



November 21, 2022

RE: Planned Development Application for West Village

To Whom it May Concern,

Our partnership team of Woodbury Corporation, Vesta Realty Partners and Urban Alfandre is pleased to submit this Planned Development application for West Village.

West Village “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” in the following ways:

- Requested reduced setbacks and landscape buffers on portions of the property to keep with the stabilized neighborhood pattern. Most of the property will have buildings setback at 10’ or greater.
- Highly activated ground floor will provide more commercial and retail for the neighborhood which achieves Downtown Plan goals of creating a more livable city through increased walkability and access to services
- Increase the Granary’s housing stock will achieve Downtown Plan goals of housing choices
- Privately owned public plaza to create more publicly accessed open space for the neighborhood

Project Narrative: The proposed planned development is called West Village — a redevelopment project at 900 S, 400 W and Montague Street, across the street from the City owned Fleet Block.

West Village is a true mixed-use project which consists of:

- 602 residential units
- 180,000 square feet of Class A Life Science commercial
- 8,000 square feet of ground floor retail
- 835 parking spaces (764 required)
- 64 dedicated bicycle parking spaces
- Privately-owned public plaza.

West Village creates a new project that reflects the over-scaled feel in the Granary by creating a warehouse experience on the ground level to interact with the streetscape in a way typically found in the neighborhood, while incorporating human-scaled elements.

Zoning Requests:

The Partnership is requesting relief from the City's zoning ordinance through the planned development process for:

1. 21A.26.070 (D): MINIMUM YARD REQUIREMENTS: We are requesting no Front Yard setbacks for the multifamily buildings, along 900 South and Montague Streets and reduced Corner Yard setbacks on 400 West. The Life Science building portion is not requesting setback relief.

The stabilized neighborhood pattern includes buildings with no setbacks that are set right up to the sidewalk, creating a pedestrian scaled, cohesive street wall, as seen below. We are proposing no setbacks along 900 South to keep the existing urban street wall along this important corridor, and no set back along Montague Street to provide a more enhances, pedestrian scaled street. Even though we are requesting no setbacks at these locations, we setback the building facades above the second and third floors to reduce the feeling of additional height.

West Village incorporated dramatic building stepbacks on key pedestrian-focused streets, to create a more pedestrian friendly scale by reducing the feel of building height from the street level. Please see attached diagrams.

Our intent is to activate our public street frontages with provide as much retail, lobby, co-working space and residential units and continue the stabilized neighborhood pattern of reduced and no setbacks.

2. 21A.26.070 (D): LANDSCAPE YARD REQUIREMENTS: Our plan to reduce setbacks to mimic current development patterns in the neighborhood won't allow us to provide these landscape buffers in some locations.

We also believe that reducing the landscape buffer to create a more active street wall, as a priority of Salt Lake City's Urban Design Standards, is a better environment for the pedestrian allowing for more interaction with the commercial and retail ground floor uses. Reducing these setbacks and landscape buffer also helps to minimize the effect of the large rights-of-way of 900 S and 400 W to create a better public realm and comfortable pedestrian scale, "...which will result in a more enhanced product than what would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments."

Please reference Landscape Planting sheet for proposed species of plants and locations.

21.A.44: PARKING: The parking ratio is two parking stalls per two bedroom unit; one parking stall per one bedroom unit and half a stall for units under 600 square feet. The residential portion is sharing parking with the Office building. Please see attached drawings for the table that allows for permitted parking alternatives and reductions.

We are asking for a 75% parking reduction for the minimum parking allowed through the Transportation Demand Strategies noted below just for Building 2 which has 398 parking stalls and will share parking with the proposed office building. Building 3 has 237 parking stalls (please reference attached Parking Demand Strategy charts).

We are incorporating the Transportation Demand Strategies as noted below.

There are preliminary plans for a TRAX extension to run right in front of West Village. It is likely by the time this project is delivered; the TRAX station is steps away, thus allowing for a lower parking ratio than the current zone requires.

West Village is complying with the following Transportation Demand Strategies:

1. At least 50% required bicycle parking provided in the form of secured long term bicycle parking located in the interior of the building and made available to residents of the development.
2. Providing an on-site business center (co-working) or satellite office facility designed to facilitate telecommuting.
3. Providing an on-premises gym for residents or employees with at least 400 square feet of space dedicated to workout equipment.

We also plan on having easily accessible bike parking for the residents and workers of West Village, and customers of the commercial spaces by providing secure bike parking within the building for residents and coordinating bike parking areas, with Salt Lake City Corp, in the public right-of-way.

3. 21.A.55.040 A.3: The proposed planned development is compatible with other property in the neighborhood by eliminating the setbacks required by the current zoning to keep with the stabilized neighborhood pattern of zero setbacks as shown below:



(Existing building on the West Village site with no front yard setback)



(Adjacent buildings with zero lot lines and no setbacks)



(Adjacent building with zero lot lines and no setbacks)

A) **Planned Development Purpose and Objectives:**

We believe West Village meets the following City objectives for this Planned Development through the following ways:

C. Housing (2): Our proposal includes housing types that aren't commonly found in the existing neighborhood. West Village will be one of the first residential projects west of 300 West in the Granary District and because of this, will help kick-off the neighborhood's housing stock. The scale of the Granary is large, and West Village will incorporate the existing over-scaled feel of the neighborhood, while adding human-scaled elements through façade break-up, building step-backs and ground floor activation, to enhance the public realm and pedestrian experience.

West Village is also incorporating a diversity in housing from studios to rowhomes. These housing types are typically not found in this neighborhood.

E. Master Plan Implementation (1): West Village is consistent with the guidance of Downtown master plan related to building scale, building orientation, site layout or other similar character defining features through the following ways:

- Providing a privately owned public plaza will add much needed public open space and achieve Master Plan goals for providing more gathering space for the neighborhood.

- Helping to “rebuild 400 West into a multi-modal street ...” by adding in front of our project “...adequate curb, gutter, park strip and sidewalk”



(West Village corner of 900 South and 400 West)

West Village’s ground floor activation will continue to promote redevelopment opportunities along 400 West corridor, “further linking the granary to the rest of downtown.”

B) Master Plan Compatibility

West Village is very consistent with the Downtown master plan through the following ways:

- Providing “mid-rise housing and small local-serving retail” to help “make the Granary a complete neighborhood.”
- Creating a “Vibrant & Active” district “further linking the Granary to the rest of downtown” by redeveloping a vibrant, mixed-use project along 400 West that “support a true mix of housing options...”

C) Design And Compatibility

1. The scale, mass and intensity of West Village is compatible with the surrounding neighborhood and the Downtown master plan in the following ways:

- The Granary is full of large warehouses and large parcels on very wide streets, which has created an over-scaled feel that has become a defining characteristic for this part of town. West Village’s goal is to keep with the over-scaled feel by mimicking the size and scale of surrounding buildings and add human-scaled design elements to enhance the public realm and pedestrian experience. This is done in the following ways:
 - Designing a ground level that mimics surrounding architecture to add continuity to the neighborhood, while enhancing the walkability by adding retail and commercial uses to the ground level.
 - Reducing setbacks to keep with the stabilized neighborhood pattern of zero lot lines and no setbacks

- Breaking up the 900 South, 400 West and Montague Street façades to create the look of two separate buildings — this was carefully designed to keep the over-scaled feeling, while adding visual interest by breaking up the façade to enhance the pedestrian experience.
- Adding townhomes with stoops on Montague Street creates a smaller scaled feel which enhances the pedestrian experience.

2. West Village’s building orientation and building materials are compatible with the neighborhood and the policies stated in the Downtown master plan related to building and site design in the following ways:

- ‘SAFETY AND SECURITY’ “Residential developments should be designed to be safe and secure. Transitions between the public and private realms, orientation to the street and sidewalk, and clear views from inside to out help the pedestrian realm feel safe. Building occupants should be able to see into public and semi-public spaces; and landscaping and lighting should enhance security (Downtown Plan pg. 17)”
 - West Village draws inspiration from surrounding warehouses and buildings to inform architecture on the ground level and above in the new project to create continuity, but also differing architectural elements to create visual interest.
 - West Village is designed to be safe and secure by using the safety and security elements found in transitions between the public and private realms, orientation to the street and sidewalk, and clear views from inside to out to help the pedestrian realm feel safe. Building occupants can see into public and semi-public spaces and landscaping and lighting enhances security by creating a well-manicured safe place both night and day.
- ‘RELATIONSHIP TO STREET’ “ground floor active uses or ground floor residential units with noticeable feature changes above the ground floor are encouraged this introduces vertical expression into the street base, with many doors on the street and privacy and security for bedrooms and balconies on the second floor and above. (Downtown Plan pg. 17)”
 - West Village follows this by creating active uses on the ground floor which create a strong base with noticeable feature changes above the ground floor, including massing and color changes, to introduce vertical expressions, with many doors on the street and privacy and security for bedrooms and balconies on the 2nd floor and above, including large decks on the 2nd and 3rd level which provide private open space for residents while adding varying scales and interest to the façade to break up the buildings and add varied height and interest and outdoor gathering space above the ground floor.

3. Building setbacks:

a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan: West Village maintains the visual character of the neighborhood by requesting reduced setbacks along some streets, which is what is currently found in the neighborhood as seen in the below diagram, while providing robust open space for residents, a

privately-owned public plaza for the neighborhood and generous buildings setbacks to create a more enhanced, desirable pedestrian experience



(Privately-owned public plaza)

b. West Village provides sufficient space for private amenities

c. West Village is set back 10 feet from adjacent property lines to minimize impacts related to privacy and noise and also to meet building code to allow proper glazing along those property lines to bring in more natural light into those residential units

d. West Village provides adequate sightlines to streets, driveways and sidewalks.

e. West Village provides sufficient space for maintenance. We have designed this space to be in the parking podium so it can't be seen from the street.

D) Landscaping

1. There are some mature trees located on the periphery of the property.

2. There is no existing buffer landscaping.

3. The proposed landscaping is in response to the design of West Village and its intention to mimic existing setback in the neighborhood and achieve Master Plan goals. We are asking for reduced setbacks which limits landscaping and landscaping buffers, but in return, provide an engaging street presence and transparent and active ground floor to keep with the stabilized neighborhood pattern of no setbacks, while achieving the Downtown Master Plan goals of 'Safety and Security' and 'Relationship to Street' as

noted above. In addition, housing and commercial to support a 24/7 atmosphere and support downtown.

4. The landscaping that we are incorporating into West Village, including roof top decks, and planters along the ground floor is appropriate for this urban, mixed-use location.

5. Innovative Landscaping — We are designing spaces above the street level for plant material such as amenity decks, and planters on rooflines and decks (please reference attached Landscape Plans and Renderings).

E) Mobility

1. West Village is designed to provide a safe and accommodating pedestrian environment and pedestrian oriented design through activating the ground floor with well-designed and pedestrian-scaled commercial and habitable space which brings more services to the neighborhood and reduces car trips.

2. The site design and architecture of West Village is done in such a way to promote access to adjacent uses and encourage walkability through the design and programming of a vibrant streetscape.

F) Existing Site Features

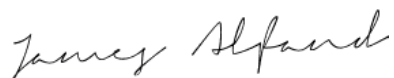
1. N/A to West Village

G) Utilities

1. We will ensure existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area. We have completed a DRT and have incorporated those comments and other comments set by Laura into this design to be compatible with city comments up to this point.

Elevations, renderings, preliminary plans and context images are included for review.

Kindest regards,



James Alfandre
Founding Principal

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