



# Staff Report

PLANNING DIVISION  
COMMUNITY & NEIGHBORHOOD DEVELOPMENT

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**To:** Salt Lake City Planning Commission  
**From:** Katia Pace, 801-535-6354, [katia.pace@slcgov.com](mailto:katia.pace@slcgov.com)  
**Date:** December 15, 2021  
**Re:** PLNPCM2021-00898, 1301 S State Street - Coachman Mixed Use - Planned Development

## PLANNED DEVELOPMENT

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**PROPERTY ADDRESS:** 1301 South State Street  
**PARCEL ID:** 16-07-358-001 and 16-07-358-008  
**MASTER PLAN:** Central Community Master Plan  
**ZONING DISTRICT:** FB-UN2 (Form Base Urban Neighborhood 2)

**REQUEST:** Ryan Mackowiak, representing the property owner, is requesting a Planned Development to build the Coachman Mixed Use. The development would consist of a 5-stories building and underground parking. Above the underground parking it will have restaurant/commercial on the street level, structured parking/storage space on the second level, and approximately 112 condominiums on the three floors above. The project will be studios, 1-bedroom & 2-bedroom owner occupied condos.

The reason for the Planned Development is to allow an increase in the length of the building façade and to allow a 23-foot setback on the corner yard. At the sidewalk level, the building will have three separate and distinct spaces divided by vehicular and pedestrian access points. The floors above the ground level will be contiguous 551.5 feet. The maximum length of any building façade facing a street in the FB-UN2 is two hundred feet (200'). The maximum corner yard setback is 10 feet with a minimum of 50% of street facing facade having to be built with no setback. The front yard facing 1300 South will need to be extended beyond the 50% maximum allowed, or 23 feet, because of existing power lines that will prohibit construction under it.

**RECOMMENDATION:** Based on the findings listed in the staff report, it is Planning Staff's opinion that the project meets the applicable standards and therefore recommends the Planning Commission approve the requests with the following conditions:

1. Applicant shall comply with all required department comments and conditions.
2. Delegate lighting to staff as a condition of approval.
3. That staff is given the ability to make necessary modifications to the approved plans to meet the technical requirements imposed by the County Flood Control.



*Rendering looking towards Southeast. Corner of 1300 South and State Street.*



*Rendering looking towards Northeast. State Street façade.*

## **ATTACHMENTS**

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- A. [Vicinity Map](#)
- B. [Renderings](#)
- C. [Elevations](#)
- D. [Site, Landscape, and Floor Plans](#)
- E. [Additional Information & Narrative](#)
- F. [Property & Vicinity Photographs](#)
- G. [Master Plan and Zoning Standards](#)
- H. [Analysis of Standards – Planned Development](#)
- I. [Public Process & Comments](#)
- J. [Department Review Comments](#)

## **BACKGROUND**

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A restaurant and an office building currently occupy the site. These existing structures will be demolished. The Parley's Creek runs through this site as an underpass concrete culvert.

Properties adjacent to this site are:

- East: is a multi-family parcel that is zoned RMF-45.
- South: is the Utah State Department of Workforce and Human Services zoned CC.
- West: Across the street there are several parcels with a variety of land uses such as retail, restaurants and a gas station that is zoned CC. And across the street, kitty corner to this site is a drive-inn restaurant that is zoned CC.
- North: Across the street there is a strip mall with a bank on the corner that is zoned CC.

On March 16, 2021, the Salt Lake City Council approved a map zoning amendment changing the zone of this property from CC (Commercial Corridor) to FB-UN2 (Form Base Urban Neighborhood 2) with the condition that the two lots be consolidated. The applicant is working on submitting a subdivision application that would consolidate the lots so that the ordinance can be published. Meanwhile, this application is being reviewed as if the zoning of the property was FB-UN2.

## **PROJECT DESCRIPTION**

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The development would consist of a mixed-use 6-stories building with underground parking, restaurant/commercial on the street level, structured parking/storage space on the second level, and approximately 112 condominiums on the three floors above. The project will be studios, 1-bedroom & 2-bedroom owner occupied condos. The project will include on-site amenities such as a common courtyard, club house, and a fitness room. The developer would like to make this an affordable housing project.

The underground floor will be a parking structure with concrete construction. At the street level there will be commercial, restaurant and ground floor parking, at the second level there will be more parking. Levels 1 and 2 will be type I construction. The top 3 stories will be residential and common space build with wood-framed type III construction.

Exterior materials proposed for the building:

- Brick: red/brown and light gray
- Metal panel: gold/yellow, chocolate/brown, tan/beige and light gray
- Fascia panel: chocolate/brown and gold/yellow
- Concrete: natural

The main entrances, restaurant, commercial spaces, and structured parking will be at the ground level. The building will have three separate and distinct sections divided by vehicular

and pedestrian access points. The floors above the ground level will be a contiguous façade of 551.5 feet.

At the point where Parley's Canal passes through the property, the project would be built with a 16 ft. clearance from the culvert and 15 ft. horizontally away from each side of culvert.

Parking provided by use:

- Housing 168 stalls
- Retail 36 stalls
- Office 18 stalls
- Restaurant 15 stalls



## KEY ISSUES

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The items below were identified through the analysis of the project and department review comments.

### ISSUE 1

#### 200 Feet Façade

One of the requested modifications is to build the front façade length more than 200 feet. The proposed façade length is approximately 551.5 feet. The purpose of establishing a maximum building façade length is to break up large expanses of a building.

The shape of the lot at this site is long and narrow. To optimize the lot the proposed building would have an extensive wide façade. To mitigate the extent of the width of the building, the proposed design will break up the ground floor into three distinct spaces to create spaces which are more human in scale and comfortable to the pedestrian.



Changes in modulation, materials and fenestration can give the perception that the building is three separate buildings. If the commission determines that the design of the building does not meet the standards of approval for modifying the max length of the ground floor, then Staff recommends that the Planning Commission discuss the following as potential conditions of approval:

1. Making the ground floor of section 1 different from section 2 through design and material and consistent with the floors above.
2. Making the ground floor of section 2 different from sections 1 and 3 through design and material and consistent with the floors above.

Section 1



Section 2



Section 3



**ISSUE 3**  
**Parley's Canal**

Parley's Creek starts at Mount Dell Dam and Reservoir and empty into the Jordan River. It's mostly underground. At the site for this development, Parleys Creek runs through a concrete culvert. The proposal is to build around the creek with a vertical 16 ft. clearance from the area where the culvert is located and a 15 ft. horizontally clearance away from each side of culvert.

Salt Lake County Flood Control has issued a temporary permit and a final permit will be based on construction drawings. Additional conditions may be required when plans are submitted.

Staff recommends that the Planning Commission give the staff the ability to make necessary modifications to the approved plans to meet the technical requirements imposed by the County Flood Control. An alternative is for the commission to create a condition that any changes to the plans created by Flood Control be brought back to the Planning Commission as a major modification.



*Location of the culvert underneath the vehicle access.*



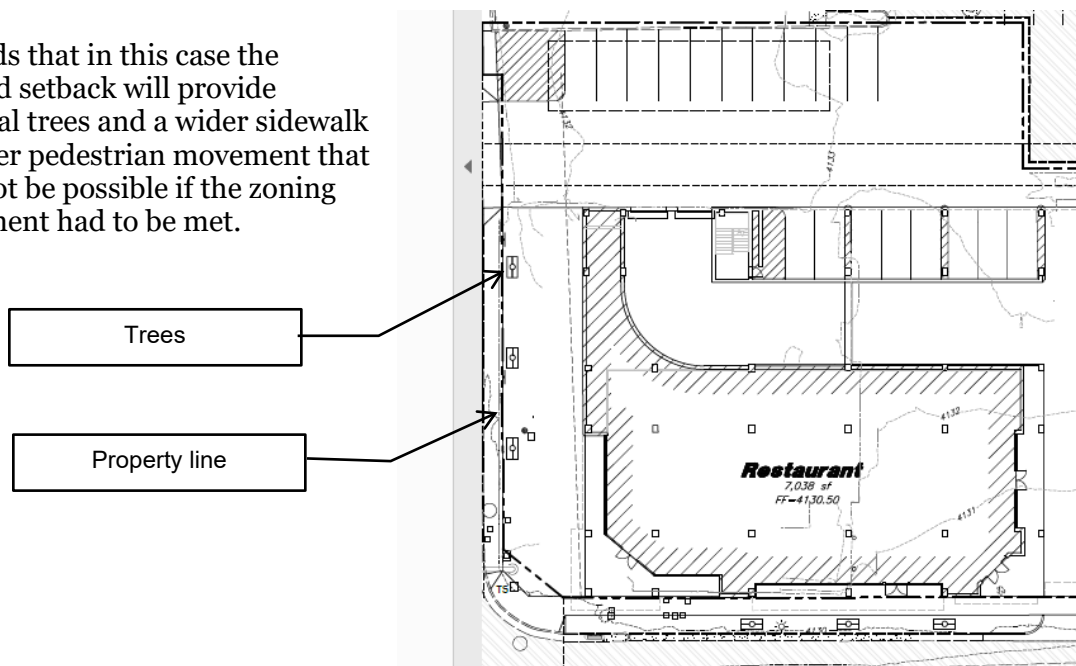
*Where Parley's Creek goes underneath the site.*

**ISSUE 4**  
**Setback on 1300 South**



The other requested modification is to have the building façade facing 1300 South to be built 23 feet from the property line. The maximum corner yard setback is 10 feet with a minimum of 50% of street facing facade having to be built with no setback. Locating new buildings at or near the front property line helps to engage sidewalk activity, providing visual interest and variation for pedestrians. However, the front yard facing 1300 South will need to be extended beyond the 50% maximum allowed because of existing power lines that will prohibit construction under it. Also, the sidewalk on 1300 South is approximately 5 feet with a tight room for pedestrian movement. The applicant is proposing a 23-foot setback to provide a pedestrian walkway with trees along the sidewalk.

Staff finds that in this case the increased setback will provide additional trees and a wider sidewalk and better pedestrian movement that would not be possible if the zoning requirement had to be met.





## **APPLICABLE REVIEW PROCESSES**

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**Planned Development:** the maximum length of any building façade facing a street in the FB-UN2 is two hundred feet (200'). The applicant is requesting a modification to the zoning rules to allow an increase in the length of the building façade to approximately 551.5 feet.

The maximum corner yard setback is 10 feet with a minimum of 50% of street facing facade having to be built with no setback. The front yard facing 1300 South will need to be extended beyond the 50% maximum allowed, or 23 feet, because of existing power lines that will prohibit construction under it.

The Planned Development process includes standards related to whether any modifications will result in a better final product, whether it aligns with City policies and goals, and is compatible with the area or the City's master plan development goals for the area. The full list of standards is in [Attachment H](#).

The project would require a condominium plat to be able to make the units owner occupied. This subdivision process can get started after the approval of the Planned Development.

## **DISCUSSION**

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The development has been reviewed against the Planned Development standards ([Attachment H](#)), complying with the development expectations articulated in the master plans for the area. As the applicant is generally meeting applicable standards and guidelines for the associated reviews, staff is recommending approval of the proposed development with the suggested conditions noted on the first page of this staff report.

## **NEXT STEPS**

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### **APPROVAL**

#### **Planned Development**

If the proposal is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit plans for building permits for the development and the plans will need to meet any conditions of approval in those plans. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met. In addition, if the applicant desires the housing component to be owner occupied, the applicant can apply for a condominium subdivision process.

### **DENIAL**

#### **Planned Development**

If the Planned Development request is denied, the applicant could build three separate buildings.

# ATTACHMENT A

## Vicinity Map

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# ATTACHMENT B

## Renderings

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*Rendering looking towards Southeast. Corner of 1300 South and State Street.*



*Rendering looking towards Northeast. State Street façade.*

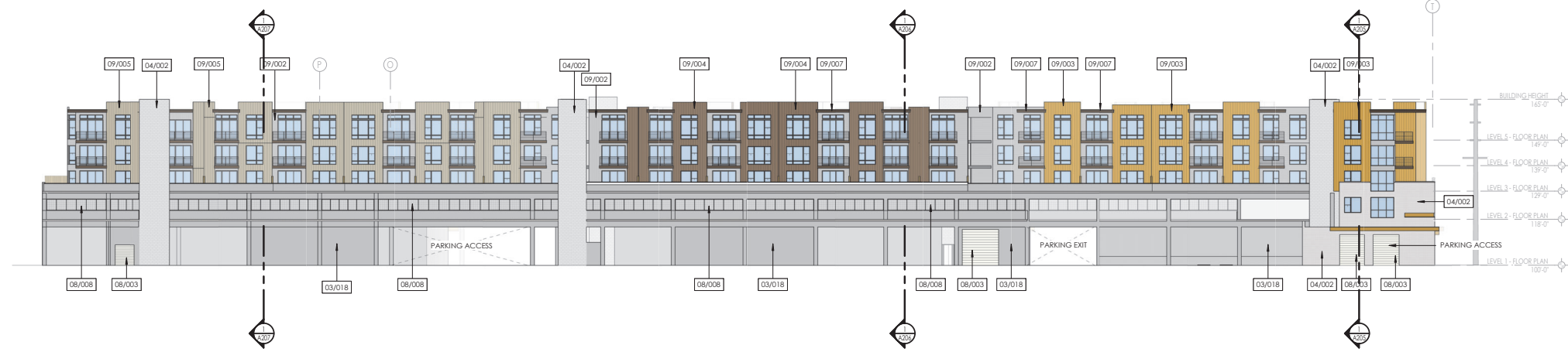
# **ATTACHMENT C**

## Elevations

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**1 WEST ELEVATION (STATE ST.)**  
3/64" = 1'-0"

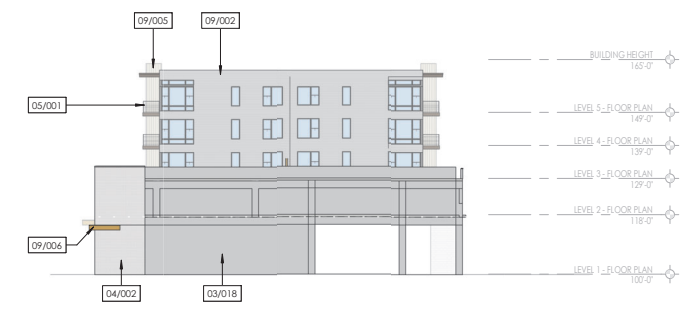


**2 EAST ELEVATION**  
3/64" = 1'-0"



**3 NORTH ELEVATION (1300 S.)**  
3/64" = 1'-0"

**GLAZING CALCULATIONS**  
AREA OF WALL BETWEEN 2' AND 8' ABOVE SIDEWALK = 679 sf  
AREA OF GLAZING = 445 sf = 66% (60% REQ'D)



**4 SOUTH ELEVATION**  
3/64" = 1'-0"

**GLAZING CALCULATIONS**  
AREA OF WALL BETWEEN 2' AND 8' ABOVE SIDEWALK = 2,820 sf  
AREA OF GLAZING = 2,030 sf = 72% (60% REQ'D)

**PROJECT GENERAL NOTES**

- ALL MEASUREMENTS ARE FROM FACE OF STRUCTURE (WOOD, CONCRETE) TO FACE OF STRUCTURE UNLESS NOTED OTHERWISE. DIMENSIONS TO EXTERIOR GRID LINES REPRESENT EXTERIOR FACE OF STRUCTURE.
- DO NOT SCALE DRAWINGS.** ARCHITECT SHALL NOT BE RESPONSIBLE FOR DIMENSIONS, TAKEOFFS OR CALCULATIONS BASED ON DIGITAL MEDIA. REFER TO PRINTED DIMENSIONS ONLY. DRAWINGS OF A LARGER SCALE TAKE PRECEDENCE OVER DRAWINGS OF A SMALLER SCALE.
- FIRE RATED ASSEMBLIES SHALL BE CONTINUOUS BOTH HORIZONTALLY AND VERTICALLY AND SHALL EXTEND FROM RATED ASSEMBLY TO RATED ASSEMBLY. FIRE CAULK ALL PENETRATIONS.
- PROVIDE CAULKING AND MIN. 5" COUNTERFLASHING AT ALL EXTERIOR WINDOWS AND DOORS. FLASHING SHALL BE INSTALLED AT THE PERIMETER OF EXTERIOR DOOR AND WINDOW ASSEMBLIES AND EXTERIOR WALL TRANSITIONS TO ROOF AND HORIZONTAL PROJECTIONS. FLASHING SHALL BE INSTALLED AT ALL EXTERIOR FINISH MATERIAL TRANSITIONS AND SHALL CONFORM TO MANUFACTURER'S RECOMMENDATIONS. THE FLASHING SHALL BE CORROSION RESISTANT w/ A 1/2" DRIP EDGE ANGLE EXTENDING PAST THE FINISH EDGE. FLASHING IS REQUIRED AT THESE LOCATIONS REGARDLESS OF ITS INCLUSION IN ASSOCIATED DETAILS.
- ALL FLASHING MUST BE INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE FROM ENTERING THE WALL OR TO REDIRECT IT TO THE EXTERIOR.
- FIRE EXTINGUISHERS, SMOKE DETECTORS AND OTHER EMERGENCY DEVICE LOCATIONS AND RATINGS SHALL BE APPROVED BY FIRE MARSHAL PRIOR TO INSTALLATION.
- ALL ASPECTS OF THIS PROJECT SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND THE ASSOCIATED DETAILS - SEE "G" SHEETS.** IF CONFLICTS OCCUR WHICH MAKE COMPLIANCE WITH THE ADA IMPOSSIBLE, NOTIFY ARCHITECT IMMEDIATELY BEFORE CONTINUING THE WORK.
- CONTRACTOR AND SUBCONTRACTORS SHALL PERFORM THEIR DUTIES AND TRADES IN A MANNER CONFORMING TO THE PROCEDURE REQUIREMENTS STATED IN THE LATEST EDITION OF THE INTERNATIONAL BUILDING CODE.
- CONTRACTOR AND SUBCONTRACTORS SHALL REVIEW THE CONSTRUCTION DOCUMENTS IN THEIR ENTIRETY AND SHALL BRING ANY CONFLICTS OR REQUESTS FOR CLARIFICATION TO THE ATTENTION OF THE ARCHITECT PRIOR TO ACCEPTING A CONTRACT FOR CONSTRUCTION.
- ALL WOOD WHICH COMES INTO CONTACT WITH CONCRETE SHALL BE PRESSURE-TREATED.

**KEYNOTE LEGEND**

- 03/018 CAST-IN-PLACE CONCRETE WALL - STANDARD CONCRETE FORM EXTERIOR FINISH - TYP. AT EXPOSED EXTERIOR CONCRETE (2 COATS SEALANT)
- 04/001 EARTH TONE (RED & BROWN) BRICK/THIN BRICK w/ CONT. STEEL LINTEL AT EACH FLOOR LINE - PROVIDE CONTROL/EXPANSION JOINTS AS REQ'D BY MFR. AND AT LOCATIONS WHERE BRICK BRIDGES ACROSS DISSIMILAR MATERIALS
- 04/002 WHITE/LIGHT GRAY BRICK/THIN BRICK w/ CONT. STEEL LINTEL AT EACH FLOOR LINE - PROVIDE CONTROL/EXPANSION JOINTS AS REQ'D BY MFR. AND AT LOCATIONS WHERE BRICK BRIDGES ACROSS DISSIMILAR MATERIALS
- 05/001 42" STEEL GUARDRAIL (PAINT OR POWDER COATING) - RAILING SHALL ATTACH TO STRUCTURE AT BASE AND AT TOP RAIL
- 08/002 PRE-FINISHED ALUMINUM STOREFRONT SYSTEM
- 08/003 PARKING GARAGE DOOR w/ METAL MESH - SEE DOOR SCHEDULE
- 08/008 PRE-FINISHED ALUMINUM FRAME w/ COATED METAL MESH AT PARKING GARAGE OPENINGS WHERE INDICATED
- 09/002 PRE-FINISHED HORIZONTAL METAL SIDING - WHITE/LIGHT GRAY
- 09/003 PRE-FINISHED VERTICAL METAL PANEL - GOLD/YELLOW
- 09/004 PRE-FINISHED VERTICAL METAL PANEL - CHOCOLATE/BROWN
- 09/005 PRE-FINISHED VERTICAL METAL PANEL - TAN/BEIGE
- 09/006 LIGHT COLORED SYNTHETIC WOOD METAL FASCIA
- 09/007 DARK COLORED SYNTHETIC WOOD METAL FASCIA
- 10/006 BUILDING SIGNAGE (REQUIRES SEPARATE PERMIT)

**EXTERIOR MATERIALS LEGEND**

- BRICK / THIN BRICK  
RED / BROWN
- BRICK / THIN BRICK  
LIGHT GRAY
- FIBER CEMENT SIDING - VERTICAL  
GOLD / YELLOW
- FIBER CEMENT SIDING - VERTICAL  
CHOCOLATE / BROWN
- FIBER CEMENT SIDING - VERTICAL  
TAN / BEIGE
- FIBER CEMENT SIDING - HORIZONTAL  
LIGHT GRAY
- METAL FASCIA PANEL  
CHOCOLATE / BROWN
- METAL FASCIA PANEL  
GOLD / YELLOW
- CONCRETE  
NATURAL

**ae urbia**  
architects and engineers  
909 West Jordan Parkway  
South Jordan, Utah 84095  
phone: 801.746.0456 - fax: 801.575.6456  
webpage: aeurbia.com

12/3/2021 1:53:14 PM

**COACHMAN MIXED USE**  
MIKE NIKOLS  
1301 S. STATE ST. SALT LAKE CITY, UT

Revision Schedule	Revision Date
MARK	

**AE201.318**

**EXTERIOR ELEVATIONS**

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SHEET #:

**A201**

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**EXTERIOR MATERIALS LEGEND**

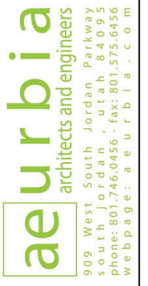
	BRICK / THIN BRICK RED / BROWN
	BRICK / THIN BRICK LIGHT GRAY
	FIBER CEMENT SIDING - VERTICAL <sup>4</sup> GOLD / YELLOW
	FIBER CEMENT SIDING - VERTICAL CHOCOLATE / BROWN
	FIBER CEMENT SIDING - VERTICAL <sup>5</sup> TAN / BEIGE
	FIBER CEMENT SIDING - HORIZONTAL LIGHT GRAY
	METAL FASCIA PANEL CHOCOLATE / BROWN
	METAL FASCIA PANEL GOLD / YELLOW
	CONCRETE NATURAL

**PROJECT GENERAL NOTES**

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**KEYNOTE LEGEND**

04/001	EARTH TONE (RED & BROWN) BRICK/THIN BRICK w/ CONT. STEEL LINTEL AT EACH FLOOR LINE - PROVIDE CONTROL/EXPANSION JOINTS AS REQ'D BY MFR. AND AT LOCATIONS WHERE BRICK BRIDGES ACROSS DISSIMILAR MATERIALS.
04/002	WHITE/LIGHT GRAY BRICK/THIN BRICK w/ CONT. STEEL LINTEL AT EACH FLOOR LINE - PROVIDE CONTROL/EXPANSION JOINTS AS REQ'D BY MFR. AND AT LOCATIONS WHERE BRICK BRIDGES ACROSS DISSIMILAR MATERIALS.
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09/002	PRE-FINISHED HORIZONTAL METAL SIDING - WHITE/LIGHT GRAY
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09/007	DARK COLORED SYNTHETIC WOOD METAL FASCIA
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**COACHMAN MIXED USE**  
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MARK	DESCRIPTION	Revision Date

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EXTERIOR ELEVATIONS

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**A202**

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**1 ENLARGED WEST ELEVATION (PARTIAL)**  
A202 1/2" = 1'-0"

# **ATTACHMENT D**

## **Site, Landscape, and Floor Plans**

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Scale: 1" = 20'  
20' 0 20' 40'

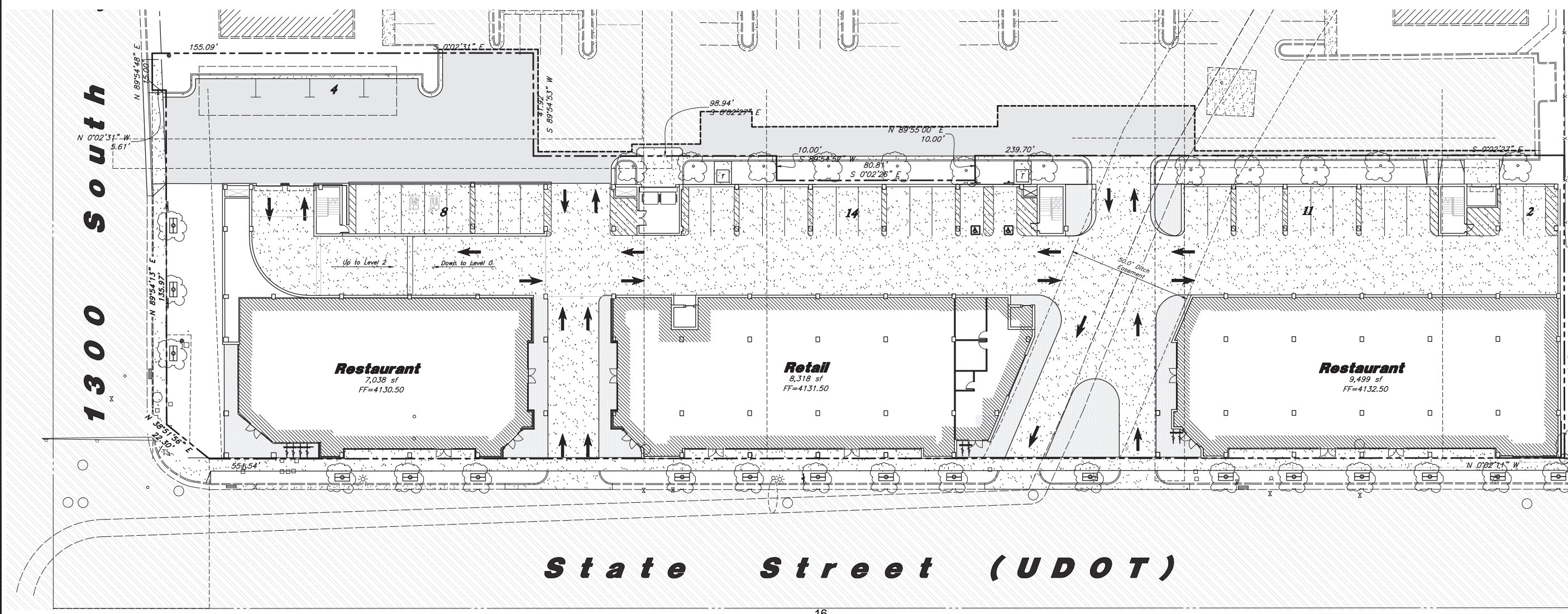
REV	DATE	DESCRIPTION

Designed by: CA  
 Drafted by: NE  
 Client Name: Coachman  
 21-154SP

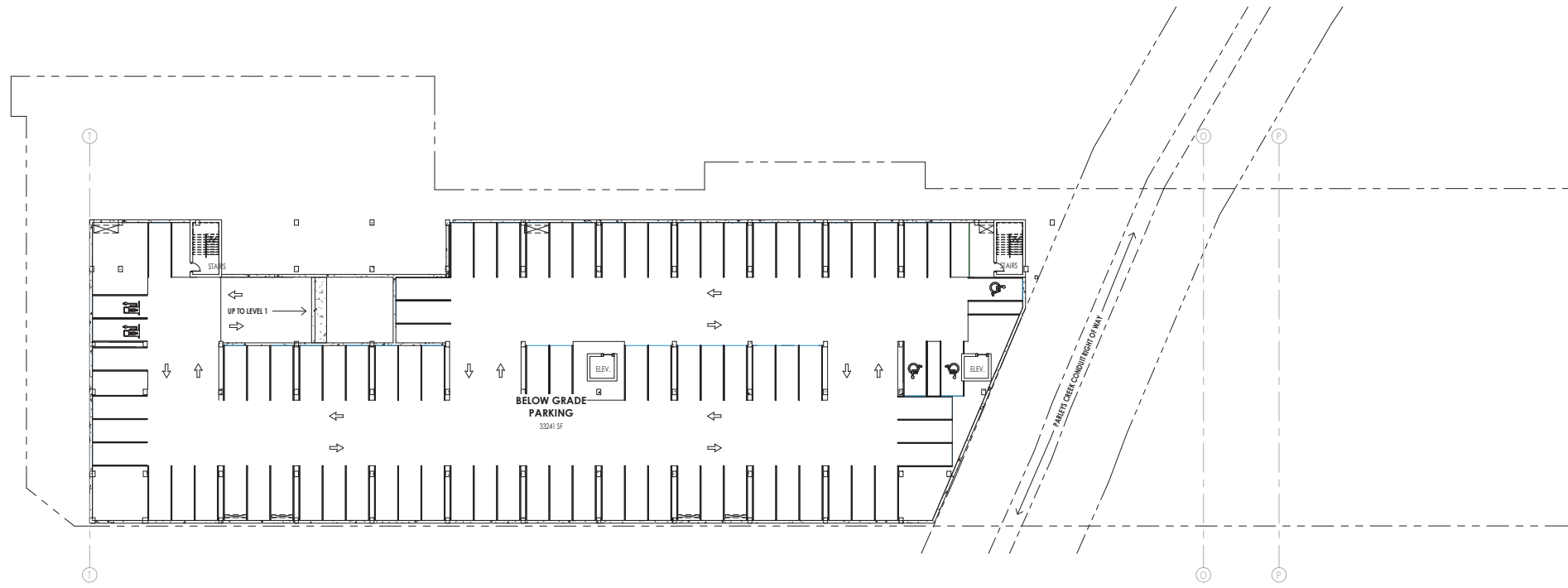
**AWA**  
**ANDERSON WAHLEN & ASSOCIATES**  
 2010 North Rowland Road, Salt Lake City, Utah 84116  
 (801) 521-6229 - [AWA@andwh.com](mailto:AWA@andwh.com)

**Site Plan**  
**Coachman Mixed Use**  
 1301 South State Street  
 Salt Lake City, UT

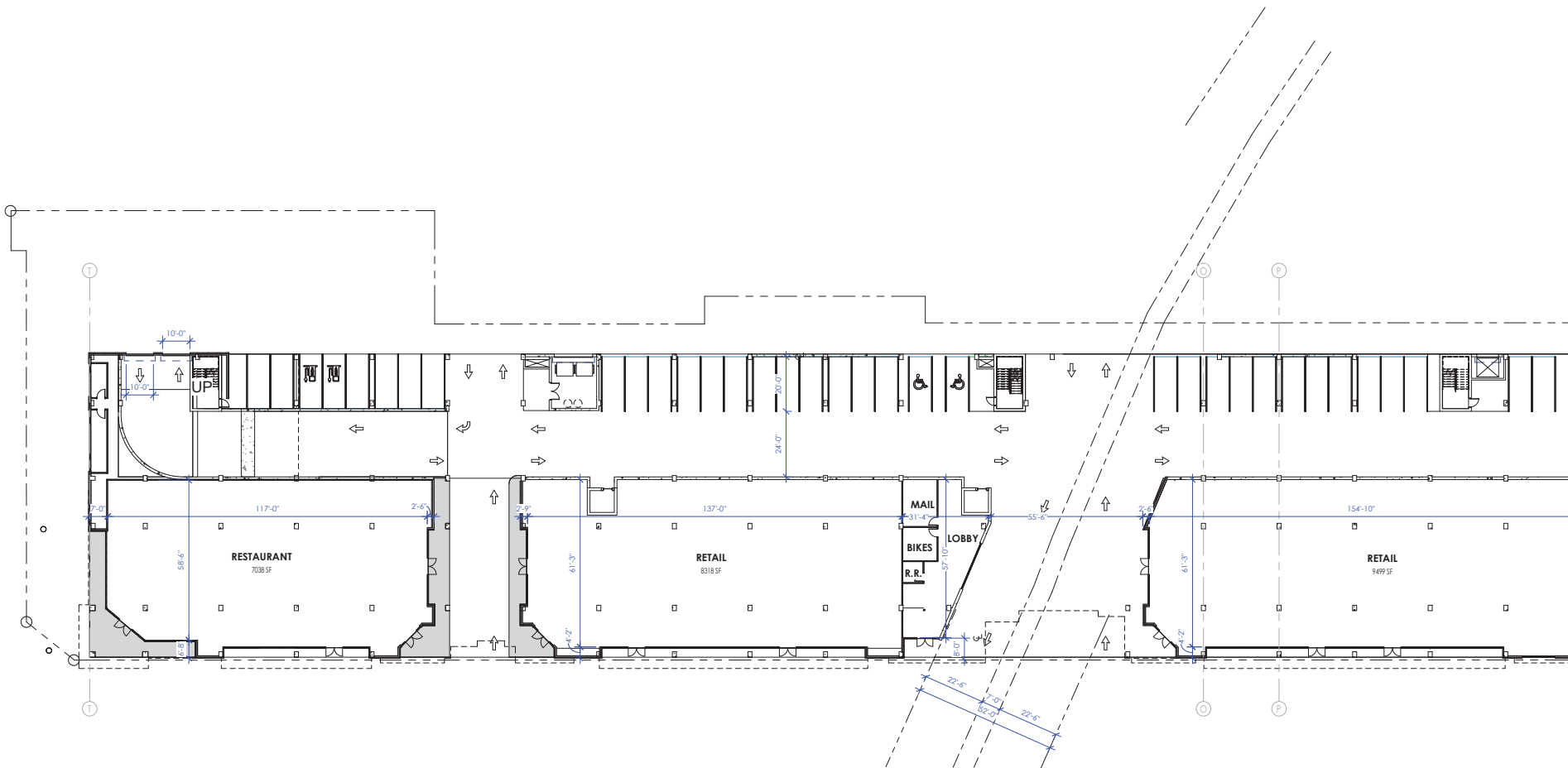
1 Dec, 2021  
 SHEET NO.  
**C1.1**







**1 LEVEL P1 FLOOR PLAN**  
3/64" = 1'-0"



**2 LEVEL 1 FLOOR PLAN**  
3/64" = 1'-0"

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**KEYNOTE LEGEND**

**ae urbia**  
architects and engineers  
909 West Jordan Parkway  
South Jordan, Utah 84095  
phone: 801.746.0456 - fax: 801.575.6456  
web: aeurbia.com

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**COACHMAN MIXED USE**  
MIKE NIKOLS  
1301 S. STATE ST. SALT LAKE CITY, UT

MARK	Revision Schedule	DESCRIPTION	Revision Date

**AE2021.318**  
**LEVELS P1 & 1**  
**FLOOR PLANS**

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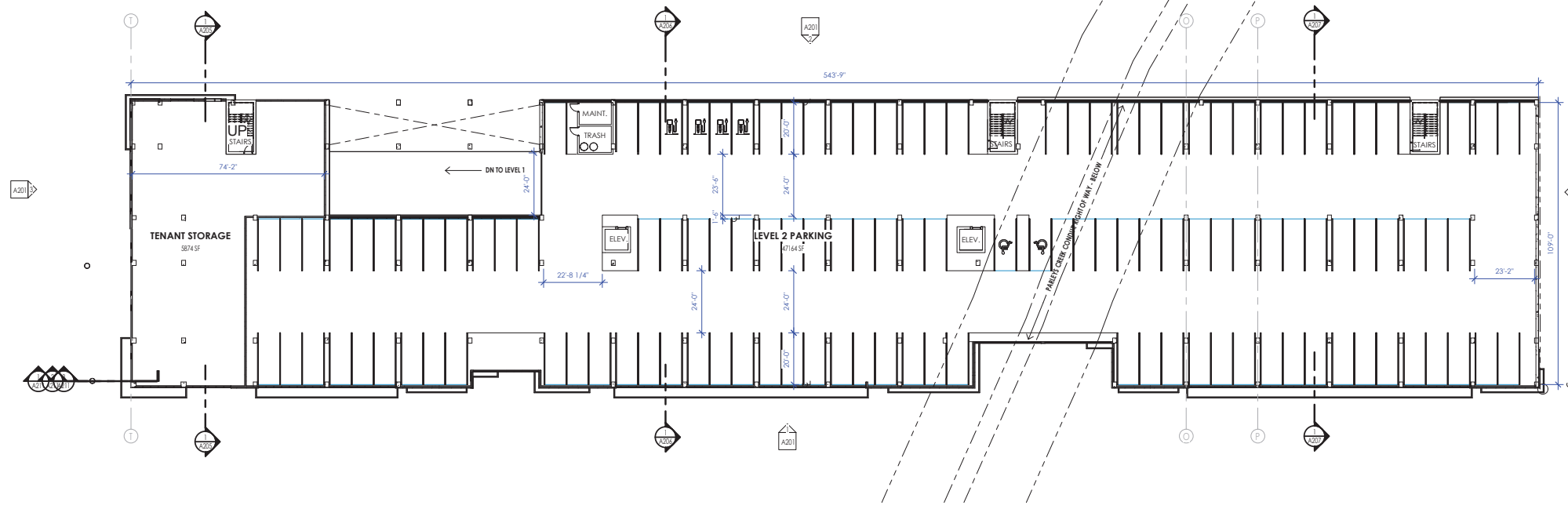
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**UNIT MIX**

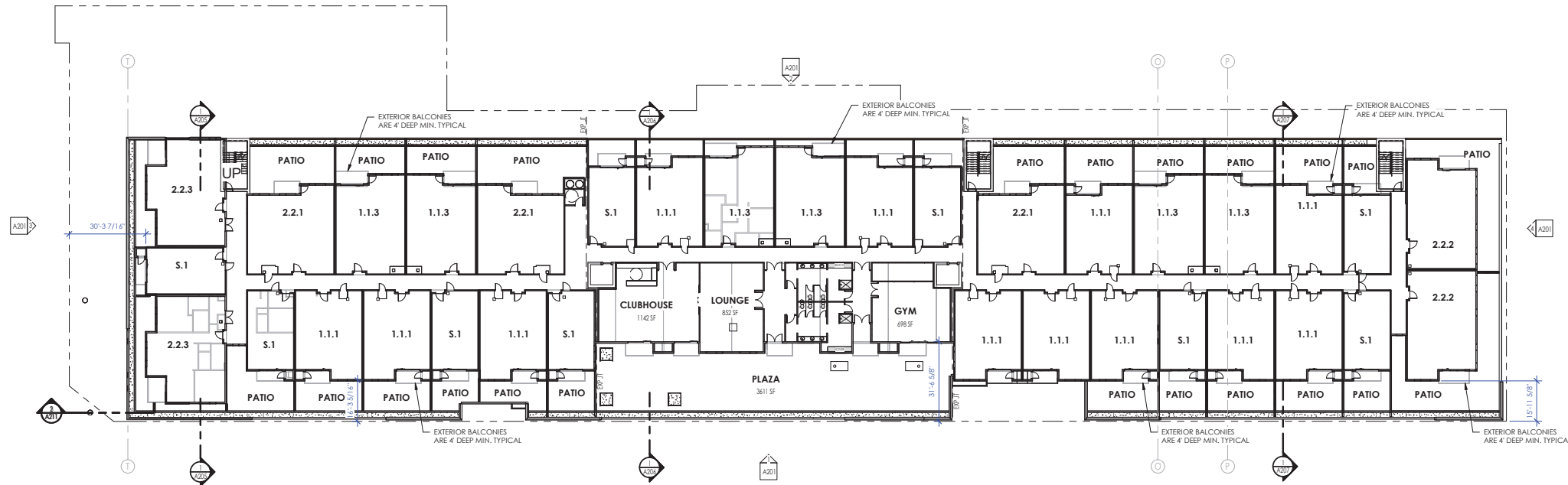
1.1.1	40	34199 SF
1.1.3	18	18051 SF
2.2.1	11	12201 SF
2.2.2	6	6616 SF
2.2.3	4	4887 SF
5.1	27	15065 SF
5.2	4	2614 SF
	112	95612 SF



**NORTH**



**1 LEVEL 2 FLOOR PLAN**  
 3/84" = 1'-0"



**2 LEVEL 3 FLOOR PLAN**  
 3/84" = 1'-0"

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- FIRE RATED ASSEMBLIES SHALL BE CONTINUOUS BOTH HORIZONTALLY AND VERTICALLY AND SHALL EXTEND FROM RATED ASSEMBLY TO RATED ASSEMBLY. FIRE CAULK ALL PENETRATIONS.
- PROVIDE CAULKING AND MIN. 9" COUNTERFLASHING AT ALL EXTERIOR WINDOWS AND DOORS. FLASHING SHALL BE INSTALLED AT THE PERIMETER OF EXTERIOR DOOR AND WINDOW ASSEMBLIES AND EXTERIOR WALL TRANSITIONS TO ROOF AND HORIZONTAL PROJECTIONS. FLASHING SHALL BE INSTALLED AT ALL EXTERIOR FINISH MATERIAL TRANSITIONS AND SHALL CONFORM TO MANUFACTURER'S RECOMMENDATIONS. THE FLASHING SHALL BE CORROSION RESISTANT w/ A 1/2" DRIP EDGE ANGLE EXTENDING PAST THE FINISH EDGE. FLASHING IS REQUIRED AT THESE LOCATIONS REGARDLESS OF ITS INCLUSION IN ASSOCIATED DETAILS.
- ALL FLASHING MUST BE INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE FROM ENTERING THE WALL OR TO REDIRECT IT TO THE EXTERIOR.
- FIRE EXTINGUISHERS, SMOKE DETECTORS AND OTHER EMERGENCY DEVICE LOCATIONS AND RATINGS SHALL BE APPROVED BY FIRE MARSHAL PRIOR TO INSTALLATION.
- ALL ASPECTS OF THIS PROJECT SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND THE ASSOCIATED DETAILS - SEE "G" SHEETS. IF CONFLICTS OCCUR WHICH MAKE COMPLIANCE WITH THE ADA IMPOSSIBLE, NOTIFY ARCHITECT IMMEDIATELY BEFORE CONTINUING THE WORK.**
- CONTRACTOR AND SUBCONTRACTORS SHALL PERFORM THEIR DUTIES AND TRADES IN A MANNER CONFORMING TO THE REQUIREMENTS STATED IN THE LATEST EDITION OF THE INTERNATIONAL BUILDING CODE.
- CONTRACTOR AND SUBCONTRACTORS SHALL REVIEW THE CONSTRUCTION DOCUMENTS IN THEIR ENTIRETY AND SHALL BRING ANY CONFLICTS OR REQUESTS FOR CLARIFICATION TO THE ATTENTION OF THE ARCHITECT PRIOR TO ACCEPTING A CONTRACT FOR CONSTRUCTION.
- ALL WOOD WHICH COMES INTO CONTACT WITH CONCRETE SHALL BE PRESSURE-TREATED.

**KEYNOTE LEGEND**

**ae urbia**  
 architects and engineers  
 909 West South Jordan Parkway  
 South Jordan, Utah 84095  
 phone: 801.746.0456 - fax: 801.575.6456  
 web: aeurbia.com

12/3/2021 1:52:45 PM

**COACHMAN MIXED USE**  
 MIKE NIKOLS  
 1301 S. STATE ST. SALT LAKE CITY, UT

MARK	Revision Schedule	Description	Revision Date

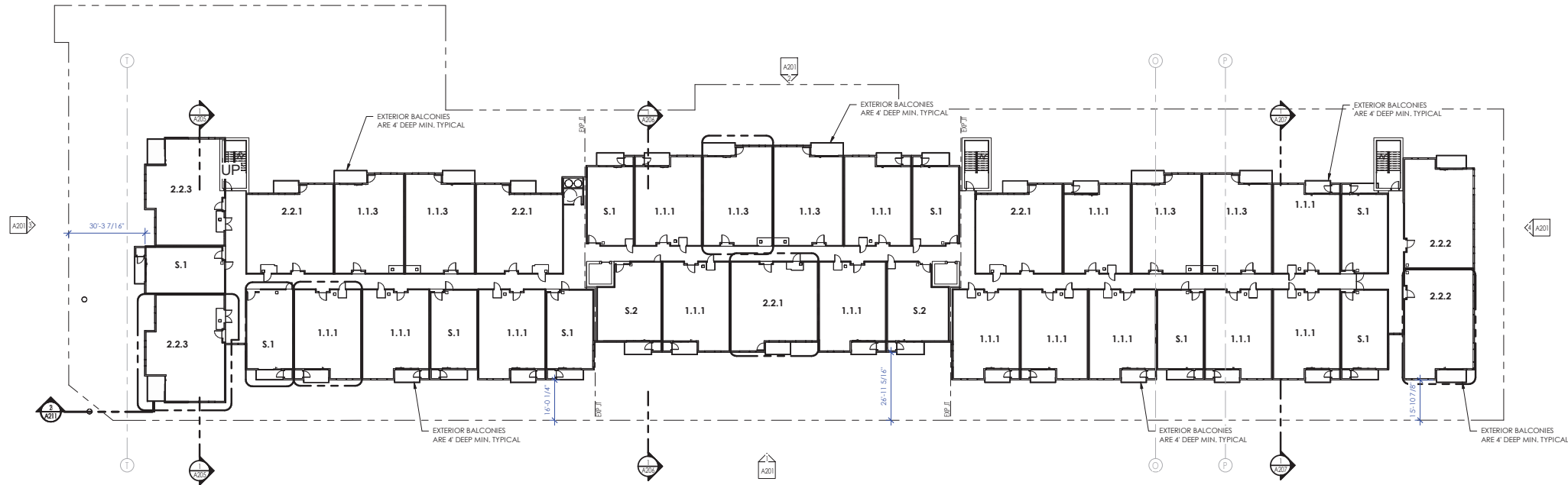
**AE2021.318**  
**LEVELS 2 & 3**  
**FLOOR PLANS**

DATE: 12/3/2021  
 1:52:45 PM

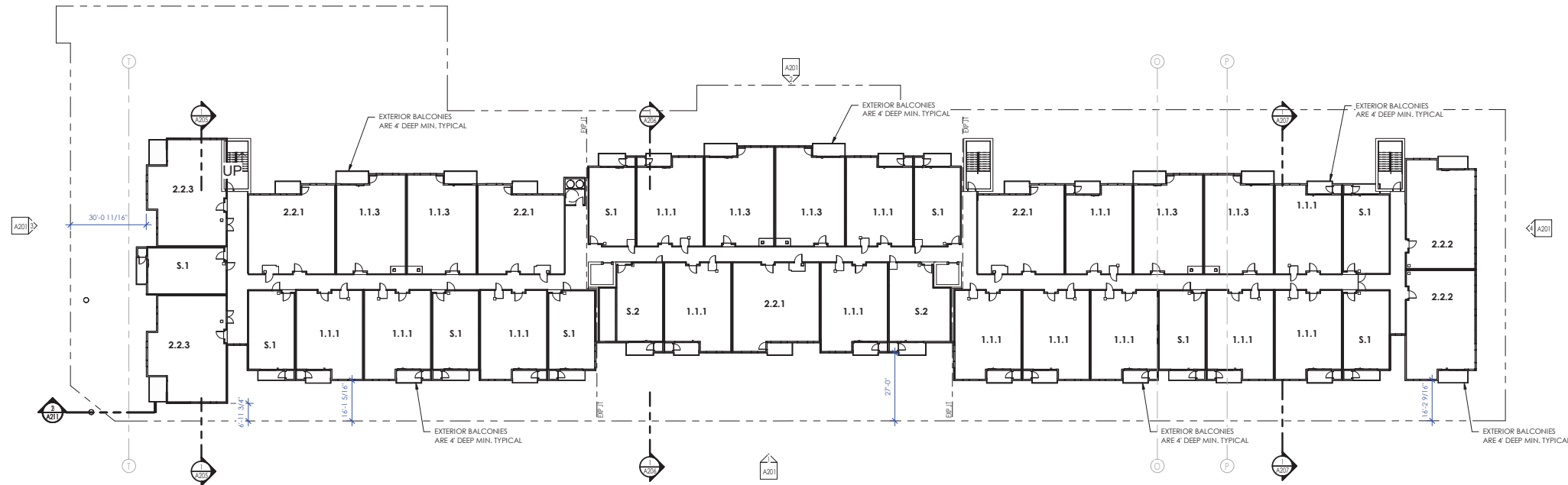
SHEET #:  
**A102**



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1 LEVEL 4 FLOOR PLAN  
3/8" = 1'-0"

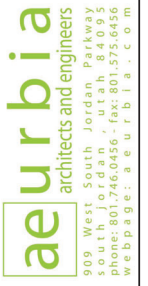


2 LEVEL 5 FLOOR PLAN  
3/8" = 1'-0"

**PROJECT GENERAL NOTES**

- ALL MEASUREMENTS ARE FROM FACE OF STRUCTURE (WOOD, CONCRETE) TO FACE OF STRUCTURE UNLESS NOTED OTHERWISE. DIMENSIONS TO EXTERIOR GRID LINES REPRESENT EXTERIOR FACE OF STRUCTURE.
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- ALL WOOD WHICH COMES INTO CONTACT WITH CONCRETE SHALL BE PRESSURE-TREATED.

**KEYNOTE LEGEND**



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**COACHMAN MIXED USE**  
MIKE NIKOLS  
1301 S. STATE ST. SALT LAKE CITY, UT

MARK	DESCRIPTION	REVISION DATE

**AE2021.318**  
**LEVELS 4 & 5**  
**FLOOR PLANS**

DATE: 12/3/2021  
1:52:53 PM

SHEET #:  
**A103**



**UNIT MIX**

1.1.1	40	34199 SF
1.1.3	18	18051 SF
2.2.1	11	12201 SF
2.2.2	6	6616 SF
2.2.3	6	4887 SF
S.1	27	15065 SF
S.2	4	2614 SF
	112	95612 SF

# **ATTACHMENT E**

## **Additional Information & Narrative**

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## **Coachman Mixed Use Planned Development Application**

### **Project Description – 12 Oct 2021**

Applicant is proposing to develop the Coachman Mixed Use 1301 S. State St. Salt Lake City, Utah. This property is comprised of two existing parcels in the heart of the city. Coachman's Restaurant and an office building currently occupy the site. These existing structures will be demolished.

We propose to construct a mixed-use building with restaurant/commercial at the street level, structured parking and office space at the second level, and approximately 112 condominiums with elevator service. It will be 6 stories total: a single level of concrete construction below-grade (parking structure), two stories of concrete Type I construction (commercial, restaurant and office space and parking), and 3 stories of wood-framed Type III construction (housing units, common spaces). The main entrances, restaurant, commercial spaces and structured parking will be at the same level as the existing sidewalk.

At the sidewalk level, the building will have three separate and distinct spaces divided by vehicular & pedestrian access points to activate the street level and provide visual interest. The proposed parking ratio is approximately 1.5 stalls per housing unit. The project will have 1 bedroom & 2 bedroom condos to provide housing options to a broad spectrum of the market and encourage diversity in our tenants.

The housing units will offer prospective homeowners an affordable housing option and will be a for-sale product. This will engender long-term investment in the neighborhood. The condos will include high-end finishes, tall ceilings, custom cabinets and countertops, and large windows for natural lighting. Many units will have either an exterior balcony or a juliette-style balcony off of the main living space. Project amenities may include outdoor hot tubs, outdoor courtyard, common lounge/clubhouse, fitness room and bike lockers.

### **21A:55.10**

One of the main goals of a planned development is to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.

A mixed-use project like Coachman provides options for shopping, dining, working and living all in the same property. The project is designed in compliance with the guidelines and recommendations outlined in the Master Plan. By providing affordable options for housing ownership near the downtown core of Salt Lake City, the project will generate a sense of place for tenants and their guests as well as shoppers and diners.

We are providing an outdoor lounge area where occupants can get outside and enjoy fresh air and daylight. All tenants will be given access to these areas. This area will be private and have landscape boxes and turf area, along with hot tubs and seating and fire pits. Many of our units will have private outdoor decks, balconies or juliette balconies. Our club room and fitness area will have tall and spacious ceilings with large windows that look out from the 3<sup>rd</sup> level.

The proposed density for this project is approx. 63 dwelling units/acre. Being located on a main traffic artery in the valley and within ½ mile of a TRAX line, by providing attractive units, we are encouraging more people to live in the city.

Safety and security is a big deal to our tenants and also to Salt Lake City. Exterior doors have will have electronic controls for access to both the parking structure and the entrance of the building. The first level of housing units will be two levels above the sidewalk.

The building scale is similar to other multi-family buildings - whether existing, under construction, or in the planning stages - in the neighborhood. The exterior design of Coachman is a modern take on a traditional housing type. The building design is architecturally pleasing and will greatly enhance the visual character of the surrounding area.

### **21A.55.050**

We propose to construct a mixed use building with restaurant/commercial at the street level, structured parking and office space at the second level, and approximately 112 condominiums with elevator service. It will be 6 stories total: a single level of concrete construction below-grade (parking structure), two stories of concrete Type I construction (commercial, restaurant and office space and parking), and 3 stories of wood-framed Type III construction (housing units, common spaces). The main entrances, restaurant, commercial spaces and structured parking will be at the same level as the existing sidewalk.

At the sidewalk level, the building will have three separate and distinct spaces divided by vehicular & pedestrian access points to activate the street level and provide visual interest. The proposed parking ratio is approximately 1.5 stalls per housing unit. The project will have 1 bedroom & 2 bedroom condos to provide housing options to a broad spectrum of the market and encourage diversity in our tenants.

The housing units will include high-end finishes, tall ceilings, custom cabinets and countertops, and large windows for natural lighting. Many units will have either an exterior balcony or a juliette-style balcony off of the main living space. Project amenities may include outdoor hot tubs, outdoor courtyard, common lounge/clubhouse, fitness room and bike lockers.

Coachman is designed to be 68' tall. We are meeting the requirements and compatibility of the Master Plan. The project is similar in size & scale to the other surrounding multi-family buildings in the area. Exterior material selection has been done with the express goal of creating a building that is attractive, modern and inviting. The main materials will be brick/thin brick and exterior metal panel. Other architectural features of the building will be finished with painted or pre-finished fiber cement board. Stucco or EIFS will be used sparingly, primarily for trims and cornices.

The building has been designed at or near the back of sidewalk to engage the pedestrian. Upper levels will be setback beginning at the third level to reduce the scale and mass of the building. The exterior of the building will have storefront glass at the multiple commercial spaces along the street level. This will activate the street level, welcoming current tenants & their guests as well as prospective tenants. The project will provide good sidewalk and street lighting to provide safety along pedestrian routes.

All resident parking will be internal and fully enclosed behind commercial spaces. The landscaping will be well maintained and esthetically pleasing for this site. A maintenance company will be employed to maintain the property and landscaping. Trash receptacles for the housing units will be located inside of the parking structure or will be inside an enclosure with adequate screening.

The project is also located near mass transit and allows for easy access to walking or public transportation. Bike lockers will be provided to encourage the use of non-vehicle transportation.

- A. **Planned Development Objectives:** The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.

**Response:** A mixed-use project like Coachman provides options for shopping, dining, working and living all in the same property. The project is designed in compliance with the guidelines and recommendations outlined in the Master Plan. By providing affordable options for housing ownership near the downtown core of Salt Lake City, the project will generate a sense of place for tenants and their guests as well as shoppers and diners.

- B. **Master Plan Compatibility:** The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

**Response:** The building scale is similar to other multi-family buildings - whether existing, under construction, or in the planning stages - in the neighborhood. The exterior design of Coachman is a modern take on a traditional housing type. The building design is architecturally pleasing and will greatly enhance the visual character of the surrounding area.

- C. **Design and Compatibility:** The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design.

**Response:** The building scale is similar to other multi-family buildings - whether existing, under construction, or in the planning stages - in the neighborhood.

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design.

**Response:** The exterior design of Coachman is a modern take on a traditional housing type. The building design is architecturally pleasing and will greatly enhance the visual character of the surrounding area.

3. Whether building setbacks along the perimeter of the development:
  - a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.

Response: The setbacks match the requirements for the associated zoning designation.

- b. Provide sufficient space for private amenities.

Response: The housing units will include high-end finishes, tall ceilings, custom cabinets and countertops, and large windows for natural lighting. Many units will have either an exterior balcony or a juliette-style balcony off of the main living space. Project amenities may include outdoor hot tubs, outdoor courtyard, common lounge/clubhouse, fitness room and bike lockers.

- c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.

Response: The setbacks and landscape buffers match the requirements for the associated zoning designation.

- d. Provide adequate sight lines to streets, driveways and sidewalks.

Response: Sight lines to these elements have been provided/maintained.

- e. Provide sufficient space for maintenance.

Response: Sufficient space for maintenance of the building has been provided.

- 4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction.

Response: The street-facing façade of the main level is primarily glazing to provide visual interest and connection between the building occupants and the street and sidewalk.

- 5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property.

Response: There will be adequate security/accent lighting at all levels of the building, though it will be screened appropriate to minimize impact to adjacent property owners.

- 6. Whether dumpsters, loading docks and/or service areas are appropriately screened;

Response: These service areas are primarily inside the building and will be appropriately screened.

- 7. Whether parking areas are appropriately buffered from adjacent uses.

Response: The setbacks and landscape buffers match the requirements for the associated zoning designation.

- D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

- 1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained.

Response: Very few mature trees exist along the street. While these will be demolished, new landscaping will be put in place.

- 2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved.



Response: Wherever possible, existing mature trees/landscaping will be protected and maintained.

3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;

Response: The landscape buffers along the east property line will be maintained and improved as needed.

4. Whether proposed landscaping is appropriate for the scale of the development.

Response: The landscaping proposed is scaled appropriately.

- E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street.

Response: The proposed development maintains the same number of curb cuts as currently exists on the property. No negative impacts are anticipated.

2. Whether the site design considers safe circulation for a range of transportation options including:

- a. Safe and accommodating pedestrian environment and pedestrian oriented design.

Response: The main level of the building will have multiple access points to the building for pedestrian access and visual interest.

- b. Bicycle facilities and connections where appropriate, and orientation to transit where available

Response: Bicycle parking will be provided as required by the zoning ordinance.

- c. Minimizing conflicts between different transportation modes.

1. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities.

Response: With multiple pedestrian access points and pleasing sidewalks around the property, there will be adequate access to adjacent uses and to the public way.

2. Whether the proposed design provides adequate emergency vehicle access; and

Response: The main level of the building will have multiple access points to the building for emergency personnel access. Site design provides adequate emergency vehicle access.

3. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

Response: Service areas are primarily inside the building and will be appropriately screened.

- F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

Response: The existing buildings on the site are antiquated; the new development will be a significant visual update.

- G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

Response: The building will connect into the existing city water and sewer infrastructure that run in State St. or 1300 S.

#### **21A.55.110**

A long term maintenance plan will be provided. Private infrastructure for Coachman that will require inspection and maintenance include an oil/water separator and an underground stormwater storage vault. Inspection and maintenance of both facilities will be similar in nature in both schedule and remedy.

Inspections will be performed annually for the private infrastructure. Visual inspections shall be performed above ground by opening the access lid. If it is necessary to enter the structure, it shall be done by qualified personnel. If inspections find a buildup of oils, debris or sediment of more than 2", maintenance should be scheduled.

Maintenance shall be performed by qualified personnel and by use of a vacuum truck. Disposal of removed contents shall be done in accordance with local and state regulations. Routine maintenance should be planned at least every three years unless inspections indicate more frequent servicing needs.

# ATTACHMENT F

## Property & Vicinity Photographs

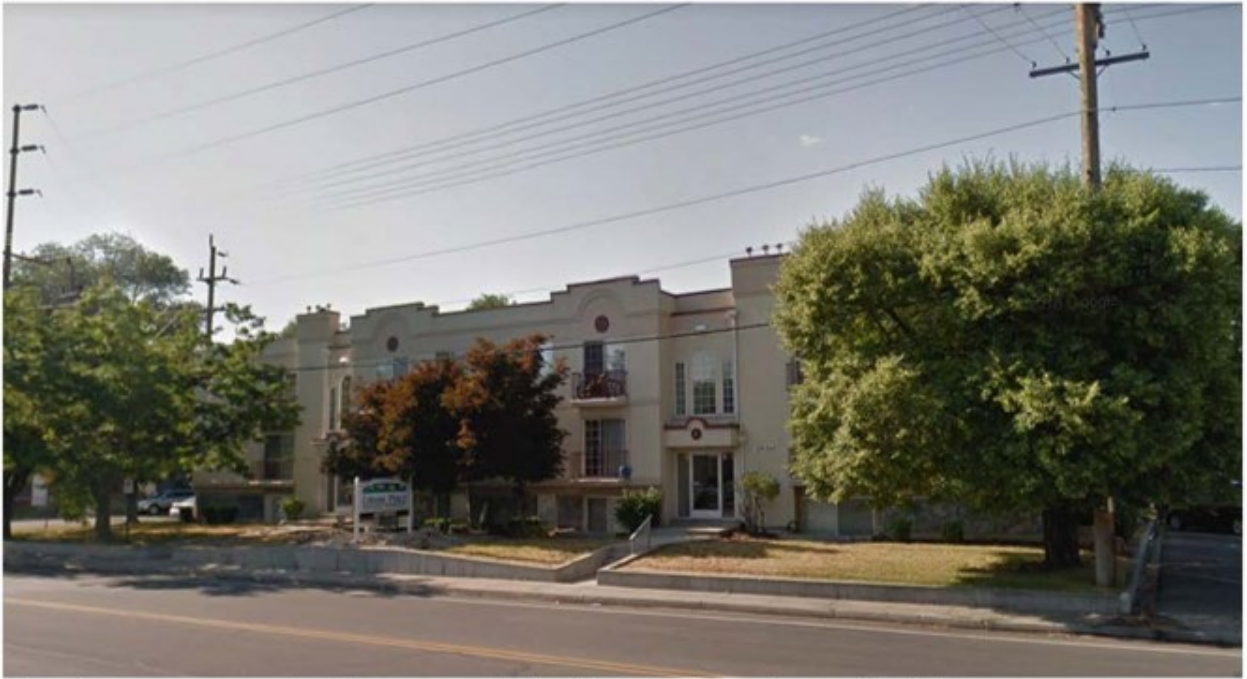
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*Subject property – Coachmans Restaurant @ the corner of 1300 South and State Street*



*Subject property – Commercial building south of Coachmans Restaurant*



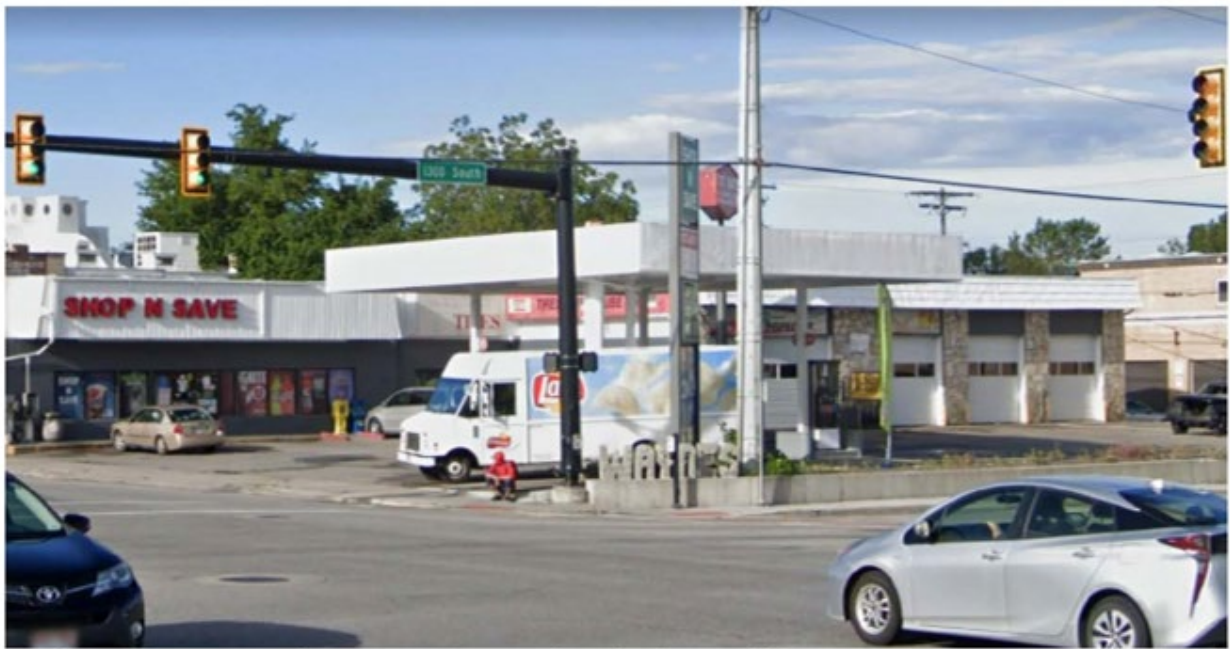
*Abutting property to the East – a multi-family parcel that is zoned RMF-45*



*Abutting property to the South – Utah State Department of Workforce and Human Services, zoned CC*



*Looking West, across the street - kitty corner to this site is a drive-inn restaurant that is zoned CC*



*Looking West, across the street - a gas station that is zoned CC*



*Looking West, across the street - several parcels with a variety of land uses such as retail, and restaurants zoned CC*



*Looking West, across the street - several parcels with a variety of land uses such as retail, restaurants and a gas station zoned CC*



*Looking North, across the street - a strip mall with a bank in the corner zoned CC*



*Looking North, across the street - a strip mall with a bank in the corner zoned CC*

# ATTACHMENT G

## Master Plan & Zoning Standards

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### **Plan Salt Lake (2015)**

The plan includes policies related to growth and housing in Salt Lake City, as well as related policies:

#### ***Growth:***

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

#### ***Housing:***

- Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.
- Increase diversity of housing types for all income levels throughout the city.
- Increase the number of medium density housing types and options.
- Enable moderate density increases within existing neighborhoods where appropriate.

#### ***Air Quality:***

- Increase mode-share for public transit, cycling, walking, and carpooling.
- Minimize impact of car emissions.
- Reduce individual and citywide energy consumption.

**Discussion:** The Planned Development promotes the redevelopment of this underutilized property to help meet City growth and housing goals. The project plans to provide affordable owner-occupied housing. This proposed development helps meet the goals of the City master plan as well as providing additional needed housing.

This project is consistent with Plan Salt Lake's policies for neighborhoods that provide better interaction, development close to transportation, diversity of housing and more efficient use of energy.

### **Growing SLC: A Five-Year Housing Plan 2018-2022**

The City recently adopted a citywide housing master plan titled *Growing SLC: A Five-Year Housing Plan 2018-2022* that focuses on ways the City can meet its housing needs in the next five years. The plan includes policies that relate to this development, including:

**Objective 1:** Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city

- Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation.
  - *1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.*

**Objective 6:** Increase home ownership opportunities



**Discussion:** The planned development process is a zoning tool that provides flexibility in the zoning standards and a way to provide in-fill development that would normally not be allowed through strict application of the zoning code. The proposed development is utilizing this process to provide additional housing ownership options in the City to help meet overall housing needs.

### **Central Community Master Plan (2005)**

The property is located within the Central Community Master Plan. The plan's future land use designation for the property is discussed in Key Consideration 2 of the report. The plan's text includes discussion about multi-family mixed-use development and includes a variety of general policies applicable to them. Those discussions and policies are included below:

#### ***Residential Land Use Section***

The following policies from the Residential Land Use section of the Central Community Master Plan support the proposed project:

- **RLU-1.0** Based on the Future Land Use map, use residential zoning to establish and maintain a variety of housing opportunities that meet social needs and income levels of a diverse population.
- **RLU-1.5** Use residential mixed-use zones to provide residential land uses with supportive retail, service, commercial, and small-scale offices and monitor the mix of uses to preserve the residential component.
- **RLU- 2.0** Preserve and protect existing single- and multi-family residential dwellings within the Central Community through codes, regulations, and design review.
- **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.
- **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-4.1** Encourage the development of high-density residential and mixed-use projects in the Central Business District, East Downtown, and Gateway areas.
- **RLU-4.2** Support small mixed-use development on the corners of major streets that does not have significant adverse impacts on residential neighborhoods.

#### ***Commercial Land Use Section***

##### **Design and scale of commercial property within or adjacent to residential neighborhoods**

The appearance of commercial developments that are adjacent to or surrounded by residential neighborhoods is an important issue. Desirable characteristics are clean storefronts, limited signage, compatible scale and building design, and landscaping that improves and complements the neighborhood character, rather than standardized corporate model buildings and logos. To promote local businesses, regulations should be appropriate but not overly restrictive and allow some design flexibility.

#### ***Mixed land use designations***

The plan identifies new mixed-use designations to support livable communities. Most of these mixed-use areas are located near mass transit centers and light rail stations in the higher-density and commercial-intensive neighborhoods of the Central Community.

### ***Urban Design Section***

- **Policy UD-1.0** Support establishment of guidelines, and regulations for urban design to improve the quality of living in the Central Community.
- **UD-1.2** Support zoning regulations that provide opportunities for unique and creative urban design solutions.
- **UD-1.4** Administer urban design through zoning regulations where possible.

**Discussion:** A key theme throughout the Central Community Master Plan is compatibility. The plan speaks repeatedly about compatibility of new residential and commercial development with existing neighborhoods. The Central Community Master Plan encourages mixed-use development with higher density and better design guidelines to support livable communities on the corner of major streets.

### **State Street Community Reinvestment Area Plan**

The State Street Project Area is one of the Redevelopment Agency's (RDA) project area. The project is bounded by 2100 South and 300 South on the south and north; Interstate-15, 200 West, and West Temple on the west; and 200 East on the east.

The overarching vision of the State Street Project Area is to promote a livable urban community with a strong urban design identity that preserves and enhances the integrity of its existing residential neighborhoods.

### ***Anticipated changes through redevelopment and revitalization of the Project Area (related to this project):***

- It is anticipated that underutilized and vacant land will be returned to productive use, thereby helping to reduce crime and improving the physical environment of the neighborhood. This CRA Plan envisions more people living, working, and shopping on State Street and in the State Street Project Area, bringing new life to the area, and taking advantage of the proximity to the downtowns of both Salt Lake City and South Salt Lake. These changes will likely result in an increase in the number of housing units in this area, and likely an increase in both the housing and commercial density in the Project Area.
- Although it is anticipated that current single-family land uses will be retained, it is likely that increases in building intensity and development of underutilized/vacant land would result in increased population densities.
- It is anticipated that there will be an increase in new, mixed-use infill developments that will increase building intensities overall in the project area. Buildings with multiple uses, such as ground floor retail with housing above, will increase the use and activity of the buildings and bring additional people to the project area overall.

### ***Standards to guide project area development (related to this project):***

- Encourage the highest aesthetic standards possible using durable materials while at the same time providing the greatest possible public value that meets current and future needs.
- Support population growth and stability by providing opportunities for housing, mixed-use development, and appropriate-scale commercial development while stabilizing existing neighborhoods.
- Work with Salt Lake City Planning Division to review zoning codes in the project area and potentially make changes to zoning and allowable land use to promote walkable places and to allow development to evolve with the changing market.

**Discussion:**

The vision of population growth, mixed-use development and options for increased residential capacity is consistent with the proposed development. The Planned Development should guarantee that this project achieves higher aesthetic standards.

**Life on State (Draft)**

In addition to the adopted master plans listed above, Salt Lake City and South Salt Lake have worked together to study improvements and development opportunities along the State Street corridor. The outcome of this study was a plan, *Life on State*, which has not been adopted. However, this draft formulated a vision for a better street and recommendations for zoning and other development regulations. The draft plan calls for more density along State Street and more height as well as development that better engages the sidewalk and street.

**Discussion:** The proposed project corresponds to the vision of higher density, mixed-use development with more people living and working along State Street and affordable housing.

## APPLICABLE MAJOR ZONING/DESIGN STANDARDS

**Site Area:** 76,891 square feet (1.76 acres)

**Landscape Area:** 5,521 square feet

**Impervious Area:** 11,327 square feet

**Building Area:** 59,059 square feet

Requirement	Standard	Development Proposal	Compliance/Impact on Development
<b>BUILDING REGULATION</b>			
<b>Front Side Yard</b>	0 Minimum 10' Maximum	No setback	Complies
<b>Corner Side Yard</b>	0 Minimum 10' Maximum (Minimum of 50% of street facing facade shall be built to the minimum setback line)	Approximately 17 feet	This item is one of the requested modifications authorized with this application.
<b>Side Yard</b>	15' adjacent to single family or FB-UN1	No setback	Complies
<b>Rear Yard</b>	20' adjacent to single family or FB-UN1	9.6 feet and 50 feet	Complies
<b>Lot Area</b>	4,000 square feet	76,891 square feet (1.76 acres)	Complies
<b>Lot Width</b>	30'	568 feet	Complies
<b>Maximum Height</b>	50' or 65' on this corner lots	65 feet (additional height for mechanical equipment parapet wall and the elevator/stairway tower or bulkhead as permitted by Table 21A.36.020.C.)	Complies
<b>PARKING:</b>			
<b>Vehicle access</b>	Corner lots with a minimum width of 120', may have 1 vehicle access point per street frontage. Vehicle access may be one-way or multi-directional If more than one driveway is located along a frontage, then the driveways must be separated by at least one hundred feet (100 ft.).	The proposal is for two vehicle access from State Street separated by over 100 feet and one access from 1300 South.	Complies

<b>Vehicle access width at street</b>	Driveways in front and corner side yards shall have a minimum single lane driveway width of twelve feet (12') and shall not exceed thirty feet (30') in width.	All curb cuts and driveways must be approved by UDOT. According to the Transportation Division, the driveway at the Parley's Creek Right of Way is acceptable because it has a "right-in" lane (15 ft) and a "right-out" lane (16.3 ft) which reduces points of conflict.  Access from 1300 South is proposed to be 30 ft wide.	Complies
<b>ADDITIONAL DESIGN STANDARDS:</b>			
<b>Façade length</b>	The maximum length of any building facade facing a street is two hundred feet (200')	Total length of façade facing State Street is 551.5 feet.	This item is one of the requested modifications authorized with this application.
<b>Step back Requirement</b>	Floors rising above thirty feet (30') in height shall be stepped back fifteen (15) horizontal feet from the building foundation at grade for building elevations that are adjacent to a public street, public trail, or public open space. This step back does not apply to buildings that have balconies on floors rising above thirty feet (30') in height.	All street elevations that are greater than 30' in overall height have balconies.	Complies
<b>Glass</b>	For all floors or levels above the ground floor, a minimum of fifteen percent (15%) of all street facing facades must be glass.	The upper floors on the street facade exceed 15% glass.	Complies
<b>Ground Floor Uses</b>	On the ground floor, a permitted use other than parking shall occupy at least seventy five percent (75%) of the width of any street-facing building facade. All portions of such	Commercial uses will extend the entire street façade except for entrances to the building and vehicular access. Some parking will be in the rear of the commercial uses.	Complies

	ground floor spaces shall extend a minimum of twenty-five feet (25') into the structure of all building forms with the exception of row houses, two-family dwellings, and cottage developments, which shall extend a minimum of ten feet (10'). Parking may be located behind these spaces.		
<b>BUILDING CONFIGURATION:</b>			
<b>Building entry</b>	Minimum of 1 building entry per street frontage. An additional entry feature is required for every 75' of building wall adjacent to street. Side entries for multiple dwelling unit buildings are permitted provided there is at least 1 primary entrance facing a public street	The building will have one main entrance to the building facing State Street. Eight additional entrances will be provided, that face the street, for the retail and restaurant uses. One of the eight entrances will be on the corner of State Street and 1300 South, and it will be an entrance to a restaurant.	Complies
<b>Pedestrian connections</b>	Pedestrian access to public walkway is required	Building setback is nearly at the property line and pedestrian access to public walkway is provided. The front yard facing 1300 South will need to be extended beyond the 50% maximum allowed because the sidewalk is at this location is approximately 5 feet. The applicant is proposing a 17-foot setback in order to provide a pedestrian walkway with trees along the sidewalk for a better pedestrian connection.	Complies
<b>Ground floor transparency</b>	Minimum of 60% of street facing facade, located between 2' and 8' above the	The amount of glass provided on the State Street facade will be 72%%, and on the 1300	Complies

	<p>grade of the sidewalk, shall be transparent glass...There must be visual clearance behind the glass for a minimum of six feet (6'). Three-dimensional display windows at least six feet (6') deep are permitted and may be counted toward the sixty percent (60%) glass requirement...Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.</p>	<p>East façade it will be 66%.</p>	
<p><b>Building fenestration</b></p>	<p>No building wall that faces onto a street shall exceed more than thirty feet (30') in length without being interrupted by windows, doors, or change of building wall plane that results in an offset of at least twelve inches (12")</p>	<p>Walls are interrupted with windows, doors, and change of wall planes.</p>	<p>Complies</p>
<p><b>Open space</b></p>	<p>A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not</p>	<p>The common courtyard with 4,000 square feet along with a landscape area in the rear with 5,521 square feet and will meet the required open space.</p>	<p>Complies</p>

	count toward the minimum open space requirement		
<b>Upper-level outdoor space</b>	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of 4' in depth. Balconies may overhang any required yard	All street facing residential units will have balconies with a minimum 4' depth.	Complies
<b>Building facade materials</b>	A minimum of 70% of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, wood, or stone. Other materials may count up to 30% of the street facing building facade	The proposed materials are brick, metal panel, fascia panels and concrete.  The Planning Director has determined that the Precoated Signature®300 Insulated Metal panel precoated 70% Fluoropolymer Panel manufactured by MBCI® is considered durable.	Complies



# ATTACHMENT H

## Analysis of Standards – Planned Development

### STANDARDS FOR PLANNED DEVELOPMENTS

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

Standard	Finding	Rationale
<p>A. The planned development shall meet the purpose statement for a planned development (section <a href="#">21A.55.010</a> of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.</p> <p>C. Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies: ... 2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.</p> <p>D. Mobility: Enhances accessibility and mobility: ... 2. Improvements that encourage transportation options other than just the automobile.</p> <p>F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal: ...</p>	<p>Complies</p>	<p>The project meets Objective C.2. It will provide affordable owner-occupied housing in the form of a condominium.</p> <p>Housing is not common in this area of State Street. State Street has traditionally been the boundary between housing and commercial/industrial areas. Housing at this location may not have historically been found but is consistent with city plans related to State Street. The scale is typical of this neighborhood and of the block where it will be located.</p> <p>The project meets D.2 and provides improvements that encourages the use of transportation options other than the automobile. This site is located at a key intersection of 1300 South and State Street. State Street is an important gateway to Salt Lake City and 1300 South is a major east/west arterial street, it's .5 miles from a TRAX station and has great potential for more transportation options that are being explored.</p> <p>The project also meets F.1. The Central Community Master Plan future land use map shows this site as "Medium Residential/Mixed Use (10-50 dwelling units/acre). "Medium Density Residential Mixed Use" is defined in the plan as: This land use designation allows integration of medium density residential and small business uses at ground floor levels. The intent is to increase population density to support neighborhood business uses, provide more housing units, and expand the use of common public facilities such as open space, libraries, schools, and mass transit.</p> <p>The proposed project is a mixed use with businesses in the ground level with housing on top. It also meets the City's housing goals by providing home ownership opportunities</p>

<p>1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features.</p>		<p>for individuals with a broader range of incomes.</p>
<p><b>B.</b> The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.</p>	<p><b>Complies</b></p>	<p>As noted above and on <a href="#">Attachment G</a>, the proposed development aligns with the policies for the area in the following adopted plans: <i>Central Community Master Plan</i>, <i>Growing SLC: A Five-Year Housing Plan and Plan Salt Lake</i>.</p>
<p><b>C. Design and Compatibility:</b> The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:</p>	<p><b>Complies</b></p>	<p>Locating new buildings at or near the front property line helps to engage sidewalk activity, providing visual interest and variation for pedestrians. Transparent windows and doors on the ground floor of buildings increase the liveliness of a street. Passers-by can see the action inside, and those inside can watch people and keep eyes on the street; in turn creating a higher perception of safety and security.</p>
<p><b>C1</b> Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;</p>	<p><b>Complies</b> (see potential conditions discussed on page 5 of this report)</p>	<p>The scale, mass and intensity of the planned development is compatible with the area and compatible with Master Plan policies.</p> <p>Changes in modulation, materials and fenestration give the perception that the building is three separate buildings (see analysis on Issue 1 of this staff report).</p>
<p><b>C2</b> Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;</p>	<p><b>Complies</b></p>	<p>The orientation of the development is compatible with the neighborhood. The building is located on the corner and has its main façade facing State Street. The building is being designed to engage with the street. It has a significant amount of glass and many entrance doors.</p>
<p><b>C3</b> Whether building setbacks along the perimeter of the development:</p> <ol style="list-style-type: none"> <li>Maintain the visual character of the neighborhood or the character described in the applicable master plan.</li> <li>Provide sufficient space for private amenities.</li> <li>Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</li> <li>Provide adequate sight lines to streets, driveways and sidewalks.</li> <li>Provide sufficient space for maintenance.</li> </ol>	<p><b>Complies</b> with approved modification based on the discussion on page 8 of this report</p>	<p>The front yard facing 1300 South will need to be extended beyond the 50% maximum allowed because of existing power lines that will prohibit construction under it. Also, the sidewalk on 1300 South is approximately 5 feet with a tight room for pedestrian movement. The applicant is proposing a 23-foot setback to provide a pedestrian walkway with trees along the sidewalk.</p> <ol style="list-style-type: none"> <li>The proposed development maintains the changing character of the neighborhood with its mix of uses, increased density and transit-friendly amenities.</li> <li>Project amenities will include an outdoor courtyard, common lounge/clubhouse, fitness room, bike lockers and resident storage area.</li> </ol>

			<p>c. The adjacent properties are zoned RMF-45 and CC (Commercial Corridor) and the proposal is required to provide a 7 foot buffer. However, the project will provide a 9.6 feet landscape buffer (for approximately 413 feet) and a 7 feet parking landscape buffer (for approximately 150 feet).</p> <p>d. The proposal provides adequate sight lines from the vehicle accesses to the street.</p> <p>e. The site plan provides adequate space for maintenance requirements.</p>
<b>C4</b>	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	<b>Complies</b>	The street-facing façade of the main level is primarily glazing, some variety in material and modulation will provide visual interest and “eyes on the street” between the building occupants and the street and sidewalk.
<b>C5</b>	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	<b>Complies</b> as a condition of approval	The building is substantially constructed to the property lines and accent lighting is not shown at this stage. Review of lighting is a condition that is to be delegated to staff as a condition of approval.
<b>C6</b>	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	<b>Complies</b>	These service areas are primarily inside the building and will be appropriately screened.
<b>C7</b>	Whether parking areas are appropriately buffered from adjacent uses.	<b>Complies</b>	Project will provide parking lot landscape buffer.
<b>D. Landscaping:</b> The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:		<b>Complies</b>	The adjacent properties are zoned RMF-45 and CC (Commercial Corridor) and landscape buffer will be provided between the east property that is zoned RMF-45.
<b>D1</b>	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	<b>Complies</b>	There are two mature trees within the periphery of the property and no existing trees in the park strip. The existing landscaping will not be preserved. The proposal also includes required street trees every 30 feet along the sidewalk facing State Street. Urban Forestry recommends the use of Sylva cells when planting in sidewalk tree grates. This allows for the long-term health and wellness of larger species trees that are desirable along State St and 1300 S.
<b>D2</b>	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	<b>Complies</b>	The project will provide a 9.6-foot landscape buffer (for approximately 413 feet) and a 7-foot parking landscape buffer (for approximately 150 feet) at the rear yard. In

			addition, three trees will be planted along the north property line and along the sidewalk.
<b>D3</b>	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	<b>Complies</b>	The landscape buffers along the east property line will be maintained and improved as needed. The applicant has incorporated trees along the perimeter of the development and the front yards. These elements will help to buffer and lessen the potential impacts from the development.
<b>D4</b>	Whether proposed landscaping is appropriate for the scale of the development.	<b>Complies</b>	The proposed landscaping is appropriate for the scale of the development.  The project and the proposed landscaping include new trees on the street facing elevations and landscape along the periphery on the rear yard.
<b>E. Mobility:</b> The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:		<b>Complies</b>	The plans for this neighborhood call for a transit-oriented neighborhood that will be focus on pedestrians, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and public places where people can safely gather and interact with others
<b>E1</b>	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	<b>Complies</b>	There will be separated pedestrian walkways and driveways to create a safer access for pedestrians.
<b>E2</b>	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	<b>Complies</b>	Additional pedestrian walkway and trees will be provided along the north property facing 1300 South to accommodate pedestrian mobility. Ground level will be an active commercial use to promote pedestrian activity.  Bicycle parking will be provided as well as a safe place to store resident's bikes.
<b>E3</b>	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	<b>Complies</b>	The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.
<b>E4</b>	Whether the proposed design provides adequate emergency vehicle access; and	<b>Complies</b>	Staff recommends approval with a condition that the applicant will comply with all required department comments and conditions.
<b>E5</b>	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.		Service areas are primarily inside the building and will be appropriately screened.

<p><b>F. Existing Site Features:</b> The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.</p>	<p><b>Complies</b></p>	<p>There are no natural or built features on the site, such as historically significant buildings, that significantly contribute to the character of the neighborhood or environment.</p>
<p><b>G. Utilities:</b> Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.</p>	<p><b>Complies</b></p>	<p>Public utility connections will be fully evaluated during the building permits review phase of the development, and upgrades may be required by that department to serve the property.</p> <p>Utility boxes will remain in the rear of the site as existing.</p>

**ADDITIONAL APPLICABLE PLANNED DEVELOPMENT STANDARD**

Section 21A.55.170 (Disclosure of Private Infrastructure for Planned Developments) requires Planned Developments with private infrastructure (in this case driveways, walkways, and shared private utility lines) to disclose the expected cost for maintenance of that infrastructure to owners of property in the development.

The applicant plans on having the housing component to be owner occupied. For that to happen the project may need to go through a condominium process and bylaws will be required as part of the subdivision process.

# ATTACHMENT I

## Public Process & Comments

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### **PUBLIC NOTICE, MEETINGS, COMMENTS**

Early notification was sent regarding the project:

- Notices were mailed to property owners/residents within 300 feet of the proposal
- The Planning Division provided a 45-day comment period notice to the Liberty Wells, Central City, and Ballpark community councils on September 30, 2021 but did not receive a request for the proposal to be heard at their meeting.
- An online Open House was held on the Planning's website between October 18, 2021 through November 22, 2021.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on December 2, 2021
- Public hearing notice posted on December 2, 2021
- Public notice posted on City and State websites and Planning Division list serve on December 3, 2021

### **PUBLIC INPUT**

No public input was received at the time of the publication of this staff report.

# ATTACHMENT J

## Department Review Comments

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### **PLANNING & ZONING**

(Katia Pace at [katia.pace@slcgov.com](mailto:katia.pace@slcgov.com) or 801-535-6354)

Please provide the following:

1. Approval from UDOT for any new driveway on State Street. Please see the following link for additional information:  
<https://udot.utah.gov/connect/business/permits/access-management/>
2. As per 21A.27.030.C.12, any awnings, signs, etc. that project into the right-of-way require an encroachment permit. Speak with Olga Crump in Real Estate Services ([olga.crump@slcgov.com](mailto:olga.crump@slcgov.com), or 801-535-7184) regarding this proposal and process.

### **TRANSPORTATION**

(Michael Barry at [michael.barry@slcgov.com](mailto:michael.barry@slcgov.com) or 801-535-7147)

1. Provide a site plan, drawn to scale and fully dimensioned, showing any off-street parking or loading facilities to be provided. Include dimensions for parking stalls and aisle widths.
2. Parking calculations should be provided including the following:
  - Minimum number of ADA parking spaces required (21A.44.020.D)
  - Minimum number of passenger vehicle parking spaces required (21A.44.030.G)
  - Maximum number of passenger vehicles parking spaces allowed (21A.44.030.H)
  - Minimum number of electric vehicle (EV) parking spaces required (21A.44.050.B.2) \*\*EV parking spaces shall be outfitted with a standard electric vehicle charging station.
  - Minimum number of bicycle parking spaces required (21A.44.050.B.3)
  - Minimum number of loading berths required (21A.44.080)
  - Any modifications to parking requirements (21A.44.040)
  - Number of parking spaces provided for each type.
3. The following details should be provided:
  - ADA parking stall dimensions, signage, pavement markings, and ramps.
  - Signage and/or pavement markings for electric vehicle parking spaces indicating exclusive availability for electric vehicles (see 21A.44.050.B.2).
  - Bike rack installation (See SLC Transportation Standard Detail, F1.f2, "Bicycle Parking" @ <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>).
4. Show the required ten-foot sight distance triangles for each driveway at the intersection of the back of the sidewalk and the driveway (see 21A.40.120.E and 21A.62.050, Illustration I).
5. The required bicycle parking must be located outside. The bike room shown on the plan can remain, but the required bicycle parking must meet location standards per 21A.44.050.B.4.
6. All curb cuts and driveways must be approved by UDOT; requires City approval as well. If more than one driveway is located along a frontage, then the driveways must be separated by at least one hundred feet (100 ft.). The driveway at the Parley's Creek Right of Way is acceptable because it has a "right-in" lane and a "right-out" lane which reduces points of conflict.

### **BUILDING SERVICES**

(Todd Christopher at [todd.christopher@slcgov.com](mailto:todd.christopher@slcgov.com) or )

No comments.

## **POLICE**

(Scott Teerlink at [scott.teerlink@slcgov.com](mailto:scott.teerlink@slcgov.com))

The Police Department does not have any comments or concerns with this project.

## **FIRE**

(Ted Itchon at [edward.itchon@slcgov.com](mailto:edward.itchon@slcgov.com) or 801-535-6636)

There maybe an issue on IFC section 503.1.1. but there is an Alternative Means and Methods which could be applied for.

## **PUBLIC UTILITIES**

(Jason Draper at [jason.draper@slcgov.com](mailto:jason.draper@slcgov.com) or 801-483-6751)

There are a public utility concerns and requirements for this project:

1. Parley's Creek flows through a large conduit under the property and current building. An approved Salt Lake County flood control permit for this work is required (see attached temporary permit, a final permit will be based on construction drawings). The temporary permit is adequate for the planned development. Additional conditions may be required when plans are submitted. No building, foundations or footings can be allowed in the easement. Access for maintenance and replacement will be required to be maintained.
2. If it is determined that SLC is responsible for maintenance of this culvert, this proposal will be rejected by SLCPU.
3. The groundwater in this area is high and so construction and permanent dewatering may be required. Permits will be required for these discharges. Additionally, the downstream storm drain will need to be evaluated to determine if capacity is available for permanent dewatering.

*The following comments are provided for information only and do not provide official project review or approval. Comments are provided to assist in design and development by providing guidance for project requirements.*

- Development Review and Planned development does not provide utility or building permit. Additional requirements will be determined when the building permit is submitted.
- Only one culinary meter is generally allowed for a single property.
- If these buildings are to have fire sprinklers, they must be connected to a separate fire line connection and not to the culinary meter.
- The applicant will need to provide water, sewer, and fire flow demands when they submit for building permit. These demands will be modeled, and any offsite improvements will be determined. These improvements would be at the development cost.
- Public Utility permit, connection, survey, and inspection fees will apply.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Site utility, grading, drainage, erosion control, and plumbing plans will be required for building permit review. Submit supporting documents and calculations along with the plans.
- Public improvements including public utilities must be bonded for and must be complete prior to Certificate of Occupancy.



**ENGINEERING**

(Scott Weiler at [scott.weiler@slcgov.com](mailto:scott.weiler@slcgov.com) or 801-535-6159)

No objections.

**URBAN FORESTRY**

(Rick Nelson at [rick.nelson@slcgov.com](mailto:rick.nelson@slcgov.com) or 801-972-7818)

The plans show the required street trees every 30'. We recommend the use of Sylva cells when planting in sidewalk tree grates. This allows for the long-term health and wellness for larger species trees that are desirable along State St and 1300 S.