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Staff Report Memorandum

August 17, 2023

To: Planning Commission
From: Community Development Department
Subject: OneTen Apartments (Preliminary Site Plan Review)
109 W. 11000 S.
(Commercial Area, #9)

SPR10242022-006427
CBD Zone District
2.81 Acres, 259 Units,
7,033 Sq. Ft. Retail

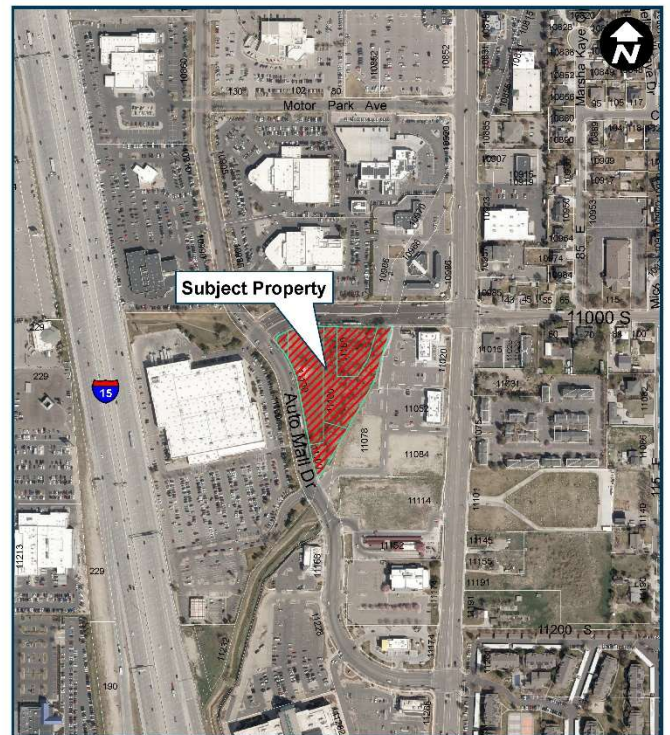
Public Meeting Notice: This item has been noticed to property owners within 500 feet of the subject area, on public websites, and at public locations.

Request

The applicants, Corey Solum & Troy Tueller of Think Architecture (representing the property owner, MICAM, LLC), are requesting preliminary site plan review of a site plan known as OneTen Apartments on a property located at 109 W. 11000 S. The proposal is to construct a seven-story building consisting of primarily residential for-rent apartments, urban townhomes, and amenity space. It also includes a small amount of ground floor retail, and (see Exhibit "A" for application materials).

Background

The property is currently vacant and has never been commercially developed. There have been a few single family homes and accessory buildings on the land in the past and this property has historically been used for farming and agriculture. This property is bordered by auto dealerships to the north (zoned Auto Mall (AM)). There are existing retail centers to the east (The School Yard), south (One Fourteen), and west (Costco) and are all zoned CBD. There is also the Jordan and Salt Lake Canal directly east of the property that is on its own parcel. With these surrounding developments, this vacant parcel has existing infrastructure improvements for streets and utilities.



CA07252023-0006572
SPR10242022-006427
SUB03292023-006511
OneTen Apartments
109 W. 11000 S.

Property Case History	
Case Number	Case Summary
R#91-02	Several areas were rezoned to the Central Business District (CBD). This area was previously zoned Regional Commercial (RC).

Public Notice and Outreach

This item has been noticed to property owners within 500 feet of the subject area. No neighborhood meeting has been held as this property is within a commercial area with no existing residential properties near the proposed area.

Analysis

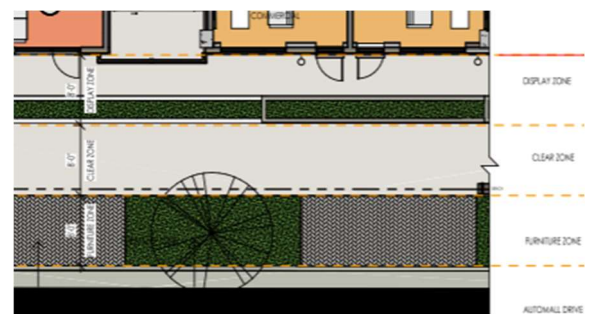
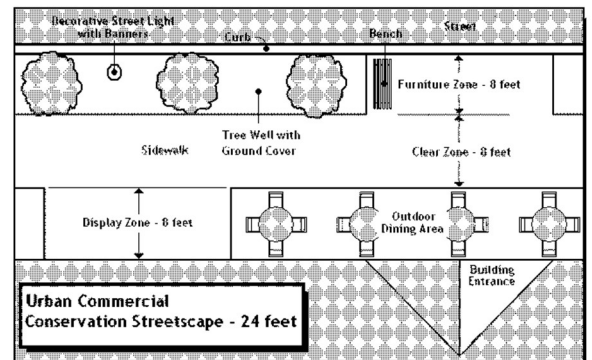
Important design issues or considerations on this proposed development in the CBD Zone that will need to be reviewed by the Planning Commission include building heights, lot coverage, building design and materials, building articulation, street level building entries, setbacks, and streetscape profiles. In addition to the CBD Zone standards (see [section 21-23-21\(a\)](#)), this project is also proposing to utilize the Storefront Conservation Overlay Zone (see [section 21-14](#)).

Access:

The proposed development will be accessed from Auto Mall Drive and 11000 South. Both vehicular and pedestrian access points will be provided from both public streets. In addition, they will further improve the side treatments of these roads with parkstrips, sidewalks, and urban furnishings that will improve pedestrian mobility and comfort to the area. The building will be primarily oriented to the street and encourage pedestrian activity. The proposal shows each of the two public streets will have building facades that appropriately face onto it. The proposed street improvements are designed to implement the Storefront Conservation Design Standards. The setback areas utilize the 24-foot cross section (shown to the right) with appropriate display, clear, and furniture zone areas. Within that setback area, improvements will all for comfortable direct pedestrian access to the building and make the urban environment more inviting.

Density and Uses:

There is no set residential density maximum within the CBD Zone. The proposed building plans show 259 units and seven stories tall with wrapped parking garage. These proposed residential units will have direct access to this parking structure. The applicant is currently showing programed amenity spaces totaling 30,920 sq. ft. (which equates to 15% of the gross residential building area), which meets the minimum standard in the zone to allow for residential use. The commercial/retail area is a permitted use in the zone as well. The commercial areas are not a requirement of the development as this in not a mixed use development. The plans indicate 7,033 sq. ft. of commercial area, but staff is measuring only 2,710 sq. ft. No matter the amount, they are a welcomed amenity to the residential development to provide for convenient commercial sales and services.



Parking:

The development proposal does not contemplate creation of formalized on-street parking, though there is a shoulder on all adjacent public roads with informal bike routes. The development proposes to contain their required parking within the parking garage that is wrapped and concealed from view by the units. This garage would house 497 stalls. City code would require that the development provide a total of 522 stalls for all the proposed uses and guest parking. The applicant is requesting a 4.8% parking reduction as allowed in chapter 24 of the Land Development Code (see [Sec. 21-24-3\(c\)](#)). This reduction is within the Director’s administrative decision to reduce the required off street parking up to 10%. The applicant will need to prepare a parking demand analysis, market demand analysis, or walkability and multi-modal design study to justify the parking reduction.

Architectural Design & Materials:

The exterior elevations and materials have been reviewed by the Architectural Review Committee (ARC) (see Exhibit “B” ARC Meeting Minutes) and received a positive recommendation with some conditions. The applicant is proposing brick and fiber cement panel and lap siding and no stucco is shown. The applicant has made changes to some of the design elements since they were reviewed by the ARC. The main change is additional articulation along the Auto Mall Drive side of the building. The colors of the materials have not changed but appear different in the rendering. The image on the top right shows the version shown to the ARC. The bottom right image reflects the current design.



Landscaping & Open Space:

The applicant has submitted a full landscape plan for the site. Staff has found that it generally meets the requirements specific to the Cairns Design Standards, the CBD Zone and those of Chapter 15A-25 entitled Landscaping Standards. The plans reflect a variety of deciduous and coniferous trees, shrubs, and perennial flowers. The landscape area of the site is roughly 22% of the total site. This plan shows urban amenities such as street furniture, trash receptacles, bike racks, and planter areas along these street corridors. They are beneficial to the project design and enhance the pedestrian experience.

Public Art:

Some public art is required and can be utilized to promote a sense of community identity and is required to be integrated into building and site designs. Murals, statuary, and building elements can be used to reflect local cultural and ethnic interests and add a unique element to public spaces within the development. The applicant has shown a location on the northwest corner of the site, but not identified what that art piece will be. Staff can work with them to ensure this is met before final approval of the project.

Staff Concerns

Staff has no concerns regarding this proposal.

Recommendation

Staff recommends that the Planning Commission determine preliminary site plan review is complete for the OneTen Apartments located at 109 W. 11000 S. based on the following findings and subject to the following conditions:

Findings:

1. The applicant has met the intent of the applicable Storefront Conservation Design Standards.
2. The applicant has demonstrated that they have largely complied or intend to comply with the Land Development Code requirements for the CBD Zone.

Conditions:

1. That street improvements be carried out according to Plan and Profiles approved by the Sandy City Engineer and specifically:
 - a. That Auto Mall Drive and 11000 South Street be further improved and dedicated to include a 16' wide streetscape behind the curb and gutter.
2. That the developer proceed through the final site plan review process with staff. The Final Site Plan shall be in compliance with all Development Code requirements, staff redlines, and those modifications as required by the Planning Commission.
3. That the development comply with all Building & Safety, Fire and Life Safety Codes applicable to this type of use.
4. That the applicant submits a parking study for the Director to find sufficient evidence to support the parking reduction request and provide the appropriate amount of parking for this development. Each residential unit is required to have one parking stall provided in the garage and included in their rent.
5. All utility boxes (i.e. transformers, switch gear, telephone, cable tv, etc.) shall be shown on the site plan and shall be placed underground or moved behind the front setback of the buildings and screened from view. Each box shall be shown in its exact location and shall be noted with its exact height, width and length. Building utility meters shall be mounted to the side or rear elevation or screened with a wing wall if fronting a public street.
6. That the developer be responsible for the placement of a temporary 6-foot-high chain link fence around the perimeter of the project during the construction phase of the project for security and safety. Said fence shall also be required to include fabric to prohibit blowing dust problems, if it becomes necessary or if it is required by the Community Development Department during Site Plan Review.
7. That the architectural design and materials be approved as presented in the application materials.
8. That amenity space be implemented as required in the CBD Zone for residential developments.
9. That projecting signs be allowed upon receiving a detailed sign package that complies with the Sandy City Sign Ordinance. Signs will need to be reviewed at final review with Staff and will require separate sign permits.
10. That the applicant work with staff to determine an appropriate implementation of public art within the project area.

11. A subdivision plat must be recorded before building permits can be issued for this development.
12. That the proposed code amendment to allow for multiple unit dwellings in this area of the CBD Zone be approved by the City Council prior to City approval of this development.

Planner:



Mike Wilcox
Planning Director

File Name: S:\USERS\PLN\STAFFRPT\2022\SPR10242022-006427_ONETEN APARTMENTS\PC\STAFF REPORT - SPR.DOCX

Exhibit “A”
 – see attachment for the full set of plans –

ONE TEN MIXED USE APARTMENTS

109 WEST 11000 SOUTH
 SANDY, UTAH 84070
 PROPERTY I.D. NUMBER: 272422611000



	PROJECT TEAM	SEAL
	ARCHITECT:	
	STRUCTURAL ENGINEER:	
	MECHANICAL ENGINEER:	
	ELECTRICAL ENGINEER:	



ONE TEN MIXED USE APARTMENTS
 109 WEST 11000 SOUTH
 SANDY, UTAH 84070

SANDY ONETEN APARTMENTS

PROJECT # AIM.056.22
MARCH 2023

SHEET INDEX	
	COVER SHEET
G 101	GENERAL NOTES
C 100	EXIST SITE & DEMOLITION PLAN
C 101	PROPOSED SITE PLAN
C 102	HORIZONTAL CONTROL PLAN NORTH
C 103	HORIZONTAL CONTROL PLAN SOUTH
C 104	HORIZONTAL CONTROL POINT TABLE
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ER 101	EROSION CONTROL PLAN
ER 102	EROSION CONTROL DETAILS

LOCATED AT 109 WEST 11000 SOUTH,
 IN THE CITY OF SANDY, UTAH



VICINITY MAP

DISCLAIMER NOTE
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COVER SHEET
 ONETEN APARTMENTS
 109 WEST 11000 SOUTH
 SANDY, UTAH 84070
 PROJECT # AIM.056.22
 MARCH 2023
COVER

Exhibit “B”

**Architectural Review Committee Meeting – Follow-up
March 22, 2023**

Members Present:

Steve Burt
Cheryl Bottorff
Lyle Beecher
Alison Stroud
Daniel Schoenfeld

Staff Present:

James Sorenson
Brian McCuiston
Doug Wheelwright
Mike Wilcox
Jennifer Gillen

Those Absent:

Scott Westra
Cyndi Sharkey - Alternate
Brynn Bohlender

4:00 p.m. 11000 South Street Mixed Use Development project (southeast corner of 110000 S. and Auto Mall Dr), John Liljenquist, Dave Liljenquist, Brad Liljenquist, Troy Tueller, John Shirley, Michael Olsen (Think Architecture)

Troy Tueller explained that they are creating a mixed-use development that will have a total of 254 residential units consisting of studios, 1-2 bedrooms apartments as well as two-story ground level townhome units. There will also be commercial space on the ground level facing Auto Mall Drive that will have landscaping and sidewalks with a potential restaurant on the south end of the building. On the northwest corner of the building, is a large glass window area that is the main entrance to the building which will house the leasing office as well as the mailroom for the residents. The building and exterior finishes have been broken up into three parts. The bottom level will have two different colors of brick (Moroccan Brown and Midnight Black) to add variation. The middle portion of the building will have a mix of fiber cement panels with reveal channels and lap siding. The top of the building will have larger windows in those top units and the color will be carried across to create a top element of the building. The amenities will consist of a pool, courtyard with a BBQ area, pickle courts, club room, a fitness center, and greenspace for the residents. They will have 480 parking stalls in the parking deck to accommodate both residential and commercial parking, which will be wrapped with the residential units.

Brian asked what kind of commercial space they are thinking of having.

Troy said that they have talked about potentially having a bakery restaurant (south end), retail space, and office space to rent out to the residents.

Lyle indicated that on the west side of the building, the roof line looks very flat. Lyle wanted to know if this project falls under any design standards such as the Cairns Standards.

Mike said that it is in the CBD zone. This means they would have to follow the cities Architectural Design Standards as well as the Mixed-use Development Design Standards, but not the Cairns Standards.

Doug wanted to know if the canal that runs along the east side of the building has an easement or is it fee title owned by Salt Lake City.

John Liljenquist stated that it is an easement and that they are going to fully respect that.

Exhibit “B” (continued)

Doug asked how much height of the retaining wall would be seen along the canal.

Troy said that the wall would be 8 feet tall and would taper down on both ends. The top of the wall would remain 1 foot above the level of the adjacent canal maintenance road.

Mike wanted to know what the commercial space would be used for that was located on the west side just next to the garage doors.

Troy said that it would be an office space that could be rented out to the residents.

Mike’s concern for this is that if they are showing this as a commercial space, and it does not read as a typical storefront, or have articulation that would make it read as commercial, and there is not a commercial entry for it, then it will not work well for a commercial space.

Troy said that if their client would seek that to be more of a commercial space, they would make sure that it does look so accordingly.

James stated that we would want that space to look more like a commercial space.

Steve wanted to know what the screening would be for the garbage collection.

Troy said that on the south end of the building there would be two trash chutes for the residents and would be tucked back in next to the pool area. At the southernmost part of the building, there will be dumpsters that will be screened for the commercial uses (dumpsters will not be seen from the street).

James asked if they were going to be the developer for this project, because he doesn’t want it to switch from development company to company.

Dave Liljenquist said that they want to be hands on with this project but would bring in a multi-family residential and construction company with experience to help them through this process.

Cheryl had the concern that the roof line on the west side was long and flat.

James wanted to make sure that they understood that having a flat roof line on the west side may be an issue with the Planning Commission and that they may want them to find a way to break that up.

Steve asked where they were going to have the A/C condensing units.

Troy said that they would be on the roof and will be screened by the parapets.

Steve asked if they would have solar panels.

Troy said they may have solar panels which could be put on the roof of the parking deck. This would not be seen from the street. No decision yet on adding solar panels.

Exhibit “B” (continued)

Doug wanted to make sure they knew that the definitions of screening on a rooftop with equipment, that includes solar panels, must be below the horizontal level of the lowest parapet.

Troy said it would be.

Motion

Lyle made a motion to give a positive recommendation to the Planning Commission to approve the 11000 South Street Mixed-use development, with the comment that they would like them to explore giving more roof line variation to the west side of the building before presenting this to the Planning Commission.

Items not part of motion but wanted developer to beware of:

Steve had a concern about the traffic at the south entry of Costco on Auto Mall Drive. He wanted to know if there would be a traffic light put there eventually.

Mike Wilcox said that the city is planning a roundabout there in the future (couple years out).

James wanted to know who was going to maintain ownership of the building when complete.

John said they would bring in a management company to help them run it.

James wanted to know if the cost of parking would be built into the rate of the rent. He wanted to make sure they understood that this would be brought up at the time when they submit for a CUP, and wanted to make sure they had a plan in place to address it.

Mike Olsen said it will be part of their overall rate.

Mike Wilcox wanted to make sure that they understood, by code, that you must bundle at least one stall per unit with the rent amount.