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09 August, 2021

RE: Proposal Planned Development and Design Review at 928 W South Temple

We feel that the proposed project qualifies for the planned unit development per SLC zoning code chapter 21A.55. This project qualifies per 21A.55.010.E.

**Project Summary**

The project will replace 4 single family residences and 1 small, commercial warehouse with 30 single-family attached townhomes. The total site is 0.84 acres and will have a density of 34.8 units / acre.

The project consists of four separate wood frame buildings. The exterior materials are metal panel siding, brick, cementious siding, and stucco. In total there are thirty units consisting of 5 different types of units - Unit type A (1): 3 bedroom , 3.5 bath unit with 2,628 square feet of conditioned space. Unit type B(13): 3 bedroom, 2.5 bath units with 1,570 square feet of conditioned space. Unit type C (1): 3 bedroom, 3.5 bath units with 1,535 square feet of conditioned space. Unite type D (6): 2 bedroom, 2.5 bath units with 1,078 square feet of conditioned space. Unit type E (9): 3 bedroom, 2.5 bath units with 1,233 square feet of conditioned space.

The primary access to the units will be sidewalks along Chicago Street and North Temple as well as sidewalks along the east side of the property. The garages will be accessed via a driveline in between the east and west buildings.

The most recent master planning document for this area is the North Temple Boulevard plan adopted in August 2010.

Sincerely,

**Jarod Hall, AIA**
Manager
di'velept design LLC

# Proposed Exceptions to Zoning Standards

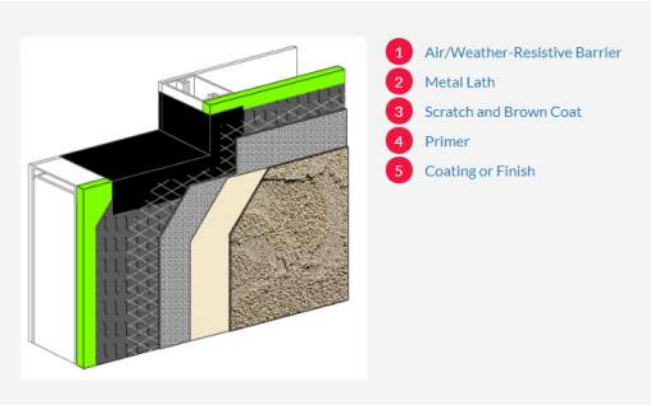
**One Principle Building Per Lot Per 21A.36.010.B**

In order to build townhomes, we are requesting an exception to the requirement of one building per lot.

**High Quality Building Materials Per 21A.37.050.B and 21A.26.078.F.A**

Stucco on the project will be Dryvit Commercial Cement Plaster CCP2. This is a cement based hard coat stucco that is extremely durable.

We are asking for a slightly higher percentage of hard coat stucco than is allowed on the upper floors per 21A.37.050.B.2 (16% provided with 10% allowed). We are also asking for a ground floor exception to allow 5% stucco so that the framing architectural stucco features can extend to the ground. We feel that this continuation of the material above provides visual interest and cohesion of the overall facade composition.




**Building Entrances per 21A.37.050.D**

The allowable length of wall per the TSA zone is 40’. In our south west unit there is 48’ between the entry and the edge of the wall. We are asking for an exception because accommodating this requirement would place a door in a bedroom which would not be ideal for our layout.

# 21A.55.050 Standards for Planned Developments

**A: Planned Development Objectives**

Referencing the North Temple Boulevard plan, this project addresses several stated goals:

1. It creates a compact development that is in line with walkable neighborhood best practices.
2. Increases residential density near the station area from 4.8 DU/Acre up to 35.7 DU/Acre.
3. This project helps increase the diversity of building types around the transit station. Currently there are very few townhomes.
4. By creating a townhouse subdivision plat we are creating the opportunity for ownership which will help create economic stability.
5. The project will redevelop 6 parcels totally .84 acres that are currently single density residences with 1 small commercial warehouse. The proposed project takes advantage of a long lot by infilling the space with 30, 3-story townhomes. The project will increase the density from 4.8 DU/Acre up to 35.7 DU/Acre. This is in line with the density goals stated on page 63.
6. The site provides safe, convenient circulation patterns for vehicular and non-vehicular traffic movement by separating the main entrance and the garage.

The purpose of the *North Temple Boulevard Plan* is to:

- Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
- Create compact, walkable, transit-oriented neighborhoods around each station;
- Increase transit ridership;
- Improve the overall safety of the community;
- Establish guidelines for street design and connectivity that will accommodate all users;
- Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
- Provide for a diverse mix of uses and building types around the transit stations; and

| Desired Density | Total Acres | Dwelling units per acre | Total needed to meet desired |
|---|---|---|---|
| **Core** | 37 | 50 | 1,850 |
| **Transitional** | 32 | 30 | 960 |

**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.

1. This proposed plan is consistent with the policies set forth in the North Temple Boulevard Plan because it is increasing the density to align with the target residential density. The project is a smaller scale than allowed by the zone, but we feel it is really fitting for the scale of the smaller street on which it is located. Given the residential character of the street, we feel the lack of commercial use is appropriate. Additionally it is providing a good transition from the single family projects that are in the area to the eventual larger multifamily that will be built in the future.

**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
    a. This project is taller than the existing residential buildings in the neighborhood but won't be out of place as larger buildings are built in the area. We feel the density of this use is very compatible with the existing neighborhood. The project is close to target residential density in the plan and significantly above the current residential density. See elevations on sheet A4. It is significantly closer in scale to the adjacent neighborhood than the maximum zoning height would allow.

West site elevation from Chicago St

South site elevation from South Temple

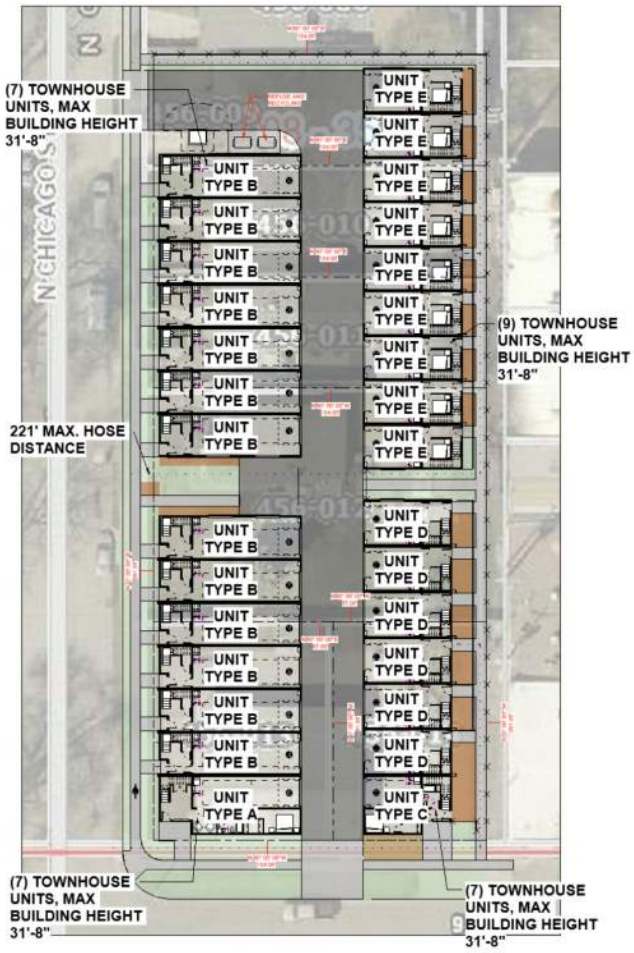
2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design
    a. Half of the townhomes have been designed to engage with the street with the other half having primary entrances that are accessed from a sidewalk perpendicular to South Temple.. They have a significant amount of glass on the north elevation and the entry door is on the north, adjacent to the public sidewalk. See sheet A4 for elevations.
3. Whether building setbacks along the perimeter of the development:
    a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
        i. Yes, The North Temple Boulevard plan describes building forms that are oriented toward the street. Our west units and south east unit are close to the sidewalk with the entry door facing the street. We have also created a covered entry that faces the sidewalk as well as balconies that will provide some engagement with the street. This project is a transitional scale between the existing buildings and the higher densities that are allowed per the zoning that will be coming in the future. See sheet A4 for street elevation.
    b. Provide sufficient space for private amenities.
        i. We have provided a garage for each unit. We believe that one of the greatest advantages to building in urban environments is that there are a wealth of public amenities that can be used by residents. The project is across the street from Madsen Park, the soon to be constructed Folsom Trail, a number of restaurants, a Rancho Market, as well as bus and TRAX stops. Providing additional private amenities only serves to reduce community engagement.
    c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
        i. We have provided greater than zoning required setback from neighboring properties. We will also be providing an opaque fence along the property line. See sheet A2 for site plan.
    d. Provide adequate sight lines to streets, driveways and sidewalks.
        i. We have provided sufficient sightlines to safely traverse onto and off of the property.
    e. Provide sufficient space for maintenance.
        i. Maintenance will be provided by a third party, so there is no need for maintenance space.
4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
    a. The building facades visible from the public way have many windows. See sheet A4 for elevations.
5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
    a. There will be lights at each of the entry door alcoves to the units.
6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
    a. Dumpsters will be located at the north west of the site and screened from view. See sheet A2 for site plan showing dumpster location.
7. Whether parking areas are appropriately buffered from adjacent uses.
    a. Parking will be located in each unit. Driveways have been separated from the primary pedestrian circulation on the site. See sheet A2 for site plan.

**D. Landscaping**

The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;

    a. Existing trees will be preserved wherever possible. See Landscape plans.
2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
    a. The existing landscape provides almost no buffering to abutting properties.
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and
    a. We are providing fencing to buffer the property from the adjacent properties.
4. Whether proposed landscaping is appropriate for the scale of the development.
    a. We feel that the proposed landscaping is appropriate for the scale of this development. See Landscape plans.



**E. Mobility**

The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
    a. The project will have a positive impact on the safety of the street, and should add a sense of activity by having residences with decks and front porches. The buildings also engage the street and increase activity on the ground level. Additionally we are reducing the number of curb cuts, thus reducing the pedestrian vehicle interactions.
2. Whether the site design considers safe circulation for a range of transportation options including:
    a. Safe and accommodating pedestrian environment and pedestrian oriented design;
        i. There will be separated pedestrian walkways and driveways to create a safer access for pedestrians. See sheet A2 for site plan.
    b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
        i. Bicycle racks will be provided inside the garages of each unit. See “Level 1 Plan TSA” on sheet A2
    c. Minimizing conflicts between different transportation modes;
        i. We believe that through the strategies we have mentioned above we are minimizing conflicts between different transportation modes.
3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
    a. The increase of residential density that this project provides will enable adjacent uses and amenities by adding customers to the area for future businesses.
4. Whether the proposed design provides adequate emergency vehicle access; and
    a. We have complied with the required codes.
5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.
    a. This project is small enough that it will not have any major loading or service areas.

**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.

1. There are no significant natural or built features that will be affected by the construction of this project.

**G. Utilities**

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

1. We have had a DRT meeting and they feel that our plan for the utilities is acceptable.

# 21A.59.050: STANDARDS FOR DESIGN REVIEW

**A. Comply with the Intent of Zoning District**

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

1. We believe this project complies with the intent of the North Temple Boulevard plan by meeting the objectives of the plan spelled out in the planned development points above.

**B. Primary oriented to Sidewalk**

The development shall be primarily oriented to the sidewalk, not an interior courtyard nor parking lot.

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

   The west and south units' primary entrances face the public sidewalk. Seet sheet A2 for the site plan and A4 for front elevations.

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

   The buildings are sited close to the sidewalk. This follows the desired development pattern laid out in the zoning standards for TSA zones.

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

   There is a garage in each unit. See sheet A2 for site plan.

View From Chicago St

View from South Temple

**C. Building Facade Detailing and Glass**

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

1. Locate active ground floor uses at or near the public sidewalk.
    a. The ground floor near the public sidewalk will be the entry and a bedroom / office for the units facing South Temple and an entry for the units facing Chicago St. This qualifies as an active use. See sheet A2 for floor plans and site plan.
2. Maximize transparency of ground floor facades.
    a. We have provided the required amount of glass into the ground floor facades. See sheet A4 for elevations.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
    a. We feel that it is not appropriate to the scale and rhythm of Chicago St to have storefront elements. Architectural elements such as a covered entry and steps in the facade have been incorporated into the project.
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
    a. In the 2 townhomes that face South Temple, the first floor patios with the second and third floor decks all facing the street. See sheet A4 for elevations.

**D. Building Mass**

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

1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.
    a. The three story building scale is slightly larger than the scale of existing buildings. This project will be one of the first buildings to be constructed in the neighborhood under the TSA zoning, so it is anticipated that the scale of the buildings in the neighborhood is going to increase over the coming years.

2. Modulate the design of a larger building using a series of vertical or horizontal emphasis to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
    a. At only three stories tall, the proposed buildings are not tall enough to require modulation to reduce the visual height.
3. Include secondary elements such as balconies, porches, vertical bays, belts courses, fenestration and window reveals.
    a. We have included a number of secondary elements on the facade that provide visual interest. See sheet A4 for elevations.
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
    a. This project will help establish the desired character neighborhood. We have met all glazing requirements on the street facing facades of the building and have used windows as a way to create visual interest on the facade. Each building will have a single front door similar to the existing houses in the neighborhood. There will be a similar, slightly larger, amount of windows in the proposed street facade than that of the adjacent houses.

Perspective from South Temple

**E. 200’ Facade Limit**

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

1. No building facades are in excess of 200 feet.

**F. Privately Owned Public Spaces**

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

There will not be any privately-owned public spaces included with this project.

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

**G. Building Height**

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

In general, the proposed buildings are small enough that this section doesn't apply. We have responded to individual points as applicable.

1. Human scale:
    a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
    b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
        i. Buildings are three stories tall.
2. Negative impacts:
    a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
    b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
    c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:
    a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.
    b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.
        i. There is a mix of roof forms in the area. Most of the houses have steeply sloped roofs while the business all have flat roofs. We are providing a flat roofline edge for the proposed project. See sheet A4 for elevations.
    c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.

**H. Parking and Circulation**

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

We have separated the vehicular circulation from the pedestrian circulation. See sheet A2 for site plan.

**I. Waste and Recycling Containers**

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

The waste and recycling containers are located at the south west corner of the site. The dumpster area will have a CMU wall around it. The mechanical equipment will be placed in the roof of each unit and will also not be visible from the street. See sheet A2 for site plan.

**J. Signage**

Signage shall emphasize the pedestrian/mass transit orientation.

This project is a small scale residential project and we don't feel that it is appropriate to have signage.

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

**K. Lighting**

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

1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
    a. No street lights have been requested in connection with this project.
2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.
    a. Lighting levels will be low-level illumination. Lights that are on the outer walls of the building will be pointed down at the ground. Lighting on the street facades will be can lights in the soffit above the front entries.
3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.
    a. There are no signs on the building to be lit.

**L. Streetscape Improvements**

Streetscape improvements shall be provided as follows:

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

# 21A.26.078.E TSA District Development Standards

**2. Building Heights**

In the TSA-UN-T Zone building heights are limited to 50'.

- Provided: 32' . See elevation on sheet A4

**3. Setback Standards**

Required front yard: 0 feet

Required side yard: 0 feet

Required back yard: 0 feet

**4. Minimum Lot Area**

Required minimum area: 2,500 square feet

- Provided: 36,115 square feet

Required minimum lot width: 40 feet

- Provided: 124' see site plan on A2

**5. Open Space Area**

Required: 10% up to 2,500

- Provided: 3,827 square feet.

**6. Circulation and Connectivity**

Parking lots comply with 21A.44.020.

# TSA District Design Standards

**1. Developments shall comply with chapter 21A.37**

See detail description below

**2a. EIFS and Stucco Limitation**

- Required: Up to 10% stucco on the street facing  upper floors and no stucco on the street facing ground floor.
- Provided: 16% Stucco on the upper floors of the street facing facades. 5% on the Ground floor. Please see requested exceptions

**2b. Front and Corner Side Yard Design Requirements**

1. Yards greater than 10’ shall have a shade tree planted for every 30’ of street frontage
    a. There are no yards greater than 10’ in this project.  See A2 for site plan.

2. At least 50% of front yards shall be covered in live plant material. Can be reduced to 30% if the yard includes patios, etc.
    a. 65% of the small front yards will be covered in live plant material

3. At least 30% of front yards shall be occupied by outdoor patios, dining, etc.
    a. While there isn’t space in the 2’ feet between the edge of the building and the property line to have a patio, over 30% is part of a covered entry.

4. Driveways are allowed regardless of required percentages.

**2c. Entry Feature Requirements**

- Required: provide at least one of the following
    - (1)  An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;
    - (2)  A recessed entrance that is recessed at least five feet (5') from the street facing facade;
    - (3)  A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
    - (4)  A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.
- Provided:
    - Front entries have a covered porch that extends 5’ from the street facing building facade. Units facing South temple have covered porches that exceed 40 square feet. See A2 for floor plans and A4 for elevations

# 21A.37 Design Standards

**50.A.1 Ground Floor Use**

- Required: 80%
- Provided:
    - South Elevation: 85.1% see sheet A2 for floor plans.
    - West Elevation: 83.6% see sheet A2 for floor plans.

**50.B.1 Building Materials Ground Floor**

- Required: 90%
- Provided:
    - South-West Building: South Elevation is 92.2%, see A4 for elevations.
    - South-East Building: South Elevation is 91.7%, see A4 for elevations.
    - North-West Building: West Elevation is 94%, see A4 for elevations.
    - South-West Building: West Elevation is 93%, see A4 for elevations.

**50.B.2 Building Materials Upper Floors**

- Required: 60%
- Provided:
    - South-West Building: South Elevation is 86.8%, see A4 for elevations.
    - South-East Building: South Elevation is 87.9%, see A4 for elevations.
    - North-West Building: West Elevation is 81.5%, see A4 for elevations.
    - South-West Building: West Elevation is 81.5%, see A4 for elevations.

**50.C.1 Glass Ground Floor**

- Required: 45% (with 15% reduction for residential uses)
- Provided:
    - North-West Building West Elevation: 45% (562 square feet of wall within the glazing zone and 292 sf of glazing for a total of 51.9% glazing provided). See sheet A4 for West Elevation.
    - South-West Building West Elevation: 45% (591 square feet of wall within the glazing zone and 307 sf of glazing for a total of 51.9% glazing provided). See sheet A4 for West Elevation.
    - South-West Building South Elevation: 45% (266 square feet of wall within the glazing zone and 124.3 sf of glazing for a total of 46.8% glazing provided). See sheet A4 for South Elevation.
    - South-East Building South Elevation: 45% (166 square feet of wall within the glazing zone and 78.4 sf of glazing for a total of 47.3% glazing provided). See sheet A4 for South Elevation.

**50.D Building Entrances**

- Required: At least one operable building entrance on the ground floor is required for every street facing facade with a maximum of 40’ of wall between entrances.
- Provided:
    - West Elevations: Seven street-facing entrances are provided on the North-West building(1 per unit) with a maximum of 13’ of separation between each. Six street-facing entrances are provided on the South-West building(1 per unit) with a maximum of 13’ of separation between each. See sheet A4 for elevations.

- South Elevations: One street-facing entrance is provided at the South units of both of the South buildings. There is less than 40' of street-facing wall in the South-East building. See sheet A4 for elevations. Please see proposed exceptions.

**50.E Max. Blank Wall**

- Required: 15 feet maximum length at ground level.
- Provided: There is no section of blank wall greater than 3.5 feet at the ground level. See sheet A3 for elevations.

**50.F Max Wall Length**

- Required: 200 feet maximum
- Provided: 113' - 1 1/2" see sheet A4 for elevations

**50.H Exterior Lighting**

- Required: "All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker"
- Provided: Lighting levels will be low-level illumination. Lights that are on the outer walls of the building will be pointed down at the ground. Lighting on the street facades will be can lights in the soffit above the front entries

**50.I Parking Lot Lighting**

There are no exterior parking lots so this standard does not apply to this project.

**50.J Screening of Mechanical Equipment**

Mechanical equipment has been screened by roof parapets.

**50.K Screening of Service Areas**

Dumpsters for the project are located on the North side of the buildings inside of an enclosure.

**50.L Ground Floor Residential Entrances**

All 30 units have ground floor entrances. The 2 South units enter at 928 W South Temple while the remaining 28 units are accessed at the ground level from a sidewalk that runs perpendicular to W South Temple, (13 Units along Chicago Street and 15 along the East side of the site.

# Images of Site and Adjacent Properties

Existing warehouse at 938 W South Temple will be Removed

Existing House at 18 N Chicago St. will be Removed

Existing House at 28 W Chicago St will be Removed

Existing Warehouse at 30 W Chicago St will be Removed

Existing Warehouse at 36 W Chicago St will be Removed

Looking south East at Site

Looking North East at Site

Looking North West at Site

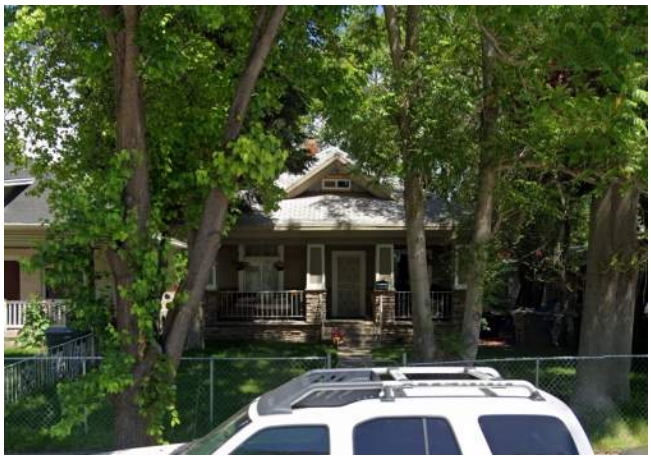
View looking South from Site


916 South Temple

Madsen Park - Looking West from Site

38 N Chicago St

40 N Chicago St



46 N Chicago St

27 N Chicago St

35 N Chicago St

39 N Chicago St

Looking South from Intersection of 900 W and South Temple

View looking South West from Intersection of 900 W and South Temple