MEMORANDUM

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Katia Pace, 801 535-6354, katia.pace@slcgov.com
Date: April 27, 2022
Re: PLNPCM2021-00898, 1301 S State Street - Coachman Mixed Use - Planned Development

Planned Development (Continued Item)

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)

ACTION REQUIRED: Consider modifications made to the proposal in response to discussion and comments made at the December 15, 2021, Planning Commission meeting. The Commission tabled the item to a future date and requested clarification on the unit mix, confirmation of a vehicular access from UDOT at State Street and asked the applicant to consider additional changes to the façade to make it more pedestrian friendly

REQUEST: Ryan Mackowiak, representing the property owner, has submitted a revised Planned Development proposal consisting of two 65-foot-tall mixed-use buildings connected by a sky bridge with 94 residential units, ground floor retail and an underground parking structured. The Planned Development is for modifications to the maximum corner side yard setback as well as maximum façade length.

RECOMMENDATION:

In Planning Staff's opinion that overall, the project meets the applicable standards and therefore recommends the Planning Commission approve the request with the following conditions:

1. Applicant shall comply with all required department comments and conditions.
2. Delegate lighting design 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.
4. That UDOT approves the access points and the design as part of the building permit process.

ATTACHMENTS:

- **A.** Updated Plans
- **B.** Planning Commission Staff Report, December 15, 2021
- **C.** Minutes from December 15, 2021

BACKGROUND:

Original Request

The development would consist of a 5-story building and underground parking. Above the underground parking it would have restaurant/commercial uses on the street level, parking on the second level, and approximately 112 condominiums on the three floors above. The project would be a mix of studios, 1-bedroom & 2-bedroom owner occupied condos. The reason for the original Planned Development was to allow an increase in the length of the building façade and to allow a 23-foot setback on the corner yard along 1300 S. The building would 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.

Current Request

The revised Planned Development proposal consists of two 65-foot-tall mixed-use buildings connected by a sky bridge with 94 residential units, ground floor retail and underground structured parking. Through the Planned Development process the applicant is requesting to allow an increase in the maximum façade length of the North Building to approximately 335 feet, and to allow an increase of the corner yard setback to approximately 23.5 feet. The corner yard facing 1300 South would need to be extended beyond the 50% maximum allowed, or 23.5 feet, because of existing power lines that will prohibit construction under it.

Revised rendering

DISCUSSION:

The Planning Commission tabled the Planned Development at the December 15, 2021, meeting and requested the following:

1. Clarification on the unit mix.
2. Clarify vehicular access from UDOT at State Street.
3. Consider additional changes to the façade to make it more pedestrian friendly.

A video recording of the Planning Commission meeting can be viewed here - https://www.youtube.com/watch?v=5GTSvfjvKtY.

The minutes from the December 15, 2021, can be found in Attachment D.

Issue 1. UNIT MIX

When this project was reviewed by the Planning Commission on December 15, 2021, the applicant had not finalized the unit mix for the project. The Planning Commission asked the applicant to finalize the unit mix. The new proposed unit mix adds three-bedroom units to the unit mix. Most of the projects being built lately are one-bedroom and studio apartments. The 2 -and 3-bedroom apartments allows for more families to occupy the buildings. The new proposed total unit mix is 94 units.

North Building

On the North Building the proposal is for underground parking, parking and retail at the street level, parking on the second levels, and residential condominiums on the three floors above. The overall housing units for the North Building would be:

1 bedrooms = 13 units

2 bedrooms = 25 units

3 bedrooms = 6 units

Total = 44 units

South Building

On the South Building the proposal is for an underground parking, parking and retail at the street level, and residential condominiums on the five floors above. The revised plan eliminates parking on the second level of the South Building and replaces it with two levels of residential units. The overall housing units for the South Building would be:

1 bedrooms = 10 units

2 bedrooms = 30 units

3 bedrooms = 10 units

Total = 50 units

Findings: The project will lose 18 units from the previous version because of the areas removed to create two separated buildings. Because there are fewer units the off-street parking requirements is reduced as well. By reducing the parking, the second-floor parking area can be eliminated in the south building and more residential units can be created on the South Building.

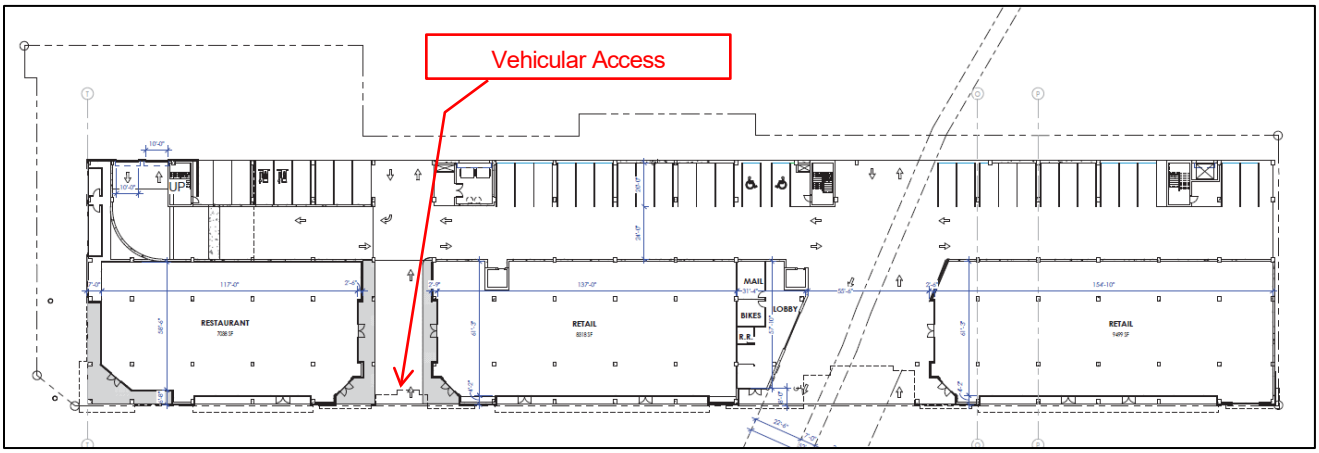
Issue 2. VEHICULAR ACCESS

The Planning Commission expressed a concern that the proposed access points to State Street had not yet been approved. UDOT has reviewed the proposed vehicular access from State Street, a UDOT road, and the project overall. Staff has discussed this proposed project with them and UDOT has no objections to the proposed access. However, UDOT will not give final approval until after the Planning Commission has approved the project.

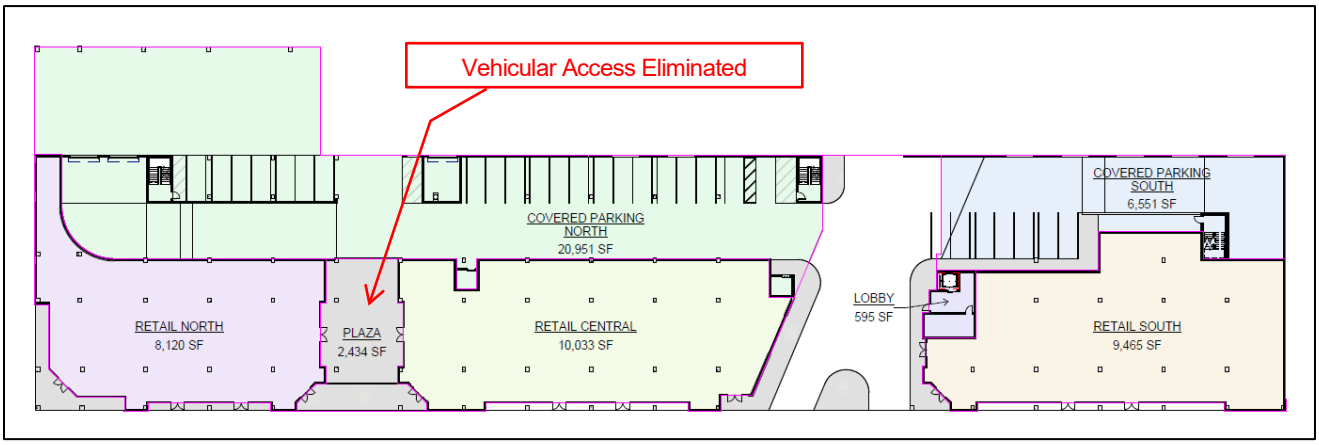
Changes to the Original Request

The current proposal eliminates a second driveway approach from State Street. UDOT likes to keep the driveway approaches to a minimum to keep the traffic flowing on UDOT roads. The applicant agreed to eliminate the second access point. Beyond crossing a street, conflict points between cars and pedestrians occur at driveway access where cars cross pedestrian paths. Too many accesses crossing the sidewalk create a very unfriendly environment for pedestrians. The elimination of the second access helps create a better pedestrian experience.

Findings: A condition that UDOT approves the access points and the design as part of the building permit process has been added.



Previous design

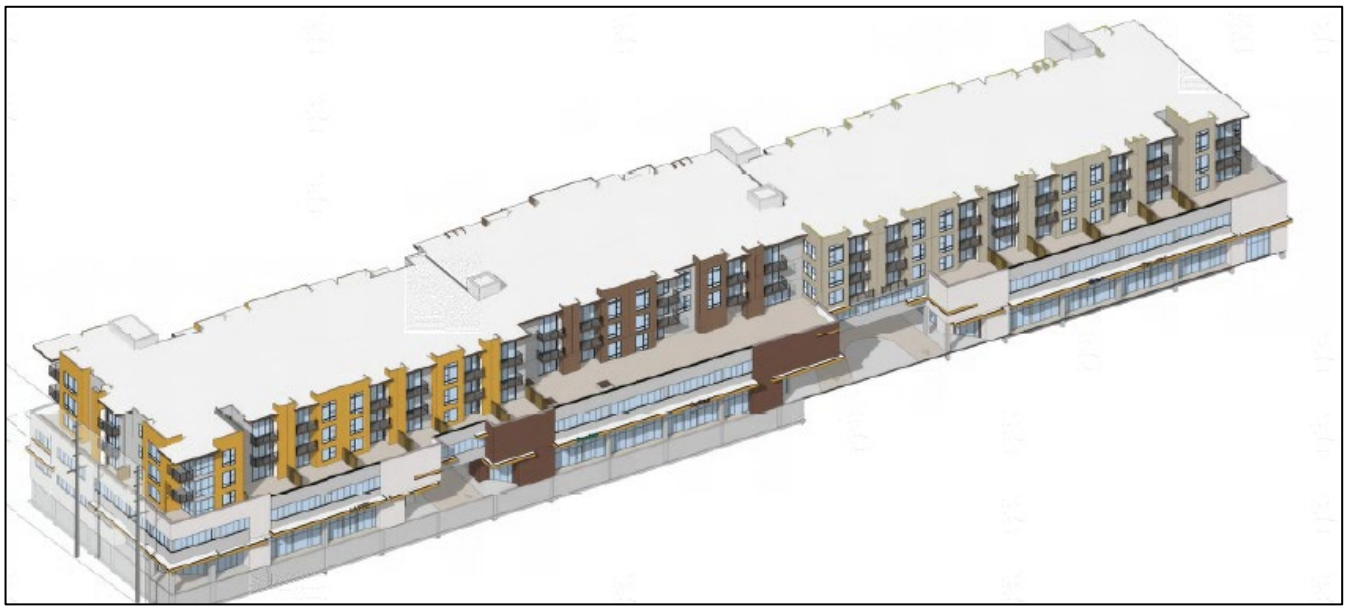


Revised design

Issue 3. PEDESTRIAN FRIENDLY

At the public hearing on December 15, 2021, the Planning Commission found that the proposed building would be too long as proposed and requested that the applicant break up the extensive façade of the building. The commission suggested to split the building into two buildings, or to include a courtyard to create the effect of the building being perceived as two or three buildings.

In response to the Planning Commission comments, the applicant modified the design of the project by splitting the building into two buildings connected by a sky bridge and adding a courtyard on the ground floor of the North Building. The length of the North Building is proposed to be beyond the allowed 200 feet, at approximately 335 feet.



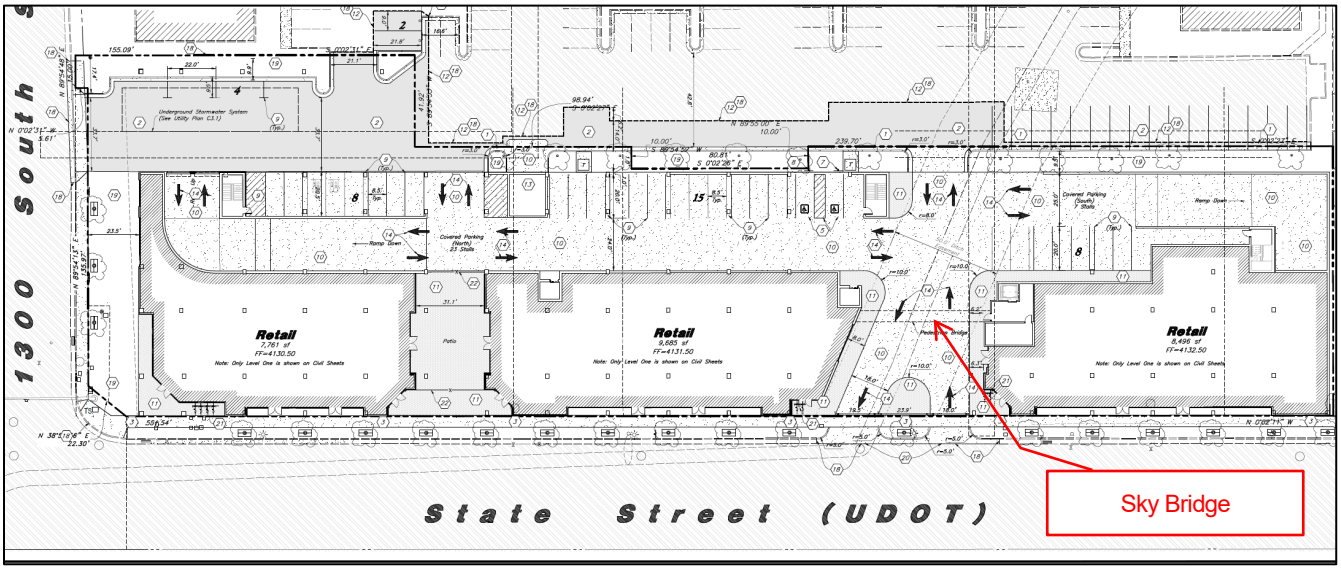
Previous design

Revised design

The revised design maintains the previously proposed modulation, materials, fenestration/balconies, and a mix of uses at the ground level that would have a generous percentage of glass. Also, the closeness of the building to the front property line along with trees aligning the street would help to engage sidewalk activity, providing visual interest and variation for pedestrians.

The revision of this project includes the separation of the building into two, that breaks the massing of the building providing a more human scale to the project. The articulation of the buildings including the courtyard on the North Building, made possible by the removal of the second driveway, provides visual interest and shade that reduces the feeling of "exposure" for the pedestrian and makes walking a more attractive mode of transportation.

The new revision also proposes a sky bridge between the North and South Buildings. The bridge would be setback away from the State Street so it wouldn't be readily visible to pedestrians/drivers.



Findings: The modified design breaks down the massing of the building to a more human scale that emphasize the human scale by splitting the building into two building and adding a courtyard to the North Building. The building massing is broken up and is designed to maintain compatibility with surrounding buildings, some of which are smaller in scale.

STAFF ANALYSIS & DISCUSSION:

This project proposes a development close to transportation with diversity of housing and a mix of uses. The new revision is an improvement by appropriately proposing buildings that are scaled to respect the human scale. The pedestrian experience is improved by the additional setback in the corner yard facing 1300 South, the removal of the second State Street driveway and additional courtyard on the ground level of the North Building. The updates to this project will help increase activity and visual interest through good design that is sensitive to human scale and consequently increase the sense of security for pedestrians.

The new housing unit mix will facilitate 2 -and 3-bedroom apartments and allow for more families to occupy the buildings.

NEXT STEPS:

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: Updated Plans

OWNERSHIP

REALITY DEVELOPMENT LLC
MIKE NIKOLS
1301 S. STATE ST.
SALT LAKE CITY, UT 84115
(801) 577-1020

ARCHITECT & STRUCTURAL ENGINEER

aeurbia architects and engineers
909 West South Jordan Parkway
south jordan utah 84095
phone: 801.746.0456 · fax: 801.575.6456
webpage: aeurbia.com

GENERAL CONTRACTOR

STOUT
1113 S. 500 W. Bountiful, UT 84010
(801) 296-2150

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

ANDERSON WAHLEN & ASSOCIATES

CIVIL ENGINEER

LANDSCAPE ARCHITECT

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COACHMAN MIXED USE

1301 S. STATE ST. SALT LAKE CITY, UT

PROJECT DATA

ZONING
FB-UN2 ZONE w/ SOUTH STATE ST. CORRIDOR OVERLAY

PROJECT BOUNDARY
76,891 SF (1.76 ACRES)

BUILDING HEIGHT
ALLOWED 65'
PROPOSED 65'-0"

SETBACKS
FRONT 0' MIN - 10' MAX
BUILD TO 50% SHALL BE BUILT TO MIN. SETBACK
SIDE YARD 0'
REAR YARD 0'

DENSITY
53 UNITS / ACRE

BUILDING DATA
NORTH BUILDING
1 LEVEL CONCRETE BELOW GRADE (STRUCTURED PARKING - TYPE I CONSTRUCTION)
2 LEVELS CONCRETE AT GRADE (COMMERCIAL, STRUCTURED PARKING - TYPE I CONSTRUCTION)
3 LEVELS WOOD-FRAMED HOUSING (TYPE III CONSTRUCTION)

SOUTH BUILDING
1 LEVEL CONCRETE BELOW GRADE (STRUCTURED PARKING - TYPE I CONSTRUCTION)
1 LEVELS CONCRETE AT GRADE (COMMERCIAL, STRUCTURED PARKING - TYPE I CONSTRUCTION)
5 LEVELS WOOD-FRAMED HOUSING (TYPE III CONSTRUCTION)

EXTERIOR FINISH MATERIALS
BRICK / THIN BRICK
HORIZONTAL FIBER CEMENT SIDING (PAINTED OR PRE-FINISHED)
VERTICAL FIBER CEMENT SIDING (PAINTED OR PRE-FINISHED)
FASCIA PANEL (SYNTHETIC WOOD OR METAL)
MANUFACTURED STONE
EXPOSED CONCRETE (NATURAL)

NOTE: 70% OF THE EXTERIOR MATERIALS ON STREET-FACING FACADES SHALL BE OF DURABLE MATERIALS

HOUSING UNIT MIX

1-BR	23 UNITS
2-BR	55 UNITS
3-BR	16 UNITS
TOTAL	94 UNITS

COMMERCIAL SPACE
TOTAL 25,942 SF

PARKING
REQUIRED (TABLE 21A.44.030)
HOUSING

	23 STALLS	1-BR: 1 STALL / UNIT
	55 STALLS	2-BR: 2 STALLS / UNIT
	32 STALLS	3-BR: 2 STALLS/UNIT
RETAIL/RESTAURANT/OFFICE	78 STALLS	(3 STALLS / 1,000 SF)
TOTAL REQUIRED	**188 STALLS**	
ADA STALLS	6 STALLS	21A.44.020.D & 2018 IBC TABLE 1106.1
EV STALLS	8 STALLS	1 EV STALL / 25 PARKING STALLS (21A.44.050.B.2)
BIKE PARKING	10 STALLS	5% (21A.44.050.B.3)
LOADING	1 STALL	(21A.44.080)

NOTE: NO PARKING MODIFICATIONS ARE BEING PROPOSED

PROVIDED
NORTH BUILDING

P1 LEVEL	85 STALLS
MAIN LEVEL	21 STALLS
SECOND LEVEL	104 STALLS

SOUTH BUILDING

P1 LEVEL	27 STALLS
MAIN LEVEL	7 STALLS

SITE 4 STALLS

TOTAL **247 STALLS**

ADA STALLS	8 STALLS
EV STALLS	8 STALLS
BIKE	10 STALLS
LOADING	1 SHORT STALL

AREA CALCULATIONS, PARKING STALL COUNTS, UNIT COUNTS AND SIZES ARE SUBJECT TO CHANGE AFTER ACCOUNTING FOR
- JURISDICTION REQUIREMENTS
- SECONDARY BUILDING SPACES (MECH, ELECT, TELECOMM., JANITOR, ETC.)
- UTILITY REQUIREMENTS (GAS & ELECT METERS, GENERATOR ROOM, ETC.)

aeurbia architects and engineers
909 West South Jordan Parkway
south jordan utah 84095
phone: 801.746.0456 · fax: 801.575.6456
webpage: aeurbia.com

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

MARK	DESCRIPTION	Revision Date
	Revision Schedule	

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

COVER

DATE: 2022.02.08

SHEET #:

G001

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Site Construction Notes

1. Const. 24" Curb & Gutter (1/C4.1)
2. Const. Asphalt Paving (2/C4.1)
3. Const. Conc. Sidewalk (4/C4.1)
4. Const. Thickened Edge Sidewalk (5/C4.1)
5. Const. Accessible Striping per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (1/C2.2)
6. Const. Accessible Ramp per ICC/ANSI A117.1 (Latest Edition) (See Grading Detail Sheets) (3/C2.2) (4/C2.2)
7. Const. Accessible Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (2/C2.2)
8. Const. Accessible VAN Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (2/C2.2)
9. Const. 4" White Paint Stripe (Typ.) Contractor shall provide 15 mils min. thickness
10. Const. Conc. Paving (6/C4.1)
11. Const. Stamp Pattern Conc. Paving (Per Arch. Plans)
12. Sawcut; Provide Smooth Clean Edge
13. Dumpster Enclosure (See Arch. Plans)
14. Const. Directional Arrows per MUTCD
15. Const. 24" White Stop Bar
16. Const. Light Poles (See Electrical Plans)
17. Const. Stop Sign per MUTCD R1-1
18. Conn. & Match Existing Improvements
19. Const. Landscaping Area (Coordinate w/ Landscape Plan)
20. Const. Concrete Drive Approach per UDOT Req's
21. Const. Bike Rack (16/C4.3)
22. Const. Decorative Metal Fence

Site Data

Site Area = 76,891 s.f. (1.76 ac.)
Landscape Area Provided = 5,521 s.f.
Impervious Area Provided = 11,327 s.f.
Building Area = 59,059 s.f
(See Cover Sheet for Parking Information)

General Site Notes:

1. All dimensions are to back of curb unless otherwise noted.
2. Fire lane markings and signs to be installed as directed by the Fire Marshal.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. Const. curb transition at all points where curb abuts sidewalk, see detail.
5. Contractor shall place asphalt paving in the direction of vehicle travel where possible.
6. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.
7. See Subdivision Plat for Easement Locations and Information.

Construction Survey Note:

The Construction Survey Layout for this project will be provided by Anderson Wahlen & Associates. The Layout Proposal and Professional Services Agreement will be provided to the General Contractor(s) for inclusion in base bids. The Survey Layout proposal has been broken out into Building Costs and Site Costs for use in the Site Work Bid Form.

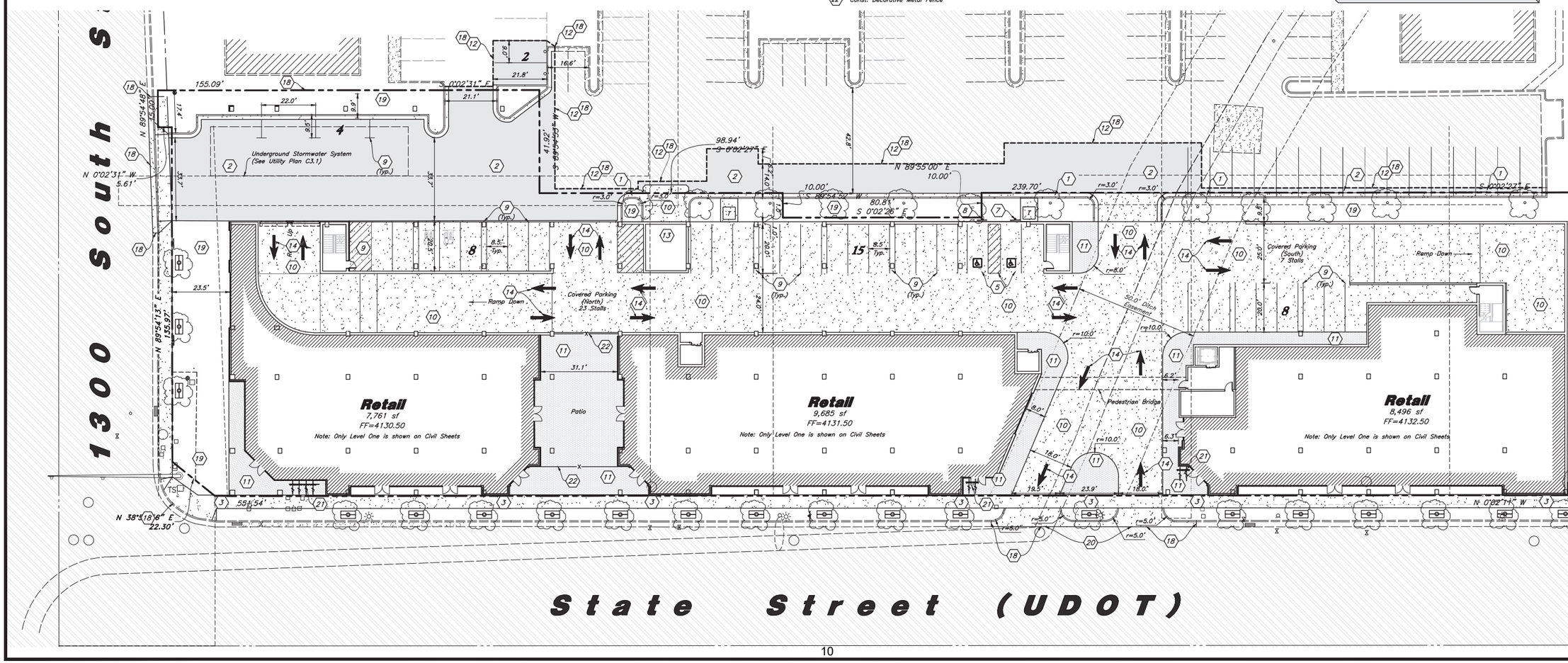
Note: Only Level One is shown on Civil Sheets

Scale: 1" = 20'

20' 0 20' 40'

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.



REV.	DATE	DESCRIPTION

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

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWAengineering.net

Site and Landscape Plan

Coachman Mixed Use

1301 South State Street
Salt Lake City, UT

9 Mar, 2022

SHEET NO. C1.1

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 3 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 3 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer.
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permitee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by GSH Geotechnical, Inc. are included in the requirements of grading and site Preparation. The Report is titled "Report Geotechnical Study Proposed Coachmans Mixed-Use Development 1301 South State Street Salt Lake City, Utah"

    Project No.: 1105-018-21
    Dated: September 3, 2021
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.

Scale: 1" = 20'

20' 0 20' 40'

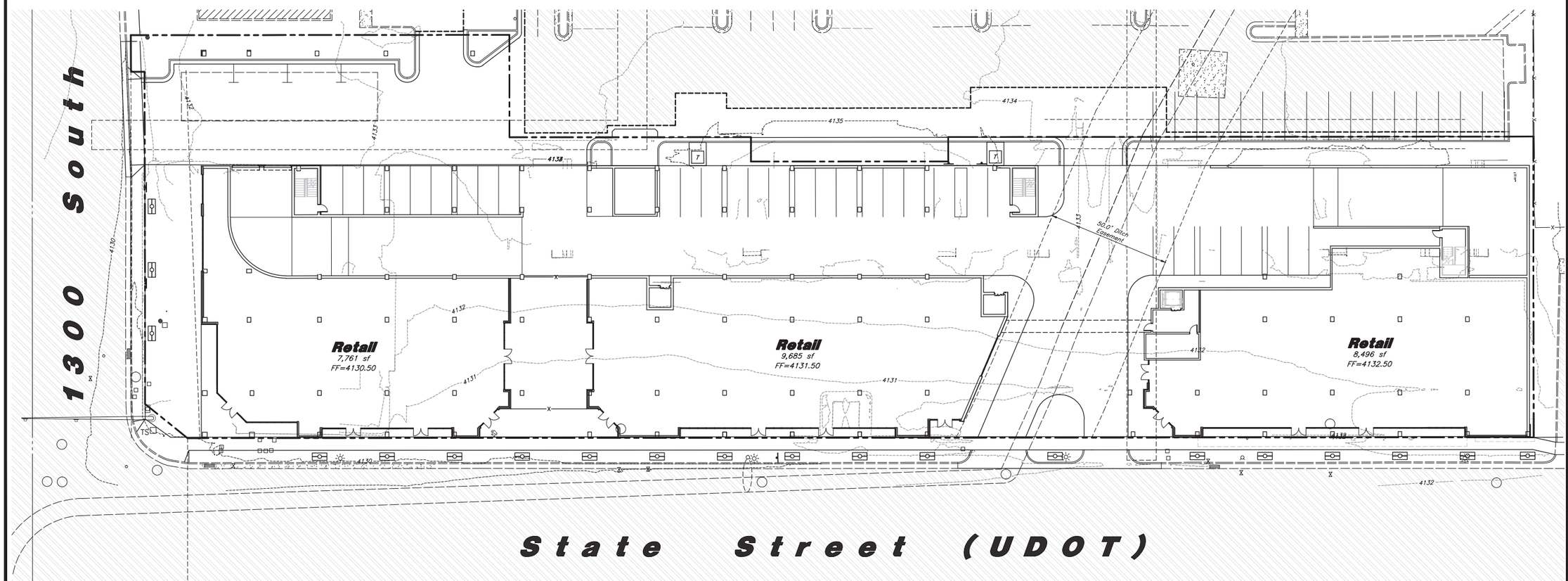
Note:
Only Level One is shown on Civil Sheets

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. (1) Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for standard and open face curb and gutter dimensions.
5. (2) Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.
6. Spot elevations are shown on this plan with text masking. Coordinate and verify site information with project drawings.

Sidewalk Construction Notes:

1. Concrete sidewalk shall be constructed with a cross slope of 1.5% (2.08% Maximum) unless shown otherwise on plan.
2. Running slope of sidewalks shall be built per grades shown on the plan. where grades are not provided, sidewalks shall be constructed with a maximum running slope of 4.5%
3. Refer to the Site Plan for sidewalk dimensions.



REV.	DATE	DESCRIPTION

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

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

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

9 Mar, 2022
SHEET NO.
C2.1

Stormwater Design Infromation

1. Detailed Stormwater design information and calculations have not been completed yet. Stormwater design will be done per city requirements and approved by City prior to construction.
2. Stormwater from roof and improvements exterior to the building will be collected and stormwater retained/detained and treated prior to be released to existing storm drain system in the public right-of-way per city requirements.
3. Stormwater collected in parking garage from vehicles including rain and snow will be collected in parking garage and treated prior to draining to sanitary sewer system.

General Utility Notes:

1. All sewer and water facilities shall be constructed per local jurisdiction standards and specifications. Contractor is responsible to obtain standards and specifications.
2. Coordinate all utility connections to building with plumbing plans and building contractor.
3. Verify depth and location of all existing utilities prior to constructing any new utility lines. Notify Civil Engineer of any discrepancies or conflicts prior to any connections being made.
4. All catch basin and inlet box grates are to be bicycle proof.
5. Refer to the site electrical plan for details and locations of electrical lines, transformers and light poles.
6. Gas lines, telephone lines, and cable TV lines are not a part of these plans.
7. Water meters are to be installed per city standards and specifications. It will be the contractor's responsibility to install all items required.
8. Water lines, valves, fire hydrants, fittings etc. are to be constructed as shown. Contractor is responsible, at no cost to the owner, to construct any vertical adjustments necessary to clear sewer, storm drain, or other utilities as necessary including valve boxes and hydrant spools to proper grade.
9. Contractor shall install a 12" concrete collar around all manholes, valves, catch basins, cleanouts & any other structures located within the asphalt.

Utility Piping Materials:

All piping materials shall be per local agency standards or the specifications below at a minimum. All utility piping shall be installed per manufacturers recommendations. Refer to project specifications for more detailed information regarding materials, installation, etc.

Culinary Service Laterals

1. Polyethylene (PE) Water Pipe (Up to 3 inches diameter), AWWA C901, PE 3408, SDR 9 (200 psi)
2. Copper Pipe (Up to 3 inches diameter): Type "K."

Water Main Lines and Fire Lines

1. Polyvinyl Chloride (PVC) (4 inches to 12 inches diameter): AWWA C900, Class 200

Sanitary Sewer Lines

1. All sewer piping to be Polyvinyl Chloride (PVC) sewer pipe, ASTM D3034, Type PSM, SDR 35

Storm Drain Lines

1. 12" pipes or smaller – Polyvinyl Chloride (PVC) sewer pipe, ASTM D3034, Type PSM, SDR 35
2. 15" pipes or larger – Reinforced Concrete Pipe, ASTM C76, Class III

Scale: 1" = 20'

20' 0 20' 40'

Note:
Only Level One is shown on Civil Sheets

CAUTION :

The locations and/or elevations of existing utilities as shown on these plans are based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied on as being exact or complete.

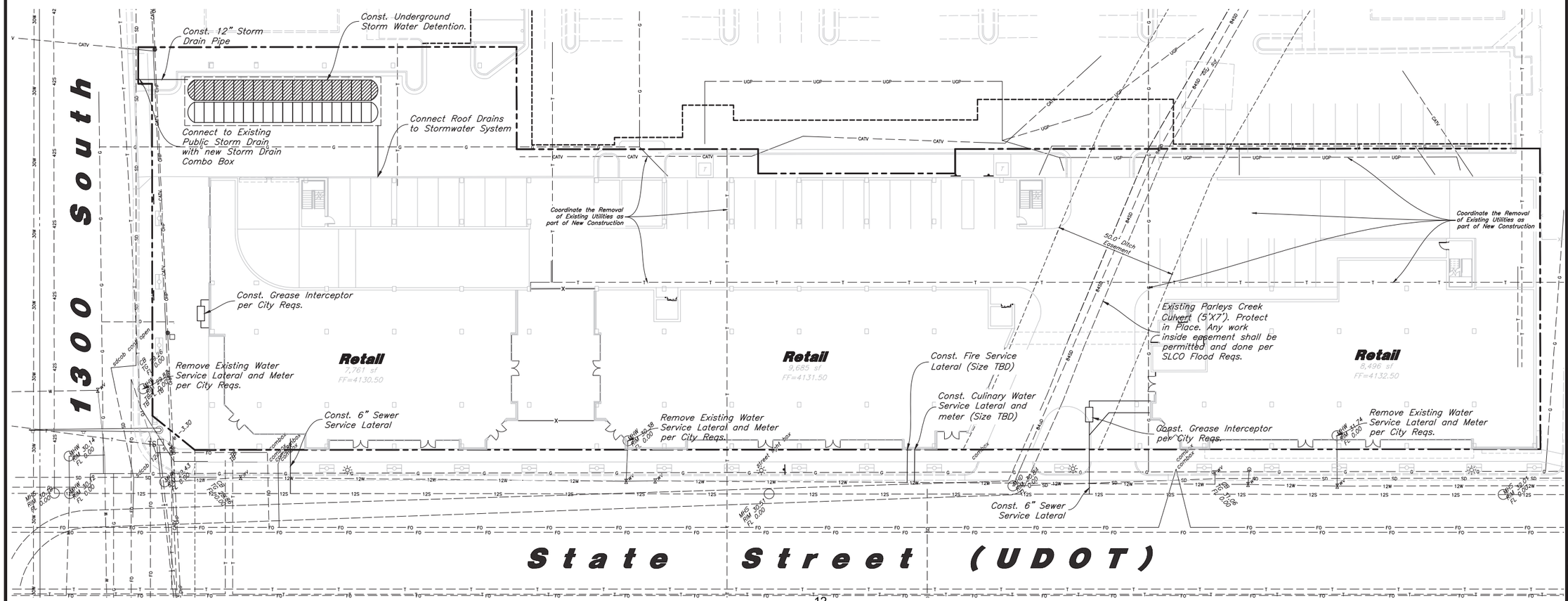
Storm Drain & Sanitary Sewer Note:

All Storm Drainage & Sanitary Sewer Pipe Lengths and Slopes are from Center of Structure to Center of Structure

Onsite Utility Connection Notes:

1. Contractor shall field verify all utility connection elevations prior to any utility construction has begun.
2. Contractor shall construct utility lines into site prior to any onsite utility construction. Gravity lines are to be constructed starting at the lowest point and be installed prior to any waterline installation
3. Construction of any onsite utilities prior to the offsite connection will be done at the contractors risk.

Know what's below. Call 811 before you dig. BLUE STAKES OF UTAH UTAH NOTIFICATION CENTER, INC. www.bluestakes.org 1-800-662-4111



REV	DATE	DESCRIPTION

Designed by: CA
Drafted by: NE
Client Name:
Coachman

21-154UT

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Utility Plan

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

9 Mar, 2022

SHEET NO.
C3.1

Erosion Control Notes

1. Storm water will be discharged into an existing drainage system. Existing Lines shall be inspected prior to Certificate of Occupancy and cleaned if necessary.
2. The Storm Water Prevention Plan shall conform to all State Division of Environmental Protection Regulations.
3. All Construction equipment will enter thru Designated Construction Entrances.
4. Coordinate Entrance locations with the local jurisdiction.
5. Inlet Protection Devices and Barriers shall be Repaired or Replaced if they Show Signs of Undermining or Deterioration.
6. Silt Fences shall be Repaired to their Original Conditions if Damaged, Sediment shall be Removed from Silt Fences when it Reaches one-half the Height of the Silt Fence.
7. The Construction Entrances shall be Maintained in a Condition which will Prevent Tracking or Flow of Mud onto Public Right-of-Way. This may Require Periodic Top Dressing of the Construction Entrances as Conditions Demand.
8. All Materials Spilled, Dropped, Washed or Tracked from Vehicles onto Roadways or into Storm Drains must be Removed Immediately.
9. Due to the Grade Changes During the Development of the Project, the Contractor shall be Responsible for Adjusting the Erosion Control Measures (Silt Fences, Inlet Protection, Etc...) to Prevent Erosion.
10. Contractor shall use Vehicle Tracking Control at all Locations where Vehicles will Enter or Exit the Site. Control Facilities will be Maintained while Construction is in Progress, Moved when Necessary and Removed when the Site is Paved.
11. Inlet Protection Devices shall be Installed Immediately upon Individual Inlets becoming Functional.
12. This Document is Fluid Allowing for Changes, Modifications, Updates and Alternatives. It is the Responsibility of the Contractor to Keep Record of all Alterations made to the Erosion Control Measures Implemented for the Project on this Plan and in the Storm Water Pollution Prevention Plan.
13. Cover Exposed stockpiles of soils, construction and landscaping materials with heavy plastic sheeting.
14. Re-vegetate areas where landscaping has died or not taken hold.
15. Divert storm water runoff around disturbed soils with berms or dirt swales.
16. Contractor to provide permanent stabilization to any areas disturbed by construction by hydroseeding native vegetation (if not otherwise stabilized).
17. Contractor is responsible for obtaining a fugitive dust control permit through the Division of Air Quality. All responsibilities relating to the production of the dust control plan shall be the responsibility of the Contractor.

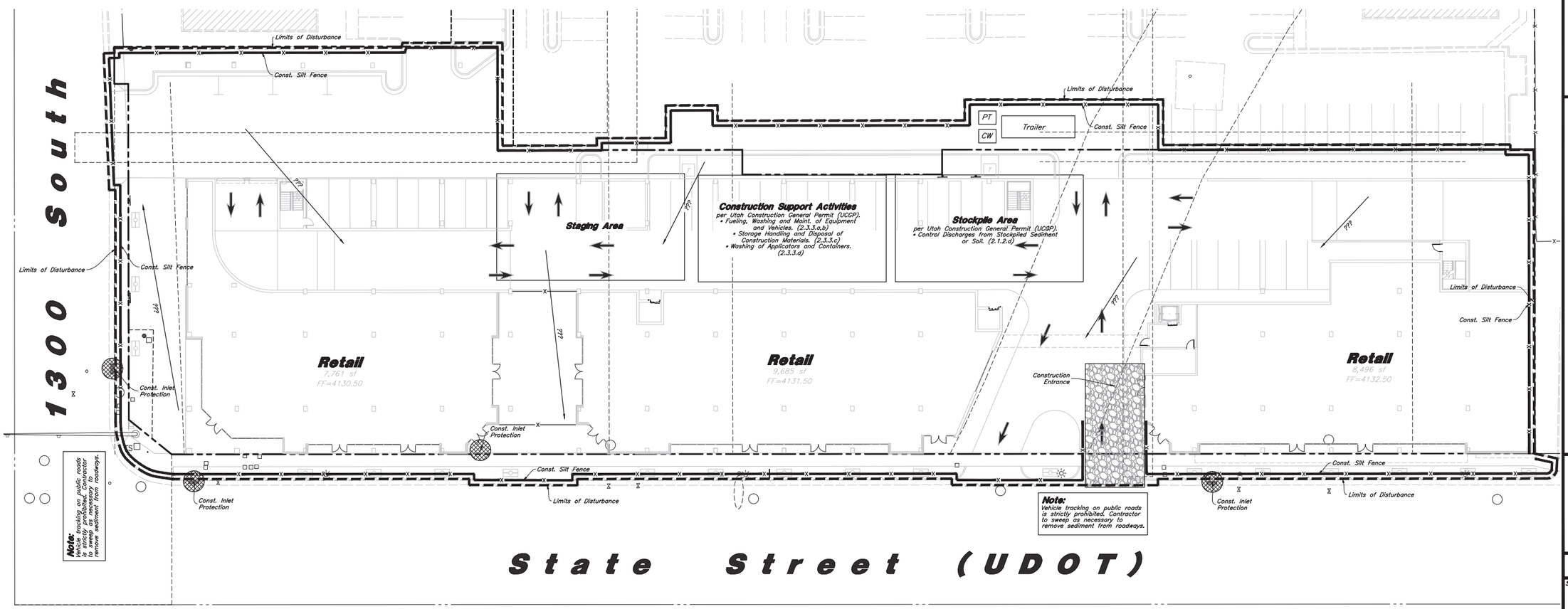
Note:
Only Level One is shown on Civil Sheets

Scale: 1" = 20'

20' 0 20' 40'

Legend

Place Inlet Protection at all Inlet Locations to prevent boxes from silting.	
Silt Fence	X
Limit of Disturbance	
Construction Entrance / Truck Wash (50'x24' Min.)	
Concrete Washout Area	CW
Portable Toilet	PT
Gravel Sock	
Existing Contour	78
Existing Spot	×(78.00TA)
Proposed Contour	78



REV	DATE	DESCRIPTION

Designed by: CA
Drafted by: NE
Client Name:
Coachman

21-154EC2

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWAengineering.net

Erosion Control Plan - Construction

Coachman Mixed Use

1301 South State Street
Salt Lake City, UT

9 Mar, 2022

SHEET NO.
C5.2

NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
LEVEL B1	
BELOW GRADE PARKING NORTH	35,290 SF
BELOW GRADE PARKING SOUTH	14,959 SF
TENANT STORAGE	1,322 SF
	51,572 SF
LEVEL 1	
COVERED PARKING NORTH	20,951 SF
COVERED PARKING SOUTH	6,551 SF
LOBBY	595 SF
PLAZA	2,434 SF
RETAIL CENTRAL	10,033 SF
RETAIL NORTH	8,120 SF
RETAIL SOUTH	9,465 SF
	58,149 SF
LEVEL 2S	
COMMON	2,060 SF
HOUSING	11,427 SF
PRIVATE OUTDOOR DECK	4,163 SF
	17,650 SF
LEVEL 2N	
GARAGE	42,331 SF
	42,331 SF
LEVEL 3S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 3N	
AMENITIES	5,024 SF
COMMON	3,741 SF
HOUSING	17,603 SF
OUTDOOR AMENITIES	4,273 SF
PRIVATE OUTDOOR DECK	6,484 SF
ROOF GARDEN	5,328 SF
	42,452 SF
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	13,926 SF
LEVEL 4N	
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HOUSING	24,346 SF
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LEVEL 5S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 5N	
COMMON	3,743 SF
HOUSING	24,351 SF
	28,094 SF
LEVEL 6S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
Grand total	324,042 SF

PROJECT GENERAL NOTES

1. 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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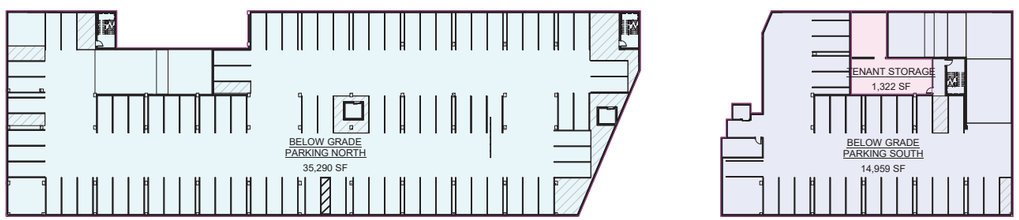
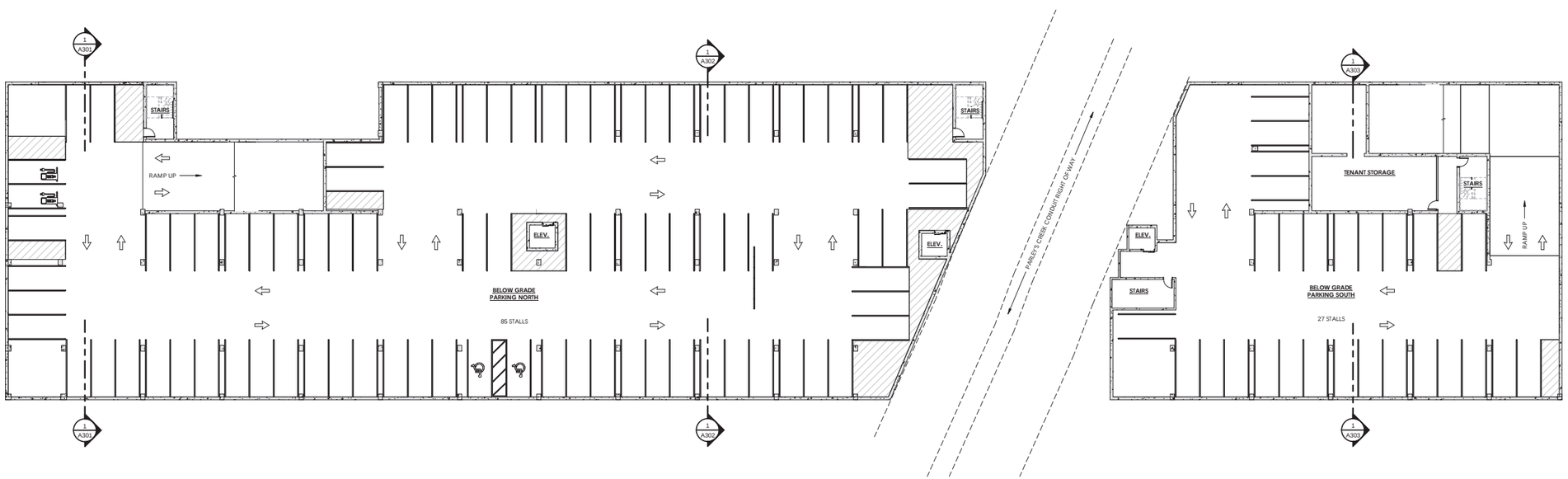


2 A101 **LEVEL B1 NORTH AND SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A101 **LEVEL P1 NORTH AND SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH

0 8' 16' 32'
GRAPHIC SCALE

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

3/10/2022 4:52:22 PM

COACHMAN MIXED USE

MIKE NIKOLS

1301 S. STATE ST. SALT LAKE CITY, UT

Revision Schedule		
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL P1 NORTH AND SOUTH FLOOR PLAN

DATE: **2022.02.08**

SHEET #:

A101

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AE URBIA, LLC.

NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
LEVEL B1	
BELOW GRADE PARKING NORTH	35,290 SF
BELOW GRADE PARKING SOUTH	14,959 SF
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RETAIL NORTH	8,120 SF
RETAIL SOUTH	9,465 SF
	58,149 SF
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	17,650 SF
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COMMON	3,743 SF
HOUSING	24,346 SF
	28,089 SF
LEVEL 5S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 5N	
COMMON	3,743 SF
HOUSING	24,351 SF
	28,094 SF
LEVEL 6S	
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HOUSING	12,234 SF
	13,926 SF
Grand total	324,042 SF

PROJECT GENERAL NOTES

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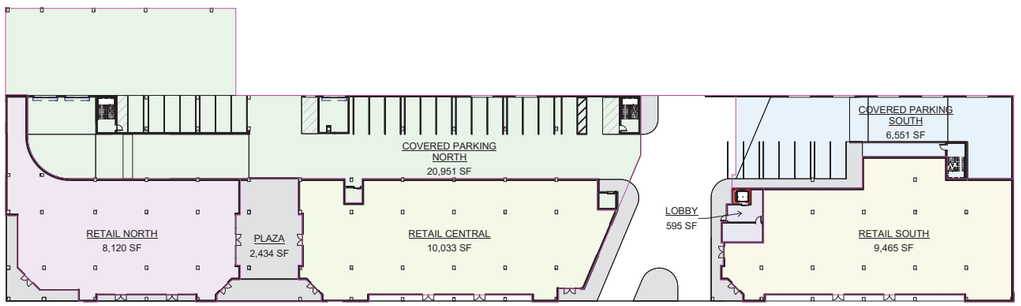
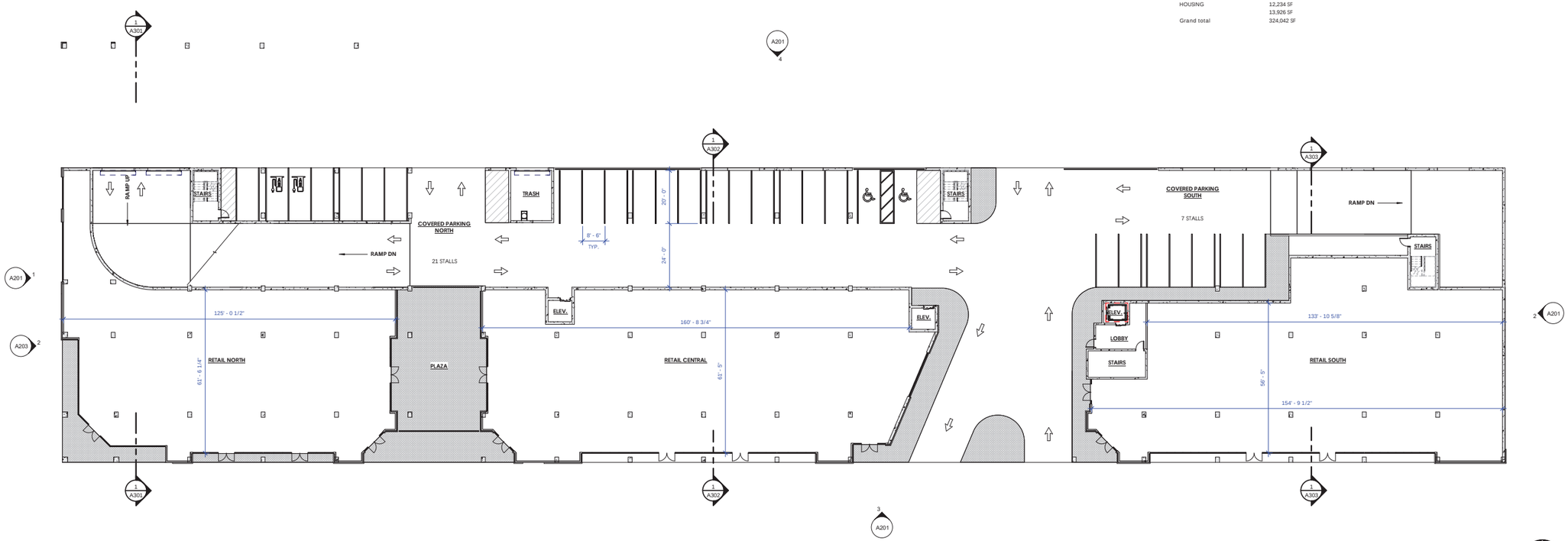


2 A102 **LEVEL 1 NORTH AND SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A102 **LEVEL 1 NORTH AND SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH

0 8' 16' 32'
GRAPHIC SCALE

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

3/10/2022 4:52:28 PM

COACHMAN MIXED USE

MIKE NIKOLS

1301 S. STATE ST. SALT LAKE CITY, UT

Revision Schedule		
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 1 NORTH AND SOUTH FLOOR PLAN

DATE: 2022.02.08

SHEET #:

A102

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NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
LEVEL B1	
BELOW GRADE PARKING NORTH	35,290 SF
BELOW GRADE PARKING SOUTH	14,959 SF
TENANT STORAGE	1,322 SF
	51,572 SF
LEVEL 1	
COVERED PARKING NORTH	20,951 SF
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LOBBY	595 SF
PLAZA	2,434 SF
RETAIL CENTRAL	10,033 SF
RETAIL NORTH	8,120 SF
RETAIL SOUTH	9,465 SF
	58,149 SF
LEVEL 2S	
COMMON	2,060 SF
HOUSING	11,427 SF
PRIVATE OUTDOOR DECK	4,163 SF
	17,650 SF
LEVEL 2N	
GARAGE	42,331 SF
	42,331 SF
LEVEL 3S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 3N	
AMENITIES	5,024 SF
COMMON	3,741 SF
HOUSING	17,603 SF
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PRIVATE OUTDOOR DECK	6,484 SF
ROOF GARDEN	5,328 SF
	42,452 SF
LEVEL 4S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 4N	
COMMON	3,743 SF
HOUSING	24,346 SF
	28,089 SF
LEVEL 5S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 5N	
COMMON	3,743 SF
HOUSING	24,351 SF
	28,094 SF
LEVEL 6S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
Grand total	324,042 SF

PROJECT GENERAL NOTES

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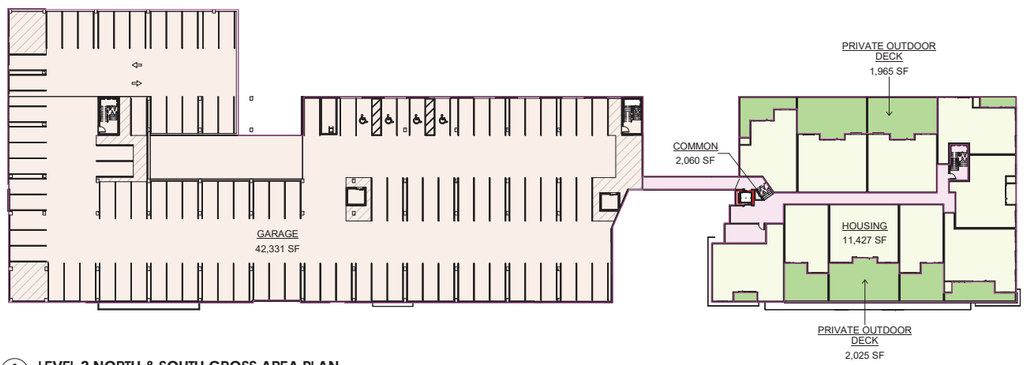
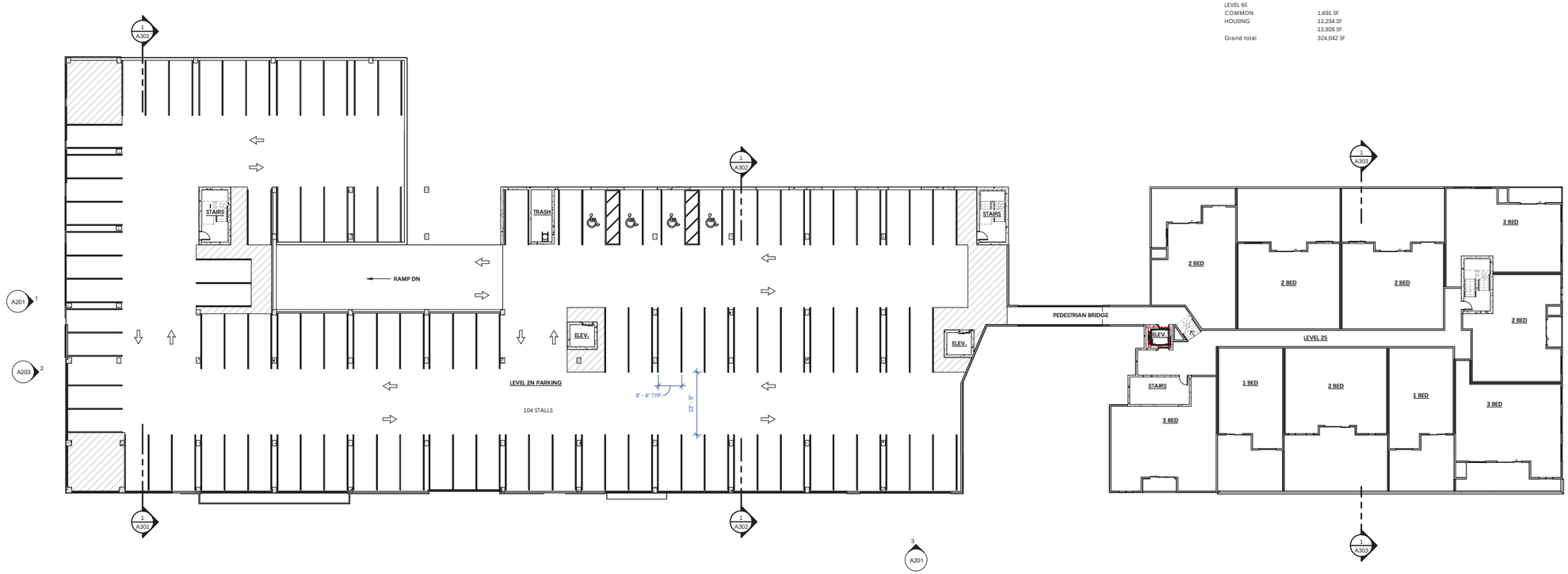


2 A103 **LEVEL 2 NORTH & SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A103 **LEVEL 2 NORTH AND SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH

0 8' 16' 32'
GRAPHIC SCALE

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

3/10/2022 4:52:30 PM

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

Revision Schedule	
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 2 NORTH AND SOUTH FLOOR PLAN

DATE: 2022.02.08

SHEET #:

A103

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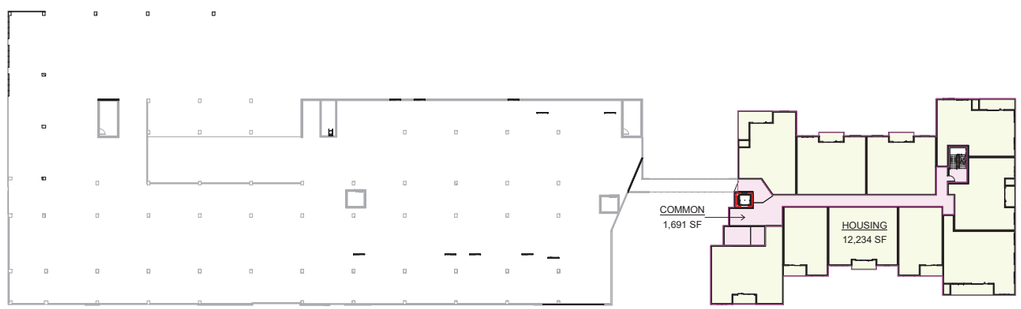
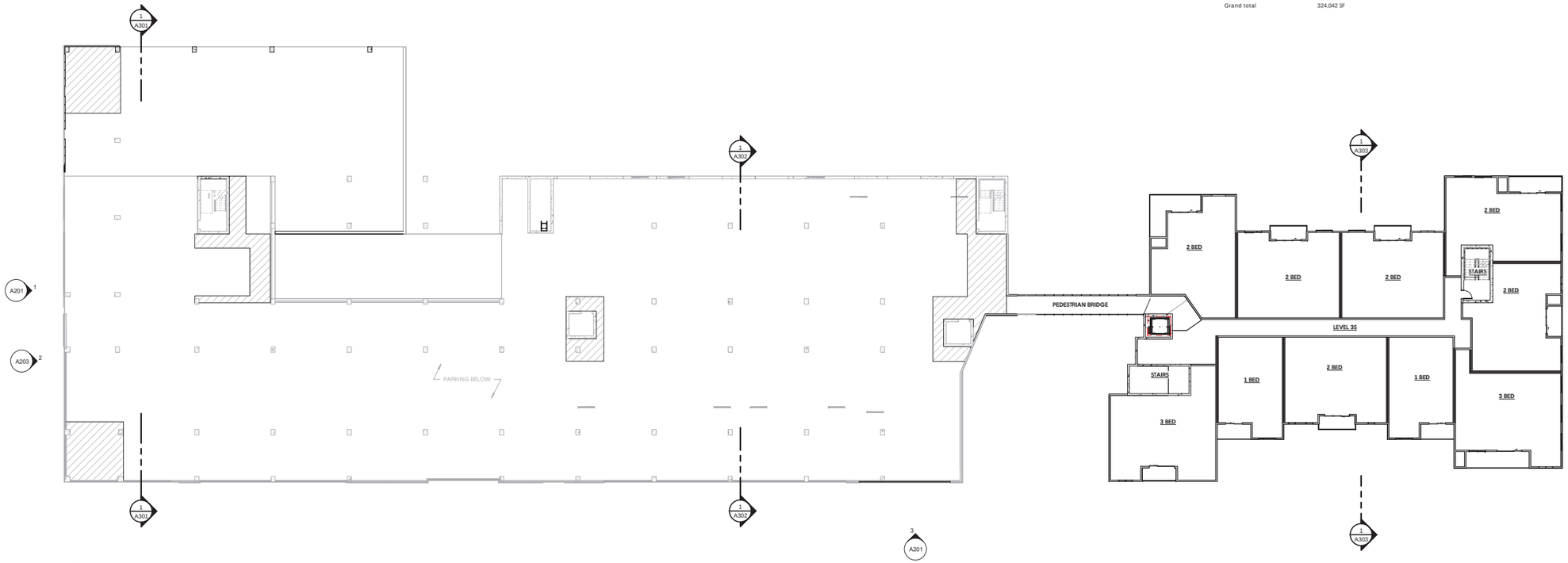


2 A104 **LEVEL 3 SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A104 **LEVEL 3 SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
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BELOW GRADE PARKING SOUTH	14,959 SF
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RETAIL CENTRAL	10,033 SF
RETAIL NORTH	8,120 SF
RETAIL SOUTH	9,465 SF
	58,149 SF
LEVEL 2S	
COMMON	2,060 SF
HOUSING	11,427 SF
PRIVATE OUTDOOR DECK	4,163 SF
	17,650 SF
LEVEL 2N	
GARAGE	42,331 SF
	42,331 SF
LEVEL 3S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 3N	
AMENITIES	5,024 SF
COMMON	3,741 SF
HOUSING	17,603 SF
OUTDOOR AMENITIES	4,273 SF
PRIVATE OUTDOOR DECK	6,484 SF
ROOF GARDEN	5,328 SF
	42,452 SF
LEVEL 4S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 4N	
COMMON	3,743 SF
HOUSING	24,346 SF
	28,089 SF
LEVEL 5S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
LEVEL 5N	
COMMON	3,743 SF
HOUSING	24,351 SF
	28,094 SF
LEVEL 6S	
COMMON	1,691 SF
HOUSING	12,234 SF
	13,926 SF
Grand total	324,042 SF

PROJECT GENERAL NOTES

1. 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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10. ALL WOOD WHICH COMES INTO CONTACT WITH CONCRETE SHALL BE PRESSURE-TREATED

ae urbia architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

3/10/2022 4:52:36 PM

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

Revision Schedule		
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 3 SOUTH FLOOR PLAN

DATE: **2022.02.08**

SHEET #:

A104

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NORTH

0 8' 16' 32'
GRAPHIC SCALE

NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
LEVEL B1	
BELOW GRADE PARKING NORTH	35,290 SF
BELOW GRADE PARKING SOUTH	14,959 SF
TENANT STORAGE	1,322 SF
	51,572 SF
LEVEL 1	
COVERED PARKING NORTH	20,951 SF
COVERED PARKING SOUTH	6,551 SF
LOBBY	595 SF
PLAZA	2,434 SF
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Grand total	324,042 SF

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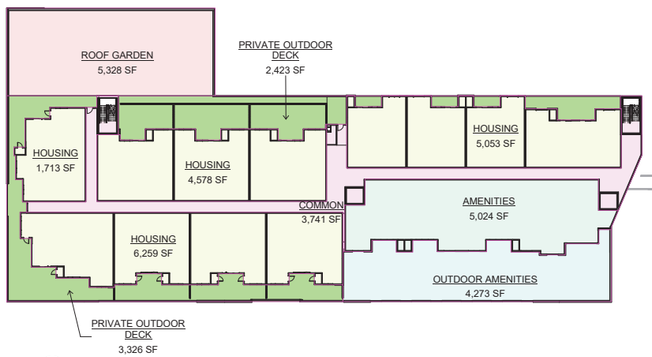
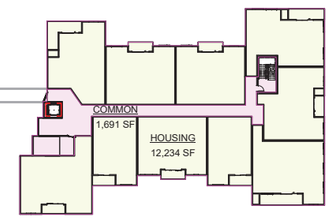
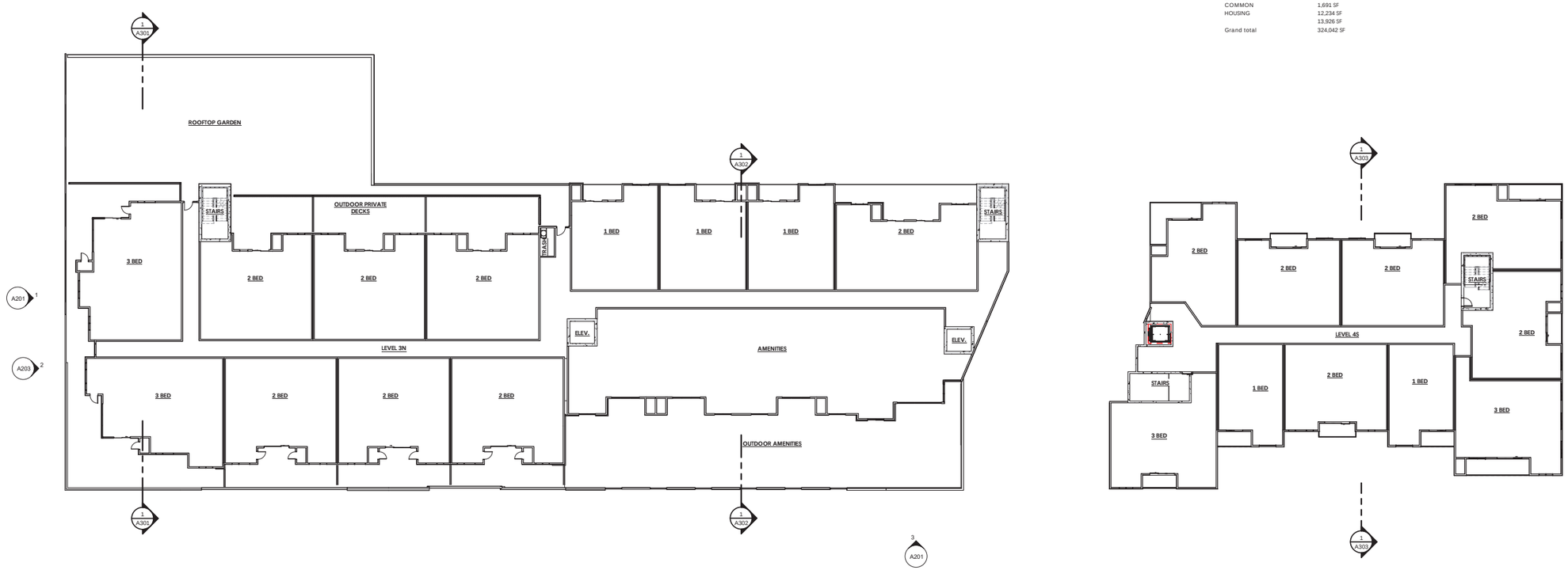


2 A105 **LEVEL 3 NORTH GROSS AREA PLAN**
1" = 30'-0"



3 A105 **LEVEL 4 SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A105 **LEVEL 3 NORTH AND LEVEL 4 SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH

0 8' 16' 32'
GRAPHIC SCALE

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

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

Revision Schedule	
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 3 NORTH AND LEVEL 4 SOUTH FLOOR PLAN

DATE: 2022.02.08

SHEET #:

A105

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AE URBIA, LLC.

NORTH BLDG UNITS	
LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS	
LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT	
1 BED	23
2 BED	55
3 BED	16
Grand total: 94	

GROSS AREA SCHEDULE	
Not Placed	
MECH.	0 SF
	0 SF
LEVEL B1	
BELOW GRADE PARKING NORTH	35,290 SF
BELOW GRADE PARKING SOUTH	14,959 SF
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RETAIL SOUTH	9,465 SF
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LEVEL 2N	
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	42,331 SF
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	28,094 SF
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HOUSING	12,234 SF
	13,926 SF
Grand total	324,042 SF

PROJECT GENERAL NOTES

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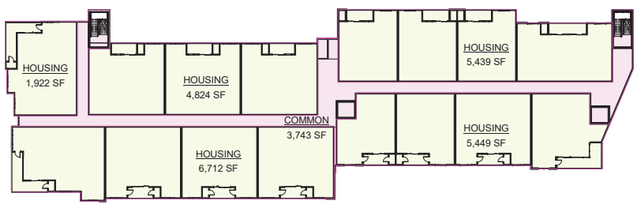
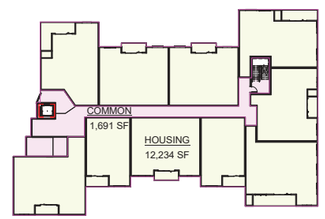
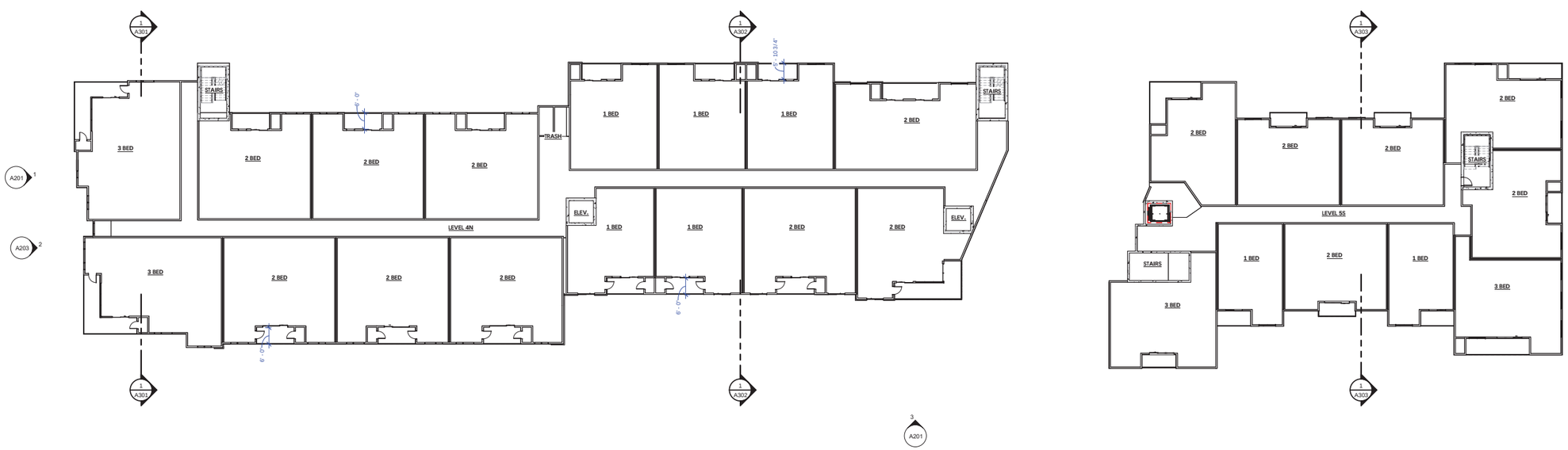


2 A106 **LEVEL 4 NORTH GROSS AREA PLAN**
1" = 30'-0"



3 A106 **LEVEL 5 SOUTH GROSS AREA PLAN**
1" = 30'-0"



1 A106 **LEVEL 4 NORTH AND LEVEL 5 SOUTH FLOOR PLAN**
1/16" = 1'-0"

NORTH

0 8' 16' 32'
GRAPHIC SCALE

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
webpage: aeurbia.com

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COACHMAN MIXED USE

MIKE NIKOLS

1301 S. STATE ST. SALT LAKE CITY, UT

Revision Schedule		
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 4 NORTH AND LEVEL 5 SOUTH FLOOR PLAN

DATE: **2022.02.08**

SHEET #:

A106

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NORTH BLDG UNITS

LEVEL 3N	
1 BED	3
2 BED	7
3 BED	2
LEVEL 4N	
1 BED	5
2 BED	9
3 BED	2
LEVEL 5N	
1 BED	5
2 BED	9
3 BED	2
Grand total: 44	

SOUTH BLDG UNITS

LEVEL 2S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 3S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 4S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 5S	
1 BED	2
2 BED	6
3 BED	2
LEVEL 6S	
1 BED	2
2 BED	6
3 BED	2
Grand total: 50	

OVERALL UNIT COUNT

1 BED	23
2 BED	55
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Not Placed	
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	0 SF
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LEVEL 2N	
GARAGE	42,331 SF
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LEVEL 3S	
COMMON	1,691 SF
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AMENITIES	5,024 SF
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PROJECT GENERAL NOTES

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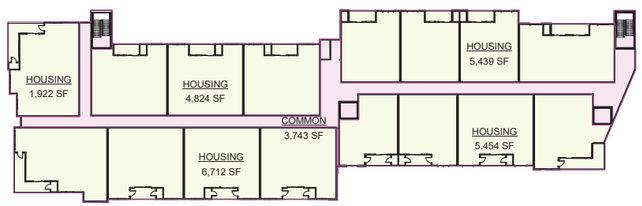
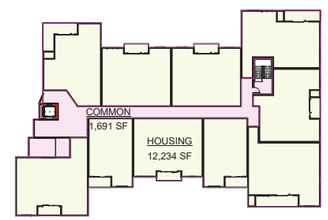
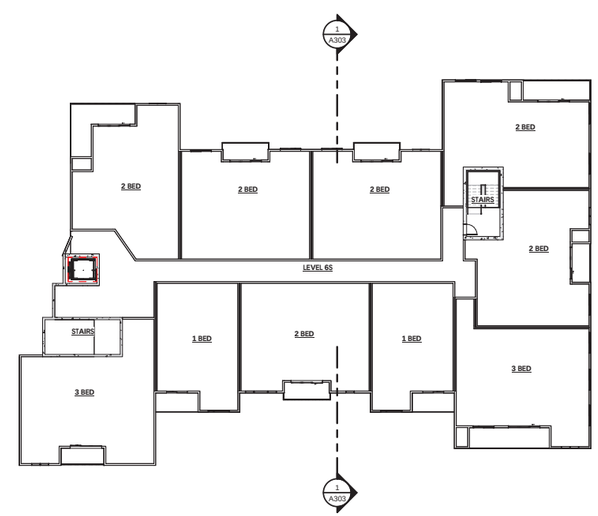


2 A107 **LEVEL 5 NORTH GROSS AREA PLAN**
1" = 30'-0"



3 A107 **LEVEL 6 SOUTH GROSS AREA PLAN**
1" = 30'-0"

1 A107 **LEVEL 5 NORTH AND LEVEL 6 SOUTH FLOOR PLAN**
1/16" = 1'-0"



NORTH

GRAPHIC SCALE 0 8' 16' 32'

aeurbia
architects and engineers
989 West South Jordan Parkway
south jordan, utah 84095
phone: 801.746.0456 fax: 801.575.6456
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MIKE NIKOLS

1301 S. STATE ST. SALT LAKE CITY, UT

Revision Schedule

MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

LEVEL 5 NORTH AND LEVEL 6 SOUTH FLOOR PLAN

DATE: **2022.02.08**

SHEET #:

A107

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KEYNOTE LEGEND

04.01	BRICK/THIN BRICK - LIGHT GRAY
04.03	MANUFACTURED STONE - EARTH TONES
05.01	42" STEEL GUARDRAIL - PAINT BLACK (2 COATS) - RAILING SHALL ATTACH TO STRUCTURE AT BASE AND AT TOP RAIL
05.18	METAL AWNINGS - PAINT
08.05	PRE-FINISHED ALUMINUM STOREFRONT SYSTEM
08.07	OVERHEAD DOOR, SEE DOOR SCHEDULE
08.08	ALUMINUM FRAME w/ METAL MESH AT GARAGE OPENINGS
09.01	METAL WALL PANEL / FIBER CEMENT SIDING - VERTICAL INSTALLATION
09.02	METAL WALL PANEL / FIBER CEMENT SIDING - VERTICAL INSTALLATION
09.03	METAL WALL PANEL / FIBER CEMENT SIDING - HORIZONTAL INSTALLATION
09.04	METAL WALL PANEL / FIBER CEMENT SIDING - VERTICAL INSTALLATION
09.05	METAL WALL PANEL / FIBER CEMENT SIDING - HORIZONTAL INSTALLATION
09.06	METAL WALL PANEL / FIBER CEMENT SIDING - HORIZONTAL INSTALLATION
09.07	METAL WALL PANEL / FIBER CEMENT SIDING - VERTICAL INSTALLATION

EXTERIOR MATERIALS LEGEND

- WALL PANEL/SIDING - VERTICAL GOLD / YELLOW
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1 A201 **NORTH ELEVATION (1300 S.)**
1/16" = 1'-0"

2 A201 **SOUTH ELEVATION**
1/16" = 1'-0"

3 A201 **WEST ELEVATION (STATE ST.)**
1/16" = 1'-0"

4 A201 **EAST ELEVATION**
1/16" = 1'-0"

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MARK	DESCRIPTION	Revision Date

Revision Schedule

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

EXTERIOR ELEVATIONS

DATE: **2022.02.08**

SHEET #:

A201

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1 A202 **ENLARGED WEST ELEVATION - NORTH**

1/8" = 1'-0"

2 A202 **ENLARGED WEST ELEVATION - MIDDLE**

1/8" = 1'-0"

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MIKE NIKOLS

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Revision Schedule		
MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

EXTERIOR ELEVATIONS

DATE: 2022.02.08

SHEET #:

A202

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1 A203 **ENLARGED WEST ELEVATION - SOUTH**
1/8" = 1'-0"

2 A203 **ENLARGED NORTH ELEVATION**
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PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

EXTERIOR ELEVATIONS

DATE: **2022.02.08**

SHEET #:

A203

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1 A204 AERIAL VIEW - NORTH-WEST

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EXTERIOR ELEVATIONS

DATE: 2022.02.08

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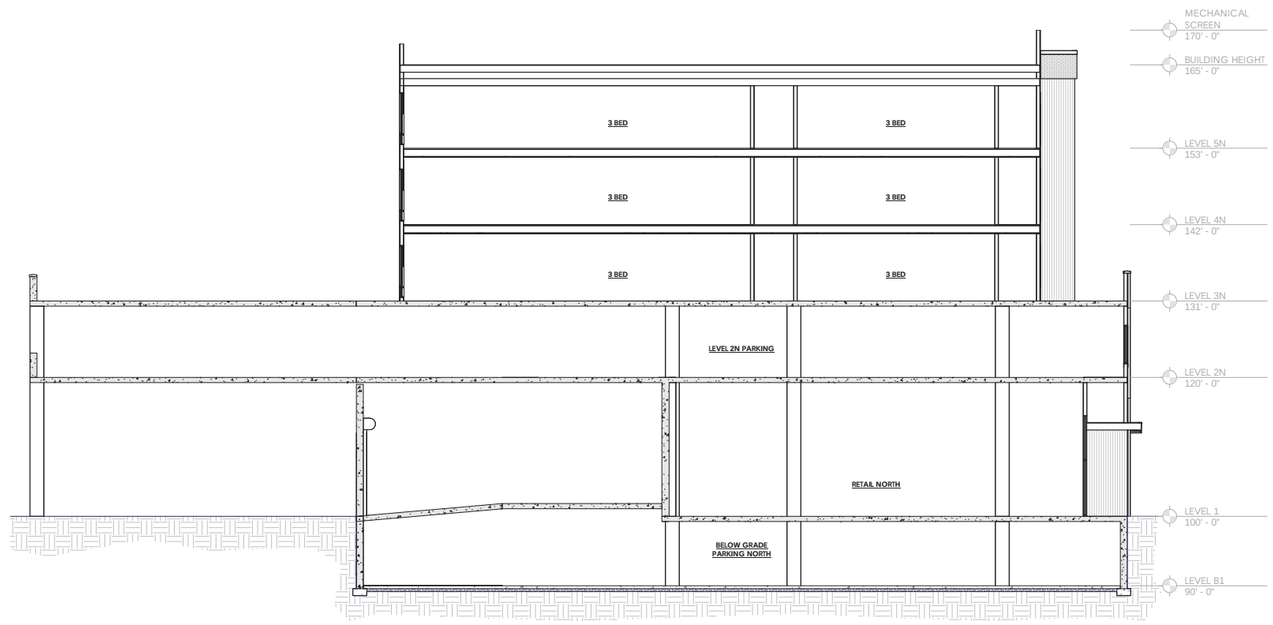

1 A301 **BUILDING SECTION - NORTH**
1/8" = 1'-0"

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MIKE NIKOLS
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Revision Schedule

MARK	DESCRIPTION	Revision Date

PLANNED DEVELOPMENT APPLICATION 10 MAR 2022

AE2021.318

BUILDING SECTION - NORTH

DATE: 2022.02.08

SHEET #:

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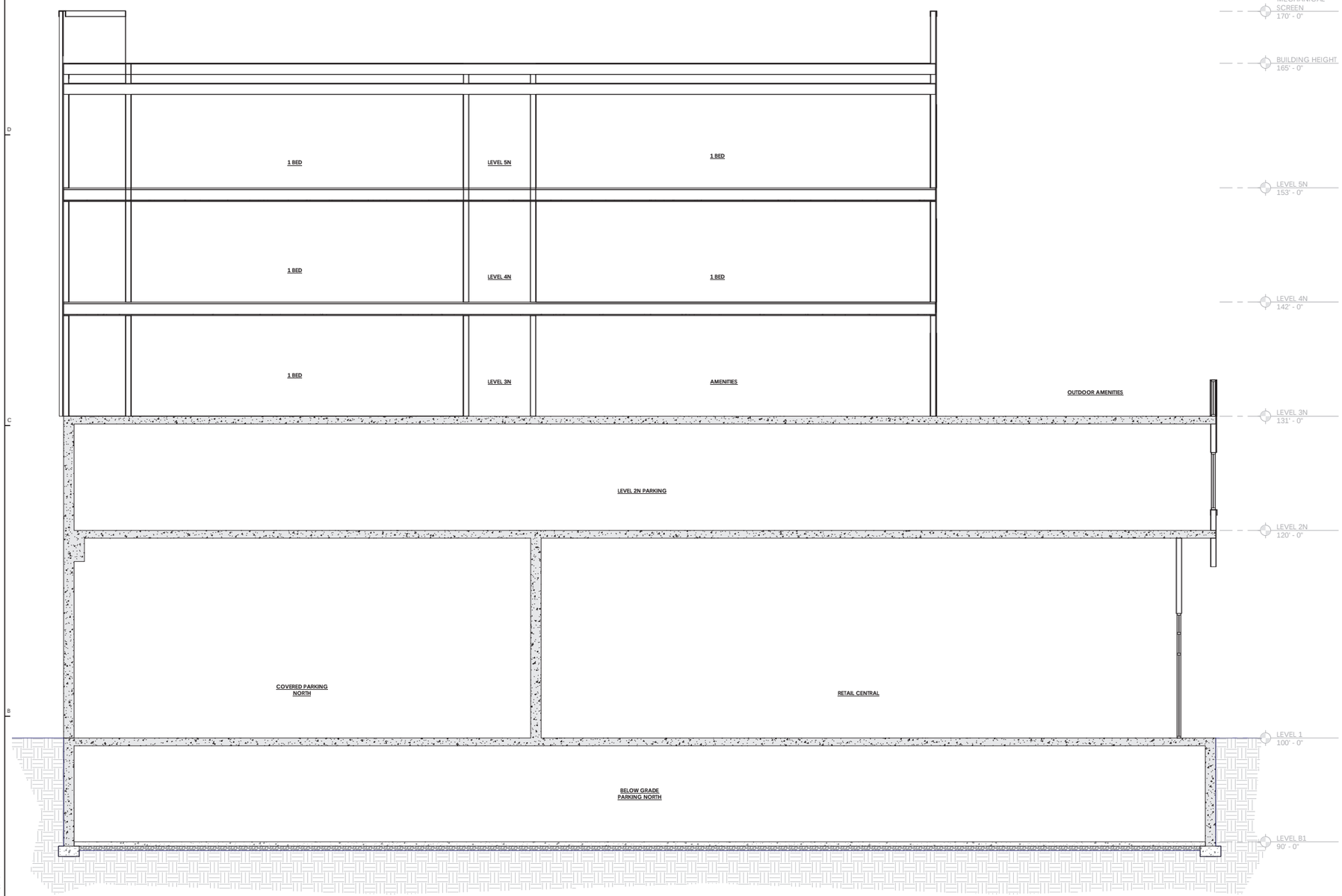

1 A302 **BUILDING SECTION - CENTRAL**
1/4" = 1'-0"

PROJECT GENERAL NOTES

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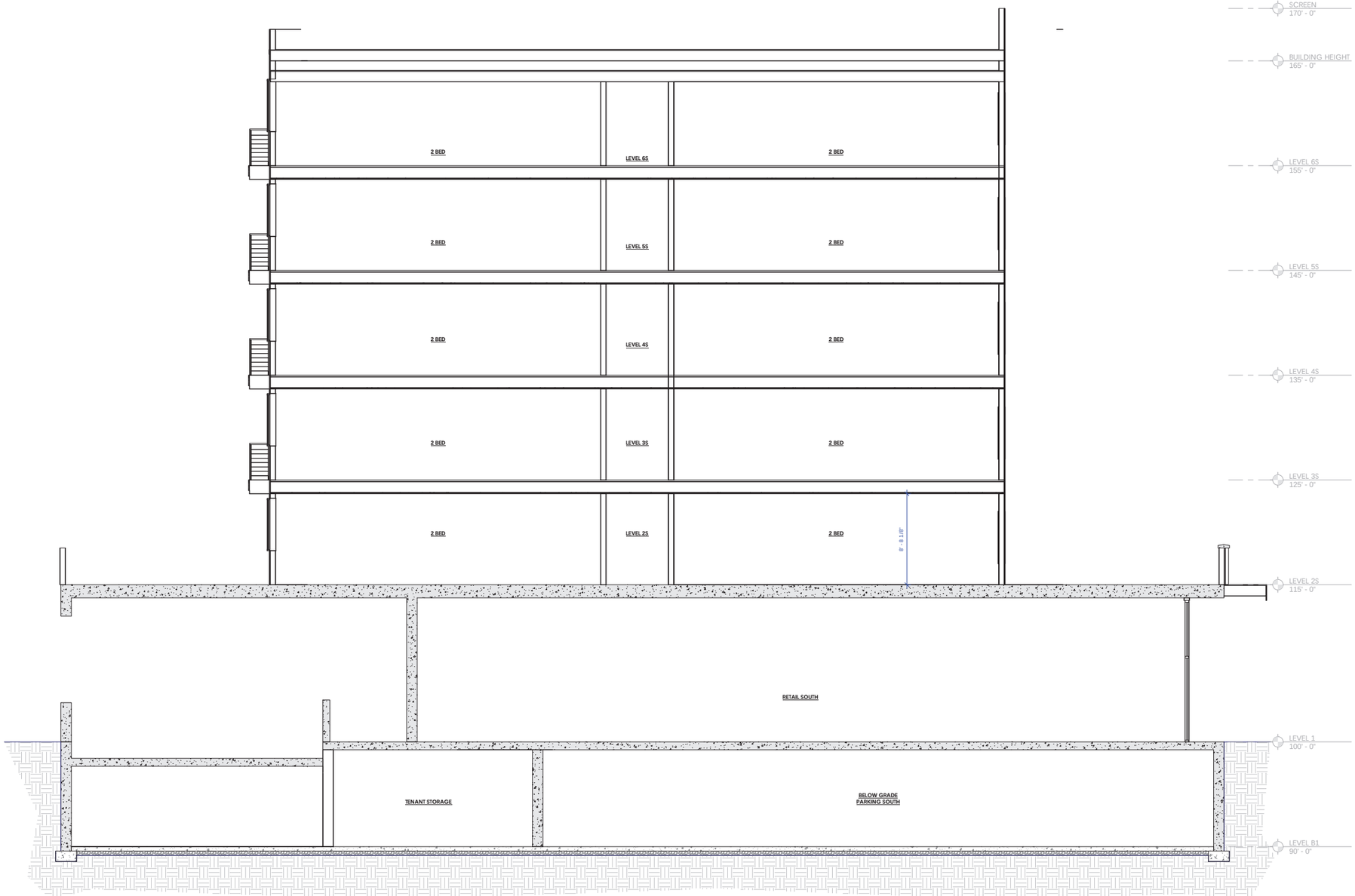

1 A303 **BUILDING SECTION - SOUTH**
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BUILDING SECTION - SOUTH

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Attachment B: Planning Commission Staff Report, December 15, 2021

Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission

From: Katia Pace, 801-535-6354, katia.pace@slcgov.com

Date: December 15, 2021

Re: PLNPCM2021-00898, 1301 S State Street - Coachman Mixed Use - Planned Development

PLANNED DEVELOPMENT

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

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

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

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

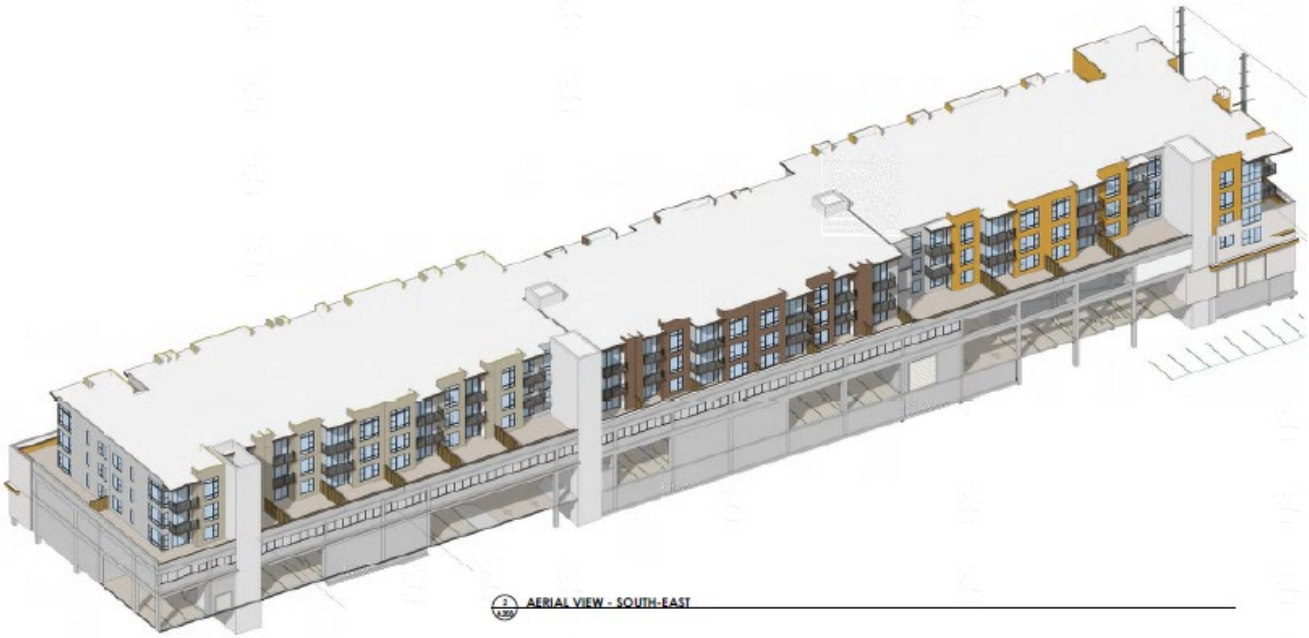
and pedestrian access points. The floors above the ground level will be a contiguous façade of 551.5 feet.

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

1 AERIAL VIEW - NORTH-WEST



2 AERIAL VIEW - SOUTH-EAST

KEY ISSUES

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

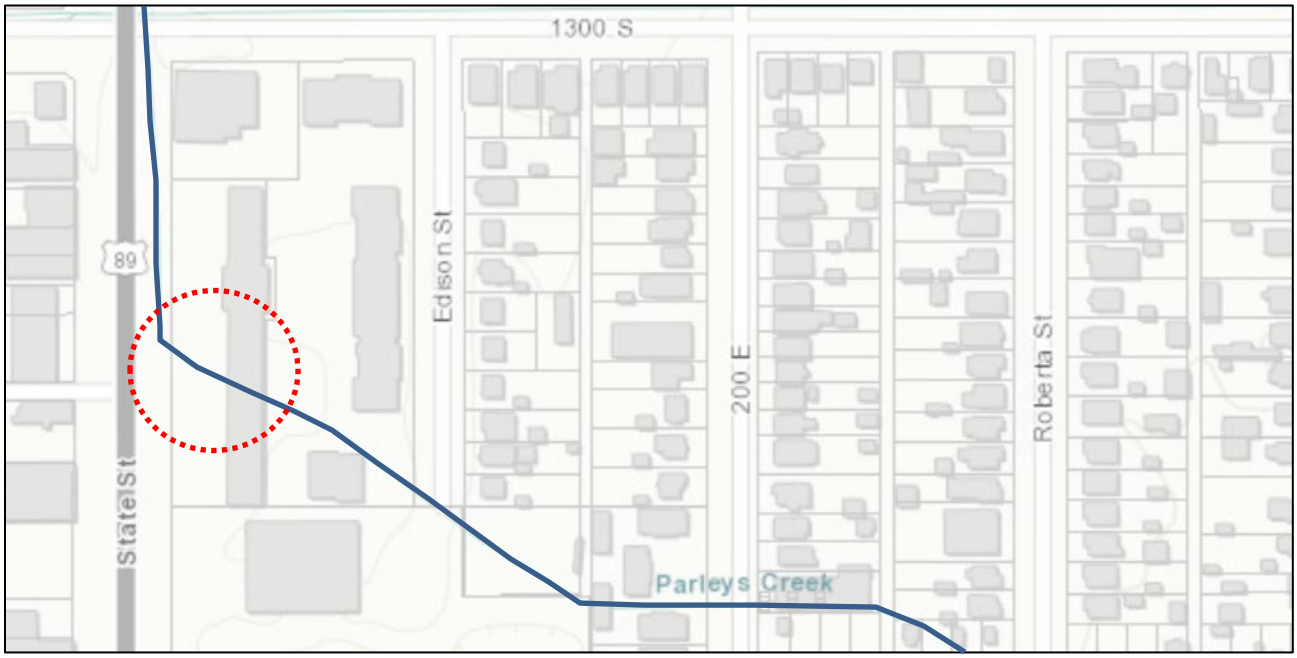
Section 3

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.

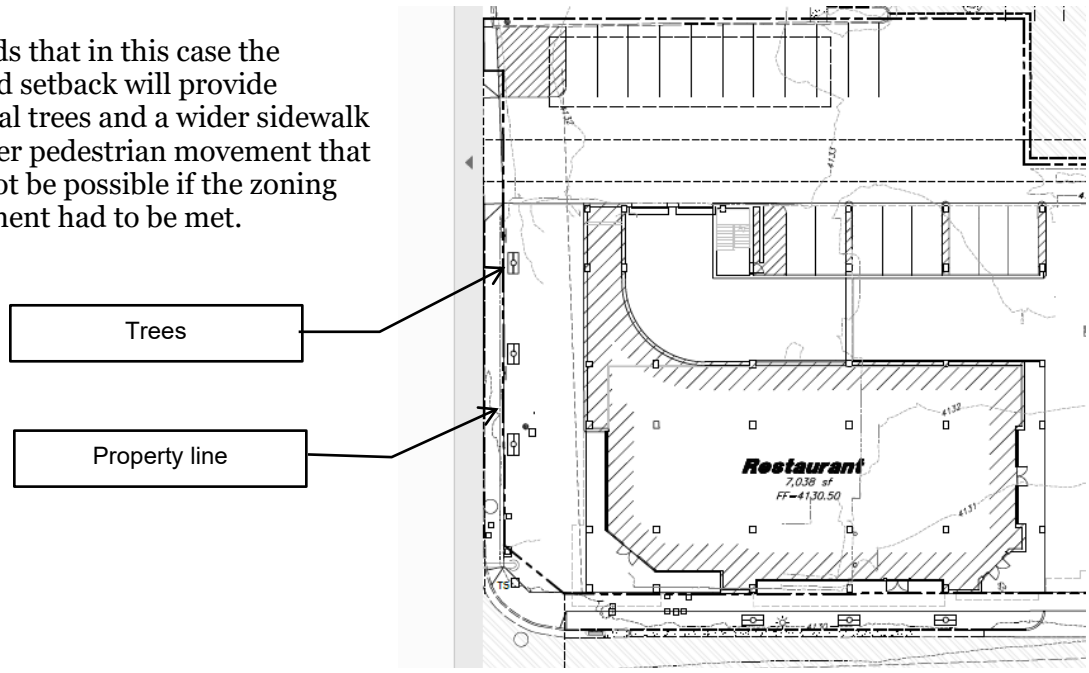


Where Parley's Creek goes underneath the site.

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

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

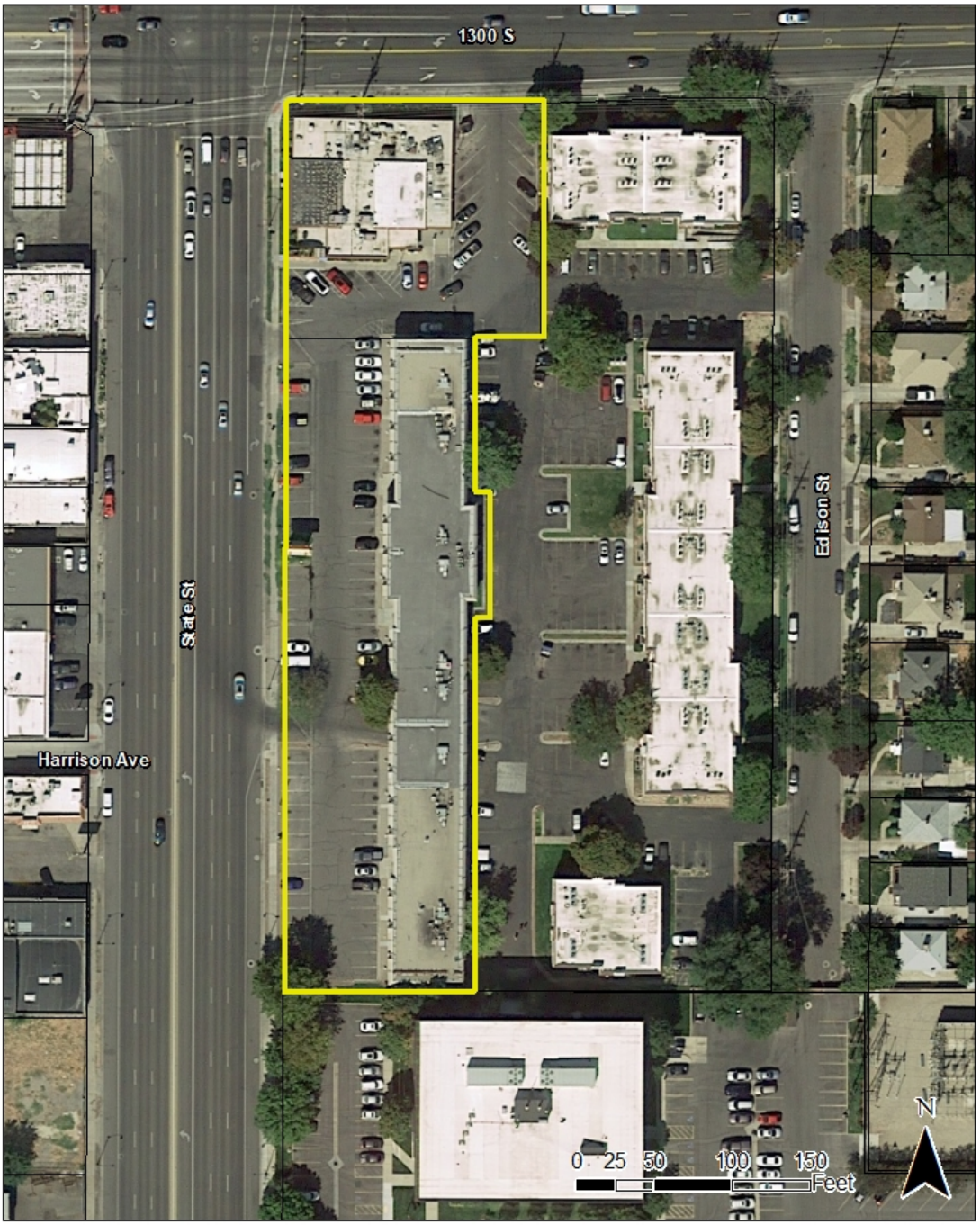
The development has been reviewed against the Planned Development standards (Attachment H), complying with the development expectations articulated in the master plans for the area. As the applicant is generally meeting applicable standards and guidelines for the associated reviews, staff is recommending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

NEXT STEPS

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

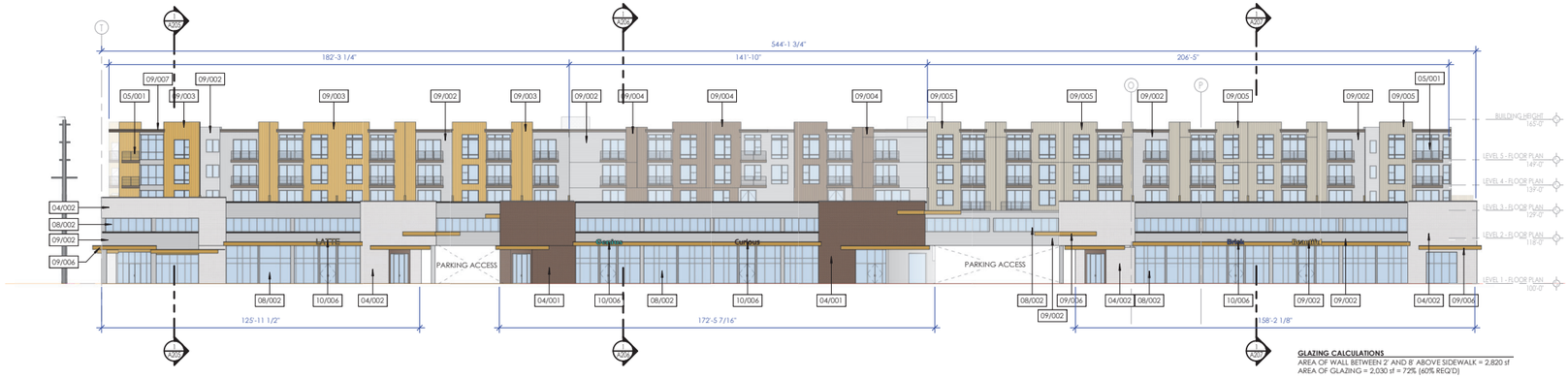


ATTACHMENT B
Renderings

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

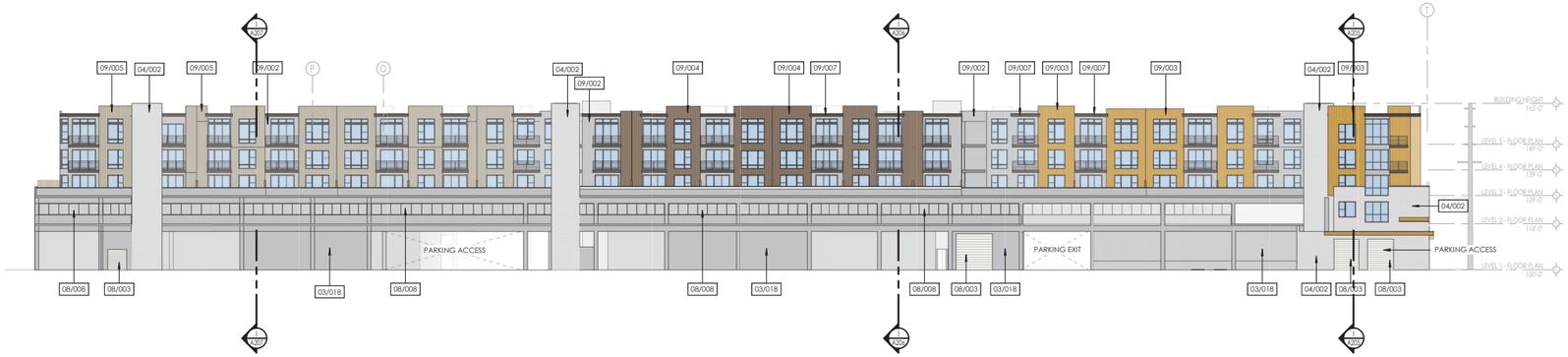
Rendering looking towards Northeast. State Street façade.

ATTACHMENT C
Elevations



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

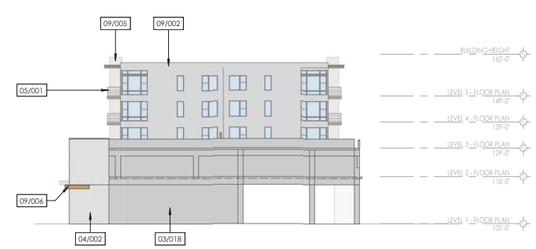
1 A201 WEST ELEVATION (STATE ST.)
3/64" = 1'-0"



2 A201 EAST ELEVATION
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)

3 A201 NORTH ELEVATION (1300 S.)
3/64" = 1'-0"



4 A201 SOUTH ELEVATION
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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

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EXTERIOR ELEVATIONS

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NORTH

12/3/2021 1:53:14 PM PLANNED DEVELOPMENT APPLICATION 27 AUG 2021

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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

PROJECT GENERAL NOTES

1. 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
2. **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 PRECEDENT OVER DRAWINGS OF A SMALLER SCALE
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10. ALL WOOD WHICH COMES INTO CONTACT WITH CONCRETE SHALL BE PRESSURE-TREATED

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
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
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)

1 A202 **ENLARGED WEST ELEVATION (PARTIAL)**
3/32" = 1'-0"

NORTH

0 8' 16' 24'
GRAPHIC SCALE

aeurbia architects and engineers
909 West South Jordan Parkway
South Jordan, Utah 84095
Phone: 801.575.6455
webmaster@aeurbia.com

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

Revision Schedule

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EXTERIOR ELEVATIONS

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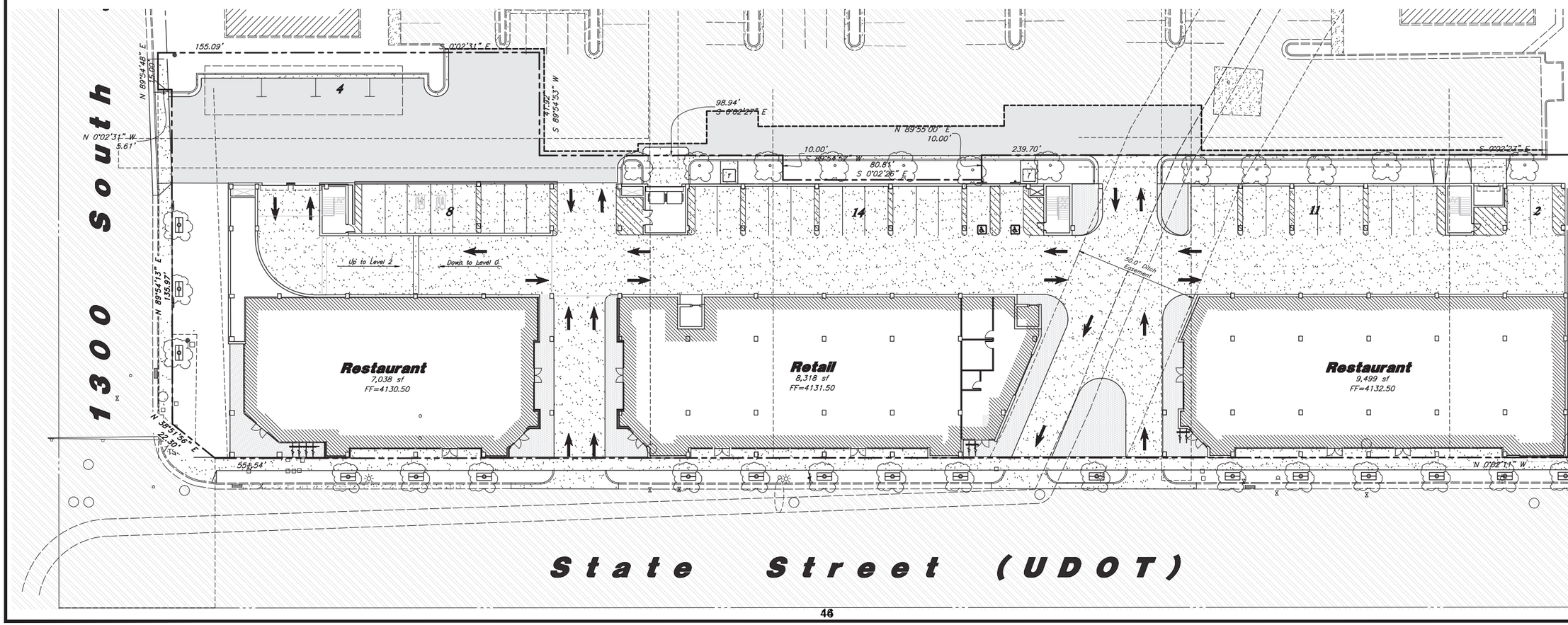
ATTACHMENT D

Site, Landscape, and Floor Plans

Scale: 1" = 20'

20' 0 20' 40'



REV.	DATE	DESCRIPTION

Designed by: CA
Drafted by: NE
Client Name:
Coachman

21-154SP

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Site Plan

Coachman Mixed Use

1301 South State Street
Salt Lake City, UT

1 Dec, 2021

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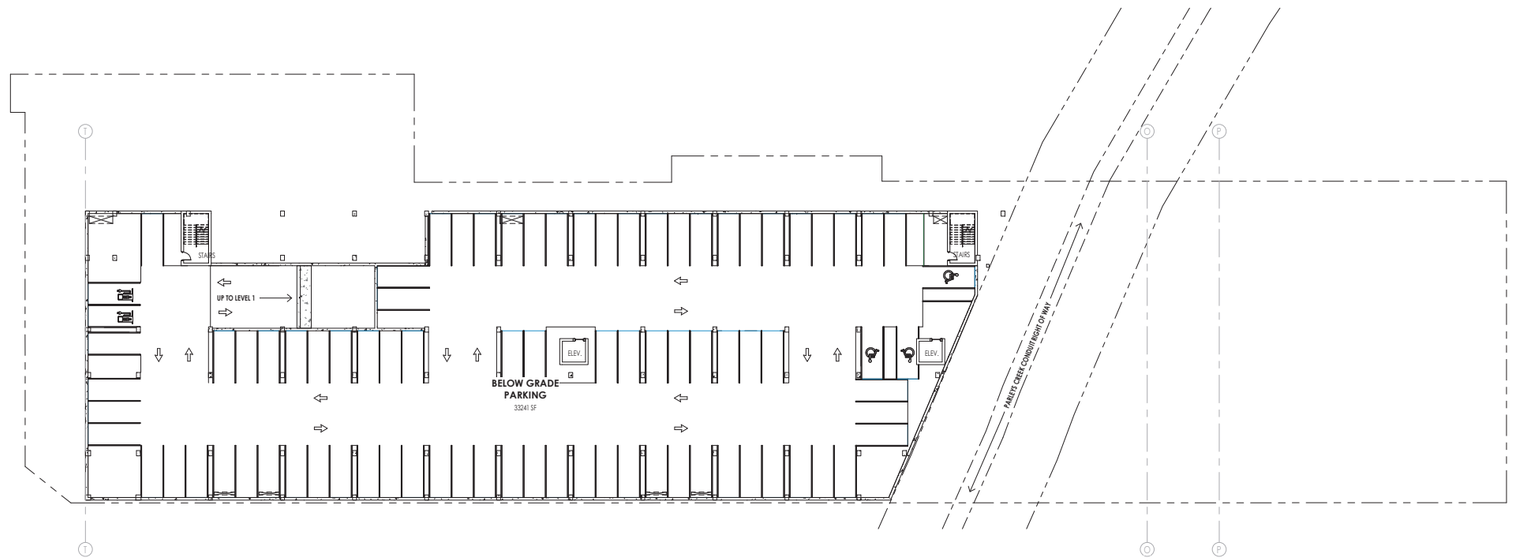
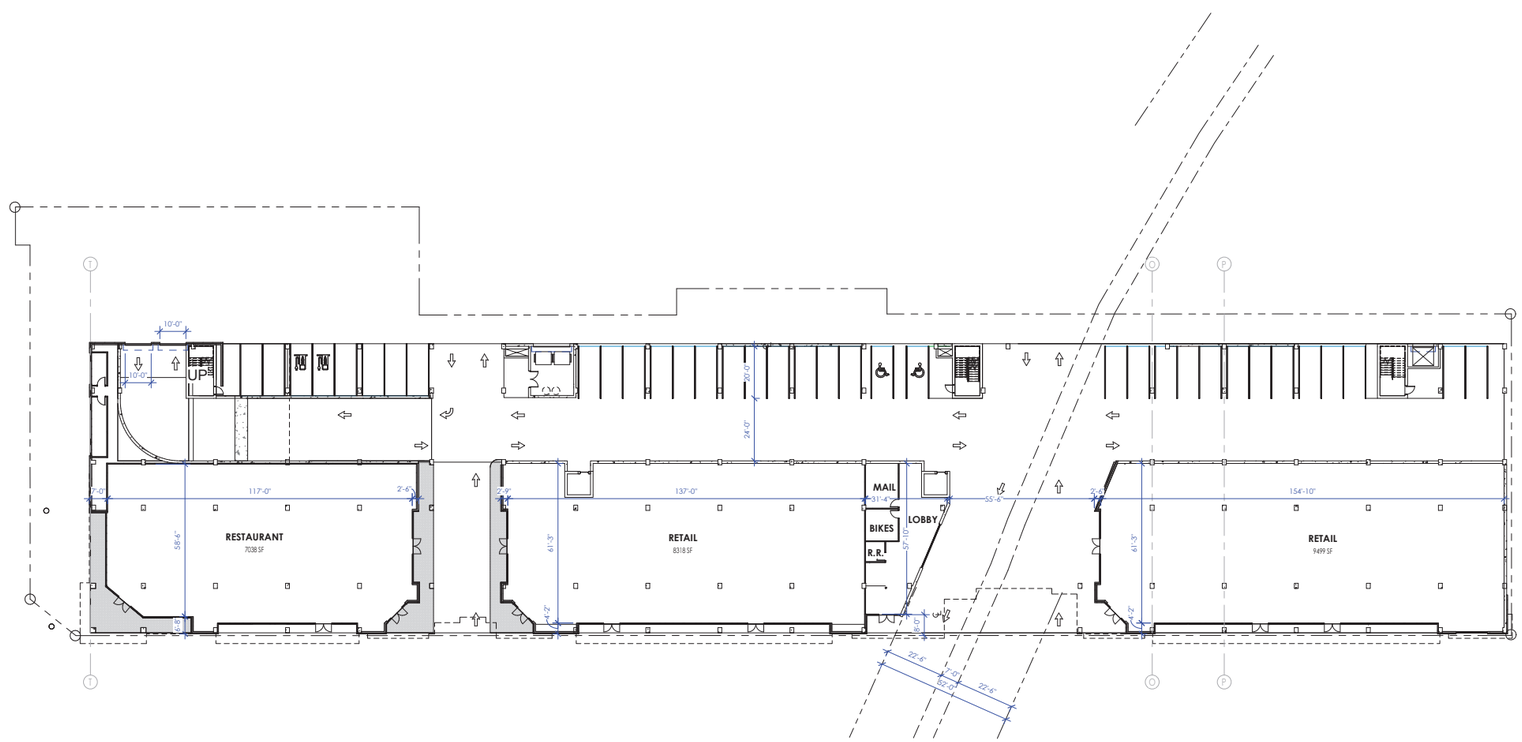
C1.1



1 A101 **LEVEL P1 FLOOR PLAN**
3/64" = 1'-0"



2 A101 **LEVEL 1 FLOOR PLAN**
3/64" = 1'-0"

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KEYNOTE LEGEND

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	6867 SF
S.1	27	15065 SF
S.2	4	2614 SF
	112	95612 SF

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LEVELS P1 & 1 FLOOR PLANS

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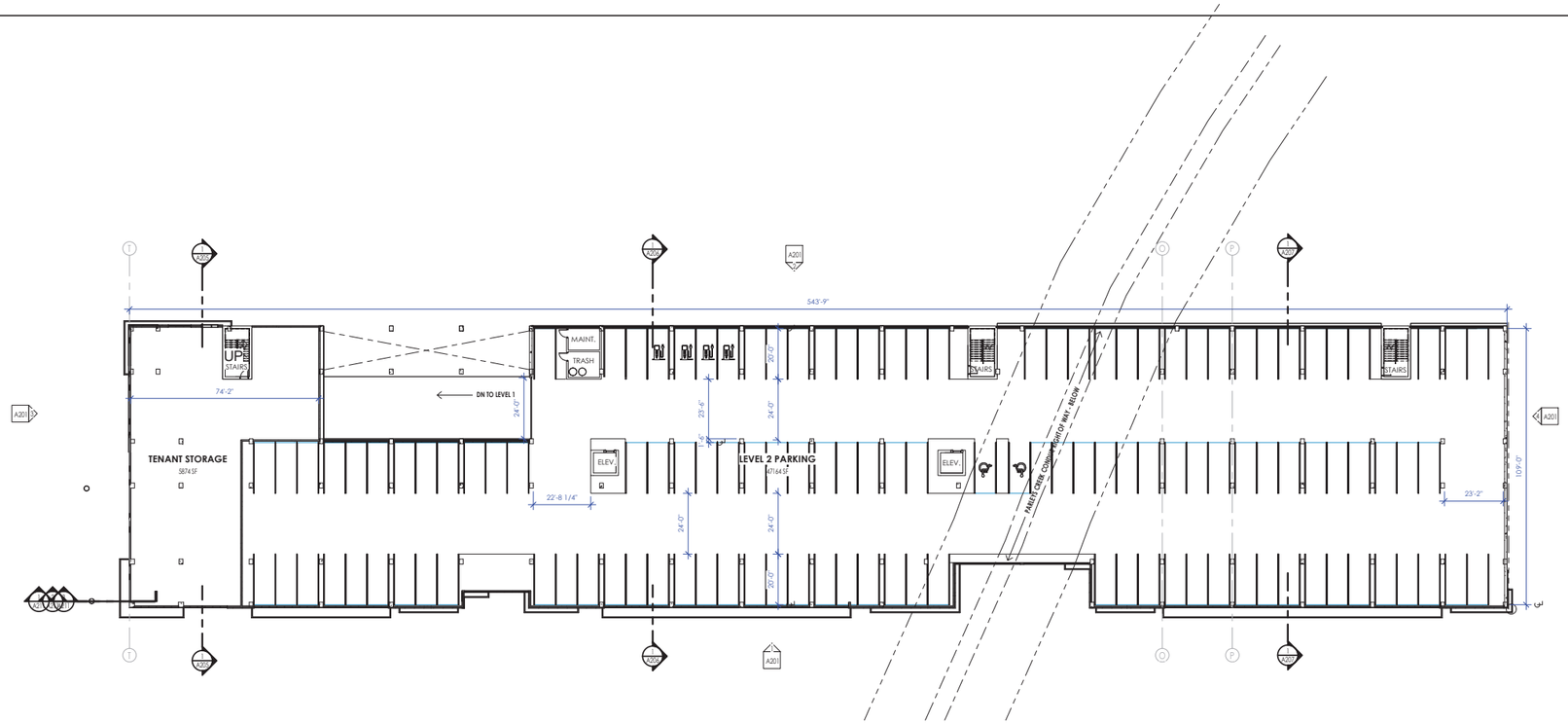
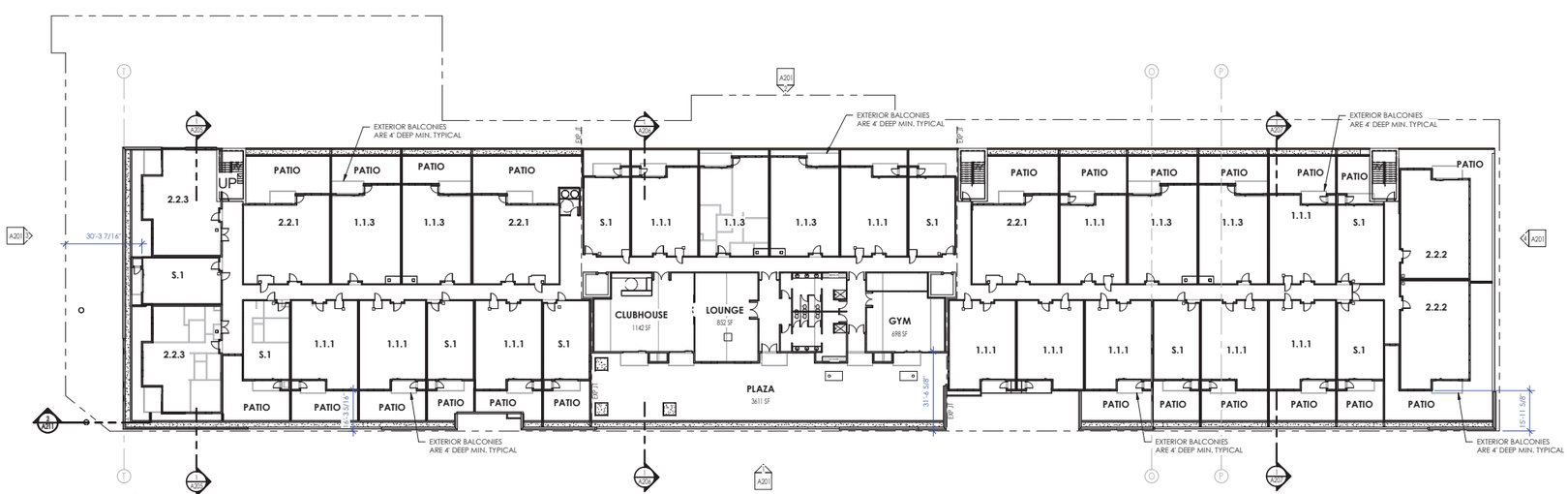


1 A102 **LEVEL 2 FLOOR PLAN**
3/64" = 1'-0"



2 A102 **LEVEL 3 FLOOR PLAN**
3/64" = 1'-0"

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COACHMAN MIXED USE
MIKE NIKOLS
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LEVELS 2 & 3 FLOOR PLANS

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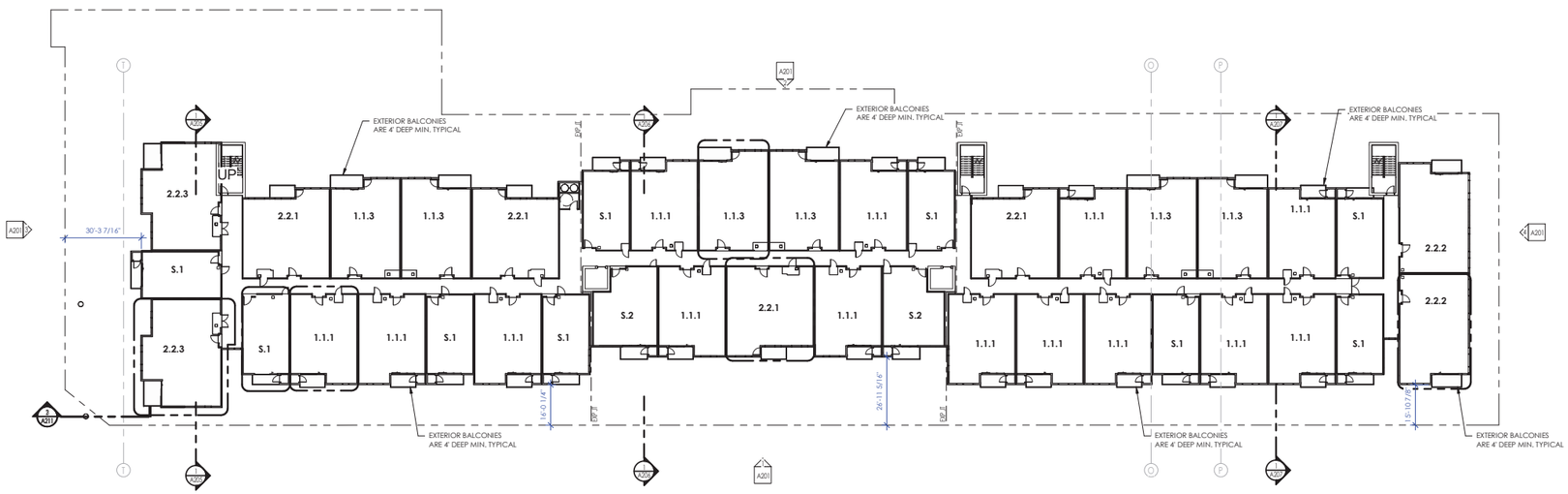
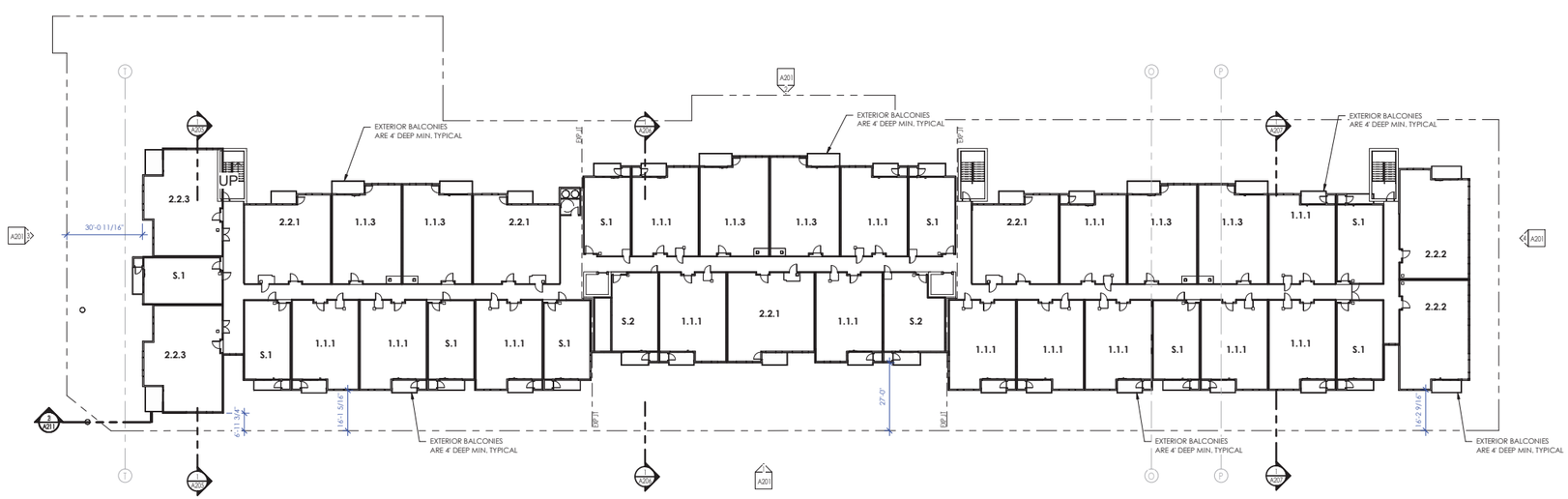


1 A103 **LEVEL 4 FLOOR PLAN**
3/64" = 1'-0"



2 A103 **LEVEL 5 FLOOR PLAN**
3/64" = 1'-0"

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web@aeurbia.com

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COACHMAN MIXED USE
MIKE NIKOLS
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Revision Schedule

MARK	DESCRIPTION	Revision Date

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LEVELS 4 & 5 FLOOR PLANS

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ATTACHMENT E

Additional Information & Narrative

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 guess 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 3rd 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 guess 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.

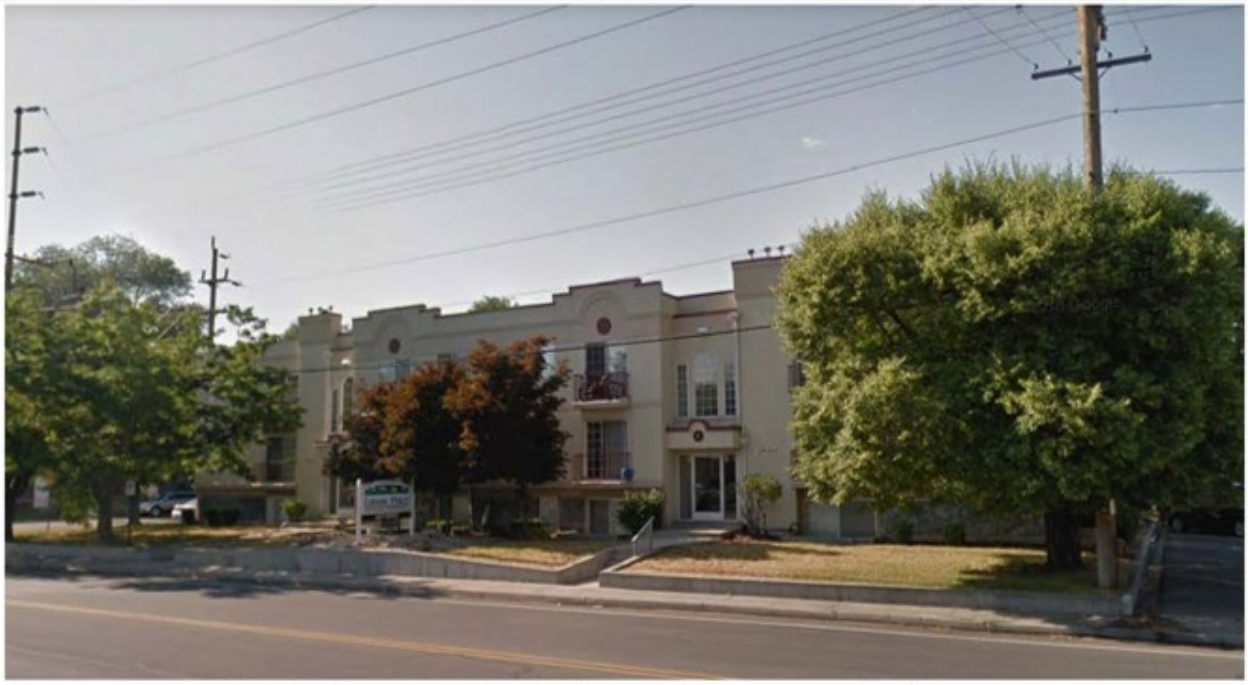
Inspections will be performed annually for the private infrastructure. Visual inspections shall be performed above ground by opening the access lid. If it is necessary to enter the structure, it shall be done by qualified personnel. If inspections find a buildup of oils, debris or sediment of more than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

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

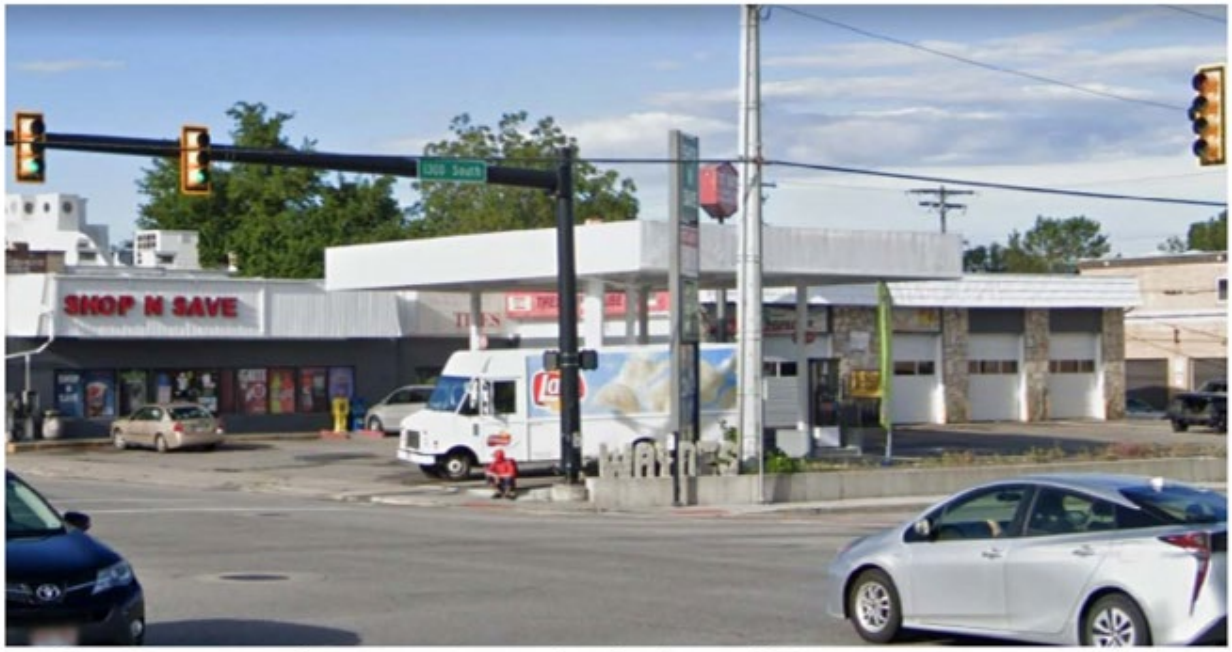
Subject property – Commercial building south of Coachmans Restaurant



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

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
BUILDING REGULATION			
Front Side Yard	0 Minimum 10' Maximum	No setback	Complies
Corner Side Yard	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.
Side Yard	15' adjacent to single family or FB-UN1	No setback	Complies
Rear Yard	20' adjacent to single family or FB-UN1	9.6 feet and 50 feet	Complies
Lot Area	4,000 square feet	76,891 square feet (1.76 acres)	Complies
Lot Width	30'	568 feet	Complies
Maximum Height	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
PARKING:			
Vehicle access	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

Vehicle access width at street	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
ADDITIONAL DESIGN STANDARDS:			
Façade length	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.
Step back Requirement	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
Glass	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
Ground Floor Uses	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.		
BUILDING CONFIGURATION:			
Building entry	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
Pedestrian connections	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
Ground floor transparency	Minimum of 60% of street facing facade, located between 2' and 8' above the	The amount of glass provided on the State Street façade will be 72%%, and on the 1300	Complies

	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.	East façade it will be 66%.	
Building fenestration	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")	Walls are interrupted with windows, doors, and change of wall planes.	Complies
Open space	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	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.	Complies

	count toward the minimum open space requirement		
Upper-level outdoor space	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
Building facade materials	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
A. 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. 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. D. Mobility: Enhances accessibility and mobility: … 2. Improvements that encourage transportation options other than just the automobile. 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: …	Complies	The project meets Objective C.2. It will provide affordable owner-occupied housing in the form of a condominium. 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. 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. 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. 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

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.			for individuals with a broader range of incomes.
B. The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.		**Complies**	As noted above and on Attachment G, the proposed development aligns with the policies for the area in the following adopted plans: *Central Community Master Plan, Growing SLC: A Five-Year Housing Plan and Plan Salt Lake.*
C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:		**Complies**	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.
C1	Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	**Complies** (see potential conditions discussed on page 5 of this report)	The scale, mass and intensity of the planned development is compatible with the area and compatible with Master Plan policies. 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).
C2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	**Complies**	The 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.
C3	Whether building setbacks along the perimeter of the development: a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance.	**Complies** with approved modification based on the discussion on page 8 of this report	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. a. The proposed development maintains the changing character of the neighborhood with its mix of uses, increased density and transit-friendly amenities. b. Project amenities will include an outdoor courtyard, common lounge/clubhouse, fitness room, bike lockers and resident storage area.

			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). d. The proposal provides adequate sight lines from the vehicle accesses to the street. e. The site plan provides adequate space for maintenance requirements.
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	**Complies**	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.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	**Complies** 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.
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	**Complies**	These service areas are primarily inside the building and will be appropriately screened.
C7	Whether parking areas are appropriately buffered from adjacent uses.	**Complies**	Project will provide parking lot landscape buffer.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:		**Complies**	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.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	**Complies**	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.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	**Complies**	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.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	**Complies**	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.
D4	Whether proposed landscaping is appropriate for the scale of the development.	**Complies**	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.
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:		**Complies**	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
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	**Complies**	There will be separated pedestrian walkways and driveways to create a safer access for pedestrians.
E2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	**Complies**	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.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	**Complies**	The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.
E4	Whether the proposed design provides adequate emergency vehicle access; and	**Complies**	Staff recommends approval with a condition that the applicant will comply with all required department comments and conditions.
E5	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 appropriatelyscreened.

F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.	**Complies**	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.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	**Complies**	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. Utility boxes will remain in the rear of the site as existing.

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

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

PLANNING & ZONING
(Katia Pace at 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, or 801-535-7184) regarding this proposal and process.

TRANSPORTATION
(Michael Barry at 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 or)
No comments.

POLICE
(Scott Teerlink at 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 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 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 or 801-535-6159)
No objections.

URBAN FORESTRY
(Rick Nelson at 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.

Attachment C: Minutes from December 15, 2021

SALT LAKE CITY PLANNING COMMISSION MEETING
This meeting was held electronically
Wednesday, December 15, 2021

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at approximately 5:30 pm. Audio recordings of the Planning Commission meetings are retained for a period of time. These minutes are a summary of the meeting. For complete commentary and presentation of the meeting, please visit https://www.youtube.com/c/SLCLiveMeetings.

Present for the Planning Commission meeting were: Chairperson Amy Barry, Vice-Chairperson Maurine Bachman, Commissioners Andra Ghent, Jon Lee, Andres Paredes, Mike Christensen, Brenda Scheer, and Aimee Burrows. Commissioners Adrienne Bell and Sara Urquhart were excused.

Planning Staff members present at the meeting were: John Anderson, Planning Manager; Kelsey Lindquist, Planning Manager; Paul Nielson, Senior City Attorney; Kristina Gilmore, Senior Planner; Aaron Barlow, Principal Planner; Michael McNamee, Associate Planner; Nan Larsen, Senior Planner; Katia Pace, Principal Planner; David Gellner, Senior Planner; Eric Daems, Senior Planner; Aubrey Clark, Administrative Secretary; David Schupick, Administrative Secretary.

Chairperson Amy Barry read the virtual meeting determination.

APPROVAL OF THE DECEMBER 8, 2021 MEETING MINUTES

REPORT OF THE CHAIR & VICE-CHAIR

Chair Barry stated that she had nothing to report.
Vice-Chair Bachman stated that she had nothing to report.

REPORT OF THE DIRECTOR

Planning Manager Kelsey Lindquist reported that Bueno Ave. rezone was approved by city council with a legislative intent associated with that approval. She also introduced David Schupick the new admin. She stated that there is a recruitment campaign for new planning commissioners for the D1 and D2 districts.

PUBLIC HEARINGS

Chairperson Amy Barry opened the public hearing. Seeing that no one wished to speak she closed the public hearing.

Conditional Use ADU at Approximately 362 E Sherman Ave - George Grygar, the property owner, has requested conditional use approval for a 17-foot tall, 465 square-foot accessory

dwelling unit (ADU) that will be situated in the rear yard of the above-listed property. The property is zoned R1/5,000, Single Family Residential District, where ADUs that are separated from the primary structure must be processed as a conditional use. The subject property is located within Council District 5, represented by Darin Mano. (Staff contact: Michael McNamee at 801-535-7226 or michael.mcnamee@slcgov.com**) Case number PLNPCM2021-00663**

Associate Planner, Michael McNamee reviewed the petition as outlined in the staff report. He stated that Staff recommends approval with the conditions listed in the staff report.

The applicant George Grygar stated that he had no formal presentation. George Grygar stated that he has intent to rent out the property to help with the housing crisis and that it would be used for his aging parents later.

PUBLIC HEARING

Chairperson Amy Barry opened the public hearing. Seeing that no one wished to speak she closed the public hearing.

EXECITIVE SESSION

MOTION
Commissioner Andres Paredes stated, Based on the findings listed in the staff report, the information presented, and input received during the public hearing, I move that the Planning Commission approve the Conditional Use request (PLNPCM2021-00663) as proposed.
Commissioner Mike Christensen seconded the motion. Commissioners Andra Ghent, Andres Paredes, Jon Lee, Mike Christensen, Maurine Bachman, Brenda Scheer, and Aimee Burrows all voted "yes". The motion passed unanimously.

Street Vacation at Approximately 601 South 900 East - On behalf of the property owners of 601 South 900 East, Justin Matkin of Parr Brown Gee & Loveless has requested Salt Lake City vacate (or give up public ownership of) the portion of public right-of-way between the subject property and the sidewalk. The area in question would be converted into a parcel that the property owners could purchase for fair market value. If purchased, the City would require them to consolidate the vacated area into their property. This request would not impact the adjacent sidewalk. The subject property is located within Council District 4, represented by Analia Valdemoros. (Staff contact: Aaron Barlow at 801-535-6184 or aaron.barlow@slcgov.com) **Case number PLNPCM2021-00614**

Principal Planner, Aaron Barlow, reviewed the petition as outlined in the staff report. He stated that Staff recommends the Planning Commission forward a positive recommendation to City Council.

Chairperson Amy Barry asked for clarification on whether or not the easement will run the full length on 600South. Aaron Barlow stated that it was hard to know without a formal survey.

The applicant Justin Matkin stated that he had no formal presentation. Justin Matkin attorney for the property owners, stated that he believes that there was a survey mistake long ago and that is why the lot lines start about six feet back from the sidewalk.

Commissioner Ghent asked if adverse possession would apply since the property was not being maintained by the city. Senior City Attorney, Paul Nielson explained that adverse possession does not apply for government owned property.

PUBLIC HEARING

Chairperson Amy Barry opened the public hearing. Seeing that no one wished to speak she closed the public hearing.

EXECUTIVE SESSION

MOTION

Commissioner Mike Christensen stated, based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission forwards a positive recommendation to the City Council to approve PLNPCM2021-00614 Street Vacation at 601 South 900 East.
Commissioner Maurine Bachman seconded the motion. Commissioners Andra Ghent, Jon Lee, Mike Christensen, Maurine Bachman, Andres Paredes, Brenda Scheer, and Aimee Burrows all voted "yes". The motion passed unanimously.

Burrola Planned Development at approximately 442 South Post Street - Jesus Burrola, property owner, is requesting approval for a Planned Development to subdivide the above-listed property in order to construct another single-family house on the site. The Planned Development would allow the single-family house to be constructed closer to the property lines and have a reduced lot size than what is normally permitted in the R-1-5000 (Single Family Residential) zoning district. The R-1/5000 district requires side yard setbacks of 4' and 10' and a minimum lot size of 5,000 square feet. The proposed Burrola Planned Development will include setbacks of 4' and 2.7' and a lot size consisting of 4,876 square feet. The subject property is located within

Council District 2, represented by Dennis Faris (Staff contact: Nannette Larsen at 801-535-7645 or nannette.larsen@slcgov.com) **Case number PLNPCM2020-00464**

Senior Planner, Nan Larsen, reviewed the petition as outlined in the staff report. She stated that Staff recommends approval with the conditions listed in the staff report.

Commissioner Burrows asked if they were able to approve some conditions but not approve the setback. Chairperson Amy Barry clarified that they would be able to.

The applicants Jesus and Amalia Burrola stated that they had no formal presentation. Amalia Burrola stated that their goal is to complete the street and match the look of the neighborhood by developing underutilized land. She also stated that the neighbor to the south of them had no issue with the development.

PUBLIC HEARING

Chairperson Amy Barry opened the public hearing. Seeing that no one wished to speak she closed the public hearing.

EXECUTIVE SESSION

Commissioner Scheer asked for clarification on the planned development criteria to develop a site. Senior Planner, Nan Larsen stated that in the staff report provided her rational for how this projectcomplies with the applicable standards . Commissioner Scheer ask why they are not needing to meet the standards of the planned development based on material and style to fit the compatibility of the neighborhood. Senior Planner, Nan Larsen stated that because the setbacks are compatible with the larger neighborhood. Commissioner Scheer asked for clarification on why they are using the zoning as the standard and not holding it to a higher standard of a planned development. Planning Manager, Kelsey Lindquist clarified that they have used the planned development process for lots that do not meet the lot width requirement for standard subdivisions in a single-family residential area. She stated they typically do not require building elevations. The analyzed applicable standards of review for the lot split is provided in the staff report. If the Planned Development was approved,to then the applicant could go through the permitting process for a single family residence. Commissioner Scheer asked if they were then not considering any of the standards of the planned development since they do not have that information. Commissioner Scheer asked how they can be ignoring the planned development standards since they don't have the additional information from the applicant. Senior Planner, Nan Larsen stated that to qualify for a planned development you must meet one of the objectives, and they met the master plan compatibility objective. She stated that the applicants are not

required to share detailed information as long as they are able to meet the requirements of the R1-5000 zoning district.

Commissioner Lee asked if there had ever been another house located on the site before. Senior Planner, Nan Larsen stated that she was not able to find a record of another house being on the property.

MOTION

Commissioner Andra Ghent stated, Based on the information in the staff report I move that the Planning Commission approve the Planned Development petition (PLNPCM2020-00464) with the condition: 1. A preliminary subdivision is approved and recorded with the county prior to the issuance of the building permit.
Commissioner Mike Christensen seconded the motion. Commissioners Jon Lee, Andres Paredes, Andra Ghent, Mike Christensen, Maurine Bachman, and Aimee Burrows all voted "yes". Brenda Scheer voted "no". The motion passed with 6 votes "yes" and one vote "no".

Coachman Mixed Use Planned Development at Approximately 1301 South State Street - Ryan Mackowiak, architect representing the property owner, is requesting a Planned Development to develop the Coachman Mixed-Use project, a six-story building with underground parking, restaurant and commercial on the street level, structured parking space on the second level, and approximately 112 condominiums on the three levels above. The building area will be 59,059 square feet, and a height of 65 feet with commercial and 1 & 2-bedroom owner occupied condominiums. The applicant is requesting a Planned Development to allow an increase in the length of the building façade from 200 feet which is allowed in the FB-UN2 zoning district to 551.5 feet. The subject property is zoned FB-UN2 and is located within Council District 5, represented by Darin Mano. (Staff contact: Katia Pace at (801) 535-6354 or katia.pace@slcgov.com) **Case number PLNPCM2021-00898**

Principal Planner, Katia Pace reviewed the petition as outlined in the staff report. She stated that Staff recommends approval with the conditions listed in the staff report.

Commissioner Ghent asked for more clarification on how the project is going to be affordable housing. She also asked what the unit mix for the project will be, and for clarification on the cost for modifications recommended by the ninth and ninth city council. Principal Planner, Katia Pace replied that currently it is just intent from the applicant for it to be affordable housing.

Commissioner Burrows asked if the currently standing Coachman's restaurant is 23 feet from the sidewalk and if the new building will match that setback. Chairperson Amy Barry stated to hold that question for the architect to explain.

Commissioner Scheer asked what the maximum parking is for an FB-UN2 zone. Principal Planner, Katia Pace stated that there is a zero-parking requirement for an FB-UN2 zone so they calculated the parking maximum through the individual uses of the restaurant, retail, and residential. Commissioner Scheer asked then if the applicant is at the maximum amount of parking. Principal Planner, Katia Pace stated that the applicant would be at the maximum amount of parking.

The applicants Ryan Mackowiak and Mike Nikols stated that they had no formal presentation. Mike Nikols stated that the project has the clear from the county for the creek that runs through it. He stated that the unit mix would be approximately 50% two bedroom, 40% one bedroom, and the rest will be three bedroom and studios. He explained that his objective is to make nice units that young families or professionals can own. Mike Nikols explained that when next to the building it would not look like one large building due to the breaks it has. He stated that the new setbacks will be more beneficial than the current ones that are very close to the street. He explained that the second level will have outdoor amenities above the street view. He stated that people care more for an area that they have ownership in, and by offering affordable ownership it will help revitalize the area. Ryan Mackowiak stated that the project is a six-story building but one of the floors in below grade. He also clarified that at street level, there are three different sections of the building.

Commissioner Ghent stated that she is excited about the development of condos but is sympathetic to the public comments made by central ninth. She wanted to know if the affordability of the project would still be feasible if they were to adjust height, distance of setbacks, or adding courtyards. Ryan Mackowiak stated that he had not seen the comment and doesn't get into the estimating of cost. He did clarify that the building is, in concept, three different buildings with the shifts of materials and the breaks on street level. He also explained that the residential area on top of the building will be set back.

Commissioner Scheer wanted clarification on the unit mix of and if they reach the parking requirement. Ryan Mackowiak stated that the number of units and their sizes are still being decided on. He then explained that parking stalls are determined by the type of unit; half stall per studio, one stall per one bedroom, two stalls per two bedrooms. Commissioner Scheer stated concerns for having too much parking for an urban area and that there is potential to save more money if they were to cut back on the parking stalls. She then stated that she believes this project has not been completely worked out yet with the façade. She also wanted clarification

on the height of the first floor. Ryan Mackowiak stated that there will be a 16-foot clearance at the drive.

Commissioner Scheer reiterated concern for over parking with the development and asked for clarification on the parking maximums. Senior Planner, Katia Pace clarified that there is no parking minimum required in the FB-UN2, however you can calculate your parking by referring to the minimum off-street parking requirements per use. Commissioner Burrows asked if then the minimum parking requirement for that zone would become the maximum parking limit. Principal Planner, Katia Pace clarified that the maximum parking limit was calculated by using requirements for each land use. Commissioners Burrows and Scheer requested more clarification on why there is a zero-parking requirement. Planning Manager, John Anderson clarified that it's not necessarily a zero-parking requirement, rather an allowance to provide no parking. Commissioner Scheer asked if they were calculating the maximum parking requirement using the number of units. Planning Manager, John Anderson stated they were calculating what is assumed to be as close to the maximum as possible, and that there will be regulations that would stop them from building more parking. He also stated that what they have determined from the interpretation of the code that the minimum parking requirement becomes the maximum.

Commissioner Burrows asked how long the existing office building is that is going to be demolished. Planning Manager, John Anderson stated that it was approximately 425 feet long. Commissioner Burrows asked if the existing office building was divided or one solid structure. Ryan Mackowiak stated that it is one solid structure, and that the new development would only be a little longer than the existing structure. Commissioner Burrows stated that walking next to a large building with a big parking lot is still a big difference then walking by one tall building next to the sidewalk.

Commissioner Scheer asked for clarification on the setbacks on the corner and how they came up with 23 feet. Ryan Mackowiak stated that Rocky Mountain Power has requirements to how close built structures can be to a power line.

Vice-Chairperson Maurine Bachman asked if the project has been approved by UDOT. Mike Nikols stated that it has not been approved yet by UDOT, and that they are waiting for this step to move forward.

Commissioner Christensen asked what the projected sidewalk widths along state street would be. Ryan Mackowiak stated five or six feet. Commissioner Christensen asked for clarification on if that included the landscape strip. Ryan Mackowiak stated no it did not. Mike Nikols stated that it was almost 12 feet from the curb to the lot.

Chairperson Amy Barry stated concern about the length of the building and asked if they have considered splitting the project into two buildings. Ryan Mackowiak stated that they considered how easy it would be to get people out of the building for emergency, and that it simplifies it to have less stairs for one building. Ryan Mackowiak stated that they tried to reinforce the idea of multiple building with design in materials. Mike Nikols stated that keeping it as one solid building keeps it affordable and beautiful. Chairperson Amy Barry stated that she appreciates the objectives of this project but is still unsure about the size of it.

PUBLIC HEARING

Chairperson Barry opened the public hearing.

- Robert Smith stated the setbacks and breaks in the building give the aesthetic of different buildings.

- Taylor Anderson stated that the buildings length gives an uncomfortable pedestrian feeling when walking next to it, and wonders if they have considered making the west side more pedestrian friendly.

- Planning Manager John Anderson read an email into the record from Central 9th Community Council showing favor for affordable housing but there is concern for the lack of walkability and the low ceilings on the first-floor commercial spaces.

Chairperson Barry closed the public hearing.

Ryan Mackowiak responded to Taylor Anderson's question of if they had considered altering the west side by stating that the zoning ordinance requires a part of the building to have a zero-lot line.

EXECUTIVE SESSION

Commissioner Ghent asked Ryan Mackowiak and Mike Nikols for clarification on if the number of unit types is based on demographic needs for Salt Lake City. Mike Nikols stated that he did get his numbers through real estate analysis and that they are working on redoing their unit projections since the last ones were done by a previous architect. He explained the difficulty in finding accurate data since there are not many condominiums to base his projections off, and the one he could find were not affordable housing and didn't apply to this project. He responded to the concern from Central 9th Community Council for having too low of ceilings on the first floor by stating that they will be 16 feet high. Mike Nikols also described the possible businesses that could occupy the retail area and how they would be a good fit at attracting people.

Commissioner Burrows asked if this building would have to go through design review. Principal Planner, Katia Pace clarified that it would not, and that the only reason for the plan development is the two modifications. Commissioner Burrows ask how big the building will be in square footage since she believed design reviews were required for 20,000 square feet. Planning Manager, John Anderson clarified that different zones have different requirements that would require a design review.

Chairperson Amy Barry stated her concerns about not having UDOT approval yet. She asked for clarification on if the project is approved by the Planning Commissioners but requires changes due to UDOT approval, what would trigger a major modification that would send the project back to the Planning Commission. Planning Manager, Kelsey Lindquist clarified that if UDOT does not approve the curb cuts in the proposed locations and it alters the building, that is would be considered a major modification. She stated that minor modifications are minimal changes, identified in the zoning ordinance.

Commissioner Scheer stated that that she believes the project is not complete since there are changes still to be made to the building since the unit mix is changing which is not shown in the drawings. She also stated that UDOT approval would likely cause changes to the building, as well, Since two curb cuts will be difficult to achieve. She stated that the building is too long and could be easily split into two buildings since it has two elevators. She also stated that it could remain one building but with a courtyard effect be more perceived as two or three buildings.

Mike Nikols stated that changes will only be made internally, and that they will implement fewer units to add more two- and three-bedroom units to the unit mix.

MOTION

Commissioner Maurine Bachman motioned to table this item to allow the applicant to address and update the unit mix, and to have their UDOT approval, and give them time to look at additional changes to the façade that make it more pedestrian friendly.
Commissioner Jon Lee seconded the motion. Commissioners Andres Paredes, Mike Christensen, Brenda Scheer, Jon Lee, Maurine Bachman, and Aimee Burrows all voted "yes". Commissioner Andra Ghent voted "no". The motion passed with 6 votes "yes" and one vote "no".

The Commission took a five-minute break and reconvened at 7:36pm

Rivers Edge at Redwood Design Review & Planned Development at Approximately 750 North Redwood Road - Jarod Hall, architect, representing the property owner is requesting Design Review and Planned Development approval for the Rivers Edge at Redwood Townhomes to be located at approximately 750 North Redwood Road. The subject property is