



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Eric Daems, Senior Planner, eric.daems@slcgov.com, 801-535-7236
Date: May 24, 2023
Re: PLNPCM2022-00908, The Collaborative 1150

Design Review

PROPERTY ADDRESS: 1150 South Richards Street
PARCEL ID: 15-12-431-010-0000
MASTER PLAN: Central Community, Ballpark Station Area
ZONING DISTRICT: CC Corridor Commercial

REQUEST:

Todd Charlton, of Defy Design, LLC (representing property owner), is requesting Design Review approval for the Collaborative 1150 apartments. The proposal is for a 4-story, 117-unit apartment building located at 1150 South Richards Street. The property is in the CC (Commercial Corridor) zoning district. The project requires Design Review approval as it is proposed as 45' tall. Buildings over 30' tall, and up to 45' tall, are permitted only with Design Review approval by the Planning Commission.

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.

ATTACHMENTS:

- A. ATTACHMENT A: Vicinity Map
- B. ATTACHMENT B: Plan Set
- C. ATTACHMENT C: Property and Vicinity Photos
- D. ATTACHMENT D: CC Zoning Standards
- E. ATTACHMENT E: Design Review Standards
- F. ATTACHMENT F: Public Process & Comments
- G. ATTACHMENT G: Department Review Comments

PROJECT DESCRIPTION

The Collaborative 1150 project is proposing 117 residential units consisting of 37 two-bedroom, 16 one-bedroom, and 64 studio units. The building will have 10 ground-floor units with direct access from the sidewalk along Richards Street. An indoor amenity space will be provided for residents as well as two outdoor courtyards on the second floor that will feature landscaping, seating, and space for entertaining. The courtyards will face the alley and similar outdoor space which is proposed on the Collaborative 1135 project to the west.



Top: Rendering of Entrance Bottom: Site Plan

Quick Facts

Height: 45 feet (4 stories)

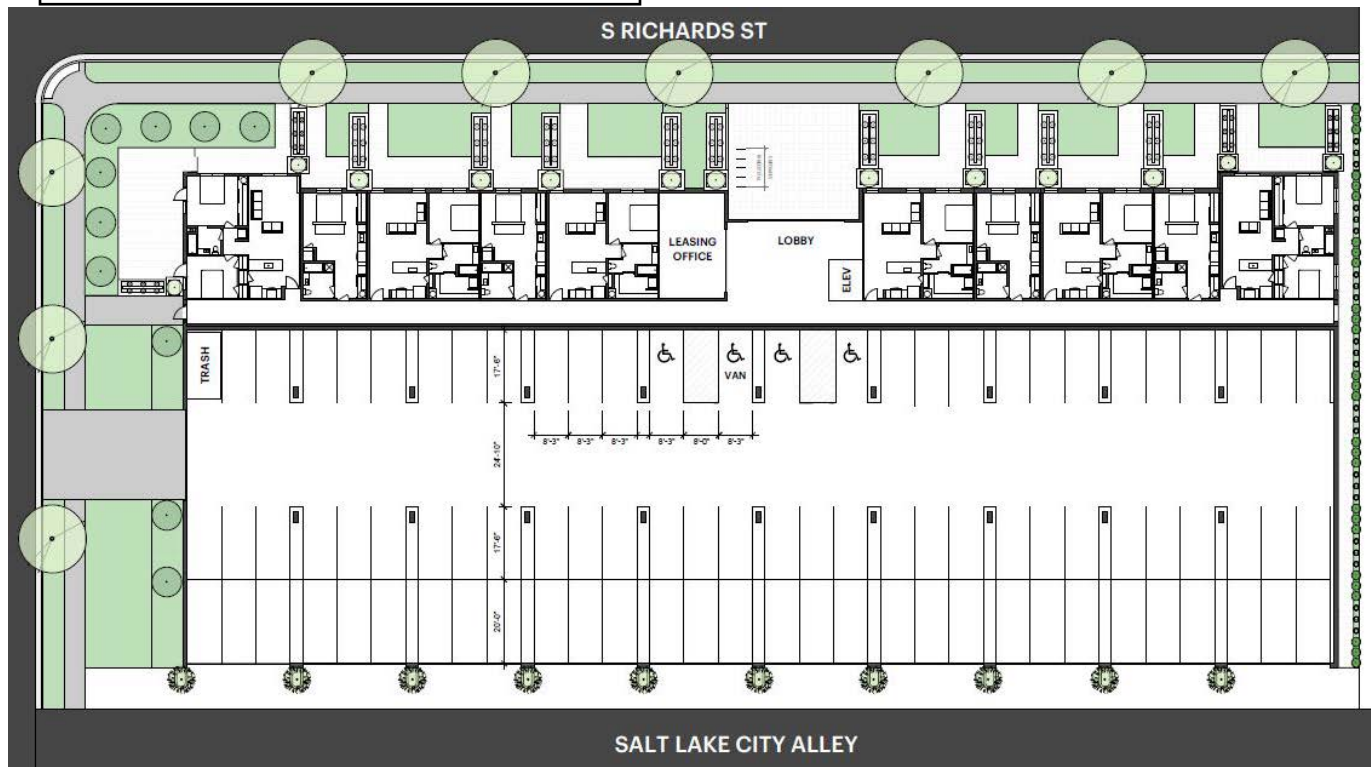
Number of Residential Units: 117 units

Building Features: Individual entrances for ground floor units, amenity space, common courtyard

Exterior Materials: Glass, brick, architectural metal panels, and precast concrete

Parking: 89 stalls

Review Process & Standards: Design Review, CC zoning standards, and general zoning standards.



Parking for the project will be located within the main floor of the building and will be accessed by a driveway from Fremont Street, as well as through garage doors facing the alley. As part of this project, the alley will be improved with new pavement to meet City standards. The project is

in the CC zone and will replace a single-story commercial building. The property is just over 1 acre in size.

The request for an additional 15' of building height would allow for one additional floor of dwelling units (36 units total). The applicant has also stated this will assist them in spreading out the costs and be able to provide additional architectural detailing inside and out, including use of brick on the first two floors, large windows, and architectural metal on the upper levels. The increased height triggers the need for additional landscaping (2,600 square feet), which has been provided (2,610 square feet). As is explained further in [Attachment D](#), the project meets all zoning requirements of the CC zone.

The development is intended to add to the walkability of the Ballpark neighborhood by providing an attractive building and site and by adding eyes on the street. The site is just over two blocks from the Ballpark TRAX station and is within walking distance of stores, restaurants, and other services for daily living. The area is close to employment centers that would be reachable by various transportation options other than a car.



Top: East Elevation (front) Middle Left: North Elevation
Middle Right: South Elevation Bottom: West Elevation (rear)

APPROVAL PROCESS AND COMMISSION AUTHORITY

Per section 21A.59.020.B of the Zoning Ordinance, the Planning Commission may approve additional building height as part of a Design Review. The Planning Commission may also approve a project with conditions or modifications necessary or appropriate to comply with the standards for a Design Review.

The Planning Commission may deny an application for Design Review if it finds that the proposal does not meet the intent of the base zoning district (CC), does not meet the purpose of the applicable design standards or the applicable Design Review objectives.

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. Mitigation of the additional height due to the site and building design elements

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

Plan Salt Lake:

Neighborhoods:

- Create a safe and convenient place for people to carry out their daily lives

Commentary: The proposed development provides an excellent opportunity for people to live and carry out their daily lives due to the proximity to services, businesses, transit, jobs, and recreation.

Growth:

- Promote infill and redevelopment of underutilized land
- Accommodate and promote an increase in the City's population

Commentary: The proposed residential building will replace a single-story commercial building. The new use will add 117 residential units varying from studio to 2-bedroom apartments. The development maximizes building potential on the site.

Housing:

- Direct new growth towards areas with existing infrastructure and services that have the potential to be people-oriented
- Enable moderate density increases within existing neighborhoods where appropriate
- Promote high density residential in areas served by transit

Commentary: The project will be in a fully developed neighborhood with all existing infrastructure in place. The area is becoming increasingly people-oriented with a good mix of uses, access to a park, and alternative transportation options nearby.

The added building height will make way for one additional story which will allow for density above that which could otherwise be provided. The additional density is appropriate in a pedestrian-friendly neighborhood with good access to public transportation.

Transportation and Mobility:

- Reduce automobile dependency and single occupancy vehicle trips

Commentary: The project is within two and a half blocks to the Ballpark TRAX station and has access to various bus routes within walking distance. The neighborhood includes a park, employment opportunities, shopping, recreation, and many other services that are accessible without a car.

Air Quality:

- Reduce greenhouse gas emissions

Commentary: It is anticipated that many of the residents of this building will rely on alternative forms of transportation on a regular basis. The project is in a walkable neighborhood with good access to transit and businesses. Parking is provided at approximately .76 stalls per unit.

Beautiful City:

- Protect, maintain, and expand the City's urban forest, including the provision of adequate space and infrastructure for street trees to thrive

Commentary: The proposal includes the planting of street trees along Richards Street, where none currently exist. The species will be selected in coordination with the City's Urban Forester to ensure the health of the trees.

Central Community Master Plan:

Future Land Use Plan:

Commentary: The future land use map designates this area as High Mixed Use. The proposed building would replace a single-story commercial building. Although the proposed building is not mixed-use, it does provide additional customer-base for area businesses at a higher intensity than would be possible without the additional building height. The proximity to transit, low parking rates, and density of the development ensures a pedestrian oriented focus in the neighborhood.

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

Commentary: The proposed building will add additional housing options in a growing neighborhood. The proposal includes studio, 1-bedroom, and 2-bedroom units. The scale and density of the building is similar to multi-family development along West Temple and Fremont.

Policy UD-3.0: Provide for physical changes that improve the urban design characteristics of the Central Community

Commentary: The proposed building has more design elements, better building materials, additional landscaping, and is a better design than would be required without Design Review.

Ballpark Station Area Plan:

Future Land Use Plan:

Commentary: The future land use map designates this area as “*market-rate or affordable housing at densities that would support growing business opportunities and a walkable Main Street, realizing that this may require taller buildings than what currently exists*”. This proposal fulfills that goal by adding 117 new residential units to the neighborhood and is only 15’ taller than nearby development.

Goal: Increase urban design quality

Commentary: By going through the Design Review process, the building is providing additional architectural detail and better urban design than would otherwise be required in the CC zone.

Consideration 2: Mitigation of the additional height due to site and building design elements

The request for additional height (15’) requires compliance with the standards for Design Review. This ensures a better-quality project than could otherwise be permitted. The standards are intended to help the building and site better relate to the surrounding neighborhood and to ensure a more pedestrian scale.

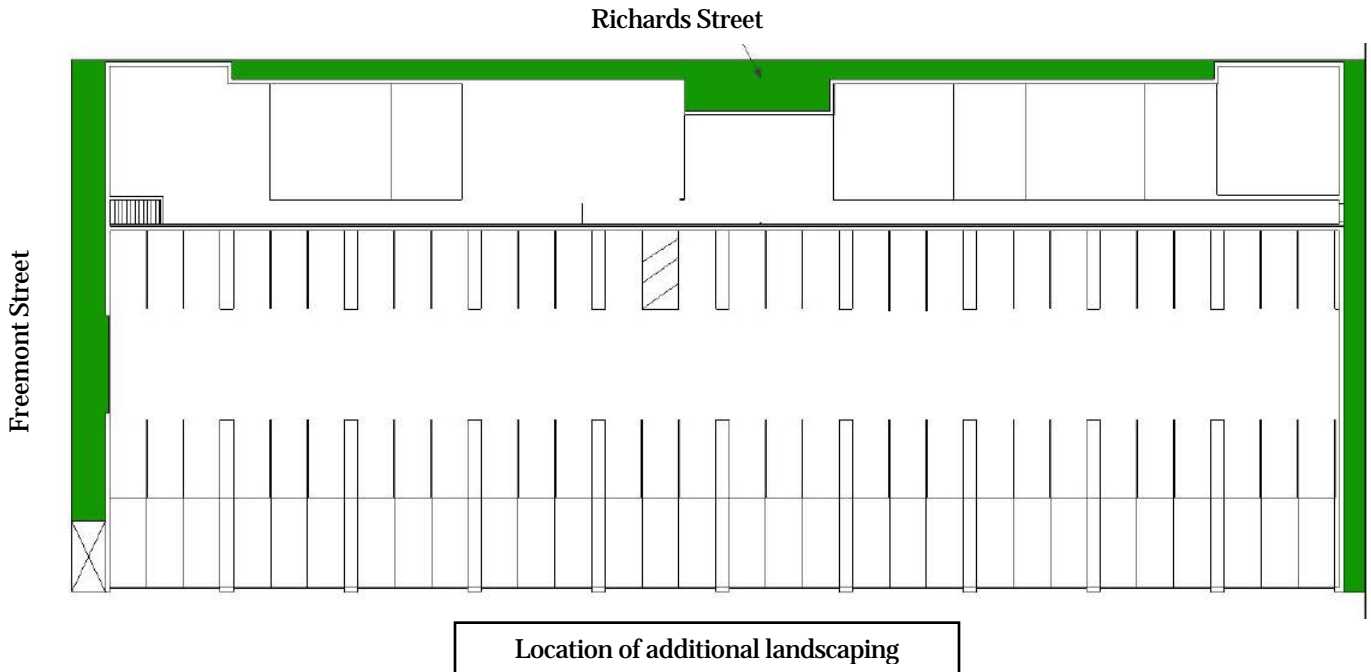
The project seeks to relate to the surrounding neighborhood by utilizing similar building design and architecture as the sister project, Collaborative 1135, which neighbors the project to the rear. It also has a similar building form and massing to the Rowhaus residential development nearby on West Temple Street.



Collaborative 1135

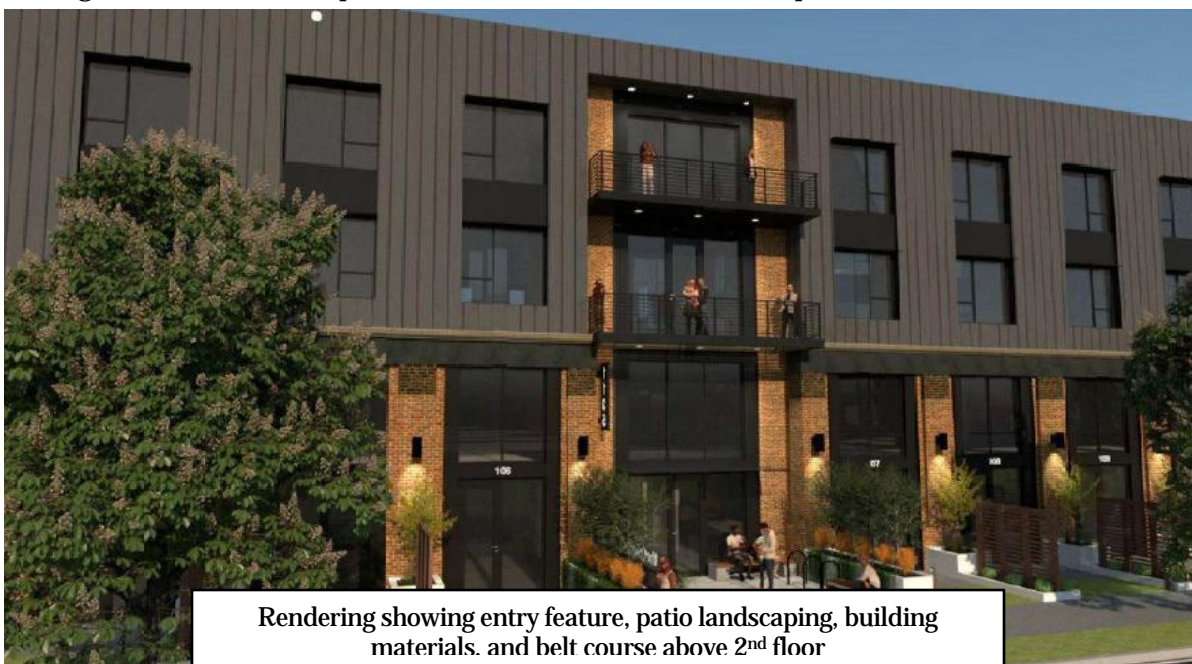


Rowhaus development



The site includes the addition of street trees, private landscaped patios, and a central entry plaza which help create a more pedestrian friendly experience. Because of the increased building height, 2,610 square feet of additional landscaping have been incorporated into the site which creates an additional buffer to neighboring properties.

The building has a pedestrian scale and the façade includes extensive use of brick and glass along the first two stories of the street-facing elevations and features a prominent belt course. Each of the 10 ground-floor units facing Richards Street have private entries connecting to the public sidewalk which emphasizes the pedestrian feel of the building. A full breakdown of the standards for Design Review has been provided in [Attachment E](#) of this report.



STAFF RECOMMENDATION

In general, Staff is of the opinion that the proposal meets the intent of the CC zoning district, the objectives and standards of Design Review, and is compatible with the various master plans of the city. The additional height has been appropriately mitigated with the proposed design elements and additional landscaping intended to enhance the pedestrian experience. Staff recommends approval of the proposed project.

NEXT STEPS

Approval of the Request

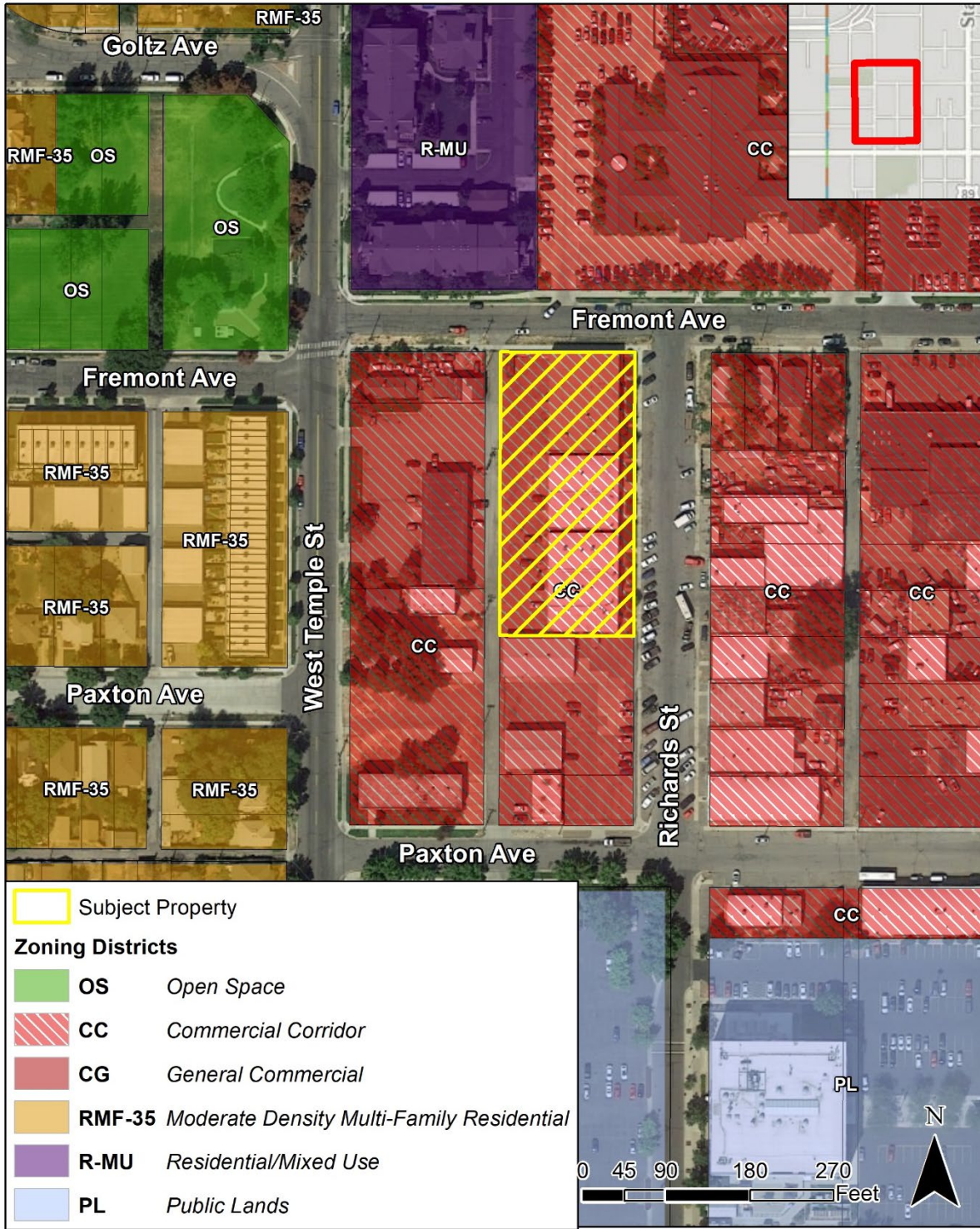
If the requests are approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by other City departments and the Planning Commission. The applicant would be able to submit plans for building permits once all conditions of approval are met. Modifications beyond those identified as minor modifications in the ordinance would require additional review and approval from the Planning Commission.

Denial of the Design Review Request

If the Design Review request is denied, the applicant will still be able to develop the property by-right, but at a smaller scale. Specifically, the building would need to be no taller than 30' in height in the CC zone. The applicant would be able to submit plans for building permits subject to meeting all applicable zoning requirements and requirements of other divisions.

ATTACHMENT A: Vicinity Map

1150 Richards Street



Salt Lake City Planning Division 10/10/2022

ATTACHMENT B: Plan Set

Eric,

Here is what we came up with, We pinched each building and lost some units. This leads to the additional floor area also reducing. With this reduction we need 2600 SF of additional landscape on Richards and 1600 SF on West Temple. We have 2161 SF of landscape area on West Temple and 2610 on Richards Street. I included a site plan showing the additional landscaping totals. Below you will find the changes to the unit count and parking.

West Temple

- 55 Parking Stalls
- 2 Bedrooms - 20
- 1 Bedrooms - 18
- Studios - 30
 - Total Units - 68

Richards

- 89 Parking Stalls
- 2 Beds - 37
- 1 Beds - 16
- Studios - 64
 - Total Units - 117

Deal Level Totals

- 144 Stalls (2 Gained)
- 2 Beds - 84
- 1 Beds - 16
- Studios - 64
 - Total Units 185 (.78 Stalls per unit)

Square Footage Lost -

- West Temple - (1306 x 4) - 5224
- Richards - (907 x 4) - 3628
 - Total - 8852

Sincerely,

Jake Williams
801-425-6520





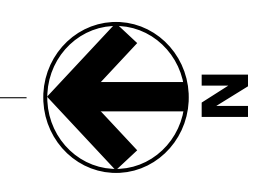
Parking Schedule

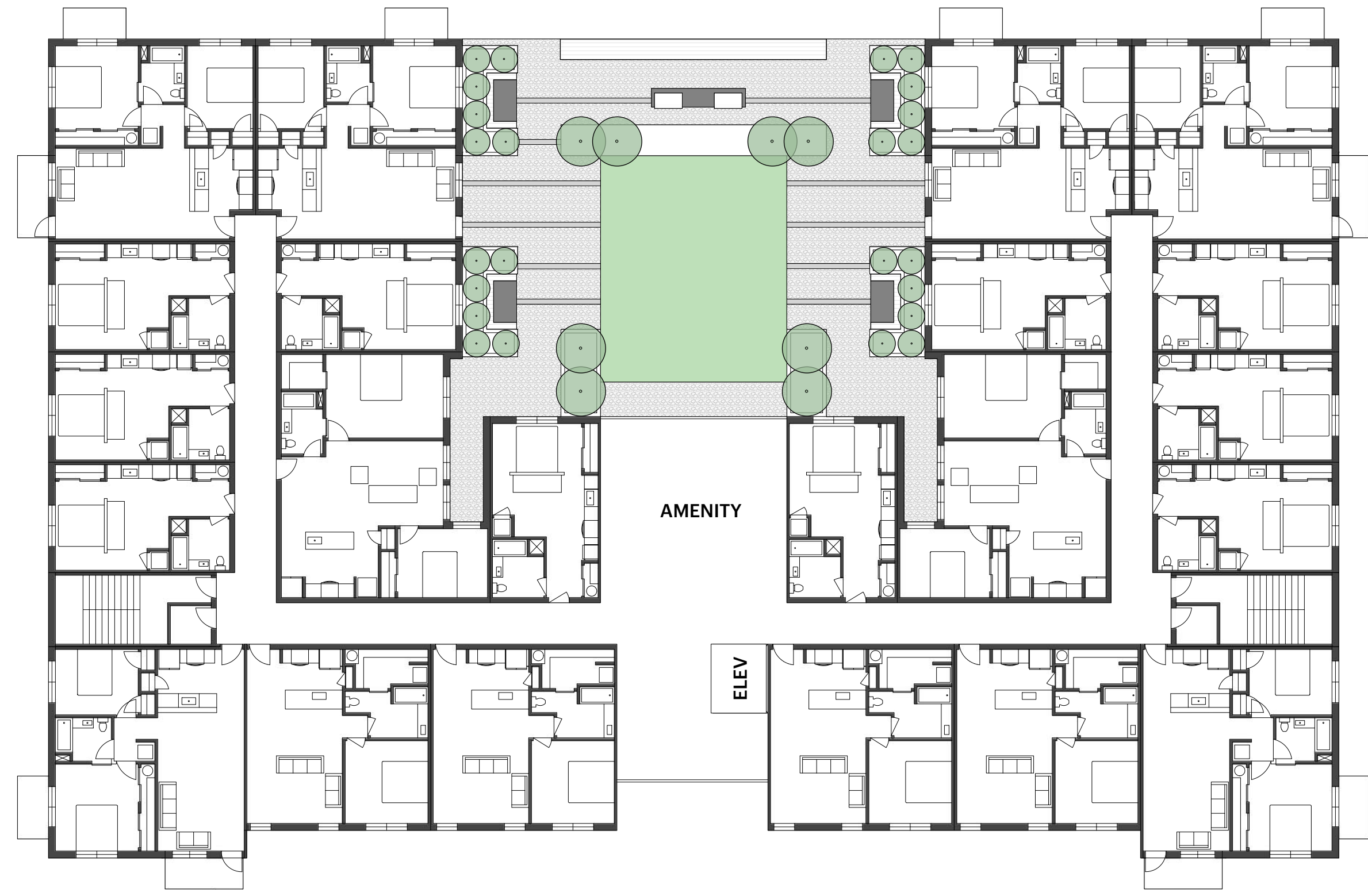
Stall Type	Count
St. Parking	2
HC Parking	2
Clear Parking	48
Handicap St.	2

Parking Schedule

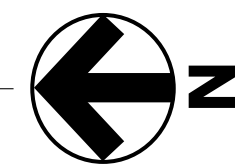
Stall Type	Count
St. Parking	2
HC Parking	2
Clear Parking	48
Handicap St.	2

OVERALL 2nd FLOOR PLANS
SCALE: 1/8" = 1'-0"





OVERALL 2nd FLOOR PLANS
SCALE: 1/16" = 1'-0"



PROJECT
West Temple and Richards Road
Salt Lake City, Utah 84101

DESCRIPTION
Overall 2nd Floor Plans



defy design

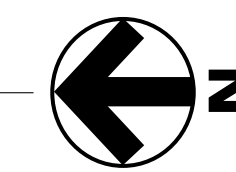
26,026 SF GROSS FLOOR AREA



17,690 SF GROSS FLOOR AREA



OVERALL 3rd and 4th FLOOR PLANS
SCALE: 1/16" = 1'-0"

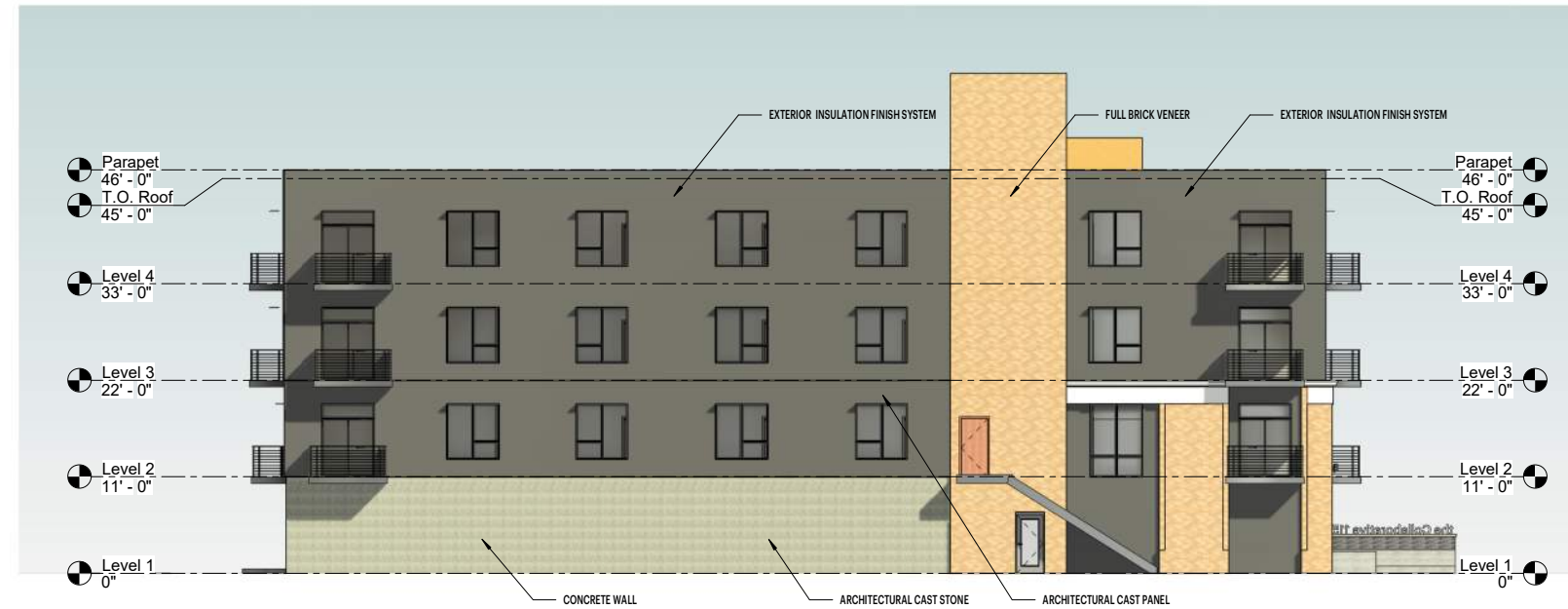




1 East Elevation - HVA
3/32" = 1'-0"

this calculation is approx total glazing of Level 1
3-8' glazing along Richards Street
Building Length = 277'-6"
x Level 1 Height = 5'-0"
= 3,052 SF
(Level 1) Glazing % = 592/3,052 = 19.09%

this calculation is approx total glazing of Level 1
622 SF glazing along Richards Street
Building Length = 277'-6"
x Level 1 Height = 5'-0"
= 1,387 SF
(Level 1) Glazing % = 937/3,387 = 67.67%



2 South Elevation - HVA
3/32" = 1'-0"



3 West Elevation - HVA
3/32" = 1'-0"

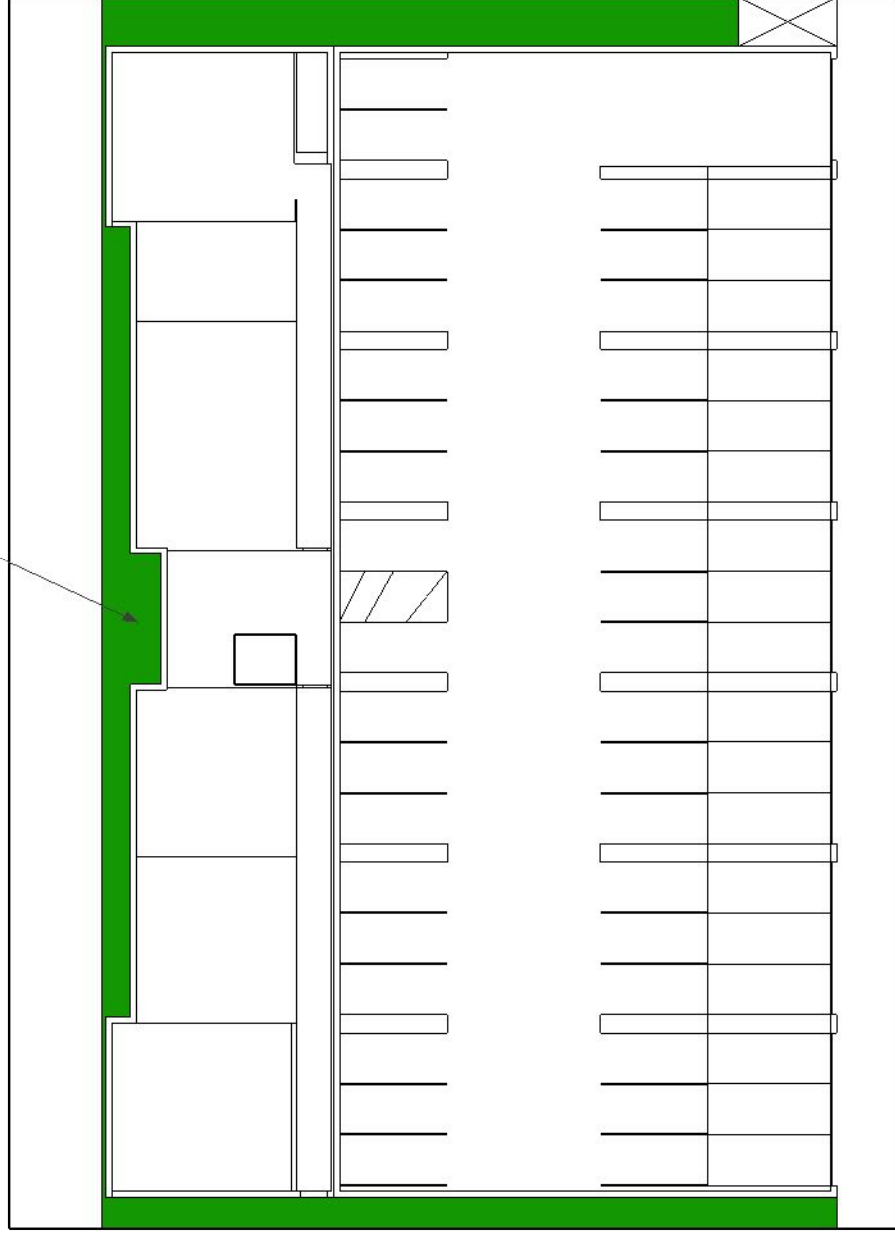


4 North Elevation - HVA
3/32" = 1'-0"

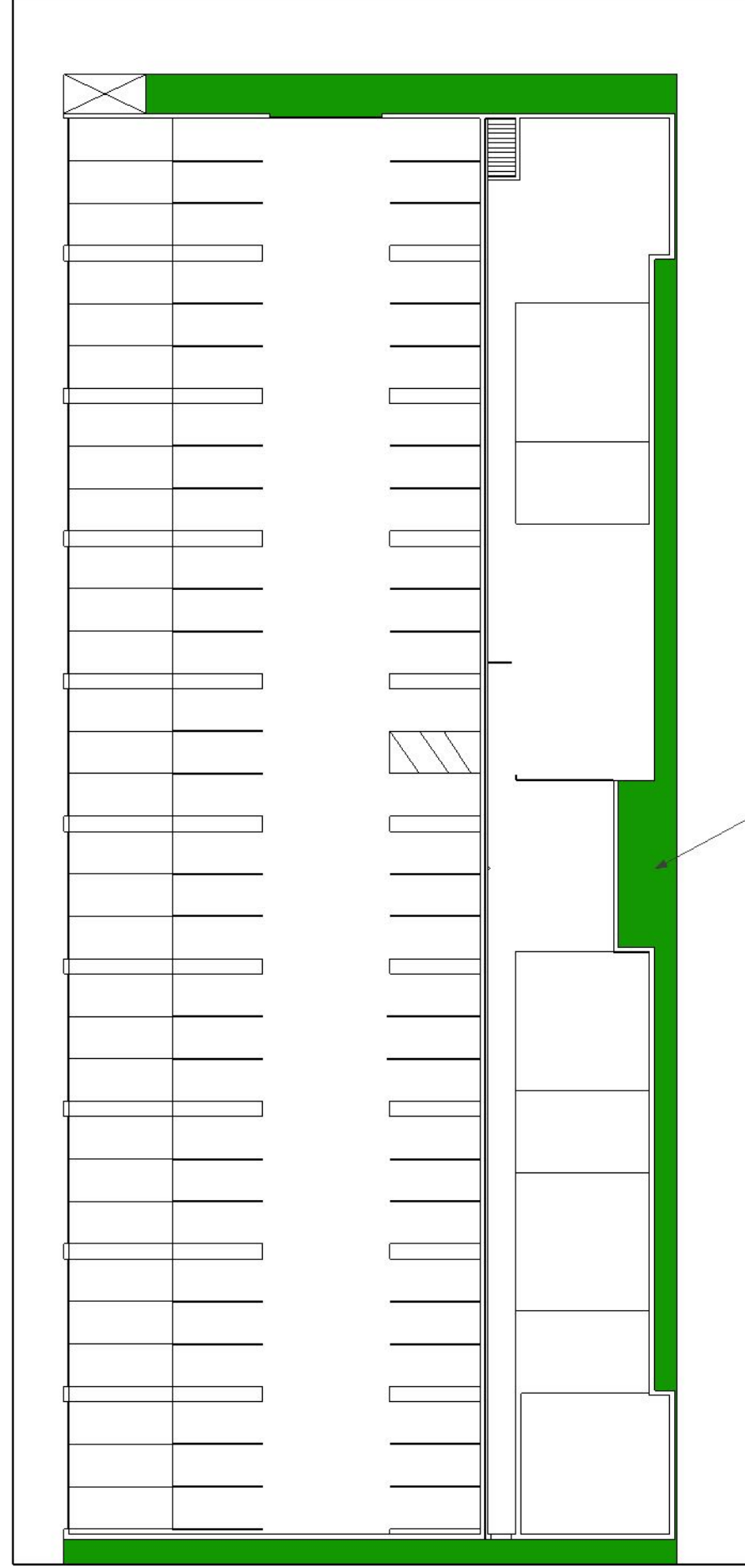
this calculation is approx total glazing of Level 1
622 SF glazing along Richards Street
Building Length = 199'-6"
x Level 1 Height = 5'-0"
= 1,314 SF
(Level 1) Glazing % = 122/1,314 = .09 (9%)

this calculation is approx total glazing of Level 1
3-8' glazing along Richards Street
Building Length = 199'-6"
x Level 1 Height = 5'-0"
= 988 SF
(Level 1) Glazing % = 86,598 = .14 (14%)

2161.46 ft²



2610.96 ft²

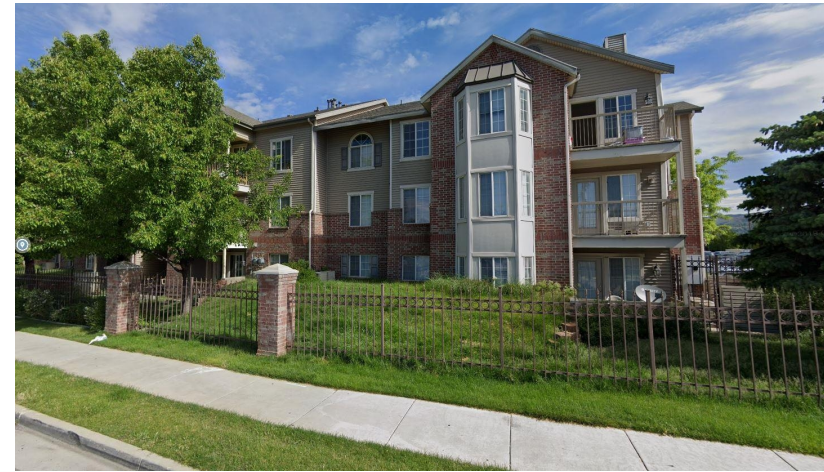
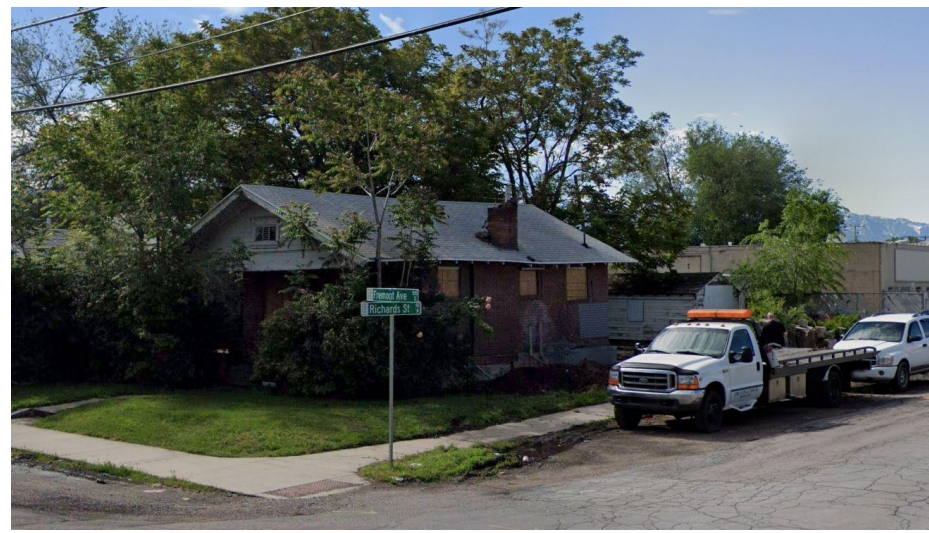


DRAWN BY
NH, MB
DESCRIPTION
Sheet Description

PROJECT NO.
245.170
PROJECT
Project Name

ISSUE
MM.DD.YY
RE-ISSUE
MM.DD.YY

defy design



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September 18, 2022

RE: the **Collaborative 1150** Design Review Narrative

To Whom it May Concern,

The Collaborative 1150 meets the purpose of the CC Corridor Commercial District by providing one ground floor residential units with a pedestrian friendly and street activating design focus. Our design gives all ground floor units their own front porch and direct access to the public sidewalks along with the buildings main entrance for the which will include a front courtyard where tenants gather and or sit to await their ride share. This design provides ample eyes on the street and sidewalk promoting neighborhood safety and connection. All parking is accessed from Fremont Ave. S to the northwest of the building completely separating cars from the public sidewalk and street experience fulfilling the pedestrian focused purpose of the CC zone.



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Section 21A.37.50 requires:

Building Entrances: At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required, at a minimum, at each specified length of street facing building facade according to section 21A.37.060, table 21A.37.060 of this chapter. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk.

Please see our previous response and the documentation of the inclusion of multiple street facing building entrances.

This section also requires **Parking Lot Lighting:** If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.

The parking lot of our community is not adjacent to a residential zone, so this section does not apply.

We comply with the standards for design review in section 21A.59.050 as follows:

A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

Addressed in previous response.

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

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

We have multiple primary entrances facing the public sidewalk along with private front porches for the ground floor apartment homes.

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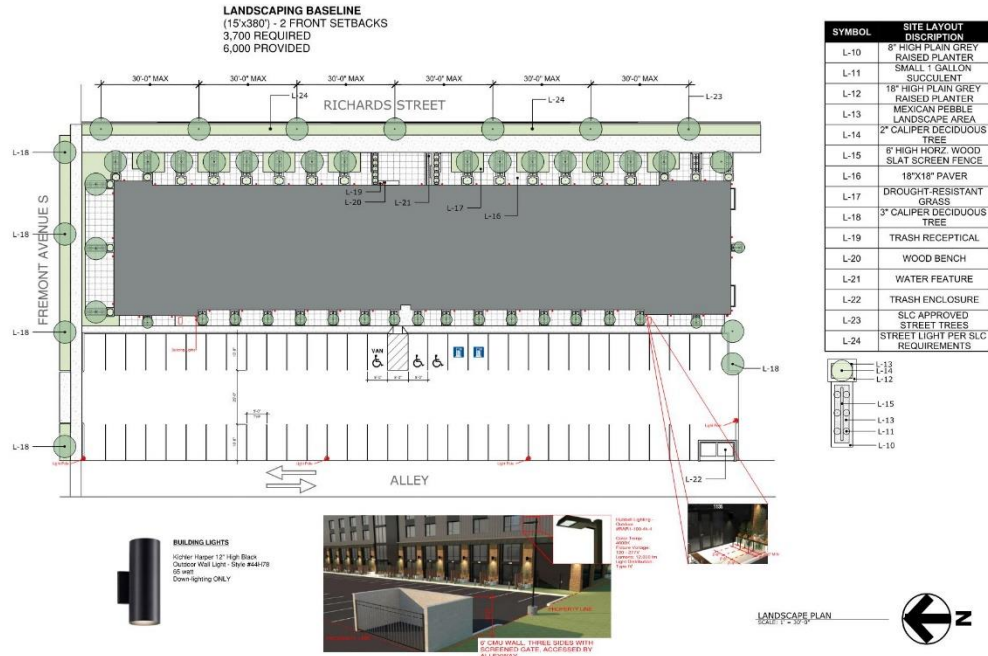
- 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.*

The entire front façade is built to the setback line and the inclusion of private unit entrances.

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

As stated previously all parking is hidden behind the building and accessed through the city Alley way to the east.

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

1. Locate active ground floor uses at or near the public sidewalk.
2. Maximize transparency of ground floor facades.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.

We are using storefront glass for the residential unit entry ways to fulfill this requirement as previously demonstrated.

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

The main building entry will include a public courtyard with seating and additional textures to invite people to linger in the space and interact directly with the public sidewalk. We

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have done this on a smaller scale with each of the street facing units and their front porches.



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

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

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

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

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

We used a horizontal belt course to break up the verticality of the building and to create a more human scale for the transition from the public sidewalk to the semi-private courtyard and porches

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to the private residential units. We the visual impact of this belt course through texture by changing from brick to a vertical siding on the upper two floors. We added practical secondary elements through the use of window shade blades to the tops of each window. This element functions to increase the energy efficiency of the building while accentuating the visual impact symmetry and rhythm that help the building feel both new and right at home in this historic neighborhood.



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

This section does not apply because our building is under 200' long, however, we have made an effort to incorporate these design standards with the solid to void rhythm as well as the change in textures and materials from brick to storefront glass to vertical siding.

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

Our entry courtyard is compliant through the application of elements 1, 3, and 4.

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1. *Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");*

2. *A mixture of areas that provide seasonal shade;*

3. *Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;*

4. *Water features or public art;*

5. *Outdoor dining areas; and*

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

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

1. *Human scale:*

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

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We were inspired by the symmetry rhythm and roof lines of the of the rowhouse project across the street. Our design communicates well but adds to the visual interest of the street by adding different textures colors and landscaping to the pedestrian experience from the public sidewalk. We felt like our project along with the one across the street function as great transition from the more commercial core of the ballpark neighborhood to the single family residential that sits farther to the North.

b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.

WE accomplish this through the use of the belt course cutting the building into two distinct sections as demonstrated previously.

2. Negative impacts:

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

We modulated the building at each side yard in order minimize the impact on the neighboring properties.

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

Because the parking to the rear of our building gives it a larger rear yard set-back which helps to minimize shade impacts on the surrounding buildings and yards.

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

Upper floor community spaces will include shared balconies and four seasons rooms with operable glass walls that can open to the public sidewalk and street.

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3. Cornices and rooflines:

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

We used a simple roof line in order to keep the horizontal belt course and the porches as the visual focal point of the design. We feel that doing so helps to increase the human scale and pedestrian focus of this new community.

- c. *Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.*

As stated previously we used a discreet roofline as inspired by the simple but impactful roof line found across the street.

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

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The height restrictions of our zone do not allow for elevator access to the roof. For this reason, we created our 4 seasons community lounges that can open up a wall of glass to function like a protected rooftop deck as illustrated previously.

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

All parking is accessed from the rear of the building and is only provided at a ratio of .5 stalls per unit. We want to encourage an auto-free walkable lifestyle with the TRAX stop being so close.

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

All waste areas are in the rear of building and will be enclosed and hidden behind the primary structure.



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

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

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

3. Coordinate sign location with landscaping to avoid conflicts.

We have a larger blade sign delineating the main community entrance and then individual unit numbering next to ground floor unit entrances.



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

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

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

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

All building lighting is down lit with porch lights being controlled by the individual units and the main entrance to be lit by downlights consistent with our building design.

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L. *Streetscape improvements shall be provided as follows:*

1. *One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.*

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

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

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

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

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

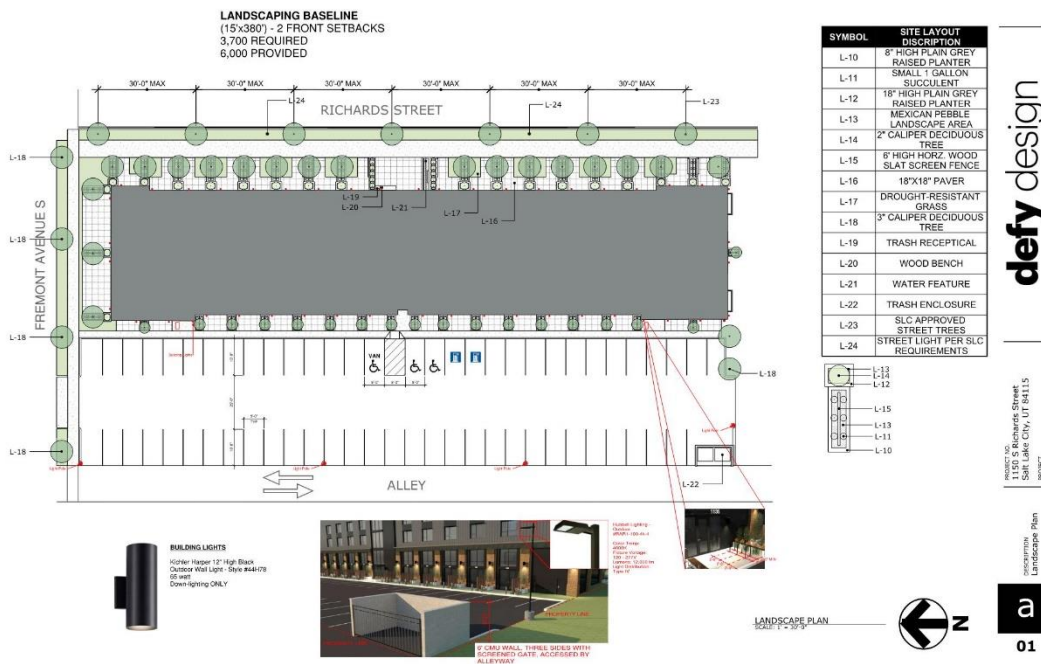
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e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.

- f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

We comply with all of these requirements in our landscape plan as demonstrated below.



Sincerely yours,

Todd Charlton

CONTACT

ATTACHMENT C: Property and Vicinity Photos



Subject Property



Commercial Buildings to the East



Commercial Building to the North (along Freemont)



3-story Apartments to the Northwest



Alley to the Rear (West)

ATTACHMENT D: CC Zoning Standards

CC (Commercial Corridor District)

Purpose Statement: The purpose of the CC Corridor Commercial District is to provide an environment for efficient and attractive commercial development with a local and regional market area along arterial and major collector streets while promoting compatibility with adjacent neighborhoods through design standards. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office and residential. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. This district is appropriate in areas where supported by applicable master plans. The standards are intended to promote a safe and aesthetically pleasing environment to all users.

Standard	Requirement	Proposed	Finding
Land Use (21A.33.030)	Multi-family Dwelling	Multi-family Dwelling	Permitted
Minimum Lot Area	10,000 SF	44,047 SF	Met
Minimum Lot Width	75'	305'	Met
Maximum Building Height	30' or 45' through Design Review. Also requires additional 10% landscaping.	45' 2,610 SF of additional landscaping has been provided where 2,600 SF is required	Requires Design Review approval. Additional landscaping provided.
Minimum Front/Corner/Side/Rear Yard Setbacks	15' front 15' corner 0' side 10' rear	15' front 20' corner 4.5' side 10' rear	Met
Buffer Yard	n/a	n/a	n/a
Landscape Yard	15' for front and corner yards	15' front yard 20' corner	Met
Building Entrances (21A.37.050)	1 entrance minimum per street facing facade	18 entrances facing Richards 3 entrances facing Freemont	Met
Refuse Control	Refuse containers must be screened and located in the rear yard	Refuse containers to be located within parking garage	Met
Lighting	Directed and designed to contain glare on to neighboring properties	Lighting is directed downward and shielded from neighboring properties	Met

Off Street Parking & Loading (21A.44.030.H)	½ stall per unit 5% bike stalls 1 per 25 EV stalls	89 stalls provided 10 bike stalls provided 4 EV stall provided	Met
Landscaping & Buffering (21A.48)	Required yards landscaped 30' max spacing on street trees	Required yards landscaped 30' spacing on street trees	Met
Signage (21A.46.110)	n/a	n/a	To be submitted with building permit

ATTACHMENT E: Design Review Standards

21A.59.050: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

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. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

Finding: Complies

Discussion: The Collaborative 1150 meets the purpose of the CC Corridor Commercial District by creating an attractive, pedestrian-friendly project, that is compatible with the surrounding neighborhood.

The design includes architectural detailing including banding, changes in material, and the use of large amounts of glass and brick. The building includes ground floor units with direct access to the public sidewalk and incorporates patios, plaza space, and landscaping to provide visual interest.

The project is located within a quarter mile of a TRAX stop and multiple bus routes. The site is within walking or biking distance to services, shopping, and job centers.

Even with the added height, the project is compatible with nearby residential development in scale and site design and is consistent with adopted master plans for the area.

Condition(s): None

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

- 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).**
- 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.**
- 3. Parking shall be located within, behind, or to the side of buildings.**

Finding: Complies

Discussion: The building includes 10 ground-floor units with direct entrances from the sidewalk as well as a large common entrance that faces the public sidewalk. The building is built to the setback line and follows a similar development pattern to the multi-family

development within the area and envisioned within the master plan. All parking is located interior to the building.

Condition(s): None

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

- 1. Locate active ground floor uses at or near the public sidewalk.**
- 2. Maximize transparency of ground floor facades.**
- 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.**
- 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.**

Finding: Complies

Discussion: The design includes 10 residential units to be located at the ground floor with direct connection to the public sidewalk. The entrances will be comprised of glass storefronts with brick surrounds to maximize transparency and create architectural detail. The main building entry faces Richards Street and will include a water feature, landscaping, and seating. Each street-facing ground floor unit will also have an outdoor space with hardscape and a planting area to increase visual interest.

Condition(s): None

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

- 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.**
- 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.**
- 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.**
- 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.**

Finding: Complies

Discussion: The building uses a horizontal belt course to break up the verticality of the building and to create a more human scale. The first two floors use brick and glass, while the upper two floors are primarily architectural metal with glass. Despite the additional height, the building has a similar massing to residential development in the neighborhood. It will also mimic the height and design of the proposed sister development (Collaborative 1135) to the

west. Future development in the area would also be allowed up to 45' through the Design Review process.

The center portion of the building includes a large entry, and the upper two stories include communal balconies. These features break up the façade of the building and create a more compatible scale. The glass entrances and window pattern reflect the establish pattern in the neighborhood.

Condition(s): None

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

- 1. Changes in vertical plane (breaks in facade)**
- 2. Material changes; and**
- 3. Massing changes.**

Finding: Complies

Discussion: The proposed building is approximately 260' long. The design appropriately mitigates the additional length through changes in plane with the ends of the extending forward and the main entry recessed. The windows and entries to the 10 ground-floor units also create breaks in the façade.

Condition(s): None

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

- 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");**
- 2. A mixture of areas that provide seasonal shade;**
- 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;**
- 4. Water features or public art;**
- 5. Outdoor dining areas; and**
- 6. Other amenities not listed above that provide a public benefit.**

Finding: Complies

Discussion: The project proposes a small courtyard to be located at the main entrance to the building. It includes two benches, shade provided by the surrounding trees, and a water feature.

Condition(s): None

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

1. Human scale:

- a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.**
- b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.**

2. Negative impacts:

- a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.**
- b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.**
- c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.**

3. Cornices and rooflines:

- a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.**
- b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.**
- c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.**

Finding: Complies

Discussion: The applicant has stated that the architecture is inspired by the symmetry, rhythm, and roofline of the Rowhaus project nearby along West Temple.

Above the first two stories the building has a prominent belt course to create a more human scale. The belt course and use of brick on the lower floors gives the building a distinct base that creates pedestrian interest. The body of the building is simpler and is comprised of the top two floors and features architectural metal siding with fewer details. The top of the building is also simple but is comprised of a thicker band above the top windows.

The building and site design help create a transition from the more commercial areas of the Ballpark neighborhood to the single-family residential further north.

Condition(s): None

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

Finding: Complies

Discussion: Parking for the building will be accessed either from a driveway off Freemont Street or through the rear alley. The alley is paved, but the asphalt is in poor condition. As part of the building permit, the alley will need to be repaved. The building will include a common entrance as well as individual entrances for the ground-floor units that have a direct connection to the public sidewalk. Parking is provided at .76 stalls per unit, encouraging alternative forms of transit. The Ballpark TRAX station is less than two and a half blocks away.

Condition(s): None

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

Finding: Complies

Discussion: The dumpsters will be located within the parking garage and will not be visible from the public realm. All other mechanical or service equipment will be located within the building.

Condition(s): None

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

- 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.**
- 2. Coordinate signage locations with appropriate lighting, awnings, and other projections.**
- 3. Coordinate sign location with landscaping to avoid conflicts.**

Finding: Complies

Discussion: Signage for the building has not been finalized but includes a monument sign integrated into the water feature to delineate the main entrance of the building as well as smaller address signs for the ground floor units. The signage emphasizes the pedestrian scale by putting the focus on the individual units and by being located at the ground floor. The individual address signs will be located on the horizontal band above the unit entrances. Final signage will be subject to the standards for a sign permit.

Condition(s): None

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

- 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.**
- 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.**

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

Finding: Complies

Discussion: Lighting supports dark sky goals by being down lit and by having individual controls for all porch lights located within the units. Lighting is used to present the main entrance, illuminate signage, and to highlight the brick columns of the building.

Condition(s): None

L. Streetscape improvements shall be provided as follows:

- 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.**
- 2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:**
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.**
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.**
 - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar- Reflective Index (SRI).**
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.**
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.**
 - f. Asphalt shall be limited to vehicle drive aisles.**

Finding: Complies

Discussion: The proposed landscaping includes street trees spaced no more than 30'. The species will be chosen in consultation with the City's Urban Forester. The site will use pavers for the walkways, patios, and plazas space on private property to create a delineation from the public sidewalk. Two benches will be provided in the front plaza space to provide seating. Use of asphalt will be limited to the parking area only.

Condition(s): None

ATTACHMENT F: Public Process & Comments

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:

- October 10, 2022 – The Ballpark Community Council was sent the 45-day required notice for recognized community organizations.
- October 11, 2022 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- November 3, 2022 – The project was discussed during the Ballpark Community Council’s regular meeting. The applicant presented the project and Council and community members were able to ask questions and provide feedback on the proposal.

Notice of the public hearing for the proposal included:

- May 12, 2023
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list serve
- May 12, 2023
 - Public hearing notice sign posted on the property

Public Input:

The following emails have been received in response to the proposal:

Email #1 (Please note the email states this is for the project at 1135 South West Temple, however, Staff has clarified that it is meant for the 1150 South Richards project)

I am a resident of the rowhaus units directly across from the proposed multi unit housing project being developed by Defy Colabs. As a member of the central 9th/ballpark community I want to see this neighborhood develop in a positive manner. When it comes to the project proposed across the street from me at 1135 South West Temple, I am fully in support of the vacant lot and adjacent property being developed, however I do have strong concerns with the application that seeks an exemption for the allowed height ordinance.

On a personal level an approval of additional height would eliminate the views I have to the beautiful mountains surrounding the valley - a feature that led me to purchase my property in the first place. Looking more broadly at the situation, the additional height and units do not make sense from a parking perspective. While it is true that the location is close to public transit, the reality is that for most people living in salt lake a vehicle is necessary, with the statistical average of 2 vehicles per household as surveyed in 2020. Given the already strained parking in this area, it would be a mistake to approve building projects that do not have sufficient parking provided for the number of cars that will actually be utilized by the new residents.

Another point that should be considered; in public meetings the developer has stated that the additional height/units is a necessity in order for the project to be financially viable. I find this very hard to believe given the vast quantity of 3 story multi unit and townhouse projects that are being constructed throughout the valley and similar areas to this one. Instead, logic points to their desire to add the extra height being motivated by money and the maximization of their ROI, regardless of the opinions provided by the existing community.

Thank you for your consideration of these comments, and please let me know if there is anything else I can do to be involved in the process of this design review.

Email Chain #2- (This is a conversation from a constituent to Darin Mano that was also sent to Planning)

Staff Commentary: Please note the proposed development has been changed in layout and unit counts since this correspondence took place. Staff has sent this Staff Report to Darin Mano as requested.

Hello [REDACTED],

Thank you for reaching out and telling me about this project. I currently do not know enough about this proposal, but it sounds like it will not be a Council decision. However, I appreciate hearing your concerns and the heads up.

Eric, once you have the staff report ready, can you please share it so I can understand the project better? Once I have this information, I will be able to respond with more details.

Thanks again,

Darin Mano
Salt Lake City Councilmember, District 5

From: Daems, Eric <Eric.Daems@slcgov.com>
Sent: Tuesday, October 25, 2022 4:22 PM
To: [REDACTED]; Mano, Darin <Darin.Mano@slcgov.com>
Subject: RE: (EXTERNAL) Hello

Hi [REDACTED] -

I can offer some information on the proposed development at 1150 Richards Street. It has not yet been fully reviewed, so I cannot speak to all the specifics, but it proposes:

- 120 residential units (104 studio units and 16 two-bedroom units)
- 62 surface parking stalls
- A height of 45'

The proposal will be reviewed according to the CC zoning standards https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity_ut/0-0-0-64921#JD_21A.26.050 as well as general zoning requirements for parking (21A.44), landscaping (21A.48), and design (21A.37). The CC zone would typically restrict building height to 30', however, it does allow for buildings to go up to 45' if they go through a Design Review process and meet those standards (21A.59- https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity_ut/0-0-0-71148). The Planning Commission will make the ultimate decision on the petition. If it were to be approved, the developer would have to upgrade curb, gutter, and sidewalks surrounding their property. On-street parking or parking permits for on-street parking would not be discussed as part of this proposal, but those would be questions you could direct to SLC Transportation <https://www.slc.gov/transportation/>.

You will have several opportunities for public input. The first will be at the Ballpark Community Council meeting on November 3rd at 7:00 PM. The applicants will be joining the meeting to present the project and answer any questions. The following instructions and link are from the Ballpark Community Council:

To participate in the meeting scheduled for Thursday, November 3rd at 7 pm, please register in advance at the following link:

<https://us06web.zoom.us/meeting/register/tZArceqrjliGtccWLFIm8d6sxx7VCHWbv41>

Once your registration is approved, you will be emailed the link for the meeting.

This project will also go to a public hearing with the Planning Commission. The meeting date has not yet been determined, but I can let you know once it has been scheduled. I am happy to pass along your original comments to them, but you can also send me any others that you would like directed to them.

If you have any other questions, please let me know.

ERIC DAEMS, AICP

Senior Planner
Planning Division

DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-7236

EMAIL eric.daems@slcgov.com

www.slc.gov/planning/

From: [REDACTED]

Sent: Monday, October 24, 2022 4:06 PM

To: Mano, Darin <darin.mano@slcgov.com>; Daems, Eric <eric.daems@slcgov.com>

Subject: (EXTERNAL) Hello

Hello Darin, I have spoken to you via email concerning other matters in the ballpark area, but after being reminded by Lorena Riffo Jenson, a customer of mine, that you are our councilmember for district 5. Lorena encouraged me to reach out to you about our concerns.

We own a commercial property (1127, 1133, 1139 Richards Street), as well as 3 adjacent homes on Fremont avenue (21, 25,31). We have owned our commercial property for quite a while and the homes for a fair amount of time. WE also own a home at 1182 S. West Temple. We have seen a lot of things go on in this neighborhood through the years. Crime, drugs, suicide, homelessness, vandalism. WE have applied for "façade grants" 2 years in a row and never awarded any funds for this. We have dealt with the home at 35 W. Fremont being broken into on a daily basis and trying to be set ablaze several times, with no one caring if the owners take care of it or not. We have been a major part of having kept good renters in all our homes that have looked out for potential dangers while yet being willing to live in the area.

So new development is happening and potentially exciting but at the same time very unnerving to changes that may happen with a variance of zoning in the area (of which I am not fully aware of all the details) with perhaps little thought to zoning or to who originally was there first.

On the West side of Richards street we were just notified that the land has been sold and will be developed as a 4 story complex and 120 unit apartment building of mixed living. Wow, this is a concern.

1. Parking....there better strict rules that force the apartment building to build enough parking for 2 stalls per apartment, because there will at least be a need for this and the street will not be able hold any additional parking for these units.
2. Zoning....the commercial businesses across the street often times work into late hours and there will be noise involved with that as they run their shops
3. Curb and gutter....huge problem on our side of the road. We have been ticketed recently for parking our vehicles next to our building front for extended periods of time. Someone in the neighborhood, perhaps a new business in the area, is calling daily about parking enforcement. WE learned that all the land right up to our building face is owned by the city but doesn't seem to be maintained by the city. When it rains, or other water pipe leaks have occurred, the road puddles like a pool, you cannot even cross from your car (parked at a 45 degree angle) to the business without having waiters on. This part of the street needs to be cleaned up and taken care of. I am sure new curb and gutter is going into for the new apartment complex across the street.
4. How can we keep the stalls in front of our business designated for use only by our businesses and not by residents across the street? Or it will be impossible to conduct business with customers that come to our location. When front doors face the street, even if owners have parking stalls within the building complex, they still want to park right outside their front door.
5. Will there be any lighting built along the street for safety?
6. Lots of people coming to the bees games park along Richards Street and adjacent side streets
7. We do not want the proposal of 45' to be passed, as the 30' is allowed by right at the moment. Why should this be allowed and granted?

Thank you,

[REDACTED]

Our concern on the proposed building of the apartments on Richards street

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: No objections

Zoning: No objections

Items to be addressed prior to Planning Commission:

1. Please provide percentage of glass between 3-8' facing both Richards and Fremont Street
2. Building is longer than 200' (narrative states it is not)- no action needed, but this will be discussed as part of the Design Review.

Items to be addressed with Building Permit, but not necessary prior to Planning Commission hearing:

1. Permits for signage should be sought separately according to 21A.46.
2. Additional detail for landscape plans will need to be submitted showing materials, species, size, and locations. All landscaping should be water wise and native species and drip irrigation should be used where possible.
3. Any utilities, mechanical equipment, or similar must be on private property and screened from public view. Please confirm if an electrical transformer will be needed and if it has been approved by Rocky Mountain Power
4. 1 additional stall will need to be for electric vehicles
5. Street tree species will need to be coordinated through Salt Lake City Urban Forestry

Staff Commentary: The requested information was subsequently provided by the applicant. No additional comments were outstanding from Planning.

Fire: No objections

*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.

*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

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

*Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 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. Additional fire hydrants may be necessary dependent on total square footage and required fire flows in accordance with IFC appendix B and C

*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.

Building: No objections

Redlines provided in anticipation of building permit plans

Urban Forestry: No objections

Urban Forestry has no concerns with these plans at this time, but at the time of building permit review, the chosen species of street tree will need to be called out on the plan set. A planting permit will also be required by Urban Forestry at that time.

Housing Stability: No objections

The Housing Stability Division's comments on the design review for the planned development at 1150 South Richards Street, also referred to as The Collaborative, in relation to *Growing SLC: A Five Year Housing Plan, 2018-2022* (<https://www.slc.gov/can/growing-slc/>), are as follows.

Recommendations:

- Salt Lake City is committed to increasing mixed-income developments, increasing the number of affordable/income-restricted units, and increasing equity in all housing.
 - We encourage the developer to review the City's available fee waivers and low-interest loan products that support the development and operations of income-restricted

affordable units. <https://www.slc.gov/hand/affordable-residential-development-resources/>

- For example: Code 18.98.060: EXEMPTIONS: “E. The following housing may be exempt from the payment of impact fees, to the following extent: 1. A one hundred percent (100) exemption shall be granted for rental housing for which the annualized rent per dwelling unit does not exceed thirty percent (30%) of the annual income of a family whose annual income equals sixty percent (60%) of the median income for Salt Lake City, as determined by HUD;”
- We encourage the developer to include units with 3 or 4 bedrooms to provide a wider range of rental options and support families with children looking to live in the City.
- We encourage the developer to include units with accommodations and amenities in alignment with the Americans with Disabilities Act, such as: ramps, wider door frames, grab bars, and roll-in showers to benefit residents with temporary or long-term mobility difficulties.

Public Utilities: No objections

Public Utilities has no issue with the proposed building height.

Additional comments have been provided to assist in the future development of the property. The following comments are provided for information only and do not provide official project review or approval. Comments are provided to assist in design and development by providing guidance for project requirements.

- Public Utility permit, connection, survey, and inspection fees will apply.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18” minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12” vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12” vertical separation from any non-sewer utilities.
- The Commercial and Industrial User Questionnaire (CIUQ) will need to be filled out for the commercial portions of the building.
- Utility maps can be requested at PublicUtilitiesGIS@slcgov.com
- A separate Public Utilities Demolition Permit is required for each principal structure these parcels, three total. Please note that this is for the demolition on the existing utilities and is separate from the Building Services Demolition Permit.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding streetlights. Public streetlights may be required on Richards Street.
- 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.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the water demand is not adequately delivered by the existing main, then a water main upsizing will be required at the property owner’s expense. The expected maximum daily flow (gpd) from the development will be modeled to determine the impacts on the public sewer system.

If one or more sewer lines reaches of the sewer system reach capacity as a result of the development, sewer main upsizing will be required at the property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer. A plan and profile of the new main(s) and engineer's cost estimate must be submitted for review. Design drawings and cost estimate must be stamped and signed by a professional engineer. The property owner is required to bond for the amount of the approved cost estimate.

- The water main in Richards Street is 6" cast iron built in 1959. This main may not provide the required fire hydrant demand and will require a water main replacement as part of this project. This will be determined during building permit review when fire flow and culinary water demands are provided for review. Please note that new fire hydrants cannot be connected to water mains smaller than 8" in size. If a new fire hydrant is required, then a new water main will also be required. A 12" water main will be required in this zone.
- There are seven ¾" water meters stubbed into the property. Only one culinary water meter is allowed for the property, and these meters will need resolved with the proposed design during building permit review. Any unused water service must be killed at the water main.
- Only one culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.
- A detector check meter is required if there are private fire hydrants proposed.
- The sewer main in Richards Street is 15" unreinforced concrete pipe built in 1913.
- There appear to be six sewer stubs to this property. Any unused sewer laterals must be capped and plugged at the main. Any laterals proposed for reuse will need to pass a video inspection with a SLCDPU inspector present to permit reuse.
- If any food service establishments (FSE) will be located on the property, then a grease removal device will be required. Treatment must be provided such that the discharge limit of 500 mg/L of FOG (fats, oils, and grease) is achieved. Treatment device and plan for treatment and sampling must be provided that meets the discharge limit and all applicable standards set forth in the Utah plumbing code and SLCDPU Standards. Treatment device shall be located on property and should be readily accessible for cleaning and inspection. The treatment device must be sized by a licensed design professional. For an exterior, below grade device, a 4-foot diameter sampling manhole, per APWA 411, must be located downstream of the interceptor and upstream of any other connections. For alternative treatment methods, a sampling point must be provided immediately downstream of the device and upstream of any other connections.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- As this project disturbance is over one acre, stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). This permit was updated with this requirement in June 2021. The applicant will need to provide options for stormwater treatment and retention for the 80th percentile storm. If additional property is not available, there are other options such as green roof or other BMP's. Lack of room or cost is generally not an exception for this requirement. If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible. Please verify that plans include appropriate treatment measures. Please visit the following websites for guidance with Low

Impact Development: <https://deq.utah.gov/water-quality/low-impact-development?form=MY01SV&OCID=MY01SV> and <https://documents.deq.utah.gov/water-quality/stormwater/updes/DWQ-2019-000161.pdf?form=MY01SV&OCID=MY01SV>.

- Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100-year 3-hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary, and discussion.
- Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.

Transportation: General comments

The following, as applicable to this project, will need to be provided.

- Each type of use and associated parking ratio per Table 21A.44.030
- Minimum number of ADA parking spaces required (21A.44.020.D)
- Minimum number of passenger vehicle parking spaces required (21A.44.030.G)
- Maximum number of passenger vehicles parking spaces required (21A.44.030.H)
- Minimum number of electric vehicle parking spaces required (21A.44.050.B.2)
- Minimum number of bicycle parking spaces required (21A.44.050.B.3)
- Any modifications to parking requirements (21A.44.040)
- Number of parking spaces provided
- Parking stall dimensions and aisle width dimensions
- ADA parking stall dimensions, signage, pavement markings, and ramps. Each ADA stall needs to have an associated access aisle.
- Signage and/or pavement markings for electric vehicle parking spaces indicating exclusive availability for electric vehicles (see 21A.44.050.B.2).
- Bike rack installation (See SLC Transportation Standard Detail, F1.f2, "Bicycle Parking" @ <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>).

Staff Commentary: The requested information was subsequently provided by the applicant. No additional comments were outstanding from Transportation.