



# Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

**To:** Salt Lake City Planning Commission  
**From:** Katilynn Harris, Principal Planner, [katilynn.harris@slcgov.com](mailto:katilynn.harris@slcgov.com), 801-535-6179  
**Date:** September 14, 2022  
**Re:** PLNPCM2022-00197, The Darlene

## Planned Development

**PROPERTY ADDRESS:** 906 S 200 W  
**PARCEL ID:** 15-12-258-033-0000  
**MASTER PLAN:** Downtown Master Plan  
**ZONING DISTRICT:** FB-UN2

### REQUEST:

Baron Gajkowski, representing CW Urban, has applied to the city for a Planned Development to construct a new mixed-use building located at 906 S 200 W.

The proposal is for a 5-story building with a building height of 65'. The proposed structure will contain apartment units ranging from studios to 2-bedroom with off-street parking and commercial units at street level. The site is the location of the former Henrie's Cleaners which has been demolished.

Through the Planned Development process, the applicant is requesting relief from two of the FB-UN2 zoning regulations: (1) to exceed the 200' maximum length of a building façade facing a street and (2) a reduction of the required 25' depth of the active ground floor use.

### RECOMMENDATION:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request with the following conditions:

1. Final approval of the details for street lighting, landscaping, and parking and loading areas to be delegated to Planning Staff to ensure compliance with the standards for Planned Developments.

### ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Plan Set and Applicant Narrative](#)
- C. [ATTACHMENT C: Property and Vicinity Photos](#)
- D. [ATTACHMENT D: FB-UN2 Zoning Standards](#)
- E. [ATTACHMENT E: Planned Development Standards](#)

F. [ATTACHMENT F: Public Process & Comments](#)

G. [ATTACHMENT G: Department Review Comments](#)

## PROJECT DESCRIPTION



### *Quick Facts*

**Height:** 65' to top of the roof, 5 stories

- 3' parapet wall to shield rooftop mechanical equipment
- Along 900 S there is a 10' elevator bulkhead

**Number of Units:** 116 residential units, 1 retail unit

- 30 studio apartments
- 78 1-bedroom apartments
- 8 2-bedroom apartments

**Ground Floor Uses:** retail space, entrance lobby, leasing office, tenant mail room, bicycle storage, and parking

**Upper Floor Uses:** Residential units, residential wellness/fitness center, 2nd level rooftop courtyard

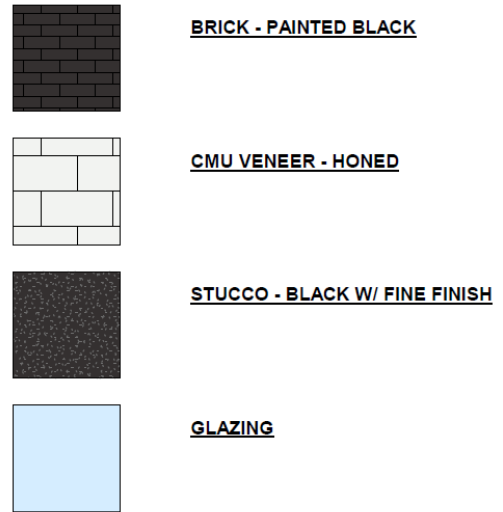
**Exterior Materials:** Glass, brick, cement masonry, stucco

**Parking:** 68 stalls, 2 ADA stalls

The applicant is proposing a 5-story building on the southwest corner of 900 S and 200 W at the location of the former Henrie's Cleaner. The ground floor will contain a variety of uses including a leasing office, bicycle storage, and a retail unit. The remainder of the floors will contain a mix of apartment units and a 2<sup>nd</sup> level rooftop courtyard and amenities for the residents of the building.

Vehicular access to the ground floor parking garage will be off 200 W and is a multidirectional garage entrance. Various pedestrian entrances to the other ground floor uses are provided off both 200 W and 900 S. The retail unit has pedestrian access off 900 S as well as from the off-street parking.

The building's two street-facing façades will consist of light concrete masonry, black brick veneer, black stucco, and windows. In an effort to break up the building massing along the 200 W façade, the middle portion has been designed with a different color palate at street level and upper levels have been tiered back away from the street.



*Proposed Building Materials*

***Modification Requests***




The applicant is requesting to modify two standards in the Form Based Zoning Ordinance: (1) the 200' maximum façade length, and (2) the required 25' depth of the ground floor use.

In the Form Based zones, one of the design standards is that no street facing façade may exceed 200' in length. As the proposed building is on a corner, it has two street facing façades. The façade along 900 S complies with this design standard. To maximize the full use of the parcel, the applicant is requesting a façade length of 236'-10" along 200 W.

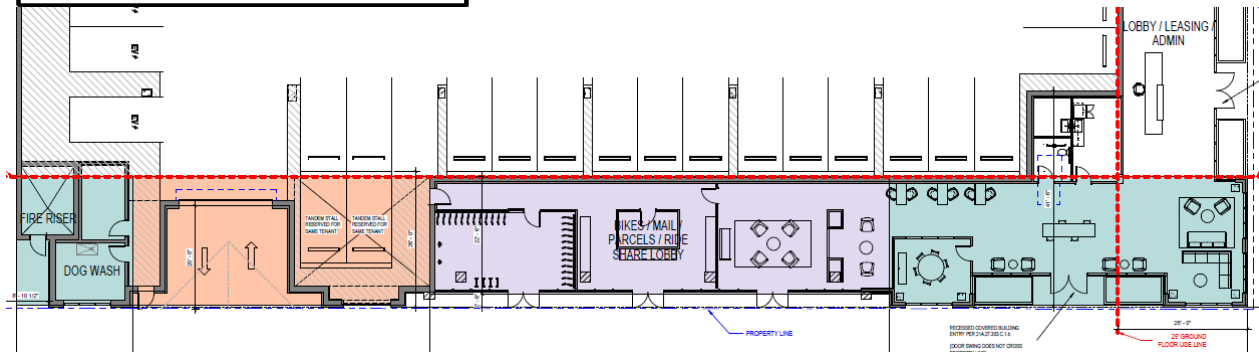
In order to break up the massing and provide visual interest to this façade, the central portion of the building has been setback from the main façade plane of the building; 2'-6" at the ground level and 7' at levels 2-5. The ground level storefront of the middle portion also varies in both material, color, and window design from the rest of the main façade. See image below.



*Central portion of the 200 W façade.*

200 WEST FACADE USE AND DEPTH LEGEND TOTAL FACADE LENGTH = 236.83'	
	PERMITTED USE DEPTH ≥25 FEET LENGTH = 91.18' (38.50%)
	PERMITTED USE DEPTH OF 22'-6" LENGTH = 88.53' (37.38%)
	PARKING (24.11% OF FACADE) LENGTH = 57.11' (24.12%)

The other standard the applicant is requesting to modify relates to the ground floor use. In these zones, a permitted use other than parking must occupy at least 75% of the width of any street facing façade and extend a minimum of 25' into the building. Both the façades meet the 75% minimum; along 900 S 100% of the façade is occupied by permitted uses other than parking and along 200 W the percentage is just over 75%. The majority of these uses meet the 25' depth standard. However, the central portion of the façade along



*Permitted use depth and façade length details*

200 W that was setback 2'-6", as described above, does not meet the 25' minimum. Rather, the depth of the ground floor use in that area is 22'-6". See image above.

### ***Background Information***

The Darlene project went through several redesigns throughout the application process at the staff level. The initial proposal included a first level mezzanine to accommodate additional parking. However, after a cost analysis by the applicant, the mezzanine parking level was removed. This reduced the height of the first floor thereby necessitating an exterior design change. Staff worked



*Initial rendering of 200 W façade with parking mezzanine*





*Final rendering of 200 W façade with staff's concerns taken into consideration. Changes were made to the colors, proposed materials, and ground floor glazing to create three distinct building masses along 200 W.*

with the applicant to make changes to the façade that better meet the intent of the underlying zoning standards; namely to break up the façade into distinct massing to increase the visual appeal of the street. The changes between the first design and the final design are illustrated above.

This specific parcel has been to the Planning Commission for consideration before. In 2019, Urban Alfandre applied, and received approval, for a Planned Development at this property, 906 S 200 W, and the property directly west, 915 S Washington St. The original approval was for two mixed-use buildings on two separate parcels separated by an alley. The building at 915 S Washington St is currently under construction. The property at 906 S 200 W was sold by Urban Alfandre and rather than continue with the Urban Alfandre project, the new owners have designed and proposed The Darlene as a different project.

One of the challenges with development of this site is the required environmental remediation. This site was the location of a dry cleaner for over 90 years. The first building was constructed in 1919 in the northeast portion of the site and expanded in 1962 and in 1971 to its current size and configuration. Several different dry cleaners occupied the site over a period of 90 years; the most recent was Henrie's, which closed in 2015. Several studies in the 1990s-2010s identified various sources of contamination on the site.

Per the applicant, the remediation of this site will follow the action plan approved by the State of Utah. Staff understands this is the same action plan submitted by Urban Alfandre in 2019.

## **APPROVAL PROCESS AND COMMISSION AUTHORITY**

**Review Processes:** Planned Development

**Applicable Standards:** Form Based Urban Neighborhood (FB-UN2) and general zoning standards (landscaping, parking, etc.)

**Planned Development:** The Planned Development process allows applicants to seek modifications to zoning standards. An applicant must first meet one of several objectives related to City plan policies and goals. 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. Those standards and the objectives are discussed in [Attachment E](#).

This project is subject to Planned Development approval per Salt Lake City Code Chapter 21A. 55. The Planning Commission has the authority to approve, approve with conditions or deny the request. If the Commission decides to deny the request against staff’s recommendation, the commission must make findings for each standard or standards they find the project does not comply with.

## KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. How the proposal helps implement city goals and policies identified in adopted plans.
2. Requested modifications to the zoning standards
3. Development potential without Planned Development approval

### **Consideration 1: How the proposal helps implements city goals and policies identified in adopted plans.**

The proposed project is consistent with the citywide *Plan Salt Lake*, and the *Downtown Plan*. Two guiding principles are applicable as are initiatives in several chapters. The applicable guiding principles in *Plan Salt Lake* are the following:

- Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community therein.
- 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

The proposed project’s residential units and commercial spaces have the potential to provide the opportunity for social interaction and services needed for the well-being of the community.

Initiatives from the growth, housing, and transportation and mobility chapters are also applicable. Growth initiatives are as follows:

- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.

The proposed project is located adjacent to high-capacity transit (200 West Station, which is serviced by all three UTA light rail lines) and along a frequent service bus route on 900 South (UTA Route 9). 900 South is currently undergoing construction to improve the multimodal use of the area in conjunction with 9-Line Trail improvements.

Additionally, the proposed project would have a mix of uses with commercial space and residential units. The proposal, with a total of approximately 116 units and the remediation of a contaminated site, is an excellent example of the infill and redevelopment of underutilized land.

The housing initiative to, “Promote high density residential in areas served by transit,” is applicable since The Darlene has a density of approximately 136 dwelling units per acre, and the proposed project is located in close proximity to the Trax line and a frequent service bus route.

Similarly, the proposal’s location near the Trax lines, a high-frequency bus route, and along the 9-Line, it is consistent with several initiatives in the Transportation and Mobility chapter that call for connecting residents with transit, pedestrian and bicycle networks, and reducing automobile dependency and single occupancy vehicle trips. The initiatives are as follows:

- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options by:
  - Having a public transit stop within 1/4 mile of all residents.
  - Expanding pedestrian and bicycle networks and facilities in all areas of the City.
  - Providing incentives for the use of transit.
  - Increase the frequency and service hours of transit in neighborhoods.
  - Enhancing the regional transportation network.
  - Creating a system of connections so that residents may easily access employment, goods and services, neighborhood amenities, and housing.
- Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking and transit.
- Prioritize connecting nodes located throughout the City to each other with improved walking, biking and transit.
- Reduce automobile dependency and single occupancy vehicle trips.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Encourage transit-oriented development (TOD).

The initiative, “Support the growth of small businesses, entrepreneurship and neighborhood business nodes,” in the economy chapter is applicable to the proposal’s location in Central 9<sup>th</sup> District and the availability of commercial space in the project.

The proposed project is also consistent with the *Downtown Plan* and several Central 9<sup>th</sup> District initiatives with the following:

- It provides housing choice and supports transit-oriented development since it is located adjacent to the Trax line and station on 200 West.
- The first-floor commercial spaces will enhance the small neighborhood business node at 900 South and 200 West.
- It is walkable and will further develop the small neighborhood service nodes.

### **Consideration 2: Requested modifications to the zoning standards**

As outlined in the Project Description above, the applicant is requesting two modifications to design standards in the form-based zone. Both requested modifications concern maximizing the full area of the lot.

The primary modification request is for façade length in excess of 200'. The proposed façade length is 236'-10". Form Based zones encourage buildings with no or small setbacks thus minimizing the amount of unused space on the lots. These zones are also intended to create spaces which are more human scale and comfortable to the pedestrian; this is the purpose of establishing a maximum building façade length. While the overall façade exceeds the 200' maximum, the overall façade is broken up into three distinct building masses through a combination of material variation and setbacks. Staff finds this form meets the purposes of the underlying zone by creating people-oriented places and providing a housing type that is desired in this high amenity area that is heavily served by transit.

The second modification request is the result of the recessed central portion of the 200 W façade. In order to break up the façade length, the applicant chose to set the central portion of the façade back 2'-6" from the main plane of the façade. In doing this, the depth of the required ground floor use decreased from 25' to 22'-6". The applicant was unable to maintain the 25' depth for the central portion of the 200 W façade without losing 10 of the 70 provided off-street parking spaces. The purpose of the required ground floor depth is to encourage pedestrian oriented uses adjacent to the right of way. Staff finds that the proposal still meets the intent of the code; the depth of the ground floor uses is met at every other point and still provides ample depth for these active spaces to be successful.

### **Consideration 3: Development potential without Planned Development approval**

Mixed-use buildings are encouraged by the Form Based zoning districts. Additionally, the Urban Neighborhood zone is designed to create dense streetscapes built at a pedestrian scale. If the Planned Development modifications are denied, this type of building with its distinct mix of uses would still be buildable by right, however, the design would have to be revised to comply with the façade length and active ground floor use depth requirements to comply with the form-based zoning standards.

### **STAFF RECOMMENDATION**

The applicant is seeking modifications from several standards related to façade length and ground floor use depth. Both these requests are linked to fully maximizing the development of a lot that itself exceeds the maximum façade length. The requested modifications have been reviewed against the Planned Development standards in [Attachment E](#) and the proposal generally meets those standards as discussed in that attachment – most relevant, the remediation of a brownfield site.

Additionally, this project would provide improvements that encourage the use of transportation other than the automobile, and it is consistent with the *Downtown Plan*. In staff's opinion, the applicant has demonstrated the proposal meets the requirements for a Planned Development. The proposal is for a challenging development site and the applicant substantially meets the required standards and is consistent with the purposes and standards of the Planned Development chapter and the underlying FB-UN2 zoning district.

### **NEXT STEPS**

#### **Approval of the Request**

If the proposal is approved, the applicant will be able to build their proposal as proposed. The final plans submitted for building permits will be reviewed to ensure that they substantially comply with the approved plans and all conditions of approval. The buildings will need to comply with all other zoning and code requirements.

#### **Denial of the Request**



If the Planned Development is denied, the applicant will not be able to build their proposal as proposed. Any proposed development would need to comply with the 200' maximum façade length and all required ground uses would need to be a minimum of 25' in depth.

# ATTACHMENT A: Vicinity Map





# theDARLENE

906 SOUTH 200 WEST  
SALT LAKE CITY, UTAH 84101  
PD APPLICATION



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7

C.W.  
**URBAN**

D  
E

theDARLENE  
906 SOUTH 200 WEST  
SALT LAKE CITY, UT 84101

REVISIONS:

NO.	DATE	DESCRIPTION

T. METCALLEY  
1000 LAKESHORE DRIVE, SUITE 100  
CENTRAL UTAH  
SALT LAKE CITY, UT 84101  
801.466.1234  
WWW.TMETCALLEY.COM

A COVER

DRAWING NUMBER  
**A-00**  
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PROJECT NUMBER  
ISSUE DATE:  
PROJECT NUMBER

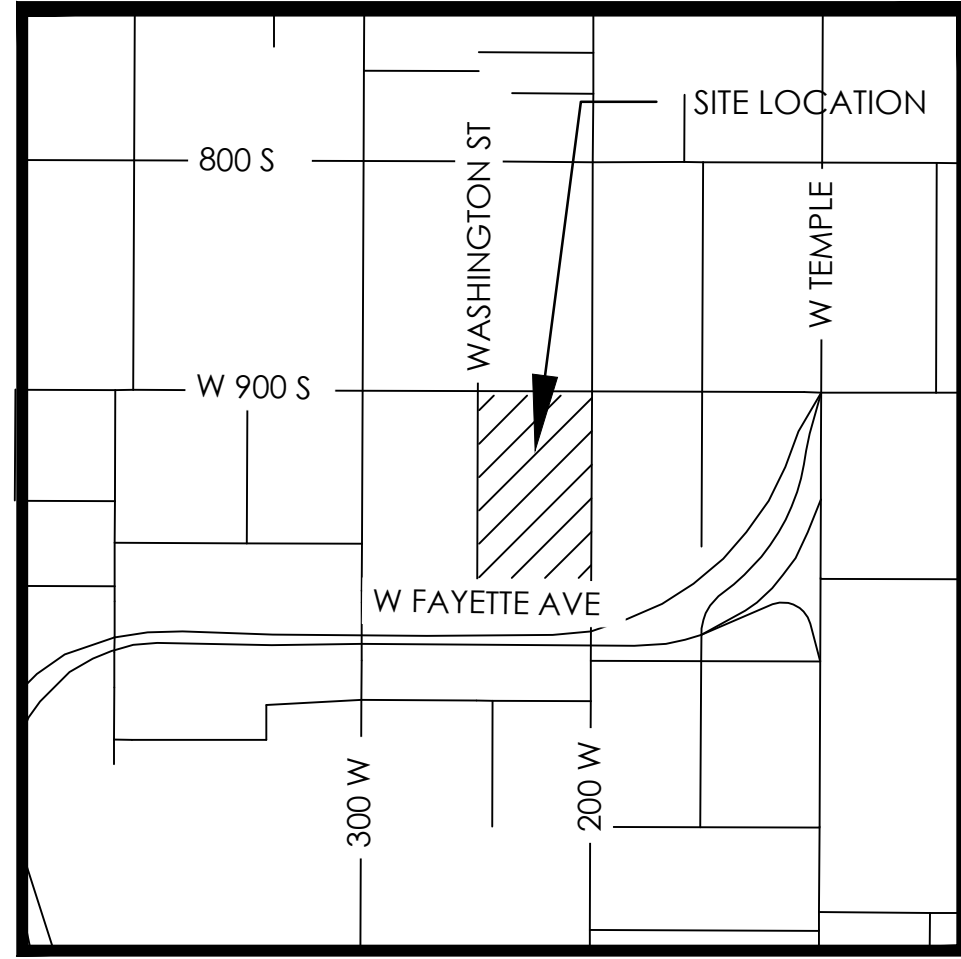
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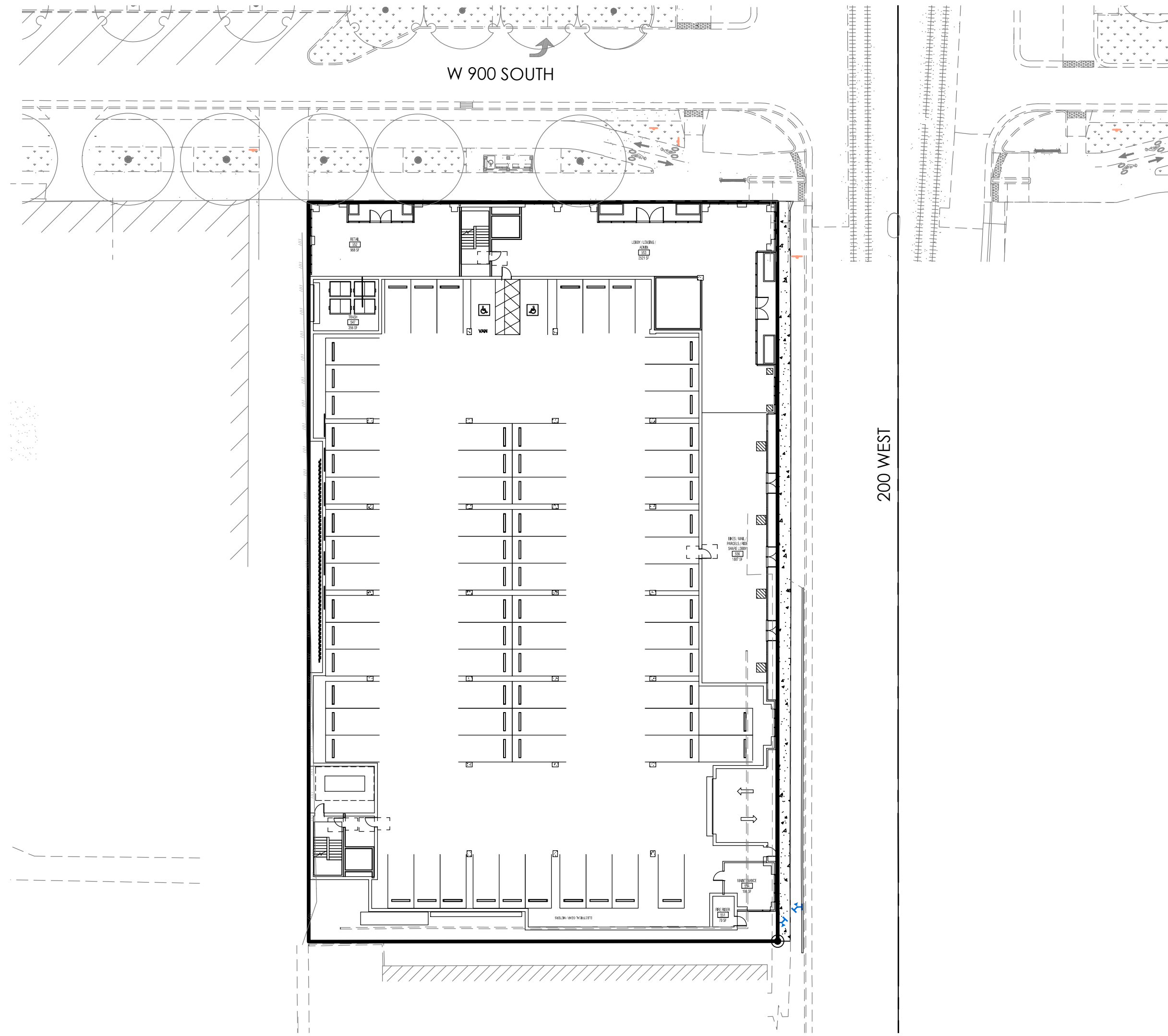


# DARLENE APARTMENTS

PREPARED FOR:  
CW URBAN  
LOCATED IN:  
SALT LAKE CITY, UTAH



VICINITY MAP  
NTS



SITE MAP

Sheet List Table	
Sheet Number	Sheet Title
C1.0	COVER
C2.1	EXIST TOPO & DEMO PLAN
C3.0	SITE PLAN

## GENERAL NOTES

- CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
- ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ALL CONSTRUCTION SHALL ADHERE TO SALT LAKE CITY AND APWA STANDARD PLANS AND SPECIFICATIONS.
- ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.
- THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

## NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

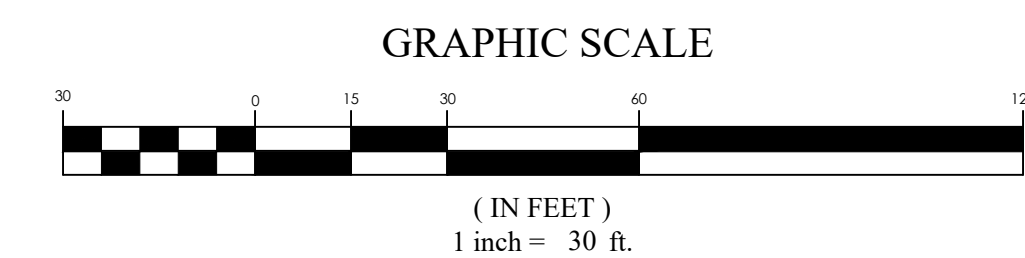
## ENGINEER'S NOTES TO CONTRACTOR

- THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.
- 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 CITY, 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.
- UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.
- ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANT THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

## CONTACTS

ENGINEER & SURVEYOR  
FOCUS ENGINEERING & SURVEYING, LLC  
6949 S. HIGH TECH DRIVE SUITE 200  
MIDVALE, UTAH 84047  
(801) 352-0075  
PROJECT MANAGER: CAMERON TAYLOR  
SURVEY MANAGER: JUSTIN LUNDBERG

OWNER/DEVELOPER  
CW URBAN  
1222 W. LEGACY CROSSING BLVD SUITE 6  
CENTERVILLE, UTAH 84014  
(310) 903-2023  
CONTACT: WALKER WOOD



FOR  
REVIEW  
ONLY

DARLENE APARTMENTS  
SALT LAKE CITY, UTAH  
COVER

REVISION BLOCK	
#	DESCRIPTION
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COVER

Scale: 1"=30'  
Date: 04/26/2022  
Sheet:

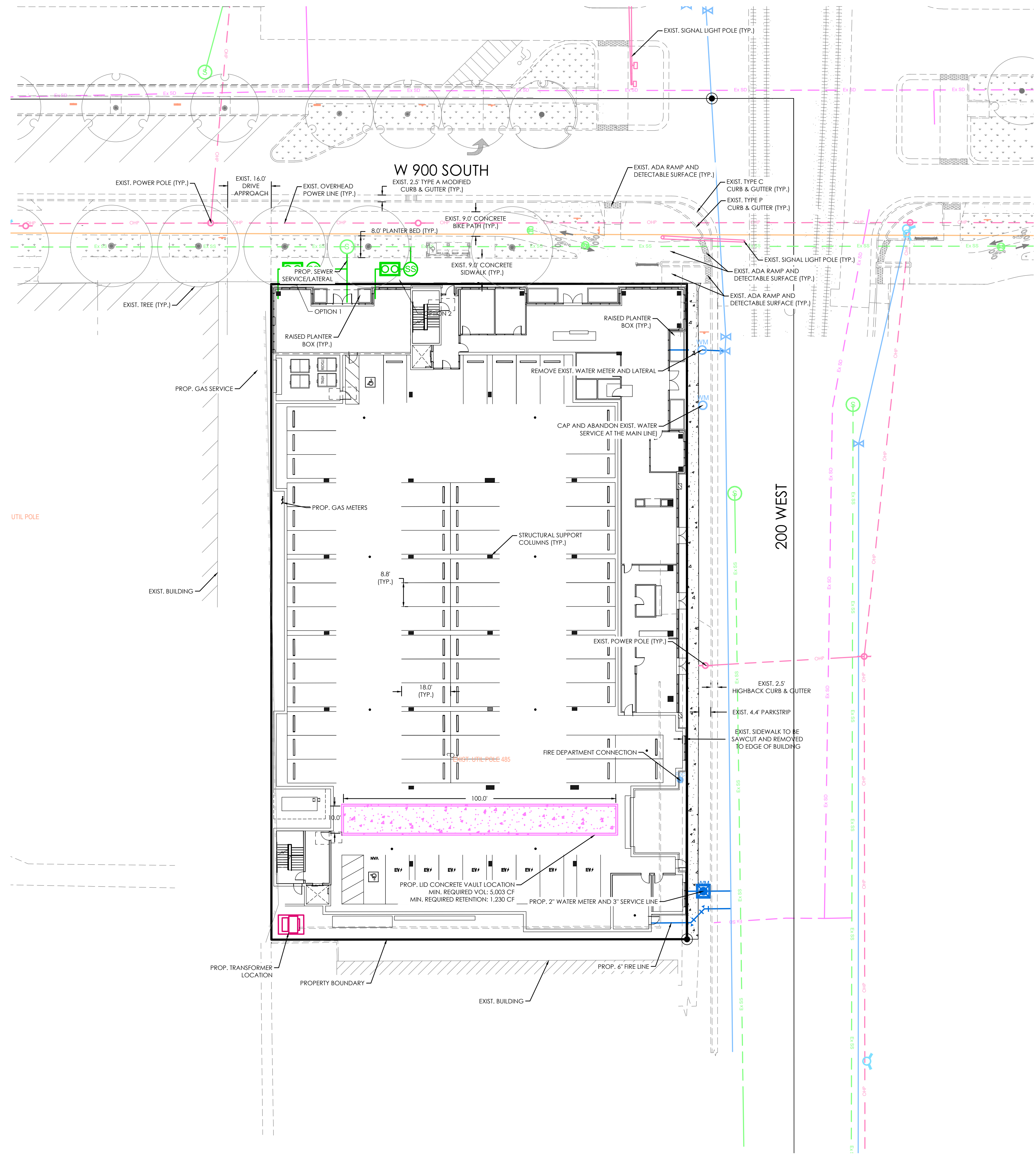
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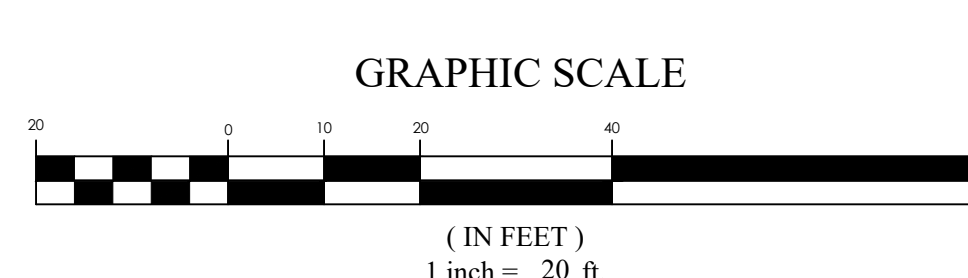


**LEGEND**

--- (dashed)	BOUNDARY
--- (dotted)	ROW
--- (dash-dot)	CENTERLINE
--- (long-dash)	LOT LINE
--- (short-dash)	EASEMENT
--- (thick solid)	15" STORM DRAIN
--- (thin solid)	8" SANITARY SEWER
--- (dotted)	8" CULINARY WATER
--- (dashed)	8" SECONDARY WATER
--- (dash-dot)	CONTOUR MAJOR
--- (dotted)	CONTOUR MINOR
--- (dashed)	EXIST. STORM DRAIN
--- (dotted)	EXIST. SANITARY SEWER
--- (dashed)	EXIST. CULINARY WATER
--- (dotted)	EXIST. SECONDARY WATER
--- (dash-dot)	EXIST. FENCE
--- (dotted)	EXIST. CONTOUR MAJOR
--- (dotted)	EXIST. CONTOUR MINOR
+	SIGN
○	STREET LIGHT
○	SD MH, INLET, AND COMBO
○	SEWER MANHOLE
○	CULINARY VALVE, TEE, & BEND
○	SECONDARY VALVE, TEE, & BEND
○	WATER BLOW-OFF
○	FIRE HYDRANT
○	STREET MONUMENT (TO BE SET)
○	EXIST. STREET MONUMENT
○	EXIST. SD INLET & MH
○	EXIST. SEWER MH
○	EXIST. VALVE, TEE, & BEND
○	EXIST. FIRE HYDRANT
○	SPOT ELEVATION

**NOTES:**

- TOTAL AREA: 36, 735 SQ. FT. (0.84 ACRES)
- ALL EXISTING TREES ON SITE TO BE MAINTAINED



**FOR REVIEW ONLY**

**DARLENE APARTMENTS**  
SALT LAKE CITY, UTAH  
**SITE PLAN**

**REVISION BLOCK**

#	DATE	DESCRIPTION
1		
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Z:\2022\22-0031 908 S Focidum Apartments\design\22-0031\_lowg\sheet\C3.001 SITE PLAN.dwg

**200 WEST FACADE USE AND DEPTH LEGEND**  
TOTAL FACADE LENGTH = 236.83'

PERMITTED USE DEPTH ≥25 FEET LENGTH = 91.18' (38.50%)
PERMITTED USE, DEPTH OF 22'-6" LENGTH = 88.53' (37.38%)
PARKING (24.11% OF FACADE) LENGTH = 57.11' (24.12%)

**PROJECT SUMMARY**

TOTAL DWELLING UNITS	116 UNITS
DENSITY	137.6 DU/ACRE
RETAIL SQ FT	±1,000 SQ FT

**UNIT TYPE MIX**

UNIT TYPE	# UNITS
STUDIO	30
1 BED	78
2 BED	8
TOTAL UNITS	116

**PARKING SUMMARY**

STANDARD STALLS	68 STALLS
ACCESSIBLE STALLS	1 STALLS
VAN ACCESSIBLE STALLS	1 STALL
TOTAL STALLS	70 STALLS

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THE DESIGN SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATIONS & MODELS THEREOF ARE PROPRIETARY AND CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM C.W. URBAN.

**theDARLENE**  
906 SOUTH 200 WEST  
SALT LAKE CITY, UT 84101

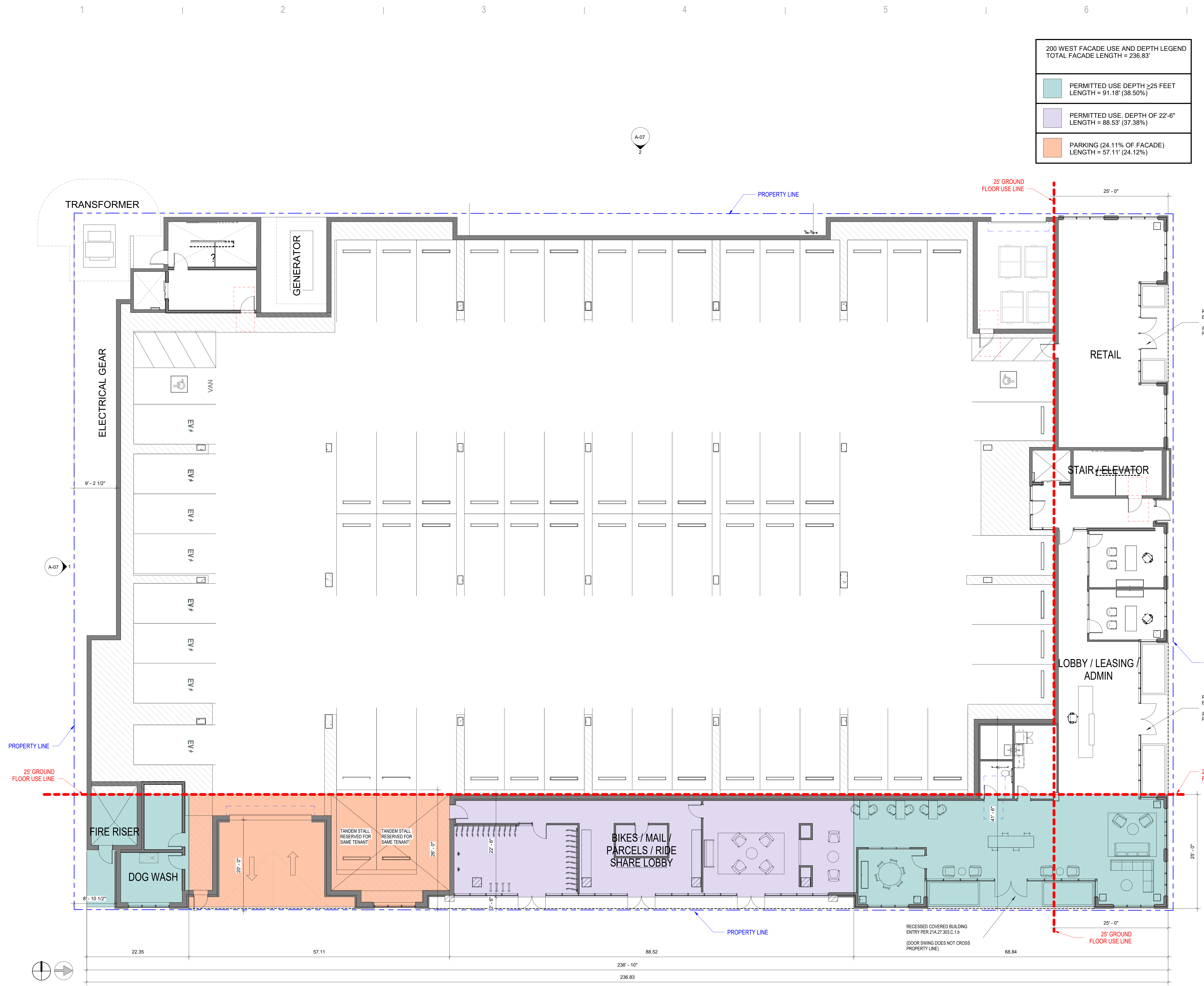
**REVISIONS:**

DATE	DESCRIPTION

T 866.744 CITY  
1222 LEGACY CROSSING BLVD #6  
CENTERTVILLE, UT 84014  
BUILTBYCIVIL.COM

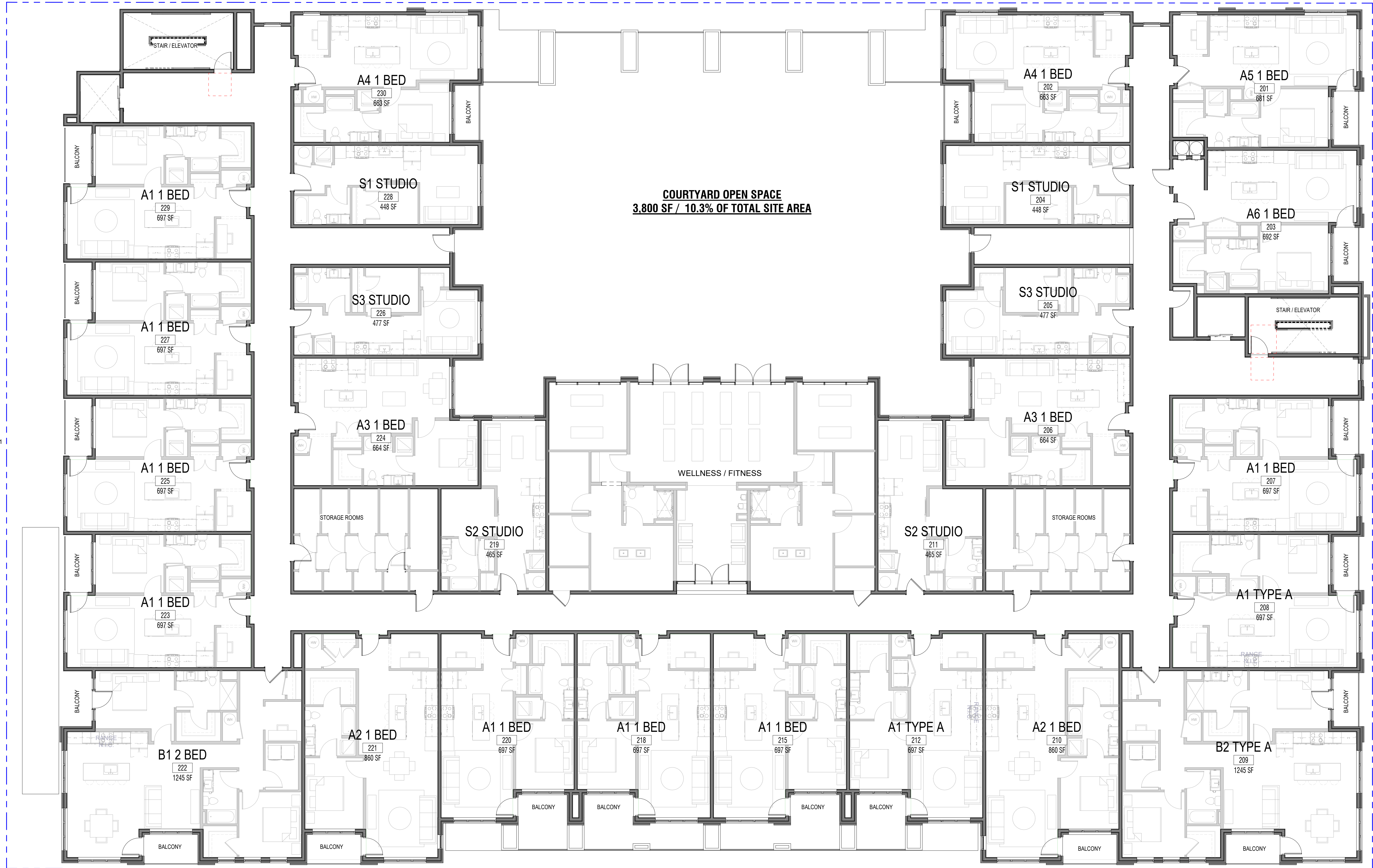
FIRST FLOOR

DRAWING NUMBER  
**A-01**  
PROJECT NUMBER  
Project Number  
ISSUE DATE:  
PD SUBMITTAL



**1 FIRST FLOOR PLAN**  
A-01 1/8" = 1'-0"





**COURTYARD OPEN SPACE**  
3,800 SF / 10.3% OF TOTAL SITE AREA

WELLNESS / FITNESS

UNLESS A PROFESSIONAL SEAL WITH SIGNATURE AND DATE IS AFFIXED, THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION.

**C.W. URBAN**

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**theDARLENE**  
906 SOUTH 200 WEST  
SALT LAKE CITY, UT 84101

**REVISIONS:**

DATE	DESCRIPTION

T 866.744.CITY  
1222 LEGACY CROSSING BLVD #6  
CENTERTVILLE, UT 84014  
BUILTBYCIVIL.COM

SECOND FLOOR

DRAWING NUMBER  
**A-02**  
PROJECT NUMBER  
Project Number  
ISSUE DATE:  
PD SUBMITTAL

SECOND FLOOR PLAN  
1/8" = 1'-0"





A-07  
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1 A-06

A-07

1 THIRD FLOOR PLAN  
1/8" = 1'-0"

A-06  
2

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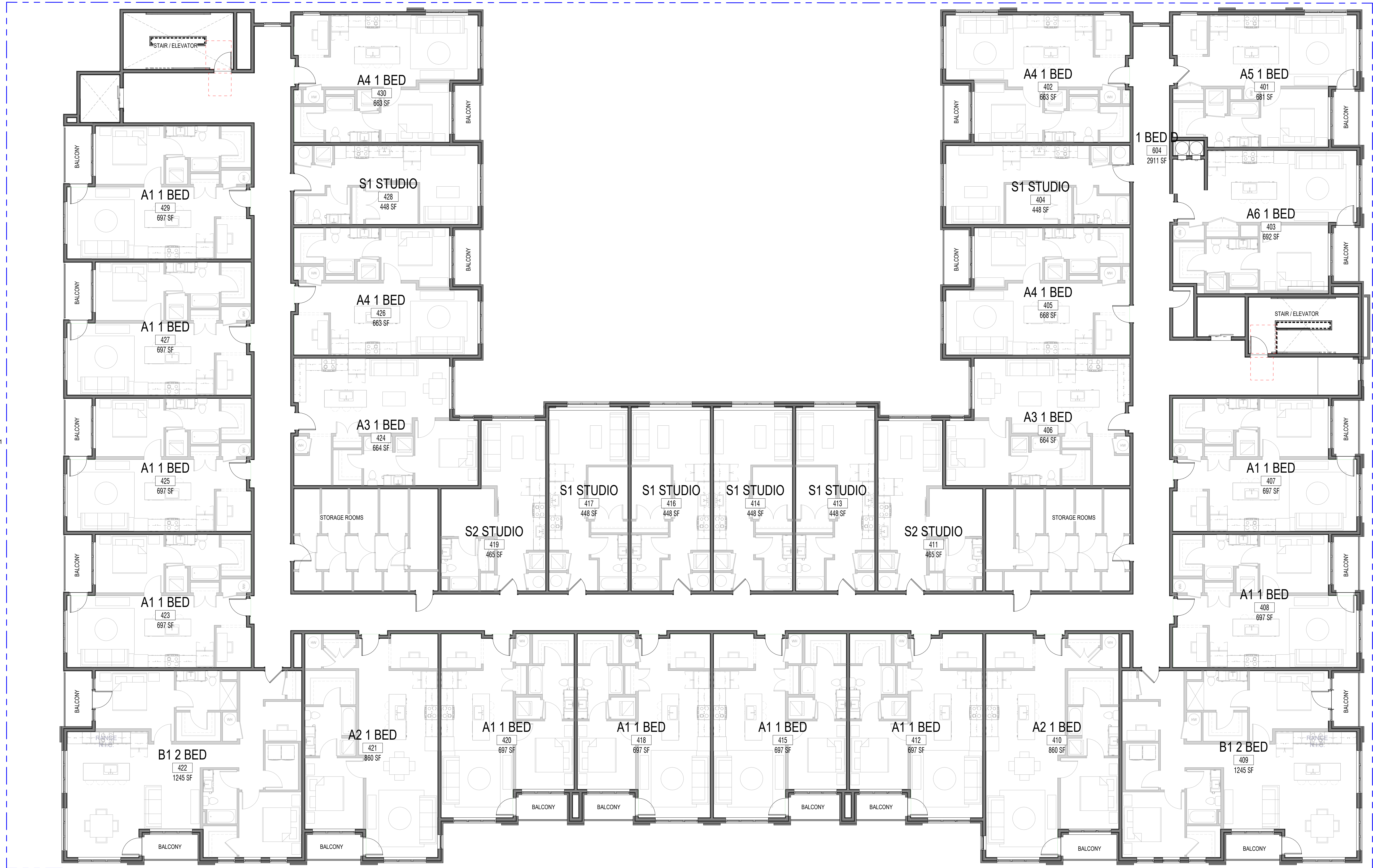
DATE	DESCRIPTION

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THIRD FLOOR

DRAWING NUMBER  
**A-03**

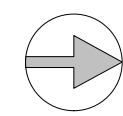
PROJECT NUMBER  
Project Number  
ISSUE DATE: PD SUBMITTAL



A-07  
2

A-06  
1

A-07  
1



FOURTH FLOOR PLAN  
A-04 1/8" = 1'-0"

A-06  
2

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FOURTH FLOOR

DRAWING NUMBER

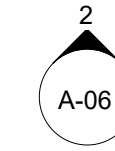
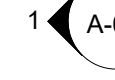
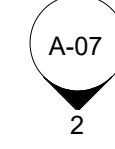
**A-04**

PROJECT NUMBER

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FIFTH FLOOR PLAN  
A-05 1/8" = 1'-0"

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FIFTH FLOOR

DRAWING NUMBER

**A-05**

PROJECT NUMBER

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1

2

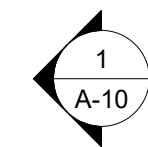
3

4

5

6

7



STAIR / ELEVATOR  
OVERRUN  
75' - 0" PER TABLE 21A.36.020C

MECH. PARAPET  
68" - 6" PER TABLE 21A.36.020C

T.O. ROOF  
65' - 0" PER FB-JN2 (CORNER LOT)

LEVEL 5  
49' - 10 7/8"

LEVEL 4  
38' - 9 1/8"

LEVEL 3  
27' - 7 3/8"

LEVEL 2  
16' - 5 5/8"

LEVEL 1 -  
PARKING  
0' - 0"

LEVEL 5 TRANSPARENCY - GLAZING: 797 SF  
TOTAL WALL AREA: 3,125 SF  
TRANSPARENCY: 797 / 3,125 = 26%

LEVEL 4 TRANSPARENCY - GLAZING: 664 SF  
TOTAL WALL AREA: 1,704 SF  
TRANSPARENCY: 664 / 1,704 = 39%

LEVEL 3 TRANSPARENCY - GLAZING: 664 SF  
TOTAL WALL AREA: 1,704 SF  
TRANSPARENCY: 664 / 1,704 = 39%

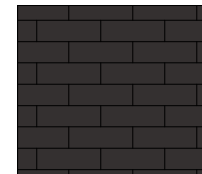
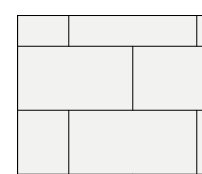

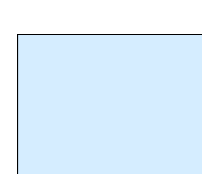
LEVEL 2 TRANSPARENCY - GLAZING: 664 SF  
TOTAL WALL AREA: 1,704 SF  
TRANSPARENCY: 664 / 1,704 = 39%

LEVEL 1 TRANSPARENCY -  
(BETWEEN 2 FEET AND 8 FEET)  
GLAZING: 649 SF  
TOTAL WALL AREA: 909 SF  
TRANSPARENCY: 649 / 909 = 71.40%

MATERIAL CALCULATION -  
NORTH ELEVATION (900 S. FACING)

BRICK = 2,601 SF 24.47%  
CMU = 2,135 SF 20.09%  
STUCCO = 1,939 SF 18.23%  
GLAZING = 3,955 SF 37.21%  
TOTAL = 10,630 SF 100%

### MATERIAL LEGEND

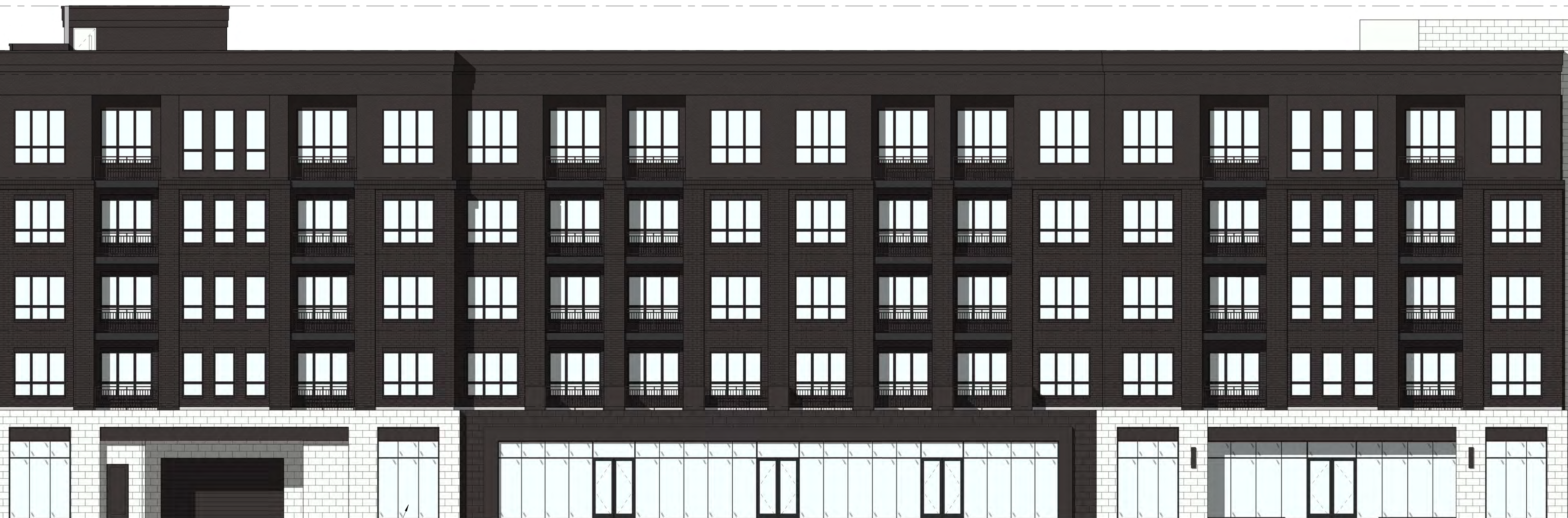
- 1  BRICK - PAINTED BLACK
- 2  CMU VENEER - HONED
- 3  STUCCO - BLACK W/ FINE FINISH
- 4  GLAZING

1 900 S. ELEVATION  
A-06 1/8" = 1'-0"

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STAIR / ELEVATOR  
OVERRUN  
75' - 0" PER TABLE 21A.36.020C

MECH. PARAPET  
68" - 6" PER TABLE 21A.36.020C

T.O. ROOF  
65' - 0" PER FB-JN2 (CORNER LOT)

LEVEL 5  
49' - 10 7/8"

LEVEL 4  
38' - 9 1/8"

LEVEL 3  
27' - 7 3/8"

LEVEL 2  
16' - 5 5/8"

LEVEL 5 TRANSPARENCY - GLAZING: 1,350 SF  
TOTAL WALL AREA: 4,454 SF  
TRANSPARENCY: 1,350 / 4,454 = 30%

LEVEL 4 TRANSPARENCY - GLAZING: 1,098 SF  
TOTAL WALL AREA: 2,571 SF  
TRANSPARENCY: 1,098 / 2,571 = 42%

LEVEL 3 TRANSPARENCY - GLAZING: 1,098 SF  
TOTAL WALL AREA: 2,571 SF  
TRANSPARENCY: 1,098 / 2,571 = 42%

LEVEL 2 TRANSPARENCY - GLAZING: 1,098 SF  
TOTAL WALL AREA: 2,571 SF  
TRANSPARENCY: 1,098 / 2,571 = 42%

LEVEL 1 TRANSPARENCY -  
(BETWEEN 2 FEET AND 8 FEET)  
GLAZING: 872 SF  
TOTAL WALL AREA: 1,425 SF  
TRANSPARENCY: 848 / 1,421 = 61.2%

NOTE: GLAZING AREA  
DOES NOT INCLUDE OBSCURED GLASS  
ON RIGHT SIDE OF  
GARAGE DOOR INTO GARAGE AREA.

MATERIAL CALCULATION -  
EAST ELEVATION (200 W. FACING)

BRICK = 4,371 SF 27.51%  
CMU = 2,183 SF 13.75%  
STUCCO = 2,911 SF 18.32%  
GLAZING = 6,422 SF 40.42%  
TOTAL = 15,887 SF 100%

OBSCURED GLASS INTO GARAGE AREA.  
THIS AREA IS REMOVED FROM GROUND  
FLOOR TRANSPARENCY CALCULATION.

237' - 6"

2 200 W. ELEVATION  
A-06 1/8" = 1'-0"

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ELEVATIONS

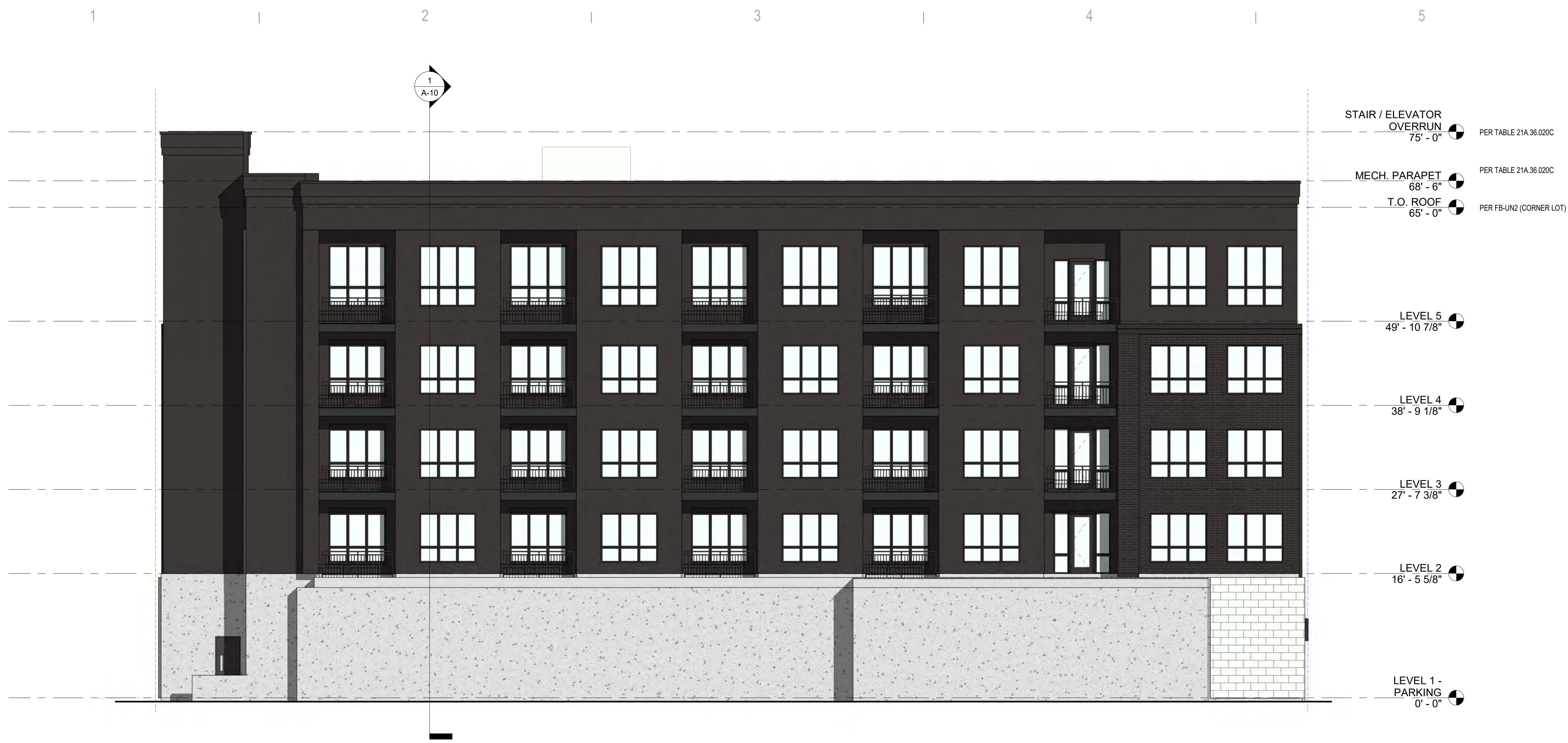
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STAIR / ELEVATOR  
OVERRUN  
75' - 0" PER TABLE 21A.36.020C

MECH. PARAPET  
68' - 6" PER TABLE 21A.36.020C

T.O. ROOF  
65' - 0" PER FB-UNZ (CORNER LOT)

LEVEL 5  
49' - 10 7/8"

LEVEL 4  
38' - 9 1/8"

LEVEL 3  
27' - 7 3/8"

LEVEL 2  
16' - 5 5/8"

LEVEL 1 -  
PARKING  
0' - 0"

1 SOUTH ELEVATION  
1/8" = 1'-0"



STAIR / ELEVATOR  
OVERRUN  
75' - 0" PER TABLE 21A.36.020C

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LEVEL 4  
38' - 9 1/8"

LEVEL 3  
27' - 7 3/8"

LEVEL 2  
16' - 5 5/8"

LEVEL 1 -  
PARKING  
0' - 0"

2 WEST ELEVATION  
1/8" = 1'-0"

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ELEVATIONS

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PERSPECTIVES

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PERSPECTIVES

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### SECTIONS

DRAWING NUMBER

# A-10

PROJECT NUMBER  
 Project Number

ISSUE DATE:  
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Section 2 PD  
 A-10 1/8" = 1'-0"



# theDARLENE



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# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### PROJECT DESCRIPTION:

The proposed development will consist of 116 for-rent apartment units, above a street activated commercial unit making up a 5-story mixed use building. The apartment units will range from studios to 2 bedrooms and the building's parking structure will provide a .62:1 parking ratio. The development will include a wellness & fitness area, along with other programmed community amenities. The commercial uses on the street faces of 900 S and 200 W will serve as activated community spaces providing opportunity for local small businesses. The development will include professional lighting and landscaping to complement the revitalization of 900 South.

### 21A.55.010: PURPOSE STATEMENT:

A planned development will result in a more desirable product, on a key intersection at the heart of the Central 9<sup>th</sup> Neighborhood, than would otherwise be accomplished by strict adherence to the FB-UN2 zoning. The proposed development would achieve many of the City's objectives and aspirations, including:

#### Sustainability:

The development proposed includes the remediation of a brownfield location (from the previous use of a Dry Cleaner), caused by the previous use, which remediation follows the State of Utah approved plan.

#### Open Space:

The property will provide a podium level (2<sup>nd</sup> story) common outdoor amenity area including landscaping and seating that provides the tenants with a community outdoor space and a connection to nature.

# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### Housing:

The development will provide multi-family rental units (ranging from Studio to 2 Bedroom) which are consistent with the neighborhood's vision of low/mid-rise housing with higher densities along the main streets, commercial corridors and around the 900 S TRAX station. The scale of the development benefits the neighborhood and will enhance the 900S redevelopment and Central Ninth community. The development will provide planned community amenities for residents, including a wellness & fitness area.

### Mobility:

The proximity of the 900 S TRAX station, the 900S/200W UTA bus station, and the extension of the 9-Line Trail will encourage transportation options other than auto transportation. Bicycle storage areas will also be provided. Activated commercial space along 200 W will also increase neighborhood walkability not only for residents but for the community.



# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### 21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

#### Planned Development Objectives:

The planned development will provide a mixed-use property with 116 apartment units and a retail use, resulting in more desirable product for the city, while also supporting the environmental remediation requirements for this property. The proposed project will achieve many of the City's objectives and aspirations, including sustainability, housing, mobility, open space, and master plan implementation.

#### Master Plan Compatibility:

##### Plan Salt Lake principles and initiatives:

1. Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community therein.
2. 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.
3. Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
4. Encourage a mix of land uses.
5. Promote infill and redevelopment of underutilized land.

##### Downtown Plan principles and initiatives:

1. Provides housing choice through transit oriented, mid-rise dense developments
2. Enhances the small neighborhood business node at the 900 South 200 West Intersection

##### Central Ninth Neighborhood Center Vision Plan principles and initiatives:

1. Enhances the improved pedestrian environment with a mix of uses
2. Provides high-quality, community serving commercial/retail environment

# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### Master Plan Implementation:

The proposed planned development applies the principles from the citywide Plan Salt Lake, the Downtown Plan, and the Central Ninth Neighborhood Center Vision Plan.

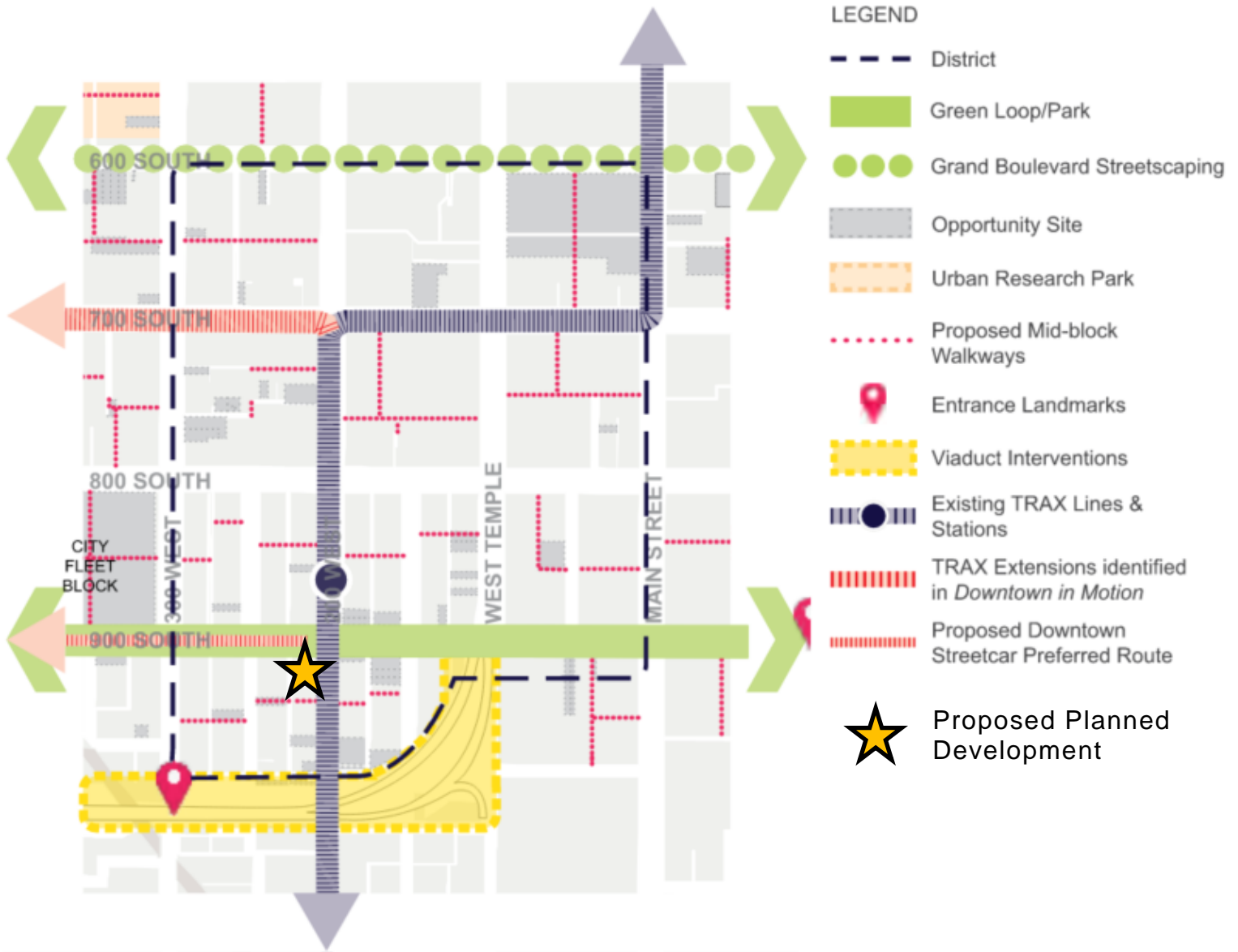
Plan Salt Lake promotes Housing, Place Making in Neighborhoods, Local Businesses, Density, Diversity of Use, Transportation/Connectivity, and Beautification. This development helps the city meet those goals by converting a current brownfield parcel into a commercial scale, multifamily residential and retail use next to multiple public transit options and the 9-line Trail.

The goals of the Downtown Plan for the Central Ninth Neighborhood include providing housing choice, prosperity of small businesses, encouraging walkability, neighborhood retail, and beautification. This proposal adds diversity of housing choice to the neighborhood by introducing 116 apartment units and helps prosperity by providing commercial space for a small business. For walkability, it engages the pedestrian by being a brand-new extension of the Central 9<sup>th</sup> district, and most importantly, beautifies a key corner by converting it from a vacant brownfield.

The goals of the Central Ninth Neighborhood Center Vision Plan are to enhance the improved pedestrian environment and provide high-quality, community serving commercial/retail environment. The building design on the ground floor is meant to maximize the pedestrian experience by highlighting the contrast in different materials by utilizing human scale to break up what would normally be long building facades. The commercial space available on the ground floor will be an enviable location for a small to business to have a unique presence in the urban area.

# PLANNED DEVELOPMENTS

## CHAPTER 21A.55



- “Transit-oriented development is exemplified in Central Ninth”
- “Central Ninth defines the downtown principle of providing housing choice.”

- “Low and mid-rise housing with higher densities along main streets, commercial corridors, and around the 900 south TRAX station.”



# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### Design And Compatibility:

The commercial scale of the mixed-use building is compatible with surrounding mixed-use buildings. The proposed development will create a more enhanced product than would be achievable through strict adherence to FB-UN2 zoning.

The proposal will include an impressive façade design which compliments the neighborhood's blend of existing architecture as well as the new improvements that are coming in with the revitalization of the area. The building orientation and design is centered on the pedestrian experience on 900S and 200W, increasing the neighborhood walkability and transit-oriented nature.

The zone encourages buildings with no or little setbacks and the proposal maximizes the use of the property in order to eliminate wasted space. Increasing the building façade along 200W will optimize not only the building façade but the neighborhood by filling in existing brownfield. The increased length will add square footage for retail space and fill out the remaining corner of the parcel to provide continuity for the pedestrian and eliminating unused space. An increased square footage also provides for additional desired housing units in the high amenity, transit-oriented area. Space has been created to maximize private amenities throughout the building, including open space on the building's courtyard.

Glazing, and lighting of exterior materials will compliment the neighborhood feel for safety and privacy. Utility meters, transformers and other gear will be located along the alley or inside the building where possible. Dumpsters will also be contained inside the building and screened from public view.

The parking garage will be served by only one access point, and the interior of the garage is designed to be hidden from the public space.

# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### Landscaping:

There are currently no trees located on the property. This proposed planned development will maintain the new landscaping added by the City's upgrades to 900S. A landscape plan for the courtyard area will include a variety of plantings that complement the scale and character of the proposed development.

### Mobility:

The proposed development compliments the City's Transit Master Plan by providing an "economically vibrant, livable place" with immediate access to the existing 900 S TRAX station, the 900S/200W UTA bus station, and the extension of the 9-Line Trail. The city has made it known that housing density near transit infrastructure is a priority. The proposed development will complement the existing transit opportunities and future transit initiatives (potential TRAX Extensions).

The proposed development will include bike storage facilities that can optimally utilize the 9-Line Trail and UTA services. The pedestrian friendly street level retail spaces will enhance walkability in the Central Ninth Business Node. The site design provides access to the proposed development without negatively impacting the existing streets or other driveways. Emergency vehicles access is considered in the design of the site plan and the proposed development provides ample access to emergency vehicles.

### Existing Site Features:

The site is currently vacant and doesn't contain any natural or built features that contribute to the neighborhood or environment and is considered a brownfield site.

### Utilities:

Local utility providers have provided Will-Serve letters, and their incorporation is undergoing design. Utilities will be located along the alleyway or within the building where possible, in order to ensure the proposed development will not negatively impact the surrounding area.

# PLANNED DEVELOPMENTS

---

## CHAPTER 21A.55

### ZONING REQUEST:

CW Urban is requesting a variance from the City's FB-UN2 zoning ordinance through the Planned Development process for Façade length, and Ground Floor Uses.

#### 21A.27.030C.4:

a. **Facade Length:** The maximum length of any building facade facing a street is two hundred feet (200').

***Façade length along 900W complies. CW Urban is requesting a 236' – 10" façade along 200W to maximize the use of the parcel to better comply with the maximum setback of 10' as described in FB-UN2 Building form standards.***

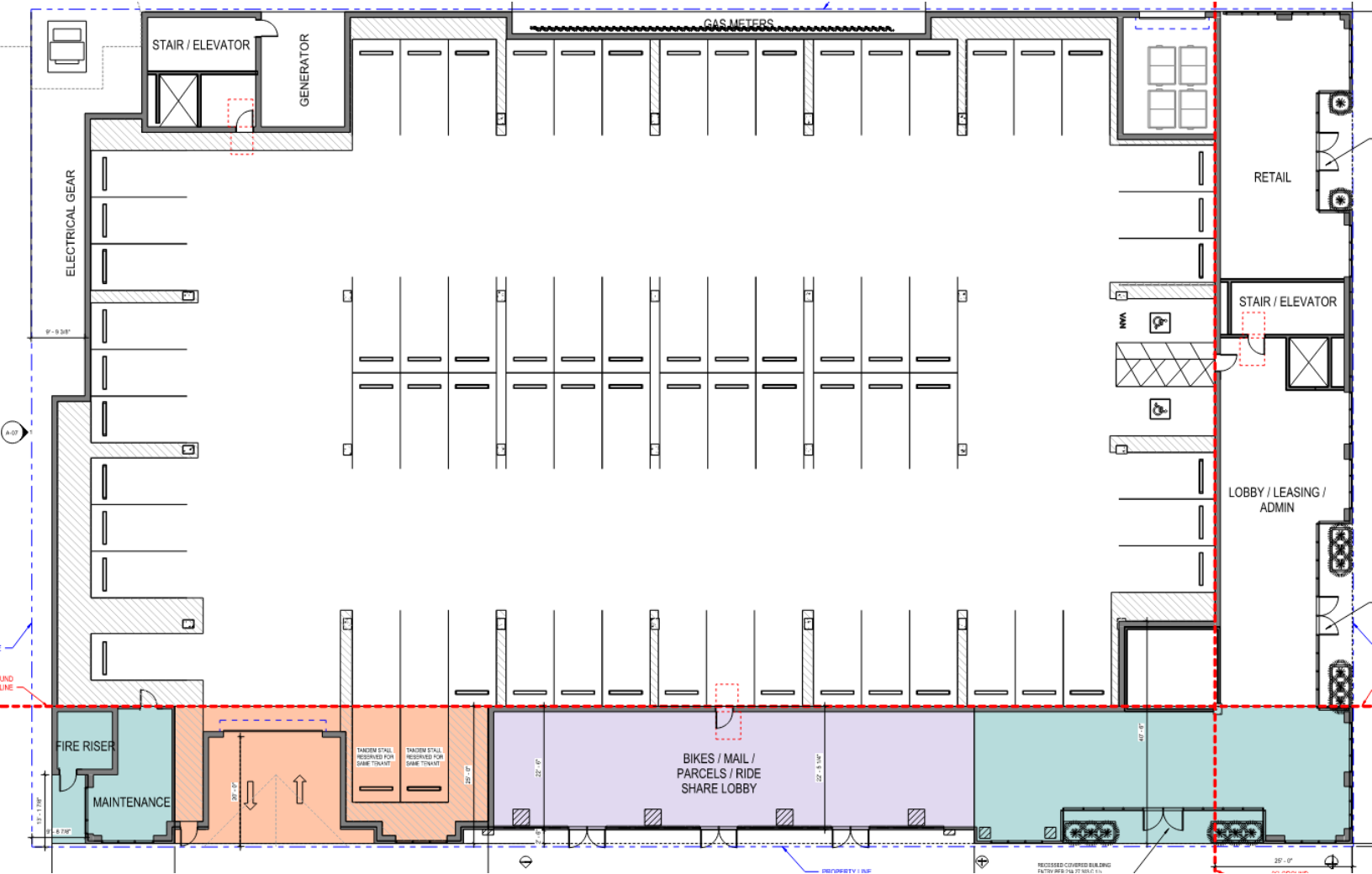
***In order to break up the massing of the 200W façade, the central portion has been recessed 2'-6" from the dominant façade plane at the ground level and recessed 7'-0" on levels 2-5. A change in storefront pattern and size also sets apart the central portion along the ground level. Recessing levels 2-5 creates more depth and interest to the façade while creating opportunities to activate the street facing façade further, by providing larger outdoor living patios on the 2nd level. The overall façade will be perceived as 3 distinct, well proportioned building masses, that make up one cohesive overall façade.***

e. **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.

***Along the façade of 200W, 75.88% of the façade length will consist of a permitted use which is past the threshold of 75% for a permitted use per the zoning requirements. Of the 75.88%, 38.5% of that façade length has a permitted use that extends 25' into the structure as required. However, 37.38% of the façade length has a permitted use that extends 22' - 6" into the structure. CW is requesting a variance for the 37.38% of the façade being 2' – 6" short of the 25-foot extension requirement. The purpose of the 2' – 6" recession is to break up the massing of the façade to create greater visual interest along a façade that is greater than 200 ft. (See Figure 1 for reference)***

# PLANNED DEVELOPMENTS

Figure #1



200 WEST FACADE USE AND DEPTH LEGEND	
TOTAL FACADE LENGTH = 236.83'	
	PERMITTED USE DEPTH $\geq$ 25 FEET LENGTH = 91.18' (38.50%)
	PERMITTED USE. DEPTH OF 22'-6" LENGTH = 88.53' (37.38%)
	PARKING (24.11% OF FACADE) LENGTH = 57.11' (24.12%)



## ATTACHMENT C: Property and Vicinity Photos



*Existing conditions from 900 S looking south. The Urban Alfandre project is under construction to the right.*



*Development across 900 S. The completed SpyHop building is prominent.*





*Existing conditions from 200 W looking west. The Urban Alfandre project is under construction behind the subject property.*

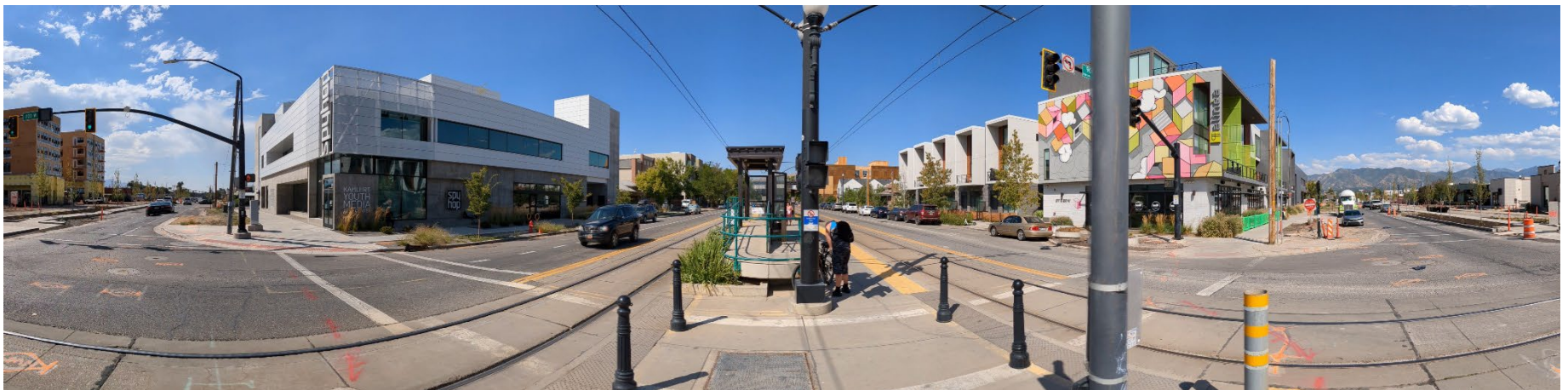


*Development across 200 W. Several new apartment buildings and a recently renovated restaurant are prominent.*





*South view of the intersection of 900 S and 200 W. The subject property is just right of center.*



*North view of the intersection of 900 S and 200 W. The 900 S Trax station is featured in the center of 200 W.*

# ATTACHMENT D: FB-UN<sub>2</sub> Zoning Standards

Building Regulation		Building Form		
		Multi-Family Residential	Proposal	Complies?
<b>Building height and placement:</b>				
<b>H</b>	Height	4 stories with a maximum of 50'. 5 stories with a maximum of 65' on parcels located on the corners of West Temple at 800 or 900 South, 200 West at 700, 800 or 900 South, 200 West at Fayette Avenue, 300 West at 800 or 900 South, and in the area identified on Figure 21A.27.050.C.1. All heights measured from established grade.	65', additional height for mechanical equipment parapet wall and the elevator bulkhead as permitted by Table 21A.36.020.C.	Yes
<b>F</b>	Front and corner side yard setback	No minimum Maximum 10'	900 South façade is at the property line. 63% of the 200 W façade is at the property line. The other 37% has a 2'-6" setback.	Yes
<b>B</b>	Required build-to	Minimum of 50% of street facing facade shall be built to the minimum setback line	900 South façade is at the property line. 63% of the 200 W façade is at the property line. The other 37% has a 2'-6" setback.	Yes
<b>S</b>	Interior side yard	Minimum of 15' along a side property line adjacent to FB-UN1 or any residential zoning district that has a maximum building height of 35' or less, otherwise no setback required	Property is not adjacent to any other zoning district other than FB-UN2; not setback is required.	Yes
<b>R</b>	Rear yard	Minimum of 20' along a rear property line adjacent to FB-UN1 or any residential zoning district that has a maximum building height of 35' or less	Rear yard (south) is adjacent to FB-UN2, building is at the property line.	Yes
<b>U</b>	Upper-level step back	When adjacent to lot in the FB-UN1, buildings shall be stepped back 1 additional foot for every foot of building height above 35'. When a parcel in the FB-UN2 district is separated from a parcel in the FB-UN1 district by an alley, the width of the alley may be counted toward the upper level step back	Building is not adjacent to FB-UN1 zoned parcels.	Yes



<b>L</b>	Minimum lot size	4,000 sq. ft.; not to be used to calculate density	Lot exceeds 4,000 sq. ft.	Yes
<b>W</b>	Minimum lot width	30'	Exceeds 30'.	Yes
<b>DU</b>	Dwelling units per building form	No minimum or maximum	116 units	Yes
<b>BF</b>	Number of building forms per lot	1 building form permitted for every 4,000 sq. ft. of lot area	1 building form	Yes
<b>Parking:</b>				
	Surface parking in front and corner side yards	Not permitted	None proposed.	NA
	Vehicle access	<p>If property is less than 30' wide, vehicle access from an alley is required when property is served by a public or private alley with access rights. If no alley access exists, only 1 vehicle access point from a street may be permitted</p> <p>If property is 30' wide or more, only 1 vehicle access point from a street may be permitted. If property is served by a public or private alley, ingress shall be from street and egress onto alley unless otherwise permitted by this section</p> <p>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</p>	Corner lot with a width exceeding 120'. Vehicle access is provided from a single multidirectional access point on 200 W.	Yes
	Vehicle access width at street	When a one-way vehicle drive is included in a development, no vehicle drive or curb cut may exceed 12' in width. When a multi-directional vehicle drive is included, a curb cut may not exceed 24' in width	No one-way drive proposed	NA
	Vehicle access from street design standards	If vehicle access is from a street, the following additional design standards shall apply: garage entry shall have a minimum 20' setback from property line; garage entry may not exceed 50% of first floor	Garage entry is setback approximately 20' from the property line. Material will be constructed of durable materials compatible to	Yes

		building width; one-way garage entry may not exceed 14' in width; multiway garage entry may not exceed 26' in width; garage door or gate shall be constructed of durable building materials and compatible with building design	the building design to comply with this standard	
	Driveway location	The minimum distance between curb cuts shall be 12'. Driveways shall be at least 6' from abutting property lines for a depth of 10' unless shared. Driveways shall be at least 12' from property lines adjacent to a street corner or 5' from the point of tangency of the curb return, whichever is greater. Abandoned curb cuts shall be removed and replaced with city standard curb.	One driveway proposed. Driveway is greater than 6' from abutting properties.	Yes
	Vehicle access and parking compliance	All new drive approaches, driveways, and parking lots shall comply with form based urban neighborhood regulations, and all other applicable sections of this code. Existing drive approaches, driveways, and parking lots shall be made compliant with form based urban neighborhood regulations upon change of use, increase in parking, or building additions greater than 25% of the footprint of the structure or 1,000 sq. ft., whichever is less	Existing approach on 200 W to be removed and replaced with a complying approach.	Yes
	Parking on separate lots	Parking may be provided on an adjacent lot, or in a common area associated with the development, or within 500' of the property. If located on an adjacent parcel or on a parcel within 500', the proposed location of the parking shall contain a principal building and the parking shall be located behind a principal building	Parking on the same lot, not applicable.	NA
<b>Additional Design Standards:</b>				
	Façade length	The maximum length of any building facade facing a street is two hundred feet (200')	Length of façade facing 900 South is 152' and length of façade facing 200 S façade is 236'-6".	200 W façade does not comply. Modification requested through PD

	Stepback 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 stepback does not apply to buildings that have balconies on floors rising above thirty feet (30') in height.	All elevations are greater than 30' in overall height and all elevations that are street facing have balconies on floors that rise about 30'.	Yes
	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 900 S elevation have 34% glass and the upper floor elevations on 200 W have 38% glass.	Yes
	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 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.	Permitted uses extend the full length of the 900 S façade. A use other than parking occupies approximately 75% of the 200 W façade length.  All ground floor uses other than parking extend 25' into the structure with the exception of approximately 88'-6" of the 200 W façade; this extends 22'-6" into the structure.	200 W elevation does not fully comply. Modification requested through PD
	Parking Structure	(1) Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space.  (2) The architectural design of the facades should express the internal function of the structure. Facade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail, or public open space.  (3) Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.	A parking structure is not proposed.	N/A



		<p>(4) Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points.</p> <p>(5) Signage and way-finding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structure entrances shall be clearly signed from public streets.</p> <p>(6) Interior garage lighting shall not produce glaring sources towards adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white-stained ceilings are a good strategy to control light levels on site while improving energy efficiency.</p> <p>(7) Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.</p> <p>(8) The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.</p> <p>(9) Parking structures shall be designed to minimize vehicle noise and odors on the public realm. Venting and fan locations shall not be located next to public spaces and shall be located as far as possible from adjacent residential land uses.</p>		
<b>Building configuration:</b>				
	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	Both façades have multiple entries spaced out a maximum of 75'.	Yes

		1 primary entrance facing a public street		
	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.	Yes
	Ground floor transparency	Minimum of 60% of street facing facade, located between 2' and 8' above the 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.	900 S façade: 71% 200 W façade: 61%	Yes
	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 and doors – there are not any blank walls that exceed 30' in length.	Yes
	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 count toward the minimum open space requirement	The 2 <sup>nd</sup> Level courtyard open space is identified as 3,800 square feet and 10.3% of the total site area.	Yes
	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 have balconies with a minimum 4' depth.	Yes

	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	900 S: 81% of elevation is clad in durable materials 200 W: 81% of elevation is clad in durable materials	Yes
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# ATTACHMENT E: Planned Development Standards

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

The Finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

**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.

**Planned Development Purpose Statement:** A planned development is intended 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. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve City goals identified in adopted Master Plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.

**Discussion:** This project implements the purpose statement of the Form Based zones by providing people oriented places, options for housing, options for various transportation modes, and is appropriately scaled for the neighborhood as outlined in the Downtown Master Plan. It meets several of the Planned Development objectives; namely Sustainability, Mobility, and Master Plan Implementation. These objectives will be discussed below.

**Finding:**  Meets Purpose Statement  Does Not Meet Purpose Statement

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

**Discussion:** In the application materials, the applicant states the project meets this objective by providing a courtyard for the residents. Staff finds, however, that the provided open space is not a community gathering place and is required to meet the required % of open space of the base zoning. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied

B. Historic Preservation:

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

**Discussion:** The applicant is not proposing to meet this objective and staff finds the site does not meet the standards necessary to meet this objective. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied

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

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

**Discussion:** The project includes 116 residential units in the form of studio, 1-bedroom, and 2-bedroom apartments for rent. While housing is called for in the Master Plan and supported by the base zoning standards, these housing types are regularly found in the neighborhood. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied

**D. Mobility: Enhances accessibility and mobility:**

1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.
2. Improvements that encourage transportation options other than just the automobile.

**Discussion:** The applicant states that it meets objective D.2 and provides improvements that encourages the use of transportation options other than the automobile. Staff finds that the inclusion of first-floor commercial space that may have services for residents, bike storage, and its location steps from a Trax station contribute to transportation options other than just the automobile.

**Finding:**  Objective Satisfied       Objective Not Satisfied

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

1. **Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.**
2. **Reuse Of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.**

**Discussion:** As discussed previously, this property is the location of a former dry-cleaning business that has operated at the site for decades which has caused soil contamination as identified in a previous Planned Development application. As such, the applicant will complete an environmental remediation of the site. The site can be considered a priority site since it is located at a key intersection in Central Ninth – across from the Trax station, along a frequent bus route, and the 9-Line trail.

**Finding:**  Objective Satisfied       Objective Not Satisfied

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

1. **A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character-defining features. (Ord. 8-18, 2018)**



**Discussion:** As discussed in Consideration 1, the proposal is consistent with the *Downtown Plan* in terms of housing choice, transit-oriented development, and additional commercial space to further develop the small neighborhood business node in this area.

**Finding:**  Objective Satisfied       Objective Not Satisfied

**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.

**Finding: Complies**

**Discussion:** As discussed in Consideration 1, staff finds that the proposal is consistent with adopted policies in *Plan Salt Lake* and the *Downtown Plan*.

**Condition(s):** none

**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;

**Finding: Complies**

**Discussion:** The scale, mass and intensity of the planned development is compatible with the area and its increasingly intense development pattern and, as detailed in Consideration 1, compatible with Master Plan policies.

**Condition(s):** none

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;

**Finding: Complies**

**Discussion:** The orientation of the development is compatible with the neighborhood. The building is located on a corner and while the main façade faces 200 W, the façade facing 900 S includes commercial space and design features to break up the façade. The building materials meet the requirements of the underlying zone and are at least 80% durable materials on both street facing facades.

**Condition(s):** none

3. Whether building setbacks along the perimeter of the development:
- a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
  - b. Provide sufficient space for private amenities.
  - c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
  - d. Provide adequate sight lines to streets, driveways and sidewalks.
  - e. Provide sufficient space for maintenance.

**Finding: Complies**

**Discussion:**

- a. The proposed development maintains the changing character of the neighborhood with its mix of uses, increased density, and transit-friendly amenities.
- b. The development provides amenity space for residents including a courtyard amenity area, wellness/fitness area, bike storage, dog wash, and resident storage areas.
- c. The adjacent properties are also zoned FB-UN2 and the proposal is not required to provide an open space buffer.
- d. The proposal provides adequate sight lines from the parking entrance to the street. The building itself has adequate setbacks from the street.
- e. The site plan provides adequate space for maintenance requirements.

**Condition(s):** none

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

**Finding: Complies**

**Discussion:** The elevation of the building facing 200 W is designed with 61% ground floor transparency. The percentage is affected by the off-street parking entrance. The portion of the façade designed for pedestrian interaction features significant amounts of glazing, inset building entrances, and planter boxes. The elevation of the building facing 900 S is designed with 70% of

ground floor transparency when only 60% is required. The building entrances are also inset and feature planter boxes. Both façades have architectural detailing that facilitate pedestrian interest and interaction. The ground floors have a mix of materials including brick, glass, and concrete masonry.

**Condition(s):** none

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

**Finding: Complies With Conditions**

**Discussion:** 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.

**Condition(s):** Final approval of the details for street lighting to be delegated to Planning Staff to ensure compliance with the standards for Planned Developments.

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

**Finding: Complies**

**Discussion:** Internal trash rooms are proposed that will be accessed from the alley for removal.

**Condition(s):** none

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

**Finding: Complies**

**Discussion:** The proposal includes a total of 70 parking spaces on the ground floor. The parking areas are adequately screened with a combination of obscured glass, pedestrian ground floor uses, and durable building materials.

**Condition(s):** none

**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;

**Finding: Complies**

**Discussion:** There are currently no mature trees within the periphery of the property that will be maintained as part of this development.

**Condition(s):** none

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

**Finding: Complies**

**Discussion:** There is no existing landscaping on the site.

**Condition(s):** none

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

**Finding: Complies With Conditions**

**Discussion:** The plans show planter boxes framing each inset pedestrian entrance and street trees along 900 S. These elements will help to buffer and lessen the potential impacts from the development. However, no landscape plan has been provided so plant selection has not been reviewed. Review of landscaping is a condition that is to be delegated to staff as a condition of approval.

**Condition(s):** Final approval of the details for landscaping to be delegated to Planning Staff to ensure compliance with the standards for Planned Developments.

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

**Finding: Complies With Conditions**

**Discussion:** Landscaping features are detailed on the plans including street trees and the planter boxes discussed above. Review of the landscape plan is a condition that is to be delegated to staff as a condition of approval.

**Condition(s):** Final approval of the details for landscaping to be delegated to Planning Staff to ensure compliance with the standards for Planned Developments.



**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;

**Finding: Complies**

**Discussion:** The parking access is from the 200 W façade and is also to the rear of the building. This will impact the safety, purpose, and character as minimally as possible.

**Condition(s):** none

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

- a. Safe and accommodating pedestrian environment and pedestrian oriented design;
- b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
- c. Minimizing conflicts between different transportation modes;

**Finding: Complies**

**Discussion:**

- a. The proposed development is built nearly to the property lines and provides for pedestrian circulation on the adjacent sidewalks.
- b. The proposal provides bike storage for residents and the site is located adjacent to the 9-Line route.
- c. There are no anticipated or foreseen conflicts between different transportation modes. The modes will generally operate in the public right-of-way and not on-site.

**Condition(s):** none

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

**Finding: Complies**

**Discussion:** The resident amenities are self-contained within the residential areas of the building. The commercial spaces, as appropriate, will be open to the public.

**Condition(s):** none

4. Whether the proposed design provides adequate emergency vehicle access;

**Finding: Complies**

**Discussion:** The proposal is required to provide fire suppression to meet all fire code requirements.

**Condition(s):** none

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

**Finding: Complies With Conditions**

**Discussion:** All loading access and service areas must comply with the zoning standards listed in 21A.44. Review of the parking and loading standards is a condition that is to be delegated to staff as a condition of approval.

**Condition(s):** Final approval of the details for parking and loading access to be delegated to Planning Staff to ensure compliance with the standards for Planned Developments.

**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.**

**Finding: Complies**

**Discussion:** The existing natural and built features will not be preserved. The site is not located within a National or Local historic district. There are no natural or built features that significantly contribute to the character of the neighborhood and environment.

**Condition(s):** none

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

**Finding: Complies**

**Discussion:** The proposal will need to comply with all requirements from other divisions and departments.

**Condition(s):** none



# ATTACHMENT F: Public Process & Comments

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## Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- April 27, 2022 – The Downtown Community Council was sent the 45 day required notice for recognized community organizations. The council did not provide comments.
- April 27, 2022 – Property owners and residents within 300 feet of the development were provided early notification of the proposal. At the time of publishing, staff has received 1 comment in opposition of the project. It has been included in this report. Any comments received after publication of the staff report will be forwarded to the Planning Commission.

Notice of the public hearing for the proposal included:

- September 2, 2022
  - Public hearing notice sign posted on the property
- September 1, 2021
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division list serve

**From:** [george.chapman](#)  
**To:** [Harris, Katilynn](#)  
**Subject:** (EXTERNAL) Against Case number PLNCPCM2022-00197  
**Date:** Sunday, September 4, 2022 7:30:28 PM

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Form based zoning has no on site parking requirements so it actually discourages ev use and is against SLC policy. In addition, there is a big problem with not enough parking around 200 W 906 S.

George Chapman SLC

# ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

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

no objections

**Zoning:** (Katilynn Harris at [katilynn.harris@slcgov.com](mailto:katilynn.harris@slcgov.com) or 801-535-6179)

## Base Zoning District Standards ([21A.27.030](#), [Table 21A.27.050.C](#))

### 1. Balcony Depth:

- a. All street facing residential balconies shall have a minimum depth of 4'. Please identify this depth for each level on the plans.

### 2. Vehicle access width at street:

- a. Maximum curb cut width for multidirectional vehicle drive is 24'. Please identify this measurement on the plans.

### 3. Vehicle access from street design standards:

- a. Multiway garage entry may not exceed 26' in width. Please identify this measurement on the plans.

## General Provisions

### 4. Recycling and Construction Waste Management ([21A.36.250](#)):

- a. **Recycling Station:** 21A.36.250.D requires a recycling collection station (recycling dumpster). Please verify on site plan.
- b. **Advisory/Info Only:** A Construction Waste Management Plan will be required at permits. (21A.36.250.F) Demolition permits will also be required for removal of the associated buildings.

## Signs ([21A.46](#))

5. No signs shown. Please indicate if any signs are proposed. Sign regulations for this zone are located in 21A.46.090.C

## Landscaping ([21A.48](#))

### 6. General ([21A.48.030](#)):

- a. A landscape plan is required. Please provide a landscape plan showing landscaping as well as hardscape areas, such as sidewalks through the development. See this code section for detail requirements.

### 7. Water Efficient Landscaping ([21A.48.055](#)):

- a. Information regarding hydrozones of plants and specific plants is required to verify compliance with 21A.48.055. Hydrozone list and allowed plants is available here : [Salt Lake City Plant List and Hydrozone Schedule 2013](#). To verify compliance, a landscaping schedule needs to be included on the landscape plan sheet, with plant information, number of plants, and the associated hydrozone of the plants.
- b. An irrigation plan will be required for permits but is not required at this time.

### 8. Park Strip Landscaping ([21A.48.060](#))



- a. Please see 21A.48.060 for park strip landscaping requirements and show compliance on a landscape plan.
- b. **Vegetation:** As a park strip over 36", at least thirty-three percent (33%) of park strip must be covered with turf, perennial or low growing shrub vegetation within three (3) years of planting or when planting has reached maturity, whichever comes first. (see Section E.1) No plans provided to verify.
- c. **Street Trees:** Streets are required for every 30' of frontage and plans appears to comply. However, please indicate tree species.

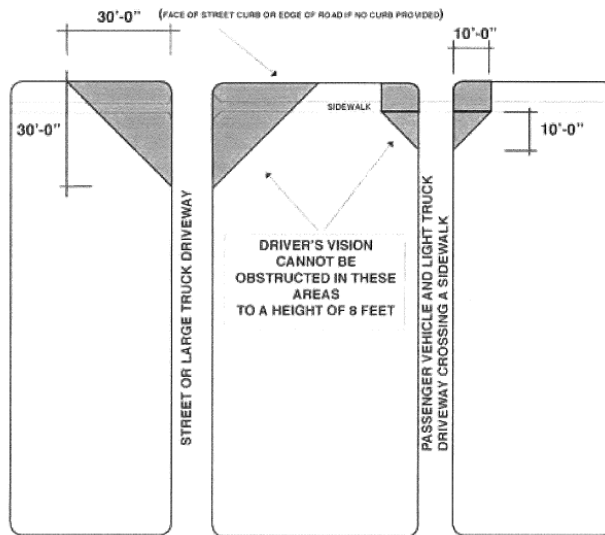
**9. Tree Preservation (21A.48.135):**

- a. Existing trees aren't identified on the property. Any existing trees need to be preserved or alternatively may be removed through payment of a fee or by replacement. See 21A.48.135.E. Please identify any existing trees on the property and how you intend to comply with this code.
- b. Removal of any existing street trees is subject to Urban Forestry approval and replacement and/or a fee will be required. Please show that on your plans and it will be reviewed by Urban Forestry in the next review cycle.

**Parking**

**10. Driveway Locations:**

- a. Verify the driveway complies with Site Distance Triangle regulations. See requirements under Sight Distance Triangle item below.



**Planning Staff Note:** Final approval from Zoning will be required at the building permit stage.

**Fire:** (Doug Bateman at [douglas.bateman@slcgov.com](mailto:douglas.bateman@slcgov.com))

No fire issues with the façade length or minimum depth of ground floor use.

Additional comments based on the site plan provided are the following:

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

for increased fire protection systems due to lack of access and distance from property lines to face of building

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

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

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

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

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

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

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

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

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

\*Buildings or facilities exceeding 30 feet or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

**Planning Staff Note:** Final approval from Fire will be required at the building permit stage.

**Building Code:** (Will Warlick at [william.warlick@slcgov.com](mailto:william.warlick@slcgov.com))

Complete for Planning process. Note, however, that an issue may arise during building code review at time of permit application. Per IBC 1028.1, the exterior exit door shall be readily visible and identifiable from the point of termination of the interior exit stairway enclosure. This is not obvious on plan sheet A-01.

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

There is no minimum parking requirement in this zone and they are providing 0.62 stalls/dwelling unit. The dimensions of the parking stalls and drive aisles are not shown on the

plans; they must meet standards per 21A.44.020. There are a couple of tandem parking stalls which are acceptable if assigned to the same unit; this is per an email from Joel Paterson (see attached) which allows tandem parking for single and two-family uses and which was subsequently amended to include multi-family if assigned to the same unit. Also, there must be adequate sight distance exiting the parking structure per 21A.62.050, Illustration I (ten-foot sight distance triangles). If the residential portion exceeds 100,000 square feet, then one loading berth is required on site.

**Planning Staff Note:** The parking and loading requirements will be reviewed for compliance at the building permit stage. These are included as a condition of approval of the Planned Development.

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

Public Utility Comments:

The façade length restriction allows for a break for not only aesthetics, form and compliance, but also allows for space for meters, vaults, services, etc. This should be considered in the request. The proposed plan shows the meter vault under curb and gutter which is not acceptable.

Additional design comments:

The following comments do not provide official project review or approval. Planned Development approval does not provide building or utility permit approval. Comments are provided to assist in design and development by providing guidance for project requirements.

- Public Utility permit, connection, survey, and inspection fees will apply.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Water, Sewer, Street Light and Storm Drain infrastructure may be required for this proposed development. All improvements will be the responsibility of the developers.
- 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.
- Unused utility connections must be capped at the main.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Site utility and grading plans will be required for building permit review. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work. Submit supporting documents and calculations along with the plans.



- One culinary water meter is permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Fire lines will be permitted, as necessary. Each service must have a separate tap to the main.
- Additional requirements will be provided in building permit review if the conditional use is accepted.

**Planning Staff Note:** The comment about the meter vault has been addressed by the applicant and the included site plan shows the revised location of the meter vault. Final approval from public utilities will be required at the building permit stage.