>

Guiding Principle – 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.

Initiatives -

4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.

6. Promote energy efficient housing and rehabilitation of existing housing stock.

7. Promote high density residential in areas served by transit.

#### SLC Urban Design Element- 1990

- Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian.

- Maintain pedestrian oriented development at the ground floor of the building.

- To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks.

#### **CONCLUSION:**

The proposed building meets or is able to meet applicable standards found in the base CN Zone (Chapter 21A.26), applicable Design Standards in Chapter 21A.37, and Design Review standards found in Chapter 21A.59. All these standards are analyzed and discussed in Attachment D.

#### **NEXT STEPS:**

Should the Planning Commission approve the proposed Design Review request, the applicant will proceed to the building permit stage. Should the Planning Commission deny the request, the applicant can pursue a similar mixed-use development as an over-the-counter permit but all zoning requirements would need to be met.

### ATTACHMENT A: VICINITY MAP



### **ATTACHMENT B: SITE PHOTOS**



### **ATTACHMENT C: APPLICANT INFORMATION**



## **Project Narrative**

To: Commission Salt Lake City Planning

Date: June 25, 2021

From: Think AEC, 801-269-0055

Re: 500 Park View

### **Design Review Project Narrative**

**PROPERTY ADDRESS:** 1320 South 500 East and 1328 South 500 East **PARCEL ID:** 16-07-459-032 and 16-07-459-033 **MASTER PLAN:** Central Community **ZONING DISTRICT:** CN (Neighborhood Commercial)

**PROPOSED DEVELOPMENT DESCRIPTION**: The .36 acres is currently occupied by an 8 plex multi-family unit and a corner lot single-family home. The single-family home is about 6' away from the side yard property line on the southern side.

We propose to build 28 apartment units over 29 structured parking stalls on two parcels that are zoned Neighborhood Commercial. Sherman Ave currently has 4 additional unstripped parking spaces. (21A.44.040B.6)

A commercial pad is included at street level on the major corner of the building at Sherman and 500. It runs along the 500 S façade, the more heavily trafficked road of the two.

The site is currently accessed from an existing alley on the west side of the property. A portion of the alley was previously vacated, disconnecting it from Sherman Ave. The only properties that are currently serviced by the dead-end alley are those properties proposed for demolition. The current neighboring property is redeveloping their land, and when completed their development will greatly limit access to our site. Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners.



Subject parcels

**ZONING STANDARDS EXCEPTIONS:** We ask for a variance on the front setback. (21A.26.020.F.a) The property to the north of the proposed development has a minimal setback, meeting the goals of the CN zone. The proposed development has a 4' setback from the property line, or about a 18' setback from the back of the curb. The south side yard meets the 15' setback.

The west side of the property requires a 7' landscape buffer (21A.26.020.F.d) and the proposed design complies.

### **CONSTRUCTION TYPE:**

Type I - Level 1 Type V – Level 2 & 3

**PRIMARY CONSTRUCTION MATERIALS:** Full veneer brick, Fiber cement lap siding, Fiber cement panels Minimal exposed concrete as accent See D201 for material application.

### MIXED USE SUMMARY

Use	Description	Minimum Parking Requirements	Total Stalls
Commercial	1,087 Sq. Ft.	2 Per 1,000 Sq Ft	2
Residential	[28] one bed units Total: 28 Units	1 per Unit	28
Total Parking	27 structured stalls 2 structured ADA stalls 4 on street spaces Total: <u>33 stalls provided</u>		<u>30 stalls required</u>

**ON STREET PARKING:** Customers for the commercial space will most likely prefer to park on the street for direct access to the business. The residents of the proposed development will prefer if the garage is closed and locked to reduce crime / increase security.

21A.44.040B.6 states 'on street parking shall be allowed to satisfy some or all off street parking required'. The parking structure will accommodate all residents, 2 of which are ADA residents, and 1 employee of the commercial pad. The remaining 1 required parking spaces for commercial customers are on street.

### **CN ZONING ORDINANCES:**

### 21A.26.020

- A. This proposed development intends to provide small-scale, low-intensity commercial and residential services. It provides a traditional neighborhood retail space that is oriented toward the pedestrian traffic while hiding the automobile access in the rear. The commercial space is financially supplemented by the included residential units. This is important as the viability of commercial in this location is yet to be proven.
- B. Permitted uses for commercial districts:
  - a. Mixed Use Development
  - b. The commercial pad may accommodate any of the following: veterinary office\*\*, art gallery, artisan food production\*, bed and breakfast, medical or dental clinic, commercial food preparation, daycare center, caretaker or security guard quarter, financial institution, library, museum, office, place of worship, indoor recreation, restaurant, retail goods, reverse vending machine, sales and display, seasonal farm

stand, art studio, urban farm, or bar establishment\*

\* Subject to further conditions

- \*\* Conditional permit
- *C.* The proposed development may be approved by the Planning Commission via the Planned Development Review.
- D. Maximum lot size: 16,500 square feet. Proposed development: 12,200 square feet.
- E. The maximum district size is not applicable.
- F. Yard Requirements
  - a. *Front or corner side yard: 15'* proposed development: 2' front and 15' corner side yard.
  - b. Interior side: 0' proposed development: 0'
  - c. Rear yard: 10' proposed development: 10'
  - d. Buffer yards: 7' landscape buffer On the west side of the property
  - e. Accessory buildings: not applicable
  - f. Maximum setbacks: not applicable. See 21A.59.050.B.2.
  - g. *Parking setback: parking structures shall be located behind the primary structure.* The proposed parking structure is behind and below the primary structure.
- G. Landscape yard requirements: front and corner side yards shall be maintained as *landscaped yards*. The proposed landscape includes a hardscape for commercial frontages and a low water use landscape for the remainder.
- H. *Maximum height: 25'* proposed development is 25' from the average finished grade of each elevation. See D302

### 21A.59.050 Standards for Design Review:

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. The zone aims to create neighborhood pockets of commercial. Our mixed-use proposed development puts commercial frontage on what is growing into a neighborhood commercial hub.

- A. *The development shall be primarily oriented to the sidewalk.* The proposed development places entrances on the front sidewalk are close to the public sidewalk and parking is hidden in the rear.
- B. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction. The 500 E street frontage of the proposed development is over 50% storefront glass. See D301
- C. Large building masses shall be divided into heights and sizes that relate to human scale.
  - 1. The proposed development matches the scale of adjacent buildings. For example, the neighboring mixed-use building to the north meets the height limit, including rooftop stair wells that exceed the height limit. The proposed development matches their east to west length. We placed parking under the building, rather than their surface parking.
  - 2. The townhomes to the west of the proposed development exceed the height limit at 28' to the roof eve. My laser measuring tape could not read the angle of their roof ridge. Their property does not include any commercial despite being in the CN zone.

- 3. The proposed development's floor to floor heights are shorter than many typical developments. This causes the proposed development to visually appear shorter than it is.
- 4. 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. Materials and colors are divided at vertical breaks, to create the vibe of multiple smaller buildings, as is often found in neighborhood commercial pods.
- 5. Balconies are included along Sherman Ave. to bring the human element to the 'quieter' of the two adjacent streets.
- 6. The proposed development's 'commercial façade' is 50% glass.
- D. Building facades that exceed a combined contiguous building length of two hundred feet do not exist.
- E. Privately owned public spaces include:
  - 1. Sitting spaces
  - 2. The shade of trees
  - 3. Bike racks
- F. In downtown and the CSHBD Sugar House Business District... not applicable.
- G. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections. Parking is below / behind the proposed building.
- H. Waste and recycling containers will be placed in the parking structure of the building. Mechanical equipment on the roof will be screened.
- I. Signage will comply with all ordinances.
- J. Lighting shall meet dark sky goals and improve the pedestrian experience.
- K. Streetscape improvements:
  - 1. One street tree chosen from the street tree list shall be placed no less than every 30' of property frontage.
  - 2. Hardscape will be used to differentiate the privately owned public space fronting the commercial use.

a. Durable pavers will be used, allowing rainwater to infiltrate into the ground. b.The final color will limit contribution to the urban heat island effect.

### 21A.37.050 Design Standards Defined

- A. Ground Floor Use and Visual Interest
  - Ground Floor Use Only: This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum portion of the length of any street facing building facade according to section 21A.37.060, table 21A.37.060 of this chapter. – See 21A.37.060.B Design Standards table on the following page
    - i. For all other uses, vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such accessways shall not exceed thirty feet (30') in width – Proposed 21' driveway

- 2. *Ground Floor Use and Visual Interest* We propose a variety of building materials and colors, architectural features, and increased pedestrian activity.
- B. Building Materials
  - 1. *Ground Floor Building Materials* proposed design includes brick and cement board.
  - 2. Upper Floor Building Materials same materials as ground floor.
- C. Glass
  - 1. *Ground Floor Glass* Already addressed in 21A.59.50.B, 21A.59.50.c6, and 21A.37.060's Table of this document.
  - 2. Upper Floor Glass, each floor facing a street must contain a minimum amount of glass according to section 21A.37.060 Table does not specify an amount for the CN zone.
- D. Building Entrance, at least one operable building entrance on the ground floor is required for every street facing facade. – One commercial entrance provided on Sherman. 2 Commercial and 1 Residential entrance provided on 500.
- E. Maximum Length of Blank Wall, Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. See 21A.37.060's Table of this document. The façade along the zero setback is blank. Fire code does not allow for windows that close to the property line.
- F. Maximum Length of Street Facing Facades- See 21A.37.060's Table of this document.
- G. Upper Floor Step Back, [floors] above thirty feet (30') in height from average finished grade shall be stepped back Proposed development does not exceed 30'.
- H. *Exterior Lighting* Lighting fixtures will be shielded and directed down.
- I. Parking Lot Lighting interior. No poll lighting.
- J. *Screening of Mechanical Equipment* Mechanical equipment located on roof, stepped back away from street visibility.
- K. *Screening of Service Areas* no service area proposed.
- L. Ground Floor Residential Entrances Single Family Not applicable
- M. Parking Garages or Structures
  - 1. Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space. Structure under the building. Screened by planters.
  - 2. The architectural design of the facades should express the internal function of the structure. Proposed Design complies
  - 3. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Proposed Design complies
  - 4. Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points. Elevators and stairs are masked within the building. Not highlighted.
  - 5. Public parking structures entrances shall be clearly signed from public streets. No public parking structure.
  - 6. Interior garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. garage lights are internal.

- 7. Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area. See Site Plan
- 8. The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use. Parking structure is subgrade. The façade is wrapped in elevated landscaped planters.
- 9. Venting and fan locations shall not be located next to public spaces and shall be located as far as possible from adjacent residential land uses. venting fans will be located away from the residents to the west.

Standard	Requirement	Provided
Ground floor glass	40%	• 50% on 500 E. / active
		street
		• 43% on Sherman /
		'quieter' street
Blank wall maximum	15'	10' – street facing
		10' – facades with setback
Building entrances	Min. one per street	Min. one per street
	frontage	frontage
Parking lighting	Poles limited to 16' in	No pole lighting
	height	
Screening of mechanical	Must be screened from	Rooftop / screened from
equipment	public view	public view
Screening of service area	Must be screened from	Service area within parking
	public view	structure

### 21A.37.060.B Design Standards:

### **ATTACHMENT A: SITE PHOTOS**



Towards site from rear alley



From corner of 500 E and Sherman Ave.



The subject parcel's access point. The photo is from subject parcel, looking north in the alley. The pink mark on the ground represents the future landscaping that the neighboring property owner is about to install. The vehicle shows how much space will remain for the subject parcel's tenants and garbage service to access the existing building.



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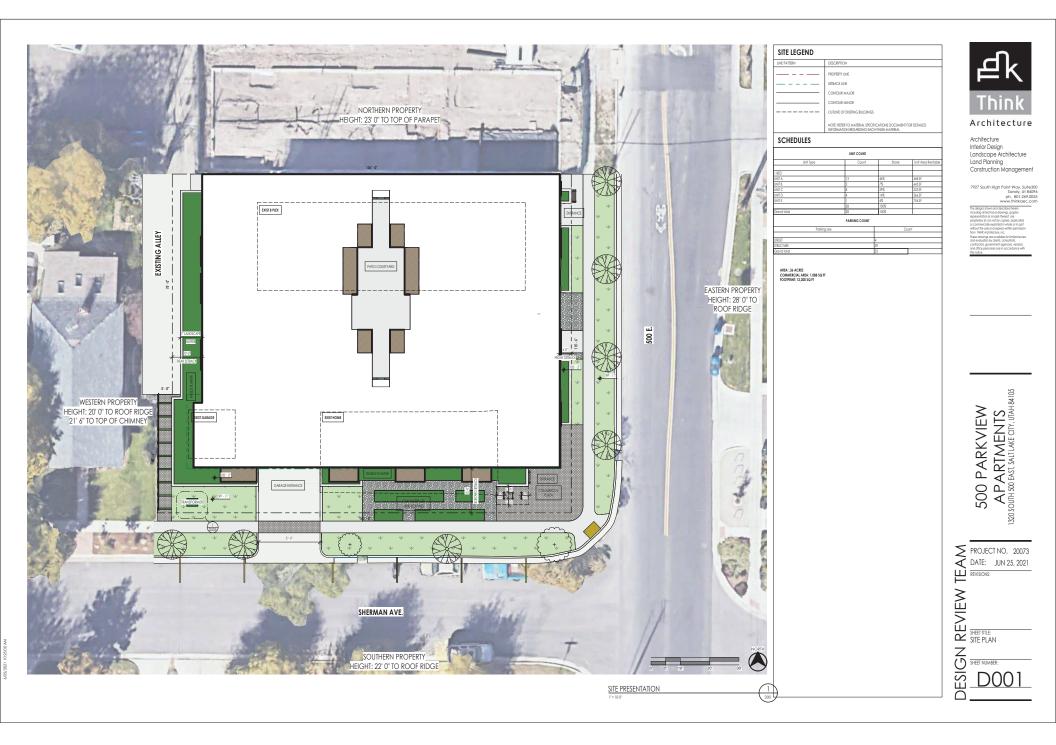


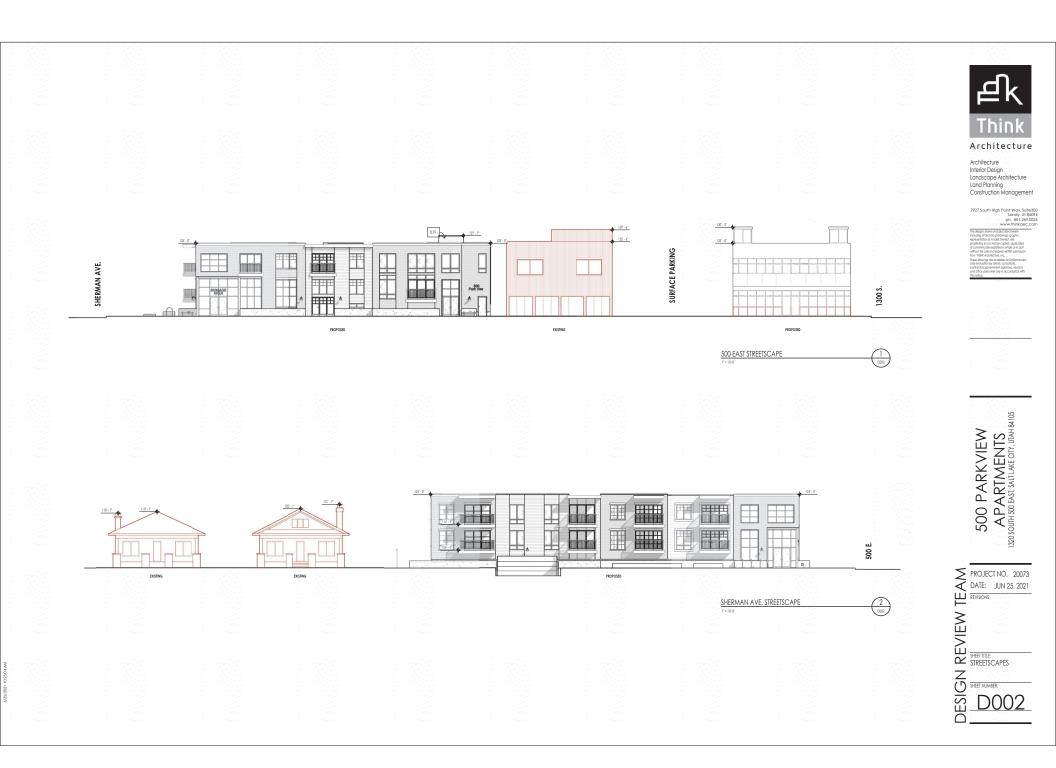
### 500 PARKVIEW APARTMENTS

1320 SOUTH 500 EAST, SALT LAKE CITY, UTAH 84105

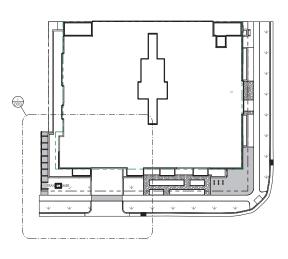
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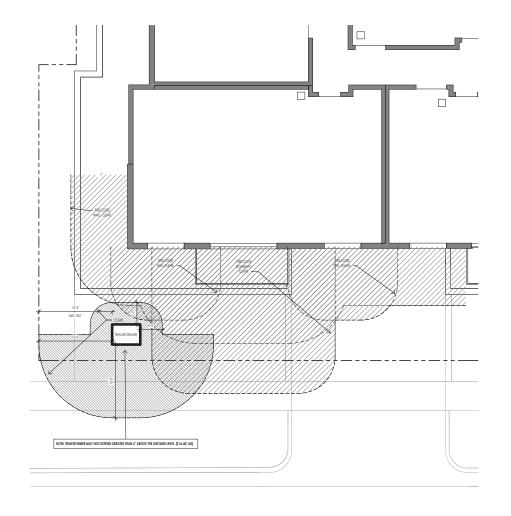
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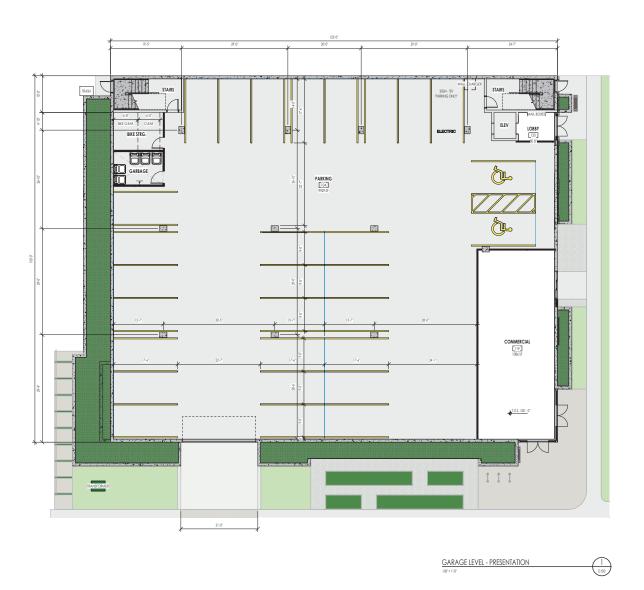
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7927 South

SOUTH FACE



EAST FACE

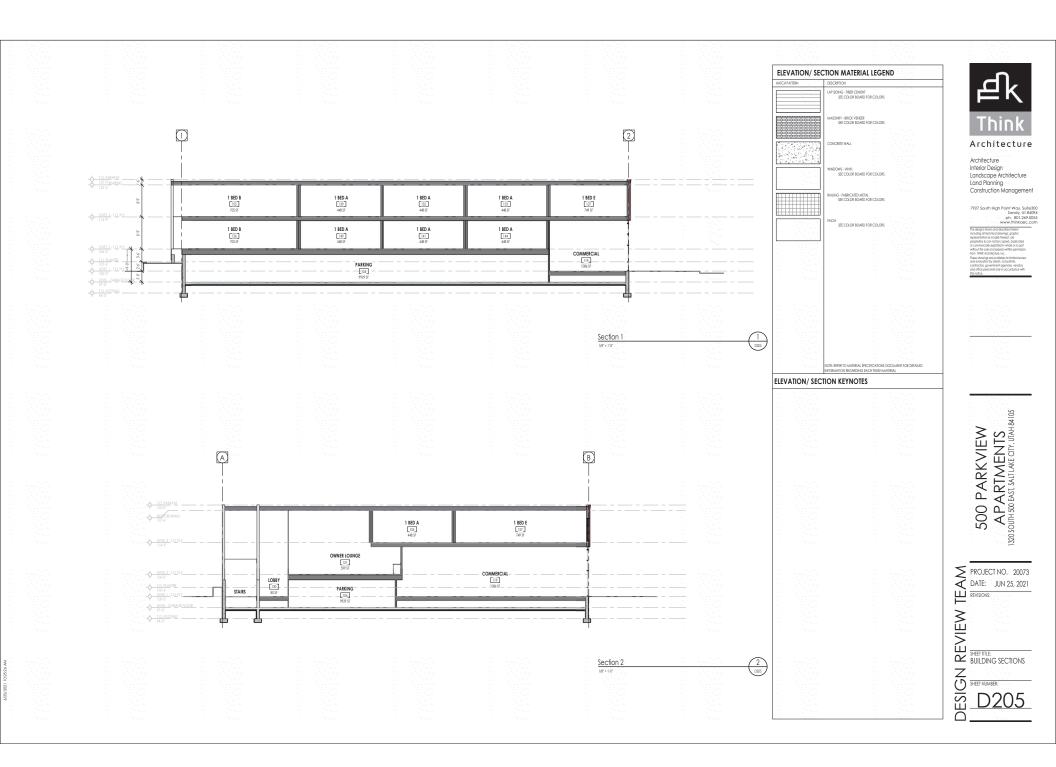














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### **ATTACHMENT D: ANALYSIS OF STANDARDS**

### 21A.26.020 - CN - NEIGHBORHOOD COMMERCIAL ZONING STANDARDS

The CN Neighborhood Commercial District is intended to provide for small scale, low intensity commercial 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.

Standard	Proposal	Finding(s)
Applicable CN Zoning StandardsB. Uses: Uses in the CN as specified in section 21A.33.030, "Table of Permitted and Conditional Uses for Commercial Districts" of this title are permitted, subject to the general provisions set forth in 21.26.010 of this chapter and this section.	Multi-family residential development, Mixed-Use development and Retail are all permitted uses in the CN.	Complies
<b>D. Lot Size</b> <b>Requirement:</b> No minimum lot area of lot width is required. No lot shall be larger than 16,500 square feet.	According to County Assessor records, the subject property is approximately .32 acres in size or 13,939 square feet. The applicant asserts that the property is .36 acres in size or 15,682 square feet. The subject property does not exceed the maximum lot size.	Complies.
<ul> <li>F. Minimum Yard Requirements:</li> <li>Front/Corner Side Yard – A 15' minimum front or corner side yard shall be required. Exceptions to this requirement may be authorized as design review subject to the requirements of chapter 21A.59 of this title and the review and approval of the Planning Commission.</li> <li>Interior Side Yard – None required.</li> <li>Rear Yard – 10'</li> <li>Buffer Yards – Any lot abutting a lot in a Residential District shall</li> </ul>	The applicant has requested a modification to the front yard setback for the building along 500 east of 11'. The applicant is proposing to build the structure with a 4' setback from 500 East to align with the other structures to the north along this block face. The Planning Commission has decision making authority in design review matters base on chapter 21A.59. All other applicable yard and setback requirements are being met.	Will comply should the Planning Commission approve the design review request.

conform to the buffer yard requirements of chapter 21A.48 of this title. Maximum Setback – A maximum setback is required for at least 65% of the building façade. The maximum setback is 25'. Parking Setback – There is no minimum or maximum setback restriction on underground parking.		
<b>G. Landscape Yard</b> <b>Requirements:</b> Front and corner side yards shall be maintained as landscape yards. Part or all of the landscape yard may be a patio or plaza conforming to section 21A.48.090 of this title.	The applicant has proposed landscape yards, including raised planters, along 500 East and Sherman Avenue. A plaza is proposed for the corner of the two streets where the commercial space is located.	Complies
<b>H. Maximum Height:</b> 25'	The proposed building does not exceed the maximum building height.	Complies

#### **DESIGN STANDARDS**

### 21A.37.050: DESIGN STANDARDS:

The design standards in this chapter are defined as follows. Each design standard includes a specific definition of the standard and may include a graphic that is intended to help further explain the standard, however the definition supersedes any conflict between it and a graphic.

Standard	Proposal/Rationale	Finding(s)
Glass: ground floor (%)	Ground floor glass of 40% is required	Complies
(21A.37.050C1) - The ground	in the CN zone. Sheet D301 in the	
floor building elevation of all new	applicant's plans demonstrate that the	
buildings facing a street, and all	minimum glass requirement is being	
new ground floor additions facing	met.	
a street, shall have a minimum		
amount of glass, or within a		
specified percentage range,		
between three feet (3') and eight		
feet (8') above grade. All ground		
floor glass shall allow		
unhampered and unobstructed		
visibility into the building for a		
depth of at least five feet (5'),		
excluding any glass etching and		
window signs when installed and		
permitted in accordance		
with chapter 21A.46, "Signs", of		
this title.		~
<b>Building Entrances (feet)</b>	The applicant's elevations show that	Complies
(21A.37.050D) - At least one	there will be three operable building	

operable building entrance on the ground floor is required for every street facing facade. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk.	entrances along 500 East and one entrance on the Sherman Avenue façade.	
<b>Blank Wall:</b> maximum length (feet) (21A.37.050E) - The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15' in the CSHBD. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural features shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").	According to the applicant's elevation drawings, there is no portion of the ground floor level that has over 15' of uninterrupted wall.	Complies
Lighting: Parking Lot (21A.37.050I) - If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.	The parking for the proposed structure is all internal to the building. This standard does not apply in this case, therefore the applicant complies with the standard.	Complies
Screening of Mechanical Equipment (21A.37.050J) - All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of siting include on the roof, enclosed or otherwise	Mechanical equipment will be located on the roof top of the proposed structure, stepped back away from street visibility.	Complies

integrated into the enchitesture	
integrated into the architectural	
design of the building, or in a rear	
or side yard area subject to yard location restrictions found in	
section 21A.36.020, table	
21A.36.020B, "Obstructions In	
Required Yards", of this title.	
Screening of Service Areas	
(21A.37.050K) - Service areas,	
loading docks, refuse containers	
and similar areas shall be fully	
screened from public view. All	
screening enclosures viewable	
from the street shall be either	
incorporated into the building	
architecture or shall incorporate	
building materials and detailing	
compatible with the building	
being served. All screening	
devices shall be a minimum of	
one foot (1') higher than the	
object being screened, and in the	
case of fences and/or masonry	
walls the height shall not exceed	
eight feet (8'). Dumpsters must be	
located a minimum of twenty five	
feet (25') from any building on an	
adjacent lot that contains a	
residential dwelling or be located	
inside of an enclosed building or	
structure.	

#### **DESIGN REVIEW STANDARDS**

**21A.59.050: Standards for Design Review**: The standards in this section apply to all applications for design review as follows:

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.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Proposal/Rationale	Finding(s)
A. Any new development shall	Please see detailed discussion in the	Complies
comply with the intent of the	main body of the staff report above.	
purpose statement of the zoning		
district and specific design	The development complies with the	
regulations found within the	purpose statement of the zoning	
zoning district in which the	district and specific design regulations	
project is located as well as the	found within the zoning district as	

City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.	demonstrated in previous tables. The proposal is consistent with and implements polices, objectives, and goals of multiple SLC Master Plans as noted.	
<ul> <li>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</li> <li>1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).</li> <li>2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.</li> <li>3. Parking shall be located within, behind, or to the side of buildings.</li> </ul>	Two primary commercial entrances to the proposed building will face the public sidewalk on 500 East and Sherman Avenue. The primary residential entrance is on the 500 East façade and will access a small lobby. The applicant has proposed a reduced front yard setback along 500 East. The reduction request is 11' which will leave a front yard of 4'. This reduced front yard will align with the structures located adjacent and to the north of the subject project on the block face. This consistent setback locates all the buildings along 500 East on this block face close to the public sidewalk. This alignment "frames" the street and is consistent with the desired development pattern of the block face. Planning staff supports the reduced front yard setback along 500 East for these reasons. Structured parking will be located on the interior of the building; underneath the building essentially. Since the parking is located on the interior of the building none of the main building entrances face a parking lot.	Will comply should the Planning Commission approve the requested reduced front yard setback along 500 East.
<ul> <li>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</li> <li>1. Locate active ground floor uses at or near the public sidewalk.</li> <li>2. Maximize transparency of ground floor facades.</li> <li>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and</li> </ul>	The minimum first floor glass requirement of 40% of the street facing façade between 3 and 8 feet above grade must be transparent. The proposed project includes 54.9% glass on the east (500 East) elevation and 43.3% on the south (Sherman Ave) elevation. The building is designed so that active and residential ground floor uses are located at the street level while support functions such as the parking garage are located on the interior of the site.	Complies

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.	The applicant has proposed what could be a small plaza/patio on the corner of the building. Although the material of the plaza is not specified in the plans, the site plan does indicate some sort of differentiated paving treatment in this area.	
<ul> <li>D. Large building masses shall be divided into heights and sizes that relate to human scale.</li> <li>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.</li> <li>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.</li> <li>3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.</li> <li>4. Reflect the scale and solid-tovoid ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.</li> </ul>	The building features massing, materials, and façade changes including balconies and a fenestration pattern that will create visual interest. The solid-to-void ration of windows and doors has a consistent balance and fits within the context of other architecture within the immediate vicinity. The building height is limited by zone to 25'. A height study relating to the single family residential structures to the west shows the relative height of the proposed structure to existing structures. While the proposed building is slightly greater in height, it does meet proposed rear yard and buffer yard requirements giving space between the proposed and existing homes to the west. The building corresponds directly to the adjacent buildings to the north along 500 East in terms of building height.	Complies
<ul> <li>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: <ol> <li>Changes in vertical plane (breaks in facade);</li> <li>Material changes; and</li> <li>Massing changes.</li> </ol> </li> </ul>	The proposed building does not meet the 200' dimension noted in this standard and therefore the standard does not apply.	N/A
<ul> <li>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements: <ol> <li>Sitting space of at least one sitting space for each two hundred fifty (250) square</li> </ol> </li> </ul>	There is no significant privately owned public space in the proposal. The "plaza/patio" space on the corner does include bicycle racks and included the required street trees. Very limited outdoor sitting space could be included depending on the use that occupies the	Complies

<ul> <li>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");</li> <li>A mixture of areas that provide seasonal shade;</li> <li>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;</li> <li>Water features or public art;</li> <li>Outdoor dining areas; and</li> <li>Other amenities not listed above that provide a public benefit.</li> </ul>	commercial space in the building. The space is essentially a small extension of the sidewalk with some sort of differentiated paver treatment.	
<ul> <li>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.</li> <li>1. Human scale: <ul> <li>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.</li> <li>b. For buildings more than three (3) 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.</li> </ul> </li> <li>Negative impacts: <ul> <li>a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.</li> <li>b. Minimize shadow impacts of building massing. Demonstrate impact from shadows due to building</li> </ul> </li> </ul>	The applicant's plan set demonstrates that the proposed structure does not exceed the maximum building height standard allowed in the CN zone of 25'. The applicant has provided a visual to show how the proposed structure relates to the residential homes to the west. The two homes adjacent and to the west of the subject property are approximately 20' and 19' as measured to the peak of the roof. While slightly taller at approximately 25', the proposed building meets required setbacks and buffers to the residential units adjacent.	Complies

<ul> <li>height for the portions of the building that are subject to the request for additional height.</li> <li>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.</li> <li>3. Cornices and rooflines: <ul> <li>a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.</li> <li>b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.</li> <li>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.</li> </ul> </li> </ul>		
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.	Parking facilities will be located on the interior of the building. One drive access off of Sherman is proposed.	Complies
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. (See subsection 21A.37.050K of this title.)	Waste containers are to be located on the interior of the building on the parking lot level. Mechanical equipment will be on the roof, set back from the roof edge so as to not be easily viewed from the street.	Complies
<ul> <li>J. Signage shall emphasize the pedestrian/mass transit orientation.</li> <li>1. Define specific spaces for signage that are integral to building design, such as commercial sign bands</li> </ul>	The applicant has included proposed signage locations on the building. Planning Staff asserts that the proposed signage locations are reasonable.	Will comply. Condition of approval

<ul> <li>framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.</li> <li>2. Coordinate signage locations with appropriate lighting, awnings, and other projections.</li> <li>3. Coordinate sign location with landscaping to avoid conflicts.</li> </ul>	Primary building signage will be provided under a separate application. Compliance with signage standards is a condition of approval being recommended by Staff.	
<ul> <li>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</li> <li>1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan.</li> <li>2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and up lighting directly to the sky.</li> <li>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</li> </ul>	The applicant has included proposed lighting fixtures and locations on the building. Planning Staff asserts that the proposed downward facing, gooseneck lighting and locations are reasonable and would meet ordinance requirements for lighting. Lighting will be evaluated at the time of building permit review. Street lights will be included per the SLC Lighting Master Plan. Compliance with lighting standards is a condition of approval being recommended by Staff.	Will comply. Condition of approval
<ul> <li>L. Streetscape improvements shall be provided as follows: <ol> <li>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.</li> <li>Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards.</li> </ol> </li> </ul>	Trees along street frontages must comply with the required spacing of 30'. It appears from the site plan that this requirement will be met. If trees need to be removed during construction activities, they will be replaced with trees approved by the Urban Forester. Hardscape materials will be durable in nature and the main paving materials and design will relate to the neighborhood and site context. The vehicle drive aisle can be asphalt but walkways must be made of concrete or other durable materials.	Will comply at the time of building permit review.

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.	

### ATTACHMENT E: PUBLIC PROCESS AND COMMENTS

#### Meetings & Public Notice

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

**April 19, 2021** – An Early Notification letter was sent to all property owners and occupants within 300 feet of the subject property informing them of the proposal.

**May 12, 2021** – The applicant presented and discussed the proposal at the Liberty Wells Community Council meeting. Planning Staff was in attendance. No official written correspondence was received from the Liberty Wells Community Council as of the writing and preparation of this staff report.

**Open House** – An on-line Open House was posted to the Planning Division's website on April 15, 2021. The Open House concluded on May 30, 2021. Please see:

#### https://www.slc.gov/planning/2021/04/15/500-parkview-mixed-use-development/

#### Notice of the Planning Commission public hearing for the proposal include:

- Property posted on June 28, 2021.
- Notices mailed on July 1, 2021.
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites on July 1, 2021.

#### Written Public Comment

Planning Staff received many written comments that are included for review in this staff report.

From:	<u>K Jezek</u>
То:	<u>Traughber, Lex</u>
Subject:	(EXTERNAL) 500 east
Date:	Tuesday, May 4, 2021 5:30:57 PM

#### Hi Lex,

I am fully against this. I believe this is just going to add congestion to our lovely area. Not just traffic, but with people. For the people that have lived by the park for many many years.. we have, without any luck not been able to control the high speed cars, safety of the pedestrians and animals alike. The city has already destroyed Sugarhouse park. It's great for the people that don't live there and only visit, but for people that have made themselves a home over years. It's hell. The city won't listen to us and it's getting worse and worse. By providing these clustered apartments in established areas. It just needs to stop. Yes, 27 apartments may sound small. It will have 29 parking spaces. Nope. Let's say 2 people rent. 27 x 2 cars. Oh and they have friends that visit. It starts to spew onto the street, where most of the residents that have lived here do not have driveways. Sorry, we took your spot, but we jammed this apartment complex because well... out of the areas that can accommodate this... like state street...It didn't have a view. We could have built one, but nah. Salt lake city is becoming a clown car. The residents are watching in disbelief and yet SLC is just cramming more people in. Please do not ruin Liberty park with more apartment buildings. This area has classic houses with amazing original architecture. It just doesn't work.

Thanks for listening, Katt

#### Hi Lex,

I wanted to send another email after learning a few more details regarding this development. There was a Liberty Wells community council meeting two weeks ago and the architect was there. He discussed the new plans for the access to the parking garage. It is my understanding that the access will still exit onto Sherman Avenue. We as residents continue our opposition to this plan for the various reasons I stated in my first email. In this recent meeting, the neighbors discussed how it will literally be a traffic jam on Sherman Avenue every morning as people are leaving for work. The architect also discussed the "commercial" space that they have added to the plans. It is a tiny space and would be useless to the neighboring residents. He mentioned it might be an ice cream store or "something." It is really just another loophole. Nothing about this development benefits anyone in the surrounding area. There is nothing "mixed use" about it.

At another recent neighborhood meeting, we learned about the proposed variance for the 13' setbacks for this building in order to match the current development under construction on 1300 S and 500 E. We are in opposition of this because this will make the proposed building bigger which will have even more of a negative impact on our neighborhood. When I spoke to you on the phone last, I asked why the exit and entrance can't come off of 500 E like the corner project, your response was, its not good urban planning and just because the corner has an entrance on 500 E doesn't mean this project should have the same. That being said, give me a good reason why the 500 Parkview should have the same variance for setbacks as the corner buildings? Is that good urban planning? If both of these projects are to be allowed the same variances, then make the driveway off of 500 E like the corner entrance. The corner project was allowed incredible exceptions with their setbacks and now this developer wants the same exceptions. There is no room for what he is proposing and it is BAD urban planning to attempt to squeeze so much into a small lot. There has got to be better planning.

I also spoke to the developer of 500 Parkview last week when I was in front of my house. He was discussing his concerns about the alley not being wide enough to allow two way traffic to come in and out, hence, the exit would come onto Sherman Avenue. It is all very confusing because we were told one thing by the architect and another by the developer regarding the entrance and exit. He also mentioned that he would not be starting construction for a least 18 months and that he would be renting out the house. I find this curious since there was a rush to get the previous homeowners out of the now vacant home for this proposed development. When I spoke with you a while back I remember you mentioning that demo might be as soon as mid summer? He barely takes care of his current 8 plex and now he owns my neighbor's house and yard which already looks terrible. If he is in such a hurry to build these apartments why is he planning to rent out the house for 18 months? We would appreciate some clarification on this matter.

On another note, I was hoping that you could steer me in the right direction to inquire about the current development under construction on the corner of 1300 S and 500 E. It has been under construction for almost 5 years and sat empty for a year and a half before construction began. Is there a time frame of how long construction can go on? Are there penalties for taking this long? They haven't worked on the buildings for over 2 months and then suddenly there were 2 workers grinding steel on Saturday and Sunday. The developer of this project does whatever he wants, whenever he wants with no regard to the existing residents. If you have any information to whom I could speak to regarding this, I would greatly appreciate it.

Again, please consider our concerns with these issues.

Sincerely,

Trish Empey and Andre Ramjoue

Dear Lex,

We are writing to you regarding the 500 Parkview development. We oppose this proposed development due to the size and impact it will have on us and our surrounding residents. We live at the Sherman Avenue which is directly west of this proposed development. We will be severely impacted in every possible way. We have various concerns.

The proposed building will take away most of our natural light in our home as it looms above our house. The renderings of this project show windows on the west side of the building. This would also impact us greatly, leaving us no privacy with residents looking into our home, yard and every inch of our property due to the mere scale of this proposal. The current 8 plex next door to us (owned by the developer) and the current project under construction on 1300 S and 500 E do not have windows on the west side of each building. We request that this remains the same for this new development.

We are also very concerned about the so called "private" driveway accessing the building from Sherman Avenue. Our "quietier" street as it is referred to in D5 standards for design review, cannot handle the influx of traffic that will be coming and going. We request that the existing alley does not become a throroughfare next to our house and there be some type of barrier so that cars and people don't use it to drive from 1300 S through Sherman Ave. The alley was closed 25 years ago and we DO NOT want it reopened simply because it behooves the developer. When the alley was closed by the city, we received half of the abbutted alley from the city, it was deeded to us and the neighbors that sold their home to the developer in charge of this project. Since we own half of the abutted alley, we feel that he should not have the right to reopen this alley. The residents of this neighborhood do not want more cars coming from the development on the corner of 500 E and 1300 S and random cars from 1300 S. It is dangerous for our residents, children and our pets. It seems to be a very sneaky loophole for the developer and the city to use verbage such as "a private drive that will connect to the existing alley." The truth is that it is NOT an existing alley. It is a dead end to the parking lot of his current 8 plex and to the 4 plex parking lot on 1300 S. In this proposal it states that there will be "no negative impact on the use of the alley or the adjacent property owners." This is false. There will be a huge negative impact.

We are also very concerned about the parking entrance and exit coming accessing from Sherman Avenue. We will have the noise and the headlights of cars shining continuously and directly at our home. Our entire living space is on that side of our house and it will be miserable to deal with 27 plus cars 24 hours a day. We ask that the entrance and exit come off of 500 E instead, since that is the commercially zoned area. Sherman Avenue is not commercially zoned. This only makes sense to have the busy driveway for this building to be on 500 East. We ask that there be a concrete wall built to block the headlight and noise from the cars coming and going.

The renderings also show the dumpsters to be right next to our home. We ask that the dumpsters be accessible from 500 E where it is zoned commercial.

This proposal is not suited for Liberty Wells as a historic neighborhood. How is this good urban planning? This is not "small scale" as stated in the Zoning Ordinances section. There is zero thought of the impact of long term residents. Even the renderings ignore what our property actually looks like next to this new structure.

How will the developer protect the surrounding old homes from damage due to demolition and construction of this development?

How will our home which was built in 1915 not suffer any damage and what will the developers do for us if there is subsequential damage?

How will the current infastructure support 27 new residents plus roommates, etc? Sewage, garbage? It is unsustainable.

How are more people and cars that have nowhere to park, good for our neighborhood? What is the developer willing to do for the long time residents of this community to reduce any negative impact?

In conclusion: we request the following to be taken into consideration:

A scaled back version of this enormous development. It is too large to be sustainable for this neighborhood.

The building should not exceed the limit of 25 feet.

There should be no windows on the west side of the building.

All access to the parking garage entrance and exit be on 500 E instead of Sherman Avenue.

All garbage pickup to be on 500 E instead of Sherman Avenue.

We own half of the abutted alley which the developer wants to "reopen."

Existing dead end alley does not become a throroughfare next to our house and that there be a barrier put in place to prevent cars from using it as a thoroughfare.

A privacy wall or barrier between the building and our home.

Resident parking permits for street parking. There will be no parking for current residents who rely on street parking in front of their homes. It will be taken by patrons and additional roommates in the building.

Thank you for considering our concerns and input.

Sincerely,

Trisha Empey Andre Ramjoue

From:	
То:	Traughber, Lex
Subject:	(EXTERNAL) 500 Parkview Mixed-Use Development
Date:	Monday, April 19, 2021 12:17:36 PM

Hello

Thanks for improving the design and look of the building. The design fits the neighborhood better the the previous proposed building. I live a few houses away from this location. The residents in the area would prefer condominiums instead of apartments and alot less units. We have kids that play on Sherman and everyone speeds through to connect through to access 500 east. (Due to the no left turn by the park on 600 east) It's already congested as it is and getting dangerous. Please consider townhomes or condominiums and half of the proposed units. Love the idea of commercial space. Still not sure we're customers of the businesses will park.

Thank you Chad Willie

Sent from Xfinity Connect Application

From:	Rachel Stromness
To:	Traughber, Lex
Subject:	(EXTERNAL) 500 Parkview Project – 500 E and Sherman Avenue
Date:	Friday, May 28, 2021 10:47:03 AM

#### Lex,

I'm writing to share with you how strongly I oppose the 13 foot and 2 foot variances being considered for the 500E project. The street and neighborhood already can not support and do not wish to support the level of traffic that is inevitable with this monstrous project. Allowing these extra concessions will mean even more units and this is unacceptable to the residents who live here. Please recommend the project move forward without the extra concessions. Thank you,

Rachel Stromness Resident Sherman Ave

From:	Corey Sautebin
То:	Traughber, Lex
Cc:	Rachel Lovato;
Subject:	(EXTERNAL) 500 Parkview Project -500 East and Sherman Ave
Date:	Friday, May 28, 2021 10:21:59 AM

Lex,

Please don't allow for the variances of 13 feet and 2 feet. If you do, the developer will have more units, which in turn will have more cars on our single family residential street. The building north of it already has every variance, and is oversized. With two oversized buildings, our beautiful residential street will be overrun with car traffic. Please don't approve the proposed setbacks.

Concerned Homeowner,

Corey Sautebin



Dear Lex,

As a long time resident on the immediate south side of this proposed development, I've seen the poor maintenance Mr. Kotov has provided for the existing units he currently owns on the proposed site. Some describe him as a "slum lord". If he doesn't take care of 8 units, what makes anyone think he'll take care of 27?

My husband and I are very much against this high density housing unit, yet I understand there is little we can do to stop it. I understand the extended 13' easement on 500 East is the only "voice" we as residents have.

I'm writing to say I vote "not to allow" the extended 13' easement on 500 East for the 500 Parkview project.

Thank you.

Sincerely,

Teresa Sebastian and Ronald Johnston Dear Mr. Traughber,

We've read the proposal on <u>buildingsaltlake.com</u> and have grave concerns, as follows. As residents who live beside this proposed project, we'd like to be on the record as to voicing our objections.

To quote the current design review - "Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners." is grossly not true. This project violates current resident's privacy and well as create traffic congestion.

To quote from the building proposal "The apartments would add a bit more density into the area," This statement is a gross understatement to us who already have parking issues on our street. The proposed available parking is woefully underestimated. We've already seen an impact with the 7-11 convenience store, The Amore Cafe and the crammed apartments in between them on 500 East. This is not even taking into account the current construction project on the corner of 1300 S and 500 E which hasn't even been occupied yet. The incomplete development project (on the corner of 1300 S and 500 E) which has taken 4 years thus far, has already egregiously allotted inadequate parking for their future customers and tenants. This already has impacted the community, therefore cramming 27 additional apartments into this small area is irresponsible to the current tenants on a residential street and neighborhood.

Quoting the current proposal "It would have one 12-foot garage entry and one 12-foot garage exit onto Sherman Avenue."

The south side of Sherman Avenue is zoned residential - not commercial. The proposed entrance and exit traffic will negatively impact this residential area and overburden the current residents with increase foot traffic, vehicular traffic and parking issues.

Underground parking and underground excavation for services will environmentally impact the artisan wells and household water supply to some residents on Sherman Avenue. These shallow wells are their only healthy drinking/cooking water supply.

This high density residential project as proposed will increase vehicular and foot traffic with resulting social problems of increased crime such as vehicle break-ins, garage break-ins and property damage. Many residents have already experienced garage and vehicle break-ins, graffiti and property damage. We and others on Sherman Avenue have had our vehicles stolen and/or broken into, tagged fences and stolen property. The added population and foot traffic will add to an already somewhat unsafe neighborhood.

Based on the high density occupancy of this project, these apartments are very likely to devalue current residence property values. The proposed high density occupancy of this project reeks of developers who only have their pocketbooks in mind for a quick buck.

I implore you to consider the long term ramifications of approving this project as currently proposed, as these high density housing projects may over time be future slums.

Sincerely,

Ronald L. Johnston and Teresa A. Sebastian Lex,

I've lived on Sherman Ave. for 40 years. It is a quite neighborhood and I would like to keep it that way. With a development this size will put a strain on the infrastructure, the water lines, and sewer lines were not designed for something this size. There already are power issues, we already have problems with parking, because of the coffee shop on 500 E and Sherman Ave, Park Café on Sherman Ave and 600 E, speeding cars on Sherman and 500 E all hours day and night! In the mornings and evenings there is a back up of traffic on 500 East already. This is a low density neighborhood, with young families, walkable community. The impact of that many people, and cars will hurt the area. They say they are having retail on the 500 East side wrapping around to Shearman Ave, where are the customers for these shops going to park on 500 East and Sherman Ave, Creating an even bigger impact on the neighborhood. The height of the building will be depriving to the cottages adjacent to it. The impact of this development is not compatible for our neighborhood. Please contact me if you have any questions or comments.

Thanks! Joseph Schmidtke

Sent from Mail for Windows

Hi Lex:

As a follow up to my voicemail, I do not think the request to change the front and corner setback for the 500 Park View Apartments should be granted.

1. Granting the setback would mean that along the 500 East frontage, it would look and feel like a solid wall from 1300 South to Sherman Avenue. Having an entire block of buildings 25 feet high and built to within 2 feet of the sidewalk would feel overwhelming on the street. This is especially in the context of the Liberty Park Place condos at 1325 S 500 E (where I live) having the required setback from the sidewalk as do the bulk of all the buildings on 500 E between 1300 S and 1700 S.

2. I believe the scale of the project has already been downsized from 34 residential units to 27 units, but I still think it is too dense for the area. With only 29 parking spaces in the underground garage, it inevitably means two-car households and/or guests will look to park on the residential side streets. The streets already have a fair number of cars parked on them.

Many thanks, Carmen Hello Lex,

My name is Angela Wright and I am a homeowner at E. Sherman Ave, Salt Lake City UT 84105. I have lived here for over ten years and have experienced the increase in both traffic and parking since moving in.

The proposed 500 Parked use development concerns me for the following reasons:

- I have an 8 year old daughter and our neighborhood has multiple kids under the age of 10. We
  have a genuine speeding problem on Sherman Avenue as people tend to use it as an alternative
  to 1300 S. It's absolutely dangerous and adding 27 more residents (AND THEIR GUESTS) will
  increase the traffic on our street significantly.
- We have Park Cafe patrons + Cafe Amour patrons parking along our road frequently. We haven't had the chance to experience what will happen when the development on the southwest corner of 1300 S. and 500 E. gets completed (which has taken multiple years at this point) but we anticipate that it will increase both parking and speeding on our street. Twenty-seven units with 27 parking spaces is not enough as the residents will undoubtedly have friends and guests visit and stay with them. That could easily lend to 20+ extra vehicles needing parking on a daily basis in an area where we do not have enough on-street parking as it is.
- It feels like the city has thousands of new housing units cropping up all over. Why do we need 27 more new ones in such a small space? Have the existing units all been sold/rented? We will already have a multi-unit space on the southwest corner of 1300 S. and 500 E. once it gets completed along with the 6 unit townhomes between 7-Eleven and Cafe Amour.
- I am also concerned about having a new apartments units versus owner-occupied units. Renters do not take the same level of care of their property as owners tend to.

I sincerely hope that you do not approve this property in our neighborhood. I truly want my child to be safe crossing our street and I don't see how adding a large percentage of units/vehicles can accomplish that.

Thank you for your consideration,



From:	sharon brouse
То:	Traughber, Lex
Subject:	(EXTERNAL) Fwd: PLNSUB2017-01052 - 500 Parkview Open House
Date:	Monday, May 24, 2021 12:44:34 PM

Forwarded message	
From: Kathy	<u>m</u> >
Date: Sun, May 16, 2021, 3:00 PM	
Subject: PLNSUB2017-01052 - 500 P	arkview Open House
To:	

My name is Sharon Brouse. I am the property owner of 460 East 1300 South. I am writing to express my concern regarding the 500 Parkview proposal PLNSUB2017-01052. I am limiting my concerns to just the alley access.

In his application packet Mr. Shipley makes several erroneous comments. In the *Site Narrative* he states:

"The site is accessed from an existing alley on the west side of the property. A portion of the alley was previously vacated, disconnecting it from Sherman Ave. The only properties that are serviced by the dead-end alley are those properties proposed for demolition. Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners."

The existing portion of the alley will have to be re-paved and regraded. Some of it will need to slope down 3' to the subgrade garage. This will not inhibit its existing use."

D200 NORTH WEST CORNER (cropped from Sheet number D200)

Please note the two white vehicles that are apparent in this, and many other, of Mr. Shirley's images. As you can see, the alley provides the only vehicle access to parking for both properties. The white truck is in front of my garage (460 East 1300 South). The white car is at parked to the right of the 4-plex, in front of the carport structure located at 464 East 1300 South. Again, the only way to access my garage, or the carport/parking area of the 4-plex is via the alley.

Mr. Shipley's statement, "The only properties that are serviced by the dead-end alley are those properties proposed for demolition." is false.

His statement, "Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners." is also false. It is my understanding that he has corrected his erroneous statement that the alley was 12' wide. Which brings up his proposal to turn the alley into a North to South one-way alley. The impact issues I see with this are:



1 - The pre-existing properties historically enter and exit from 1300 South, causing no impact to Sherman Ave.

2 - If the garage is locked (as proposed), traffic will come to a halt each time a vehicle is waiting for the garage gate to open to enter, i.e. the proposed parking garage does not provide a "neck" or waiting zone for cars entering.

3 - Traffic will stop each time the dumpsters (process still TBD) are emptied.

4 - Will the residents of 500 Parkview use the alley as the load/unload area while moving? The smallest U-Haul truck. at approximately 8'7", will not fit into the parking garage. No parking on 500 East. Parking on Sherman Ave. may or may not be available, but not "elevator friendly". The alley is the easiest choice to carry beds, couch, and etc.. to elevator. Another traffic roadblock.

5 - The proposal SW buffer zone is between the complex and driveway. The purpose of buffer zones is to mitigate the effect to the residences abutting the "CN" property. If the SW buffer zone is to fulfil it's defined purpose, it needs to be on the west property line to help 467 E Sherman Ave. mitigate the headlights and added noise.

### 21A.48.080: LANDSCAPE BUFFERS:

A. Applicability: The regulations of this section shall establish the dimensions and improvement requirements of landscape buffers as required for transitions between dissimilar uses.

B. General Restrictions: Landscape buffers shall be reserved for planting and fencing as required within this section. No parking, driveways, sidewalks, accessory buildings or other impervious surfaces shall be permitted, unless specifically authorized through the site plan review process.

Which brings up the issue with the alley location/shape. The access driveway will have to zig 5' east at the point where the private drive meets the alley (approximately 40' north of Sherman Ave.). That's without the buffer zone being properly placed.

6 - With the slope required for garage access, can the storm drains handle the extra runoff? Will water or ice accumulate at the bottom of the slope?

7 - Central Community Future Land use states:

"Improving pedestrian mobility and safety through good urban design processes is a priority within the Central Community.

• Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement."

Will the increased vehicle traffic exiting onto Sherman increase the possibility of pedestrian accidents for Sherman Ave. residents walking to/from the bus stop or businesses?

8 - Electrical/gas meters: Will the electrical meters be in the alley? They can't be located on the 500 East or Sherman Ave face, and with 0' setback on the northern lot

line, no room there either. Of course Rocky Mountain Power (RMP) states:

"Metering equipment shall not be installed in the following locations unless approved by the Power Company:

1. Any unsafe location, as determined by the Power Company 2. Any hazardous location, as defined by the NEC, for electrical equipment.

11. Where the door to the metering equipment is on (or recessed in) an external surface built within seven feet (7') of a property line, alleyway, or driveway, except when expressly permitted in advance by the Power Company.

14. Meters shall not be blocked by any materials, including shrubs, landscaping, or other vegetation

If the meters are in the alley, traffic will stop during meter reading and a danger to the RMP employee.

In closing, changes to the alley greatly affects not just traffic flow (including pedestrian traffic) on Sherman Ave., but also the residents, friends, and visitors of 460 and 464 East 1300 South. They will lose access to their properties if the alley is closed while being "re-paved and regraded". Historical traffic flow will be disrupted. Traffic will come to a standstill multiple times a day. His, "Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners." is false. They is only negative impact. There is no positive impact to the current residents as required by the CN zoning or the Central Community Master Plan.

Please do not allow the alley to be used as the primary access to the parking garage.

Sincerely,

From:	george chapman
То:	Traughber, Lex
Subject:	(EXTERNAL) Parkview Proposal PLNPCM2021-00068 comments
Date:	Tuesday, May 11, 2021 1:11:13 PM

I am against the Parkview mixed use proposal on 500 East since it does not have adequate parking on site and it relies on on street parking which negatively impacts single family homes on Sherman. Parking is important for the area, especially since SLC is taking away parking on one side of the road. I believe that the neighbors surrounding that project will mostly be against the significant negative impacts of that proposal.

George Chapman

From:	John Ewanowski
То:	Traughber, Lex
Subject:	(EXTERNAL) PLNPCM2021-00068 – 500 Parkview Mixed-Use Development Design Review
Date:	Tuesday, April 27, 2021 2:41:38 PM

#### Lex,

I'd like to voice my support, as a SLC resident and professional architect, for the abovereferenced project, as presented in the Online Open House. It is a handsome design that is appropriate in scale to the surrounding neighborhood, especially next to the under-construction buildings directly to the north on the 13th South and 5th East corner. The loss of the singlefamily residence on the corner of 5th and Sherman is regrettable, however its historic significance appears to be minimal, and replacing it with additional housing units seems to be in the best interest of SLC renters. The apartment complex at 1318-1324 S. 500 East is an eyesore, and the Think design will be a noticeable upgrade. Given the existing reduced setback in surrounding structures and the commercial nature of the intersection, I support the petition to reduce front and corner side yard setbacks in this case. Thanks,

### John Ewanowski



Dear Lex,

My name is Robert Guido. I'm a homeowner across the street, just south of this development.

**I want to lend my voice praising the project.** I greatly welcome the mixed-use adjustment compared with the former plans, which were only studios and no commercial -- this is a fantastic compromise and boon for the community. I'm supportive of the plan on the whole.

(If there's any way to require an **independent restaurant or pub** in the commercial space, then that's my vote!)

Thank you for your hard work.

Sincerely, Robert Dear Lex,

I am writing with the hopes that this email will be read and can be submitted as part of the public comment.

My husband, John Francis and I own Amour Café across the street from the proposed project at 1329 S 500 E.

Due to Covid-19 we have been juggling multiple processes, including submitting applications for grants and PPP money in hopes of strategizing next steps for us to re-open the doors; as well as daily operations for what we do have going to keep operating as we have been.

That being said, our bandwidth has been significantly stretched. Again, our hope is that you would be willing to consider our email.

What we have found in participating in the two Liberty Wells Community Council meetings and in talking with our neighbors about this development is that there are still a number of questions yet to be answered.

The representative from the City who spoke for you while you were out of town, requested that we all have patience and said: "there are not enough planners for all of the development taking place in the city". She was unable to give us clear answers about the setbacks, re-opening of the alley, alley usage and why the city was requiring the access to the project be on Sherman rather than on 500 E.

We recognize that there are multiple challenges that the city faces, each of which have been further exacerbated by Covid-19. However as neighbors, community members and taxpaying citizens (as individuals and business owners) we are feeling impacted by how the city is growing and have the following questions and concerns about this project:

- Impact on the neighborhood big projects significantly impact the neighborhood whereas neighborly developments do not. This project along with the corner project that has yet to be completed are big projects. Neither developer has been very neighborly. It is our understanding that the developer for 500 Parkview bullied the neighbors into selling their home. Both developers came in to impose upon the neighborhood for their financial gain. Neither developer plans to live at either development or be a part of this neighborhood as community members or citizens. In contrast, when we upgraded our building, we did it with the intention of creating a beautiful space for our community and neighbors to gather. Our desire was to enhance the neighborhood.
- The 500 Parkview project seems to pose these issues/questions:
  - This development more than triples the number of residents in a very small space
  - Likely, also more than tripling the traffic
  - It diminishes green space by a significant amount limiting connection of new residents to connect with nature or the neighborhood
  - Concern about the impact to ALL of the buildings on all four blocks (both sides of Sherman, east and west of 500 E) surrounding the proposed project.
    - Does the developer and/or the city take into consideration the building of such a
      project and how it might damage or harm the existing neighbors homes + investments.
    - Is there a grievance process for such damage?

Recourse?

- Infrastructure systems (e.g. water + sewer)
  - What is the city doing with regards to infrastructure to e.g. upgrade sewer and water to support these significant changes to a property that expands on the density for the site and revised usage.
    - The system was built for a certain level of impact and the changes on this block alone on 500 East from 1300 S to Sherman in the last 7 years has increased and will significantly once the project on the corner is completed and now with the potential implementation of this project.
    - Are developers contributing to these upgrades?
- Beauty/fitting in with the existing neighborhood this is an imposing project, along with the project to the north of it that remains unfinished. Both developments take away from the immediate neighbors sunlight, privacy, access to views and a sense of safety.

Since there are still many questions left unanswered, we would respectfully ask how the city can move forward in considering this project.

Thank you for your consideration of our input.

Regards,

Casee and John Francis Amour Café

Facebook | Twitter | Instagram | amourslc.com

From:	<u>Kathy</u>
То:	Traughber, Lex
Subject:	(EXTERNAL) PLNPCM2021-00068 500 Parkview
Date:	Sunday, May 30, 2021 11:48:47 PM

Hi Lex,

I hope your are having a great Memorial Day weekend.

I have been hoping that the updated "Project Narrative" would be posted online. Mr. Shirley said during the May LWCC meeting (May 12, 2021), that there was a new plan and that he "could" post it. Hopefully, my comments can be used on the new plan.

## Parking:

I understand that the parking garage is no longer to be accessed via the alley. Since the alley does, contrary to Mr. Shipley's statement, does affect other property owners. I.e., 460 and 464 1300 South depend on the alley to access their parking carport or their garage.

Parking, is of course, a hot item. Hopefully, the new parking layout addresses and brings the parking stalls up to code:

From Sec. F1.c2.v2 (slcdocs.com)

"Handicap stalls shall be a **minimum of 13 feet wide**. The minimum number of handicap stalls required is determined in U.B.C. Table No. A-31-A, Handicapped Parking Spaces Section 31.109 figure B, C, & D."

"Parking stalls adjacent to columns or side walls shall be one foot wider than the standard dimensions to accomodate [sic] door opening clearance and vehicle **maneuverability**"

Lex- Notice the maneuverability in above statement. Just because a car door has the extra space behind the support column, that does not give the extra maneuverability. - Speaking as one who has clipped the support beam while reversing out of a tight parking space.

"Substandard stalls shall not be allowed in new uses or developments even when they are not needed to meet parking requirements. Designated **compact car stalls shall not be allowed**. The dimensions given in the policy are for a 'one size fits all' design.)

While not mentioned in the above document, **21A.44.050: TRANSPORTATION DEMAND MANAGEMENT B.2:** also requires:

"Electric Vehicle Parking: The following standards shall only apply to multi-family uses. At least

one (1) parking space dedicated to electric vehicles shall be provided for every twenty five (25) parking spaces provided. Electric vehicle parking spaces shall count toward the required number of parking spaces. The electric vehicle parking space shall be:...."

Other parking garage related questions/concerns: If the parking garage is locked and accessible only to the apartment tenants, where will the handicapped customers park? Having Sherman Ave as the only entrance and exit, is there still 5 parking slots for them to claim? Sheet D201shows a fire hydrant on the Southeast and the Southwest views, combined with having Sherman Ave as the only entrance and exit, is there still 5 parking slots for them to claim? It also more than doubles the traffic flow on Sherman. Is that low impact? Will traffic calming measures be used? Will the cars exiting the parking garage block the sidewalk while waiting to turn?

### **Property Lines/Easements:**

Sheet D001 on the south (Sherman Ave) side, 500 Parkview encroaches approximately 5 feet on to the adjacent property. The east (500 East) and the north (interior side yard) do not show the utility poles or easements for them. Attachment A: Site Photos does not portray the powerlines clearly. If you magnify the lines, they are disjointed and "dashed" instead of solid - - almost as if they had been photoshopped. Here are two pictures I took:



From east side of 500 East.



Taken from the back alley in front of the trash bin. Fence is property of the 8-plex.

As you can see, the poles and the lines are within the property lines of the proposed 500 Parkway. Where are the easements?

# **Density:**

We need more apartments. But we need them per the master plan. We need them affordable and close to major public transportation lines, not just a minor one route bus line that stops service before 10 PM. This complex does not fulfill any of those conditions - They state, "The commercial space is financially supplemented by the included residential units." So are this apartments going to be "affordable"? Nope.

Then there's the bus. The 205 will take me to the opera, but it won't get me home! CN is meant for "Low impact" small-scale, low-intensity commercial and residential services. There is nothing low impact on 27 small apartments on 15,932 square feet (.37 acre). How does that serve me? One criterion requires an adherence to the Master Plans. Central Community Master Plans <u>cent.pdf (slcdocs.com)</u> shows, Low Residential/**Mixed use** 5-10 dwelling units an acre. Medium Residential/**Mixed use 10-50** dwelling units an acre.

500 Parkview comes in at 72.97 dwelling units per acre. That's with the token 1,200 sq. ft commercial pad.



Please do not recommend or approval this proposal.

Sincerely,

Kathleen Reavis E Sherman Ave

From:	David James Vergobbi
To:	Building Services; Traughber, Lex
Subject:	(EXTERNAL) RE 500 Parkview Apartments project
Date:	Friday, February 19, 2021 2:06:16 PM

Dear Mr. Traughber and Planning Commission:

We sent this letter to our city council representative Darin Mano and were told by his assistant that this project was assigned to you at the Planning Commission. So we now address you.

We live at E. Sherman Avenue and are 26-year residents of District 5. We write today with extreme concern about a proposed building site on the corner of Sherman Avenue and 500 East. The plan submitted now weeks ago is for an absurdly large, 3-story, 32-unit structure, to replace an 8-plex and a single-family home. While we realize the property is zoned "Neighborhood Commercial," any new building should enhance, reflect and be appropriate in scale for the neighborhood. The desires and business interests of developers should not be the sole deciding factor. After attending the Liberty-Wells Community Council meeting Wednesday, Feb. 10, we now know the proposed building <u>exceeds</u> and does <u>not</u> meet the Neighborhood Commercial zoning requirements and the developer is looking for the city authorities to grant him an exception. We argue this should not occur. Since this project developer requests a change in zoning laws, shouldn't this be brought before the city council?

Forty-two Zoom participants—many included two people, so the attendance was actually higher —attended the Liberty-Wells Council meeting, the great majority attending specifically to rebut this building project.

Sherman Avenue, between 400 and 500 East, is a quiet street with small, single-family homes. The "500 Parkview Apartments" design is neither small scale nor low impact. In addition, the plans show a 12-foot garage entrance and separate 12-foot garage exit directly onto Sherman Avenue. That feature alone will severely alter traffic on the street and reduce safety for residents.

As 26-year residents, we have witnessed some thoughtful, careful growth in the area. However, that has not been the case in recent years. Efforts to increase housing supply should not be achieved at a measurable cost to the way of life and property values in existing neighborhoods. City leaders and planning commissions should care about the people who already live in a particular neighborhood. New building should be achieved through thoughtful strategy and concern for all of those impacted by such growth. The "500 Parkview Apartments" plan is completely inappropriate to this neighborhood. That the project does <u>NOT</u> meet the CN zoning requirements and that the developer seeks an exception to the law, speaks to the developer's greed, <u>NOT</u> any perceived need for more dense housing in the area.

Since it is our neighborhood, we should have a louder voice in land-use decisions. So, we and several of our neighbors ask your help in moving forward with our concerns and opposition to this irresponsible development plan. Whom should we contact on your staff to assist us? Prior to the pandemic, we could presumably attend planning commission meetings and make sure our voices are heard. In the absence of in-person meetings, will you please send a Zoom meeting invitation to us and our neighbors? We have also contacted the city council with our concerns.

We thank you for your attention to this letter and look forward to your response.

Sincerely,

David J. Vergobbi Anne Riordan-Vergobbi

From:	Brad Zumbrunnen
To:	Corey Sautebin; Traughber, Lex
Cc:	Rachel Lovato
Subject:	(EXTERNAL) RE: 500 Parkview Project -500 East and Sherman Ave
Date:	Friday, May 28, 2021 3:30:44 PM

Lex, I totally agree with Corey. I can't think of a single thing that would justify modifying the current rules with a variance of 13 feet and 2. The variance is certainly not required to move forward with the development and I can think of several reasons why it should not be allowed.

- Safety. Adding extra unit(s) in what is now the front yard of the current property would make the corner unsafe for pedestrians because it would be difficult to sufficiently view the corner from a vehicle with a building so close to the street. This isn't downtown or 4<sup>th</sup> south, it is a residential neighborhood. We also already have frequent pedestrian traffic due to the proximity of Liberty Park and 711. These pedestrians will be put in further danger because it will be more difficult for them to view approaching vehicles as they round the corner to or from Sherman Ave.
- 2. Parking. This new development will bring even more people who are trying to find place to park. If every resident has a car and family or friends visiting bring a car, the congestion could easily become unacceptable. It's already approaching unacceptable and not a single bit of soil has been turned. The new development is going to oversubscribe the neighborhood parking capacity and the variance will only add to this problem with little to no benefit to the community.

I also disagree in general with the traffic situation this development will create. Cars will be using Sherman Ave as an ingress/egress point to the development due to the new driveway that will be built on the development. The increase in traffic will make Sherman less safe. Something will have to be done to limit this traffic and to ensure speed limits are obeyed. There are several toddlers and many children living and playing in the neighborhood. The last thing we want in our residential neighborhood is an increase in traffic due to high density housing, especially if safety is not addressed.

Thanks,

Brad

From: Corey Sautebin	
Sent: Friday, May 28, 2021 10:2	1 AM
To: lex.traughber@slcgov.com	
Cc: Rachel Lovato	; Brad Zumbrunnen
Subject: 500 Parkview Project -5	500 East and Sherman Ave

Lex,

Please don't allow for the variances of 13 feet and 2 feet. If you do, the developer will have more units, which in turn will have more cars on our single family residential street. The building north of it already has every variance, and is oversized. With two oversized buildings, our beautiful residential street will be overrun with car traffic. Please don't approve the proposed setbacks.

Concerned Homeowner,

Corey Sautebin



From:	David James Vergobbi
То:	Traughber, Lex; Oktay, Michaela; Mano, Darin; Riordan-Vergobbi
Subject:	(EXTERNAL) Re: Petition PLNPCM2021-00068 - 500 Parkview Mixed-Use Development - 1320 S. 500 East - Design Review
Date:	Monday, May 10, 2021 11:27:01 AM

Dear Lex,

Thank you for sending the information regarding the Parkview Mixed-Use Development - Petition # PLNPCM2021-00068 at the corner of 500 East and Sherman Avenue in Salt Lake City.

We write again to express our concerns and opposition to the size, scope, and impact of the proposed development.

After studying the Information Sheet and Project Narrative, we have specific concerns about reopening access to the portion of alley that was closed more than 20 years ago. As 26-year residents of Sherman Avenue, we were participants in several public meetings held on the subject. At that time, the alley served only the 8-plex and one small business on the NE corner of the block. In addition, some drivers used the alley as a "shortcut" to bypass the traffic light at 1300 South and 500 East. The impact on Sherman Avenue was ALL negative. Reference to the alley in the Design Review for the current proposal states, "The site is accessed from an existing alley on the west side of the property. ...Any development on the subject properties would have no negative impact on the use of the alley or the adjacent property owners." The intention is to "connect the alley through the block." So, residents of the apartments and customers of businesses in the two new buildings on the NE corner, PLUS residents of the proposed 27 units at the Parkview, could all potentially use Sherman Avenue as their access/exit point. This will most definitely have a negative impact on anyone living on Sherman Avenue. It's strangely ironic that Sherman Avenue is described as the "quieter" of the adjacent streets in D.5 of the Standards for Design Review. The potential is for well over 30 additional vehicles coming and going on this narrow, "quiet" street on any given day. This issue alone will severely increase traffic on Sherman Avenue and reduce the safety of residents. The impact will be negative.

As stated in the Zoning Ordinances Section, the proposal intends "to provide small-scale, low-intensity commercial and residential services. ...while hiding automobile access to the rear." Such a statement indicates that it's more important to hide the access than it is to consider the impact on those of us already living on the street.

A large structure, taller than any single-family home on Sherman Avenue or 500 East, is NOT small-scale. The request for variance is a request for an even larger footprint. We understand that these two lots are zoned to allow for the proposed development, but we, as residents, fail to see how such large buildings "fit" in a neighborhood of small homes. How is this good urban planning? Similarly oversized structures have been or are being built in many neighborhoods, along 1700 South, for example. The small bungalows on adjacent properties and streets, are completely dwarfed and residents feel very much negatively impacted. Such large buildings as the proposed Parkview development hardly fit the SLC.gov website's own description of Liberty Wells as a classified historic district in the National Register of Historic Places. Efforts to increase housing supply should not be achieved at measurable cost to current residents. Again, we understand the developer of the Parkview Mixed-Use Development can build a large structure, but we ask the Planning Commission to consider the impact on the neighborhood, not just the desires and business interests of this developer.

Thank you for considering public comment and input. We argue it should have some impact on decisions.

Sincerely,

David Vergobbi Anne Riordan-Vergobbi From: Traughber, Lex <Lex.Traughber@slcgov.com>
Sent: Wednesday, April 14, 2021 10:56:09 AM
To: Bridget Stuchly; Trish & Andre; David James Vergobbi
Cc: Jacob Shirley
Subject: Petition PLNPCM2021-00068 - 500 Parkview Mixed-Use Development - 1320 S. 500 East - Design Review

Good morning,

I am contacting you as a courtesy because we've either spoken via the telephone or corresponded via email to let you know that application materials for the above referenced project have been submitted to the Planning Divisions and details can be found via the Citizen's Access Portal:

## https://citizenportal.slcgov.com/Citizen/Default.aspx

To access application materials, under the "Planning" heading located mid-page click on "Check/Research Petitions". On the next screen enter petition number PLNPCM2021-00068. Click on "Record Info" and on the drop down click on "Attachments". At the bottom of the next page you will see in blue "Project Narrative & Plans 4 12 2021.pdf". This will pull up the applicant's narrative and plans.

At this point, the Liberty Wells Community Council (LWCC) has also received this information and I've requested that the applicant be scheduled for the LWCC meeting in May. Please stay in touch with the LWCC for details about their meeting. This is an opportunity to voice any concerns or raise questions that you may have about the project.

I will also be setting up an Open House for public comment in the next few days. Please see our website:

### https://www.slc.gov/planning/

Again, I just wanted to let you know that we now have a complete application for review and welcome public comment.

Let me know if you have questions.

**LEX TRAUGHBER** Senior Planner Planning Division

**DEPARTMENT of COMMUNITY and NEIGHBORHOODS** SALT LAKE CITY CORPORATION

CELL (385) 226-9056

EMAIL <u>lex.traughber@slcgov.com</u> WWW.SLC.GOV/PLANNING

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From:	Julie Newland
To:	Traughber, Lex
Subject:	(EXTERNAL) Sherman and 500 E Design Review Comment
Date:	Sunday, April 25, 2021 9:12:56 AM

I am a homeowner in Liberty Wells neighborhood. I object to the wide variety of commercial uses proposed for the proposed project. The information I read said that the commercial space would have 1 designated space and 2 on street parking spaces. If the City considers commercial use such as day care, church, veterinary clinic etc which include large gatherings and/or significant traffic coming and going on a residential street, then I completely OPPOSE this part of the proposal.

Julie Newland



From:	Dan Carvajal
То:	Traughber, Lex
Subject:	(EXTERNAL) 500 Parkview Mixed-Use Development
Date:	Thursday, April 22, 2021 7:17:44 AM

As a Liberty Wells resident the project looks great, especially with more business opportunities.

Too bad it's not taller though, should really have more units. The neighborhood could really allow for more density.

-	
Dar	1

FYI for whomever picks this project up.

#### NICK NORRIS Director

Planning Division

**DEPARTMENT of COMMUNITY and NEIGHBORHOODS** SALT LAKE CITY CORPORATION

 TEL
 801-535-6173

 CELL
 801-641-1728

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 nick.norris@slcgov.com

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www.OurNeighborhoodsCAN.com

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From: Norris, Nick Sent: Tuesday, February 2, 2021 6:42 PM

To: 'David James Vergobbi'

**Subject:** RE: (EXTERNAL) RE Proposed 32-unit apartment building on 500 East and Sherman Avenue, SLC

David,

Thank you for input. This project has not yet been assigned to one of our planners. Once it is assigned, that planner would be the point of contact for the city. The application that was submitted is for design review. Design review has two approval paths depending on the reasons for the project being submitted. The first path is a staff level approval. Staff approval is limited to only minor changes to a design review standard. The second path is a Planning Commission review. The Planning Commission process requires a 45 day public input period where neighbors and the local community council are notified and provided time to review and provide input on the proposal. After that 45 day period, then the proposal goes to the Planning Commission for a decision.

As this as not been assigned yet, we have not determined which path the project will be on. That will be identified after it is assigned and that planner can review the proposal and do an evaluation of the project compared to code requirements. I will forward your email to our entire staff so whomever is assigned the project is aware of your concerns and your desire to discuss those concerns with the assigned planner.

Planning Commission meetings are all still accessible to the public through webex. WebEx is a bit more cumbersome to navigate but is more secure than other platforms. We post information on our website and on our agendas on where to go and how to access the meetings. We are happy to help anyone who wants to participate access the meetings, including setting up trial runs to walk you through the program, how to use certain features, and how to ensure that you have the opportunity to attend virtually.

#### **NICK NORRIS**

Director Planning Division

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From: David James Vergobbi
Sent: Tuesday, February 2, 2021 6:10 PM
To: Norris, Nick <<u>Nick.Norris@slcgov.com</u>>
Subject: (EXTERNAL) RE Proposed 32-unit apartment building on 500 East and Sherman Avenue, SLC

Dear Mr. Norris,

#### nick.norris@slcgov.com

We live at E. Sherman Avenue and are 26-year residents of District 5. We write today with extreme concern about a proposed building site on the corner of Sherman Avenue and 500 East. The plan submitted last week is for an absurdly large, 3-story, 32-unit structure, to replace an 8-plex and a single-family home. While we realize the property is zoned "Neighborhood Commercial," any new building should enhance/reflect the neighborhood, not just the desires and business interests of developers. Sherman Avenue, between 400 and 500 East, is a quiet street with small, single-family homes. The "500 Parkview Apartments" design is neither small scale nor low impact. In addition, the plans show a 12-foot garage entrance and separate 12-foot garage exit directly onto Sherman Avenue. That feature alone will severely alter traffic on the street and reduce safety for residents.

As long-time residents, we have witnessed some thoughtful, careful growth in the area. However, that has not been the case in recent years. Efforts to increase housing supply should not be achieved at a measurable cost to the way of life and property values in existing neighborhoods. City leaders and planning commissions should care about the people who already live in a particular neighborhood. New

building should be achieved through thoughtful strategy and concern for all of those impacted by such growth. The "500 Parkview Apartments" plan is completely inappropriate to this neighborhood and speaks to the developer's greed, not any perceived need for more dense housing in the area.

Since it is our neighborhood, we should have a louder voice in land-use decisions. So, we and several of our neighbors ask your help in moving forward with our concerns and opposition to this irresponsible development plan. Whom should we contact on your staff to assist us? Prior to the pandemic, we could presumably attend planning commission meetings and make sure our voices are heard. In the absence of in-person meetings, what are our options?

We thank you for your attention to this letter and look forward to your response.

Sincerely,

David J. Vergobbi Anne Riordan-Vergobbi Hi Jacob,

I received these comments from Caitlyn Lutsch, the Chairperson of the Liberty Wells Community Council; I asked her if I could share them with you. From a Planning perspective, it is very beneficial to have comments early on in the process so that they can be addressed, to the extent possible, before we would reach a public hearing setting. I would encourage you and your client to take these comments/concerns into consideration as you work on the development proposal.

Let me know if you want to discuss or have any questions.

**LEX TRAUGHBER** Senior Planner Planning Division

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From: Caitlin Lutsch

Sent: Thursday, February 18, 2021 5:41 PM To: Traughber, Lex <Lex.Traughber@slcgov.com> Subject: (EXTERNAL) Re: CC Meeting Follow-up

Hi Lex,

Yes! Thank you for following up. I've summarized the feedback below:

• The biggest concern is that neighbors do not think this project as proposed meets the CN zoning purpose, specifically small scale, low intensity commercial uses that can be located within and serve residential neighborhoods. As far as we know, this project does not provide any commercial use that serves the residential neighborhood. We have a few well-loved neighborhood businesses within Liberty Wells (most are on the edges) and we'd love more -

so residents feel that any proposed development in the CN zone should have to comply with that requirement.

- People think the existing apartment building on that lot fits much better in our neighborhood than a new larger apartment building. They are also concerned about the displacement of those residents. I know this isn't in the scope of the design review and that planning doesn't control affordability, but I want to make sure this is noted for wider advocacy of protecting naturally occurring affordable housing any way we can. There were also questions about the affordability of the new apartments.
- Many neighbors acknowledge that the city is growing and we'll have more density, but just feel this is too big for the proposed space. They'd like a smaller mixed-use development that incorporates neighborhood businesses.
- As expected, there were quite a few vocal residents concerned about parking. I spoke to a few of them directly about the reality of our growing city and how we expect to provide housing to everyone while expecting parking to stay the same. This is an ongoing discussion.

I'm sure you'll hear more from residents directly, and we let everyone know that there would be a future meeting with both the planner and architects to discuss this in more detail. Let me know when you have a better idea of when that could be / whether it would be an open house or community council meeting.

Thank you! Caitlin

On Wed, Feb 17, 2021 at 1:51 PM Traughber, Lex <<u>Lex.Traughber@slcgov.com</u>> wrote:

Hi Caitlin,

Just wanted to follow up our telephone conversation from last week. Was there any discussion of the project at 1320 S. 500 East (500 Parkview)? You had mentioned that you were going to try to get neighbor input/feedback on what folks would like to see (or not see) at the property? Wondering if you have any information to share?

Thank you,

**LEX TRAUGHBER** Senior Planner Planning Division

**DEPARTMENT of COMMUNITY and NEIGHBORHOODS** SALT LAKE CITY CORPORATION

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From:	<u>J K</u>
To:	Traughber, Lex
Subject:	(EXTERNAL) 500 Parkview Mixed-Use Development
Date:	Wednesday, April 21, 2021 10:14:32 PM

To whom it may concern:

I am very concerned about the proposed mixed-use development at 500 Parkview.

I am not opposed to mixed-use development, but there are several aspects of this plan that concern me.

My first concern is that this proposal would not meet the setback requirements. No new single family home plan would be approved if it did not meet setback requirements; I do not see a reason why a large development should be any different.

My second concern is that the parking proposed in this plan is completely inadequate. One parking space for each apartment and a small amount of street parking per business is not adequate. If the builders cannot fit adequate off-street parking into their plan, then they should reduce the size of their project. Period.

Please do not ruin our neighborhood.

Sincerely, Jennifer Koh Lex,

I would like to comment on the plans submitted for approval on 500 E and Sherman. I own a home on Park St. just around the corner and my parents live on the corner of Sherman and Park St. So, I am very vested in having this development add to our neighborhood and its long-term success. We already have substantial traffic and parking in our neighborhood from the patrons of the Park Cafe. This parking frequently creates hazardous conditions with people parking too close to the intersection making visibility difficult. It also creates a lot of High-speeding traffic on Sherman that creates an unsafe environment for my kids to cross the road. I bring this up because adding 27 units and only 29 parking spaces is just completely unsustainable for this neighborhood. The streets will be filled with guests or tenants for the residents of this facility, leaving no spaces for any retail patrons. I love the idea of having some small businesses in the neighborhood. But, if nobody has a place to park they will not be successful.

The density of the units is only achieved by not following the proper setbacks on the lot. If proper 15' setbacks were maintained, fewer units would be available which would cut down on the traffic, etc. It would also provide residents outdoor space of their own. At least 2 spaces per unit should be provided for adequate resident and guest parking.

Overall, I like this design much better than what was previously submitted, but I still see it as a design purely for profit and not adding sustainable housing to an established neighborhood for future success.

Please consider requiring more parking per unit or few units along with more green space.

Thank you, Brita Manzo

From:	John Peterson
То:	Traughber, Lex
Subject:	(EXTERNAL) 500 Parkview Mixed-Use Development
Date:	Tuesday, May 4, 2021 8:36:31 PM

I want to register my opposition to this project. I am NOT against mixed use development, nor am I against increased density in my neighborhood but this is not an appropriate project for this location. I think the 1200 feet of commercial space is the only good thing about this project. 27 apartments with only 29 parking spaces means that the entire neighborhood will be overrun by parking overflow. If every resident has either just one partner or a friend over that is 27 additional parking spaces needed. Even assuming some friends walk and not every unit has 2 cars it is still not a very workable situation for the neighbors. In fact this looming project is a primary reason why two of my friends who would be directly impacted are selling their house across the street.

I would fully support something reasonable like 6 townhomes with attached garages or something like is being built next door to it incorporating a reasonable mix of residential/retail/commercial. This project seems intended only to maximize profit for the developer with little to no corresponding benefit to the community. I know that increased density is coming but this is too much.

thank you for your consideration of my comments John M Peterson



Good Morning, Chad.

Thank you very much for your thoughtful comments and concerns. This application was just assigned to Lex Traughber this week, he is a Senior Planner in our division.

Please know that if this project moves forward you will be noticed of all public hearings and invited to participate and speak to the project.

We are just starting our review, please let us get into the details and will have more information to share in the new future.

Thank you,

MICHAELA OKTAY, AICP Deputy Director Planning Division

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From: CHAD WILLIE

Sent: Wednesday, February 10, 2021 8:34 PMTo: Oktay, Michaela < Michaela.Oktay@slcgov.com>Subject: (EXTERNAL) Apartments on 1320 south 500east

Hello

I'm concerned over this building proposal on the southwest corner of Liberty Park. (1320 S. 500 E., near Sherman Avenue) They want to tear down a 1920s bungalow and apartments to build 32 tiny apartments. The new building proposal doesn't match the neighborhood at all plus has no commercial shops.

I would like to see something that matches the neighborhood (more brick and character) less stucko! Also not so many apartments crammed in this little space. Maybe townhomes plus local shops? I've owned a home in this area

for 20 years. We don't need the extra congestion and traffic this apartment building will bring. I attached a link to the building. Please let me know where and when we can have some say in what's being built in our neighborhood. Do residents even have a say in what is being built in our neighborhood?

Thank you



https://www.buildingsaltlake.com/eight-plex-would-be-replaced-by-32-new-apartments-under-proposal-for-low-density-liberty-wells-neighborhood/

Kathy,

Through the course of any given project review, it is common, if not the norm, to entertain multiple revisions in plans. I've reviewed 4 or 5 iterations of this proposal. The applicant's revised plans are based on Planning Staff and other City Department/Division comments as well as comments received from the public. The latest plans, as you note, are available via the Citizen's Access Portal. The posted plans dated 6/11/21 are the plans that will be reviewed by the Planning Commission. We are tentatively scheduling the proposal for a public hearing with the Planning Commission on 7/14/21. If this agenda is too full, as determined by Planning management staff, the proposal would be bumped to the next hearing which occurs on 7/28/21.

It is not the intent of anyone to pull a "bait and switch" with revised plans. It is simply the way the development review process works.

I will forward your comments on to the members of the Planning Commission as part of the Planning Division's staff report for their consideration.

Sincerely,

**LEX TRAUGHBER** Senior Planner Planning Division

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From: Kathy Sent: Wednesday, June 16, 2021 3:13 PM **To:** Traughber, Lex <Lex.Traughber@slcgov.com> **Subject:** (EXTERNAL) Bait and Switch on 500 Parkview -PLNPCM2021-00068

Lex,

I see where Mr. Shipley submitted a new Project Narrative and Project plans for 500 Parkview -PLNPCM2021-00068.

Since he submitted a new Proposed Development Description that materially differs from the original, does not this require the first proposal to be closed/cancelled and the new proposal re-submitted? The Processing Status checks were performed on the original proposal. Examples, since Fire Code Review, additional dwelling units have been added. Stair wells moved. Storage/Mechanical rooms moved and/or eliminated. Unscreened dumpster location changed. Ingress/Egress to commercial space changed (NE door is now a window). A planned parking space in front of fire hydrant.

Since the Transportation Review, the garage entrance location and width has changed. The traffic flow in the garage has change from a circular path to one where the lane dead ends at a wall. If all 6 of the eastern parking spaces are filled, the driver will either have to perform a U-turn (within the 24' 1" lane space) or backup past the 6 spaces to the east-west lane. The SE parking space is next to a wall (no additional width). The driver will have to completely pull out of this space before they can begin turning their car. These are just two examples, does the new proposal meet the criteria for all the Processing Status checks?

With the new proposal, the eastern (500 East) face has drastically changed. The comments regarding the east face setback are no longer valid. It is no longer inviting to pedestrian traffic. Starting from the north and heading south, a cold metal door leads to the stairwell. Glass door where one can view a small 77 sq. ft. room filled with mailboxes and a small elevator. The square and rectangular windows with their ramrod straight edges, mock grating, and their "stay away" planter boxes shout, "Industrial area!" Do Not Come Close! What's with those small windows? Finally there is a nice large tall window that looks into the commercial space. A window, not a door. Then more of the industrial looking windows - complete with small rectangular window. More tall (these ones are inviting) windows and gasp! finally a door! All in all the development is not very enticing. Nor does it reflect the neighborhood's heritage.

The property to the north had the set back reduced to include a patio to entice people into the shop, or a place to sit and chat. That is not the case with 500 Parkview. There is a couple of small benches where maybe two people could sit, but there is not a place for neighbors, or friends, to meet. The set back should not be approved as it actually repels the pedestrian with its closed in, cramped, industrial looking façade.

Lex, if you recommend this proposal, which proposal are you recommending, the one that has gone through the Process Status checks, or the new, complete with new proposal narrative, that has not been reviewed? Please close the original proposal and let the new proposal start at square one. New process checks, new Open House. Please do not allow this bait and switch to happen.

Speaking of open house, I have yet to receive any feed back to my submitted questions/concerns.

Thank you,

Kathleen Reavis

From:	<u>Oktay, Michaela</u>
To:	Trish & Andre
Cc:	Traughber, Lex
Subject:	RE: (EXTERNAL) Proposed development 1320 S 500 E in Salt Lake City
Date:	Wednesday, February 10, 2021 12:24:41 PM

Dear Trisha and Andre,

Thank you so much for your thoughtful and well laid out concerns. We have the application and it was just assigned to a planner yesterday. Please let me connect with the Planner and understand the proposal details better before offering a response.

Because of your proximity to the project, you will be notified of public hearings. Let us review the project and get back to you.

Thank you for your patience.

Best,

MICHAELA OKTAY, AICP Deputy Director Planning Division

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-----Original Message-----From: Trish & Andre <photogs@xmission.com> Sent: Tuesday, February 9, 2021 2:23 PM To: Oktay, Michaela <Michaela.Oktay@slcgov.com> Subject: (EXTERNAL) Proposed development 1320 S 500 E in Salt Lake City

To Michaela,

We are long time residents of Salt Lake City and live on Sherman Avenue directly west of the recently proposed development on 1320 S 500 E. We are opposed to this development. It is not only outrageous in scale but will increase the amount of congestion, noise, traffic and cars on Sherman Avenue which has already been impacted by the corner project on 500 E and 1300 S. That development has taken over 4 years and is still not completed. This newest proposal states that there would 32 units in the building. It is an outrageous amount of apartments crammed onto a small lot. Our home is mere feet from this potential monstrosity, we will literally be in the shadows of this building, we will lose all natural light and views and have no privacy. Our property value will also take a hit. The proposed parking garage entrance and exit onto Sherman is unacceptable. This is a residential street and is not able

to withstand that kind of traffic and overall congestion. Our entire community will be negatively affected.

There seems to be a common theme with the increased development; residents complain, city approves development, regardless, of residents concerns. I understand that housing is in high demand with the influx of new residents but Liberty Wells DOES NOT need "more density" as stated in the buildingsaltlake.com article. We are all for progress but this isn't the way to do it. How can this building be 3 stories? CN zoning only allows for 2 stories in this neighborhood. The rendition shows windows on the west side of the building, both the corner development under construction on 1300 S and 500 E and the 8 plex on 1320 S 500 E do not have windows on the west side. Why would this building be allowed windows on the west side, especially, if it is built to the property line? Digging a giant hole to accommodate underground parking will have detrimental effects environmentally, impacting the artesian wells in this area not to mention what it might do our old, unreinforced, masonry brick home.

This kind of greed at the expense of the residents must stop. There is zero thought how this will fit into our community, such is the tale throughout Liberty Wells, Sugarhouse and many of these beautiful old neighborhoods. We are long time residents and deserve to be heard regarding this absurd, potential development. This is an egregious proposal and needs to be rethought and scaled back entirely. We urge you to take our concerns seriously.

Sincerely,

Trisha Empey and Andre Ramjoue E Sherman Avenue Salt Lake City, Ut 84115 -

This is a terrible plan for those who live on Sherman Avenue. How do you justify that there is a need for type of high density living.

Sent from my iPhone

From:	Chindanout Sayasith			
То:	<u>Traughber, Lex</u>			
Subject:	(EXTERNAL) 500 Parkview Project			
Date:	Saturday, May 29, 2021 11:39:43 AM			

Please do not consider allowing the builder to build all the way to the side walk. This is a family community with young kids and family that walks to the park. As there will be an increase in traffic, there is a need for safety. Sherman Ave and 500 East must be safe for pedestrians and commuters to cross and left turn onto north bound as well. Please do not let the builder build all the way to the street, please make sure the follow the city ordinance. Thank you for reading.

•

From a concern taxpayers homeowner

Sent from my iPhone

# ATTACHMENT F: CITY COMMENTS



# Work Flow History Report 1320 S 500 E PLNPCM2021-00068

Date	Task/Inspection	Status/Result	Action By	Comments
1/28/2021	Pre-Screen	Accepted	McNamee, Michael	
1/28/2021	Pre-Screen	In Progress	McNamee, Michael	Applicant needs to pay required fee for public notice. Emailed 1/28.
2/8/2021	Staff Assignment	Assigned	Traughber, Lex	
2/17/2021	Staff Assignment	Incomplete	Traughber, Lex	
4/14/2021	Planning Dept Review	In Progress	Traughber, Lex	
4/14/2021	Staff Assignment	Complete	Traughber, Lex	
4/14/2021	Staff Assignment	In Progress	Traughber, Lex	
4/14/2021	Staff Assignment	Routed	Traughber, Lex	
4/16/2021	Zoning Review	Complete	Hardman, Alan	The applicant came to a DRT meeting (DRT2021 -00011) on 1/20/2021. Zoning comments were provided at the time and are still applicable. The applicant will also need to submit a Lot Consolidation application to combine the two parcels. No additional zoning comments.
4/21/2021	Fire Code Review	Complete	Bateman, Douglas	All ground level exterior portions of the building shall be located within 150-feet of fire department access road measured by an approved route. If the building is built to property lines or cannot provide the set pack distance for the approved route, fire sprinklers shall be added through the AMM process with an increase of 0.05 gpm/sq ft of the occupancy requirement with automatic smoke detection in all public and common spaces. *Fire Department Connections shall be located on street address side of building and have a hydrant within 100-feet *Fire department access roads shall provide a minimum clear width of 20-feet and clear height of 13-feet 6-inche, and be designed to withstand impacted loads of 80,000 pounds. Alley ways that do not meet these dimensions are not considered in the planning process as fire department access *Hydrants shall be located within 400-feet of all ground level exterior portions of the building. Distances are increased to 600-feet with fire sprinklers installed.
4/26/2021	Building Review	Complete	Warlick, William	No comment
4/30/2021	Engineering Review	Complete	Weiler, Scott	Design of public way improvements will be needed and a public way permit issued prior to performing work in the public way.
5/21/2021	Transportation Review	Complete	Barry, Michael	The parking calculations are not correct, but as i run the calculation, the parking is adequate. They should provide ADA parking and one EV parking space with a charging station. They should provide a parking layout fully dimensioned.
7/6/2021	Planning Dept Review	Complete	Traughber, Lex	
7/6/2021	Police Review	Complete	Traughber, Lex	The Police Department was contacted for comment on 4/14/21. No comments were received.

7/6/2021	Staff Review and Report	In Progress	Traughber, Lex	
7/7/2021	Public Utility Review	Complete	Traughber, Lex	No comments received as of the preparation and distribution of the staff report.
7/7/2021	Public Utility Review	Complete	Traughber, Lex	The water mains in 500 East and Sherman are both 6" mains and may not provide adequate fire flow. One or both of these mains may need to be upsized. Reduced front yard setbacks need to provide for utilities and meters. Utilities may need to be relocated and encroachments will likely not be permitted for utility boxes or building elements. Building will need to be submitted for building and utility permit review. Unused water and sewer services must be capped at the main.

From:	Barry, Michael
То:	Traughber, Lex
Cc:	Oktay, Michaela; Young, Kevin; Larson, Kurt
Subject:	RE: 500 Park View - PLNPCM2021-00068
Date:	Thursday, June 3, 2021 8:09:12 PM
Attachments:	F1.f2 Standard Detail for Bicycle Parking.pdf

Lex,

The comments in red need to be addressed.

Number and type of parking stalls provided:

- There are twenty nine (29) 1-bedroom units and 1,068 sf of retail requiring a minimum of thirty one (31) parking spaces; thirty four (34) parking spaces are provided, including four (4) on street parking spaces.
- Two (2) ADA parking spaces are required, two (2) ADA parking spaces are provided.
- One (1) electric vehicle parking space is required, none are provided. The EV parking station should be equipped with a standard EV charging station and signage indicating that these parking spaces are for exclusive availability to EV's.
- Two (2) bicycle parking spaces are required, six (6) bike parking spaces exterior to the building are provided and an additional bike storage room interior to the building is provided. The bike racks exterior to the building are depicted without dimensions and are shown very close to a planter (?); there should be at least two feet (2') of clearance around the bike racks. In addition, a detail of the bike racks should be provided and can be found online at <a href="http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf">http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf</a>. See attached bike rack detail.
- There are four (4) parking spaces labeled "Compact" which have acceptable dimensions for standard parking spaces, however, because these parking spaces are only eight feet six inches (8'6") wide, the aisle width needs to be increased to twenty four feet one inch (24'1"); the aisle width shown is twenty two feet seven inches (22'7") which is acceptable for the nine-foot (9') wide parking spaces, but not acceptable for the narrower parking spaces. If all the parking spaces were nine feet (9') wide, then there would be no problem.
- The garage entrance on Sherman appears to be set back from the sidewalk sufficiently to provide adequate sight distance for pedestrians. The ten-foot (10') sight distance triangles should be shown on the plans for verification.

I didn't see anything else to comment on. Please let me know if you have any questions.

**MICHAEL BARRY, P.E.** Transportation Engineer Transportation Division

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