

451 E 300 S - SALT LAKE CITY, UT

DESIGN REVIEW APPLICATION

FEBRUARY 1, 2024

PREPARED FOR:

TRINITAS VENTURES

NILES BOLTON ASSOCIATES

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SITE CONTEXT & AUTHORIZATION REQUEST

SITE PLAN
DESIGN REVIEW AUTHORIZATION REQUEST
SITE CONTEXT PHOTOS
PROJECT DESCRIPTION



Requested Design Review Authorization

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REQUESTED DESIGN REVIEW AUTHORIZATION:

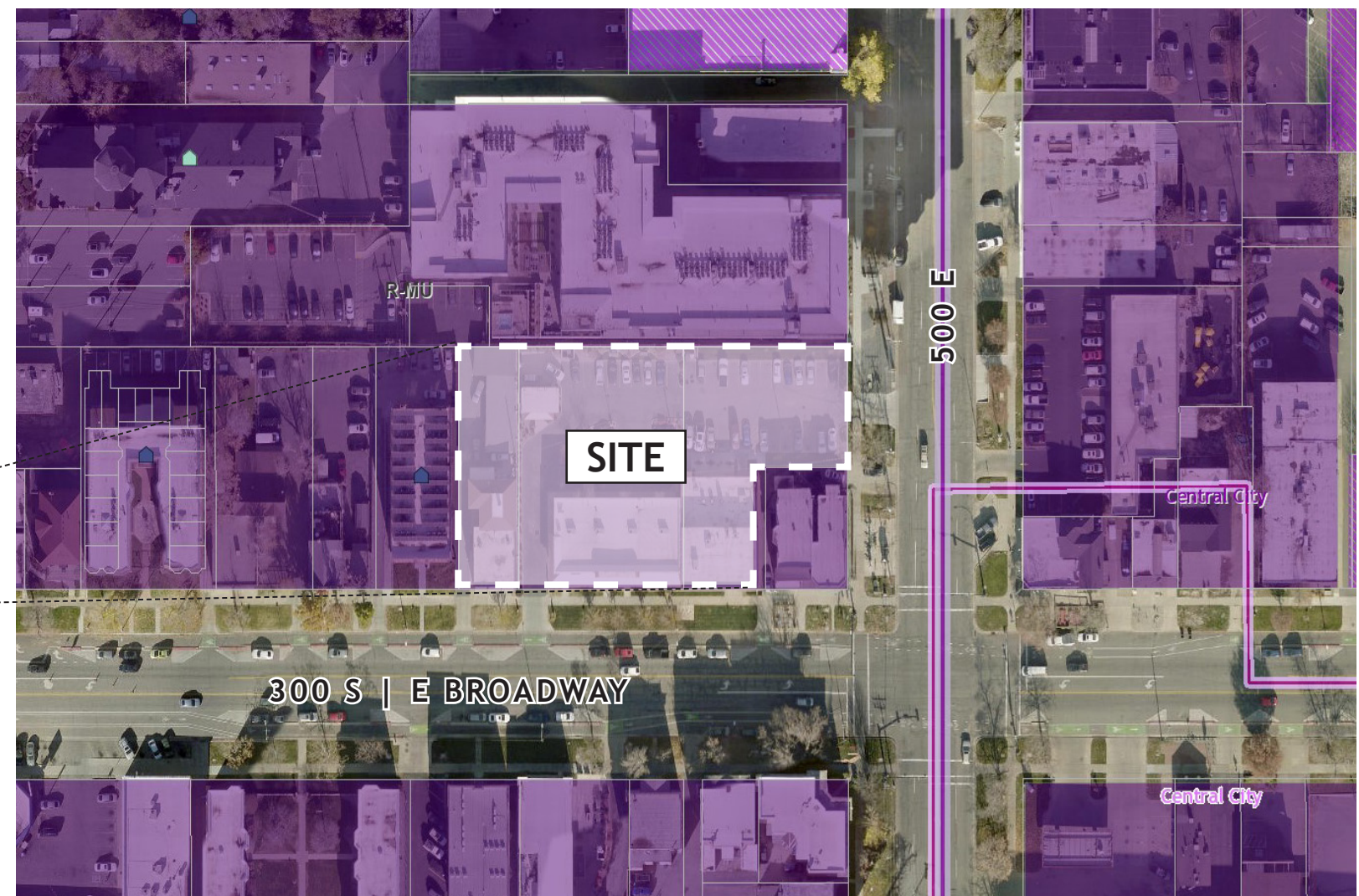
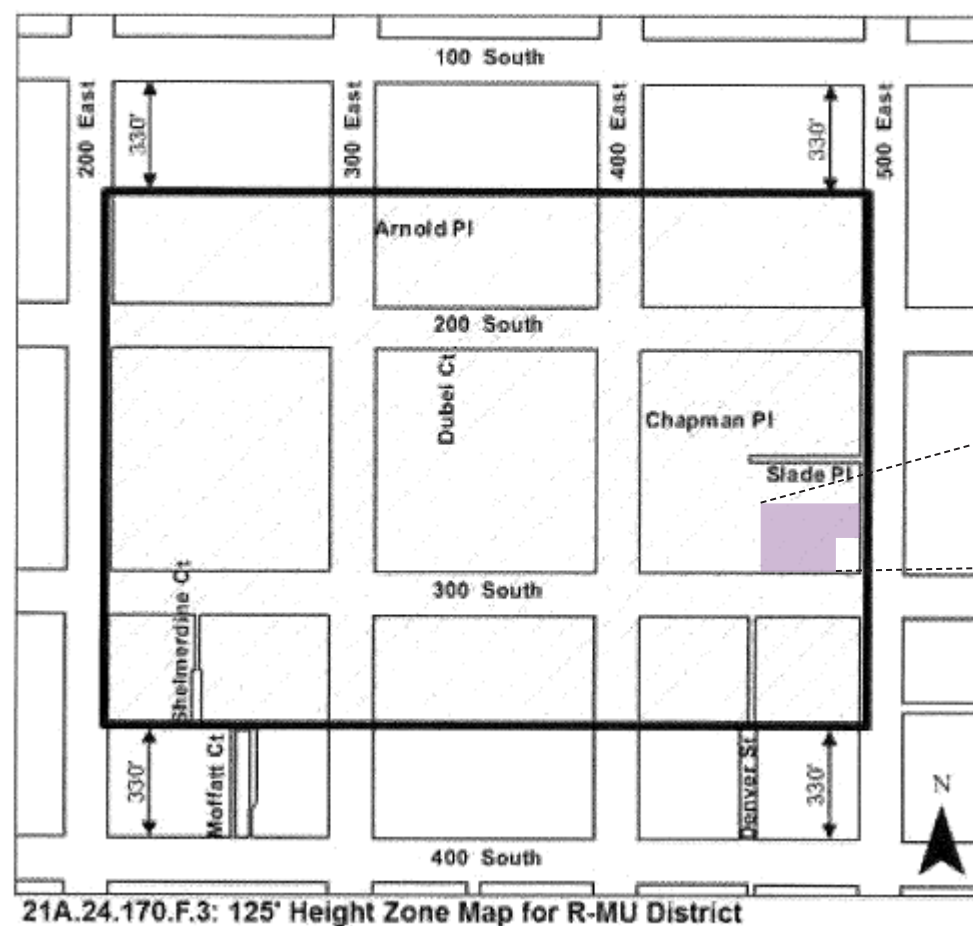
Given our planned development falls within the extents of Figure 21A.24.170.F.3, the planned development seeks authorization through the design review process to increase building height from 75' to 93'. This height excludes elevator overruns, which are setback from the main, right-of-way facing facades, as well as a single stair at the back side of the property that serves the roof.

21A.24.170.F.3- BUILDING HEIGHT

Maximum building height shall not exceed seventy five feet, except that nonresidential buildings and uses shall be limited by subsections F1 and F2 of this section. Buildings taller than seventy five feet, up to a maximum of one hundred twenty five feet, may be authorized through the design review process (chapter 21A.59) and provided, that the proposed height is located within the one hundred twenty five foot height zone indicated in the map located in subsection F3 of this section.

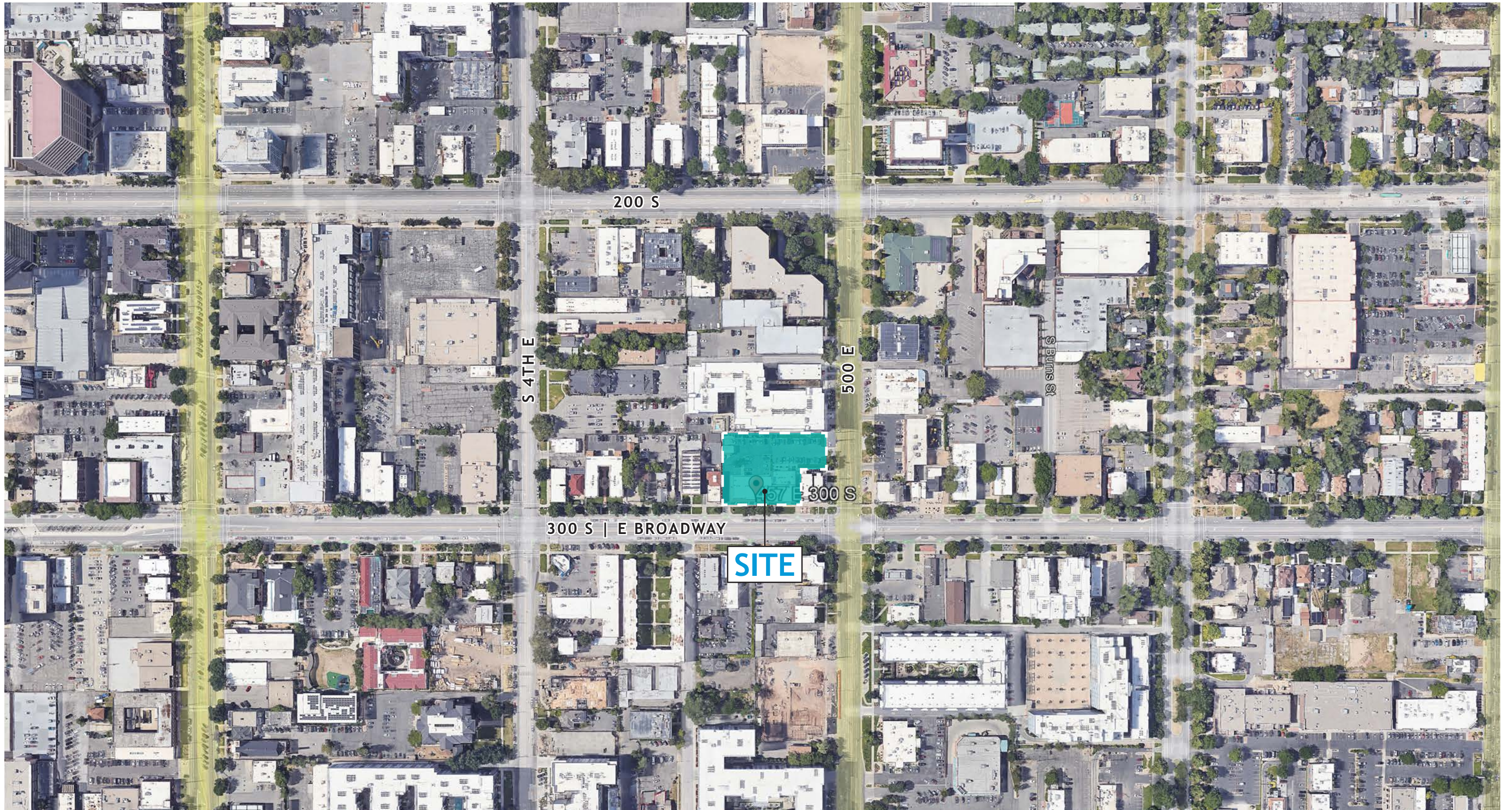
1. Maximum height for nonresidential buildings: Forty five feet (45').
2. Maximum floor area coverage of nonresidential uses in mixed use buildings of residential and nonresidential uses: Three (3) floors.
3. One hundred twenty five foot (125') height zone map for the R-MU District.

FIGURE 21A.24.170.F.3



Project Location Map

451 E 300 S - Salt Lake City, UT



Site Context - Streetscape Character

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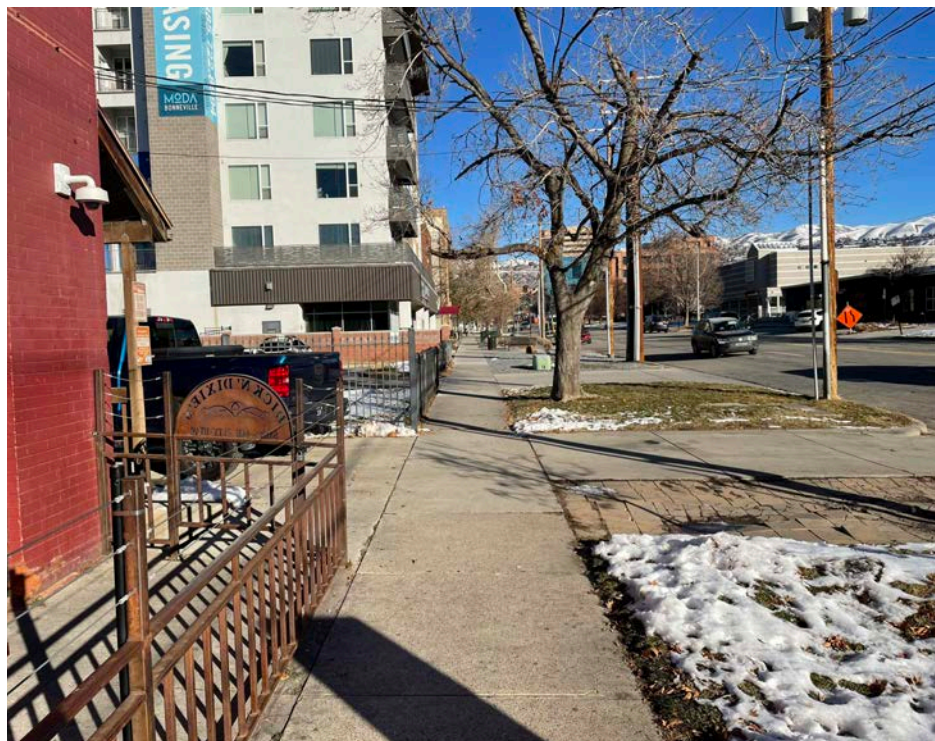
SECTION 1 - 300 S



SECTION 2 - 300 S



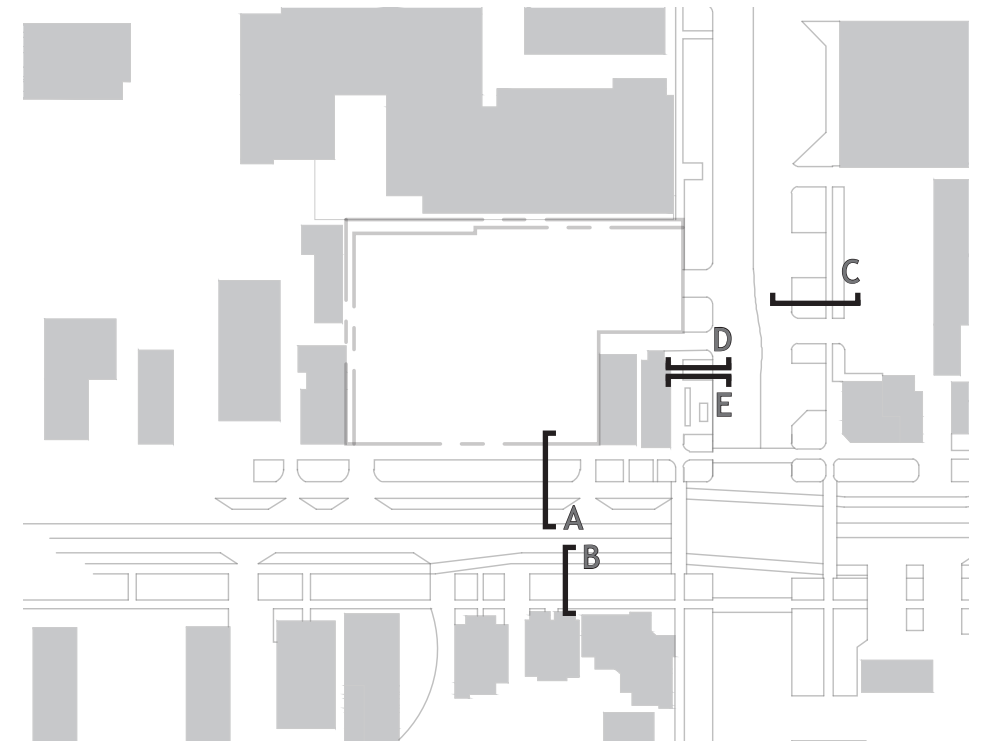
SECTION 3 - 500 E



SECTION 4 - 500 E

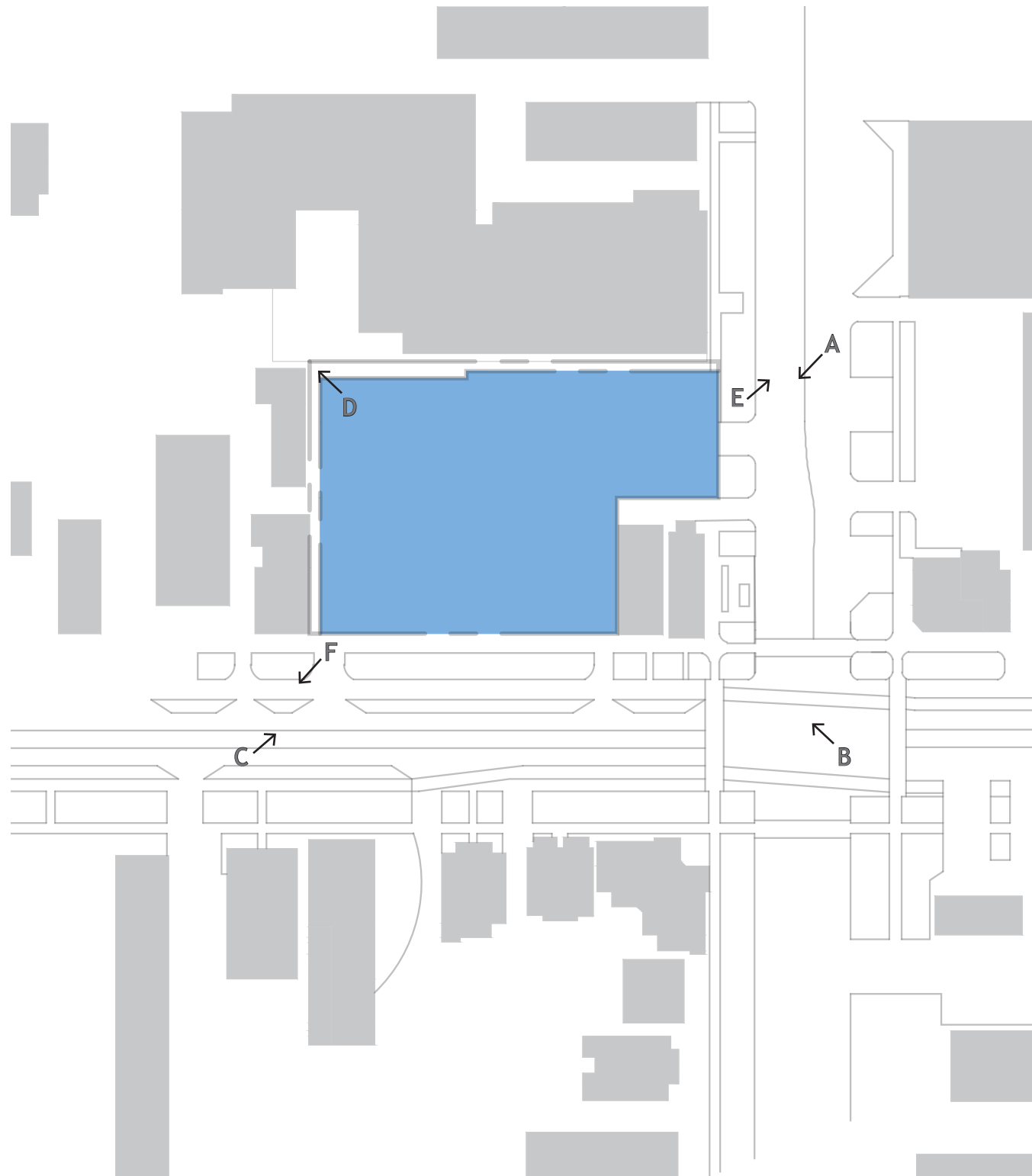


SECTION 5 - 500 E



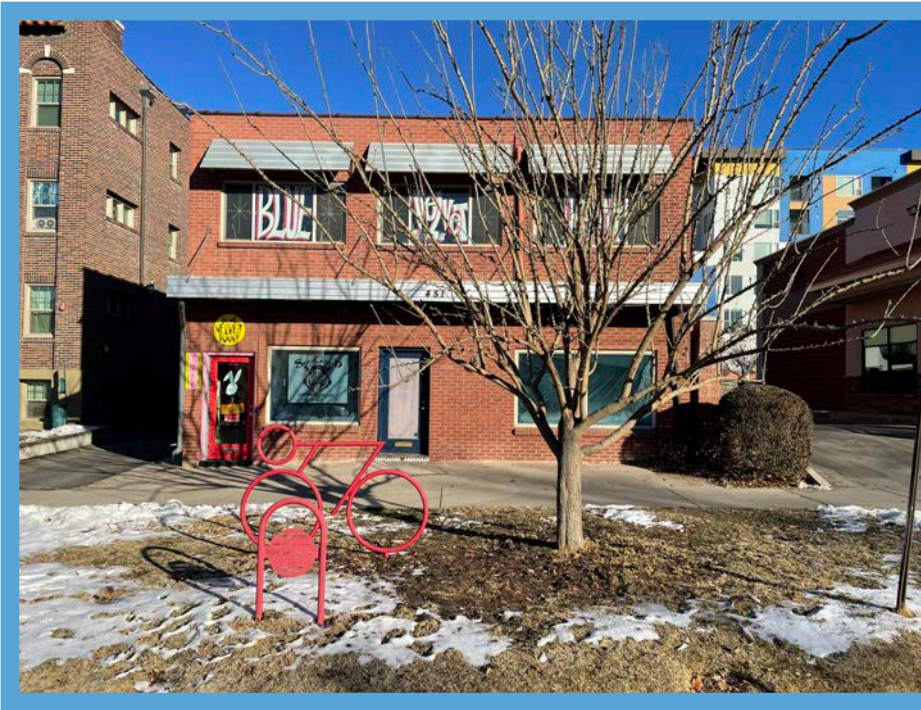
Site Context - Views To & From Site

451 E 300 S - Salt Lake City, UT

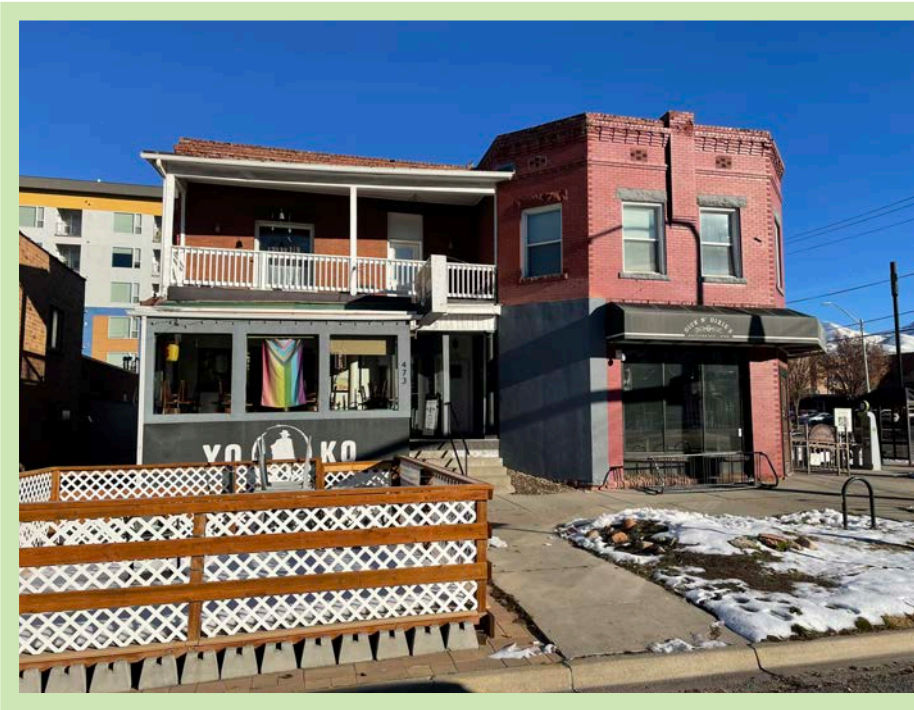


Site Context - Adjacent Developments

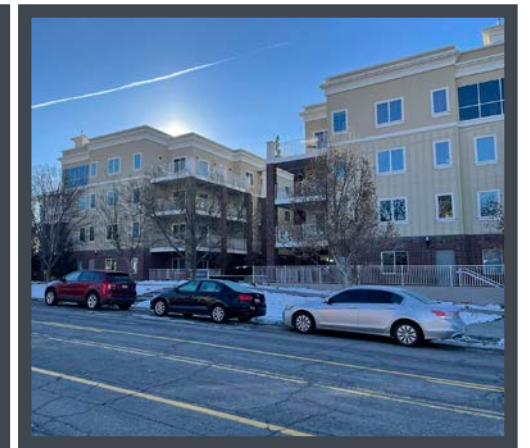
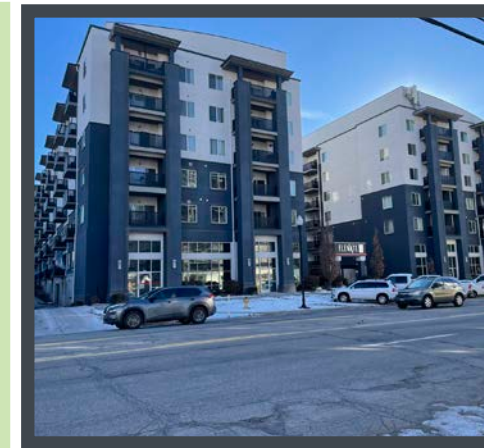
451 E 300 S - Salt Lake City, UT



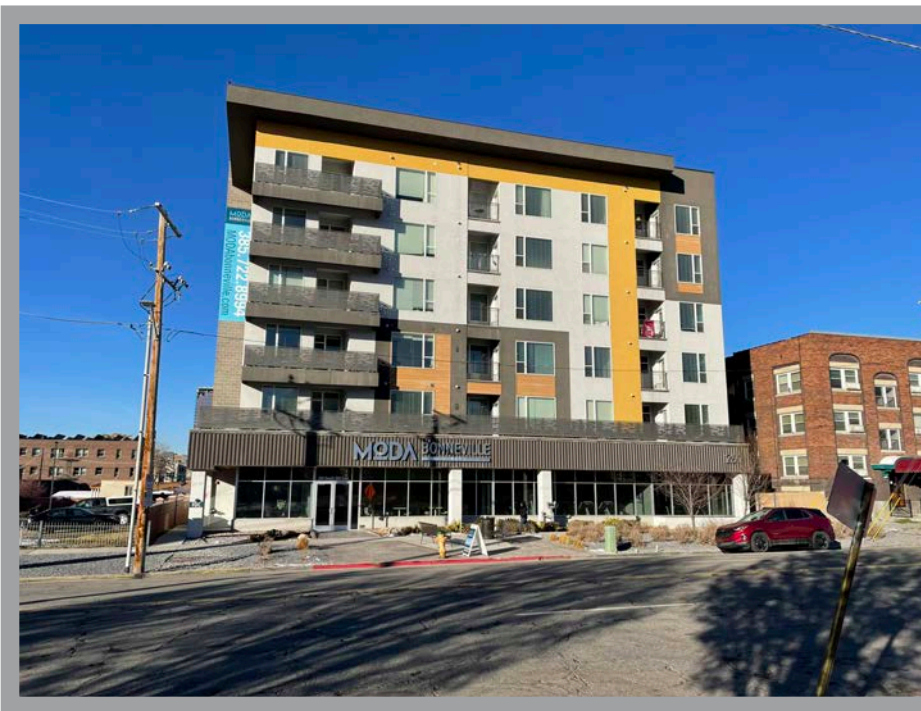
451 E 300 S - ADJACENT PROJECT TO THE WEST



473-479 E 300 S - ADJACENT PROJECT TO THE EAST



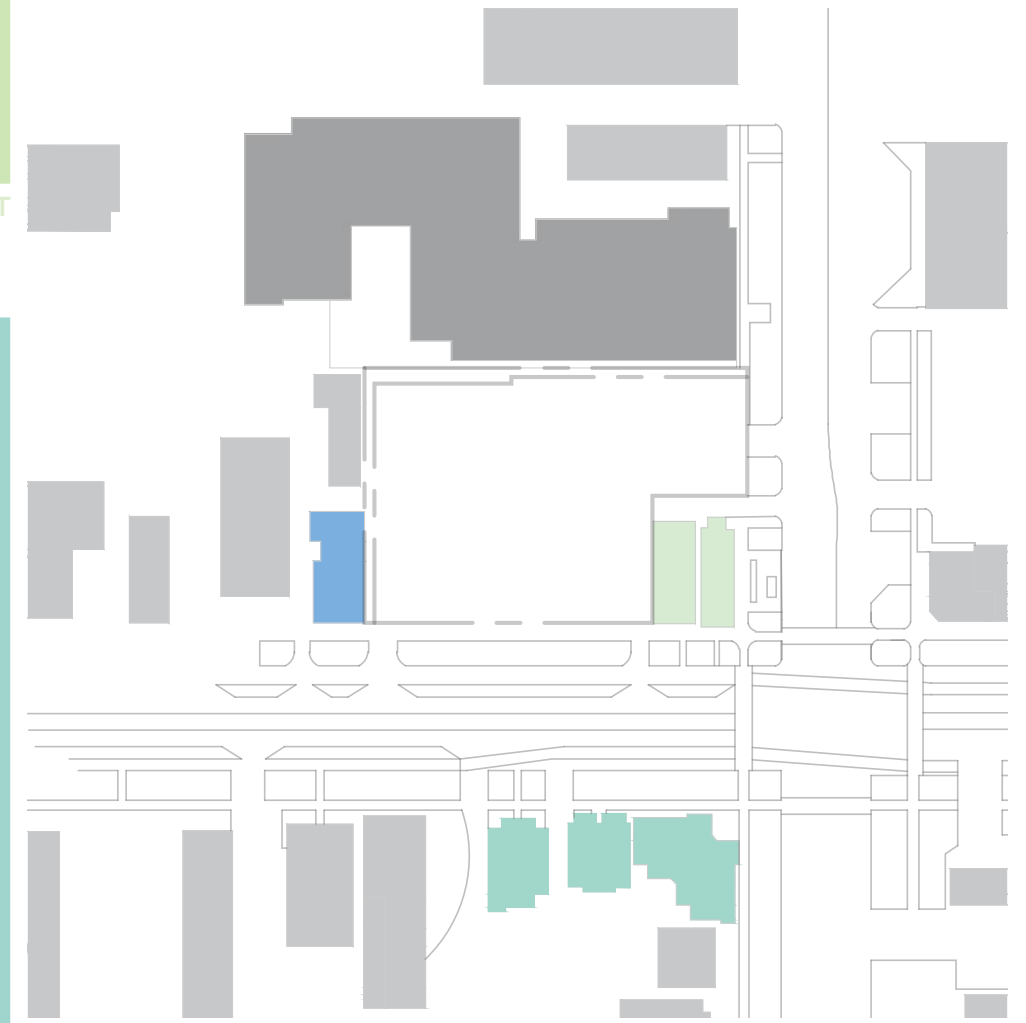
ADJACENT MULTI-FAMILY PROJECTS ON 300 S AND 500 E



260 S 500 E - ADJACENT PROJECT TO THE NORTH

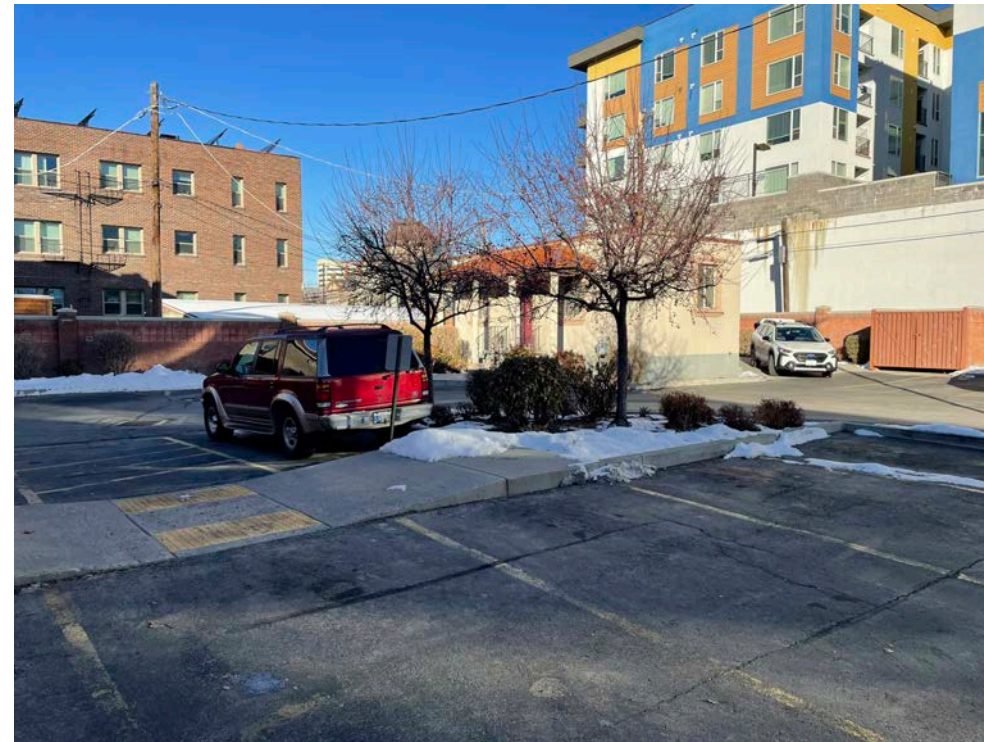
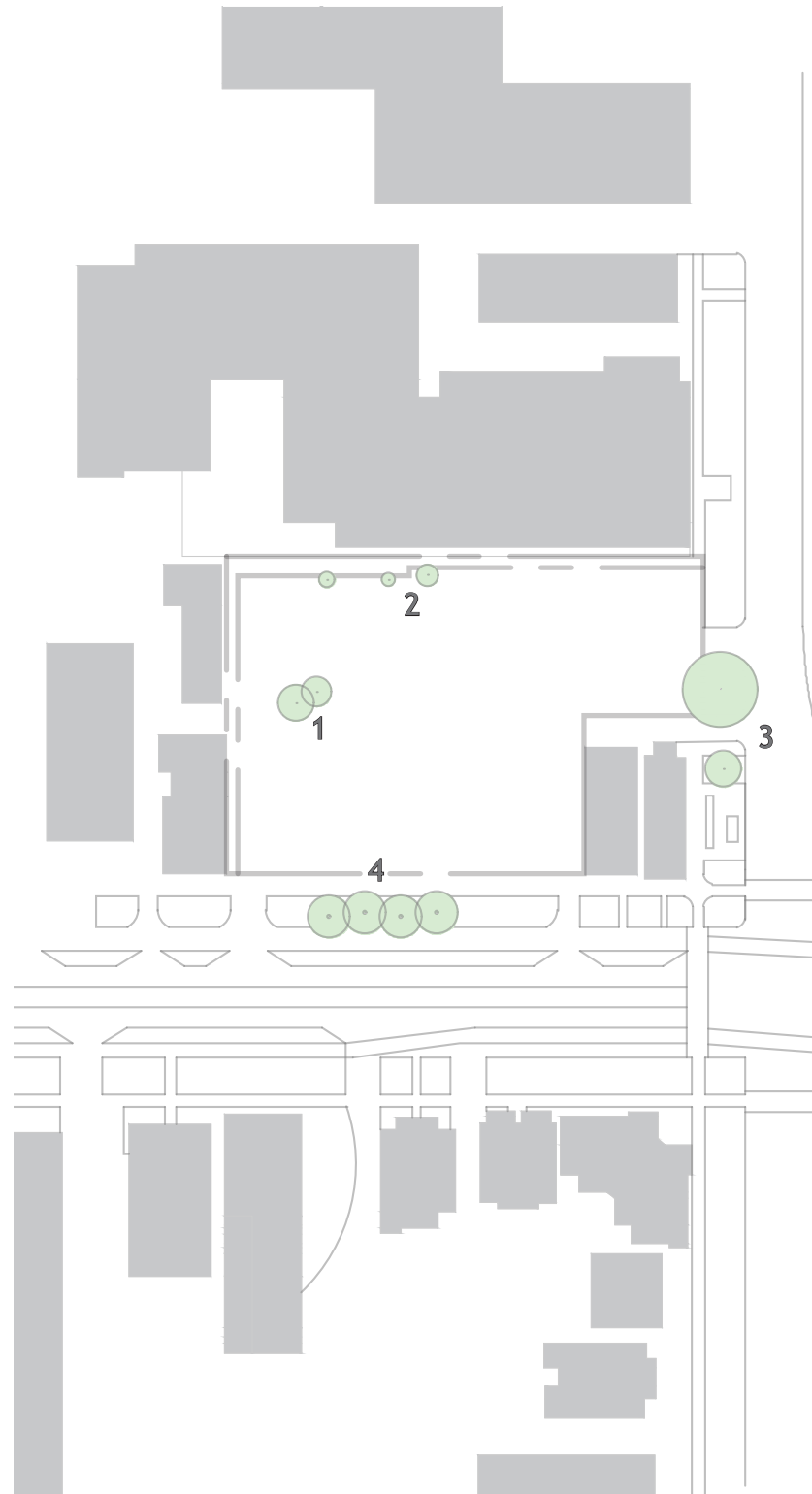


480 300 S - ADJACENT PROJECT ACROSS EAST BROADWAY

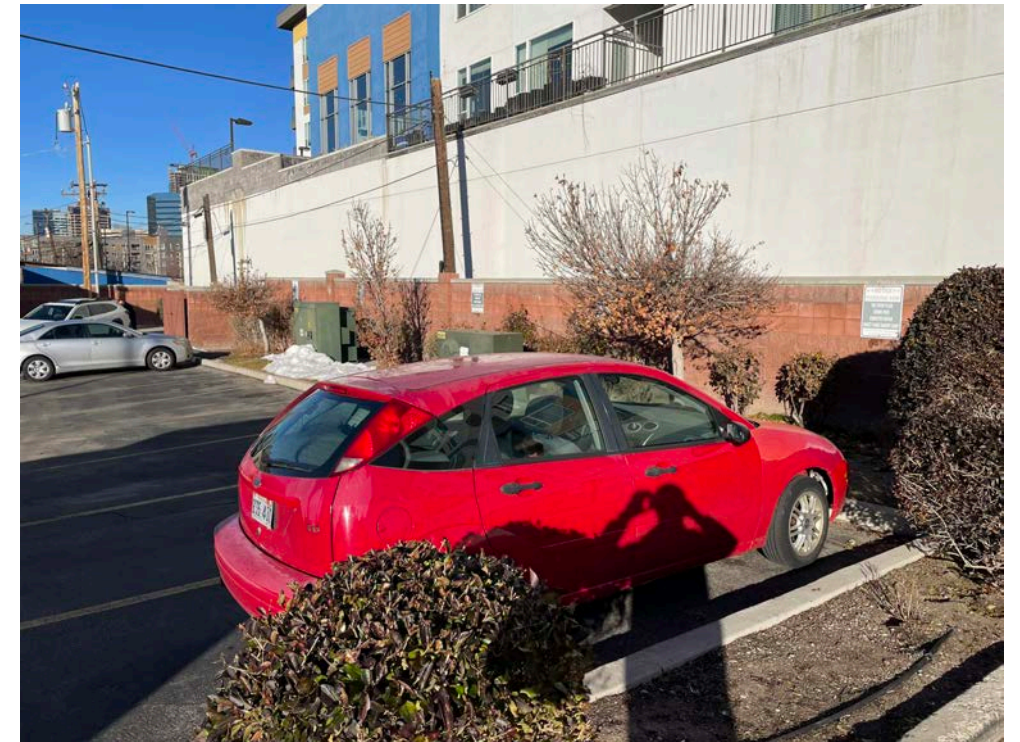


Site Context - Existing Trees

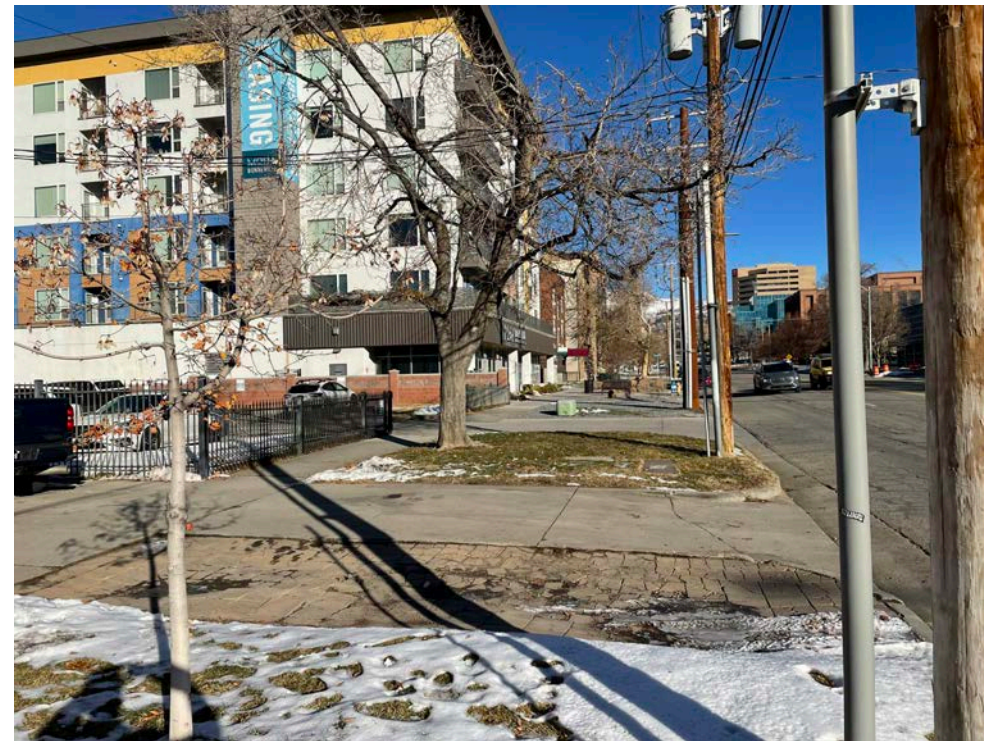
451 E 300 S - Salt Lake City, UT



1- TREES IN PARKING ISLAND



2- TREES ALONG NORTH SIDE OF PROPERTY



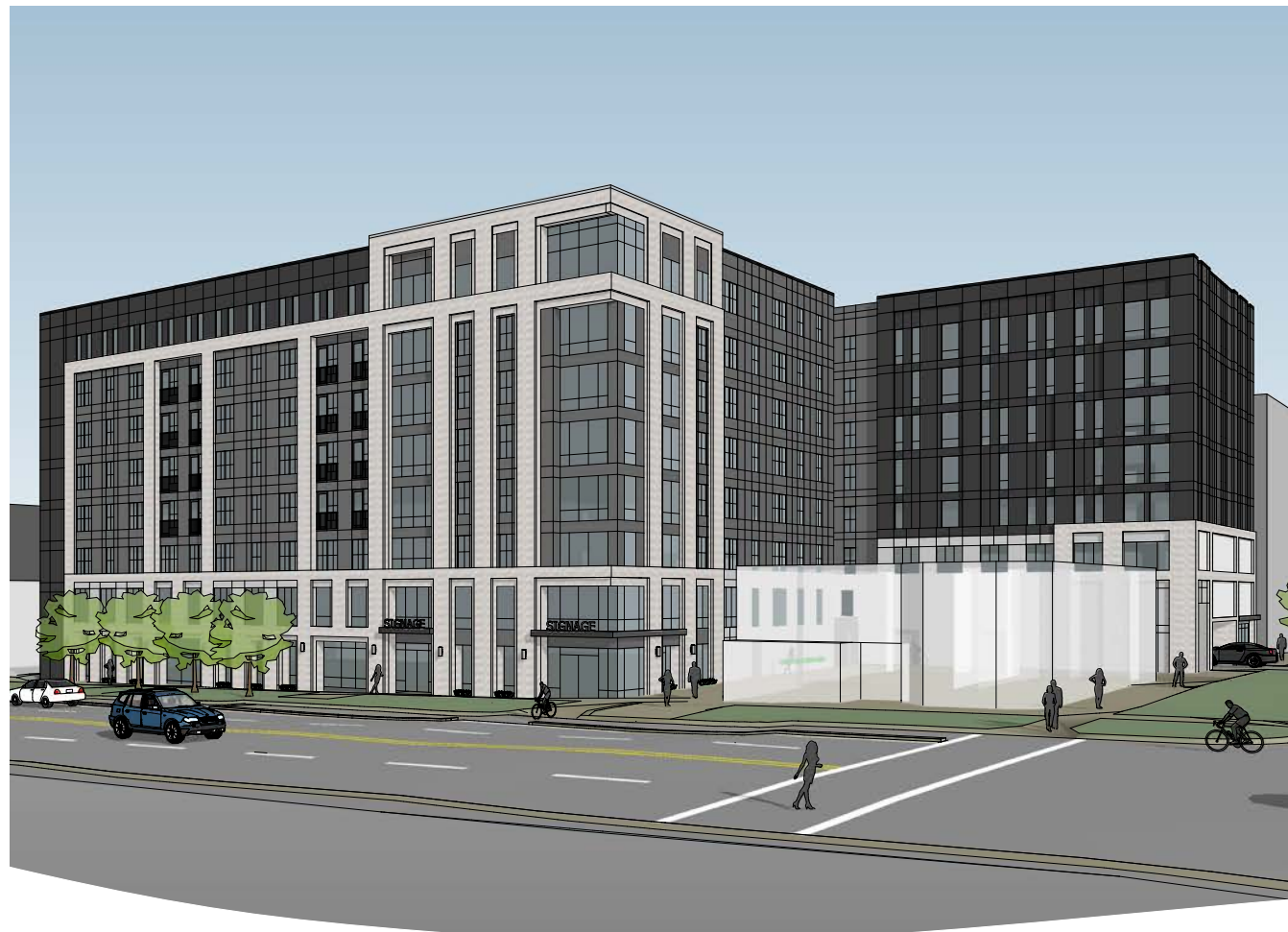
3- ALONG 500 E



4- TREES ALONG 300 S

Project Description

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The proposed development consists of 206,445 GSF, which is inclusive of a 27,588 SF Parking Deck. Comprising 160 units with a diverse residential mix, the living spaces include (51) Studio units (31.88%), (19) 1-Bedroom units (11.88%), (34) 2-Bedroom units with double occupancy (21.25%), a single 3-Bedroom unit (0.63%), and (55) spacious 4-Bedroom units (34.38%), providing a total of 441 beds to meet varied lifestyle needs.

The construction design is both innovative and practical, employing Construction Types IA (CIP) for Levels U1-3 and Type IIIA (Wood) for Levels 4-8. Occupancy types include R-2, with additional accessory non-separated occupancies (per 2018 IBC Section 508.3: B, A-3, S-2), complemented by strategically positioned amenities on the Ground Level and Level 3, featuring an inviting exterior courtyard for residents to enjoy.

Parking solutions are meticulously designed, with a maximum allowance of 1,241 spaces (2 per Studio and 1-Bedroom, 3 per 2+ Bedrooms). The parking deck, spanning Basement Level to Level 2, provides 65 spaces for enhanced convenience.

In line with the evolving urban landscape, the project prioritizes sustainable transportation. While 80 bike spaces are required (per Table 21A.44.040.C), the development exceeds standards by providing 40 secured bike spaces (Section 21A.44.040.E.4). Along 300 S Street, the development strategically connects residents to eco-friendly options, with direct access to the SLC Bikeway, proximity to the J F Capital Bike Share Station, and a well-appointed bike storage room for a seamless biking experience. Multiple trolley station stops and bus stops within a few blocks also promote diverse transportation choices, aligning with city ordinance objectives.

The covered parking garage is discreetly placed beneath and towards the rear, concealed by active uses at the ground level along 300 S Street, ensuring both accessibility and visual integration with the surrounding environment.

Safety and protection are paramount, with a comprehensive fire protection system in place. This includes NFPA 13 sprinkler systems covering all levels and buildings, a dry system in the parking garage, and Class I standpipes strategically located at main landings in stair shafts and on either side of horizontal exits on Levels 4-8. The design adheres to 2018 IBC Section 706.5 Exception #2 for horizontal termination of the firewall at the exterior face of the stud and 2019 IBC Section 706.6 Exception #2 for vertical termination of the firewall at roof sheathing.

This multi-family construction project is a reflection of thoughtful planning, sustainability, and safety, providing a contemporary living experience that harmonizes with the surrounding community and enriches the lives of its future residents.

Project Data

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PROPOSED DEVELOPMENT SUMMARY:

PROJECT SIZE:

206,445 GSF (Includes 27,588 SF Parking Deck)

RESIDENTIAL UNIT MIX:

STUDIO: 51 UNITS (31.88%)
 1-BED: 19 UNITS (11.88%)
 2-BED (DOUBLE OCCUPANCY): 34 UNITS (21.25%)
 3-BED: 1 UNIT (0.63%)
 4-BED: 55 UNITS (34.38%)

TOTAL: 160 UNITS | 441 Beds

CONSTRUCTION TYPE(S):

LEVEL U1-3: IA (CIP)
 LEVEL 4-8: IIIA (WOOD)

OCCUPANCY TYPE(S):

-R-2
 -ACCESSORY NON-SEPERATED OCCUPANCIES PER 2018 IBC SECTION 508.3: B, A-3, S-2
 -AMENITIES LOCATED ON GROUND LEVEL AND LEVEL 3, WHICH INCLUDES AN EXTERIOR COURTYARD.

PARKING DECK REQUIRED:

MINIMUM REQUIRED: NO MINIMUM
 MAXIMUM ALLOWED: 1,241 SPACES (2 PER STUDIO AND 1BR/
 3 PER 2+ BEDROOMS)

PARKING DECK PROVIDED:

BASEMENT LEVEL: 17 SPACES
 LEVEL 1 (GROUND): 25 REGULAR SPACES, 1 ACCESSIBLE VAN SPACE, AND 2 ACCESSIBLE SPACES
 LEVEL 2: 19 SPACES

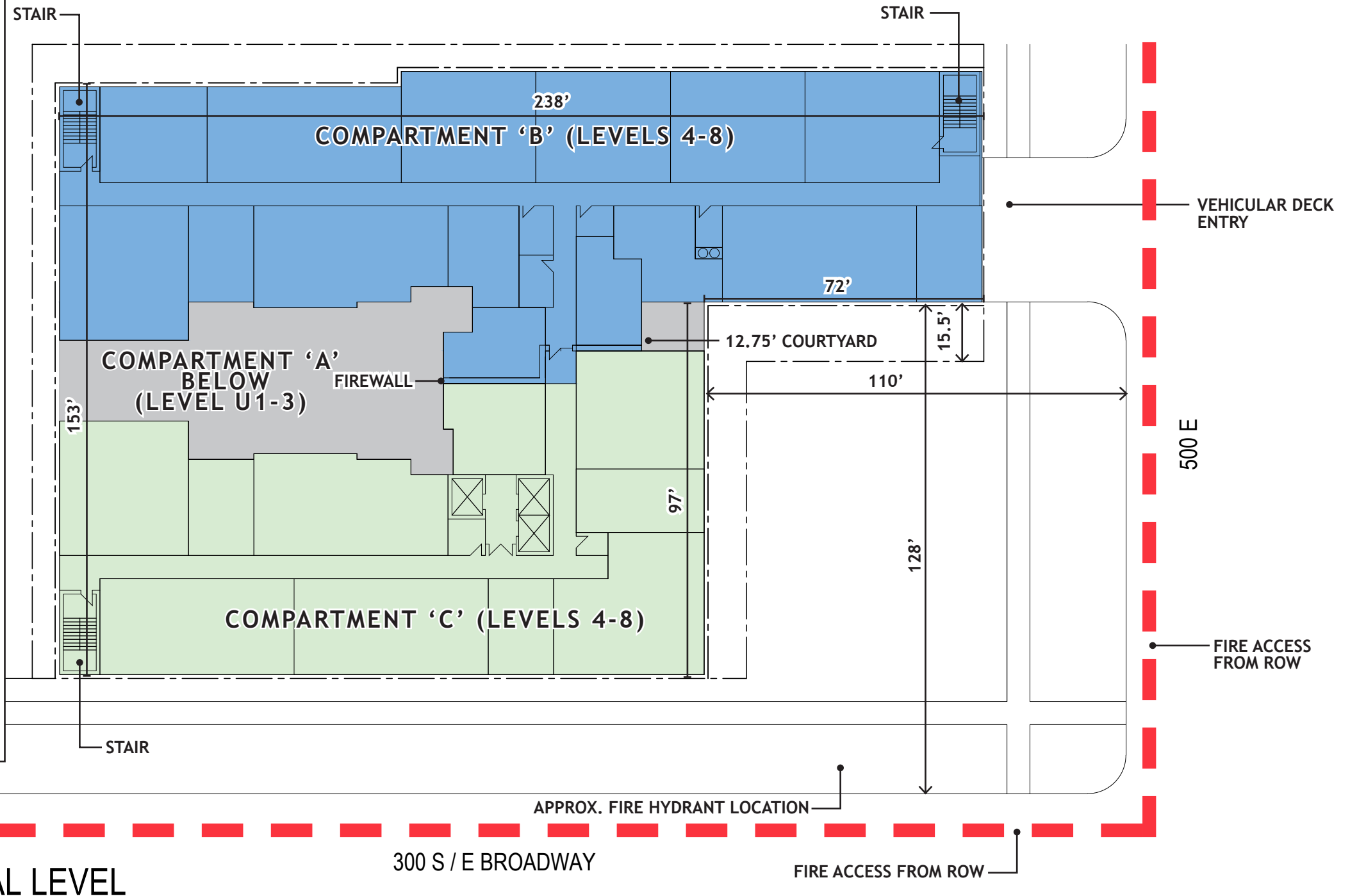
TOTAL: 65 SPACES

BIKE PARKING:

REQUIRED: 80 SPACES PER TABLE 21A.44.040.C
 PROVIDED: 40 SPACES LOCATED IN A SECURED/ENCLOSED STORAGE ROOM PER SECTION 21A.44.040.E.4, WHICH ALLOWS (1) SPACE TO MEET THE REQUIREMENTS OF (2) REQUIRED SPACES.

FIRE PROTECTION:

-NFPA 13 SPRINKLER SYSTEM FOR ALL LEVELS AND BUILDINGS (DRY SYSTEM IN PARKING GARAGE)
 -CLASS I STANDPIPES AT ALL MAIN LANDINGS IN STAIR SHAFTS AND ON EITHER SIDE OF HORIZONTAL EXIT ON LEVEL 4-8.
 - HORIZONTAL TERMINATION OF FIREWALL AT EXTERIOR FACE OF STUD PER 2018 IBC SECTION 706.5 EXCEPTION #2.
 -VERTICAL TERMINATION OF FIREWALL AT ROOF SHEATHING PER 2019 IBC SECTION 706.6 EXCEPTION #2.



TYPICAL LEVEL

300 S / E BROADWAY

FIRE ACCESS FROM ROW

SCALE: 1/32" = 1'



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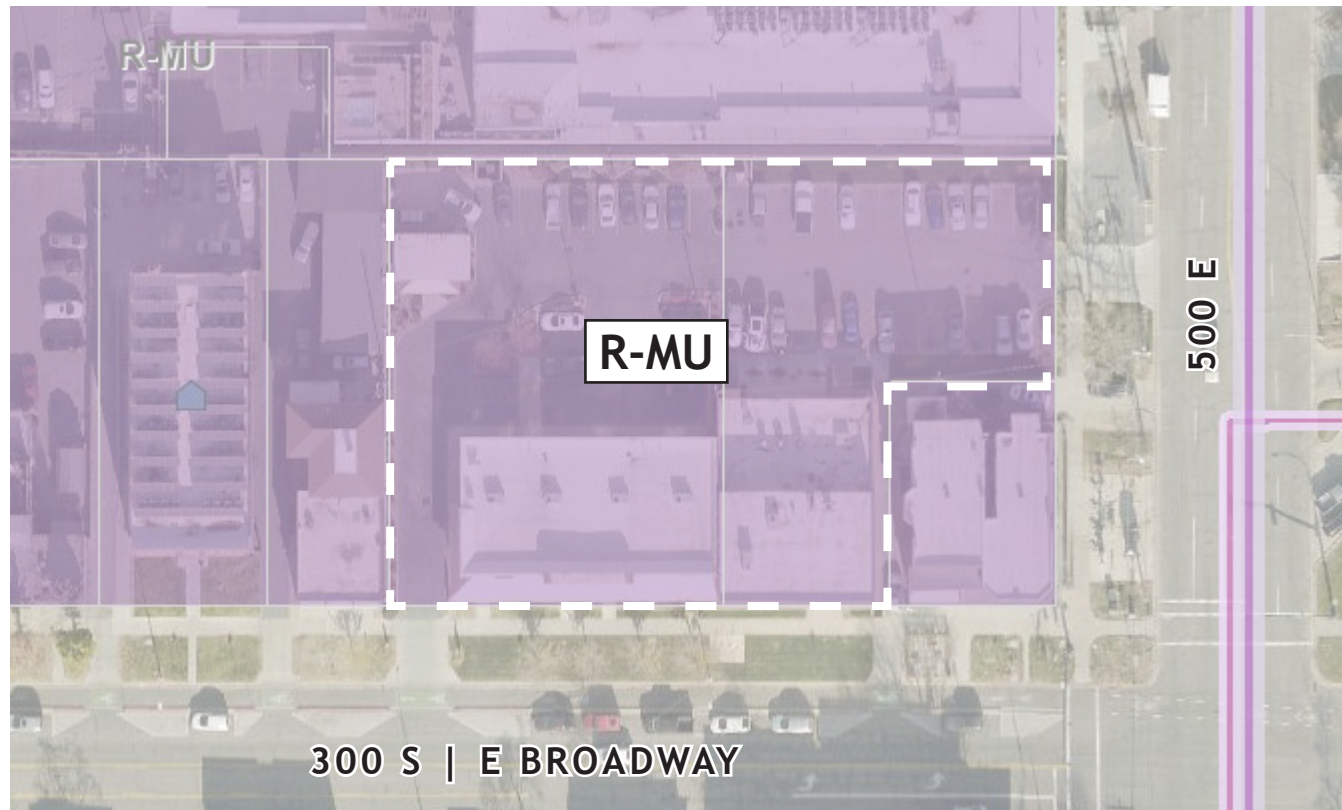
STANDARDS FOR DESIGN REVIEW

ZONING ANALYSIS
STANDARDS FOR DESIGN REVIEW (A-L)
SUPPLEMENTAL DIAGRAMMS



Zoning Analysis & Standards For Design Review

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R-MU : RESIDENTIAL MIXED USE

The purpose of the R-MU residential/mixed use district is to reinforce the mixed use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small scale office uses.

93-11.5-1: RMU INTENT

The RMU district is established in order to:

1. Ensure development that is consistent with neo-traditional planning practices, which are often defined by pedestrian-oriented buildings, interconnected streets, a mix of uses and housing types, and a compact walkable scale.
2. Help create a compact, dense, and distinguishable core area;
3. Provide for an urban form allowing mid-rise structures;
4. Encourage multiple uses within the same structure; and
5. Include street oriented activity and pedestrian amenities at the street level of structures.

21A.59.050: STANDARDS FOR DESIGN REVIEW:

A. 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.

The project integrates innovative design approaches to efficiently utilize land and resources, promoting greater efficiency in public and utility services. The (2) parcels are currently zoned for R-MU in the Master Plan, which seeks to provide medium-to high density housing at a minimum of 50 units per acre. At just over 190 residential units per acre, this project exceeds the requested housing density target while also providing a small commercial component to activate the street and promote community engagement.

The proposed development also presents an innovative housing approach, offering a diverse range of unit types, including double occupancy suites, which are uncommon in the existing neighborhood. Despite their unique nature, these units will be thoughtfully designed to maintain a scale that aligns with typical sizes and offerings of comparable residences in the neighborhood, ensuring harmonious integration with the community, in accordance with the city ordinance's goal. The wide variety of unit offerings also inherently opens our project demographic up to a wider range of incomes promoting diversity and community benefit.

B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.

1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
3. Parking shall be located within, behind, or to the side of buildings.

The building is oriented with the primary façade and lobby entrance facing south along 300 S (East Broadway). An additional pedestrian entrance is provided near the vehicular parking entrance along 500 E. Both building entrances will have direct access to the public sidewalk promoting connectivity to the adjacent neighborhood (B.1).

Additionally, the entrance along 300 S will also have direct access to the SLC Bikeway. The footprint of the building is situated close to the public sidewalk and ROW, running parallel and tight against the ROW on both the south and east side (B.2).

The covered parking garage is situated beneath and towards the rear of the residential development, hidden from view on 300 S Street by active uses at the ground level (B.3).

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C. 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.
2. Maximize transparency of the street facing facades by prohibiting covering the ground floor glass with reflective treatments, interior walls, and other similar features that prevent passers-by from seeing inside of the building for non-residential uses.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
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.

The intentional arrangement of dynamic spaces, such as a coffee shop, fitness center, study rooms, and a leasing office on the ground floor along the public right-of-way, enhances visibility through extensive transparent glazed areas (C.1). This fosters community engagement and vibrancy. Thoughtful space planning ensures that solid walls and small rooms are avoided along glazing, with a preference for open spaces and active programmatic uses along the perimeter adjacent to the sidewalk (C.2). The rhythmic design of the façade provides opportunities for architectural articulation and framing of storefront elements. Additional canopies, banding, and signage will be incorporated where appropriate and in compliance with the SLC zoning ordinance (C.3).

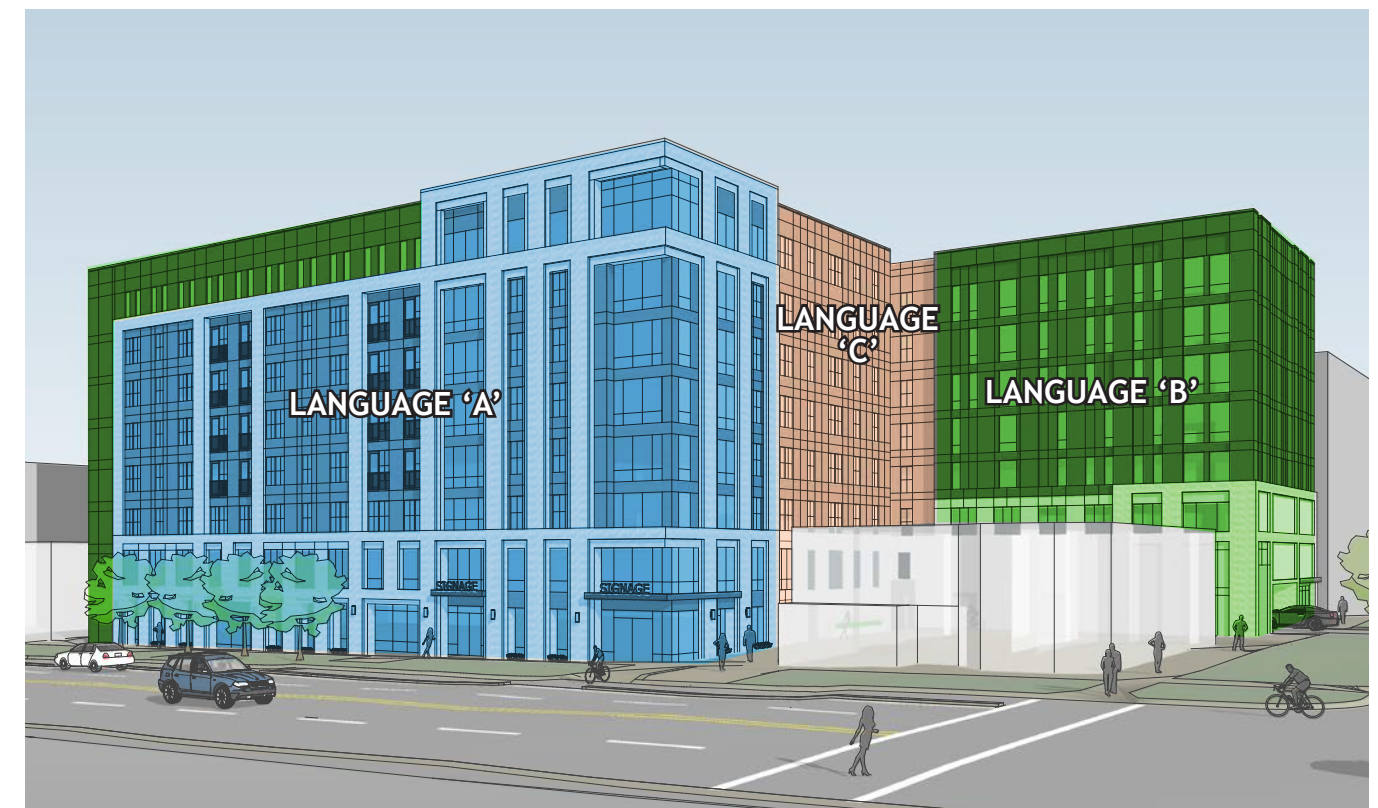
D. Large building masses shall be divided into heights and sizes that relate to human scale.

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.
2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.
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.

The project showcases a thoughtful and dynamic design, employing various 'design languages' to establish rules for color, materials, fenestration styling, and detailing which are applied to different volumes and masses. This approach not only breaks down the overall scale, creating a perception of multiple buildings but also ensures a cohesive appearance (D.1). The building features a sturdy masonry base, encompassing levels 1 and 2 on the street-facing facades, grounding the structure and emphasizing the use of quality materials for maximum pedestrian experiential impact. The delineation of this base subtly acknowledges the scale and height of neighboring properties, contributing to a harmonious integration within the surrounding context.

Maintaining a nuanced base, middle, and top, the project adopts a distinctive approach that departs from a conventional podium aesthetic, introducing a unique and noteworthy presence. Rhythmic vertical and horizontal bands, deviating from the adjacent 'field' condition in terms of materiality, color, and depth, play a key role in breaking down masses into smaller-scale pieces (D.2). This rhythmic strategy is further highlighted by the inclusion of Juliette balconies and occasional larger expanses of glazing (D.3).

Moreover, the design attains a suitable balance between solid and void ratios, adeptly aligning with the programmatic elements behind them and considering the appropriateness for the surrounding community (D.4).



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

1. Changes in vertical plane (breaks in facade);
2. Material changes;
3. Massing changes;
4. A minimum of eighty percent (80%) of the ground floor must be used for active, publicly accessible uses. Active uses are those that promote an active pedestrian environment through inclusion of uses that capture the attention of a passer-by. This includes retail establishments, retail services, civic spaces (theaters, museums, etc), restaurants, bars, art and craft studios, and other uses determined to be substantially similar by the planning director and/or commission; and
5. Stepback must be a minimum of ten feet (10') from the base of the building. This allows the base to be the primary defining element for the site and the adjacent public realm, reducing wind impacts, and opening sky views.

The maximum height of the base of a proposed building should be equal to the width of the right of way if allowed in the zoning district to provide sufficient enclosure for the street without overwhelming the street. The minimum height of the base must be at least two stories.

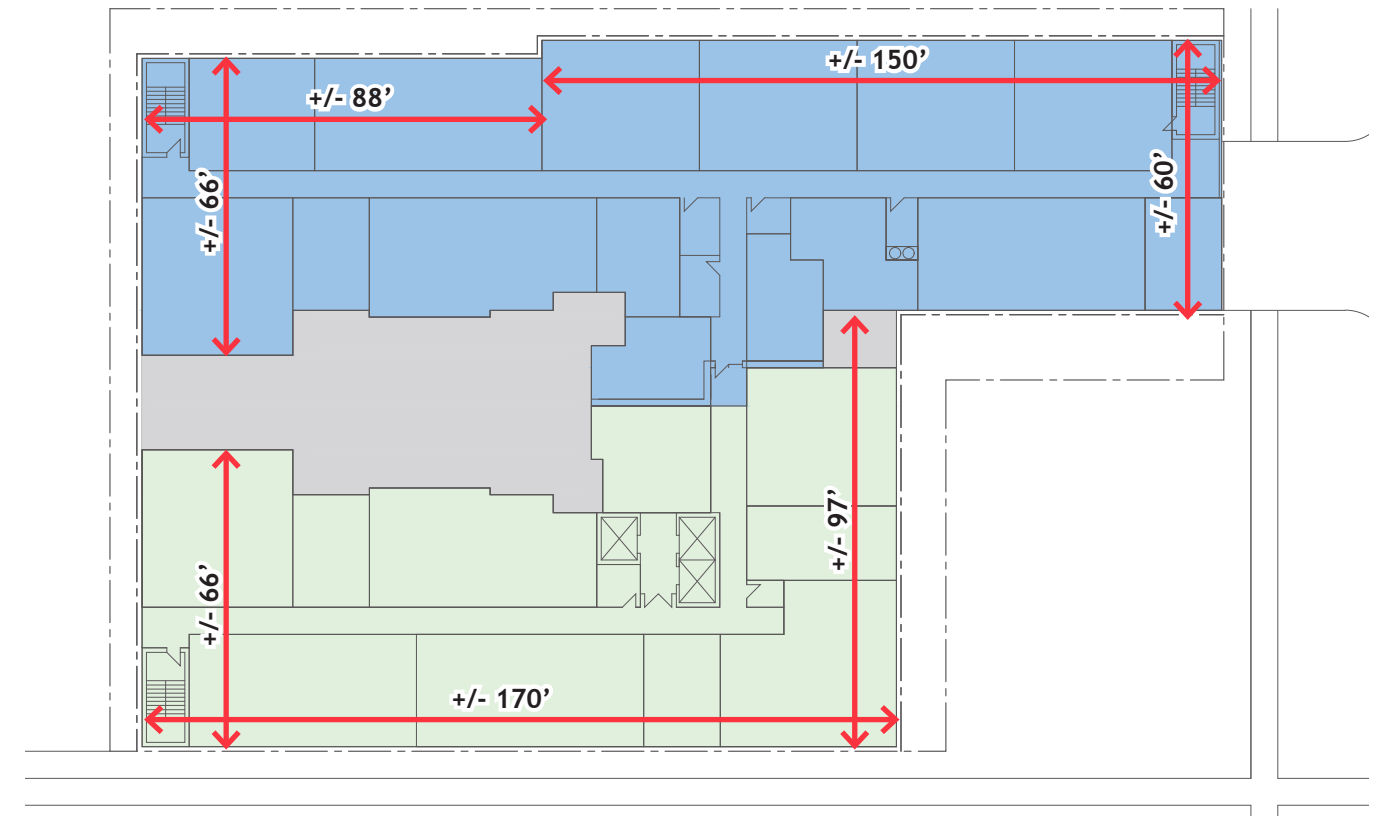
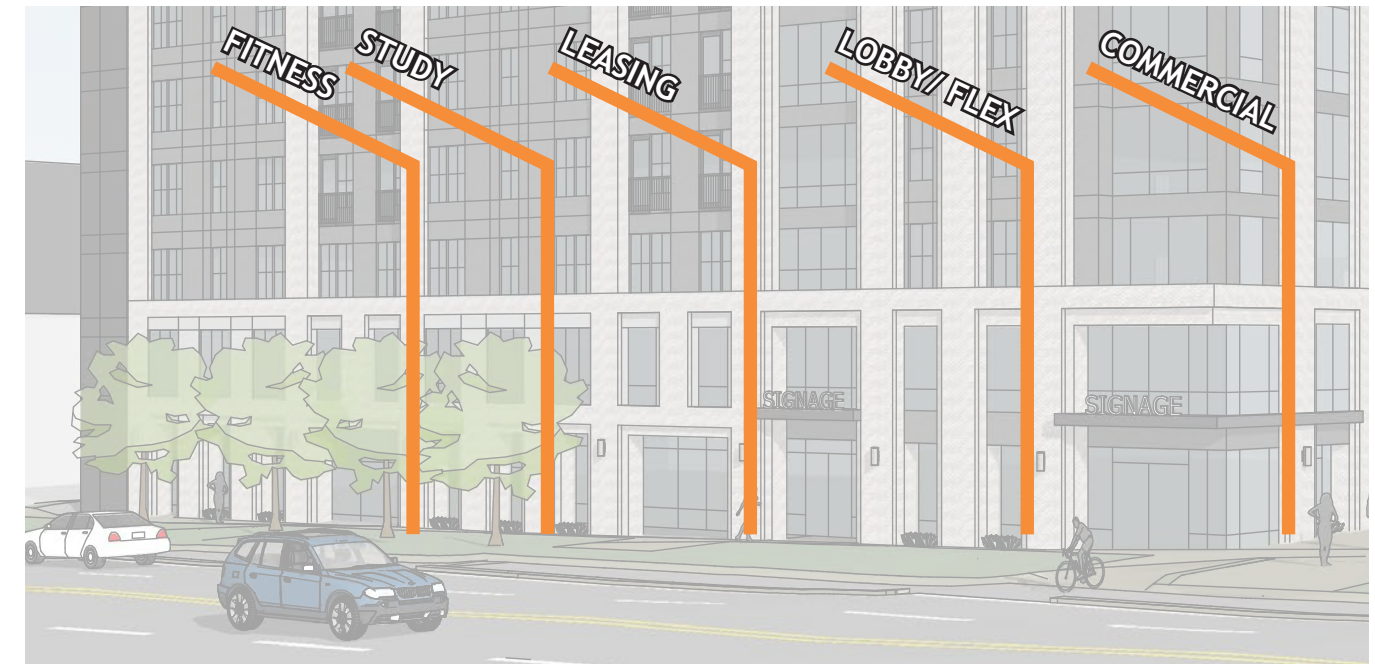
A building over two hundred feet (200') in width shall include necessary separation from property lines to minimize the impact of shadows and development rights of adjacent properties.

This section is not applicable to our development as our maximum elevation length is approximately 170'-0".

F. If provided, privately-owned public spaces shall include at least three of the six following elements:

1. 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 inches (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.

This section is not applicable to our development as no privately-owned public spaces are to be provided.



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G. 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.

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. The minimum stepback for any building located in a zoning district that does not contain an upper level stepback provision shall be ten feet (10'). This stepback is only required for applications requesting additional height when authorized in the underlying zoning district. The stepback shall be applied to the first full floor of the building that is seeking the request for additional height.**
- c. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, to reduce the sense of apparent height.**

The building features a sturdy masonry base, encompassing levels 1 and 2 on the street-facing facades, grounding the structure and emphasizing the use of quality materials for maximum pedestrian experiential impact. The delineation of this base subtly acknowledges the scale and height of neighboring properties, contributing to a harmonious integration within the surrounding context.

2. Negative impacts: All buildings seeking additional height as authorized in the underlying zoning district shall be subject to the following standards:

- 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. The parking screening on lower levels (north and west facades) not only shields the parking and improves wind comfort in the garage but also contributes to visual interest and aesthetics. Additionally, the Level 3 private amenity courtyard's west side will feature guard height wind breaks, while the surrounding residential units on upper levels provide shielding on other sides, enhancing the overall aesthetic appeal. Additionally, at the southeast corner of the ground level, access to bike storage and ground level utilities (trash, water services, etc.) is nestled in between our development and the adjacent low-rise construction.**
- d. Design and orient to prevent snow, ice, or water from falling directly onto a public sidewalk, public space, neighboring property, or directly onto the walkway leading to the building entrance. The primary roofs, constituting much of our square footage, will be 'flat' roofs sloping toward the centerline of the building, equipped with internal roof and overflow drains. Additionally, all main building entrances will feature canopies compliant with SLC zoning regulations in terms of height, width, etc. Furthermore, no snow will be redirected or shed onto neighboring properties.**

Please refer to subsequent sun studies. (2B)

The parking screening on lower levels (north and west facades) not only shields the parking and improves wind comfort in the garage but also contributes to visual interest and aesthetics. Additionally, the Level 3 private amenity courtyard's west side will feature guard height wind breaks, while the surrounding residential units on upper levels provide shielding on other sides, enhancing the overall aesthetic appeal. Additionally, at the southeast corner of the ground level, access to bike storage and ground level utilities (trash, water services, etc.) is nestled in between our development and the adjacent low-rise construction. (2C)

The primary roofs, constituting much of our square footage, will be 'flat' roofs sloping toward the centerline of the building, equipped with internal roof and overflow drains. Additionally, all main building entrances will feature canopies compliant with SLC zoning regulations in terms of height, width, etc. Furthermore, no snow will be redirected or shed onto neighboring properties. (2D)

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3. Cornices and rooflines:

a. **Cohesiveness:** Shape and define rooflines to be cohesive with the building's overall form and composition. The roofline and architectural detailing, including cornices, shall be complimentary to the structure's scale, material, color, and form and create a change in plane of at least six inches (6"), a change in material, utilizing at least one visible sloping plan along a minimum of fifty percent (50%) of the roofline on building elevations facing a street, or a change in material orientation to define the roof line of the building.

b. **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.

The development adheres to zoning ordinances by designing a cohesive and visually appealing roofline. The structure incorporates clean lines, complementary materials, and strategic detailing with trim elements and prefinished metal copings. To define the roofline, there are variations in material depths, changes in material and changes in color. The roofline steps up and down at various points, breaking up massing in a proportional manner, complying with regulations while adding visual interest. Additionally, the base of the building is designed to have a strong horizontal delineation that aligns with adjacent two-story structures. This approach aligns with comparable multi-family developments in the vicinity.

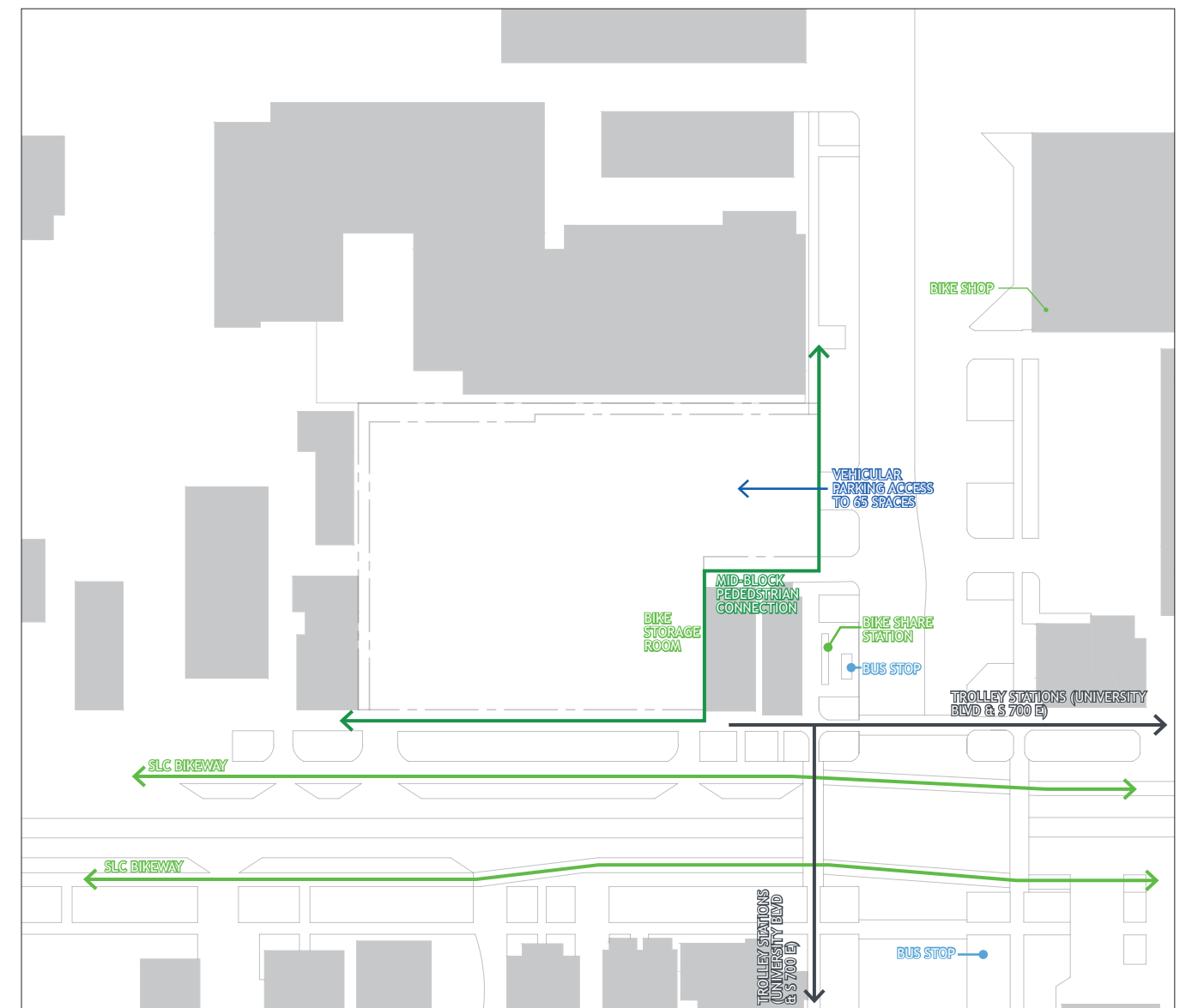
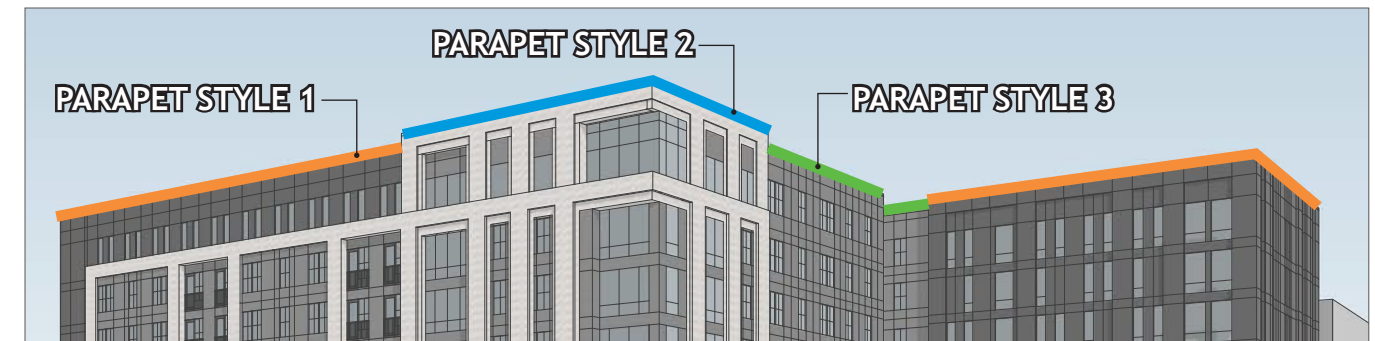
H. **Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.**

Parking is encouraged to be behind the principal building and away from pedestrian walkways.

Parking lots and structures shall be setback a minimum of twenty-five feet (25') from required midblock pedestrian access locations or as required in the underlying zoning district if the underlying zoning requires a larger setback.

Nestled along 300 S Street, the proposed development not only champions alternative transportation but strategically connects residents to a network of eco-friendly options. With direct access to the SLC Bikeway, almost immediate proximity to the J F Capital Bike Share Station, and a well-appointed and tactically positioned bike storage room, the development facilitates seamless biking experience. Furthermore, the inclusion of multiple trolley station stops within a few blocks' distance ensures a comprehensive approach that significantly promotes transportation choices beyond reliance on automobiles, aligning seamlessly with the city ordinance's objectives.

The provided covered parking garage is tucked underneath and towards the rear of the residential development and concealed from 300 S Street by active uses as the ground level. Connections from both the sidewalk and bike share lane along 300 S Street can be made either directly through the main lobby entrance or side entrance off the east side yard. Similar connections can also be made through the entrance located along 500 E as well.



I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and, for buildings with only one street-facing frontage, are prohibited from being located along street-facing facades. They shall incorporate building materials and detailing compatible with the building being served and shall be co-located with driveways unless prohibited by the presence of a street tree, public infrastructure, or public facility within the right of way. Service uses may be located within the structure. (See Subsection 21A.37.050.K of this title.)

The development adheres to this standard through various means. Equipment will be positioned on the roof, within the building, and in dedicated, enclosed rooms in the parking garage. Any extra equipment at ground level will be enclosed and screened to enhance visual appeal from the public right of way. The loading berth will be situated together with the parking entry drive along 500 E, concealed by an operable door that complements the nearby architectural palette and detailing.

J. Signage shall emphasize the pedestrian/mass transit orientation.

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.

Signage highlighting pedestrian and mass transit connections will be incorporated into the development and strategically incorporated into both the vertical and horizontal banding that permeates the design. Signage will also be coordinated with other on-site elements such as lighting, awnings, and landscaping.

K. 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.
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.
3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

The proposed project seamlessly integrates street lights in alignment with the SLC's Lighting Master Plan. Emphasizing a balance between visibility and aesthetics, outdoor lighting features low-level illumination, carefully selected fixtures to minimize glare and light trespass, and effective shielding mechanisms. The architectural design harmoniously incorporates lighting to accentuate key building features, while strategically illuminated signage enhances legibility. Pedestrian pathways are well-lit, prioritizing safety and comfort for residents and visitors. This development, rooted in a commitment to urban aesthetics and community well-being, reflects a cohesive approach to outdoor lighting that enhances the overall quality of public spaces.

L. 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 every 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.

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 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. (Ord. 24B-23, 2023; Ord. 24-23, 2023; Ord. 14-19, 2019).

The thoughtfully designed multi-family development in Salt Lake City, street frontages are adorned with approved street trees, aligning with urban forestry guidelines. For every thirty feet of property frontage, strategically chosen trees are placed, with developer-committed replacements for any affected by the project. The development distinguishes private and public spaces using hardscape materials adhering to durability, rainwater infiltration, urban heat island mitigation, and aesthetic compatibility standards. Emphasizing accessibility, the design incorporates textured surfaces and seating for all abilities. Asphalt is limited to vehicle drive aisles, ensuring a pedestrian-friendly environment. This development not only meets city guidelines but enhances community livability and sustainability.

Design Standards Required In Each Zoning District

451 E 300 S - Salt Lake City, UT

C. Glass:

1. **Ground Floor Glass:** The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum percentage of glass, as calculated between three feet and eight feet (8') above grade according to Section 21A.37.060, Table 21A.37.060 of this chapter. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5'), excluding any glass etching and window signs when installed and permitted in accordance with Chapter 21A.46, "Signs", of this title. The planning director may approve a modification to ground floor glass requirements if the planning director finds:

- a. The requirement would negatively affect the historic character of an existing building;
- b. The requirement would negatively affect the structural stability of an existing building;

or

c. The ground level of the building is occupied by residential uses that face the street, in which case the specified minimum glass requirement may be reduced by fifteen percent (15%).

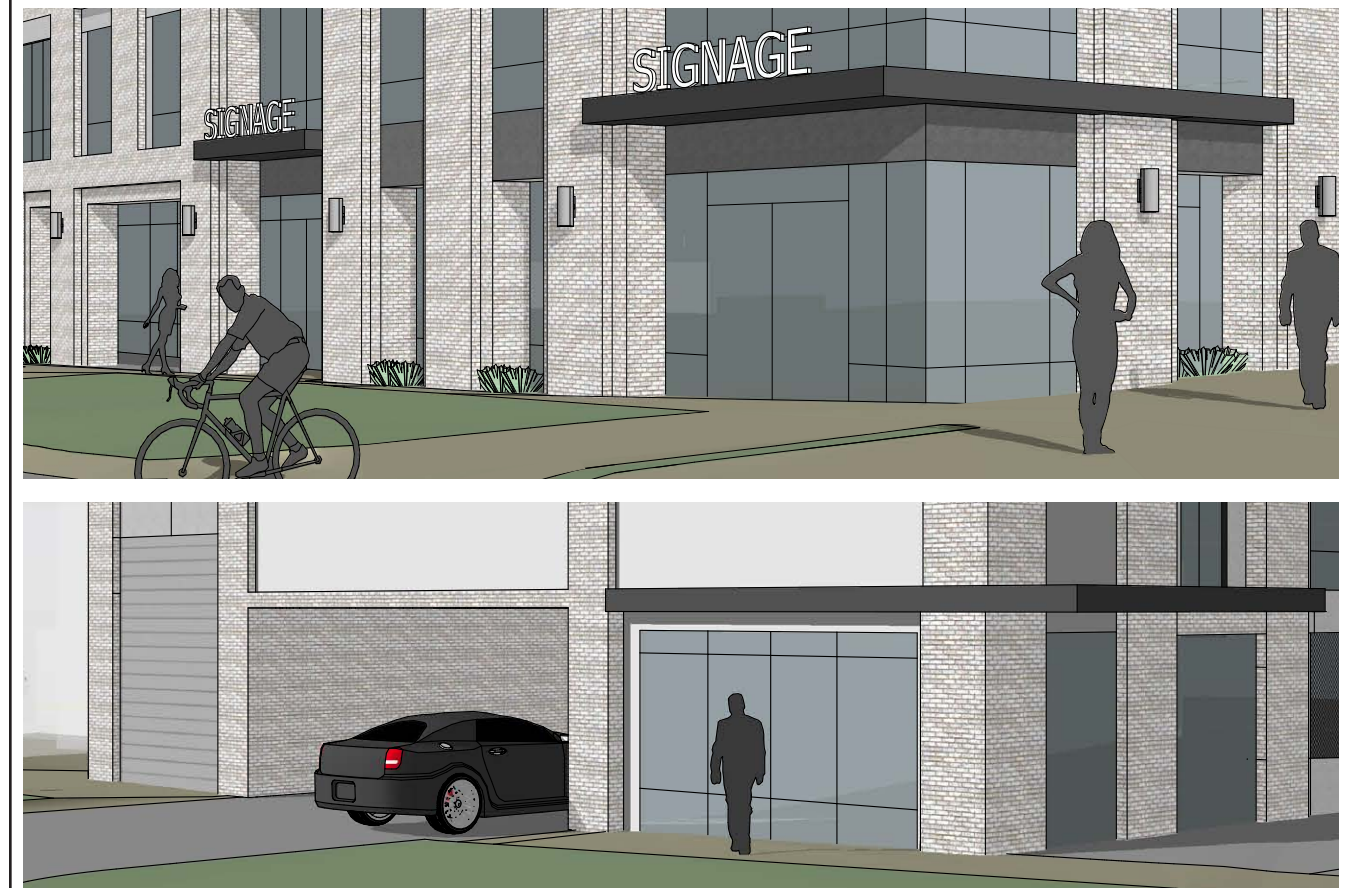
The table in section 21A.37.060 calls for 40% of glazing in the R-MU district. The development is compliant with this requirement with just over 50% of ground floor glazing at the South facade (430 SF out of 843 SF) and 46% of the East facade (85 SF out of 185 SF, which does not include the opening for the garage entry).



D. Building Entrances:

A building entrance is defined as an entrance to a building that includes a door and entry feature such as a recess or canopy that provides customers with direct access to the use. For the purpose of this provision, an operable building entrance shall be open and accessible during the hours that the business is open and comply with applicable ADA standards. At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required, at a minimum, at each specified length of street facing building facade according to Section 21A.37.060, Table 21A.37.060 of this chapter. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a 45° angle to the two adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.

The project is compliant with this section providing a main entrance at both 300S and 500E. Additional operable entrances are not required for the R-MU district per table 21A.37.060.



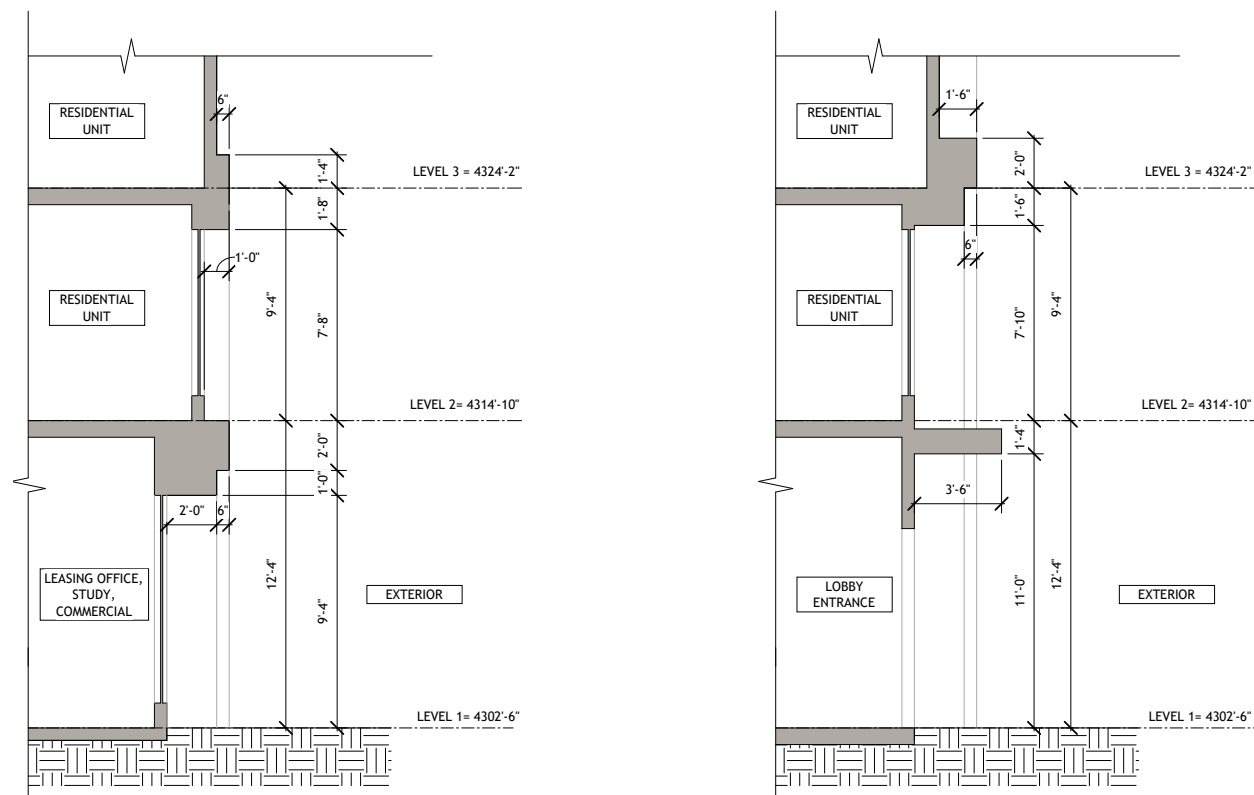
Design Standards Required In Each Zoning District

451 E 300 S - Salt Lake City, UT

E. Maximum Length of Blank Wall:

The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be as specified according to Section 21A.37.060, Table 21A.37.060 of this chapter. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances, windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").

Per table 21A.37.060, the maximum length of blank wall will be limited to 15'-0" at the ground level. The ground floor design carefully breaks up the facade through the use of rhythmic vertical and horizontal bands and bays, which are ranging from 6'-0" wide to 14'-0" wide to help provide a human scale. The bays alternate between storefront glazing and masonry, which offers both a change in finish plane as well as texture (see sections below).



I. **Parking Lot Lighting:** If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.

There is no parking lot affiliated with this project. The provided covered parking garage is tucked underneath and towards the rear of the residential development and concealed from 300 S Street by active uses as the ground level. Parking screening will also be provided along the north and west facades.

J. **Screening of Mechanical Equipment:** All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of such impact-minimizing siting include on the roof, enclosed or otherwise integrated into the architectural design of the building, or in a rear or side yard area subject to yard location restrictions found in Section 21A.36.020, Table 21A.36.020.B, "Obstructions in Required Yards", of this title.

The development adheres to this standard through various means. Equipment will be positioned on the roof, within the building, and in dedicated, enclosed rooms in the parking garage. Any extra equipment at ground level will be enclosed and screened to enhance visual appeal from the public right of way.

K. Screening of Service Areas:

Service areas, loading docks, refuse containers, utility meters, and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. Waste and loading facilities are prohibited from being located on street-facing facades and shall be co-located and screened when possible. Exceptions to this requirement may be approved by the planning director when the service provides power or some form of utilities in and around the surrounding area. Exemptions may also be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the planning director shall be required.

Service areas (loading docks, refuse containers, meters, etc.) have been carefully considered and located at the interior side yard. Any equipment or service oriented use visible from the right of way will be screened to enhance visual appeal. The loading berth will be situated together with the parking entry drive along 500 E, concealed by an operable door that complements the nearby architectural palette and detailing.

Supplemental Diagrams: Design Review Compliance

451 E 300 S - Salt Lake City, UT



- (1) CONVENIENT BICYCLE ACCESS FOR TRANSPORTATION
- (2) ADJACENT 2 STORY BUILDING RELATIONSHIP
- (3) VERTICALLY ORIENTED DESIGN COMPOSITION TO BREAK THE BUILDING SCALE
- (4) ACTIVATED PROGRAMMING ALONG EAST BROADWAY

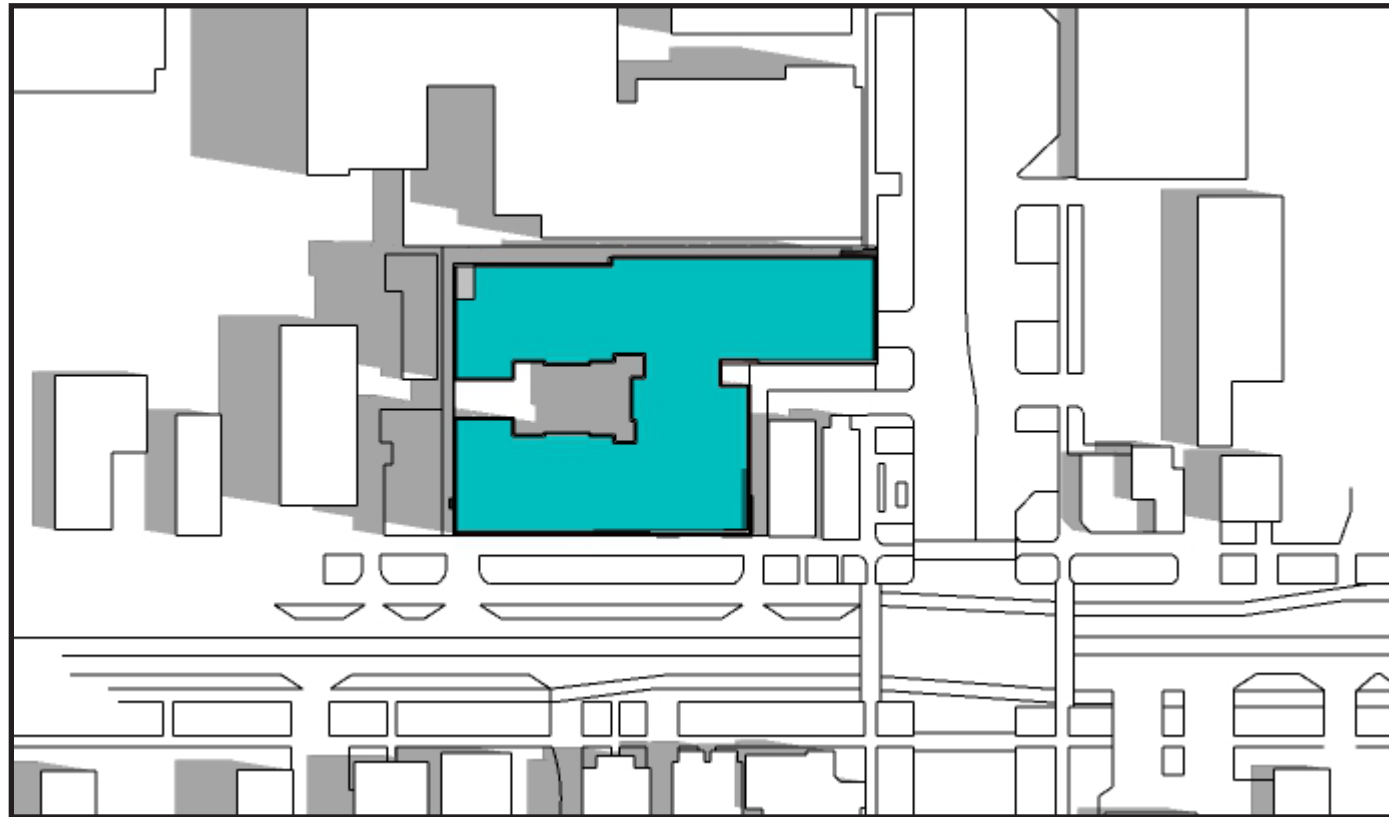
Supplemental Diagrams: Proximity To Goods & Services

451 E 300 S - Salt Lake City, UT

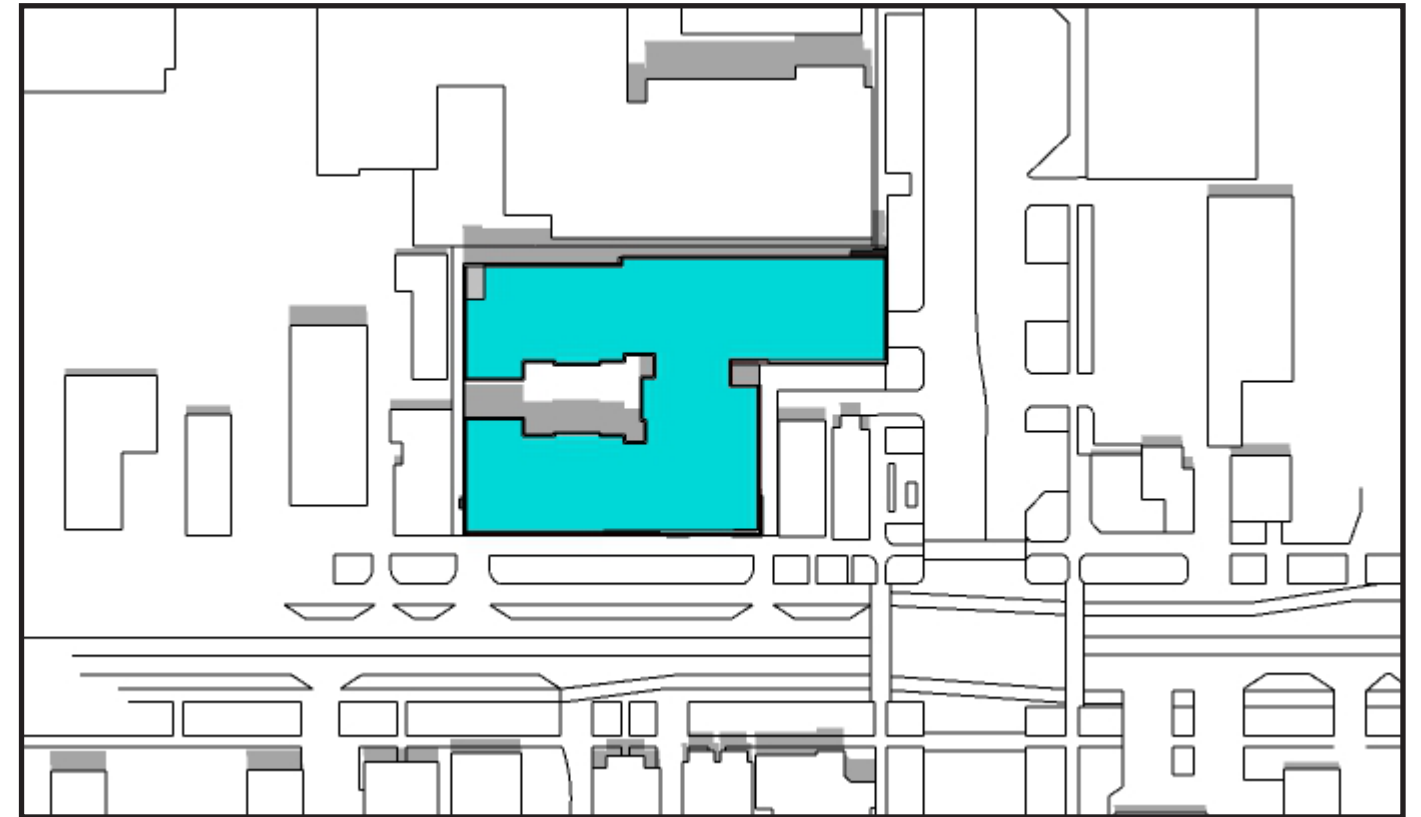


Supplemental Diagrams : Solar Study

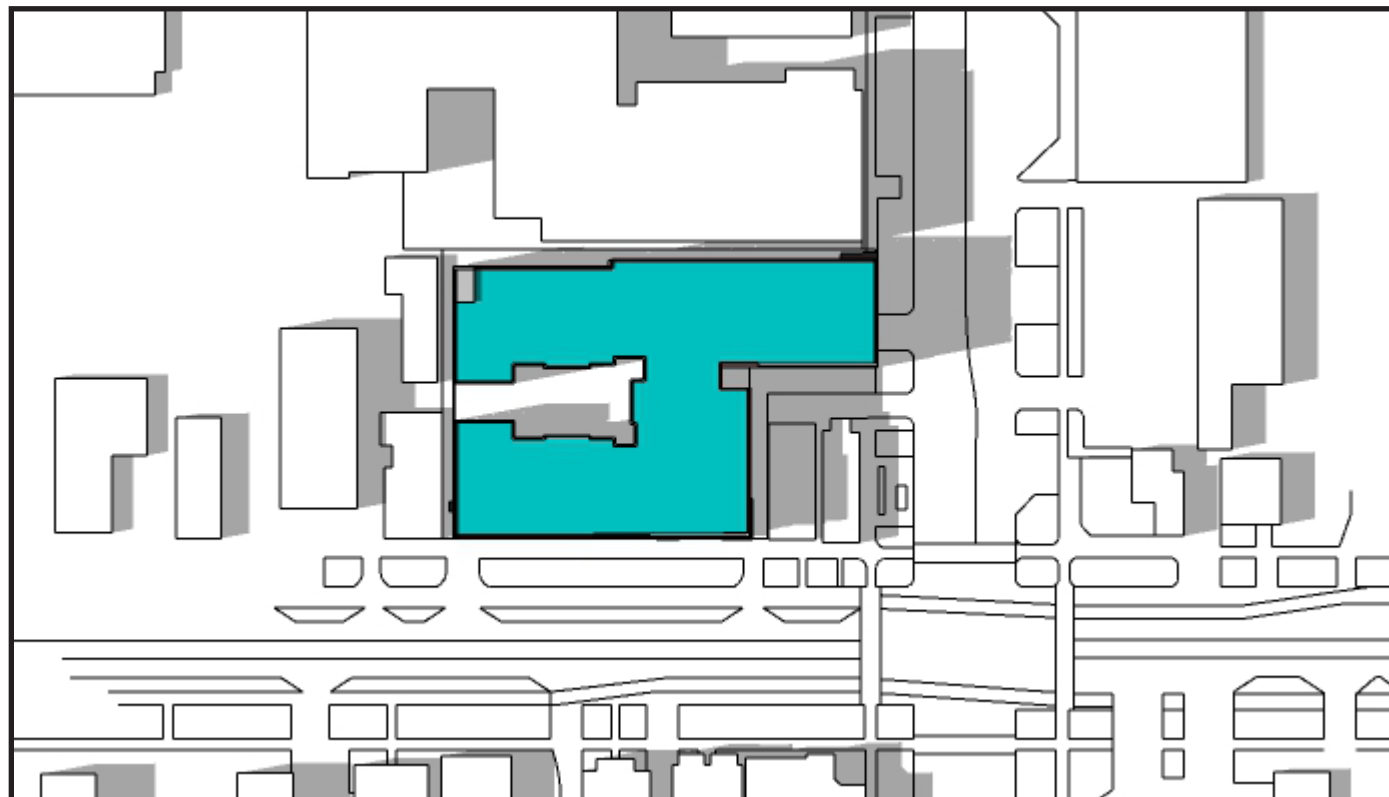
451 E 300 S - Salt Lake City, UT



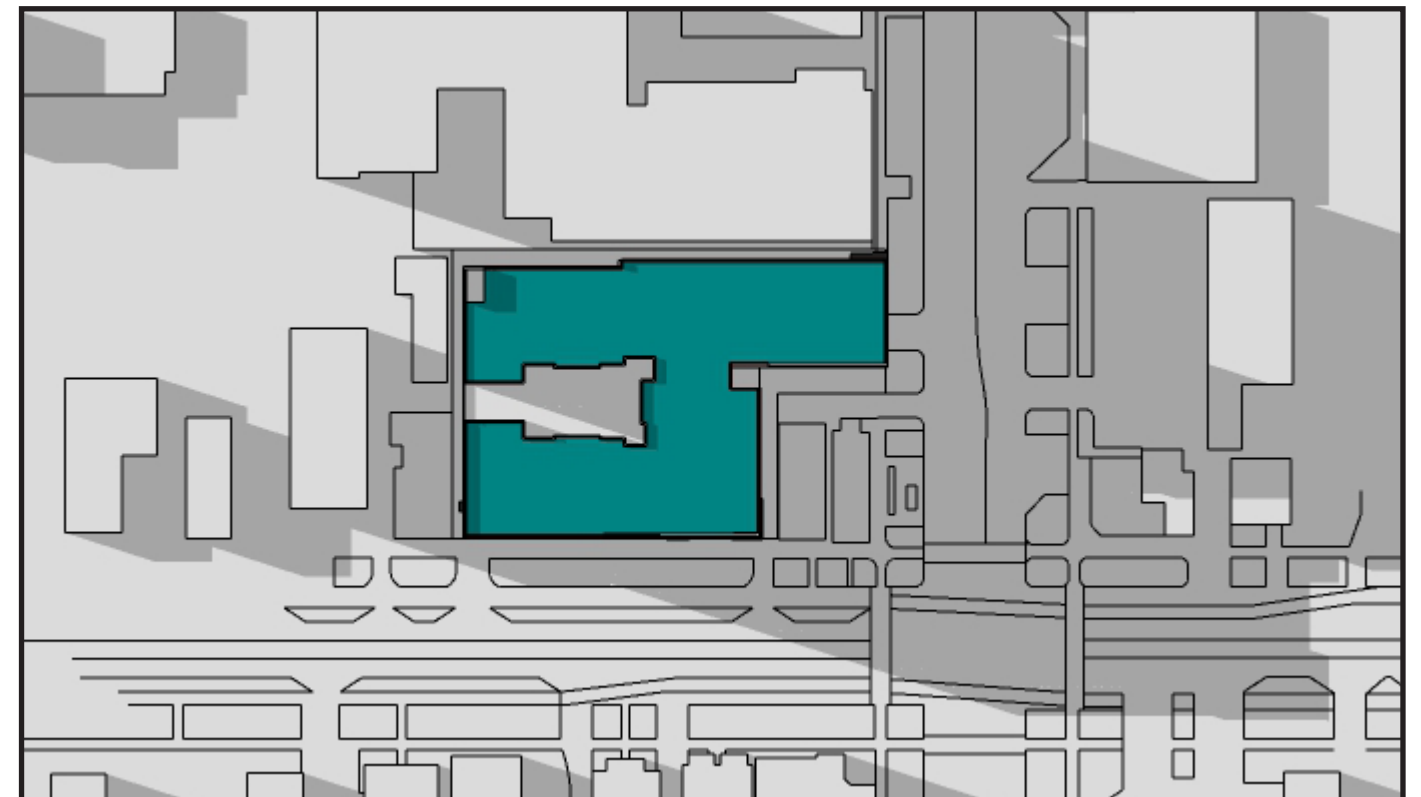
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12/21 - 12 PM



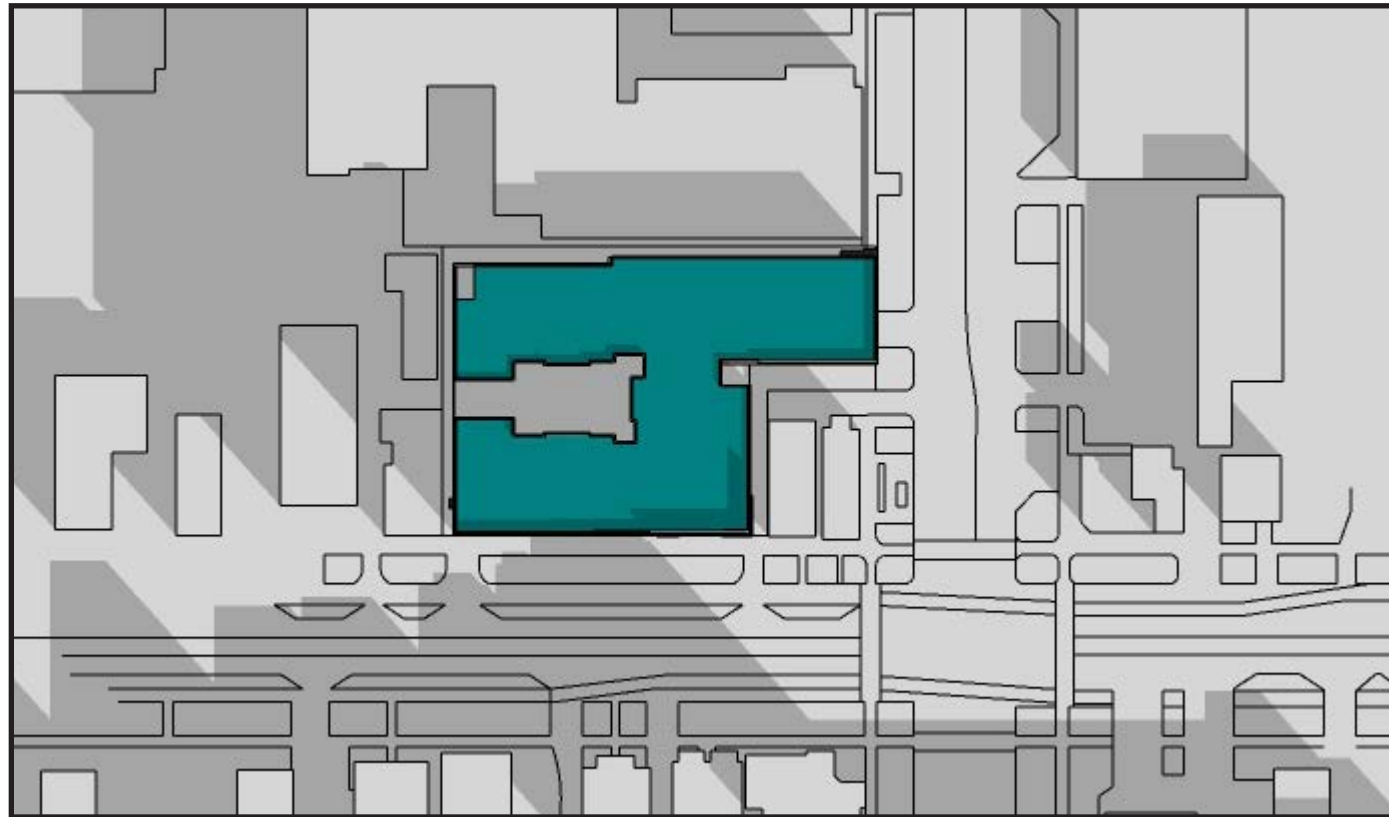
12/21 - 3 PM



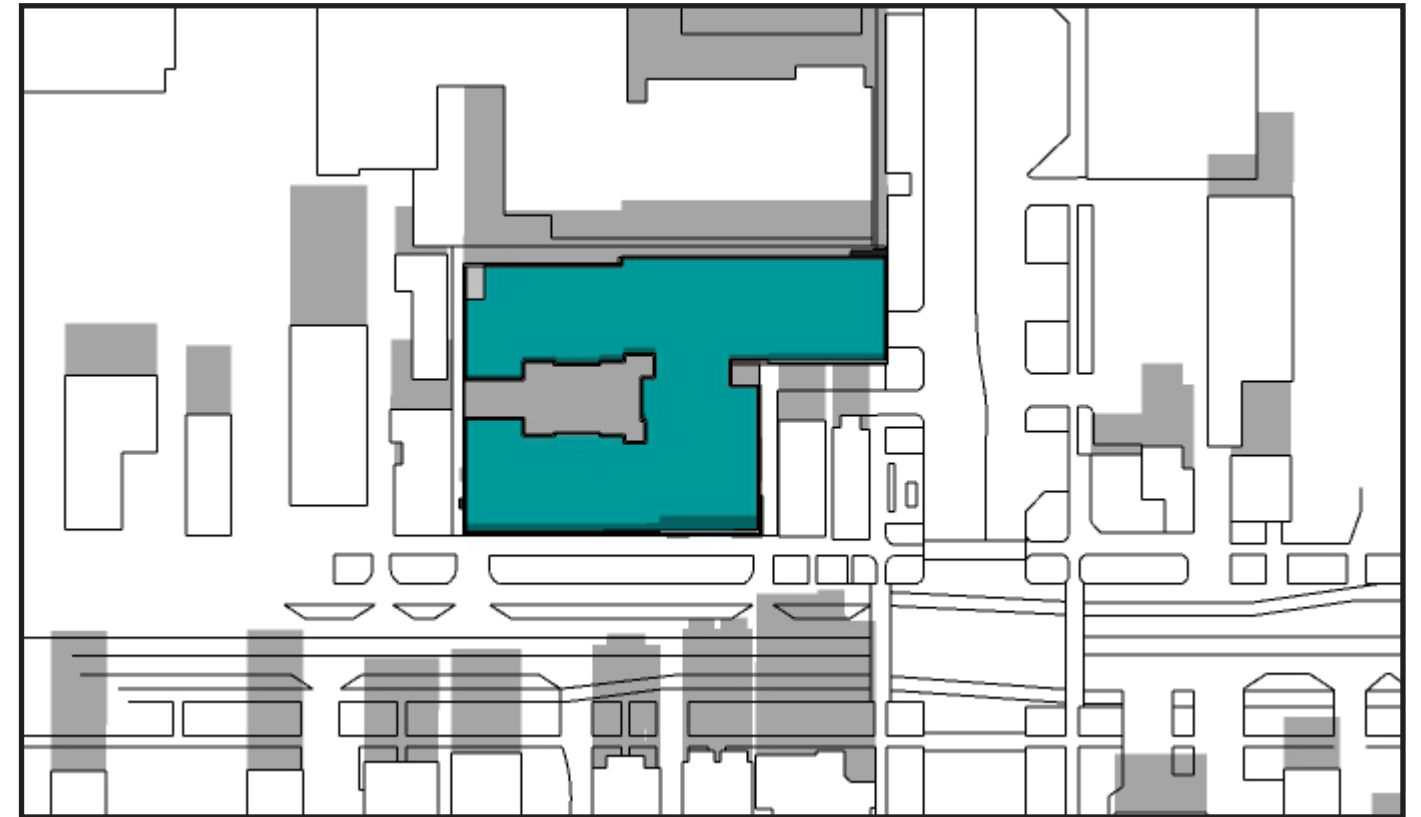
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Supplemental Diagrams : Solar Study

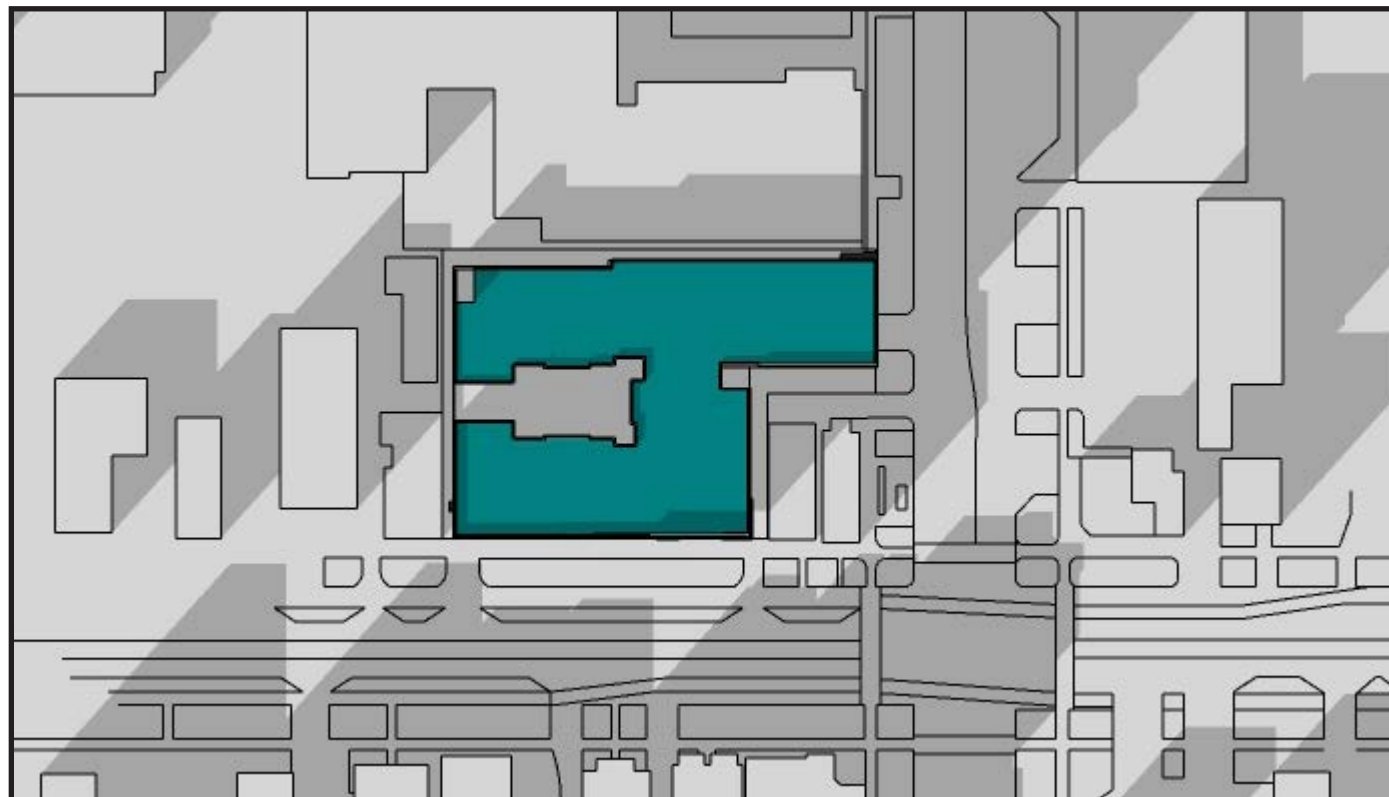
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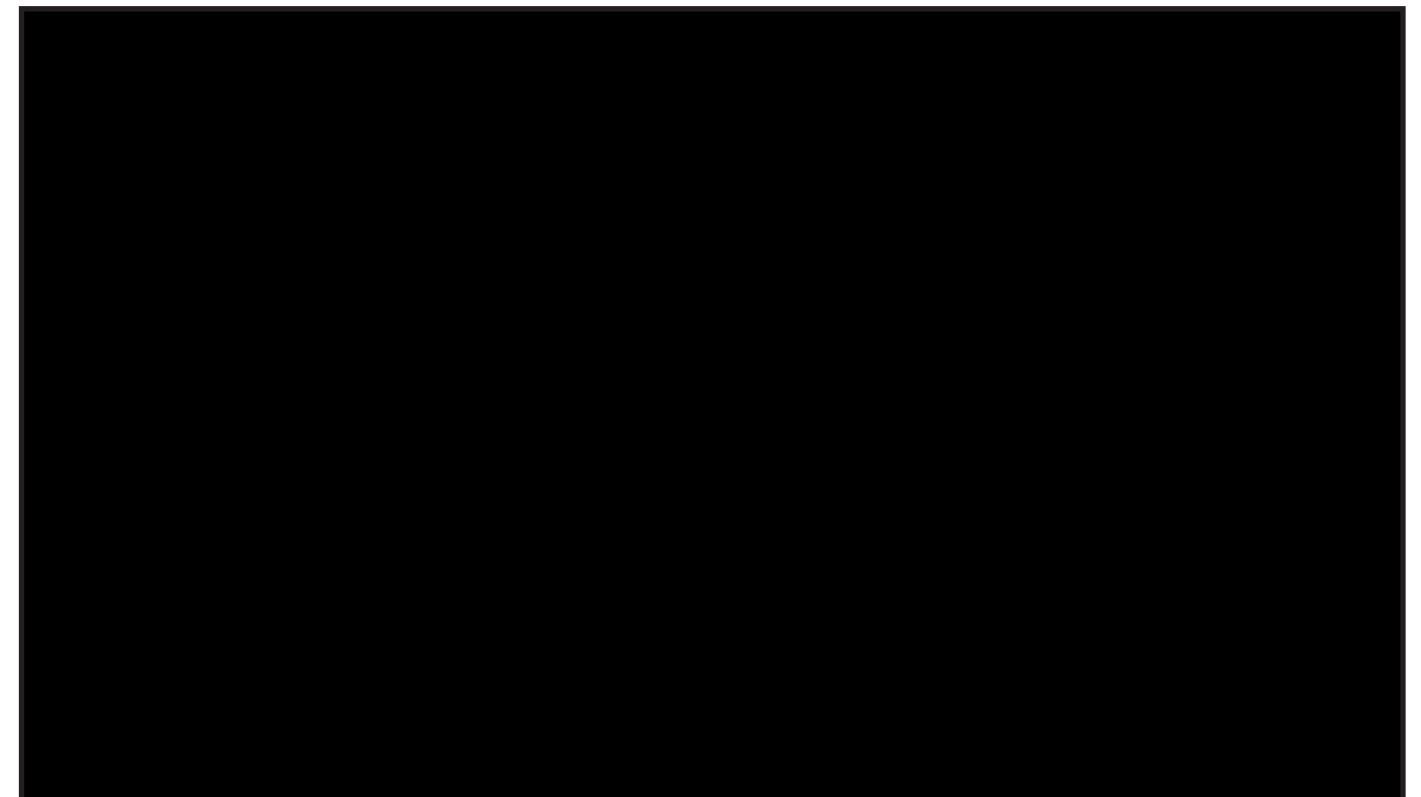
12/21 - 9 AM



12/21 - 12 PM



12/21 - 3 PM



12/21 - 6 PM

451 E 300 S - Salt Lake City, UT

BUILDING DESIGN

PLANS
ELEVATIONS
SECTIONS
RENDERINGS

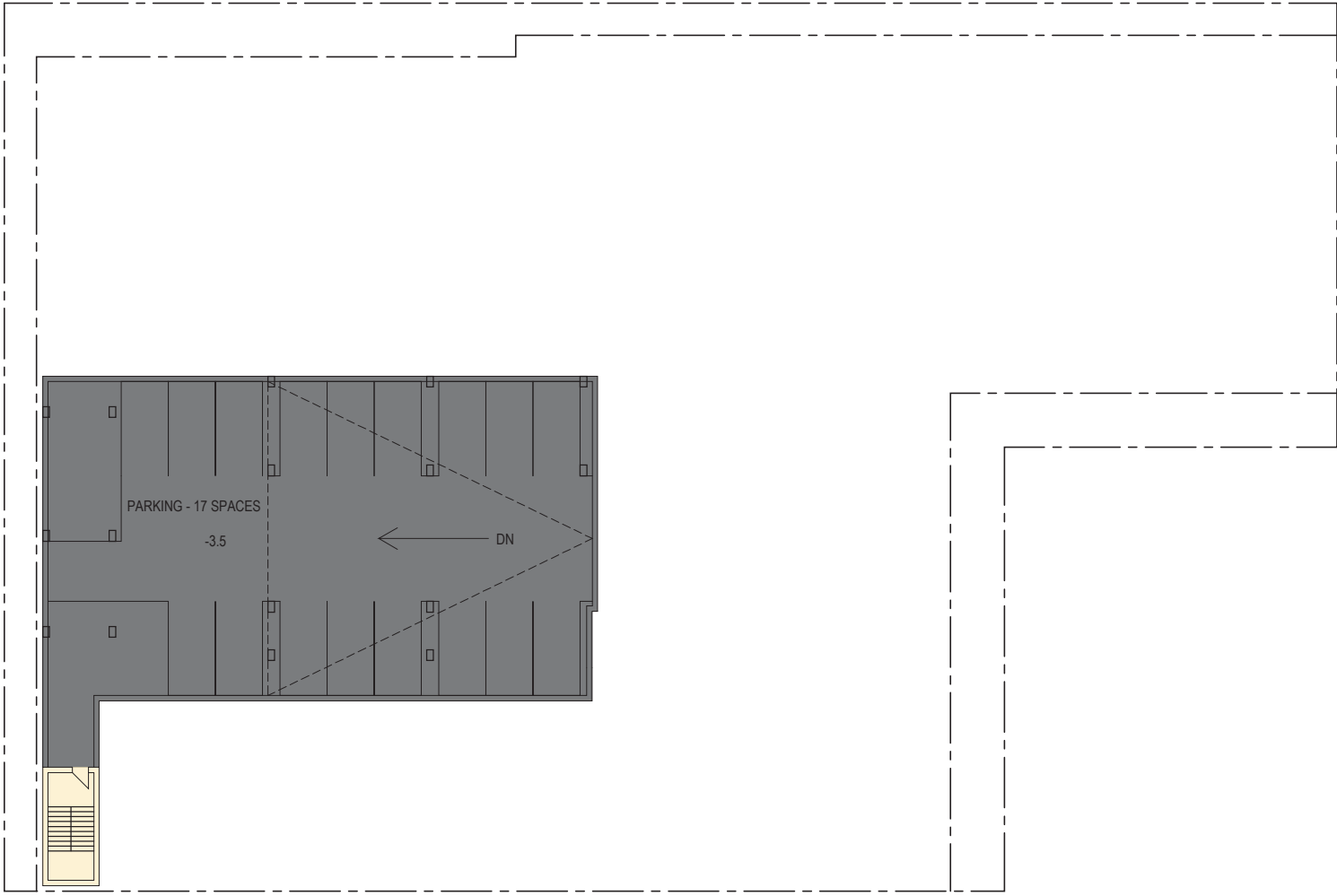


Conceptual Building Plans

451 E 300 S - Salt Lake City, UT


PLAN LEGEND:

- RESIDENTIAL
- CIRCULATION
- LEASING OFFICE
- AMENITY
- COMMERCIAL
- UTILITY
- PARKING



LEVEL U1

300 S / E BROADWAY

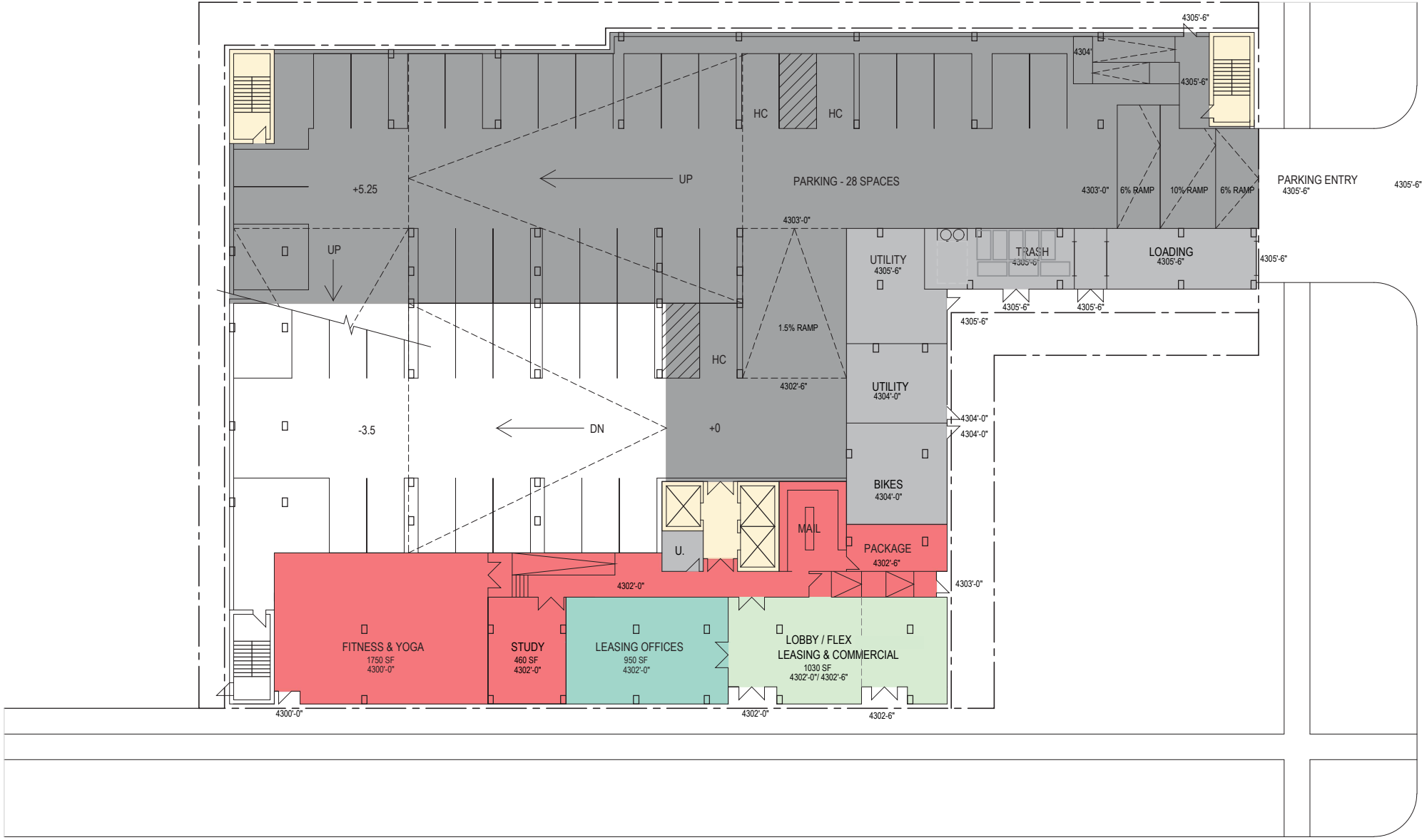
SCALE: 1/32" = 1' 

Conceptual Building Plans

451 E 300 S - Salt Lake City, UT

PLAN LEGEND:

- RESIDENTIAL
- CIRCULATION
- LEASING OFFICE
- AMENITY
- COMMERCIAL
- UTILITY
- PARKING



LEVEL 1

300 S / E BROADWAY

500 E

SCALE: 1/32" = 1'

Conceptual Building Plans

451 E 300 S - Salt Lake City, UT

PLAN LEGEND:


- RESIDENTIAL
- CIRCULATION
- LEASING OFFICE
- AMENITY
- COMMERCIAL
- UTILITY
- PARKING



LEVEL 2

300 S / E BROADWAY

500 E

SCALE: 1/32" = 1' 

Conceptual Building Plans

451 E 300 S - Salt Lake City, UT

PLAN LEGEND:

- RESIDENTIAL
- CIRCULATION
- LEASING OFFICE
- AMENITY
- COMMERCIAL
- UTILITY
- PARKING



LEVEL 3

300 S / E BROADWAY

500 E

SCALE: 1/32" = 1'

Conceptual Building Plans

451 E 300 S - Salt Lake City, UT

PLAN LEGEND:

- RESIDENTIAL
- CIRCULATION
- LEASING OFFICE
- AMENITY
- COMMERCIAL
- UTILITY
- PARKING



LEVEL 4-8

300 S / E BROADWAY

500 E

SCALE: 1/32" = 1'

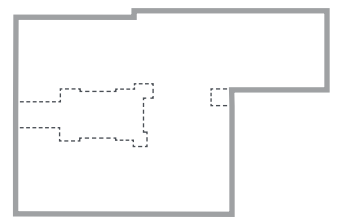
South Elevation - East Broadway

451 E 300 S - Salt Lake City, UT



EXTERIOR FINISH LEGEND:

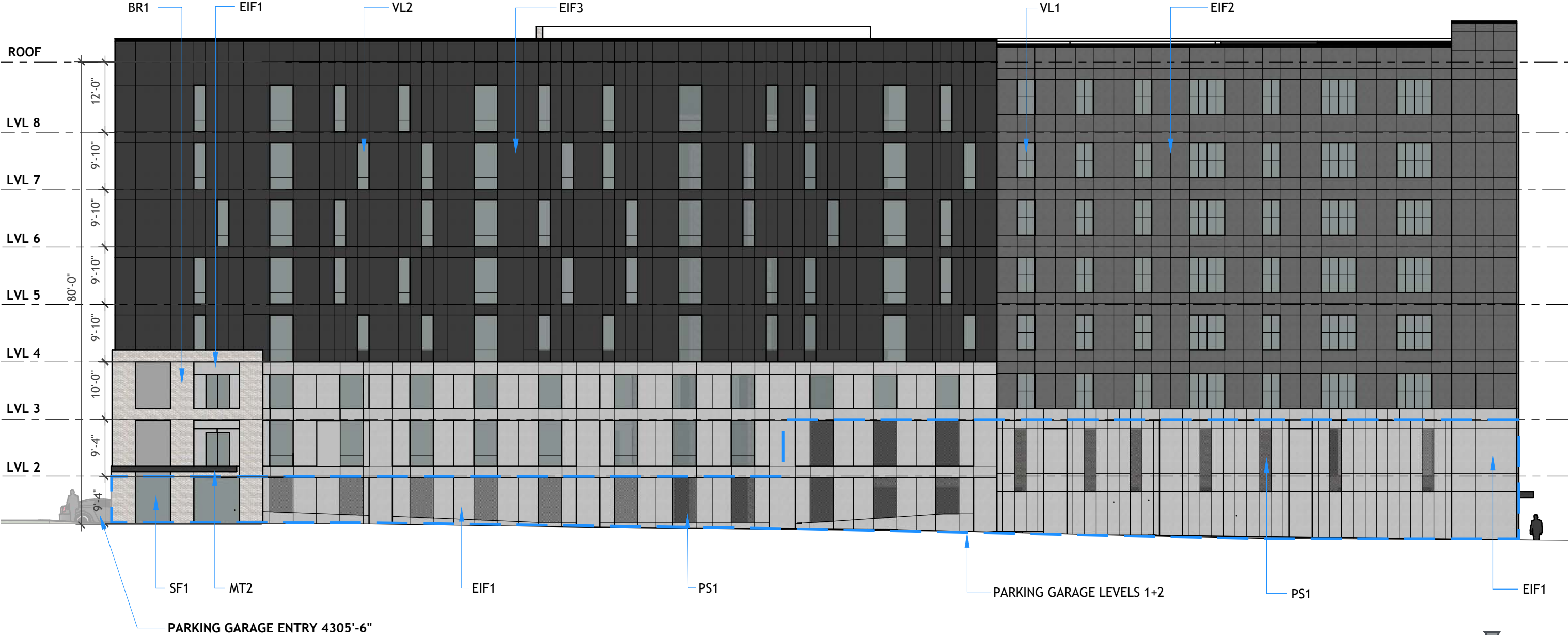
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EIF2 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7067 CITYSCAPE)	DR1 JULIETTE BALCONY DOOR (FULL GLASS WITH SW 7069 RAIL AND STILE)
EIF3 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7069 IRON ORE)	MT1 METAL RAILING (SATIN BLACK)
BR1 MODULAR BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	MT2 METAL CANOPY (SATIN BLACK)
BR2 THIN BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	PS1 PARKING SCREENING (SYSTEM TBD)
VL1 VINYL WINDOW SYSTEM (SATIN BLACK WITH VERTICAL MUNTIN)	AC1 DESIGNATED MURAL AREA (SEPARATE PERMIT)
VL2 VINYL WINDOW SYSTEM (SATIN BLACK WITH OFFSET SASH)	



SCALE: 1/16" = 1'

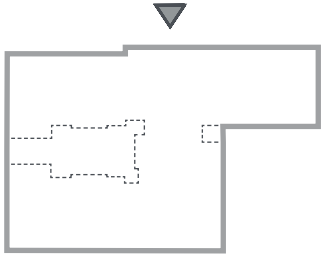
North Elevation

451 E 300 S - Salt Lake City, UT



EXTERIOR FINISH LEGEND:

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EIF2 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7067 CITYSCAPE)	DR1 JULIETTE BALCONY DOOR (FULL GLASS WITH SW 7069 RAIL AND STILE)
EIF3 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7069 IRON ORE)	MT1 METAL RAILING (SATIN BLACK)
BR1 MODULAR BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	MT2 METAL CANOPY (SATIN BLACK)
BR2 THIN BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	PS1 PARKING SCREENING (SYSTEM TBD)
VL1 VINYL WINDOW SYSTEM (SATIN BLACK WITH VERTICAL MUNTIN)	AC1 DESIGNATED MURAL AREA (SEPARATE PERMIT)
VL2 VINYL WINDOW SYSTEM (SATIN BLACK WITH OFFSET SASH)	



SCALE: 1/16" = 1'

West Elevation

451 E 300 S - Salt Lake City, UT



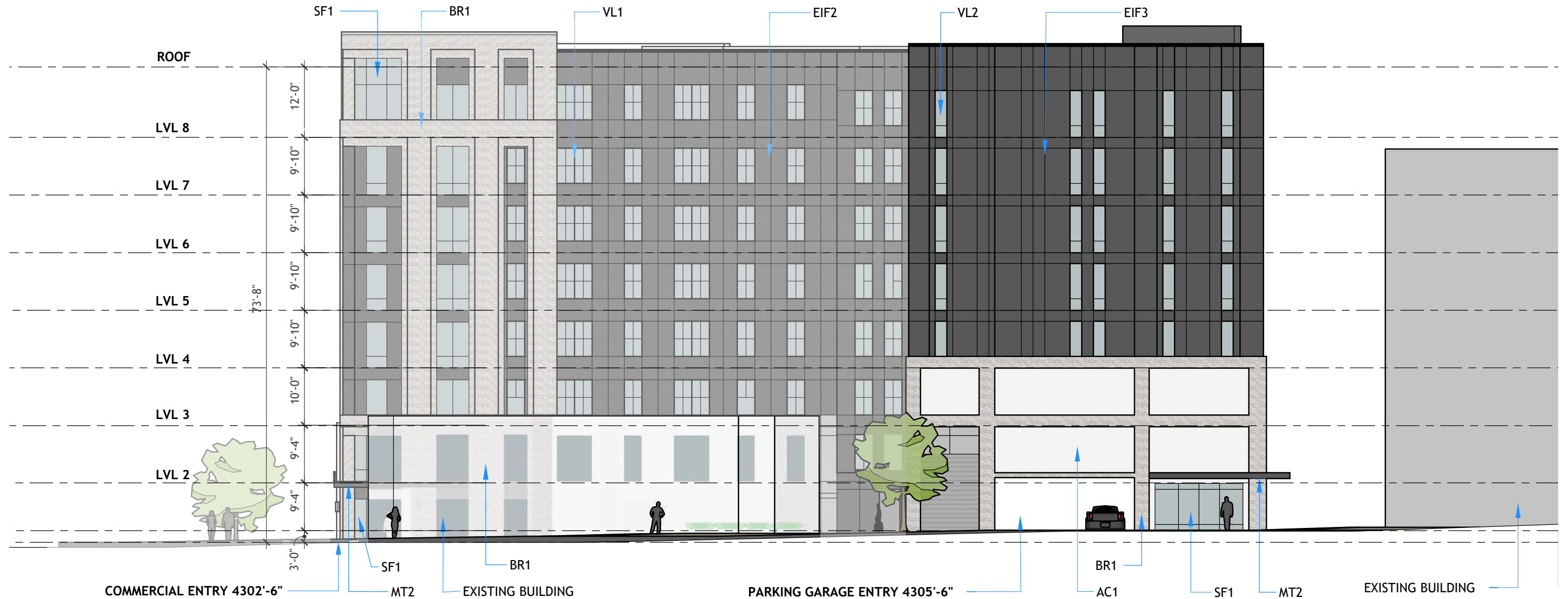
EXTERIOR FINISH LEGEND:

EIF1 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7063 NEBULOUS WHITE)	SF1 STOREFRONT SYSTEM (SATIN BLACK)
EIF2 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7067 CITYSCAPE)	DR1 JULIETTE BALCONY DOOR (FULL GLASS WITH SW 7069 RAIL AND STILE)
EIF3 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7069 IRON ORE)	MT1 METAL RAILING (SATIN BLACK)
BR1 MODULAR BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	MT2 METAL CANOPY (SATIN BLACK)
BR2 THIN BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	PS1 PARKING SCREENING (SYSTEM TBD)
VL1 VINYL WINDOW SYSTEM (SATIN BLACK WITH VERTICAL MUNTIN)	AC1 DESIGNATED MURAL AREA (SEPARATE PERMIT)
VL2 VINYL WINDOW SYSTEM (SATIN BLACK WITH OFFSET SASH)	

SCALE: 1/16" = 1'

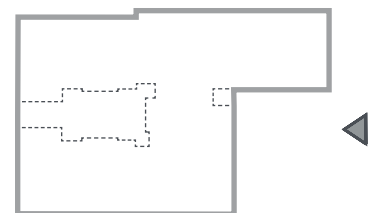
East Elevation - 500 East

451 E 300 S - Salt Lake City, UT



EXTERIOR FINISH LEGEND:

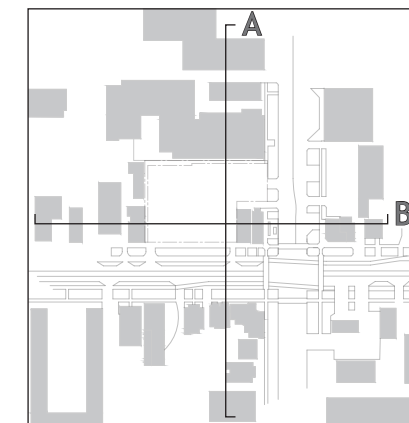
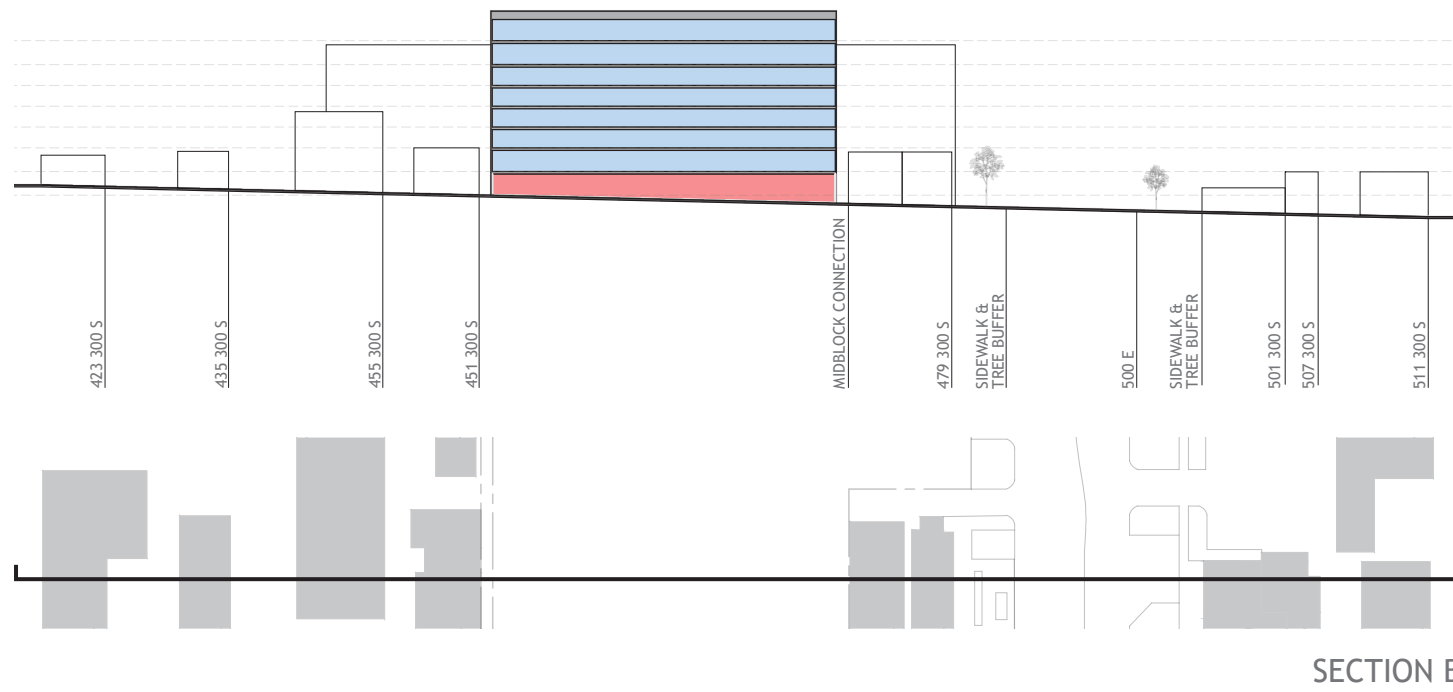
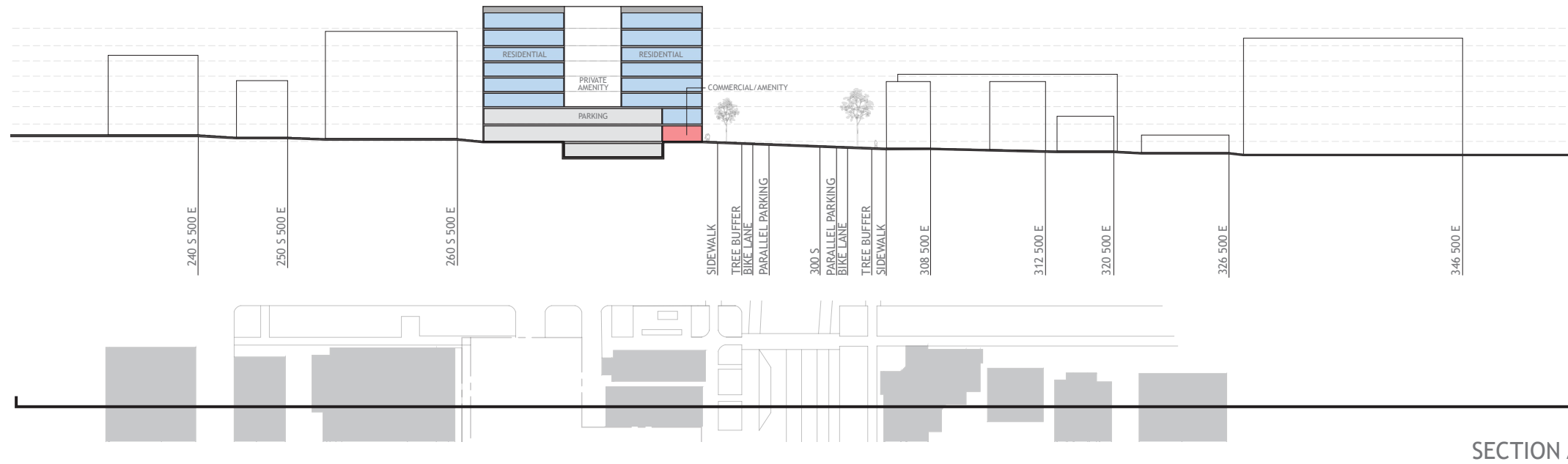
EIF1 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7063 NEBULOUS WHITE)	SF1 STOREFRONT SYSTEM (SATIN BLACK)
EIF2 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7067 CITYSCAPE)	DR1 JULIETTE BALCONY DOOR (FULL GLASS WITH SW 7069 RAIL AND STILE)
EIF3 EIFS WITH TEXTURED ACRYLIC FINISH (SW 7069 IRON ORE)	MT1 METAL RAILING (SATIN BLACK)
BR1 MODULAR BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	MT2 METAL CANOPY (SATIN BLACK)
BR2 THIN BRICK (LIGHT GRAY BLEND WITH VELOUR TEXTURE)	PS1 PARKING SCREENING (SYSTEM TBD)
VL1 VINYL WINDOW SYSTEM (SATIN BLACK WITH VERTICAL MUNTIN)	AC1 DESIGNATED MURAL AREA (SEPARATE PERMIT)
VL2 VINYL WINDOW SYSTEM (SATIN BLACK WITH OFFSET SASH)	



SCALE: 1/16" = 1'

Site Sections

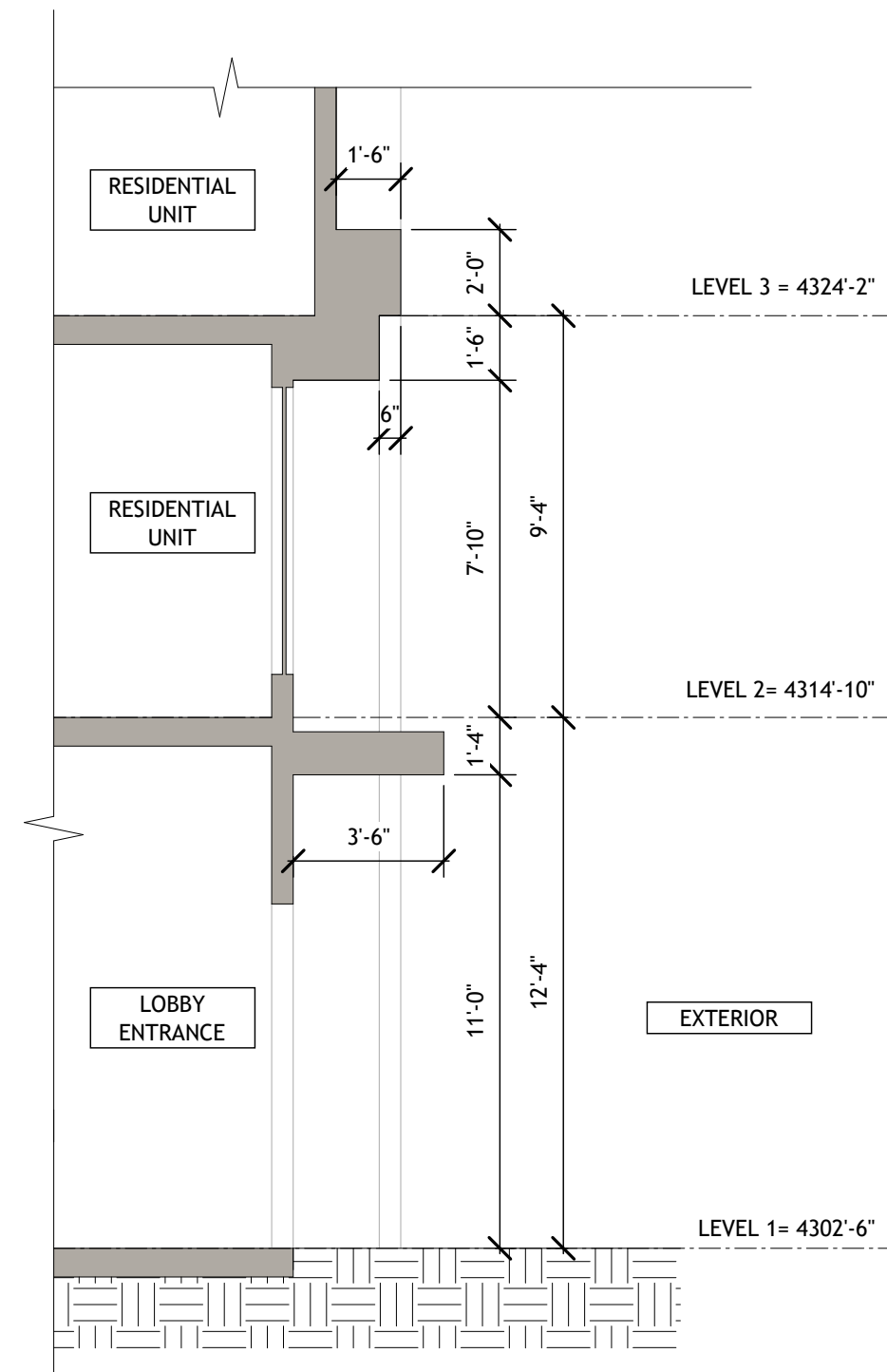
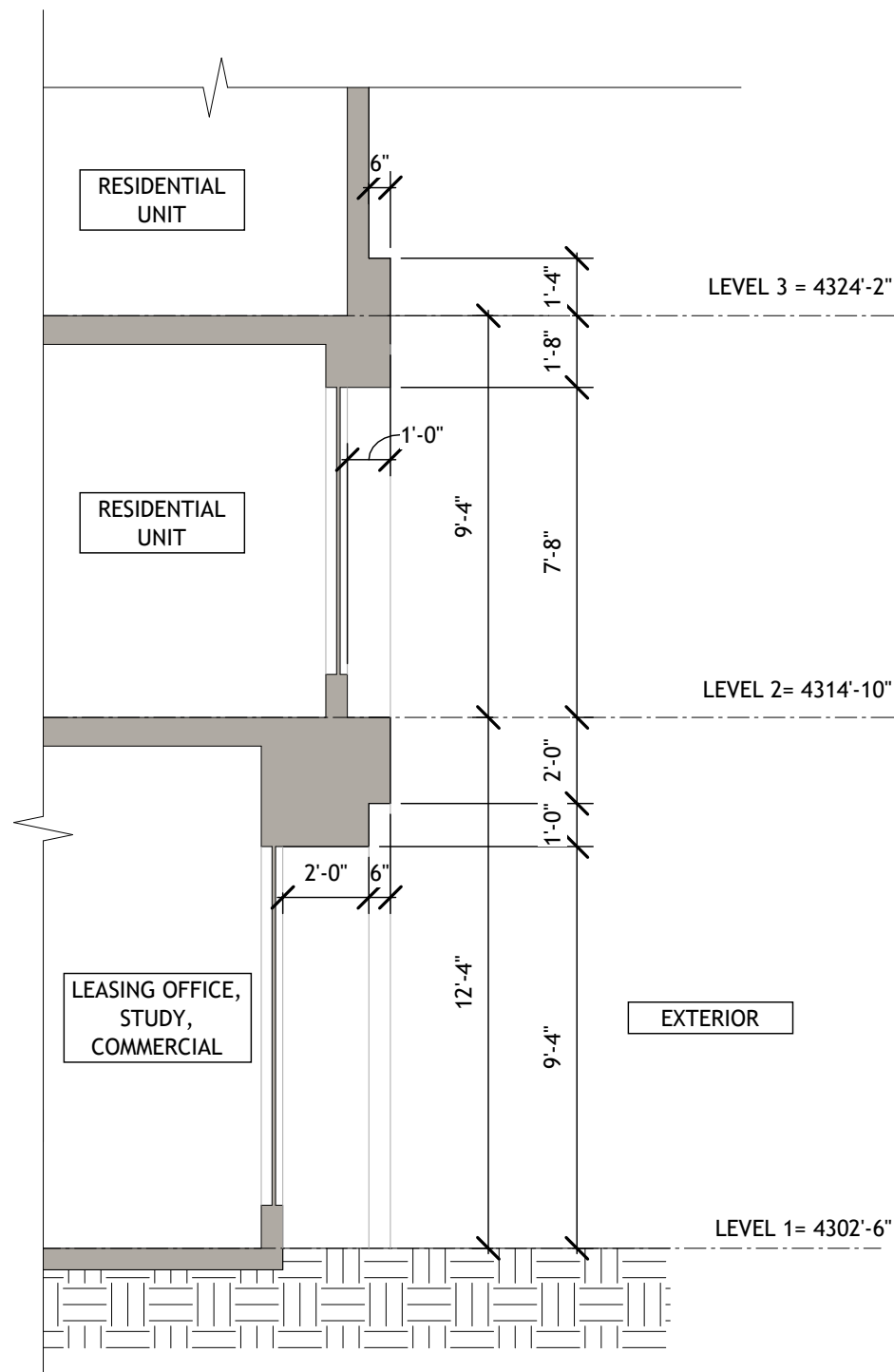
451 E 300 S - Salt Lake City, UT



SCALE: 3/32" = 1'

Sections- Facade Articulation

451 E 300 S - Salt Lake City, UT



SCALE: 1/4" = 1'

Overall Perspective

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



Commercial and Amenity Spaces on East Broadway

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



Garage Entry on 500 East

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



East Broadway Perspective

451 E 300 S - Salt Lake City, UT



451 E 300 S - Salt Lake City, UT

SITE DESIGN

SITE PLAN

GRADING PLAN

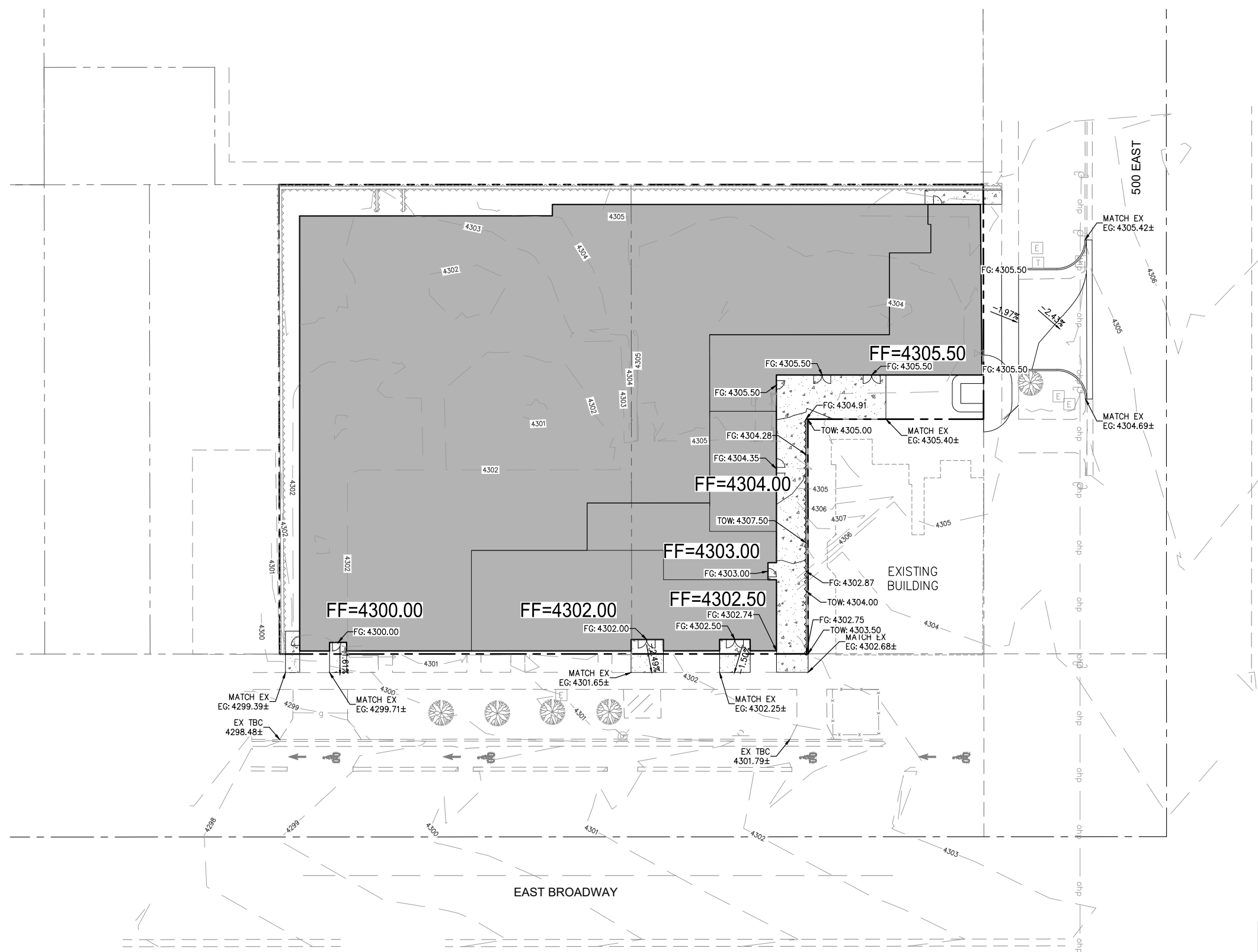
GROUND LEVEL LANDSCAPE PLAN

IRRIGATION PLAN

ELEVATED LANDSCAPE PLAN



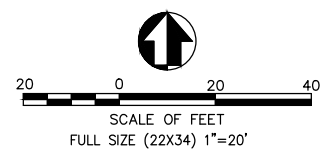
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LEGEND		
	EXISTING	
	PROPOSED	
		CONTOUR
		PROPERTY LINE

300 SOUTH 500 EAST

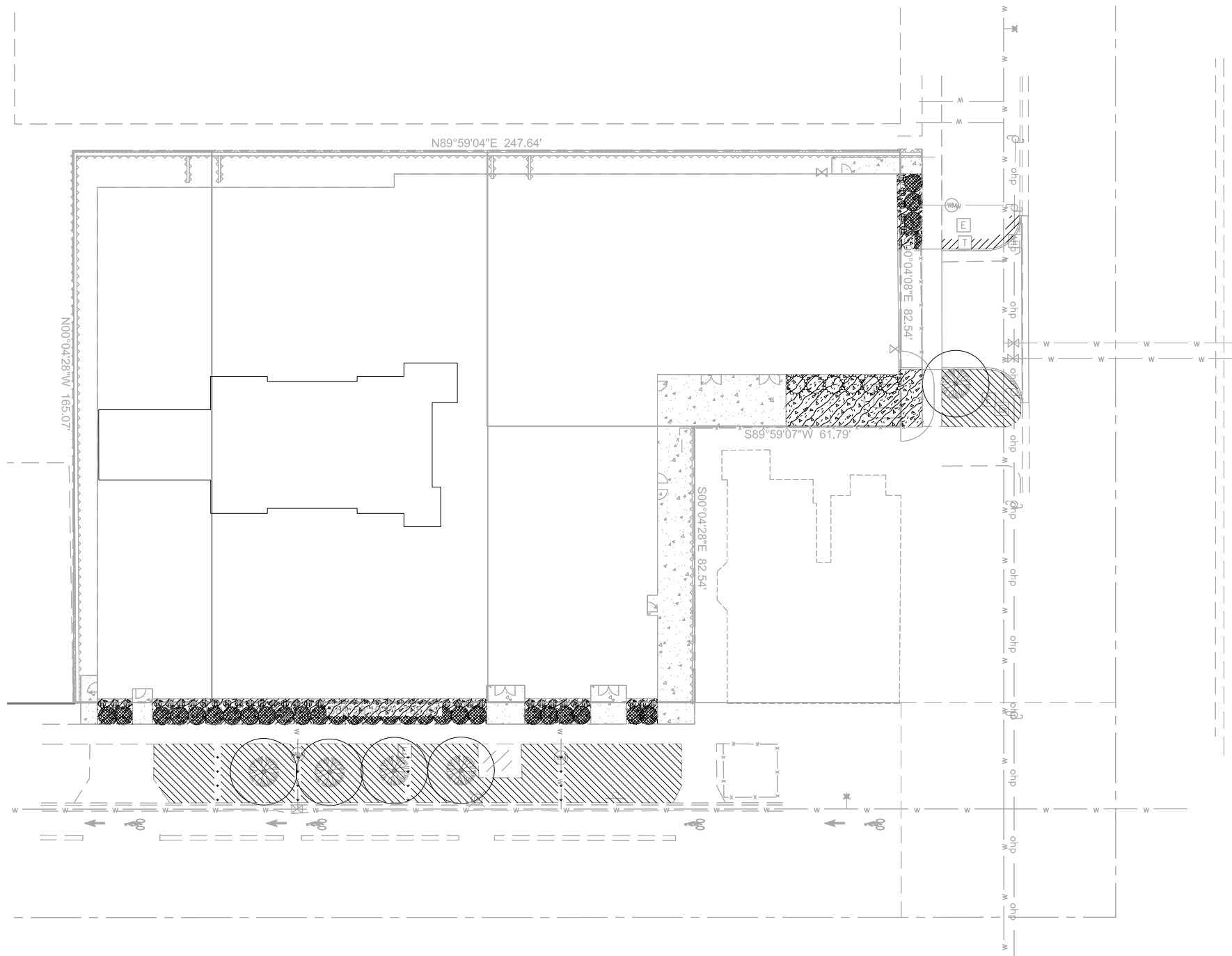
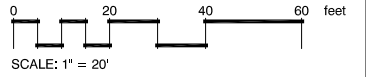
PRELIMINARY GRADING PLAN



PSOMAS
 4179 S. Riverboat Rd., Suite 200
 Salt Lake City, UT 84123
 (801) 270-5777



NORTH



PLANT SCHEDULE TRINITAS

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	QTY
TREES				
	EE	Existing Tree To Remain and Be Protected / Existing Tree to Remain	EX	5
SHRUBS				
	JUN CAL	Juniperus sabina 'Calgary Carpet' TM / Calgary Carpet Juniper	5 gal	31
	TAX DAR	Taxus x media 'Dark Green Spreader' / Dark Green Spreader Yew	5 gal	6
GRASSES				
	CAK	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	5 gal	47

REFERENCE NOTES SCHEDULE TRINITAS

02 EXISTING CONDITIONS		
SYMBOL	DESCRIPTION	QTY
	EXISTING LANDSCAPE AND PLANTING TO REMAIN AND BE PROTECTED.	2,856 sf
31 EARTHWORKS		
SYMBOL	DESCRIPTION	QTY
	KENTUCKY BLUEGRASS SOD	140 sf
	EXISTING LANDSCAPE TO BE REPAIRED FROM CONSTRUCTION	68 sf
ROCK		
SYMBOL	DESCRIPTION	QTY
	1 1/2" LIGHT GREY ROCK MULCH (SEE DETAIL) 3" DEPTH OVER DeWitt PRO 5 WEED BARRIER FABRIC. STAKER PARSON WASATCH GREY CRUSH OR APPROVED EQUAL	1,869 sf

GENERAL NOTES:

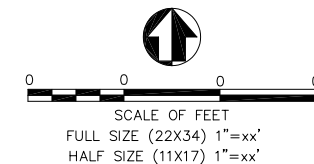
- LANDSCAPE PLANS IN THIS SET ARE TO COMPLY WITH SALT LAKE CITY CODE SECTION 21A.48
- OWNER AND/OR LANDSCAPE ARCHITECT IS TO APPROVE ALL LANDSCAPE MATERIALS PRIOR TO INSTALLATION WITH PRIOR NOTICE OF 48 HOURS. OWNER AND OR LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIALS INCLUDING PLANTS THROUGHOUT THE CONSTRUCTION PERIOD.
- PROVIDE MATCHING SIZES AND FORMS OF LIKE SHRUB SPECIES AS SHOWN ON DRAWINGS.
- APPLY TOPSOIL IN ALL PLANTING AREAS. A SOIL TEST SHALL BE DONE TO VERIFY QUALITY. CONTRACTOR TO AMEND TOP SOIL AS NECESSARY FROM SOIL REPORT TO COMPLY WITH ACCEPTABLE SOIL STANDARDS AND SPECIFICATIONS. SEE SPECIFICATIONS FOR DEPTH OF TOP SOIL.
- THE LANDSCAPE & IRRIGATION CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THEY OBTAIN ANY & ALL DRAWINGS, SPECIFICATIONS, CHANGE ORDERS & AS-BUILDS APPLICABLE TO CONTRACTORS SCOPE OF WORK PRIOR TO & DURING CONSTRUCTION ON SITE. CONFLICTING OR VAGUE INFORMATION SHALL BE NOTED AND SUBMITTED TO OWNER AND LANDSCAPE ARCHITECT FOR CLARIFICATION.
- ALL DAMAGED NEW & EXISTING LANDSCAPE, INCLUDING BUT NOT LIMITED TO ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC. ARE TO BE REPAIRED AND PROTECTED DURING CONSTRUCTION.
- ALL PROPOSED LANDSCAPE MATERIALS SHALL BE TIED-IN WITH EXISTING LANDSCAPE INCLUDING, BUT NOT LIMITED TO, ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC.
- SHRUBS & TREES MUST BE PERMANENTLY IRRIGATED WITH AN EMITTER SYSTEM. TURF AREAS SHALL BE IRRIGATED WITH POP-UP SPRAY AND ROTOR HEADS 4" MIN. POP-UP REQ'D, USE RAIN BIRD COMMERCIAL GRADE IRRIGATION COMPONENTS OR APPROVED EQUAL.
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TRINITAS

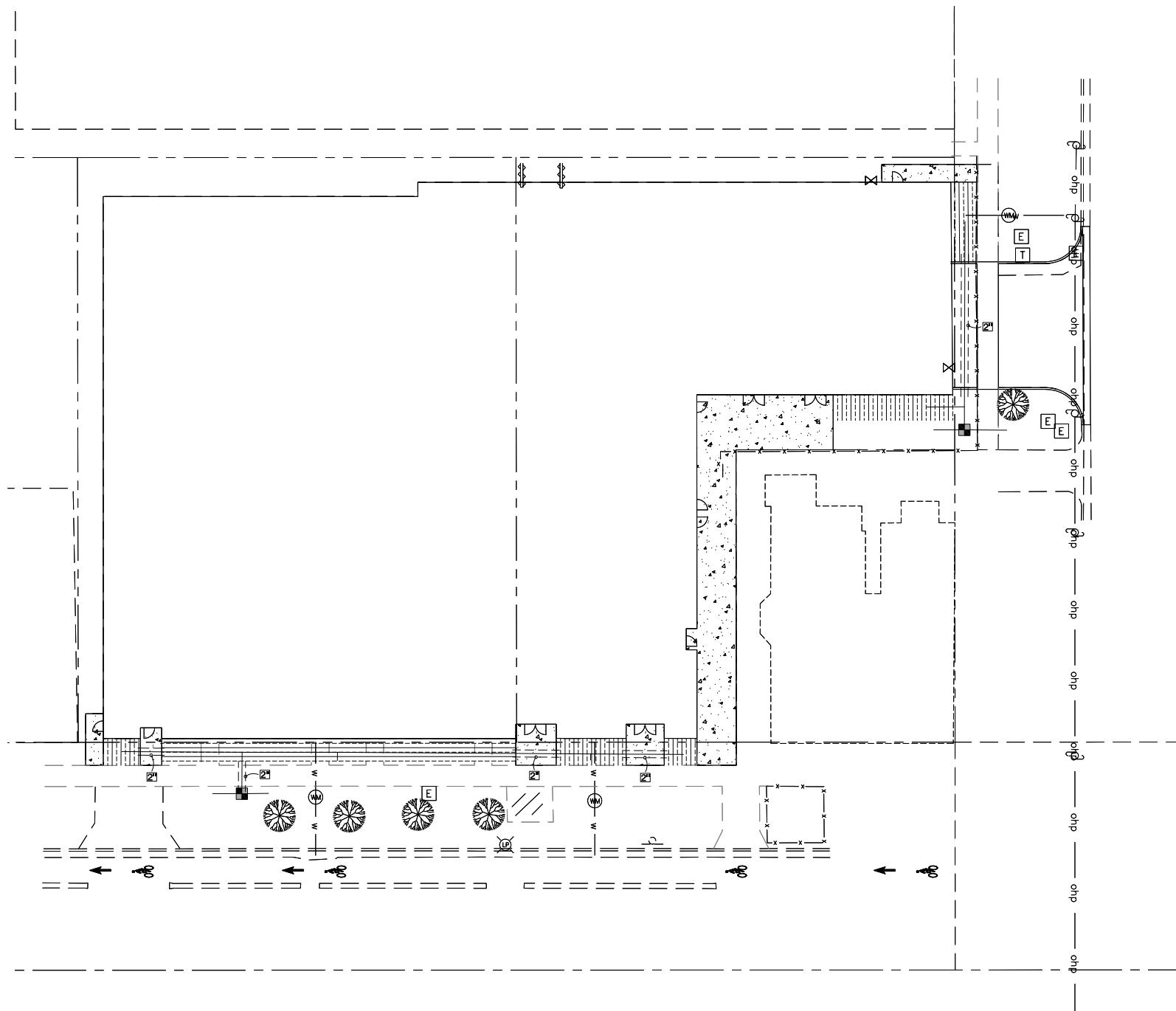
OVERALL LANDSCAPE PLAN



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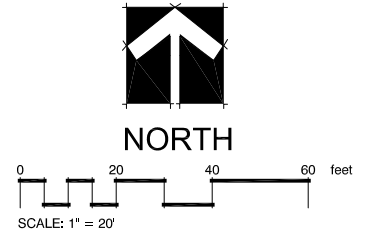
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IRRIGATION SCHEDULE TRINITAS

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird XCZ-LF-100-PRF 1" Low Flow Dnp Control Kit, 1" Low Flow Valve, 3/4" Pressure Regulating RBY Filter, and 30psi Pressure Regulator. 0.2gpm-5gpm.	2
	Area to Receive Dnpline Netahm TLCV-06-12 (18) Techline Pressure Compensating Landscape Dnpline with Check Valve. 0.6GPH emitters at 12.0" O.C. Dnpline laterals spaced at 18.0" apart, with emitters offset for triangular pattern. 17mm.	1,470 s.f.
	Irrigation Lateral Line: PVC Schedule 40	243.8 l.f.
	Irrigation Mainline: EXISTING MAINLINE	36.4 l.f.
	Pipe Sleeve: PVC Schedule 40 Typical pipe sleeve for irrigation pipe. Pipe sleeve size shall allow for irrigation piping and their related couplings to easily slide through sleeving material. Extend sleeves 18 inches beyond edges of paving or construction.	81.8 l.f.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Valve Callout	
	Valve Number	
	Valve Flow	
	Valve Size	



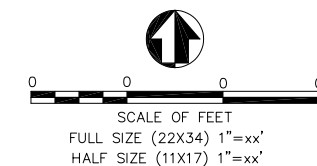
GENERAL NOTES:

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- PROVIDE MATCHING SIZES AND FORMS OF LIKE SHRUB SPECIES AS SHOWN ON DRAWINGS.
- APPLY TOPSOIL IN ALL PLANTING AREAS. A SOIL TEST SHALL BE DONE TO VERIFY QUALITY. CONTRACTOR TO AMEND TOP SOIL AS NECESSARY FROM SOIL REPORT TO COMPLY WITH ACCEPTABLE SOIL STANDARDS AND SPECIFICATIONS. SEE SPECIFICATIONS FOR DEPTH OF TOP SOIL.
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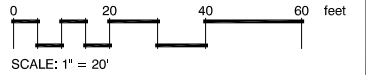
OVERALL IRRIGATION PLAN



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NORTH



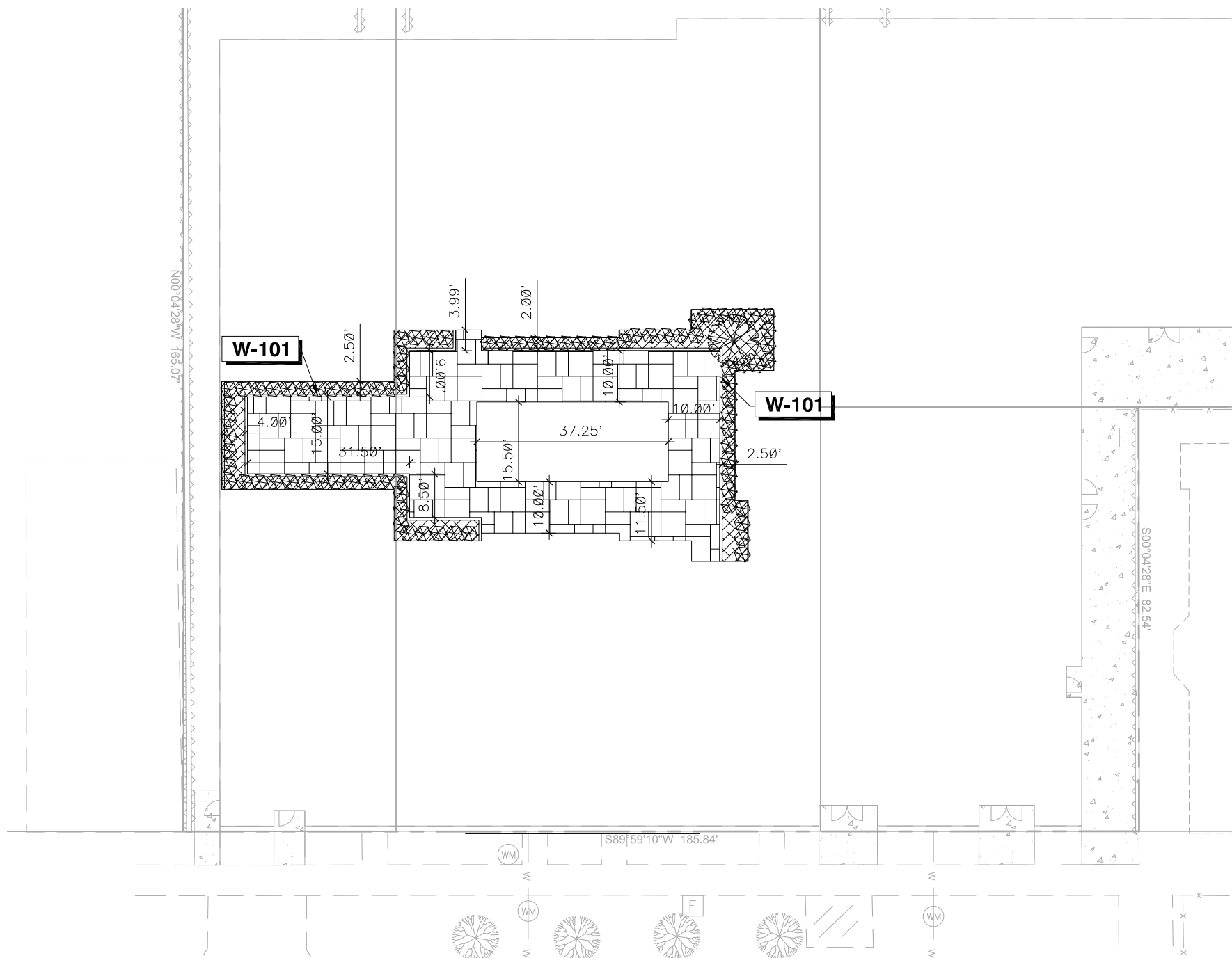
PLANT SCHEDULE TRINITAS					
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY
DECIDUOUS TREES					
	ACE SHA	Acer palmatum 'Shaina' / Shaina Japanese Maple	2" Cal.	B&B	1
SHRUBS					
	BUX GMN	Buxus x 'Green Mound' / Green Mound Boxwood	5 gal		84

REFERENCE NOTES SCHEDULE TRINITAS		
WALL		
SYMBOL	DESCRIPTION	QTY
	PLANTER WALL WITH WIDE INSIDE CAP FOR SITTING. SEE DETAIL ON LANDSCAPE DETAIL SHEET	215 lf
ROCK		
SYMBOL	DESCRIPTION	QTY
	PREMIUM DARK BROWN WOOD MULCH 4" MIN. DEPTH	767 sf
UNIT PAVING		
SYMBOL	DESCRIPTION	QTY
	Unilock Arcana C Contemporary, large format architectural slabs. Pattern requires (36%) 24in. x 24in., (27%) 18in. x 24in., and (37%) 12in. x 24in. units. For roof deck and pedestrian applications.	2,065 sf

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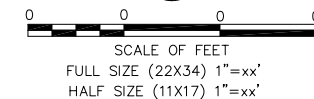
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3RD STORY OVERALL LANDSCAPE PLAN



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