



Planning Division
451 S State St., Room 215
Salt Lake City, UT 84111

Re: Pickle & Hide Planned Development Submission

Project Description:

Pickle & Hide is an adaptive reuse project of the existing Bissinger & Co Building as well as the Utah Pickle Co Building along 400 West, in the Granary District. Their beautiful brick facades will be preserved and integrated into new building masses. The project consists of two main buildings with 'Pickle' on the south and 'Hide' on the north; Parcel 1 & Parcel 2, respectively. The current zone of the subject site is CG, General Commercial District. A wide variety of permitted uses are available in this zone. The current existing uses in the Granary District are primarily warehouse, manufacturing, and commercial. Over time, many buildings throughout the neighborhood have fallen into dereliction. Many are vacant and lack useful life. Investment in this neighborhood is vital to ensuring it doesn't fall into further degradation. However, the Granary District does have a charm that is worth maintaining and preserving. There are many in the community who desire to live in a safe space with an industrial vibe. The applicant has the resources and experience to see this area redevelop in a way that aligns well with the City's master plan and vision. The Granary District represents one of the few remaining oases of untapped potential in Salt Lake City. Pickle & Hide represents a great opportunity to ensure the City's vision is realized.

Proposed Use:

It includes a mixture of uses consisting of 141 units of mixed-income multifamily housing, 46,486 sqft of creative office, and 15,550 sqft of neighborhood-serving retail. All 141 multifamily units are in the North (Hide) Building and have an average size of 732 sqft. The unit mix is comprised of (31) studios, (80) 1-bedroom, and (30) 2-bedroom. Studios average 525 sqft, 1-bedroom units average 706 sqft, and 2-bedroom units average 1,046 sqft. To achieve housing attainability and provide housing for a large range of income levels, the project will provide 20% units at 80% of area median income. These affordable units will be a mix of studios & 1-bedroom units. The overall dwelling unit density is 55 du/acre.

Retail is spread throughout the project's ground level and is complemented by approximately 15,500 sqft of programmable ground floor public open space. The rooftops provide additional open space for tenants, and retail and office patrons. Mid-

block walkways are provided throughout the project, connecting it to the surrounding properties as well as through to 700 South. Additionally, the project aims to maximize sustainability by utilizing sustainable materials, adaptively reusing two existing brick masonry buildings, incorporating 100% native planting into the landscaping to reduce water usage, and providing additional measures, such as green roof and photovoltaic panels, where possible. The new office addition will be built utilizing a Mass Timber structure. This highly sustainable material will decrease the project's carbon footprint due to the ability of wood to sequester carbon.

The project will strictly adhere to the Commercial Zoning (CG) regulations. Although, modifications are being sought to create a project that embodies the City's goal of creating a walkable, transit-oriented neighborhood in the Granary District.

Building Height:

The applicant seeks to increase the building height by 30'-6" feet, which is above the current allowance of 60'-0" feet. While this is achievable through Design Review, the project includes a parapet, which is being used to screen rooftop mechanical and provide additional visual interest from the street. This brings the overall building height to 90'-6" feet. The increased height will provide additional residential density and community activation which is in line with the master plan to create a more urban environment. This additional density will also help to solve the excessive shortage of available housing that is rampant in Salt Lake City.

Parking:

Considering the City's goals to create a walkable, urban center in the Granary District, the applicant seeks a reduction in the required number of parking stalls. Pickle & Hide is a catalyst of urban redevelopment south of downtown in the Granary District and aims to promote an active, transit-oriented lifestyle for residents, workers, and visitors alike. Additionally, the site borders the urban D-2 zone which has minimal parking requirements. Utah Transit Authority is working to extend TRAX light rail through the Granary District along 400 West, with a stop planned directly in front of this project. In addition, the updated street design will feature dedicated bike lanes and wide sidewalks. The project plans to provide significant secured bike parking for transient visitors, as well as a secure bike storage room for residents. This integration of multi-modal transportation methods will greatly reduce the number of parking stalls needed to support the project.

The updated parking chapter, which was approved in November 2022 and eligible to follow until February 2023, increases the project's parking requirement by **72 spaces (which is nearly a 1/3 increase in parking for the overall project)**. This new requirement is in direct competition with the City's goal to promote walkability and transit-oriented urban development in the Granary District. Instead, the new parking requirement promotes additional auto traffic and increased pollution. It reduces valuable land area that could otherwise be used to create open space, mid-block

walkways, and residential and retail development. It also will make the UTA TRAX extension much less valuable to future visitors and residents, who will become accustomed to driving and parking to access Granary District projects instead of learning to live in an urban context and finding alternative methods of transportation.

Thus, we believe future development is in line with the “Urban Center Context” and, therefore, should be used to calculate the parking requirement. As well, using the code’s “Alternative to Minimum and Maximum Parking Calculations”, the resultant quantities are as follows for the different contexts:

- General Context: 254 Parking Stalls
- Neighborhood Context: 211 Parking Stalls
- Urban Context: 119 Parking Stalls

Due to current market trends, Pickle & Hide will provide 163 off-street parking stalls which is a quantity far greater than would be required using Urban Context and near the amount required for Neighborhood Context. To help with future proofing, the project will provide 6 of these as charging stalls for electric vehicles with the capability of expanding this to a total of 20 stalls (or 12% of overall parking) in the future.

As a first mover of transit-oriented development in this area, the applicant understands the potential gap between project delivery and TRAX service start and plans to address this by implementing an owner-sponsored bus bridge or shuttle service for residents and workers should this prove necessary in the interim. We find this to be a much more sustainable solution than building parking well in excess of what will be needed in the future. Nearby, the city/county recently invested in a district wide parking structure that adds additional stalls to the neighborhood for public use, further clarifying that excess parking requirements are not necessary at Pickle & Hide.

Yard Setbacks:

The existing Hide building encroaches the front yard requirement of 10 feet. The Hide Addition is designed to complement the existing building and to reinforce the existing street edge. Thus, the project seeks modification from this requirement due to the existing context. The project also seeks a zero rear yard setback at the Hide addition to maximize parking, density, and neighborhood impact. Pushing the addition to the edge of the property is necessary to provide a North/South public walkway and crossing of the site. This increased permeability will prove to be a significant benefit to the public. We are adding additional landscape to the interior side yards of both parcels to reallocate the landscape missing from the front yard encroachments and zero rear yard. See Landscape Plan in attached exhibit for reference.

Landscape:

Due to the nature of the midblock walkways and separate outdoor living areas, the project is providing, the applicant seeks a variance in the location of planting within the landscaped area. On Parcel 1 the minimum required landscape is 1,378 sqft; we are providing 2,983 sqft which is 1,605 sqft above the required amount. On Parcel 2 the

minimum required landscape is 6,215 sqft, which is the quantity being provided. The amount of required additional landscaping for increased building height is 4,458 sqft. We are providing 4,844 sqft which is 386 sqft above the required amount. This additional landscaping is spread across both parcels. The required plant coverage percentage is 33% and we are providing 34% across both Parcels. We are also providing 100% drought tolerant vegetation species, above the required 80%. See Landscape Plan in attached exhibit for reference.

The common open space within the project and private infrastructure will be maintained and managed by a property management team that will be carefully vetted, selected, and hired by the property owner.

Standards for Planned Developments

The standards for Planned Developments, as stated in 21A.55.050 will be met through:

- A. **Planned Development Objectives:** Pickle & Hide will meet all of the objectives listed in **21A.55.010** that the City seeks to achieve.
- a. Open Space And Natural Lands: The project is creating nearly half an acre of open space where none currently exists. The development includes 0.45 acres (19,409 sqft) of ground floor privately owned public open space that features a central plaza, significant amount of green planting, seating and gathering areas, programmable areas for events, local artist displays, and landscaped throughblock passages. This ground floor open space is located only one block away from the City's planned Green Loop Linear Park system along 300 West. The rooftop of the existing Pickle building will include seating and gathering areas for office tenants and retail patrons, while the rooftops of Hide and the garage podium will provide outdoor amenity space for residents to enjoy.
 - b. Historic Preservation: The project incorporates the preservation of two existing brick masonry buildings, the Utah Pickle Co. building (built 1893) and the Bissinger and Co. Hides building (built 1919). Currently both buildings are vacant and a magnet for vandalism, which creates blight in the neighborhood. The Utah Pickle Co. building is in disrepair and was severely damaged by the earthquake in March 2020. However, as the first industrial building in the Granary District, the Owner feels that it is important to preserve this unique piece of Utah's history and is paying a significant construction premium to incorporate it in the project's overall development plans.
 - c. Housing: Currently, there is a severe lack of housing in the Granary District. The project is focused on providing attainable housing that is available to a wide range of renters. The multifamily building consists of a mix of studios, 1-bedroom, and 2-bedroom units, and 20% of the units will be priced at 80% of

area median income. The development brings a living experience unique to Salt Lake City that urges people outdoors and promotes a healthy and multi-modal urban lifestyle.

- d. **Mobility**: The project provides a permeable open space experience that includes landscaped throughblock walkways that connect pedestrians from 400 West through to 700 South and to the bordering property to the east. The public is welcome to move freely, unobstructed, throughout the site. The site is located along the UTA's planned 400 West TRAX extension, with a transit stop directly in front of the project's Pickle Alley. The applicant is working with the UTA to design a transit-ready street that includes wide sidewalks and a protected bike lane. To encourage biking, the project includes a secured bike room for building residents, as well as ample bike parking for transient visitors throughout the site's ground plane and in the garage.
 - e. **Sustainability**: The Owner is focused creating sustainable and equitable projects throughout Salt Lake City and Pickle & Hide is no exception. In addition to the preservation of buildings, the project will re-use all possible materials from any portion of buildings on-site that will not stay intact during construction. There will be no gas service available to the multifamily units, making the bulk of the project all-electric. The project will include future proofing for 14 additional EV chargers. The applicant is also looking for additional opportunities to incorporate sustainability measures throughout the development, such as solar photovoltaic panels, green roof, and rooftop urban beekeeping.
 - f. **Master Plan Implementation**: The project's objectives are aligned with the vision of the Salt Lake City Master Plan. The site sits at the core of the Granary District Project Area (GD), which aims to create a mixed-use neighborhood that supports commercial business, preserves historic structures, improves public infrastructure, provides high quality, diverse, and income-balanced housing of moderate to high density, creates open space, and incorporates public art. The Pickle & Hide project embodies the true definition of a thoughtful mixed-use development, which incorporates maker space, artist loft space, creative office, neighborhood-focused retail, publicly accessible open spaces, and creates a unique and interesting housing opportunity that is in range with the City's desired density and accessible to a wide range of incomes. The project will also incorporate an extensive public art program focused on celebrating and showcasing local artists and makers.
- B. Master Plan Compatibility**: the project is in compliance with the Master Plan as issued by Salt Lake City. The project is providing 20% of the units at 80% AMI and sustainability is a core consideration. The transit-oriented nature of the development ensures the residents will be able to minimize their vehicle miles traveled which will minimize the project's carbon footprint. At occupancy, the minimum number of EV chargers will be provided. However, additional infrastructure will be installed to expand EV charging to an additional 14 stalls in the future to meet demand. Photovoltaic Panels are also being considered for

installation on rooftops. See section title “Proposed Use” for additional information regarding housing and sustainability.

- C. **Design and Compatibility:** The scale, mass, and intensity of this planned development is in line with new construction in the area and aligns well with the intent of the zone. Per the CG Zone purpose statement, Pickle & Hide will prioritize pedestrian access first, bicycle access second, and vehicle access third. Special care will be given to create safe, convenient, and inviting connections throughout the site. The ground floor will offer ample transparency, access, and architectural detailing to facilitate pedestrian interest. Adequate lighting will be provided to enhance safety while minimizing impacts to neighboring properties. Service areas and parking will be screened and buffered from pedestrian view.
- D. **Landscaping:** Pickle & Hide will collaborate closely with the City to ensure all standards and requirements are met. Plantings will be efficient and utilize native/drought tolerant species to minimize water usage of the site. See “Landscape” section above for more information.
- E. **Mobility:** the project will optimize multi-modal methods of transportation. The project will include mid-block walkways, pedestrian oriented retail, publicly accessible ground floor open space, and cross-block access to future projects to support urban pedestrian movement throughout the site. Bike parking will also be provided throughout the site for the public. Residents of the project will have access to secured bike storage within the building. Additionally, the project is strategically located along a future transit line. The Owner is working directly with the UTA to design a transit-ready street frontage along 400 west to support the new light rail extension. Protected bike lanes will also be implemented along 400 west as part of the UTA’s new transit-oriented street design. The owner recognizes that the new TRAX line service may not be complete by the time the project delivers. The Owner monitors transportation patterns and will work with the city to implement a bus bridge or provide a private shuttle service if necessary to mitigate any issues prior to the introduction of light rail to 400 west.
- F. **Existing Site Features:** Where possible, the project will preserve existing site features. There are several utilitarian structures that offer little architectural value and aren’t worth preserving. The Pickle & Hide brick masonry buildings offer significant architectural and cultural value. Their preservation demonstrates our commitment to preserving the existing character by celebrating the industrial history of the neighborhood. The applicant also plans to preserve the existing hopper/silo behind the Pickle building and will utilize it elsewhere on the site as a part of the project’s public art program.
- G. **Utilities:** We’ve collaborated closely with engineers and utility companies. We’ve determined the existing utility infrastructure will need some upgrades; namely, increasing the culinary waterline from 6” to 12” and adding inlets to storm drainage. We will also locate power lines underground to improve safety and minimize visual impact. Ultimately, the utilities will end up being adequate for the development and won’t have a detrimental impact on the surrounding area.

Site Plan

See attached exhibits

Detailed elevation drawings, identifying building materials:

See attached exhibits for detailed elevations, sections, construction types, and primary materials.

Other Drawings:

See attached exhibits for Floor Plans and Sections

When Applicable:

See attached exhibits for preliminary subdivision plat. A traffic impact analysis is forthcoming and will be provided at a later date.

We look forward to your feedback and answering any questions you may have. Please feel free to reach out directly to me at (214-389-3816) or via email (chenry@lrk.com).



Craig Henry
Principal
LRK