



## **Sunrise Metro & Atkinson Stacks Planned Development Application**

*Request to waive 21A.26.070, Item H "Midblock Walkways" and approve parking stall count*

*Revised November 25, 2024*

### **Project Description:**

Sunrise Metro is an existing Permanent Supportive Housing (PSH) community built in 2007, located at 580 S 500 W adjacent to Salt Lake City's emerging Granary and Post Districts. 100% of both the existing and new units are deeply affordable for people making 35% of the area median income or less. Permanent supportive housing is a type of multifamily housing and meets the criteria for the land use "Dwelling, Multifamily" which is an allowed use in the CG General Commercial zone.

This project preserves and expands affordable housing on the site using Low Income Housing Tax Credit (LIHTC) funds. The existing 100-unit building will be remodeled, including the addition of 18 residential units. A new, 6-story, wing with 100 new PSH units known as Atkinson Stacks will be connected to the bring the site's total unit count to 218 units. The new wing will offer an expansion of ground floor amenities for residents such as case management offices, supportive service spaces, a gym, food pantry, and pharmacy. The site includes outdoor spaces for gathering and cooking, a dog run, garden boxes, and surface parking.

The project is compliant with the underlying zoning (CG) but seeks a waiver to the site's north and west midblock walkway requirements outlined in section 21A.26.070, Item H "Midblock Walkways". There are multiple, compelling reasons that midblock walkways at this site wouldn't support the goals set by the Downtown Neighborhood plan and the city's long-term vision for a pedestrian focused downtown.

1. Both the west and north midblock walkways would dead end into the back side of an existing L-shaped warehouse building located on the west and north property lines. (View C, F on attached site plan). On the west edge of the property, if the requirement for the walkways is not waived, Sunrise Metro & Atkinson Stacks would need to separate the walkway from the remainder of the property with a fence to manage the security risks. The resulting walkway would be flanked by the backside of a warehouse on one side, a fence on the other and dead-end into the back of the other wing of the warehouse. On the north property line, it is unclear how a fence could be located such that the security of the site would be maintained while also providing a walkway through the site which would then also dead-end into the existing warehouse building.
2. The population that the project serves presents unique security challenges and it is critical to the safety of the residents that the site remain fenced and restricted to residents and authorized visitors only. Even with the existing fences in place, security is an ongoing challenge at the site and results in frequent calls to SLPD.

The unique site security requirements will continue decades into the future. The property is deed restricted and the security challenges that come with Permanent Supportive Housing will remain for decades to come.

3. The creation of midblock walkways would negatively impact the site amenities such as the garden and dog run that are vital to the residents' quality of life.
4. The existing building extends to within about 6' of the north property line. A midblock walkway on the north side of the property would be obstructed even west of the pinch point of the existing building by the existing generator, transformer, and switchgear that are in what would be the required landscape and walkway width.
5. The potential for pedestrian connectivity for the project block is limited by the freeway on and off ramps. Even if the existing building into which a north-south walkway would dead-end were demolished sometime in the future, the walkway would terminate at the freeway off and on ramps on 500 S and 600 S, a condition that does not aid pedestrian connectivity.

Additionally, we are seeking approval of the parking ratio determined by the attached parking study in lieu of the stated ratio for the zone. Table 21A.44.040-A requires 1 stall per dwelling unit. Subsection 21A.44.050.D allows a 25% reduction to the total resulting in a required number of 162 stalls. Subsection 21A.44.050.G Allows the use of a parking study to demonstrate that the proposed parking will satisfy the anticipated parking demand. Hales Engineering completed a parking study that found the actual demand to be .22 vehicles per occupied unit for a total of 83 stalls. The total includes the stalls obligated by a parking easement granted to Pamela's Place across the street. The population served by the project has a very low rate of car ownership. The ample bike storage opportunities provided on site together with the project's location on the new Green Loop are far more valuable to the residents than parking stalls would be. Reducing the parking requirement allows both infill development and the creation of 118 new residential units, both of which are important goals in the city's Master Plan. The parking study has been reviewed by Jena Carver, PE from the city's Transportation Division.

**Description of Proposed Use:**

Sunrise Metro is an existing PSH community which alleviates homelessness by pairing income-restricted housing with on-site case management and supportive services. Along with the rehabilitation of the existing building's 6 studios (400NSF) and 94 one-bedroom units (420NSF), the project will build 118 new one-bedroom units (420NSF). This new total of 218 units will increase the site's overall dwelling unit density from 37 units/acre to 81 units/acre.

**Open Space and Recreational Facilities:**

The project will build a new gym as well as maintaining and improving the existing outdoor courtyard, dog run, and garden for resident use. These will be maintained by the Sunrise Metro staff and paid for through the building's annual operating budget. There will be no open space or recreational facilities available for public use.

**Private Infrastructure:**

Not applicable. This project will not be installing private infrastructure as part of this planned development application.

**Planned Development Objectives:**

Atkinson Stacks at Sunrise Metro plays an important role in meeting the planned development's housing objective (21A.55.010.C). This project answers Housing SLC's call to address homelessness by combining wraparound behavioral health services with deeply affordable housing. The residents are mostly formerly unhoused, and there are also set aside units for refugees and those with physical disabilities. The project is only possible through concerted public investment, including the State of Utah's contribution of \$9M. This, along with a successful allocation of LIHTC funds in the 2023 cycle, ensures that Atkinson Stacks will be deeply affordable, limited to households making 25-35% AMI.

As the surrounding neighborhood gentrifies through market rate development, Sunrise Metro & Atkinson Stacks will more than double the current unit count, contributing to Salt Lake's deeply affordable housing stock by building units on underutilized land next to existing resources. The community will expand on existing resident amenities such as case management offices, supportive service spaces, and a food pantry. In addition, the site will gain a new gym, programmed outdoor spaces, a pharmacy, and medical clinic.

**Meets Standards for Planned Developments and City Master Plan:**

By reinvesting in and expanding existing PSH, Sunrise Metro & Atkinson Stacks fulfills a critically underbuilt housing need as identified by the housing plans Housing SLC 2023 – 2027 and Thriving In Place. The site is in the Grand Boulevards district as outlined in the Downtown Neighborhood Plan (2016). The project addresses several of the plan's goals, such as its call to bolster the neighborhood's housing choices. However, the plan imagines the site as part of an urban research park with abundant family-focused amenities at ground level, activating midblock crossings along the north and west site boundaries. Except for the new pharmacy and clinic facing 500 West, the interior of the site will not have public facing active uses and the buildings to the west and north have windowless facades, further exacerbating the lack of "eyes on the street" for the potential walkways. Also, as previously stated, the midblock walkways would dead-end into existing buildings and be obstructed by existing infrastructure while also creating security risks for the residents at the site.

**Compatibility With the Surrounding Neighborhood:**

Sunrise Metro and Atkinson Stacks complies with all existing zoning requirements such as use, height, density, setbacks, and open space. The 6-level wing, will be located behind the existing building, screened from 500 West. The scale, mass, and intensity are typical for the redevelopment happening on the surrounding blocks such as Pamela's Place

and the Post District. The proposed site layout will improve existing resident open space by creating a secure, programmed courtyard. The interior rehabilitation of the existing apartments will not impact the surrounding neighborhood.

**Preserves and Provides Appropriate Landscaping:**

The proposal aims to preserve the site's existing landscaping, which provides a mature vegetation buffer from adjacent properties. In fact, most of the site's mature trees and shrubs are within the required midblock walkway 15' footprint along the north and west boundaries of the property and would be negatively impacted by the walkways. (View C, D, E, F, G on attached site plan).

**Promotes City Mobility Goals:**

The project supports the city's mobility goals to provide a neighborhood with diverse mobility options. The population served by the project is heavily reliant on bicycles for transportation. That reliance, coupled with the very low incidence of car ownership at PSH projects are the reasons for the request for approval of an alternative parking ratio supported by a parking study (attached. In addition to an indoor bike room and repair station, there will be bike hooks in each unit. The site is 0.4 mile walk from the nearest bus stop on 400S (Route 4, running every 30 minutes), and 0.5 mile walk from Salt Lake Central Station, which is an intermodal hub serviced by 5 bus routes, TRAX, and Frontrunner. Given their reliance on active transportation, the residents at Sunrise Metro & Atkinson Stacks will benefit greatly from the construction Salt Lake City's Green Loop on 500 S.

**Safety, Purpose, and Character of the Street:**

The goal for the site is to maintain the level of security provided by the fence and gates that exists on the site today. If the request to waive the midblock walkway requirement is denied, the safety of the surrounding properties could be negatively impacted.

The proposed design maintains the existing site access, loading, and service areas. The east facade of the existing building facing 500 W is unchanged except for the window replacement, fresh paint, and new entrance doors. The south façade will be modified by the addition of residential units on the south side of the 3<sup>rd</sup> and 4<sup>th</sup> floors and will match the existing window pattern and sizes, and the existing cladding. The existing character of both 500 W and 600 S will be unchanged by the construction of the new wing which will be located behind the existing building.

**Preserves Natural & Built Features:**

No natural or built features that significantly contribute to the area's character have been identified on the site. The proposal maintains all the existing mature trees except for one that is in the footprint of the new wing.

**Utilities Impacts**

No utility upgrades are needed for the project.

**Neighborhood Compatibility**

The proposed development will be a comparable scale and density to the adjacent Post District developments which are 5 story residential towers over ground floor

commercial space. Sunrise Metro is also like the neighboring Post and Granary districts in combining new residential communities alongside historic warehouse infrastructure. Further, our project capitalizes on existing PSH support services at Sunrise Metro as well as Pamela's Place Apartments across the street. While these projects are currently the only housing in this part of the neighborhood, the adjacent blocks are quickly redeveloping. 580 units came online last year at the Post District alone, accessible to those who can afford a monthly rent of \$1,200-\$4,000. This project will ensure that this neighborhood is still accessible to those making 25%-35% AML. By increasing the PSH unit count and resident services, Sunrise Metro & Atkinson Stacks will improve on a critical community asset in the heart of Salt Lake City.

**Site Plan:**

- Site plan attached (PD01)

**Detailed elevation drawings, identifying building materials:**

- Detailed elevation, section, and profile drawings with dimensions drawn to scale, showing the type of construction and list the primary exterior construction materials are attached. (PD03, PD04, PD08)

**Other Drawings:**

- Floor plans drawn to scale. (PD05, PD06, PD07)
- Sections and details drawn to scale, if applicable. (PD08)
- Existing Site Conditions (PD02)

**Other Reports:**

- Parking Study attached