



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Michael McNamee, Principal Planner
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Date: January 10, 2024

Re: PLNPCM2023-00001 & PLNPCM2023-00456, 1518 S 300 W Apartments

Planned Development & Design Review

PROPERTY ADDRESS: 1518-1546 S 300 W, 325-333 W Andrew Ave, 352 W Van Buren Ave
PARCEL IDS: 15-13-251-003-0000, 15-13-251-004-0000, 15-13-251-006-0000, 15-13-251-008-0000, 15-13-251-009-0000, 15-13-251-010-0000
NEIGHBORHOOD PLANS: Central Community, Ballpark
ZONING DISTRICTS: CG (General Commercial District)

REQUEST: The applicant, Jarod Hall, with Divelept Design, representing the property owner, is requesting Planned Development and Design Review approval to develop the property at approximately 1518 South 300 West in the CG, General Commercial District. The proposal is to construct two 8 story, multifamily residential buildings with 432 residential dwelling units. The two buildings will be placed on either side of a mid-block walkway as required by the City Council in exchange for vacating two public alleys that previously existed on the property. This project is vested in the old version of the CG zoning requirements and design standards that were in place prior to the Downtown Building Heights amendment that was passed in June 2023.

Through the Planned Development process the applicant is requesting the following:

1. A reduction in the required 10' front and corner side yard building setback in five locations:
 - a. A reduction of 2'2" for a setback of 7'10" on the 300 West façade of Building A.
 - b. A reduction of 3'11" for a setback of 6'1" on the Andrew Avenue façade of Building A.
 - c. A reduction of 7'8" for a setback of 2'4" on the Van Buren Avenue façade of Building A.
 - d. A reduction of 1'6" for a setback of 8'6" on the Andrew Avenue façade of Building B.
 - e. A reduction of 8'1" for a setback of 1'11" on the Van Buren Avenue façade of Building B.
2. A reduction in the required landscape yards in the front and two corner sides, facing 300 West, Andrew Avenue, and Van Buren Avenue by approximately 3,599 square feet.

Through the Design Review process the applicant is requesting the following:

1. To exceed the building height allowance of the CG Zoning District by approximately 26 feet, 5 inches. The zone permits a building height of 60 feet and the applicant is proposing a height of approximately 86 feet, 5 inches. CG permits up to 90 feet with design review approval.
2. To construct a building façade that lacks a building entry on the Andrew Avenue façade of Building B.

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

1. Final approval of the details for site signage, development and site lighting, street lighting, and streetscape details to be delegated to Planning Staff to ensure compliance with the standards for Design Review.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Plan Set](#)
- C. [Property and Vicinity Photos](#)
- D. [CG Zoning Standards](#)
- E. [Design Review Standards](#)
- F. [Planned Development Standards](#)
- G. [Public Process & Comments](#)
- H. [Department Review Comments](#)

PROJECT DESCRIPTION:

Background

The existing site constitutes approximately 2.46 acres (107,114 square feet, alley property included). The property is currently divided into six separate parcels, which are occupied by an auto body shop, used car dealership, a screen-printing business, a heating & air condition business, and outdoor storage. All existing structures will be demolished to allow for the redevelopment of the property.





Building Rendering – 300 West Apartments

Quick Facts

Height, Both Buildings: 86 feet, 5 inches (8 stories)

Number of Residential Units: 432 units

Ground Floor Uses: Retail and restaurant space, entrance lobby, gym, parking, residential units.

Upper Floor Uses: Residential units, 4th level rooftop courtyard/pool deck.

Exterior Materials: Glass, brick, fiber cement panels, architectural concrete, stucco

Parking: Two parking garages containing a total of 421 parking stalls located on the first three levels of each building.

Review Process & Standards: Design Review, Planned Development, CG zoning standards (as of June 2023), and general zoning standards.

The proposed project would occupy roughly two-thirds of the block bounded by 300 West (to the east), Andrew Avenue (to the north), and Van Buren Avenue (to the south). At one time, 400 West would have been the western boundary, but it was vacated in 1974. The southern terminus of 400 West is now located where it meets Andrew Avenue, and because of this Van Buren Avenue is a dead-end street. Two public alleys ran through the property and were recently vacated by the City Council in November 2023 (Planning Case No. [PLNPCM2023-00408](#)). Two public access easements were agreed to by the applicant in exchange for the alley vacation: one for a mid-block walkway, and the other for driving access between Andrew and Van Buren.

Project Details

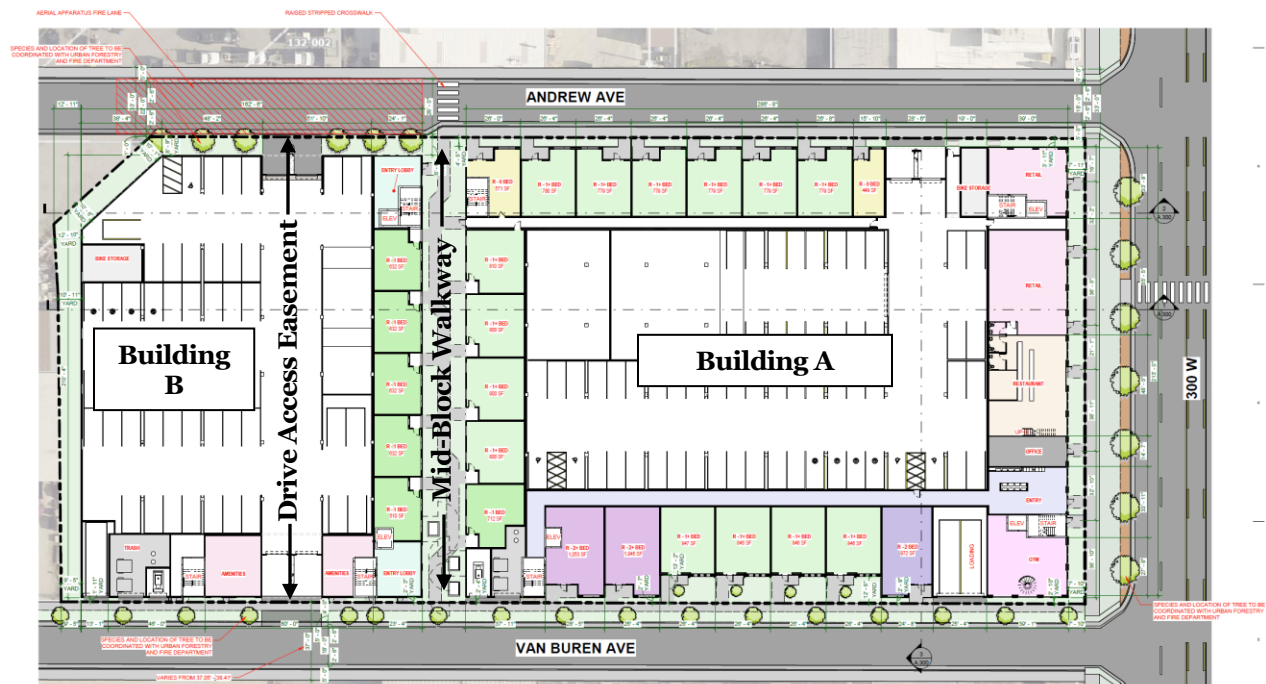
The proposed project consists of two eight-story, multifamily residential, mixed-use buildings with 432 residential dwelling units between the two of them. Building A (to the east) will have 271 units. Building B (to the west) will have 161 units. Building A will include 10 studios, 229 one-bedrooms, and 32 two-bedrooms. Building B will have 7 studios, 135 one-bedrooms, and 19 two-bedrooms. The ground level of Building A contains approximately 2,765 sq. ft. of retail space, 1,777 sq. ft. of restaurant space (which also has a 1,378 sq. ft second level), a residential lobby, and a gym, all fronting 300 West. Along Andrew and Van Buren Avenues, residential units



***Building Rendering
Building A along Van Buren Avenue***

make up the bulk of the street-facing frontage, with residential units also fronting the mid-block walkway between the two buildings. The Van Buren frontage of Building B will feature amenity spaces and an entry lobby, as well as a trash room and loading area. Parking will occupy the interior of both buildings on the first level, and the Andrew Avenue street frontage of Building B. Floors 2-3 consist of an interior parking deck wrapped with residential units on all sides except for the Andrew Avenue frontage of Building B. Floor 4 will consist of residential units and associated amenity spaces, but will also include a rooftop courtyard with pool and hot tub areas in both buildings. The Building A courtyard will overlook Van Buren Avenue, while the courtyard in Building B will look over the mid-block walkway. Floors 5-8 will be made up of residential units.

The overall length of Building A will be 286 feet, 8 inches on the north and south sides and 213 feet on the west and east sides. Building B will be 162 feet, 5 inches long on the Van Buren Avenue (south) side and 124 feet, 1 inch on the Andrew Avenue (north) side. The two buildings will be separated by a 20' 6" wide mid-block walkway, which will provide pedestrian and cyclist access between Van Buren and Andrew. A public access easement will also be provided through the parking garage in Building B to allow for driving access between the two streets.



Overall Site Plan

The project will also include drive access between Andrew and Van Buren Avenues, provided through the first level of the parking garage in Building B, which was a condition of the City Council's approval of the vacation of two public alleys running through the property. The drive will be open to the public during daytime hours.

The Design Review application for this project was originally submitted in January 2023, making this project vested in the version of the CG ordinance that was in effect before the Downtown Building Heights amendments were approved by the City Council in June 2023. Under the new CG ordinance, maximum building height was increased, some setbacks and landscaping requirements were reduced, and several new design standards were introduced. This project will not be required to comply with the updated CG ordinance.

Building A Street Facing Elevations



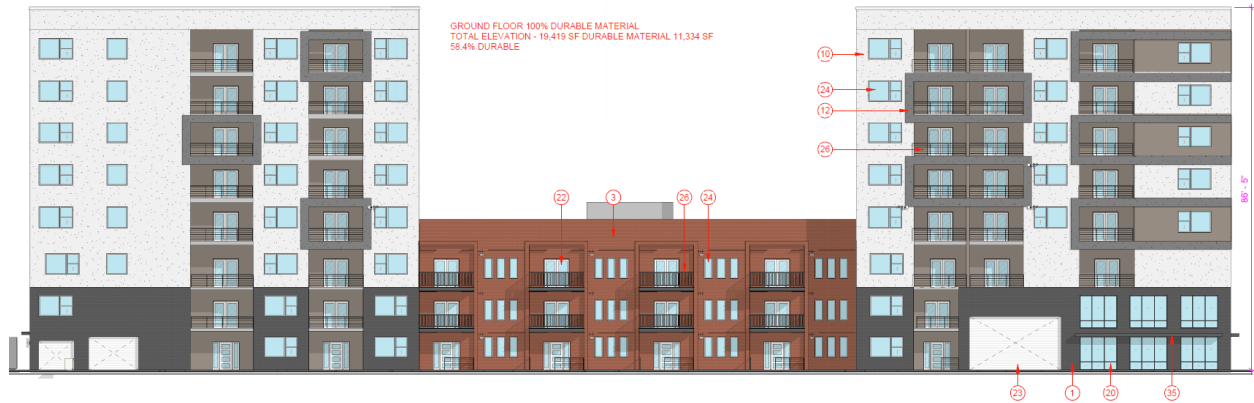
***Building A East Elevation
(300 West Street Facing Façade)***

Building A's east facade will consist of black colored brick on the first two levels along with most of the third level. A storefront glazing system will cover much of the first two levels with glass. Blade signs that are oriented towards the pedestrian will help activate the sidewalk. As part of the City Council's approval for the alley vacation, their motion included an understanding that a level of 60% or more ground level activation would be memorialized through the Planned Development and Design Review. Levels 4-8, along with the corners of Level 3, will consist of white and dark grey colored stucco, along with fiber cement accent panels. 100% of the ground level and 50% of the total building face will be covered in durable materials.



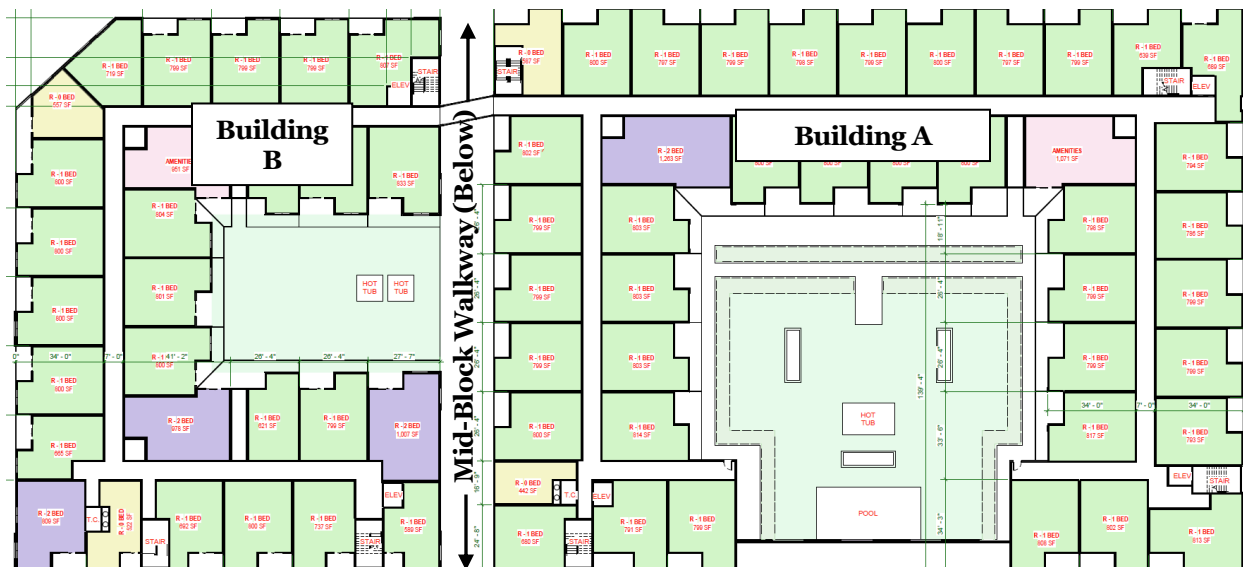
***Building A North Elevation
(Andrew Avenue Street Facing Façade)***

The north façade of Building A will use the same mix of materials as the east façade, with dark colored brick used on the first three levels and stucco used on levels 3-8. Fiber cement board panels will be used on all levels. The first floor will be activated by residential units which open directly onto the street, with unit entrances that face the public right-of-way.



***Building A South Elevation
(Van Buren Avenue Street Facing Façade)***

The south elevation of Building A consists of black and red brick on the first three levels, with stucco used on levels 3-8 and fiber cement panels on all levels. Residential units open directly onto the street, with unit entrances facing the public right-of-way. The southeast corner of the building will also feature storefront glazing on the first two levels, behind which will be the building’s gym. 100% of the ground floor and 58.4% of the overall building face will be clad in durable materials. The massing of the building is broken into three distinct parts with different heights and building materials, helping to make the building massing appear smaller. A rooftop patio will be located above the middle (red brick) section. Levels 4-8 will be constructed in a “U” shape around the rooftop patio, leaving the middle section of the building open to the sky above the third level and further minimizing the visual impact of the building’s mass.



***Level 4 Floor Plan (Both Buildings)
Rooftop patios shown in light green***

Building B Street Facing Elevations



***Building B North Elevation
(Andrew Avenue Street Facing Façade)***

The north elevation of Building B consists of blue-black brick on the first three levels, with some fiber cement board panels in a faux wood finish. Levels 4-8 will be clad in white stucco along with grey and faux wood finish fiber cement board panels. 100% of the ground level and 51.6% of the overall building elevation will be clad in durable materials. With the exception of the building entrance and lobby, the majority of this façade is blank. The large spans of blank wall are due to the three level parking garage which is located directly behind the façade in this section. The building will be setback to a greater extent along this façade than most of the Andrew- or Van Buren-facing building sections, which will allow for the placement of trees in front of the building.



***Building B South Elevation
(Van Buren Avenue Street Facing Façade)***

The south elevation of Building B consists of blue-black brick on the first three levels. White stucco and faux wood finish fiber cement board panels will be used on levels 2-8, with grey fiber cement board panels in use on levels 4-8. 100% of the ground level and 50.4% of the overall building elevation will be clad in durable materials. As required by code, there will be a loading dock and trash collection area inside of the building, facing the street on the southwest corner. Amenity spaces for residents and a building entrance and lobby will also be located on this side of the building, with large windows and entrances facing the street.

Design Review Application

The applicant is requesting a Design Review to exceed the building height allowance of the CG Zoning District by approximately 26 feet, 5 inches. The zone permits a building height of 60 feet and the applicant is proposing a height of approximately 86 feet, 5 inches. The regulations of the CG zone allow developments up to 90 feet in height with Design Review approval from the Planning Commission. Design Review approval is also required because Building B lacks a building entrance on the north, Andrew Avenue facing side.

The developer has provided a detailed narrative about their proposal and design review considerations in [Attachment B](#).

The Design Review process is intended to ensure high-quality outcomes for developments, while allowing flexibility and modifications to design standards and to achieve development goals and purposes stated in City master plans and the zoning district. For complete analysis and findings in relation to the Design Review standards, please refer to [Attachment E](#).

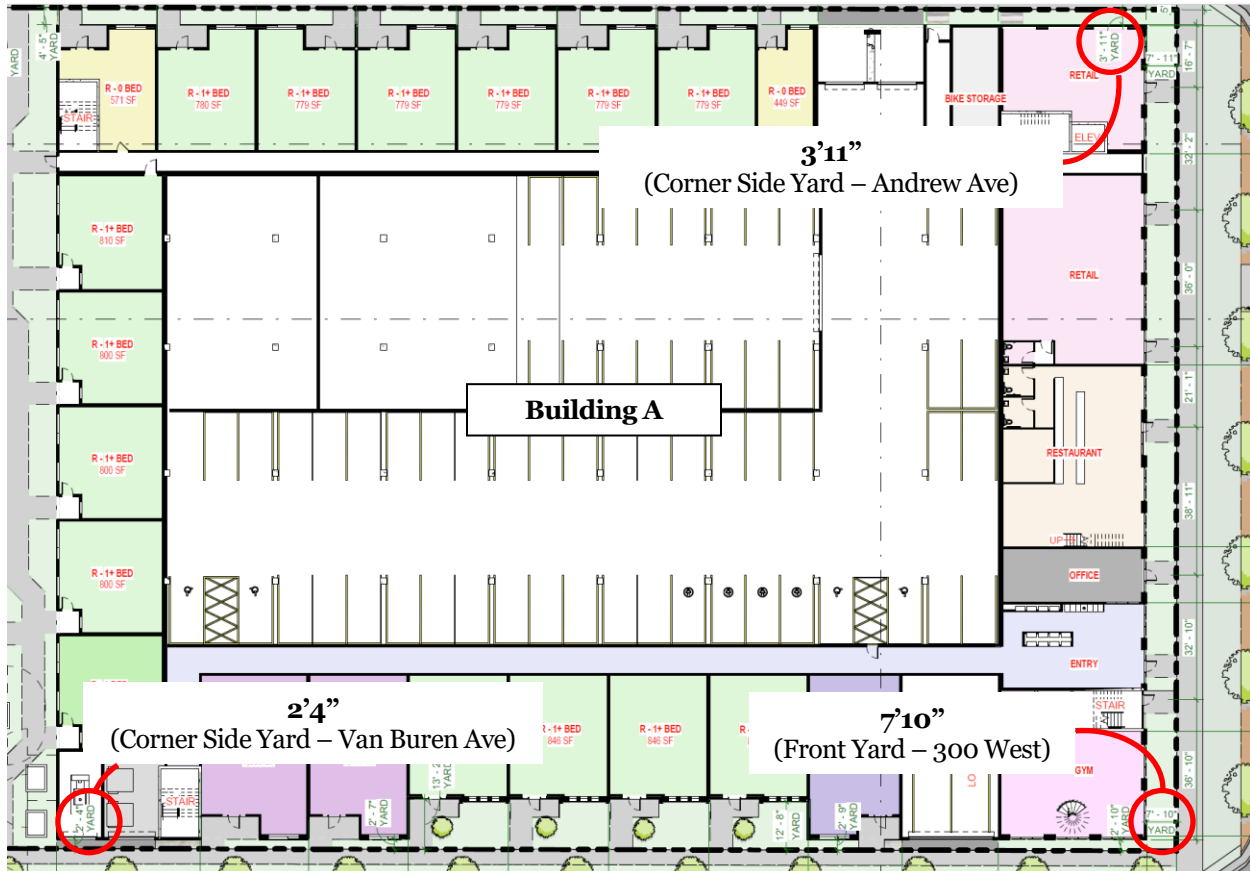
Planned Development Application

The applicant is requesting a Planned Development for three separate zoning modifications. They are as follows:

1. A reduction in the required 10' front and corner side yard building setback in five locations:
 - a. A reduction of 2'2" for a setback of 7'10" on the 300 West façade of Building A.
 - b. A reduction of 6'1" for a setback of 3'11" on the Andrew Avenue façade of Building A.
 - c. A reduction of 7'8" for a setback of 2'4" on the Van Buren Avenue façade of Building A.
 - d. A reduction of 1'6" for a setback of 8'6" on the Andrew Avenue façade of Building B.
 - e. A reduction of 8'1" for a setback of 1'11" on the Van Buren Avenue façade of Building B.
2. A reduction in the required landscape yards in the front and two corner sides, facing 300 West, Andrew Avenue, and Van Buren Avenue by approximately 3,599 square feet.
3. A reduction in the amount of required off-street parking from 457 to 421 stalls.

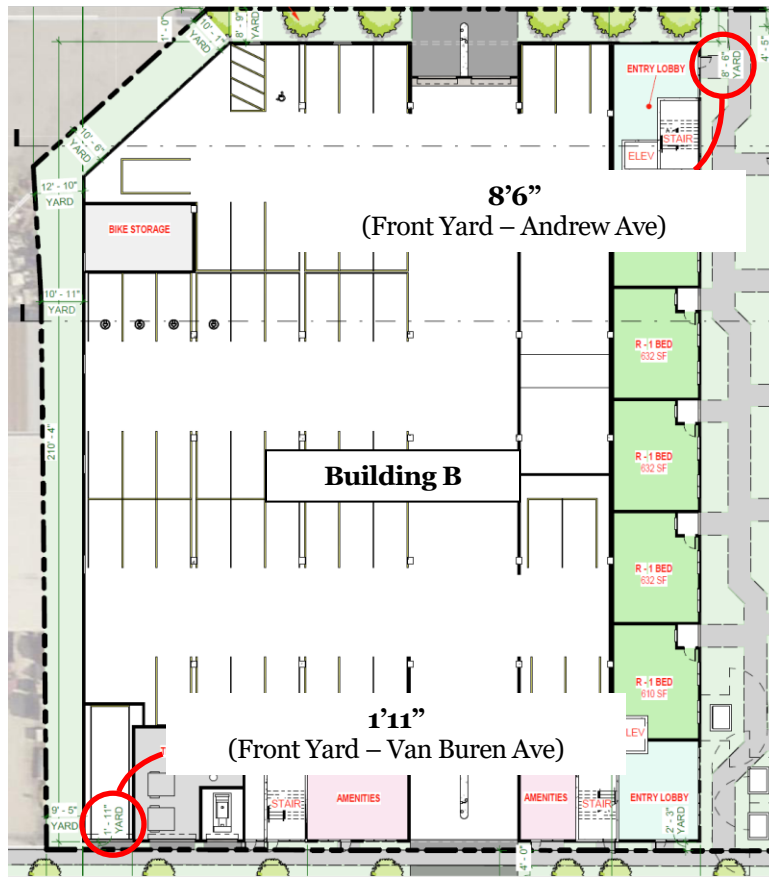
Reduction in Required Building Setbacks

In the CG zone, a 10-foot building setback is required along front and corner side yards. The applicant is proposing to reduce this requirement along three sides of Building A and two sides of Building B.



Building A: The front yard, along 300 West, would be reduced to 7'10" requiring relief of 2'2". The south corner side yard, along Van Buren Avenue, would be reduced to 2'4", a reduction of 7'8", and the north corner side yard, along Andrew Avenue, would be reduced to 3'11", requiring relief of 6'1".

Building B: Building B has two front yards since it has double frontage. The north front yard, along Andrew Avenue, would be reduced to 8'6", requiring relief of 1'6". Building B is setback farther than Building A to allow for the planting of street trees on private property. On the south front yard, along Van Buren Avenue, the setback would be reduced to 1'11", or 8'1" less than the required setback.



Reduction in Required Landscape Yards

In the CG zone, landscaped yards are required along the front and corner side yards that must be at least 10 feet in depth. Applied to this property, that means landscaped yards are required fronting 300 West, Andrew Avenue, and Van Buren Avenue. Between those three sides of the property, a total of 10,810 sq. ft of landscaping is required. Due to the reduced setbacks, the applicants are proposing 7,211 square feet which is a reduction of 3,599 square feet.

In addition to the requirement for front and corner side yard landscaping, when a building in CG is approved for a height of greater than 60 feet, additional landscaping is required. The applicant is providing additional landscaping that is more than what is required, and this helps to offset the loss in landscape yards, but there is still a deficit of 1,699 square feet.

The Planned Development process is intended to encourage the efficient use of land and resources, promote efficiency in public and utility services, and encourage innovation in planning and building. Overall, the objective is for the end result to be a more enhanced product than what would be achievable through strict application of zoning regulations. To qualify for a Planned Development, a property must achieve at least one of six objectives laid out in the purpose statement. For complete analysis and findings in relation to the Planned Development standards, please refer to [Attachment F](#).

KEY CONSIDERATIONS:

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

Consideration 1: Consistency with the CG Zoning District and Applicable Neighborhood and General Plan Policies

Consideration 2: Alley Vacation and Public Easements

Consideration 3: Street Design for Andrew Avenue

Consideration 4: Request for Additional Building Height

Consideration 5: Request for Reduced Setbacks and Landscaping

Consideration 6: Request for Zero Building Entrances on North Side of Building B

CONSIDERATION 1: Consistency with the CG Zoning District and Applicable Neighborhood and General Plan Policies

Central Community Neighborhood Plan (2005)

The project site is located within the Central Community Plan, specifically the People's Freeway neighborhood planning area. The Central Community Plan outlines specific challenges for the People's Freeway neighborhood and strategies to address them. (p.7)

The project site is located near the western boundary of the Central Community Plan area, encompassing the blocks bound by 300 West, Andrew Avenue, 400 West, and Van Buren Avenue. The surrounding neighborhood was once a major manufacturing and heavy commercial area, and many of those uses remain, but there is also a transition to a mix of lighter commercial uses such as retail and restaurants along with residential, primarily multi-family.

The subject property is located within a block which contains a mix of uses and variety of small-scale buildings. Surrounding blocks have a mix of building typologies. Directly across the street to the north, [Platform 1500](#), a 60-unit multi-family building, is under construction. Further to the north, another apartment building similar in scale to this proposal is under construction on the block between 1500 South, 400 West, Whitney Avenue, and 300 West. Many of the other buildings surrounding the block are one- or two-story commercial structures. The Gail Miller Homeless Resource Center is located on the opposite side of 300 West.

The neighborhood plan lists a goal of transitioning the northern portion of People's Freeway away from the historic character of low-density residential development to transit-oriented development. The plan emphasizes the importance of improving infrastructure and landscaping of commercial and industrial areas. Improving circulation so it is safe for residents and children to get to school or other public services is also identified as an important goal. (p. 7)



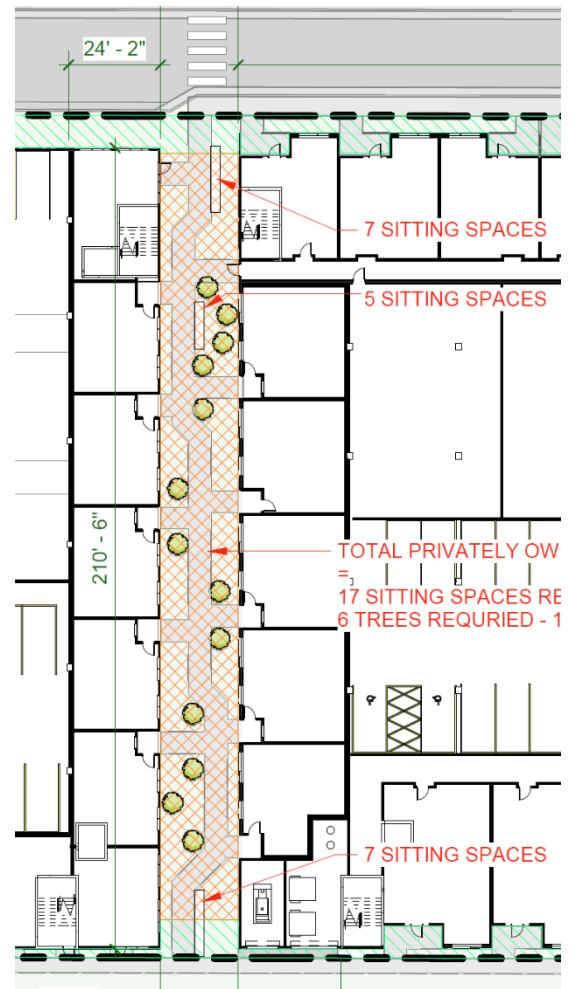
The Central Community Future Land Use Map (FLUM) places this property within the Regional Commercial/Industrial category. (p. 2) The FLUM depicts the desired general land use policy direction. (p. 8) Regional Industrial/Commercial land uses include light manufacturing, assembly, small production, and “big box” retailers. (p. 12) The future land use designation is supported by the CG zone, which through the purpose statement lists a goal of having a mix of uses, including residential, to provide economic development opportunities.

The Central Community Plan addresses urban design through a set of goals and defined policies. (p. 18) Overall, the goal is to make the Central Community more attractive by applying the best design principles and encouraging property improvements that are visually compatible with the surrounding neighborhood. Policy UD-1.3 is to ensure that the design of infill development is compatible with the aesthetic appearance of neighborhoods.

The 300 West Apartments project fulfills several of the design and use elements identified for the neighborhood. The building is designed with ground floor retail spaces, storefront window systems, and entry doors to activate the streets and engage/enhance the public realm, helping to create a viable mix of uses to support economic development. As previously mentioned, the project includes the construction of a mid-block walkway which will be accessible to the public and allow pedestrian access through the block. The design will also include drive access through one of the parking garages which will be accessible to the public and allow vehicular access between Andrew and Van Buren Avenues.

This will improve circulation between the two blocks for pedestrians, cyclists, and drivers. Aesthetically, the height of the buildings will be a departure from the existing development, but the aesthetic of the neighborhood overall is evolving to include buildings of this type. The applicant will also be adding street trees on Van Buren Avenue on public property,

while on Andrew Avenue trees will be provided along a portion of the property on private property, helping to improve the landscaping of a largely commercial area as listed as a goal in the plan.



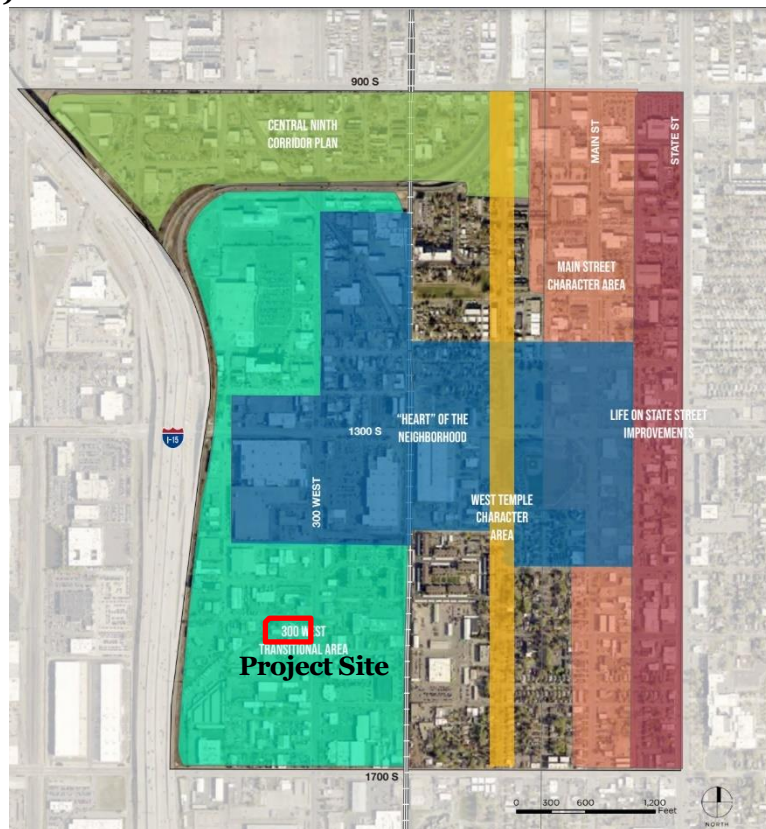
Site Plan Showing Mid-Block Walkway



North Façade Building Rendering

Ballpark Station Area Plan (2022)

The Ballpark Station Area Plan was adopted to guide the development of the area surrounding the 1300 South, Ballpark TRAX station. It divides the planning area into neighborhood subtypes. The project site is located in the 300 West Transitional Area. This area is expected to transition from industrial/major commercial to higher density mixed use. Amenities and services to support new households are needed to maintain quality of life and reduce dependency on automobiles. (p. 18) The plan also lists a series of goals and implementation strategies. One goal is to increase the connectivity of the neighborhood (p. 45) Another is to increase affordability and attainability of housing for future and current residents, with an implementation strategy of promoting a diversity in the size of new units in the neighborhood to accommodate residents in different stages of life, including families with children. (p. 46)



The 300 West Apartments project implements the identified goals of the Ballpark Station Area Plan by supporting the transition of the 300 West Transitional Area to higher density mixed use, with amenities to support the new households created by the project as well as surrounding projects. It increases connectivity in the neighborhood through the mid-block walkway and drive access easement. The building includes 51 two-bedroom units which could support small families with children.

Plan Salt Lake (2015)

Plan Salt Lake includes goals directed toward housing, planning for future growth, transportation and mobility, and neighborhoods. Of the goals listed in these sections, the proposed project is supported by the following initiatives:

- *Promote increased connectivity through mid-block connections.*
- *Encourage a mix of land uses.*
- *Promote infill and redevelopment of underutilized land.*
- *Accommodate and promote an increase in the City's population.*
- *Promote high density residential in areas served by transit.*
- *Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
- *Promote energy efficient housing.*
- *Create a safe and convenient place for people to carry out their daily lives.*
- *Incorporate artistic elements and support cultural events on a neighborhood scale to reinforce neighborhood character and identity.*

CG General Commercial District

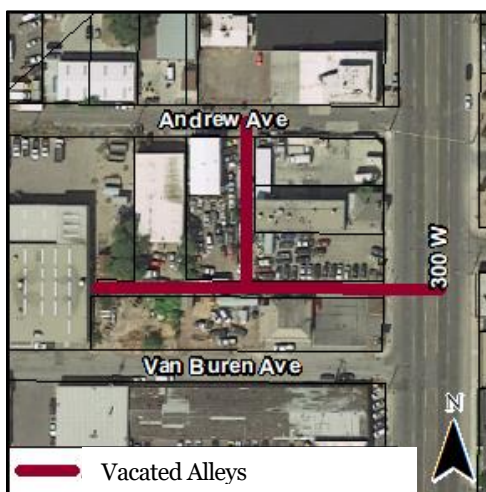
The purpose of the CG zoning district is to *provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district*

provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. The CG district is also intended to support safe, convenient, and inviting connections that provide access to businesses from public sidewalks, bike paths, and streets.

The project upholds the purpose of the CG district by providing new residential units and ground floor retail spaces that activate the sidewalk and 300 West bike path and support the economic development of the area. The design and orientation of the building to the public sidewalk and mid-block walkway also meet this intent. The use of transparency on the 300 West façade helps create a sense of space that is safe and welcoming to the pedestrian.

CONSIDERATION 2: Alley Vacation and Public Easements

Two public alleys that ran through this property were requested to be vacated by the applicant. The City Council approved the vacation with conditions on November 14, 2023, which can be found below.



As part of the motion, the Council required that the applicant provide two public access easements, one for a midblock walkway where buildings would be constructed on either side, and one for drive access between Andrew and Van Buren Avenues through a garage or similar location. This is reflected in the applicant's proposed site plan. Additionally, the Council recorded an understanding that 60% or more of the overall building frontages would be activated with a ground floor use, and that the plans put forward in the Planned Development and Design Review applications should reflect this. As proposed, the total ground floor activation will be 74.5%. This includes ground floor residential space.

City Council Motion:

Moved by Council Member Puy, seconded by Council Member Dugan to adopt Ordinance 68 of 2023 Alley Vacation at Approximately 1518 South 300 West, with the conditions that the petitions shall:

- 1. Within 60 days of the effective date of the ordinance, execute an easement for a publicly accessible mid-block walkway that meets requirements in City ordinance through the block between Andrew Avenue and Van Buren Avenue, where buildings constructed by petitioner are located on each side of the walkway. The walkway shall be open to the public at all times.*
- 2. Within 60 days of the effective date of the ordinance, execute an easement for a publicly accessible private drive connecting Andrew Avenue and Van Buren Avenue mid-block through a parking garage or other similar location on the petitioner's property. This drive shall be open to the public seven days a week at least between the hours of 7:00 am to 8:00 pm and shall include signage noting such hours of public use. The drive shall remain open to the public until a future public road connecting Andrew Avenue and Van Buren Avenue between 300 West and I-15 is constructed.*
- 3. Refrain from conveying the property adjacent to the alleys until the aforementioned easements are recorded with the Salt Lake County Recorder.*

It is also the Council's understanding that the plans for 60% of more of street level activation be memorialized in the planned development and design review process that petitioner is currently undergoing before the Planning Commission.

CONSIDERATION 3: Street Design and Street Trees for Andrew Avenue

The Planning Commission reviewed a Planned Development application for a multi-family project called Platform 1500, directly to the north of this project site, and made a decision to approve it on March 29, 2023. As part of the approval process, the Commission discussed the street design for Andrew Avenue, and the Transportation Division created the following cross section based on that discussion:



Andrew Avenue is a narrow street, and the total right-of-way width is only about 33 feet. There is limited space in the public way for a driving surface, sidewalks, curb and gutter, and street trees. During the discussion of the Platform 1500 project, the Planning Commission expressed a desire for Andrew Avenue to be treated as a fully functioning street complete with pedestrian access. Installing a sidewalk on the south side enhances pedestrian access along Andrew, and importantly the sidewalk will connect to the new mid-block walkway. Given the narrow right-of-way, it would not be possible to include street trees along with the sidewalk. On the north face of Building A, alongside Andrew Avenue, the applicant is proposing private landscaping, but no street trees. Building B is set back to a greater extent than Building A, allowing for street-lining trees to be placed on private property. Street trees are normally required at a rate of one tree per 30 feet of street frontage, and the Van Buren Avenue frontage will comply with the requirement. Urban Forestry has agreed to the proposed modification to the requirement along Andrew Avenue.

CONSIDERATION 4: Request for Additional Building Height

The CG zoning district allows for a maximum building height of 60 feet. The applicant is proposing to exceed the maximum building height in the underlying zoning district by 26 feet, 5 inches for a total building height of 86 feet, 5 inches; this height includes parapet walls. Parapet walls are allowed to project 5 feet above the maximum building height.

The regulations of the CG zone allow an increase to the height of a building with Design Review approval from the Planning Commission.

While the scale exceeds what is existing on the block, it is anticipated that future development will also exceed 60 feet, especially since after the Downtown Building Heights Amendments were passed the CG zone permits 75 feet of building height by right, with a total height of 115 feet possible. Several buildings are under construction in the immediate area that will be similar in height to the proposed buildings, although they will not exceed the 60-foot allowance. The overall proposed height will contribute to the eclectic nature of the neighborhood while also being in line with anticipated development.



***Building Rendering Showing
Perspective from 300 W***

The intent of the Design Review standards is to break up the overall mass and scale of the building façade to provide for human scale and pedestrian connectivity. As discussed in detail in the Design Standard Analysis found in [Attachment E](#) of this Staff report, the scale of the proposed building height is broken down visually and structurally through application of horizontal and vertical building masses, use of differentiating exterior materials and colors, and use of large rooftop terraces at level 4.



***Building A East Elevation
(300 W Street Facing Façade)***

Based on the context of the area, the development potential of the surrounding properties and the building's overall design, Staff is of the opinion the additional 26 feet, 5 inches in building height will not cause detrimental effects. As reviewed in the Design Standard Analysis in [Attachment E](#)

of this Staff report, Planning Staff has found the proposed building height modifications meet the design review standards and the purpose of the CG General Commercial District.

CONSIDERATION 5: Request for Reduced Setbacks and Landscaping

CG requires a building setback of at least 10 feet on front and corner side yards, which applies to three sides of this property. The applicant is asking for a reduction in the required front and corner side yard setback on five separate building faces, three on Building A and two on Building B. CG requires that the front and corner side yard areas be maintained as landscape yards, so the reduction in setback also requires an equal amount of relief from the landscape yard requirements. The request is summarized in the table below:

Building	Side	Street Frontage	Proposed Setback	Relief Required
Building A	East	300 W	7 feet 10 inches	2 feet 2 inches
Building A	North	Andrew Ave	3 feet 11 inch	6 feet 1 inches
Building A	South	Van Buren Ave	2 feet 7 inches	7 feet 5 inches
Building B	North	Andrew Ave	8 feet 6 inches	1 foot 6 inches
Building B	South	Van Buren Ave	1 foot 11 inches	8 feet 1 inch

The total area of required landscaping in the front and corner side yards 10,810 square feet, and the applicant is proposing 7,211 square feet, a reduction of 3,599 square feet.

The reduced setbacks are ameliorated by ground level activation and landscaping placed along the midblock walkway and in the rear and interior side yards. Usable outdoor space is also provided on two rooftop decks, located on the fourth level of each building. The amount of landscaping provided outside of the front and corner side yards will be 6,733 square feet. In the CG zone, buildings that are more than 60 feet in height must provide additional landscaping equal to 10% of the additional floor area. In this case, that equals 4,833 square feet. Between the front and corner side landscape yards and the additional landscaping requirement, the total amount of required landscaping is 15,643 square feet, and the applicant is proposing to provide 13,944 square feet. This is a deficit of 1,699 square feet overall. However, the applicant is proposing to include two rooftop decks with the project, which will be approximately 3,346 square feet combined. The decks will overlook Van Buren Avenue and the mid-block walkway, helping to break up the overall massing of the two buildings and improving engagement with the street and walkway below.

The two public easements that were required in exchange for vacating the public alleys on the property are an important consideration because they occupy space on the ground level of the project. The relief on building setbacks allows for the applicant to more easily accommodate these public assets, contributing to the purpose of a Planned Development to have a product that is better overall than what would be achievable through strict application of the zoning regulations.

CONSIDERATION 6: Request for Zero Building Entrances on North Side of Building B

In the CG zone, at least one operable building entrance is required for each street facing façade of a proposed building. Design Review approval is required to modify this requirement. Along Andrew Avenue, Building B will be providing only a garage entrance, which does not satisfy the requirement.

Along this section of Andrew Avenue, a wider driving surface will be required allowing for aerial fire access to meet fire code requirements (this area is shown in red hatching above). As a result, no sidewalk will be provided along the Andrew Avenue frontage of Building B. If provided, a building entrance would open up directly to the driving surface rather than a sidewalk. Additionally, providing



an entrance would impact one of the proposed trees, and street trees are already very limited on the Andrew side of the project. The entrance to the building lobby on the north side of Building B is located facing the mid-block walkway, but close to the corner of the building, and it should be visible to pedestrians who are using Andrew.

DISCUSSION:

The proposed development will meet the intent of the General Commercial zoning district and applicable planning documents by increasing housing supply and retail in the community, activating the street through ground floor transparency and rooftop amenity spaces, and by providing a mid-block walkway, that will increase connectivity in the neighborhood.

While the building will be the tallest on the block, surrounding sites have the same and greater development potential as the subject site and it is anticipated that future development will also exceed the height allowance of the CG zone. The CG zone has also been updated to allow for greater building height of 75 feet by right and 115 feet with design review approval, and it is anticipated that future development will take advantage of the new requirements.

NEXT STEPS:

Approval of the Design Review Request

If the request for 26 feet, 5 inches of additional building height is approved, the applicant will be required to comply with the conditions of approval, including any of the conditions required by other City departments and the Planning Commission. The applicant will be able to submit plans for a building permit and a certificate of occupancy will be issued once all conditions of approval are met.

Denial of the Design Review Request

If the design review request for additional height is denied, the applicant will still be able to develop the property by right, but the maximum building height will be 75 feet (under the updated CG ordinance). The applicant will be able to submit plans for building permits and certificates of occupancy subject to meeting all applicable zoning requirements and requirements of other divisions.

Approval of the Planned Development Request

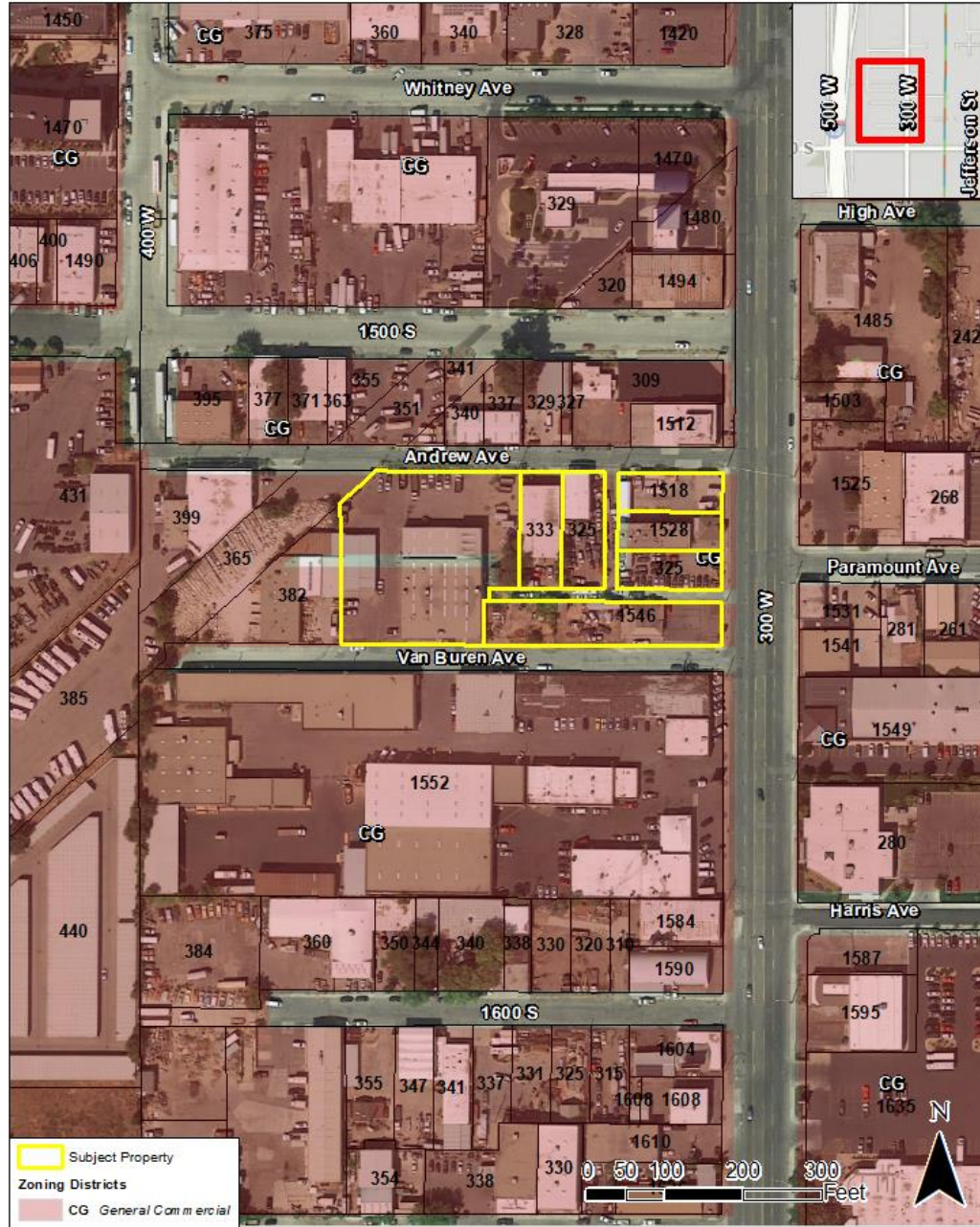
If the Planned Development is approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission.

Denial of the Planned Development Request

If the Planned Development is denied, the applicant can submit a building permit application that complies with the requirements of the CG zoning district and proceed with a permitted development.

ATTACHMENT A – VICINITY MAP

Vicinity Map



Salt Lake City Planning Division 1/26/2023

ATTACHMENT B – PLAN SET





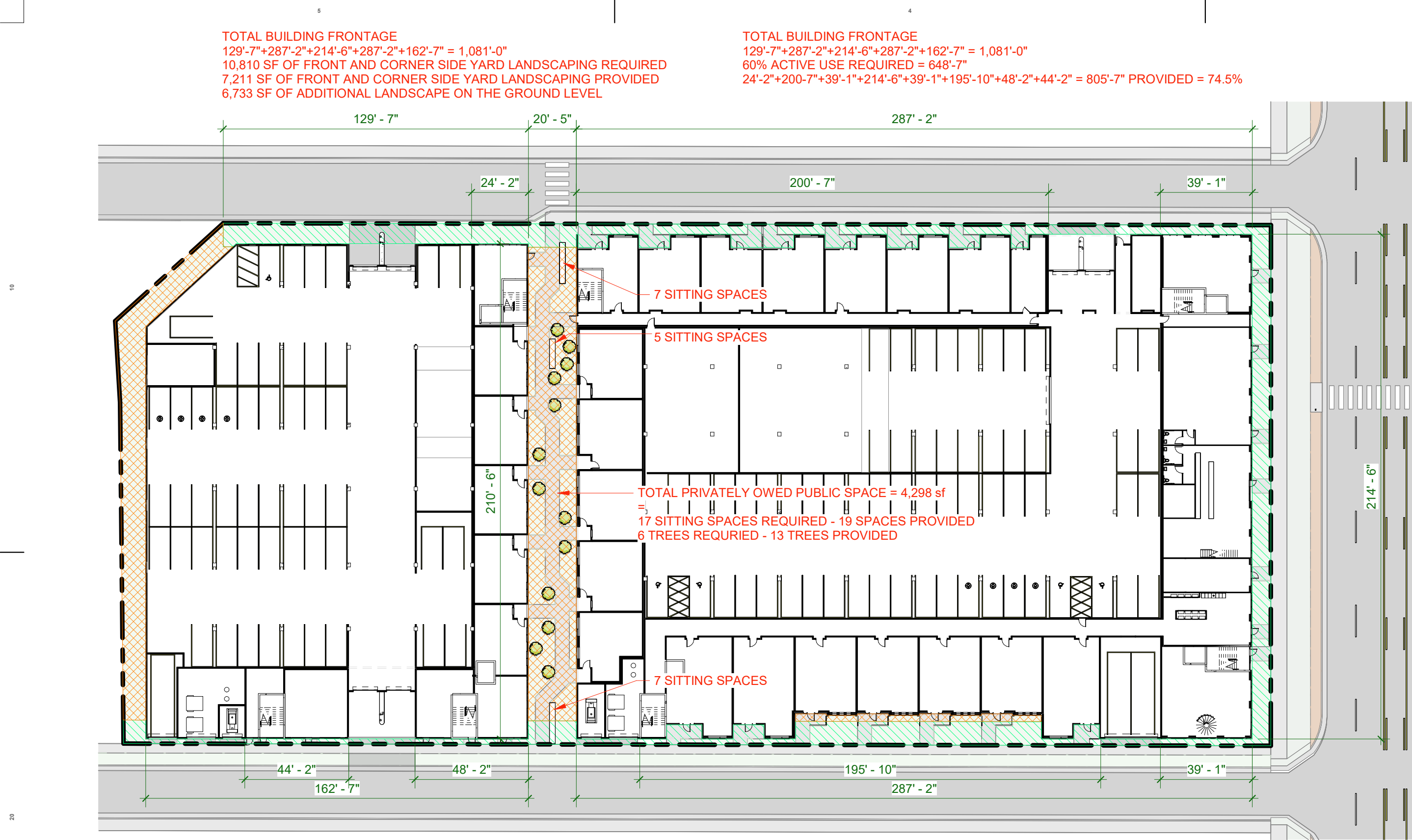
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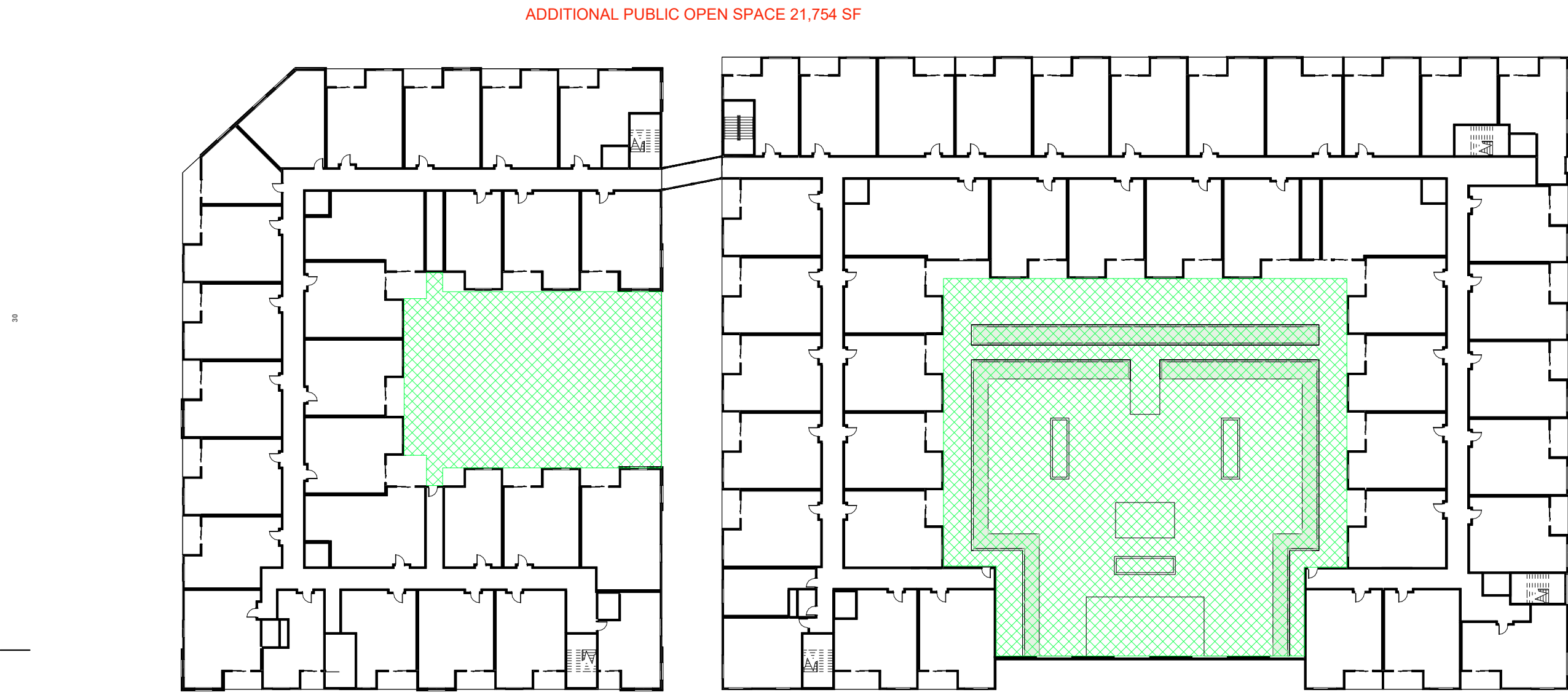
SITE PLAN

PROJECT NUMBER: **A.010**

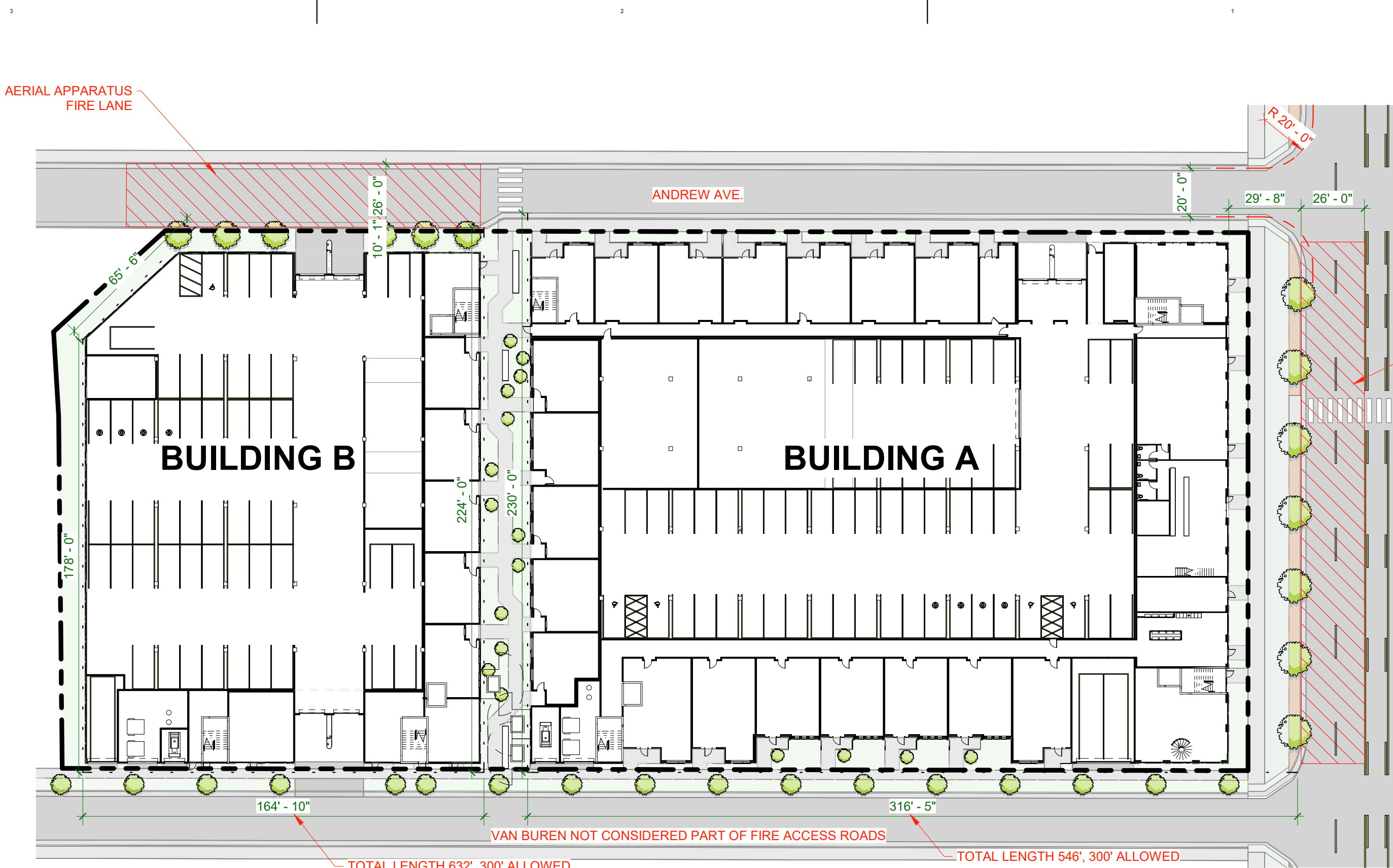
DIVELEPT DESIGN LLC © 2020



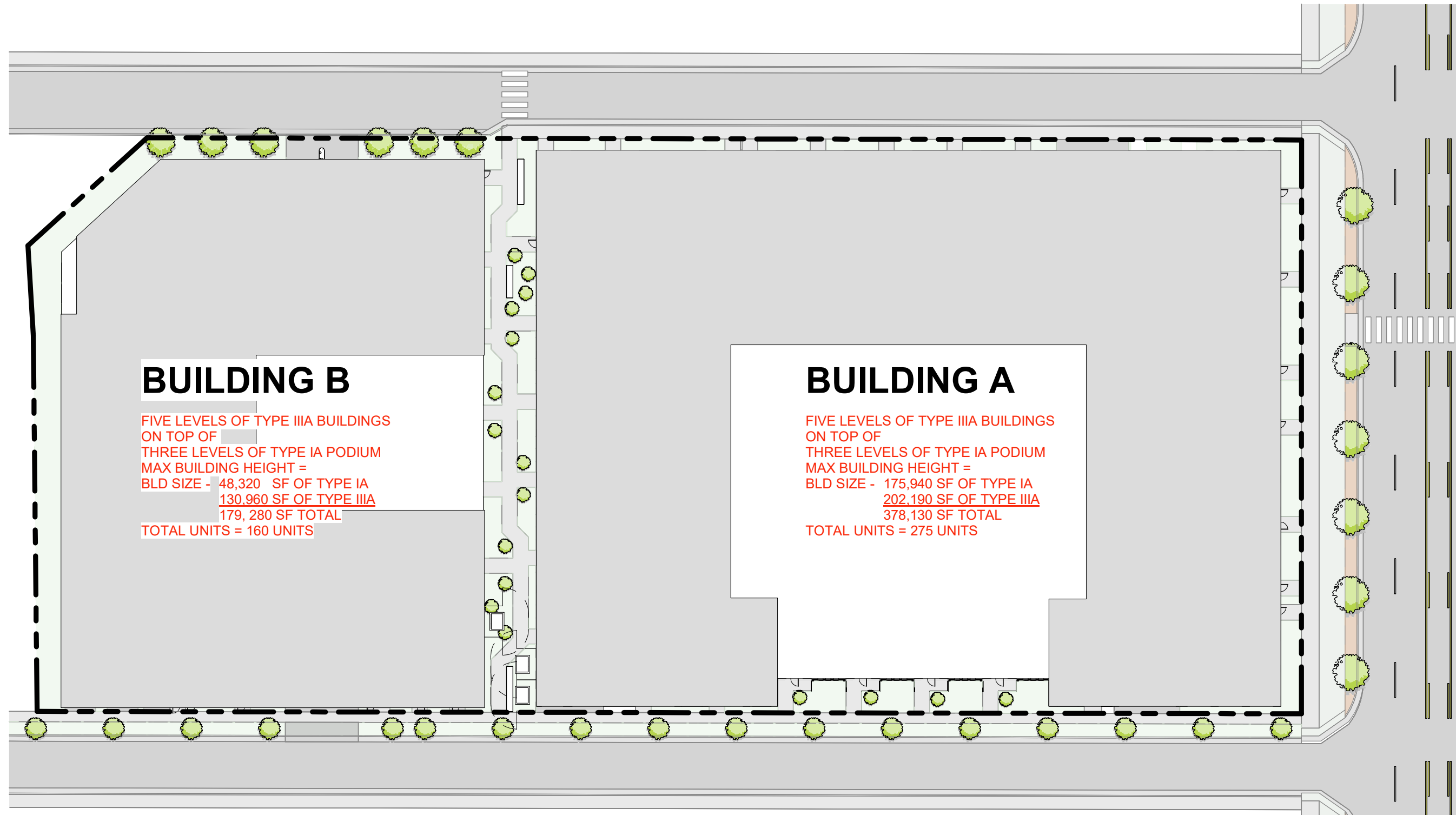
③ LANDSCAPE AND ACTIVE USE REQUIREMENTS
1" = 40'-0"



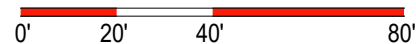
④ LEVEL 4 OPEN SPACE
1" = 40'-0"



① FIRE ACCESS SITE PLAN
1" = 40'-0"



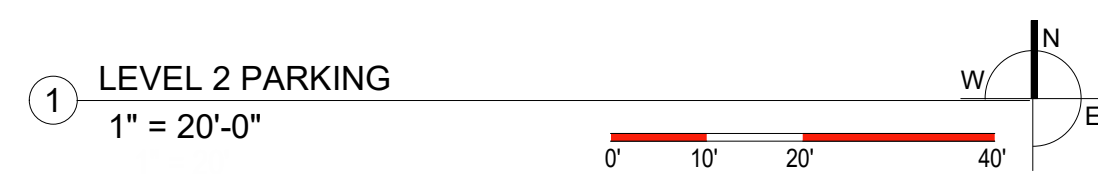
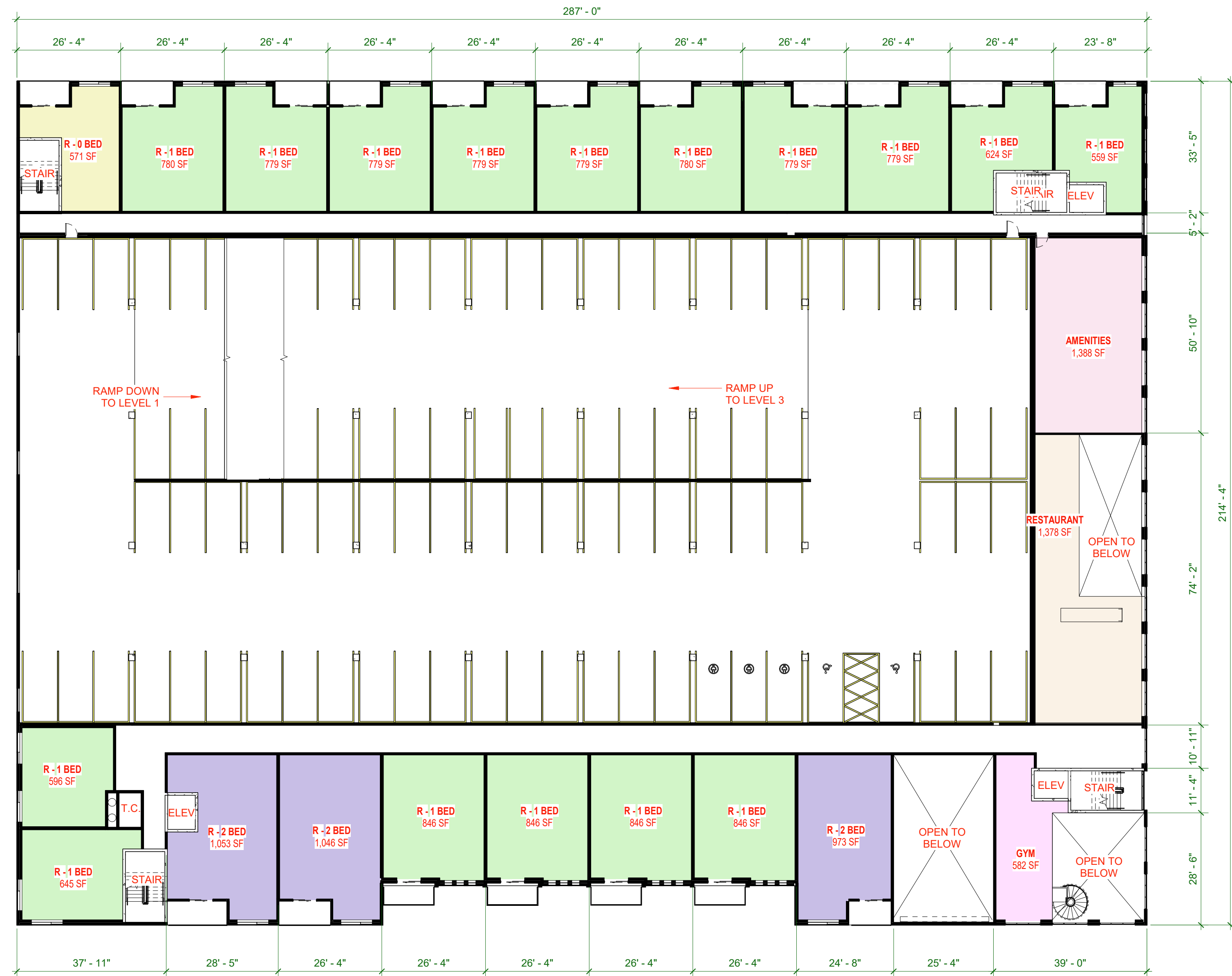
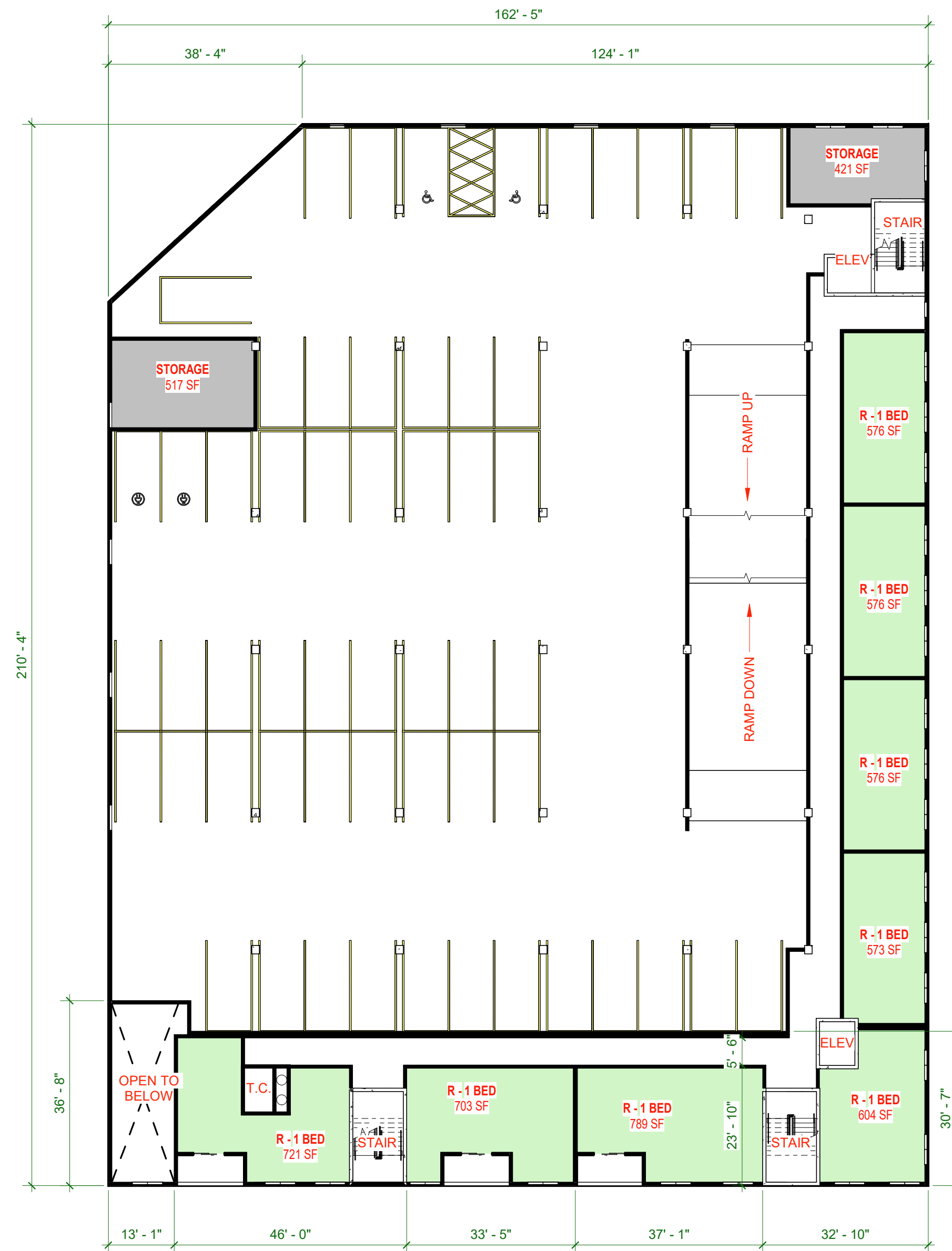
② BUILDING BASICS
1" = 40'-0"



TYPE	COUNT
BLDG A	
9'-0" x 18'-0" ADA	8
9'-0" x 18'-0" ELECTRIC VEHICLE	10
9'-0" x 18'-0"	241
BLDG A: 259	
BLDG B	
9'-0" x 18'-0" ADA	6
9'-0" x 18'-0" ELECTRIC VEHICLE	8
9'-0" x 18'-0"	148
BLDG B: 162	
Grand total: 421	

UNIT TYPE	UNIT COUNT	PRKG REQD PER UNIT	TOTAL PARKING REQD
BLDG A			
R - 0 BED	10	1	10
R - 1 BED	229	1	229
R - 2 BED	32	1.25	40
R - RESTAURANT	2	3	6
R - RETAIL	2	3	6
BLDG A: 275	275		291
BLDG B			
R - 0 BED	7	1	7
R - 1 BED	135	1	135
R - 2 BED	19	1.25	23.75
BLDG B: 161	161		165.75
Grand total	436		456.75

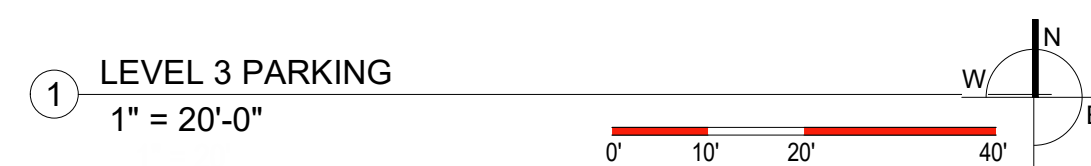
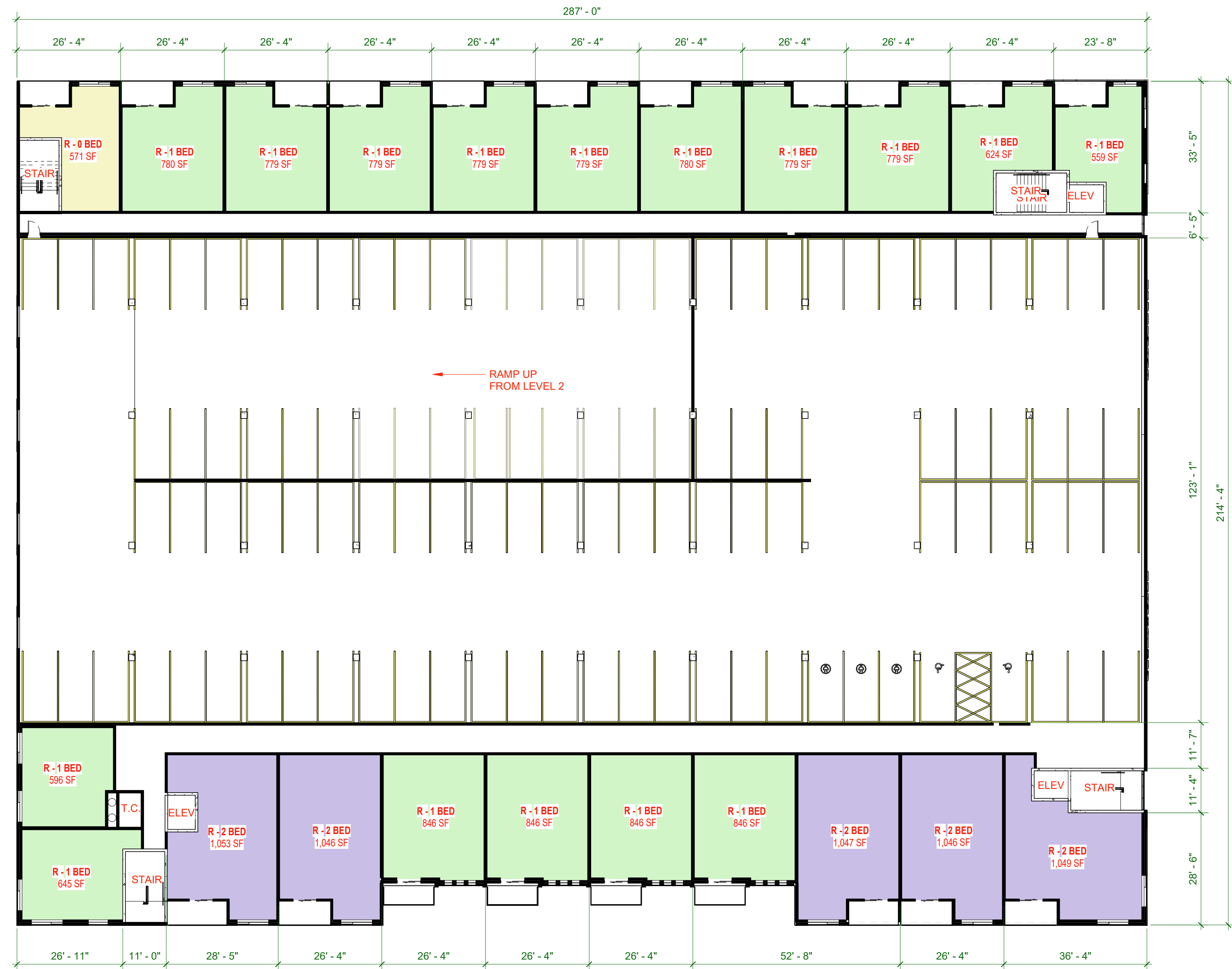
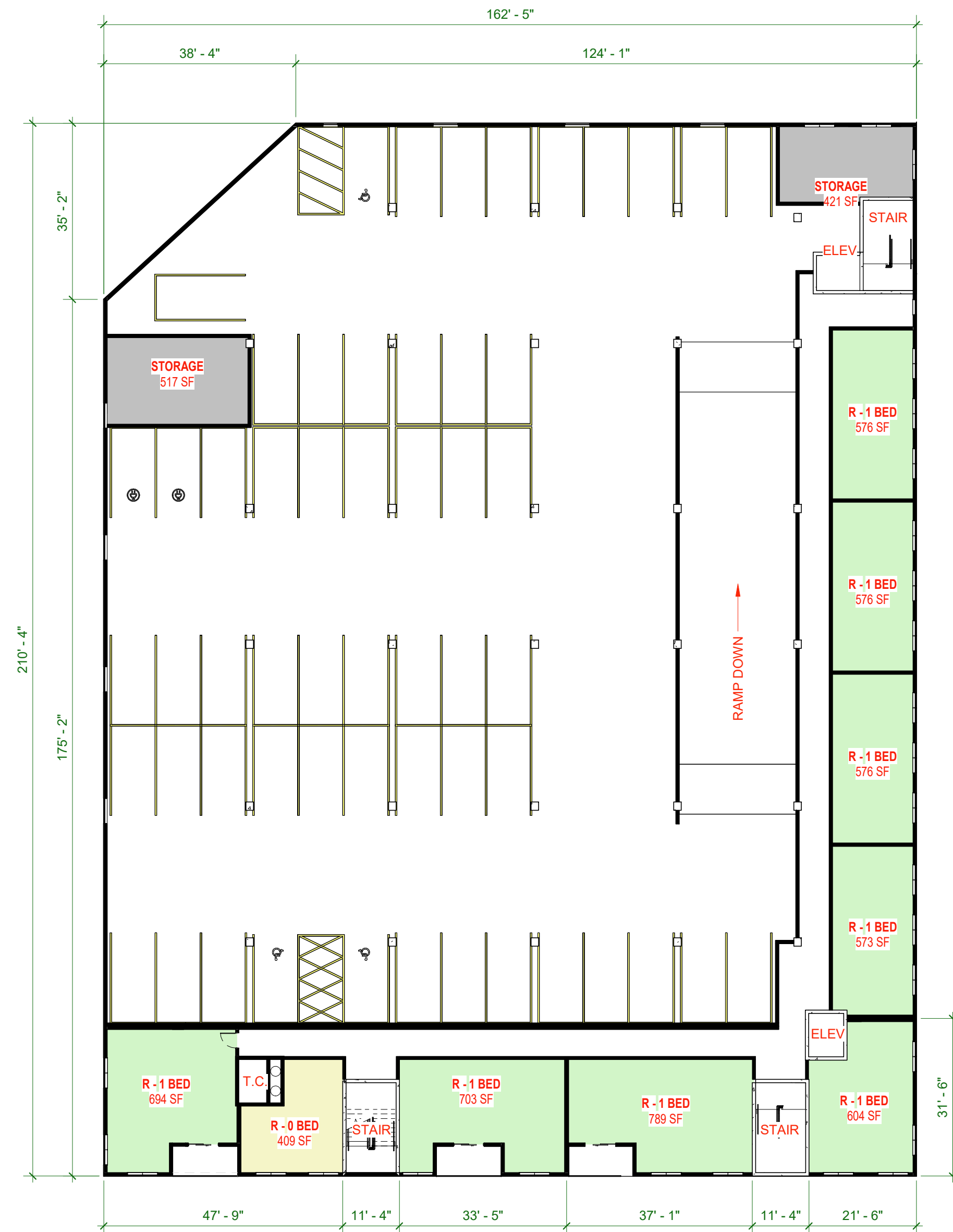
UNIT TYPE	COUNT	% BY # OF UNITS	% BY AREA	RENTABLE AREA
BLDG A				
R - 0 BED	10	2.3%	1.5%	4,962 SF
R - 1 BED	229	53.0%	52.5%	179,681 SF
R - 2 BED	32	7.4%	10.1%	34,615 SF
BLDG A: 271	271			219,258 SF
BLDG B				
R - 0 BED	7	1.6%	1.1%	3,717 SF
R - 1 BED	135	31.3%	29.5%	100,776 SF
R - 2 BED	19	4.4%	5.3%	18,296 SF
BLDG B: 161	161			122,789 SF
Grand total	432			342,046 SF



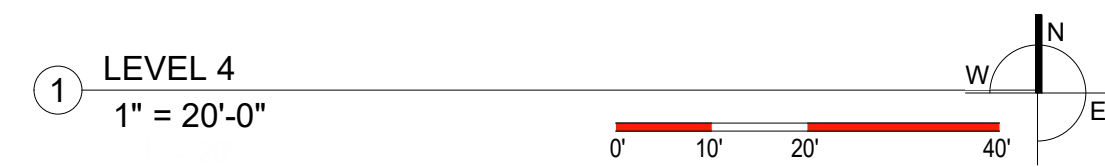
TYPE	COUNT
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9'-0" x 18'-0" ADA	8
9'-0" x 18'-0" ELECTRIC VEHICLE	10
9'-0" x 18'-0"	241
BLDG A: 259	
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Grand total	436		456.75

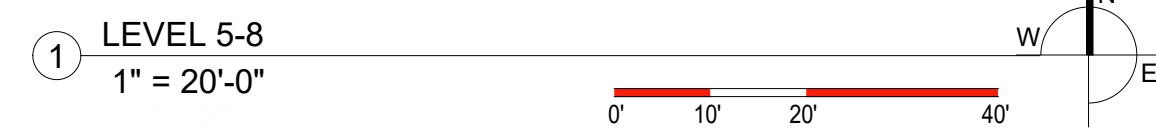
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Grand total	432			342,046 SF

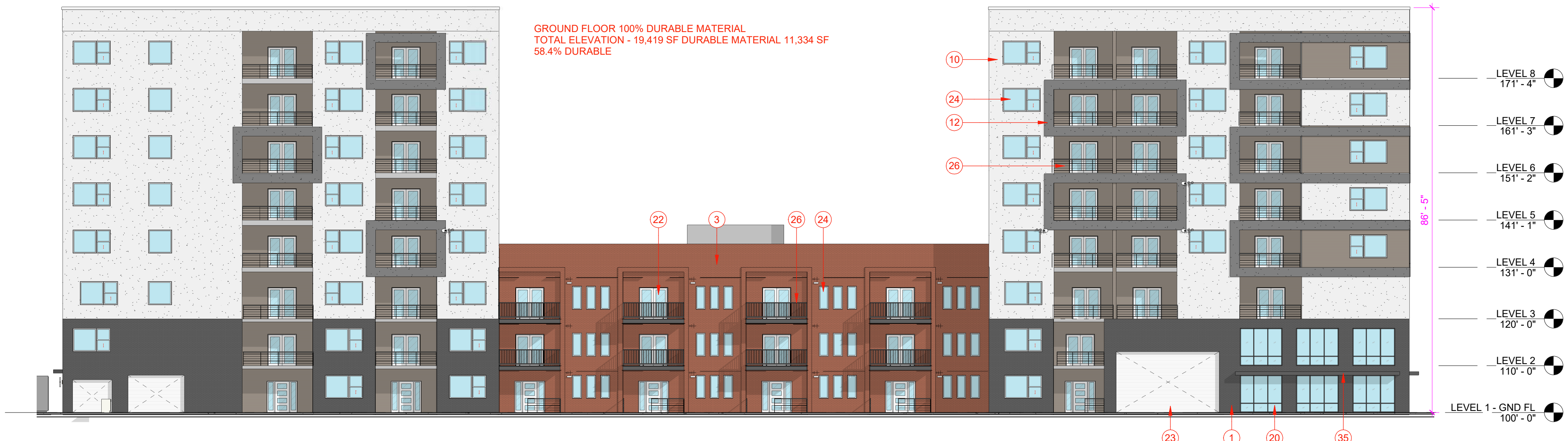


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R - 2 BED	19	4.4%	5.3%	18,296 SF
BLDG B: 161	161			122,789 SF
Grand total	432			342,046 SF



KEYNOTES

- 1 THIN BRICK - BLACK
- 3 THIN BRICK - RED
- 5 FIBER CEMENT PANELS - WOOD PATTERN TEXTURE - COLOR LIGHT GREY
- 10 STUCCO - WHITE
- 12 STUCCO - DARK GREY
- 15 ARCHITECTURAL FINISHED CONCRETE
- 20 ALUMINUM STOREFRONT GLAZING SYSTEM - BLACK FRAME
- 22 SLIDING DOOR
- 23 OVERHEAD COILING DOOR
- 24 WINDOW
- 26 GUARDRAIL
- 28 BUILDING MOUNTED SIGNAGE
- 29 BLADE SIGN
- 30 BUILDING MOUNTED SITE LIGHTING
- 35 CANOPY



3 BLDG A - SOUTH ELEVATION - VAN BUREN AVE FACADE
1/16" = 1'-0"



2 BLDG A - NORTH ELEVATION - ANDREW AVE FACADE
1/16" = 1'-0"



1 BLDG A - EAST ELEVATION - 300 W FACADE
1/16" = 1'-0"



4 BLDG A - WEST ELEVATION
1/16" = 1'-0"

1546 S 300 W

No.	Date	Description
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PROFESSIONAL SEAL:

OWNER:	DG CONSTRUCTION
PROJECT ADDRESS:	1546 S 300 W SALT LAKE CITY, UT 84115
CITY PERMIT #:	BLD20XX-XXXX
ARCH PROJECT #:	22-12
A.O.B.I.:	JDH
PHASE:	SCHEMATIC DESIGN
PUBLISH DATE:	20 NOVEMBER 2023
SHEET SCALE:	1/16" = 1'-0"
SHEET NAME:	BLDG A - EXT ELEVATIONS

- KEYNOTES**
- 2 THIN BRICK - BLUE BLACK
 - 6 FIBER CEMENT PANELS - WOOD PATTERN TEXTURE - COLOR FAUX WOOD
 - 7 FIBER CEMENT PANELS - GREY
 - 10 STUCCO - WHITE
 - 20 ALUMINUM STOREFRONT GLAZING SYSTEM - BLACK FRAME
 - 22 SLIDING DOOR
 - 23 OVERHEAD COILING DOOR
 - 25 OPERABLE WINDOW
 - 26 GUARDRAIL



4 BLDG B - WEST ELEVATION.
1/16" = 1'-0"



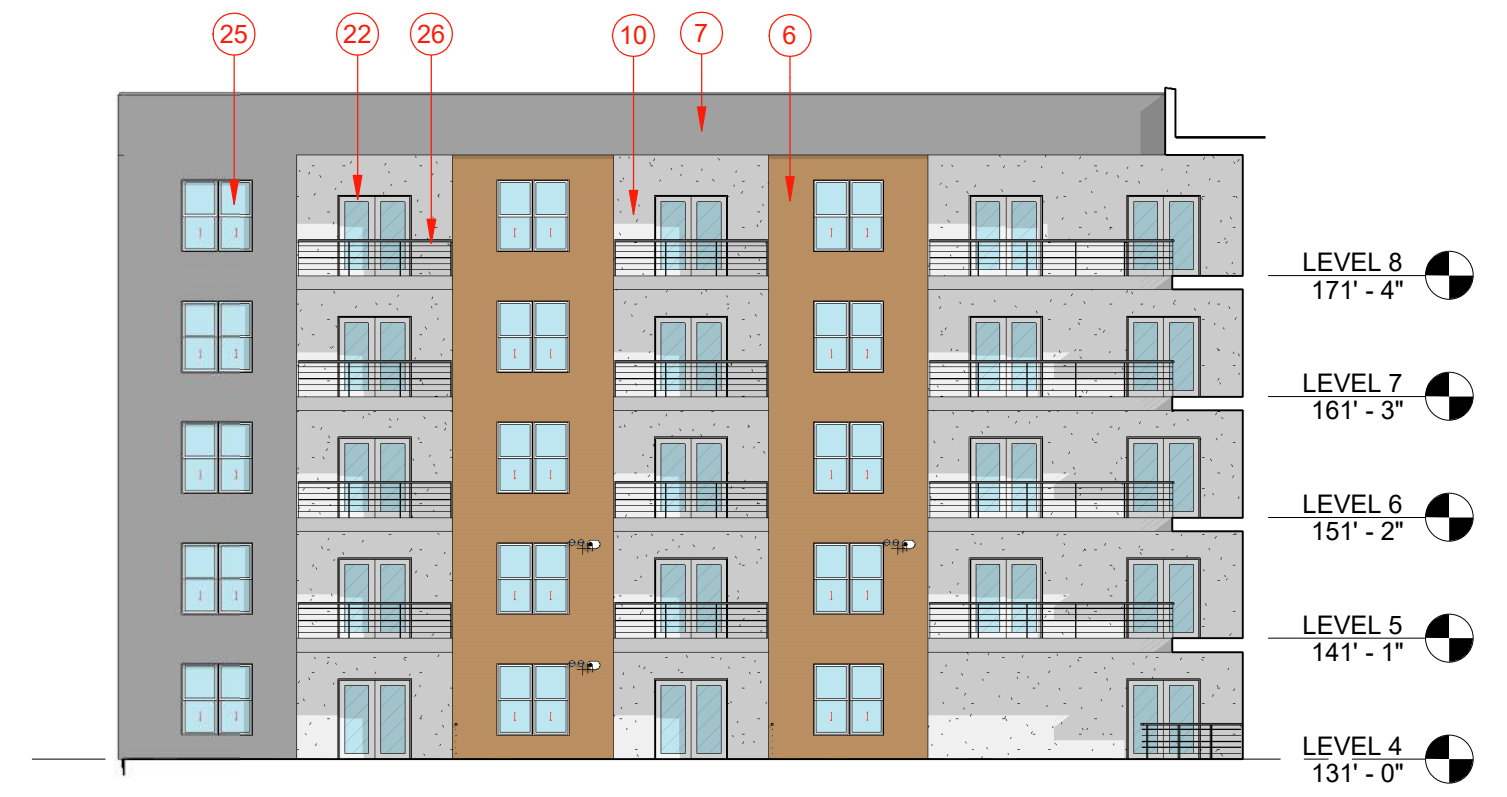
3 BLDG B - EAST ELEVATION
1/16" = 1'-0"



1 BLDG B - NORTH ELEVATION
1/16" = 1'-0"



5 BLDG B - COURTYARD NORTH ELEVATION.
1/16" = 1'-0"



6 BLDG B - COURTYARD SOUTH ELEVATION.
1/16" = 1'-0"



7 BLDG B - COURTYARD WEST ELEVATION.
1/16" = 1'-0"



2 BLDG B - SOUTH ELEVATION
1/16" = 1'-0"

1546 S 300 W

No.	Date	Description
-----	------	-------------

PROFESSIONAL SEAL:

OWNER:	DG CONSTRUCTION
PROJECT ADDRESS:	1546 S 300 W SALT LAKE CITY, UT 84115
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A.O.B.:	JDH
PHASE:	SCHEMATIC DESIGN
PUBLISH DATE:	20 NOVEMBER 2023
SHEET SCALE:	1/16" = 1'-0"
SHEET NAME:	BLDG B - EXT ELEVATION

ATTACHMENT C – PROPERTY AND VICINITY PHOTOS



East side of property viewed from
300 West



View of property from 300 W with
neighboring property to the south
visible in background



View of Van Buren Avenue from 300
West



Corrugated metal fence on subject
property fronting 300 West



View of neighborhood south of
subject property



Opposite side of 300 West from
subject property



Opposite side of 300 West and
southeast of subject property

ATTACHMENT D – CG ZONING STANDARDS

CG (General Commercial District)

The purpose of the CG General Commercial District is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. 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. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users.

Standard	Requirement	Proposed	Finding
Maximum Building Height	60 feet without Design Review, 90 feet with Design Review approval from the Planning Commission	86 feet 5 inches to the top of the parapet	Complies with Design Review approval
Front/Corner/Side/Rear Yard Setbacks	Front: 10 feet Corner Side: 10 feet Interior Side: No minimum Rear: 10 feet	Building A Front (300 W): 7'10" Corner Side (Andrew Ave): 3'11" Corner Side (Van Buren Ave): 2'4" Building B Front (Van Buren Ave): 1'11" Front (Andrew Ave): 8'6" Interior Side (West): 9'5" Interior Side (Northwest): 10'1"	Complies with Planned Development approval
Lot Size	Minimum lot area: 10,000 sq. ft Minimum lot width: 60 feet	When combined, the property is approximately 2.46 acres (107,114 square feet) and 221 feet, 2 inches wide.	Complies
Landscape Yards	Front: 10 feet Corner Side: 10 feet Interior Side: No minimum Rear: No minimum	Building A Front (300 W): 7'10" Corner Side (Andrew Ave): 3'11" Corner Side (Van Buren Ave): 2'4" Building B Front (Van Buren Ave): 1'11" Front (Andrew Ave): 8'6"	Complies with Planned Development approval
Refuse Control	Containers covered and stored within completely enclosed buildings or screened.	All refuse containers on the site will be integrated into the building footprint on the ground level.	Complies
Lighting	On site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in such a manner so as not to create glare on adjacent properties.	All on-site lighting will be directed towards illuminating the structure or signage. As a condition of Design Review approval, the applicant will work with staff to finalize the lighting plan.	Complies with conditions

Off Street Parking & Loading (21A.44)	<p>The CG zone is placed in the General Context for parking purposes.</p> <p>Minimum off-street parking in the General Context for multi-family residential: Studios: 1 stall per unit One-Bedrooms: 1 stall per unit Two-Bedrooms or more: 1.25 stalls per unit</p> <p>Minimum off-street parking in the General Context for restaurant and retail uses: 2 spaces per 1,000 sq. ft.</p> <p>Maximum parking allowance (General Context): Residential Use: 2 spaces for a studio or one-bedroom unit and 3 spaces for a two (or more) bedroom unit.</p> <p>Maximum parking allowance (General Context): Restaurant: 7 spaces per 1,000 sq. ft. Retail: 4 spaces per 1,000 sq. ft.</p> <p><u>Accessible Parking Stalls:</u> Pursuant to Salt Lake City Off Street Parking Manual</p> <p><u>Electric vehicle charging stations:</u> 1 space per 25 stalls provided 20% EV Ready</p> <p><u>Bike Parking:</u> Residential Uses (General Context: 1 per 5 units Commercial Uses: 1 per 10,000 sq. ft.</p>	<p><u>Residential parking stalls:</u> Min. required: 445 Max. allowed: 915</p> <p><u>Non-residential parking stalls:</u> Min. required: 12 Max. allowed: 33</p> <p><u>Shared Parking Reduction</u> $((445 + 6)/1.2) + 6 = 382$</p> <p>Total Vehicle parking stalls: Min. required: 382 Max. allowed: 948 Proposed: 421</p> <p><u>Electric vehicle stalls:</u> Min. required: 17 Proposed: 18</p> <p><u>Bike Parking</u> Min. required: 86</p> <p><u>Off Street Loading Areas:</u> Min. required: Building A: 2 Short Loading Berths Building B: 1 Short Loading Berth Proposed: Building A: 2 Short Loading Berths Building B: 1 Short Loading Berth</p>	Complies
Landscaping & Buffering (21A.48)	<p>Urban Forestry Division is permitting the waiver of the street tree requirements along the Andrew Avenue frontage.</p>	<p>The landscape plans show street trees meeting the requirements along the Van Buren Avenue frontage. Along Andrew Avenue, private trees will line the frontage of Building B, and private landscaping will be incorporated into the corner side yard fronting Building A.</p>	Complies with conditions

Signage (21A.46.110)		<p>Flat and blade signs proposed for 300 West frontage.</p> <p>As a condition of approval, the applicant will work with staff and Building Services to finalize the signage plan.</p>	Complies with conditions
Building Entrances (21A.37)	At least one building entrance required for each street facing building frontage.	Building entrances will be provided along each street facing building frontage, except for the north side of Building B.	Complies with Design Review Approval
Lighting: parking lot	<p>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.</p>	Parking will be integrated into the building and there will not be a standalone parking lot or structure.	Complies

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

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 proposed development is directly aligned with the purpose statement for the CG zone. The project will contribute to a greater mix of uses in the neighborhood, addressing the goal of economic development in the CG zone. Under the old version of the CG regulations, there are very few design regulations, and the proposed development meets or exceeds the design standards of the old CG.

Condition(s):

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:

- 1.** The development and primary building entrances are oriented towards the three public streets and the mid-block walkway. Four retail entries and the main residential lobby of Building A are located along 300 W while seven residential units face Van Buren Avenue and eight face Andrew Avenue. The entry lobbies to Building B face the mid-block walkway on the corner with Andrew Avenue or directly only Van Buren Avenue. On the Van Buren side, there are an additional five entries that lead to amenity spaces, stairs, or building functions.
- 2.** The two buildings will be sited close to the public sidewalk on all street-facing sides. On 300 West, the proposed reduced setback will allow for retail and restaurant spaces to be accessed easily from the public sidewalk. On Andrew and Van Buren, Building A includes residential units that face Andrew and Van Buren. Building B will have amenity spaces and an entry lobby that open up onto the sidewalk on the Van Buren side.

<p>3. Floors 1-3 of both buildings consist partially of interior parking decks with a combined 421 parking stalls, wrapped in residential units and associated amenities on all street-facing frontages except the Andrew Avenue frontage of Building B. The vehicular entries to the parking and service areas are located on the north and south sides of the two buildings, providing access from Andrew or Van Buren rather than 300 West. The vehicular entries will not be visible from 300 West. The northern façade of Building B is designed with dark ground floor materials to create a subdued appearance which will detract attention from the vehicular entries. Additionally, trees will line the façade which will obstruct the view of the building face and further detract attention.</p>
<p>Condition(s):</p>
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 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.
<p>Finding: Complies</p>
<p>Discussion:</p> <ol style="list-style-type: none"> 1. The applicant is proposing approximately 5,920 sq ft of retail and restaurant space on the ground floor fronting 300 W which can be accessed from the public sidewalk along 300 W. The ground floor of the north, west, and south facades of Building A are also activated by ground floor residential units, entry lobbies, and amenity spaces. The south and east façade of Building B fronting the mid-block walkway and Van Buren Avenue are activated by ground floor residential units, entry lobbies, and amenity spaces. 2. The ground floor of the east street facing façade of Building A is primarily composed of glass, storefront window systems. The glass is used on the first and second story along the 300 West storefronts, the residential lobby, and the gym. On the Andrew, Van Buren, and mid-block walkway facades of Building A, glass is used in a manner consistent with residential uses. On the south façade and a portion of the north façade of Building B, storefront window systems are also used for the entry lobby and amenity spaces. 3. The applicant is proposing floor to ceiling storefront window systems with canopies and blade signs. 4. The applicant is proposing the following outdoor and semi-outdoor spaces: <ul style="list-style-type: none"> • The fourth floor of both buildings feature a rooftop patio overlooking Van Buren Avenue and the mid-block walkway. • Private residential balconies on levels 2-8 provide visual connections to the three public streets, mid-block walkway, and rooftop patios. • Landscaped yards sited in front of residential units and along mid-block walkway.
<p>Condition(s):</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p>

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:

1. The proposed building height is 86 feet 5 inches. While the scale exceeds what is existing on the block it is anticipated that future development will also exceed 60 feet. The CG zone has been updated to permit a by-right building height of 75 feet with an allowable height of 115 feet through Design Review.
2. The proposed building modulates to relate to the scale of pedestrians and to the existing buildings to the west, north, and south and the anticipated buildings to the east. The 300 West street facing facades feature large floor to ceiling glass, storefront window systems, overhead awnings, and blade signs similar to surrounding commercial buildings, creating human scale and vertical emphasis at the ground level.

The visual massing of the building is reduced through application of differentiating exterior materials and colors which increase vertical and horizontal perception and create high contrast of foreground and background planes. Additionally, the use of rooftop patios helps to break up the vertical planes of both buildings because the patios are placed at a mid-height position, and the remainder of the buildings above the rooftops are constructed in a “U” shape.
3. The building massing is visually and structurally broken down into smaller masses through implementation of recessed balconies and large rooftop terraces. All street facing facades of the two buildings contain recessed, private residential balconies. Each building also features a large terraces at levels 4, facing Van Buren Avenue and the mid-block walkway.
4. The subject property is within the Central Community Master Plan, which does not state a specific goal for the scale or solid-to-void ratio of fenestration. The existing buildings within the surrounding neighborhood are composed of a variety of architectural styles and do not reflect a predominant architectural character.

Condition(s):

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
<p>Discussion:</p> <ol style="list-style-type: none"> 1. The north and south street facing façades of Building A measure approximately 286 feet, 8 inches in length, and the east façade of Building A measures approximately 213 feet in width. On the south, Van Buren Avenue elevation, the vertical massing is broken up by the rooftop patio on level 4. This splits the upper portion of the building, above level 3 into two separate vertical columns on either end of the façade. The north, Andrew Avenue facing elevation is broken up by two columns of recessed balconies and changes in material that use contrasting colors. The east facing façade is broken into three sections visually by two columns of glass that split the central, dark grey stucco section from the two white stucco sections on opposite ends of the façade. 2. On the south elevation of Building A, red brick is used to differentiate the shorter middle section from the two taller sections on either end, which are clad in black brick at the base and white stucco mixed with fiber cement panels in the mid and top. The east facing façade uses grey stucco to differentiate the middle section from the two white stucco sections at either end, and further uses black brick to differentiate the base. On the north elevation of Building A, grey stucco defines the central section of the building, which is visually separated from the two outer, white stucco building sections by columns of recessed balconies that are clad in fiber cement board in a light grey, wood pattern texture finish. The building corners are defined with the use of light grey fiber cement board accent panels that contrast the white stucco. 3. The south façade of Building A is visually and structurally broken down into smaller masses through implementation of a large rooftop terrace at level 4, which breaks the vertical massing up into three distinct sections. The north facade is broken into smaller masses using recessed balconies, which help to define separate sections of the building, and the east façade uses columns of floor-to-ceiling glass to separate the massing into smaller sections.
Condition(s): None
<p>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 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:

<ol style="list-style-type: none"> 1. The mid-block walkway will have 19 places to sit spread throughout the area of the walkway, which meets this standard. 2. Not provided. 3. The mid-block walkway will include trees that meet the requirements of this standard and are of a species that will survive in the gap between the two proposed buildings. 4. Not provided. 5. Not provided. 6. The mid-block walkway will provide the public benefit of introducing a new pedestrian and bicycle connection between Andrew and Van Buren Avenues, of particular importance because Van Buren Avenue is a dead end street.
Condition(s):
<p>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.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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
<p>Discussion:</p> <p>1a. The building does not step down to the existing development, but it does match the development potential of the surrounding properties. The Ballpark Station Area Plan identifies this as an area that will continue to transition to larger-scale development.</p>

1b. The building's street facing facades have a distinct base, middle, and top. The base (retail) consists of transparent floor storefront glass systems framed with black colored brick and dark bronze metal and canopies. The middle of the building features horizontal masses clad in dark and light stucco and fiber cement board panels which emphasize the recessed balconies, and are defined with bands of glazing. The top of the building is distinguished by the parapet, which is differentiated from the middle by a belt course.

Negative Impacts

2a. As shown in the building elevations and adjacent building height diagrams, the building features horizontal and vertical design elements to relate with the adjacent buildings. These elements are emphasized through the use of differentiating exterior material and colors in addition to building step-backs, recessed balconies, and rooftop terraces which create foreground and background elements adding depth and shadows to the building façade.

2b. The impacts of the additional building height are not a considerable increase from the by-right height achievable through CG.

2c. As mentioned above, the proposed height isn't considerably taller than the by-right height achievable through the CG zoning district. Staff is not readily concerned with the development creating a wind impact.

3a. The building features a continuous parapet wall which is clad in stucco and is designed with a flat roof consistent with the overall design of the building and design of the adjacent buildings.

3b. The surrounding buildings vary in height, and predominantly feature flat roofs. The roof form is complimentary to others within the vicinity.

3c. The buildings contain two covered outdoor terraces on level 4. The rooftop courtyard incorporates a multitude of amenities for residents including hot tubs and a pool. It is a visually compelling feature that adds to the building design. It should serve to reduce solar gain and allow for cooling by the air circulating in the open area.

Condition(s):

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:

1. All parking is within the building. Access to the parking and services areas is located on the side streets to minimize interference with the pedestrian experience along the eastern building façade which features ground floor retail space.

Condition(s):

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: 1. All waste and recycling containers, mechanical equipment, storage areas and loading docks are hosted within the building, removing them from the pedestrian experience.
Condition(s):
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 With Conditions
Discussion: F 1. Flat and blade signs are proposed on the 300 West façade. 2. Signage will be provided with appropriate lighting. 3. The signage location will not conflict with landscaping.
Condition(s): Final signage design will be approved at staff level during the building permit review.
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 With Conditions
Discussion: 1. Street lighting will be in line with the Salt Lake City Master plan. 2. All outdoor/landscape lighting will be low voltage and downlit. 3. Lighting will be provided for signage and integrated into the landscape to identify pedestrian circulation and spaces. Lighting plans will meet the requirements set forth in Chapter 4 of the Salt Lake City lighting master plan. Lighting Master Plan: http://www.slcdocs.com/transportation/StreetLighting/PDF/StreetLightingMP.pdf
Condition(s): 1. Existing Streetlights will be coordinated with the Salt Lake City Streets Department.

2. Final lighting design be approved at staff level during the building permit review.

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 With Conditions

Discussion:

1.The Van Buren Avenue and 300 West frontages will comply with the street tree requirements. On Andrew Avenue, Urban Forestry has approved a modification to the requirements to accommodate a sidewalk and wider driving surface for fire access. Street trees will not be provided along Andrew Avenue, but private landscaping lining Andrew will be included with the development.

2a. The proposed pavers are considered durable.

2b. The proposed pavers will create a permeable surface that will allow rainwater to infiltrate the ground.

2c. The majority of proposed paving materials are light colored.

2d. The character of the site and surrounding neighborhood is currently heavy commercial and light manufacturing. The chosen pavers will reflect the new character of the site and support a healthy pedestrian environment adjacent to the property.

2e. Ramps have been incorporated to support access and comfort for all pedestrians.

2f. No asphalt is proposed.

Condition(s):

1. Final landscape, streetscape details, and sidewalk paving to be delegated to Planning Staff to ensure compliance with the standards for Design Review as well as the Downtown Master Plan.

ATTACHMENT F – PLANNED DEVELOPMENT STANDARDS

21A.55.050: Standards for Planned Development: 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 planned development:

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: Staff finds that the project meets the Master Plan Implementation Planned Development objective. Staff is of the opinion that the planned development generally creates a better product than would be possible if the city enforced a literal interpretation of the zoning ordinance. The requested relief allows the applicant to construct a building with greater visual interest and “eyes on the street.” The project helps to implement the *Central Community Master Plan* and *Ballpark Station Area Plan*.

Finding: ☒ Meets Purpose Statement ☐ Does Not Meet Purpose Statement

<p>A. Open Space And Natural Lands: Preserving, protecting or creating open space and natural lands:</p> <ol style="list-style-type: none"> 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. <ol style="list-style-type: none"> 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.
<p>Discussion: Project does not specifically include a proposal to preserve, protect, or create open space or natural lands.</p>
<p>Finding: <input type="checkbox"/> Objective Satisfied <input checked="" type="checkbox"/> Objective Not Satisfied</p>
<p>B. Historic Preservation:</p> <ol style="list-style-type: none"> 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.
<p>Discussion: Project is not located in a historic district or listed as a landmark site. There is a historic structure located on the property that will be razed.</p>
<p>Finding: <input type="checkbox"/> Objective Satisfied <input checked="" type="checkbox"/> Objective Not Satisfied</p>
<p>C. Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies:</p> <ol style="list-style-type: none"> 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.
<p>Discussion The project will provide housing, but it will not be set aside as affordable nor will it be a type of housing that is uncommon to find in the area.</p>
<p>Finding: <input type="checkbox"/> Objective Satisfied <input checked="" type="checkbox"/> Objective Not Satisfied</p>
<p>D. Mobility: Enhances accessibility and mobility:</p> <ol style="list-style-type: none"> 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.
<p>Discussion: Project will include an interior block walkway connection, which will enhance accessibility and mobility by:</p> <ol style="list-style-type: none"> 1. Creating connectivity between Andrew Avenue and Van Buren Avenue, the latter of which is currently a dead end street. 2. Contributing to walkability and bikeability by breakup up a block that is over 750 feet in length with an additional pedestrian path.

Finding: <input checked="" type="checkbox"/> Objective Satisfied <input type="checkbox"/> Objective Not Satisfied
<p>E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems:</p> <ol style="list-style-type: none"> 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: Project has not been identified as being located on a brownfield site. The design of the building, its systems, or site have not been specifically identified as allowing for a significant reduction in energy usage as compared with other buildings of a similar type. There is no proposed on-site generation of renewable energy.
Finding: <input type="checkbox"/> Objective Satisfied <input checked="" type="checkbox"/> Objective Not Satisfied
<p>F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal:</p> <ol style="list-style-type: none"> 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.
This project is consistent with and helps to implement goals and initiatives in the Central Community Master Plan, Ballpark Station Area Plan, and Plan Salt Lake. This is discussed in more detail in Key Consideration 1 in the main body of the report.
Finding: <input checked="" type="checkbox"/> Objective Satisfied <input type="checkbox"/> 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: The proposed project is compatible with goals and initiatives in the applicable planning documents, including the Central Community Master Plan, Ballpark Station Area Plan, and Plan Salt Lake. This is discussed in more detail in Key Consideration 1 in the main body of the report.
Condition(s):

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:
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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 is in line with what is allowable in the CG zone. Neighboring properties are anticipated to develop to a similar scale.
Condition(s):
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 project is located within a more heavily commercial district and the surrounding properties are generally commercial or industrial. The area surrounding the site has seen redevelopment recently from industrial or heavy commercial uses to retail and residential. The proposed project will improve the built environment and will further the neighborhood's compliance with the adopted master plans related to building and site design.
Condition(s):
3. Whether building setbacks along the perimeter of the development: <ol style="list-style-type: none"> Maintain the visual character of the neighborhood or the character described in the applicable Master Plan. Provide sufficient space for private amenities. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. Provide adequate sight lines to streets, driveways and sidewalks. Provide sufficient space for maintenance.
Finding: Complies
Discussion: <ol style="list-style-type: none"> Setbacks do not impact the visual character of the neighborhood, despite the fact that the applicant is seeking relief from underlying zoning standards. Existing development in the vicinity is built to very close or zero setback. Adequate space is maintained for private amenities. Underlying zoning does not require a landscape buffer. The provided buffers are appropriate for the zoning district and the character of the neighborhood. Sight lines to streets, driveways, and sidewalks must be maintained per applicable City code requirements. Requested setback modifications should not impact sight lines. Applicant is requesting modifications to setback standards. Department review did not identify concerns with not providing sufficient space for maintenance.
Condition(s):

4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
Finding: Complies
Discussion: The primary elevations of Building A and Building B provide ground floor transparency and architectural detailing. The east façade of Building A, where active uses are located, has sufficient transparency to highlight that portion of the building. The north and south elevations of Building A include residential units that face the street and have entrances which open directly at the street level. The south façade of Building B incorporates storefront glazing and ground floor amenity spaces.
Condition(s):
5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
Finding: Complies
Discussion: The lighting will be directed towards the interior of the development.
Condition(s):
6. Whether dumpsters, loading docks and/or service areas are appropriately screened;
Finding: Complies
Discussion: Dumpsters will be fully screened with durable materials and will be located on the interior of the building.
Condition(s):
7. Whether parking areas are appropriately buffered from adjacent uses.
Finding: Complies
Discussion: Parking areas will be contained in garages. Residential units and associated amenity spaces will shield the garages from public view on most street facing facades. On the north, Andrew Avenue facing façade of Building B, street-lining trees will help shield the view of the garage.
Condition(s):
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 no mature trees located on the site nor along the periphery of the property.
Condition(s):
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):
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;
Finding: Complies
Discussion: The proposed reduction in setbacks in the front and corner side yard areas will be partially moderated by the landscaping provided in these areas. Front and corner side yard areas will include pedestrian walkways. The mid-block walkway and landscaping provided therein will also help to moderate the impact of the reduced setbacks.
Condition(s):
4. Whether proposed landscaping is appropriate for the scale of the development.
Finding: Complies
Discussion: New street trees will be planted along Van Buren Avenue, with some street-lining trees planted along Andrew Avenue. The trees planted on Andrew Avenue will help to separate the ground floor parking from pedestrians on the street. There is a deficit in the amount of landscaping provided by the proposal according to the landscape yard and additional landscaping requirements, but this is moderated by the inclusion of rooftop terraces on the fourth level which are larger than the landscaping deficit in size.
Condition(s):

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:

Vehicular access to the site has been reviewed by both the Transportation and Fire Departments and the proposed access to the local street meets their standards.

Condition(s):
<p>2. Whether the site design considers safe circulation for a range of transportation options including:</p> <ul style="list-style-type: none"> 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
<p>Discussion:</p> <ul style="list-style-type: none"> a. As part of the project, new sidewalks will be installed Andrew and Van Buren Avenues which will help to improve the pedestrian environment and overall functionality of the two streets. b. Bike parking is proposed to be included within the two parking garages. Adjacent to the subject property on 300 West, the City has recently completed a new cycle track that will run between 900 South and roughly 2100 South. On 900 South, the City is also in the process of constructing a cycle track that will be part of the Nine Line Trail, running for several miles adjacent to 900 South. c. The proposed design will not create significant conflicts between transportation modes. The number of drive access points will be increased by two from current conditions, and the new access points will cross a public sidewalk, but these are low-traffic streets. Residents of the development will be able to access all three streets directly from the lobbies and stairwells, and all entrances of the building will lead directly to a public sidewalk or the mid-block walkway.
Condition(s):
<p>3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;</p>
Finding: Complies
<p>The layout of the proposal includes direct access to the public sidewalk, which would permit residents to access nearby adjacent uses and amenities.</p> <p>The surrounding neighborhood is primarily heavy commercial and light manufacturing in character, but there are also several retail businesses located within walking distance to the project site.</p>
Condition(s):
<p>4. Whether the proposed design provides adequate emergency vehicle access;</p>
Finding: Complies
<p>Discussion:</p> <p>Emergency vehicles will use 300 West, Andrew Avenue, and Van Buren Avenue for access. Vehicular access to the site has been reviewed by both the Transportation and Fire Departments and the proposed access to the local street meets their standards.</p>
Condition(s):

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

Discussion:

Loading access to the property is adequate, with minimal impact to the public right-of-way.

Condition(s):

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:

There are no natural or built site features that significantly contribute to the character of the neighborhood.

Condition(s):

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:

Public utility connections will be fully evaluated during the building permits review phase of the development, and upgrades may be required by that department to serve the property.

Condition(s):

ATTACHMENT G – 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:

PLNPCM2023-00001 – Design Review Application

- January 26, 2023 – The Ballpark Community Council was sent the 45 day required notice for recognized community organizations. The council did not provide comments.
- January 26, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- January - December 2023 – The project was posted to the Online Open House webpage.

PLNPCM2023-00456 – Planned Development Application

- June 30, 2023 – The Ballpark Community Council was sent the 45 day required notice for recognized community organizations. The council did not provide comments.
- June 30, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- June – December 2023 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- December 27, 2023
 - Public hearing notice sign posted on the property
- December 29, 2023
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list serve

Public Input:

As of the publication of this Staff Report, Staff has not received public comment on the proposal. If Staff receives additional comments on the proposal, they will be forwarded to the Planning Commission and included in the public record.

ATTACHMENT H – DEPARTMENT REVIEW COMMENTS

Building Review:

Building Code comments were provided as a mark up of the plan set and will be resolved at building permits.

Engineering Review:

It is recommended that public improvements (curb, gutter, sidewalk, asphalt pavement, street lights, etc.) be installed in Andrew Ave. and Van Buren Ave. by this development.

SLC Engineering has no objections to the planned development allowances.

Zoning Review:

The removal of trees within the street right of way is prohibited without the approval of the Zoning Administrator in consultation with the Urban Forester.

The Urban Forestry Division has indicated they will not approve of the removal of the existing street trees. Additionally, the removal of healthy existing street trees is contradictory to the goals and initiatives stated in the Downtown Master Plan (pg. 76) Please note, preservation and protection of the existing street trees will be recommended to the Planning Commission as a condition of approval. Please ensure preservation of existing street trees is in compliance with 21A.48.060E.5.a *Paving Materials Near Existing Street Trees: Poured concrete shall not be placed in any park strip with existing street trees unless the park strip is being improved as part of an improvement district or pedestrian traffic counts warrant (as determined by Salt Lake City transportation and engineering divisions) and tree grates and an operable irrigation system is being installed, except as otherwise noted. Organic mulch or gravel, as approved by the city forester, shall be used near existing street trees. Poured concrete or rocks/gravel may not be used in any park strip unless an operable irrigation system is provided to the street trees.*

Parking and Off-Street Loading: 21A.44.020.E.2.a. - Please note parking stalls adjacent to walls and columns are required to be 1' wider. It appears some stalls adjacent to columns on sheets A1-02 through A1-08 and do not meet width requirements.

The prefabricated metal canopies on the south and east facades of the building encroach in the right of way (airspace). Please show all structures projecting from the building in the right of way on the proposed site plan. Structural encroachments projecting into the public right of way airspace will require review and approval from applicable city divisions and issuance of an encroachment permit.

Fire Review:

*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 and 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 lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (See Figure D103.6 for example). No parking would be allowed on Andrews or Van Buren

*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 turn a rounds. Van Buren is a dead end and would need turn a round

*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.

*Verify water deliver for fire sprinkler system to ensure pump and generator would not be required.

*Occupied roof, if applicable, would count towards building heights over 75-feet and trigger high rise requirements

*Verify standpipe hose pull distances for interior stairs have not exceeded 200-feet to all interior portions or additional design measures will be needed.

Urban Forestry:

The city code requires that one tree be proposed to be planted in the public ROW parkstrip for every 30' of street frontage. Please propose fifteen large species of trees to be planted in the public ROW along Van Buren Ave, seven large species trees to be planted in the public ROW along 300 W and fifteen small species of trees to be planted in the public ROW along Andrew Ave under the powerlines and depict and note their specific species on your Planting Plan in your submitted plan set. I have attached a list of recommended species for your consideration.

If trees are to be planted in tree grates in the sidewalk, they will need to be provided a minimum soil volume of 150 cubic ft per tree for the tree roots to grow into. This can be accomplished through engineered methods such as the use of soil cell technology installed beneath the pavement.

A Planting Permit is required for the thirty-seven code required trees being proposed to be planted in the public ROW parkstrips around the property. This permit is required prior to

approval of the building permit. To obtain this permit, go to the city's Urban Forestry web page at <https://www.slc.gov/parks/urban-forestry/> and scroll down to find Tree Work Permit Application, click, and fill out the application. Once the application has been reviewed and approved, an e-mail will be sent to you with the required permit.

Other than compliance to this code requirement, Urban Forestry has no other concerns with this proposal.

Sustainability Review:

No comments.

Police Review:

Thank you for sending this to me. With the amount of new construction going on we will definitely need to look at the officer per capita in the city at some point. However as far as the design goes and the plan to develop I don't have any serious concerns.

Some things to think about and maybe plan around for the developer.

Parking structure: There appears to be ample secured parking. I am assuming that proper signage will be posted to inform residents and community of the proper entry and exit to and from the building. One thing to keep in mind and I can't tell by the plans, it looks secured but if the parking structure is not secured then some other means to monitor them virtually via camera would be great.

Bike storage areas: I can't tell how these are accessed, but we have issues with bike thefts from similar areas in developments across the city. Having a way to monitor these areas has been beneficial, whether through camera or access card.

Mail areas: I also didn't see anything for mail delivery, but if it is near the office which most are, please keep in mind that usually offices are public facing which means that boxes or packages which are too large for on sight repositories are left out in the open and prime targets for theft. So there again private access, and some sort of monitoring would be helpful. Also if you can avoid having the mail area where the public walking by a window could see it, that would be beneficial.

Courtyard/Walk through area between buildings: This is probably the area I am most concerned about. It will need a good lighting and landscaping maintenance plan. If this area is not watched I could see it becoming an area where people come to get out of the public view especially at night. This will be an area where clear signage is needed to let the public know the expectation and be able to enforce for those who shouldn't be there.

It is recommended that the property management work with Detective Sam Fallows to see what can be done as far as working with SLCPD and developing a plan for response if needed, gather contact information, posted no trespassing signage, and CPTED recommendations if needed.

Public Utilities Review:

PLNPCM2023-00001 – Design Review – Public Utilities has no issues with the proposed special exceptions for an increase in maximum building height.

PLNPCM2023-00456 – Planning Development – Public Utilities has no issues with the proposed special exceptions for parking stalls reduction, setbacks, and reduction in landscaping. However, regarding a reduced setback, applicant should be aware that reducing setbacks may limit space/options for green infrastructure, which is required by Public Utilities. Applicant should also consider providing enough space for all required utilities with required clearances.

Both – Applicant should be aware that with increased densification, the applicant must consider the potential increase in construction costs resulting from required offsite utility improvements, potentially downstream of the subject property. Densification may place greater demands on water, sewer, and storm drain systems, which could exceed the capacity of the existing infrastructure. Property owners and developers will be required to upgrade the offsite public utilities to ensure sufficient capacity for the new development. 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.
- A separate Public Utilities Demolition Permit is required for each principal structure on all parcels associated with this development. Please note that this is for the demolition of 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.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Parcels must be consolidated prior to permitting.
- Site utility and grading plans will be required for building permit review. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Please refer to APWA, SLCPU Standard Practices, and the SLC Design Process Guide for utility design requirements.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/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 and may be downstream of the project.
- 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. There are multiple existing water meters to the site. These will need consolidated to a single culinary water meter and service.
- The sewer in Van Buren Ave is only 3' deep please be aware of this and plan accordingly. A minimum of one sewer lateral is required per building. The laterals must be 4" or 6" and meet minimum slope requirements (2% for 4" laterals, 1% for 6" laterals).
- An exterior, below-grade grease interceptor is required for any food service establishments. Plumbing fixtures in the kitchen must be treated to remove solids and grease prior to discharge to the sanitary sewer. The interceptor must be sized by a licensed design professional. A 4ft diameter sampling manhole must be located downstream of the interceptor and upstream of any other connections.
- Covered parking area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located 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.
- This project 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). 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 DEQ website and search for Low Impact Development.
- 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.
- Property is located in the Special Flood Hazard Area or an area with increased flood risk and will require a Floodplain Development Permit. Floodplain permit application must be supplemented with the FIRM panel or FIRMette of the area showing the base flood elevation (obtained via FEMA). The subject property must also be clearly shown and labelled on the FIRM or FIRMette. Floodplain permit application must also be supplemented with a grading plan of the project clearly showing floodplain extents, base flood elevation, and finished floor elevation of the proposed building. Additional information may be requested after the initial review of the floodplain permit application. Plans will not be approved until the Floodplain Development Permit is approved.

Transportation Review:

Street cross sections given written approval by Transportation reviewer. No other outstanding comments.