



# Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

**To:** Salt Lake City Planning Commission  
**From:** Michael McNamee, Principal Planner  
[michael.mcnamee@slcgov.com](mailto:michael.mcnamee@slcgov.com) or 801-535-7226  
**Date:** January 24, 2024  
**Re:** PLNPCM2023-00791, The Chicago Rooftop Patio

## Planned Development

**PROPERTY ADDRESS:** 27-45 N. Chicago Street

**PARCEL IDS:** 08-35-455-016-0000, 08-35-455-017-0000, 08-35-455-018-0000, 08-35-455-019-0000, 08-35-455-020-0000

**NEIGHBORHOOD PLAN:** North Temple Boulevard

**ZONING DISTRICT:** TSA-UN-T (Transit Station Area, Urban Neighborhood – Transition District)

### REQUEST:

Derek Christensen of Design West Architects, representing the property owner, is requesting Planned Development approval to construct a rooftop patio on top of a proposed multi-family building. In order to construct the patio, Planned Development approval is necessary for 5 feet of additional building height above what would otherwise be allowed.

### RECOMMENDATION:

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

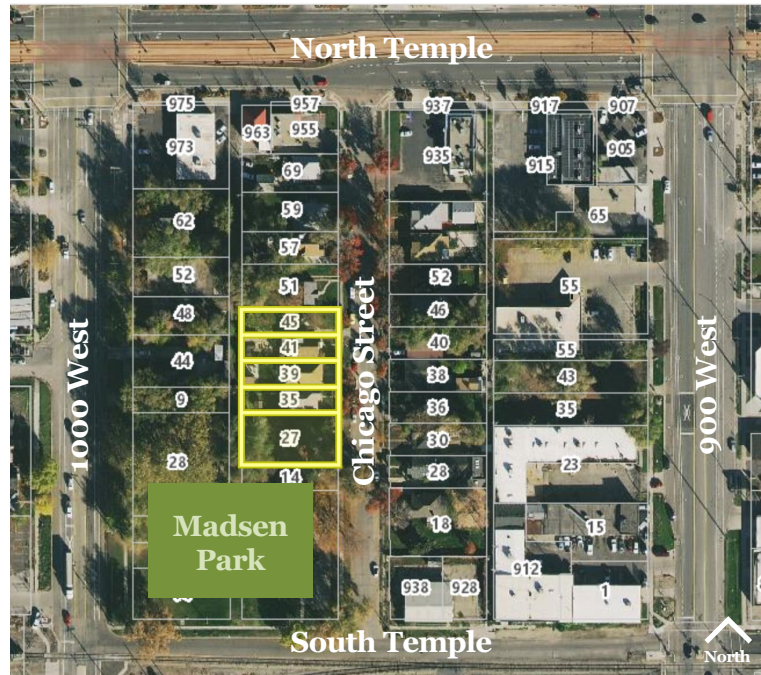
### ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Plan Set](#)
- C. [ATTACHMENT C: Property and Vicinity Photos](#)
- D. [ATTACHMENT D: TSA-UN-T Zoning Standards](#)
- E. [ATTACHMENT E: Planned Development Standards](#)
- F. [ATTACHMENT F: Public Process & Comments](#)
- G. [ATTACHMENT G: Department Review Comments](#)

## PROJECT DESCRIPTION

### Background

The existing site constitutes approximately 0.52 acres or 22,965 square feet in size. The property is currently divided into five separate parcels, which are occupied by four single-family homes. All existing structures will be demolished to allow for the redevelopment of the property.



The site is situated on North Chicago Street between North Temple and South Temple. The Jackson/Euclid TRAX station is a little under one-quarter mile away on North Temple. Madsen Park is located directly to the south and southwest of the project site. The Folsom Trail is located to the south and can be accessed from 1000 West (approximately 0.17 miles walking distance) or 900 West (approximately 0.19 miles).

### Project Details

Apart from the additional building height that is being requested to accommodate a rooftop patio, the proposed building meets all the zoning requirements of the TSA-UN-T, Transit Station Area, Urban Neighborhood – Transition District.

The proposed project is a multi-family residential building with 120 dwelling units. The unit mix will include 46 studios, 55 one-bedrooms, and 19 two-bedrooms. The ground level of the building facing Chicago Street will consist of an entry lobby and amenity spaces including a gym. In compliance with the design standards for the zone, building entrances will be provided at least once every 40 feet and 73 percent of the façade between 3 and 8 feet in height will be covered in glass. No segment of blank wall, or a wall that does not have windows or an entrance, will be longer than 15 feet in length. Behind the street-facing spaces there will be a 40-stall parking garage, which will be accessed from Chicago Street. The upper levels will consist of residential units. All sides of the building would include balconies and operable windows on the upper levels, including the Chicago Street and Madsen Park facing facades.



### Quick Facts

**Height:** 65 feet (6 stories)

**Number of Residential Units:** 120 units

**Ground Floor Uses:** Entrance lobby, gym, parking, amenity spaces.

**Upper Floor Uses:** Residential units, 2<sup>nd</sup> level patio, rooftop deck.

**Exterior Materials:** Glass, brick, fiber cement panels, architectural concrete, metal accent pieces

**Parking:** 40 stalls located in garage on first level (0.33 stalls per unit)

**Review Process & Standards:** Planned Development, TSA-UN-T zoning standards, and general zoning standards.

Façade materials will include brick, fiber cement board composite wall panels and concrete, along with metal accent pieces. On the Chicago Street façade approximately 99% of the overall building face will be composed of durable materials.

The second level of the building will include a 1,740 square-foot patio, and the rooftop would include a 7,275 square-foot patio with Planned Development approval.

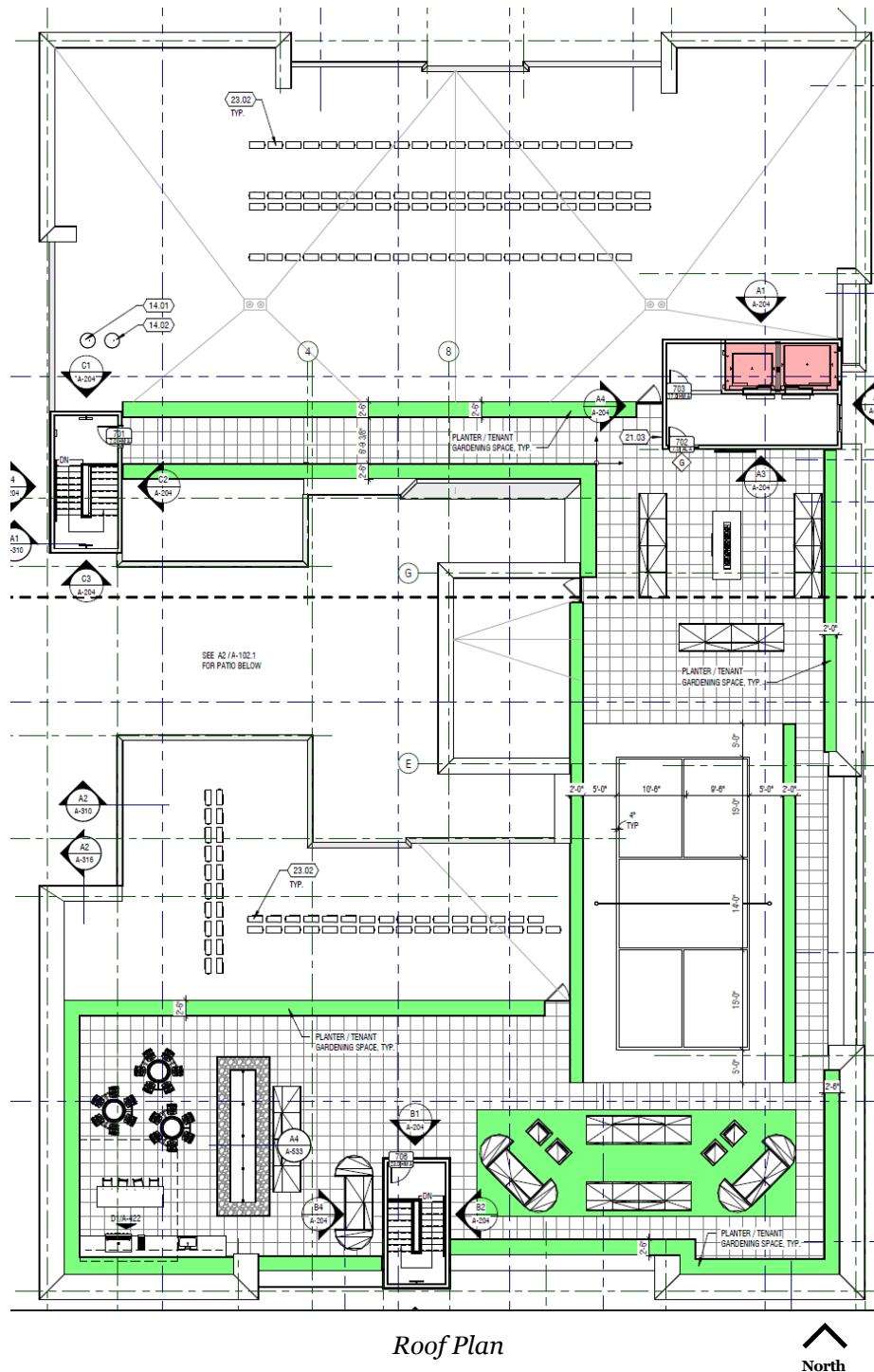
### Rooftop Patio and Requested Relief

The proposed building height to the top of the parapet wall is 65 feet. TSA-UN-T limits building height to 50 feet. The Transit Station Area zones are performance based zones, meaning every new development is required to go through a process where it is scored against a rubric, the [TSA Design Guidelines](#), that includes a “menu” of building design elements and site characteristics which are each assigned a point value, with the intention of each new development meeting a minimum design threshold. When a development scores enough points, it can proceed through administrative review, but if it does not score high enough Design Review approval is required. An additional building level is permitted when a project achieves a TSA score that is high enough for administrative review.

This project was given a TSA score that achieved the minimum for administrative review in August 2023 (File No. [PLNTSD2023-00349](#)), which makes it eligible for an additional level. The current building design includes the additional (sixth) level. Because of the way the code language is worded, only one additional habitable level is possible. A rooftop patio is occupiable space, and since it is located on a separate level from the sixth floor, it constitutes more than one habitable level and cannot be approved as part of the additional building height permitted through TSA score administrative review. Please see code citation below.

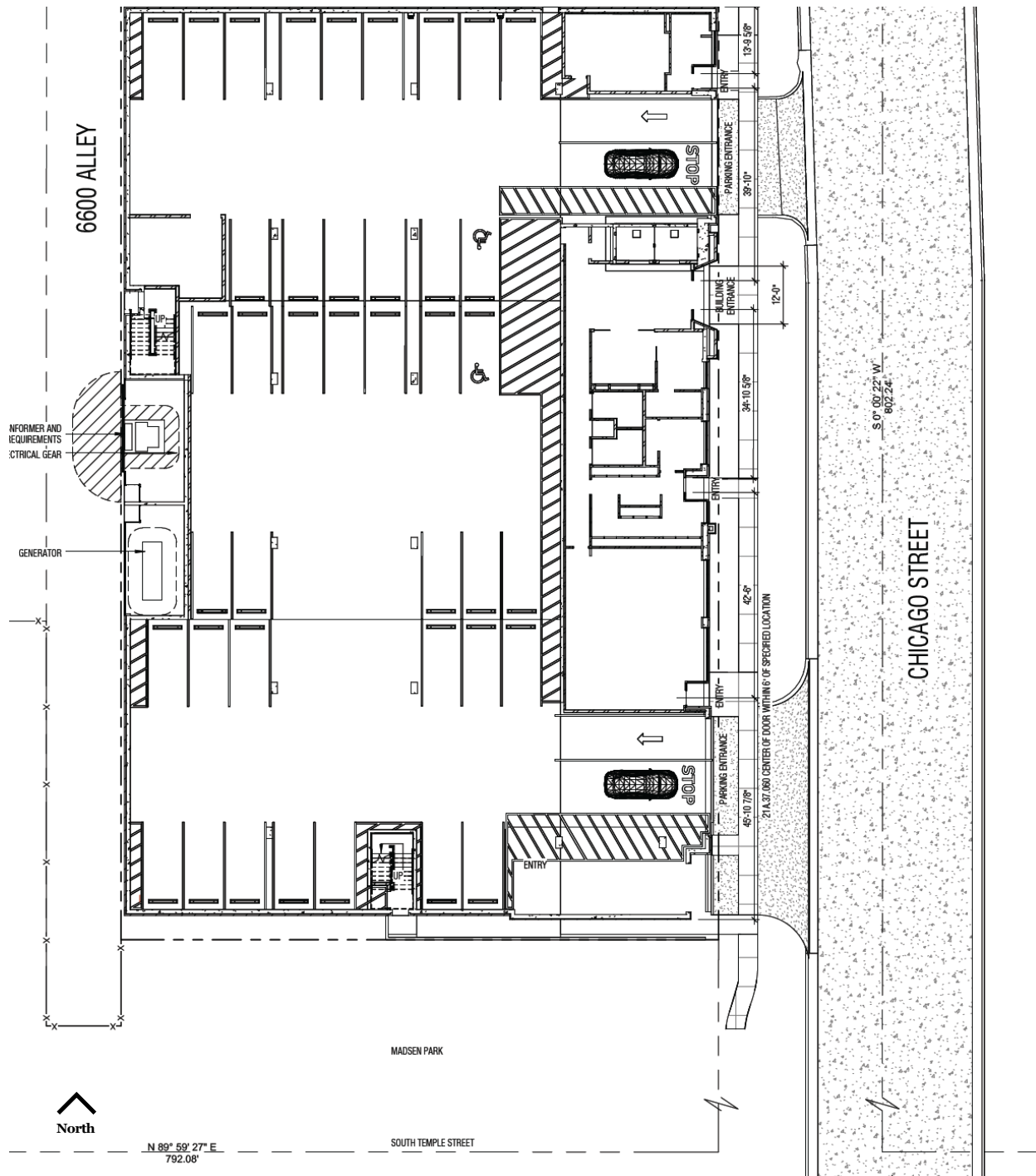
*Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title. (Salt Lake City Code [21A.26.078.D.2.b](#))*

Through a Planned Development, an additional five feet of building height can be requested. The applicant is requesting the additional five feet to accommodate the proposed rooftop patio, which would be located on the south end of the building, overlooking Madsen Park and Chicago Street.





The proposed roof deck will be about 7,275 square feet in size and include seating areas, a bar area, and recreational facilities. Planters will be provided surrounding the perimeter of the deck, and tenants will be able to grow plants in them, including fruits and vegetables. All permanent structures on the roof will fit within the proposed 65-foot height envelope.



First Level Plan

## APPROVAL PROCESS AND COMMISSION AUTHORITY

This project is subject to Planned Development approval per Salt Lake City Code Chapter 21A.55. The Planning Commission has the authority to approve or deny the request. If the Commission decides to deny the request against staff's recommendation, the Commission must list the Planned Development standards the application does not comply with (see Attachment E), explaining how the project is not complying with those standards.

## KEY CONSIDERATIONS

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

1. Consistency with the TSA-UN-T Zoning District and Applicable Neighborhood and General Plan Policies
2. Request for Additional Building Height

### Consideration 1: Consistency with the TSA-UN-T Zoning District and Applicable Neighborhood and General Plan Policies

#### North Temple Boulevard Plan (2010)

The project site is located within the North Temple Boulevard Plan, specifically the 800 West Station Area. The North Temple Boulevard Plan outlines specific policies for the 800 West Station Area neighborhood and strategies to address them. (p.46)

This project specifically helps to implement Policy #3, Placemaking, which is defined as creating safe, vibrant, and useful public spaces. One of the strategies under this policy (3-D) is to reimagine Madsen Park to increase park quality and use. This includes encouraging development around the park with a mix of uses that will maximize the use of the park and increase natural surveillance of the park. (p. 62) The proposed project will increase residential density over the existing development, bringing new residents to the neighborhood surrounding the park, increasing the park's use. The rooftop patio is situated so that it overlooks the park, which will also help increase the natural surveillance of the park.

#### 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 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.*
- *Provide access to opportunities for a healthy lifestyle (including parks, trails, recreation, and healthy food).*
- *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.*
- *Provide opportunities for and promotion of social interaction.*
- *Provide accessible parks and recreation spaces within 1/2 mile of all residents.*

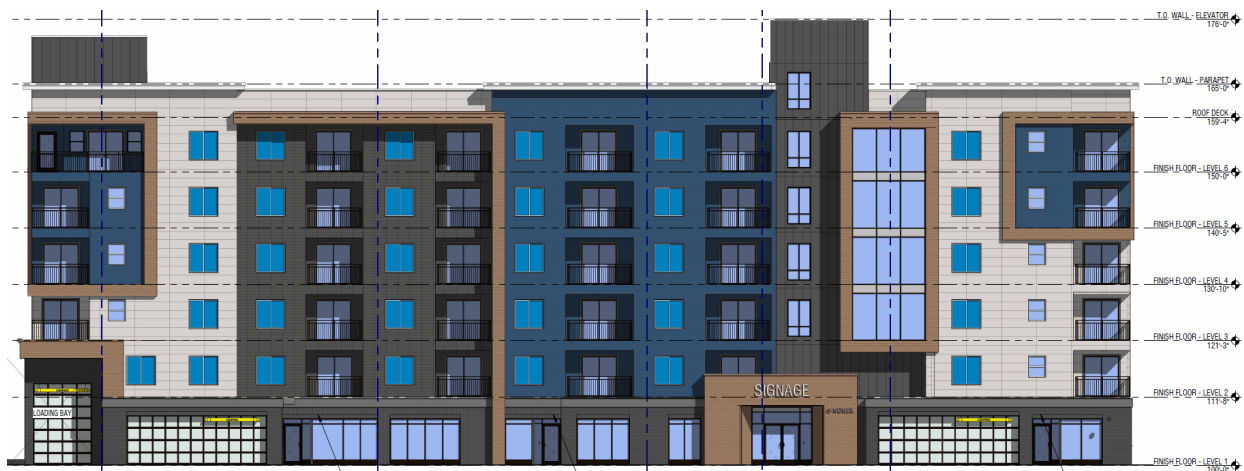
## TSA-UN-T Transit Station Area, Urban Neighborhood - Transition District

The purpose of the TSA zoning districts is to *provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations*. The purpose of the transition area is to *provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development*.

The project upholds the purpose of the TSA-UN-T district by providing moderate residential density in an area supported by transit. The design and orientation of the building to the public sidewalk walkway also meet this intent. The use of transparency on the Chicago Street façade helps creates a sense of space that is safe and welcoming to the pedestrian. The design of the building meets or exceeds the design requirements for the TSA-UN-T zone.

### Consideration 2: Request for Additional Building Height

The TSA-UN-T zoning district allows for a maximum building height of 50 feet, with an additional level possible if a TSA score is achieved that meets the threshold for administrative approval. The applicant is proposing to exceed the maximum building height in the underlying zoning district by 5 feet for a total building height of 65 feet; this height includes parapet walls. Parapet walls are allowed to extend 5 feet above the maximum building height, so without the rooftop patio the Planned Development allowance would not be necessary.



*East Elevation – Facing Chicago Street*

The zoning ordinance permits additional building height of up to 5 feet over the otherwise allowed height in the TSA zones with Planned Development approval from the Planning Commission.

The scale of the building exceeds anything that currently exists on the block, but it is anticipated that future development will also be built to a similar height. The surrounding properties are all zoned TSA-UN-T. Any development in the TSA-UN-T achieving a TSA score high enough for administrative approval could be 60 feet in height (if the average of the first five levels was 10 feet), with an additional five-foot allowance for parapet walls, similar to the height of the proposed development. Several developments are under construction on nearby blocks that are similar in height or taller.

The height exception will not meaningfully change the appearance of the building from the street from what would otherwise be allowed. However, it would allow the applicant to include a rooftop patio that would contribute to the “eyes on the street” effect of the building on both Chicago Street and Madsen Park, making them feel safer.



*South Elevation, facing Madsen Park*

## STAFF RECOMMENDATION

It is Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request.

## NEXT STEPS

### Approval of the 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 Request

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



# ATTACHMENT A: Vicinity Map

## Vicinity Map



Salt Lake City Planning Division 10/25/2023

# ATTACHMENT B: Plan Set

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CHICAGO ST. APARTMENTS

**ROOFTOP AMENITY SPACE**

45 NORTH CHICAGO ST, SALT LAKE CITY, UT 84116



**PLANNED DEVELOPMENT PROPOSAL**

09.27.2023

PROPOSAL CONTENTS:

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DESIGN WEST ARCHITECTS + ADVANTIS DEVELOPMENT

# PROJECT OVERVIEW

## Project Description:

Chicago St. Apartments is a transit-oriented development in the 800 West Station Area of Salt Lake City. Positioned between North Temple's Trax line and the Folsom Corridor Trail, this 6-story apartment building's ideal tenants care about the environment and minimizing their carbon footprint.



- Number of buildings: 1
- Size of building: 110,034 s.f.
- Number of units: 120
- Overall dwelling unit density: 120 units
- TSA Development Score: 136
- Average floor height 10 ft

The development features 120 units including studios, one-bedroom and two-bedroom unit configurations. Key features include a center courtyard and work-from-home studios; if approved, it will also feature a south and east facing rooftop amenity deck for outdoor gathering and community gardening.

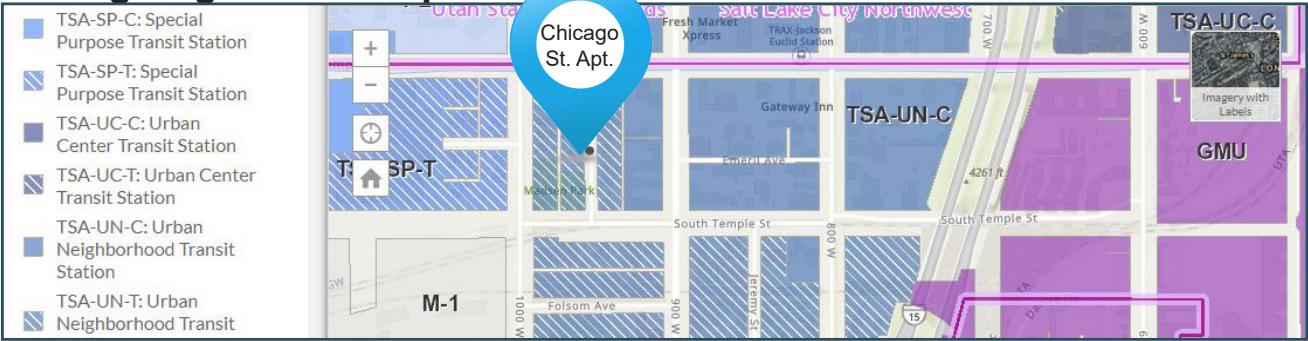


# PROJECT OVERVIEW (CONT.)

## Proposal of Modification to Zoning Regulations:

Chicago St. Apartments has attained a TSA Development Score of 136. Located in a TSA-UN-T Zone, we are seeking approval through administrative review for a rooftop deck / amenity space.

## Zoning Regulation Requested to be Modified:



- Chicago Street Apartments has a TSA Development Score of 136.
- Located in a TSA-UN-T Zone, this building is currently allowed a maximum sixty (60) feet building height as found in Table 21A.26.078.E.2 (50 feet allowed). Using section 21A.26.078.E.2.b, 1 additional story of 10 feet (average of all other stories) is allowed.
- 21A.26.078.E.2.b states: "Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title."
- We are seeking allowance for use of the current rooftop to be used as an amenity space / rooftop deck for outdoor gathering and community gardening.
- Granting our request helps fulfill SLC Planned Development objectives of preserving open space through community gathering and community gardens on the rooftop amenity deck.

## Provisions for care and maintenance of open space/recreational facilities:

With acceptance of this proposal, care and maintenance of this space shall fall under the responsibility of the property owner.

## Plan for long term maintenance of private infrastructure:

With acceptance of this proposal, long term maintenance of this space shall fall under the responsibility of the property owner.



# PLANNED DEVELOPMENT INFORMATION

## Standards for Planned Development (21A.55.010)

The Planning Commission may approve, approve with conditions, or deny a planned development (pd) 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 [City's] standards.

Our proposal outlines how Chicago St. Apartments meets and fulfills the City's goals for the TSA-UN-T Zone including:

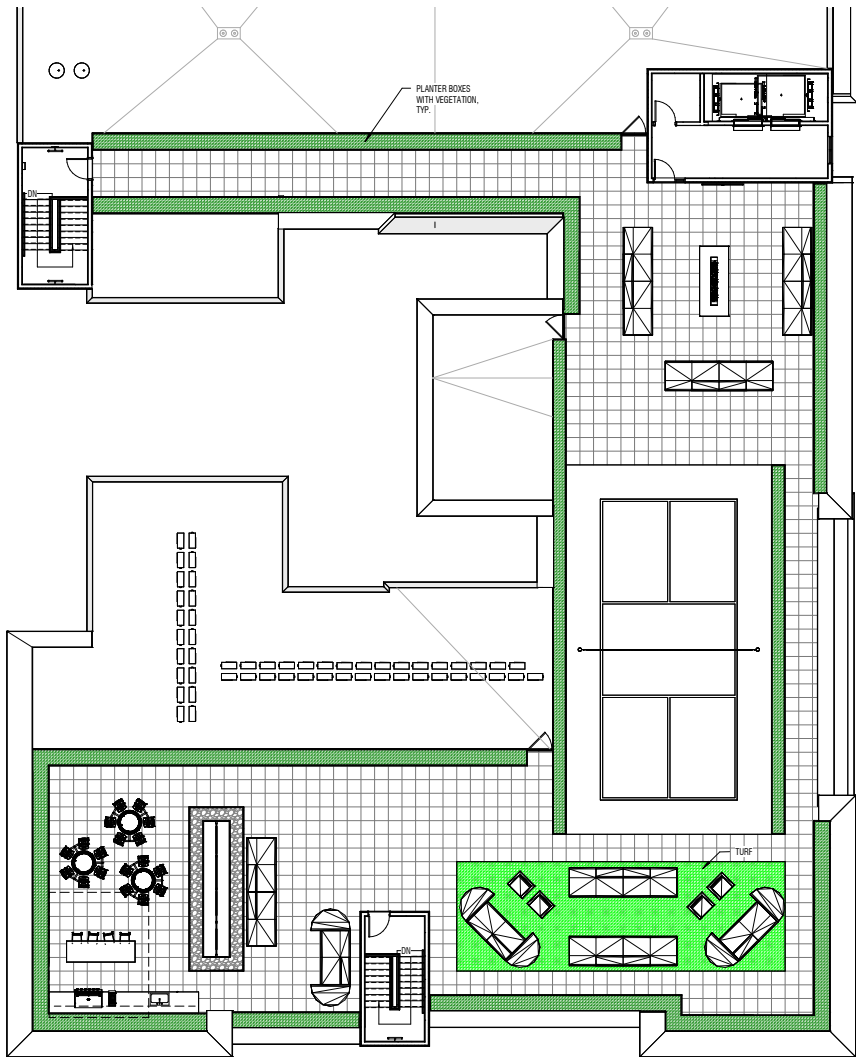


- A. Planned Development Objective Fulfilled:  
Open Space & Natural Lands - Community Gathering & Garden
- B. Master Plan Compatibility
- C. Design And Compatibility
- D. Landscaping
- E. Mobility
- F. Existing Site Features
- G. Utilities

Perfectly located between a UTA Trax line and Folsom Corridor Trail, Chicago St. Apartments appeals to tenants who care about the environment and want to minimize their carbon footprint.

Granting our request helps fulfill SLC Planned Development objectives of preserving open space through community gathering space and community garden.

See Amenity Rooftop Deck preliminary concept design floorplan (right) for details of intended design. See Rooftop amenity plan below.



# PD OBJECTIVES FULFILLED

## Planned Development Objectives Fulfilled:

The City seeks to achieve at least one or any combination of the following objectives through the planned development process (21A.55.010).

- A. **Open Space And Natural Lands: Preserving, protecting or creating open space and natural lands.**
  - 1. Inclusion of community gathering places or public recreational opportunities...playgrounds or other similar types of facilities....
  - 5. Inclusion of local food production areas, such as community gardens. (21A.55.010.A).

### A.4.1 - Open Space And Natural Lands: Community Gathering Places

Chicago St. Apartment is an efficient design that helps address the City's housing shortage. Granting our request fulfills PD Objective A.4.1 by providing community gathering places on the rooftop amenity deck.

### A.4.5 - Open Space And Natural Lands: Community gardens

Chicago St. Apartment's ideal tenant cares about the environment and about the food they consume. Granting our request fulfills PD Objective A.4.5 by providing community garden space comprised of individual garden plots that are available to interested tenants on the amenity rooftop deck.

This provides residents with the space to grow their own food. Utilizing a common area for this purpose not only strengthens the community of those who use this space, but also helps inspire a wider interest in independent and organic food production.

The rooftop is an ideal location for this garden space, re-purposing a large amount of otherwise underutilized square footage, as well as providing residents access to direct sunlight and rainfall in an urban space.

EXAMPLE  
COMMUNITY  
GATHERING SPACE /  
GARDEN





# MASTER PLAN COMPATIBILITY

## 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 (21A.55.050.B).*

## Master Plan Neighborhood:

North Temple Boulevard - 800 West Station Area

## Neighborhood Vision:

*The 800 West Station Area will become a transit-oriented neighborhood that is designed for the pedestrian, with safe, accessible streets, buildings with windows and doors next to the sidewalk, and **public places where people can safely gather and interact with others**. The area will be connected to nearby places through a series of sidewalks, bicycle paths, trails and streets that are safe, convenient, comfortable and interesting. (<http://www.slcdocs.com/Planning/MasterPlansMaps/NTMP.pdf>)*

## Master Plan Goal: "Placemaking:"

*Policy #3: Placemaking - Create safe, vibrant and useful public spaces. The public spaces within the station area help create a sense of place and are important to the creation of urban "living rooms." (North Temple Boulevard Master Plan/Neighborhood Vision pg 61)*

CHICAGO ST. APARTMENTS NEIGHBORHOOD MAP SHOWING PROXIMITY OF SIMILAR PROJECTS



# MASTER PLAN COMPATIBILITY (CONT.)

## Master Plan Compatibility:

Chicago St. Apartment's design is focused on fulfilling the Neighborhood Vision of the 800 West Station Area. The transit-oriented design aims to improve the pedestrian environment and create a safe, vibrant space through street-facing storefronts as well as canopy lighting which contribute to a brighter public sidewalk in the evening. This dwelling also addresses the neighborhood's need for higher density housing, fitting 120 units on a 1/2 acre of land.

Granting our request is compatible with the neighborhood's Master Plan and Neighborhood Vision as the inclusion of a rooftop amenity space will only further meet this neighborhood's standards.

North Temple Boulevard/800 West Station's Master Plan includes Strategy #3 "Placemaking" as described on page 61 of the neighborhood's vision. Granting the use of the current rooftop as an amenity space request for Chicago St. Apartments helps the City fulfill its Placemaking Strategy 3.C requiring all development along the City Creek Corridor and Folsom Avenue be oriented toward the open space to provide "eyes" on Madsen Park and the Folsom Trail. The rooftop amenity space provides for community gathering and garden space which improves the visual connection to Madsen Park, improving public safety and contributing to the Master Plan. (North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3)

In addition, Placemaking Strategy 3.B states: "Public spaces on private property, such as plazas at building entrances, should be inviting, comfortable and distinguishable from public property. c. Elements in public spaces should be appealing to the senses. This can be accomplished by using materials of various colors or textures, adding features that create sound and movement...and using native landscaping materials that produce different scents, or textures." (North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3.B)

Granting our request is compatible with the neighborhood's Master Plan and Neighborhood Vision because placing planter boxes around the East and South perimeters of the roof creates a "sense of place" by appealing to the senses of those in the space and within neighboring buildings—as well as those below—through added visual interest, movement, and texture.

Additionally, granting our request is compatible with the neighborhood's Master Plan and Neighborhood Vision as stated in Strategy 4.D as it encourages a variety of housing types including high density housing like Chicago St. Apartments. (North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 4)

# DESIGN & COMPATIBILITY

## Design & 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 (21A.55.050.C).

1. Is scale, mass, and intensity of the proposed planned development 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?

Yes. Granting our request increases the usable space of the currently proposed building, specifically allowing the use of the rooftop for an amenity space. The overall building scale, mass, and intensity will not differ from original designs.

2. Is the building orientation and building materials in the proposed planned development 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?

Yes. The building orientation and materials will stay consistent with original design intentions, which are compatible with current neighborhood Master Plan.

3. Do building setbacks along the perimeter of the development 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, and provide sufficient space for maintenance?

Yes. Building setbacks are designed to zoning code, and additional rooftop space will allow for more space for private amenities.

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

Yes. Building facade will not differ from original plans, which are designed to zoning code and TSA design guidelines.

# DESIGN & COMPATIBILITY (CONT.)

## Design & 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 (21A.55.050.C).

5. Is lighting designed for safety and visual interest while minimizing impacts on surrounding property?

Yes. Building lighting will not differ from original plans, which are designed to zoning code and TSA design guidelines.

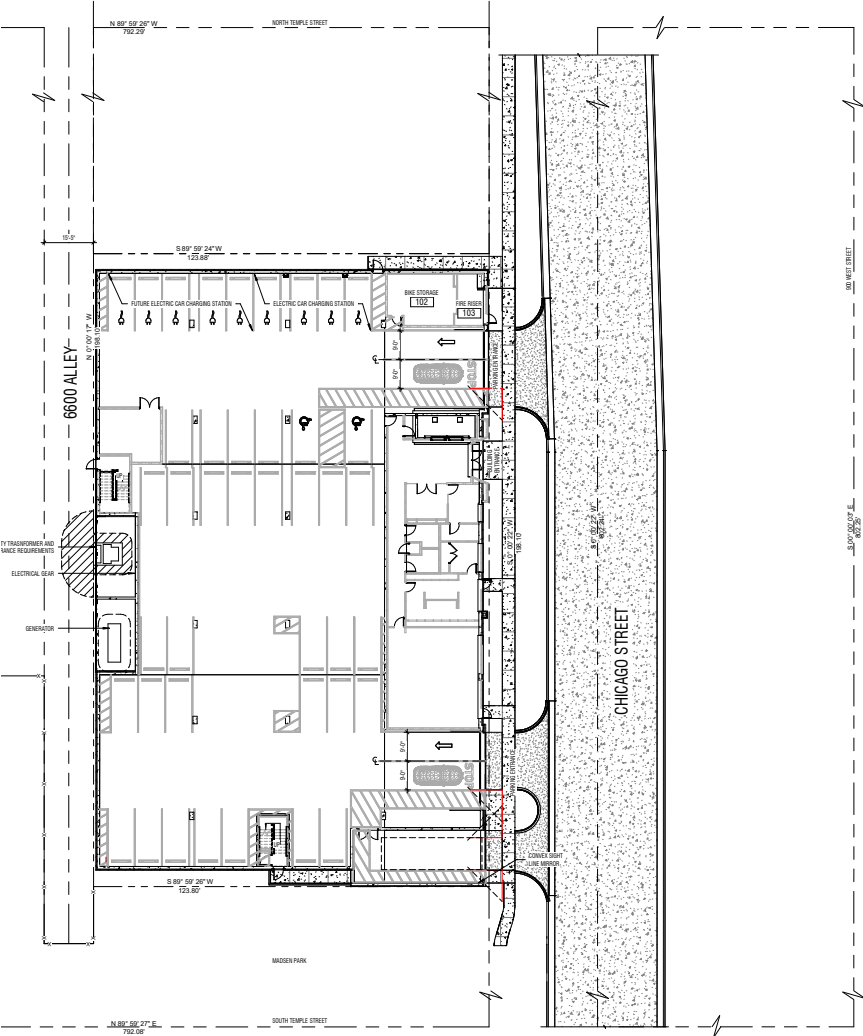
6. Are dumpsters, loading docks and/or service areas appropriately screened?

Yes. Building dumpsters and loading docks will not differ from original plans, which are designed to zoning code.

7. Are parking areas appropriately buffered from adjacent uses?

Yes. Building parking areas will not differ from original plans, which are designed to zoning code.

CHICAGO ST. APARTMENTS  
preliminary concept design



# LANDSCAPING

## 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: Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and whether proposed landscaping is appropriate for the scale of the development (21A.55.050.D3-4).*

The current landscape design provides required trees along perimeter in accordance with zoning code.

Granting our request provides appropriate landscaping that would otherwise not be possible on the site with the current building footprint. The rooftop amenity space will include garden space as well as other native/environmentally beneficial vegetation on otherwise unused urban rooftop.

Increasing the amount of vegetation on site not only helps meet the Master Plan’s goal of “Placemaking” by making a more visually interesting design, but also will benefit the physical and emotional health of the tenants. This space can improve productivity and increase job satisfaction levels among employees who work from home. In fact, several studies have shown that regular contact with nature not only improves people’s overall sense of wellbeing, but also contributes to a healthier lifestyle. *(North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3)*

Granting our request also helps improve air quality and combat the urban heat island effect. Rooftop gardens and landscaping can help decrease air pollution through the processes of photosynthesis and deposition. They can also fight greenhouse emissions by reducing the distribution of dust and smog production in urban areas.

To achieve these goals, the optimization of otherwise unused roof space is necessary to introduce the appropriate amount of vegetation for this scale of project. Granting our request allows for this rooftop garden amenity.

# MOBILITY

## Mobility:

*The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood (21A.55.050.E).*

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

No. The building as currently designed will have a positive impact on safety through the use of lighting and open glass, and the overall character of design is compatible with current neighborhood Master Plan.
2. Does the site design consider safe circulation for a range of transportation options including: safe and accommodating pedestrian environment and pedestrian oriented design, bicycle facilities and connections where appropriate and orientation to transit where available, and minimizing conflicts between different transportation modes?

Yes. The site design allows for direct access to a safe public sidewalk with easy access to a TRAX station, bicycle storage space, and a parking garage that is designed per zoning code. Proposed rooftop amenity space will have no effect on current site design.
3. Does the site design of the proposed development promote or enable access to adjacent uses and amenities?

Yes. The site design allows for easy access to nearby TRAX station, Madsen Park and Folsom Trail. The proposed rooftop amenity space provides additional “eyes” on Madsen Park which fulfills SLC's vision of "placemaking." The rooftop amenity space provides visual connection to Madsen Park and the connection will be reinforced and enhanced improving public safety and contributing to fulfilling the Neighborhood Master Plan. Improving public safety in Madsen Park encourages and promotes more residents to use this nearby amenity. *(North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3.C)*
4. Does the proposed design provide adequate emergency vehicle access?

Yes. The building vehicle emergency access will not differ from original plans, which are designed to code.
5. Are loading access and service areas adequate for the site and minimize impacts to the surrounding area and public rights-of-way?

Yes. The building loading access will not differ from original plans, which are designed to code.



# EXISTING SITE FEATURES

## Existing Site Features:

The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment. (21A.55.050.F).

The existing natural feature that most notably contributes to the neighborhood's character and environment is access to Madsen Park and Folsom Corridor Trail which are both located south of the site.

Visual and physical connections to the park and railway—including safe public walkways—are not disrupted by granting our request. In fact, visual connection to Madsen Park and Folsom Corridor Trail will be reinforced and enhanced by the rooftop amenity space which will encourage more residents to use these nearby outdoor amenities. Improving resident use also improves public safety in Madsen Park which helps fulfill SLC's Placemaking Strategy 3.C. (North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3.C)

# UTILITIES

## Utilities:

Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area. (21A.55.050.G).

Granting our request will not have a detrimental effect on the surrounding area. Site utilities will adequately serve the development as they will be upgraded to meet the needs of both the tenants on site as well as those in the surrounding area.

This includes the sewer and water lines being upgraded on Chicago Street, as well as burying the currently existing power line so that it will no longer obstruct paths and views. Granting our request will not impact the current utility plans.

EXAMPLE COMMUNITY GATHERING SPACE / GARDEN



# COMPATIBILITY: SURROUNDING AREA

## Compatibility:

Demonstrate how the proposed planned development is compatible with other property in the neighborhood.

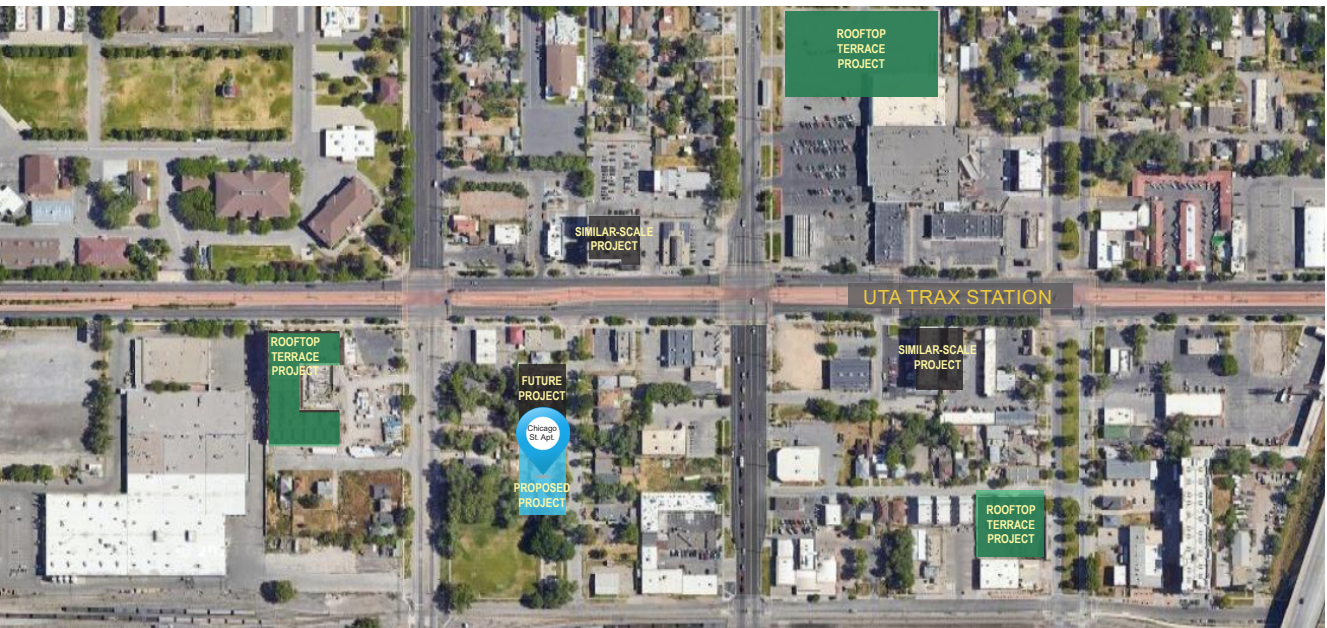
The current overall building is designed to integrate seamlessly into the existing neighborhood framework, being consistent in size, scale, and design with current and future multi-family developments in the area, as well meeting neighborhood Master Plan goals, zoning codes, and approved use.

Granting our request will in no way detract from the project's neighborhood compatibility, but will result in a more beneficial and impactful design for residents and overall community.

Being able to utilize the rooftop space as an amenity will allow for more vegetation on the site, following the Master Plan's goal of "Placemaking" by making a more visually interesting design. It also allow for the inclusion of a tenant community garden, meeting the Planned Development Objectives of protecting open space and natural lands through providing community gathering space and on-site food production. (North Temple Boulevard/800 West Station's Master Plan - Placemaking Strategy 3.C)

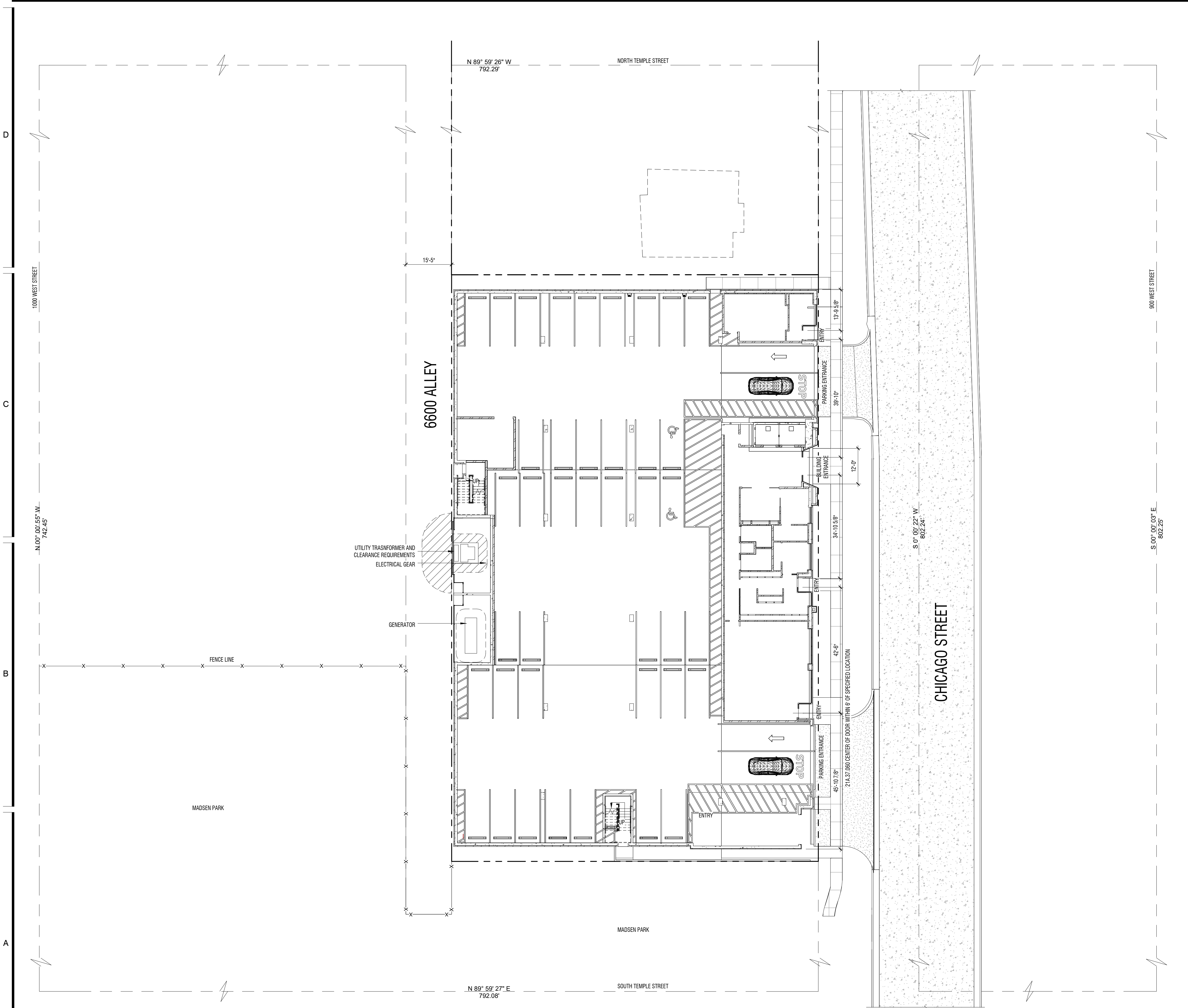
Granting our request results in a more enhanced Chicago St. Apartments and better living space for Salt Lake residents "than would be achievable through the strict application of land use regulations." (21A.55.010: PURPOSE STATEMENT)

COMPATIBILITY MAP SHOWING PROXIMITY OF SIMILAR ROOFTOP TERRACE PROJECTS





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## TSA SCORING

### 20. PUBLIC SPACES AND PLAZAS (10 POINTS)

REQUIREMENT: A PROJECT INCLUDES A MINIMUM OF 10% OF THE TOTAL LOT AREA.

PROPOSED: 32% PUBLIC SPACE

TOTAL LOT SIZE: 23,956 SF

TOTAL PROPOSED PUBLIC SPACE: 12,428 SF

PROPOSED @ GRADE OPEN SPACE = 1,344 SF

PROPOSED @ 2ND LEVEL COURTYARD = 2,184 SF

PROPOSED ROOFTOP COURTYARD = 8,900 SF

### 23. CONNECTIONS AND WALKWAYS (4 POINTS)

REQUIREMENT: PROJECTS THAT INCLUDE A MINIMUM SIX FOOT WIDE ADA ACCESSIBLE SIDEWALK FROM PRIVATE PROPERTY TO PUBLIC OPEN SPACES.

PROPOSED: 6' WIDE SIDEWALKS

A1

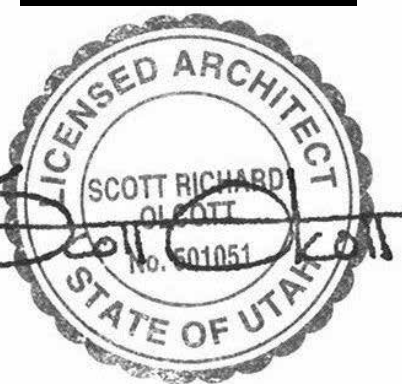
ARCHITECTURAL SITE PLAN

1/16" = 1'-0"

CONSTRUCTION DOCUMENTS

MARK DATE DESCRIPTION

PROJECT #: 522163  
DRAWN BY: DWA  
CHECKED BY: DC  
ISSUED: 07.17.2023



ARCHITECTURAL  
SITE PLAN

TS-101

SHEET OF 259

CHICAGO STREET APARTMENTS

45 NORTH CHICAGO ST  
SALT LAKE CITY UT, 84116  
ADVANTIS DEVELOPMENT

design west | architects

LOGAN UT 84321  
SALT LAKE CITY UT 84103

255 SOUTH 300 WEST  
795 NORTH 400 WEST





## SHEET INDEX

LANDSCAPE:	
L-101	PLANTING PLAN GROUND LEVEL
L-102	PLANTING PLAN LEVEL 2 AND ROOF
L-201	IRRIGATION PLAN GROUND LEVEL
L-202	IRRIGATION PLAN LEVEL 2 AND ROOF
ARCHITECTURAL:	
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TS-101	ARCHITECTURAL SITE PLAN
TS-102	VICINITY MAP
T-101	FIRST FLOOR PLAN
T-102	SECOND FLOOR PLAN
T-103	THIRD - SIXTH FLOOR PLAN
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T-201	EXTERIOR ELEVATIONS
T-202	EXTERIOR ELEVATIONS
ELECTRICAL:	
E101	FIRST LEVEL LIGHTING PLAN
E301	ENLARGED LEASING PLAN
E601	ELECTRICAL SCHEDULES

# CHICAGO STREET APARTMENTS

45 NORTH CHICAGO ST  
SALT LAKE CITY UT, 84116

## DESIGN TEAM

### ARCHITECTURAL

DESIGN WEST ARCHITECTS  
795 NORTH 400 WEST  
SALT LAKE CITY, UT 84103  
PHONE: 801.539.8221  
PROJECT MANAGER: RYAN HARMISON  
ryanh@designwestarchitects.com  
PROJECT MANAGER: DEREK CHRISTENSEN  
derekc@designwestarchitects.com  
ARCHITECT OF RECORD: SCOTT OLCOTT  
scotto@designwestarchitects.com

### OWNER

ADVANTIS DEVELOPMENT  
1991INDUSTRIAL DRIVE  
DELAND, FL 3274  
PHONE: 917.861.2118  
WILLIE FRIAS  
wrf@advantisre.com  
PHONE: 917.861.2118  
TREVOR BAUMANN  
tbaumann@prospectredg.com  
PHONE: 321.458.6944

### CIVIL

KIMLEY-HORN  
111 E BROADWAY SUITE 600  
SALT LAKE CITY, UT 84111  
PHONE: 385.881.6521  
AMANDA RISANO  
Amanda.Risano@kimley-horn.com

### LANDSCAPE

DESIGN WEST ARCHITECTS  
255 SOUTH 300 WEST  
LOGAN, UT 84321  
PHONE: 435.752.7031  
KENI ALTHOUSE  
kenia@designwestarchitects.com

### STRUCTURAL

BHB CONSULTING ENGINEERS, INC  
2766 SOUTH MAIN STREET  
SALT LAKE CITY, UT 84115  
PHONE: 801.355.5656  
dallin.pedersen@bhbenigneers.com  
DALLIN PEDERSEN

### INTERIOR DESIGN

DESIGN WEST ARCHITECTS  
795 NORTH 400 WEST  
SALT LAKE CITY, UT 84103  
PHONE: 801.539.8221  
JESSICA CHILDERS  
jessicac@designwestarchitects.com

### MECHANICAL & PLUMBING

ROYAL ENGINEERING  
1837 S EAST BAY BLVD.  
PROVO, UT 84006  
PHONE: 801.471.2848  
SAMANTHA KOEPP  
samantha.koepp@royaleng.com

### ELECTRICAL

ROCKY MOUNTAIN CONSULTING ENGINEERS  
2177 S 360 W  
SALT LAKE CITY, UT 84119  
PHONE: 801.566.0503  
eric@rmceut.com  
ERIC SMITH

### FIRE SUPPRESSION

RMC-F  
3880 NORTH 3550 WEST  
LAYTON, UT 84041  
PHONE: 801.696.8244  
MICHAEL CHRISTENSEN  
rmcfutah@gmail.com

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LOGAN UT 84321  
SALT LAKE CITY UT 84103

CHICAGO STREET APARTMENTS

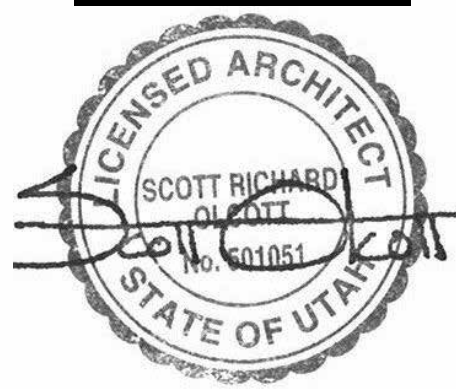
45 NORTH CHICAGO ST  
SALT LAKE CITY UT, 84116

ADVANTIS DEVELOPMENT

CONSTRUCTION DOCUMENTS

MARK DATE DESCRIPTION

PROJECT #:	522163
DRAWN BY:	DWA
CHECKED BY:	DC
ISSUED:	07.17.2023



COVER SHEET

T-100

SHEET OF 259



$$3/32'' = 1'-0'$$

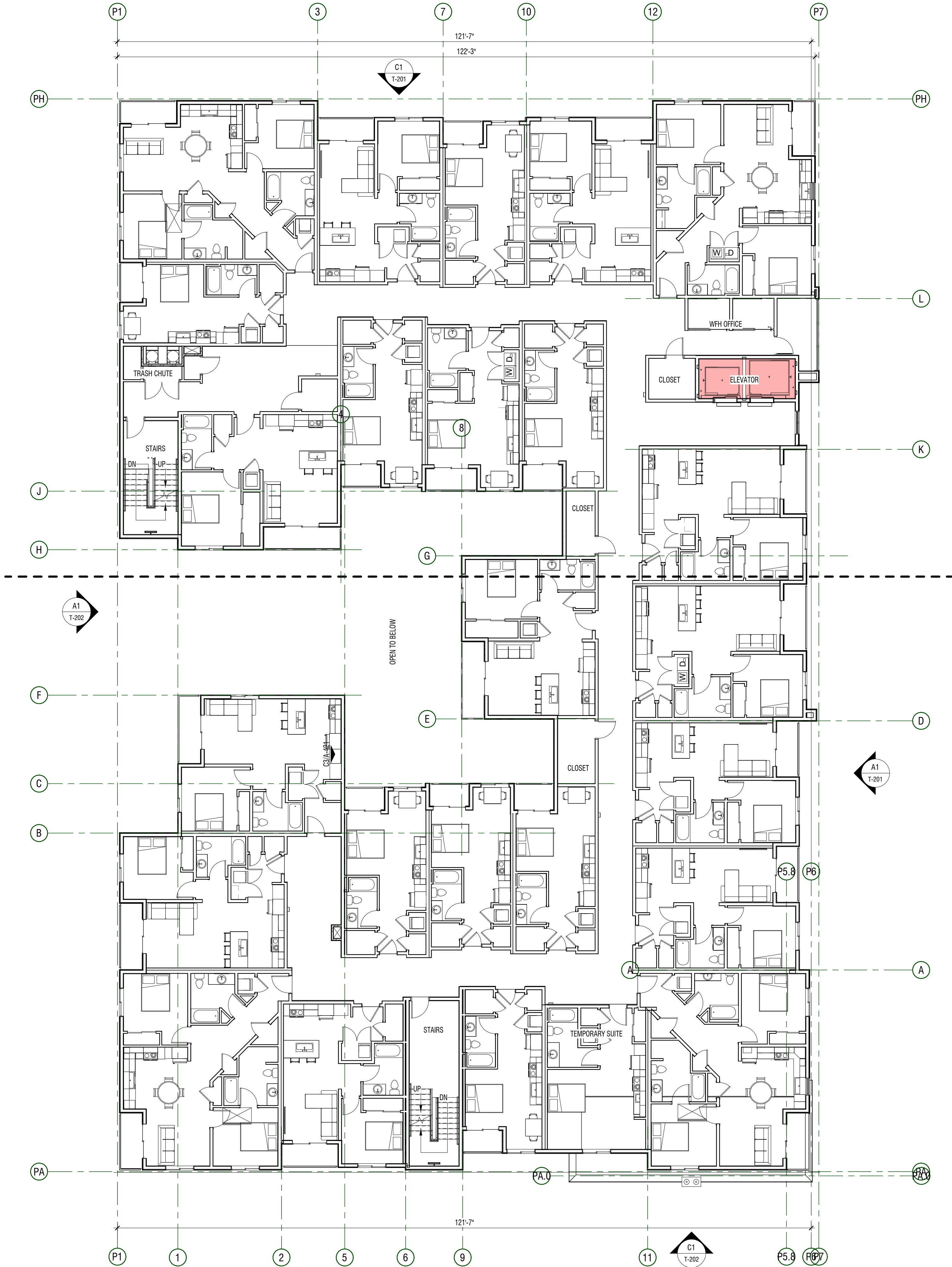


### AMENITIES ON UNIT LEVELS

LEVEL 2:	LEVEL 4:
COURTYARD	WFH OFFICE
DOG SPA	GATHERING/MEETING AREA
RENTAL STORAGE	
GATHERING / MEETING AREA	LEVEL 5:
	WFH OFFICE
LEVEL 3:	GATHERING/MEETING AREA
WFH OFFICE	
GATHERING/MEETING AREA	LEVEL 6:
	WFH OFFICE
	GATHERING/MEETING AREA



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**A2** LEVELS 03-06 FLOOR PLAN  
3/32" = 1'-0"

## UNIT PLAN TABULATION

UNIT TYPE TOTAL (5 LEVELS)	TOTAL UNIT COUNT
STUDIO	46
1 BEDROOM	55
2 BEDROOM	19
TOTAL	120

**AMMENITIES ON UNIT LEVELS**

LEVEL 2: COURTYARD DOG SPA RENTAL STORAGE GATHERING / MEETING AREA	LEVEL 4: WFH OFFICE GATHERING/MEETING AREA
LEVEL 3: WFH OFFICE GATHERING/MEETING AREA	LEVEL 5: WFH OFFICE GATHERING/MEETING AREA
	LEVEL 6: WFH OFFICE GATHERING/MEETING AREA

CONSTRUCTION DOCUMENTS

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LOGAN UT 84321  
255 SOUTH 300 WEST  
795 NORTH 400 WEST  
SALT LAKE CITY UT 84103

CHICAGO STREET APARTMENTS

45 NORTH CHICAGO ST  
SALT LAKE CITY UT, 84116  
ADVANTIS DEVELOPMENT

MARK	DATE	DESCRIPTION

PROJECT #:

522163

DRAWN BY:

DWA

CHECKED BY:

DC

ISSUED:

07.17.2023

LICENSED ARCHITECT

SCOTT RICHARDSON

STATE OF UTAH

601051

THIRD - SIXTH  
FLOOR PLAN

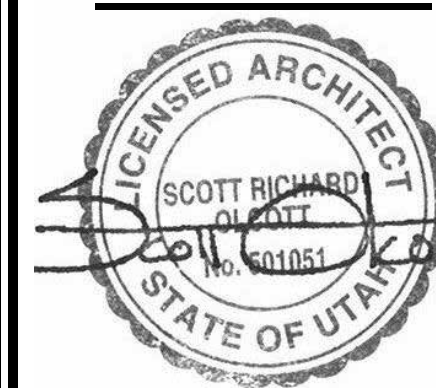
T-103

SHEET OF 259



**16.1 ROOFTOP DESIGN AND USE (6 POINTS)**  
**REQUIREMENT:** A ROOF TOP OF A BUILDING IS USED AS A COMMON SPACE FOR THE BUILDING OCCUPANTS. (6 POINTS)  
**PROPOSED:** 8,120 SF OF ROOFTOP COURTYARD SPACE.

**16.2 ROOFTOP DESIGN AND USE (5 POINTS)**  
**REQUIREMENT:** A ROOF INCLUDES AT LEAST ONE OF THE FOLLOWING DESIGN FEATURES: TWO OR MORE SLOPING PLANE VISIBLE FROM A PUBLIC STREET; AN ARCHED OR BARREL VAULTED DESIGN; A DISTINGUISHABLE CORNICE OR PARAPET OVERHANGS THAT ARE A MINIMUM OF 12 INCHES IN DEPTH TO CREATE A SHADOW LINE.  
**PROPOSED:** DISTINGUISHABLE CORNICE OR PARAPET SET AT 16". SEE ELEVATIONS FOR DISTINGUISHABLE CORNICE.


$$3/32'' = 1'-0''$$




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## ELEVATION LEGEND

ROOFTOP FINISHED FLOOR HEIGHT	62'-6"
LEVELS BELOW GRADE	0
LEVELS ABOVE GRADE	6
UNIT LEVELS	2-6

## EXTERIOR MATERIAL LEGEND

- 1 - INTERSTATE BRICK (DARK) - COLOR: BLACK OPAL
- 2 - FIBER CEMENT BOARD NICHIBA VINTAGEWOOD - COLOR: CEDAR
- 3 - FIBER CEMENT BOARD NICHIBA ILLUMINATION - COLOR: 2 TONE - TBD
- 4 - FIBER CEMENT BOARD NICHIBA NOVENARY - COLOR: TBD
- 5 - CONCRETE

## STREET SIDE CALCULATIONS

### EAST ELEVATION (STREET SIDE)

#### FIRST FLOOR GLAZING REQUIREMENTS

WALL COVERAGE:	941 SF
GLAZING AREA:	684 SF
REQUIRED PERCENTAGE:	60%
ACTUAL PERCENTAGE:	73%

#### MATERIALS BREAKDOWN

TOTAL:	12,586 SF
TOTAL MINUS OPENINGS:	8,634 SF
DURABLE / HIGH QUALITY:	99%
BRICK:	2,345 SF / 27%
CONCRETE:	219 SF / 3%
FIBER CEMENT:	5,944 SF / 69%
NON DURABLE:	126 SF / 1%
EIFS:	126 SF / 1%

## TSA SCORING

### 12. 360 DEGREE ARCHITECTURE (20 POINTS)

**REQUIREMENT:** ARCHITECTURAL DETAILING IS WRAPPED AROUND ALL FOUR SIDES. SEE GUIDELINE DOCUMENT FOR SPECIFIC DETAILING REQUIREMENTS.

**PROPOSED:** 1. PROJECTIONS AS SHOWN IN PROFILES BELOW  
2. CHANGES IN MATERIAL ARE GENERALLY GREATER THAN THE 2" REQUIREMENT  
3. OTHER ELEMENTS THAT CREATE PROJECTS/OFFSETS AND CHANGE MATERIAL ARE GENERALLY MORE THAN 6", SEE PROFILES BELOW.

### 14. BUILDING MATERIALS (20 POINTS)

**REQUIREMENT:** AT LEAST 80% OF THE STREET FACING FACADES ABOVE THE GROUND FLOOR ARE CLAD IN DURABLE, HIGH QUALITY MATERIALS, EXCLUDING GLAZING, DOORS, AND TRIM.

**PROPOSED:** STREET FACING FACADE TO BE CLAD IN BRICK AND FIBER CEMENT. EIFS WILL BE USED FOR CORNICE AND PARAPET DETAILING AND WILL BE LESS THAN 2% OF FACADE.

### 16. ROOFTOP DESIGN AND USE (6 POINTS / 5 POINTS)

**REQUIREMENT:** A ROOFTOP OF A BUILDING IS USED AS A COMMON SPACE FOR THE BUILDING OCCUPANTS. A ROOF INCLUDES AT LEAST ONE OF THE FOLLOWING DESIGN FEATURES: TWO OR MORE SLOPING PLANES VISIBLE FROM A PUBLIC STREET; AN ARCHED OR BARREL VAULTED DESIGN; A DISTINGUISHABLE CORNICE OR PARAPET; OVERHANDS THAT ARE A MINIMUM OF 12 INCHES IN DEPTH TO CREATE A SHADOW LINE.

**PROPOSED:** 1. ROOFTOP IS PROPOSED AS A COMMON SPACE SEE T-107  
2. OVERHANDS ARE PROVIDED TO CREATE A SHADOW LINE SEE PROFILES BELOW.

### 17. EYES ON THE STREET AND PUBLIC SPACES (15 POINTS)

**REQUIREMENT:** OPERABLE OPENINGS, BALCONIES, VERANDAS OR OTHER SIMILAR FEATURES ON ALL LEVELS OF THE BUILDING THAT FACE A PUBLIC SPACE AND ALLOW VISIBILITY INTO THE PUBLIC SPACE. BALCONIES NEED TO HAVE A MINIMUM DEPTH OF 5 FEET AND INCLUDE AT LEAST 30 SQUARE FEET OF SPACE.

**PROPOSED:** OPERABLE OPENINGS FACING PUBLIC STREETS AND OPEN SPACES

### 18. LIGHTING (6 POINTS)

**REQUIREMENT:** CASTS LIGHT FROM STORE FRONTS ONTO THE SIDEWALK; HIGHLIGHTS UNIQUE ARCHITECTURAL FEATURES OF A BUILDING; OR HIGHLIGHTS ARTWORK OR UNIQUE LANDSCAPE FEATURES.

**PROPOSED:** BUILDING IS EQUIPPED WITH MODERN FORMS DOUBLE DOWN EXTERIOR SCONCES SEEN HERE.

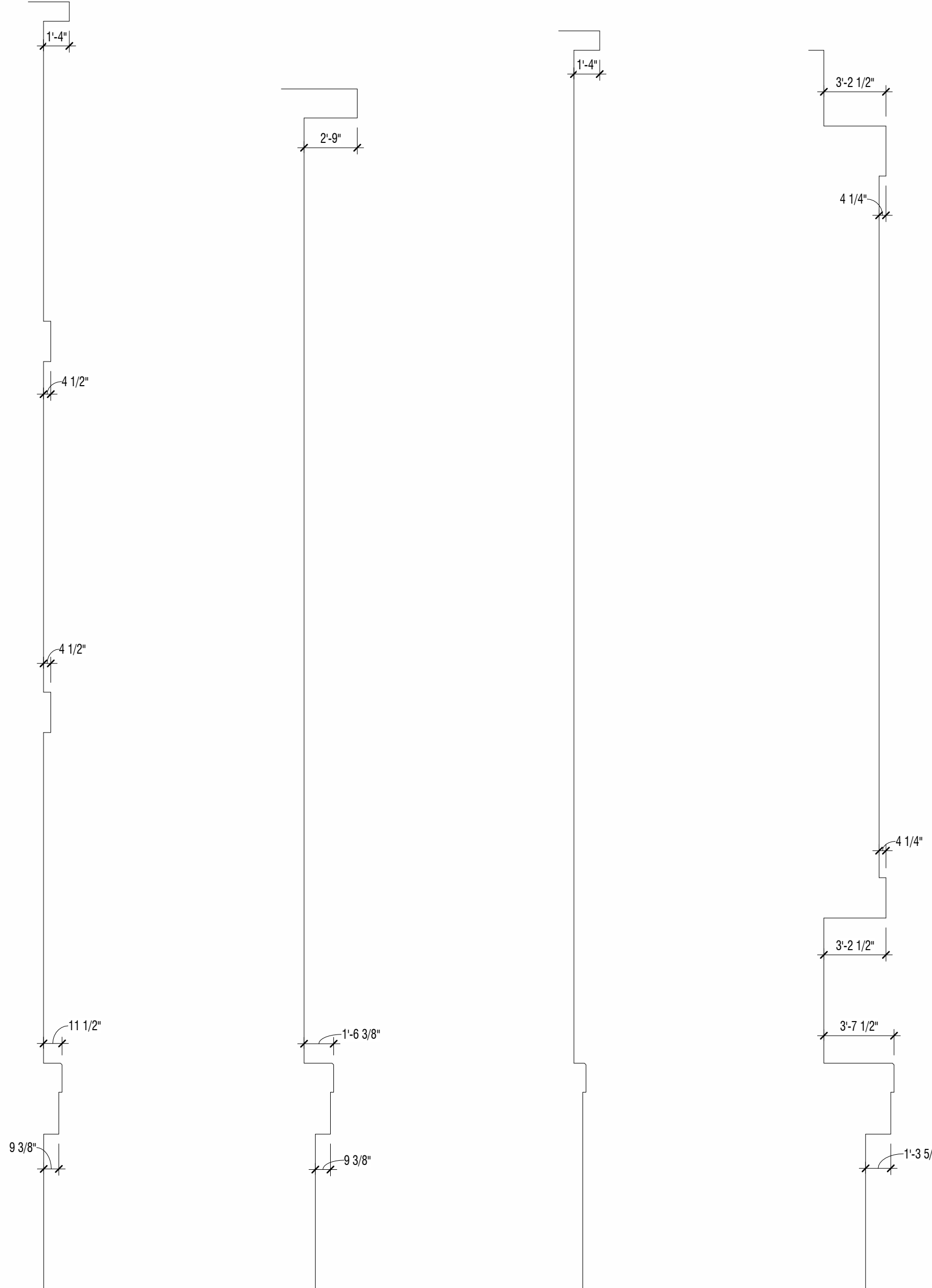
### 19. SIGNS (2 POINTS)

**REQUIREMENT:** AN AWNING OR CANOPY SIGN THAT IS INTEGRATED INTO THE DESIGN OF THE BUILDING. **PROPOSED:** BUILDING ENTRY CANOPY IS INTEGRAL TO THE BUILDING. SIGNAGE SHOWN ON CANOPY - SEE EAST ELEVATION.

### 27. PARKING STRUCTURE DESIGN (20 POINTS)

**REQUIREMENTS:** 75% OF THE PARKING STRUCTURE IS WRAPPED IN HIGH QUALITY, DURABLE MATERIALS OR HABITABLE SPACE WITH A DEPTH OF AT LEAST 25' ON ALL STREET FACING FACADES. (20 POINTS)

**PROPOSED:** 89% OF LEVEL 1 STRUCTURE SHALL BE WRAPPED IN BRICK AND CONCRETE (UTILITY YARD).









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## TSA SCORING SECTION

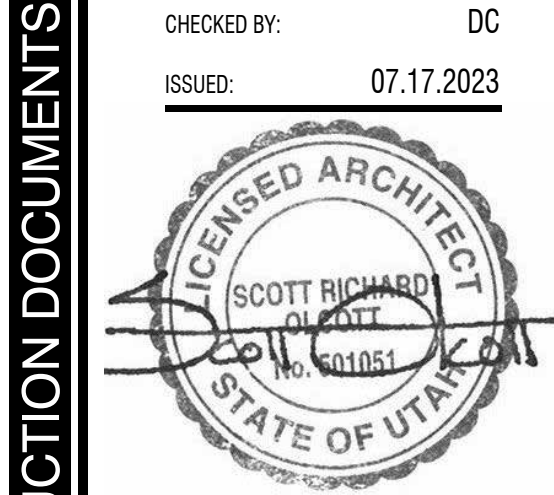
25.A ACCESS TO TRANSIT (10 POINTS)  
REQUIREMENT: THE PROJECT IS LOCATED 750 FEET, MEASURED ALONG THE MOST DIRECT, LEGAL WALKING PATH.

PROPOSED: TRANSIT STOP	DISTANCE	NUMBER OF STOPS PER DAY	NUMBER OF ROUTES PER TRANSIT STOP
BUS STOP 1099 W	677'	8 (1 EVERY HOUR)	2 (BUSES 451 & F453)
BUS STOP 988 W	685'	8 (1 EVERY HOUR)	2 (BUSES 451 & F453)
BUS STOP 850 W	983'	66 (1 EVERY 30 MIN. OR LESS)	2 (BUSES 1 & F453)
JACKSON/EUCLID TRAX STATION	1,124'	73 (1 EVERY 15 MIN.)	1

LEGEND  
TRAVEL PATH    - - - - ->

### A1 VICINTY MAP

NTS



VICINTY MAP

TS-102

SHEET OF 259

CHICAGO STREET APARTMENTS

45 NORTH CHICAGO ST  
SALT LAKE CITY UT, 84116  
ADVANTIS DEVELOPMENT

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SALT LAKE CITY UT 84103

CONSTRUCTION DOCUMENTS

# **ATTACHMENT C: Property and Vicinity Photos**

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***27 N Chicago Street – existing home on south end of property***



***35 N Chicago Street – existing home on property***



***39 N Chicago Street – existing home on property***



***41 N Chicago Street – existing home on north end of property***





*View of Madsen Park from south end of property*



*West side of Chicago Street – looking south from north end of property*



*East side of Chicago Street – looking northeast from north end of*



*Chicago Street townhomes project under construction on east side of Chicago Street*



# ATTACHMENT D: TSA-UN-T Zoning Standards

## TSA-UN-T (Transit Station Area, Urban Neighborhood - Transition District)

**Purpose Statement:** The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

**Transition Area:** The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.

**Urban Neighborhood Station (TSA-UN):** An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

Standard	Requirement	Proposed	Finding
<b>Maximum Building Height</b>	50 feet  Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.	65' to the top of parapet  Project has achieved a development score that qualifies for administrative review and is eligible for an increase in height. See file <a href="#">PLNTSD2023-00349</a> .	<b>Complies with PD Approval</b>
<b>Front/Corner/Side/Rear Yard Setbacks</b>	Front Yard: None. Corner Side Yard: None. Interior Side Yard: None. Rear Yard: None.	Front Yard: 2". Corner Side Yard: N/A. Interior Side Yards: 4'11" on north side, 5'1" on south side. Rear Yard: None.	<b>Complies</b>

<b>Buffer Yard</b>	None required.	N/A	<b>Complies</b>
<b>Lot Size</b>	<p>Minimum Lot Area: Twenty-five hundred (2,500) square feet.</p> <p>Minimum Lot Width: Forty feet (40').</p> <p>Existing Lots: Lots legally existing prior to April 12, 1995, shall be considered legal conforming lots.</p>	<p>Lot Area: 22,965 square feet.</p> <p>Lot Width: 198'1".</p>	<b>Complies</b>
<b>Maximum Building Coverage</b>	100 percent (100%) of the lot area.	Appx. 95.7% lot coverage.	<b>Complies</b>
<b>Open Space</b>	Open space areas shall be provided at a rate of one square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas.	10,024 sf of open space area, including 7,275 sf rooftop patio. 2,749 sf without rooftop patio.	<b>Complies</b>
<b>Refuse Control</b>	Recycling collection station required. Construction waste management plan required.	To be verified at building permits.	<b>To Be Checked</b>
<b>Lighting</b>	All developments shall provide adequate lighting so as to assure safety and security. Lighting installations shall not have an adverse impact on traffic safety or on the surrounding area. Light sources shall be shielded, and shall not shine onto adjacent properties.	Lighting plan will be evaluated when project is reviewed for permits.	<b>To Be Checked</b>
<b>Minimum Off Street Parking Requirements (21A.44.030.G)</b>	<p>Urban Center Context:</p> <p>1 parking space for each dwelling unit containing 2 or more bedrooms.</p> <p>0.5 parking spaces for 1 bedroom unit.</p> <p>No minimum for studio units.</p>	<p><u>Requirement</u></p> <p>Two-bedrooms (19): <b>19</b></p> <p>One-bedrooms (55): <b>28</b></p> <p>Studios (46): <b>0</b></p> <p>Total: <b>47*</b></p> <p>*25% reduction for proximity to fixed-rail transit (21A.44.050.C)</p> <p>Reduced Total: <b>35</b></p>	<b>Complies</b>

		<b>Provided: 40</b>	
<b>Landscaping &amp; Buffering (21A.48)</b>	Landscaping must comply with park strip and landscape yard requirements.	Park strip landscaping will be provided that complies with requirements.	<b>Complies</b>
<b>Signage (21A.46.090)</b>	Signage must comply with sign regulations for commercial districts.	No signs proposed.	<b>N/A</b>
<b>Ground Floor Use (21A.37.060.B)</b>	Eighty percent (80%) of street-facing ground floor space within 25' depth must be use other than parking.	91% of ground floor is use other than parking.	<b>Complies</b>
<b>Building Materials (21A.37.060.B)</b>	Ground floor: Ninety percent (90%) durable materials. Upper floors: Sixty percent (60%) durable materials.	Ground floor: 100% Upper floors: 99%	<b>Complies</b>
<b>Ground Floor Glass (21A.37.060.B)</b>	Sixty percent (60%) of street facing façade area between a height of 3' and 8' must be glass.	73%	<b>Complies</b>
<b>Upper Floor Glass (21A.37.060.B)</b>	No specific amount required.	N/A	<b>Complies</b>
<b>Building Entrances (21A.37.060.B)</b>	At least one building entrance every 40' along street facing facades.	At least one building entrance provided every 40'.	<b>Complies</b>
<b>Maximum Length of Blank Wall (21A.37.060.B)</b>	Fifteen feet (15').	No blank walls greater than 15' in length at the street level.	<b>Complies</b>
<b>Street Facing Façade: Maximum Length (21A.37.060.B)</b>	Two-hundred feet (200').	191'	<b>Complies</b>
<b>Mid-Block Walkway</b>	None required	N/A	<b>N/A</b>



# ATTACHMENT E: Planned Development Standards

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

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

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

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

**Discussion:** Staff finds that the project meets one of the Planned Development objectives: Master Plan Implementation. Staff is of the opinion that the planned development generally creates a better product than what would be possible if the City enforced a literal interpretation of the zoning ordinance. The requested relief allows the applicant to provide an amenity that enhances the relationship of the building with Madsen Park and Chicago Street. The project generally helps to implement the *North Temple Boulevard Plan* and *Plan Salt Lake*.

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

**A. Open Space And Natural Lands:** Preserving, protecting or creating open space and natural lands:

<ol style="list-style-type: none"> <li>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.</li> <li>2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.</li> <li>3. Development of connected greenways and/or wildlife corridors.</li> <li>4. Daylighting of creeks/water bodies.</li> <li>5. Inclusion of local food production areas, such as community gardens.</li> <li>6. Clustering of development to preserve open spaces.</li> </ol>
<p><b>Discussion:</b> Project does not specifically include proposal to preserve, protect, or create open space or natural lands.</p>
<p><b>Finding:</b> <input type="checkbox"/> Objective Satisfied      <input checked="" type="checkbox"/> Objective Not Satisfied</p>
<p>B. Historic Preservation:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>
<p><b>Discussion:</b> Project is not located in a historic district or listed as a landmark site. Four existing homes will be demolished. Three date to the 1900s and one dates to the 1940s.</p>
<p><b>Finding:</b> <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"> <li>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.</li> <li>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.</li> </ol>
<p><b>Discussion:</b> The project will not provide deed-restricted affordable housing or a type of housing not commonly found in the neighborhood.</p>
<p><b>Finding:</b> <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"> <li>1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.</li> </ol>

2. Improvements that encourage transportation options other than just the automobile.
<b>Discussion:</b> Project does not include an interior block walkway connection or improvements to transit or bicycle network. There are no specific improvements proposed that would encourage transportation options other than just the automobile.
<b>Finding:</b> <input type="checkbox"/> Objective Satisfied <input checked="" 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"> <li>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.</li> <li>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.</li> </ol>
<b>Discussion:</b> 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.
<b>Finding:</b> <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"> <li>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.</li> </ol>
The project helps to implement several initiatives in <i>Plan Salt Lake</i> and policies in the <i>North Temple Boulevard Plan</i> . The project is consistent with the guidance of both plans in relation to building scale and orientation and site layout. See Key Consideration 1 in the main body of the report for more detail.
<b>Finding:</b> <input checked="" type="checkbox"/> Objective Satisfied <input type="checkbox"/> Objective Not Satisfied

<b>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.</b>
<b>Finding: Complies</b>
<b>Discussion:</b> The project is generally consistent with the Citywide plan and the applicable small area plan. See Key Consideration 1 in the main body of the report for more detail.



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

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

**Finding: Complies**

**Discussion:**

Mass and scale of the proposed development are greater than surrounding development. While most neighboring structures are one or two stories tall, and used as single-family homes or small multi-family dwellings, this building will be 65 feet tall and larger in size than most of the surrounding development. However, the height is consistent with the development potential of the surrounding properties, which are also zoned TSA-UN-T. The proposed residential unit density is in alignment with this zoning and the development potential of the surrounding properties. The site layout is compliant with zoning requirements and surrounding properties could also be developed with close building setbacks.

**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:**

Building orientation and materials are generally compatible with the surrounding neighborhood or development potential. Building materials will meet or exceed the requirements for durable materials and limitations on EIFS or stucco in the TSA-UN-T zone. Building orientation meets requirements for the zone.

**Condition(s):**

3. Whether building setbacks along the perimeter of the development:
- Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
  - Provide sufficient space for private amenities.

<ul style="list-style-type: none"> <li>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</li> <li>d. Provide adequate sight lines to streets, driveways and sidewalks.</li> <li>e. Provide sufficient space for maintenance.</li> </ul>
<b>Finding: Complies</b>
<p><b>Discussion:</b></p> <ul style="list-style-type: none"> <li>a. Setbacks do not impact the visual character of the neighborhood. They are consistent with what is allowed under zoning.</li> <li>b. Adequate space is maintained for private amenities.</li> <li>c. Open space meets the requirements for the TSA-UN-T zone. 2,296 sf. of open space is required, and 2,749 sf. is provided between the second level roof patio and side and front yard areas. An additional 7,275 sf. will be provided through the rooftop patio if the Planned Development is approved.</li> <li>d. Sight lines to streets, driveways, and sidewalks must be maintained per applicable City code requirements. Setbacks should not impact sight lines.</li> <li>e. Department review did not identify concerns with not providing sufficient space for maintenance.</li> </ul>
<b>Condition(s):</b>
4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
<b>Finding: Complies</b>
<p><b>Discussion:</b></p> <p>Building façade will include ground floor glass, as well as glass on each of the upper five levels. There will be at least one building entrance along Chicago Street for each 40 feet of building frontage, as required by the TSA-UN-T zone. Balconies and operable windows are included on the street- and Madsen Park-facing sides of the building. Durable materials are proposed for each level.</p>
<b>Condition(s):</b>
5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
<b>Finding: Complies</b>
<p><b>Discussion:</b></p> <p>Lighting will need to meet code requirements. To be fully evaluated at permits.</p>
<b>Condition(s):</b>
6. Whether dumpsters, loading docks and/or service areas are appropriately screened;

<b>Finding: Complies</b>
<b>Discussion:</b> Dumpsters and loading docks will be contained within the building.
<b>Condition(s):</b>
7. Whether parking areas are appropriately buffered from adjacent uses.
<b>Finding: Complies</b>
<b>Discussion:</b> Parking area will be contained in a garage, accessed from Chicago Street.
<b>Condition(s):</b>

<b>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:</b>
1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;
<b>Finding: Complies</b>
<b>Discussion:</b> Urban Forestry did not identify mature native trees that needed to be maintained.
<b>Condition(s):</b>
2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
<b>Finding: Complies</b>
<b>Discussion:</b> The existing landscaping will be removed. However, the proposed project meets landscaping and open space requirements for the TSA-UN-T zone.
<b>Condition(s):</b>
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;

<b>Finding: Complies</b>
<b>Discussion:</b> <p>The impact of the proposed development matches the development potential of the surrounding neighborhood. Landscaping is provided that meets or exceeds code requirements.</p>
<b>Condition(s):</b>
4. Whether proposed landscaping is appropriate for the scale of the development.
<b>Finding: Complies</b>
<b>Discussion:</b> <p>Applicant is proposing trees, shrubs, and foliage that are appropriate for the scale of the development. The proposed development meets code requirements for open space and vegetated area.</p>
<b>Condition(s):</b>

<b>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:</b>
1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
<b>Finding: Complies</b>
<b>Discussion:</b> <p>The proposed development would include two garage entrances and a loading dock entrance which would face Chicago Street. There are currently two curb ramps on the property, so the number of ramps will increase by one. The location and width of the two existing ramps will also be changed, with the ramps becoming wider. The drive access meets code requirements and should not negatively impact the safety, purpose, or character of the street.</p>
<b>Condition(s):</b>
2. Whether the site design considers safe circulation for a range of transportation options including: <ul style="list-style-type: none"> <li>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</li> <li>b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and</li> <li>c. Minimizing conflicts between different transportation modes;</li> </ul>



<b>Finding: Complies</b>
<p><b>Discussion:</b></p> <p>a. Proposed drive access will not have a substantial negative impact on the pedestrian way. The ground floor of the building will include ground floor glass and building entrances that improve the pedestrian experience at the street level.</p> <p>b. Bike storage is proposed on the first level of the building. The nearest bike lanes are along 900 and 1000 West, which connect to the Folsom Trail to the south. The Jackson/Euclid TRAX station is about one-quarter of a mile away, also to the north, which could be accessed by sidewalk along Chicago Street and North Temple.</p> <p>c. The proposed design will not create significant conflicts between transportation modes. The number of drive access points will be increased by one, but drive access will meet code requirements. Residents of the development will be able to access Chicago Street directly from the sidewalk in front of the building.</p>
<b>Condition(s):</b>
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
<b>Finding: Complies</b>
<p>The layout of the proposal includes direct access to the public sidewalk, which would permit residents to access nearby adjacent uses and amenities, including Madsen Park which is adjacent to the property.</p> <p>The surrounding neighborhood is primarily residential in character, with commercial uses accessible on nearby North Temple. Access to the TRAX light rail system is available within one-quarter of a mile on North Temple.</p>
<b>Condition(s):</b>
4. Whether the proposed design provides adequate emergency vehicle access;
<b>Finding: Complies</b>
<b>Discussion:</b>
Emergency vehicles will use Chicago Street for access.
<b>Condition(s):</b>
5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

<b>Finding: Complies</b>
<b>Discussion:</b> Loading access to the property is adequate, with the loading dock being accessed from Chicago Street.
<b>Condition(s):</b>

**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.**

<b>Finding: Complies</b>
<b>Discussion:</b> There are no natural or built site features that significantly contribute to the character of the neighborhood.
<b>Condition(s):</b>

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

<b>Finding: Complies</b>
<b>Discussion:</b> 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.
<b>Condition(s):</b>

# ATTACHMENT F: Public Process & Comments

## Public Notice, Meetings, Comments

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

- October 25, 2023 – The Fairpark and Poplar Grove Community Councils were sent the 45 day required notice for recognized community organizations. The council subsequently requested a presentation from the applicant and provided a letter of support for the project.
- October 25, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.

Notice of the public hearing for the proposal included:

- January 10, 2024
  - Public hearing notice sign posted on the property
- January 12, 2024
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division list serve

## Public Input:

The Community Councils did not provide a response. Two messages were received in opposition to the project which are included below.



**From:** [Brown Berets](#)  
**To:** [McNamee, Michael](#)  
**Subject:** (EXTERNAL) OPPOSE Chicago Street Apartments  
**Date:** Tuesday, December 12, 2023 5:09:10 PM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

The Rose Park Brown Berets are demanding that the Chicago Street apartments be stopped. There are various reasons why this project should be stopped such as displacement of locals, lack of meaningful community engagement, lack of transparency, and prioritizing developer interests over the community.

These significant and impactful reasons, however, are not taken into account in your planning process. Salt Lake City planners and staff continue to give into what developers ask to make more profits because that is the only way they “care” to develop in the community in the first place, PROFIT.

The applicant and designers, Derek Christensen and Design West Architects do not have our best interests at heart in the creation of these apartments. They do not match the character of the neighborhood and they are not affordable to locals. These apartments would create overcrowding issues and problems with parking for long term residents and businesses already established here.

This project has already displaced many black and brown families, including the Valencia family

who protested back in 2022. There is absolutely no transparency or renters rights in this city.

The council has the power, according to Kirk Cullimore, to put a stop to the creation and passing

of these developments until a policy that centers the long term residents that have lived here.

However, Mayor Mendenhall, city planners, and the planning commission continue to support developer interests.

The TSA zoning has caused more harm than good by giving the green light to developers to build these unaffordable apartments destroying existing affordable housing that our community

has lived in for many years when it was zoned as single family. Developers and city planners will

say they are doing this for walkable and transit-oriented communities, but who are you building

these walkable and transit-oriented communities for? Who can afford to benefit from mixed-use

buildings and walkability? You are excluding and displacing the community who has lived here

and made a community here before it was seen as a real estate opportunity.

Do your job to your constituents rather than money grabbing developers and multimillion dollar

companies that are not part of our community.

-RPBB

**From:** [Ray Bertheaud](#)  
**To:** [McNamee, Michael](#)  
**Subject:** (EXTERNAL) The Chicago - N Chicago Street Development  
**Date:** Wednesday, December 13, 2023 4:58:29 PM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Dear Michael,

It is very important to the people of Rosepark and Fairpark that you decline the establishment of The Chicago on N Chicago.

If you know what's best for the people *already living* in the surrounding neighborhood, you would never have let it get this far in the first place. No working class person deserves to be displaced by a tacky condo at which they surely cannot afford to live anyway.

In addition, no working people in the surrounding area deserve to have their rents artificially driven up by a massive condo.

Please stop. Be on the right side of history.

Thank you,  
Ray







# ATTACHMENT G: Department Review Comments

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

## **Engineering:**

No objections.

## **Building:**

All new construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

RE: BLD2023-05682

If planters are to be used as a guard, they are required to be not less than 42 inches high, measured vertically from the adjacent walking surfaces and not spaced more than 4 inches apart from one another along the walking surface to the required height.

## **Fire:**

No comments related to the rooftop occupancy. Any installation of equipment or other items will need to be submitted for approval through a comprehensive code compliance review.

## **Urban Forestry:**

Urban Forestry has no concerns with this proposal as long as the existing street trees are preserved and protected, and new ones are planted in fulfillment of the one tree planted in the public ROW parkstrip for every 30' of street frontage code requirement.

## **Transportation:**

No issues from Transportation.

## **Public Utilities:**

Public Utilities has no issues with the proposed special exceptions for the rooftop deck/amenity space.

Please see BLD2023-05682 for outstanding permit review comments.