

PLANNING COMMISSION STAFF REPORT



Planning and Zoning Division
Department of Community
and Economic Development

Union Station Planned Development PLNSUB2012-00481 108 South 300 West September 26, 2012

Applicant:

Robert Schmidt
PEG Development

Staff:

Doug Dansie, 535-6182
Doug.Dansie@slcgov.com

Tax ID:

15-01-129-032 and 033

Current Zone:

Downtown D-4

Master Plan

Designation:

Mixed use

Council District:

District Four Luke Garrott

Community Council:

Downtown

Lot Size:

3.26 Acres

Current Use:

Parking Lot/Vacant
Building

Applicable Land Use

Regulations:

- 21A.55.010

Attachments:

- Site Plan &
Elevation Drawings.
- Photographs
- Division Comments

Request

Peg Development is requesting a Planned Development at 108 South 300 West. The petitioner is requesting planned development approval to modify the 5 foot maximum setback requirement from the property line, to allow for multiple structures on a single site, to allow cross easements onto two parcels and to allow portions of the building to exceed 75 feet in height. The Planning Commission has final decision making authority for Planned Developments.

Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall, the project meets the applicable standards as proposed.

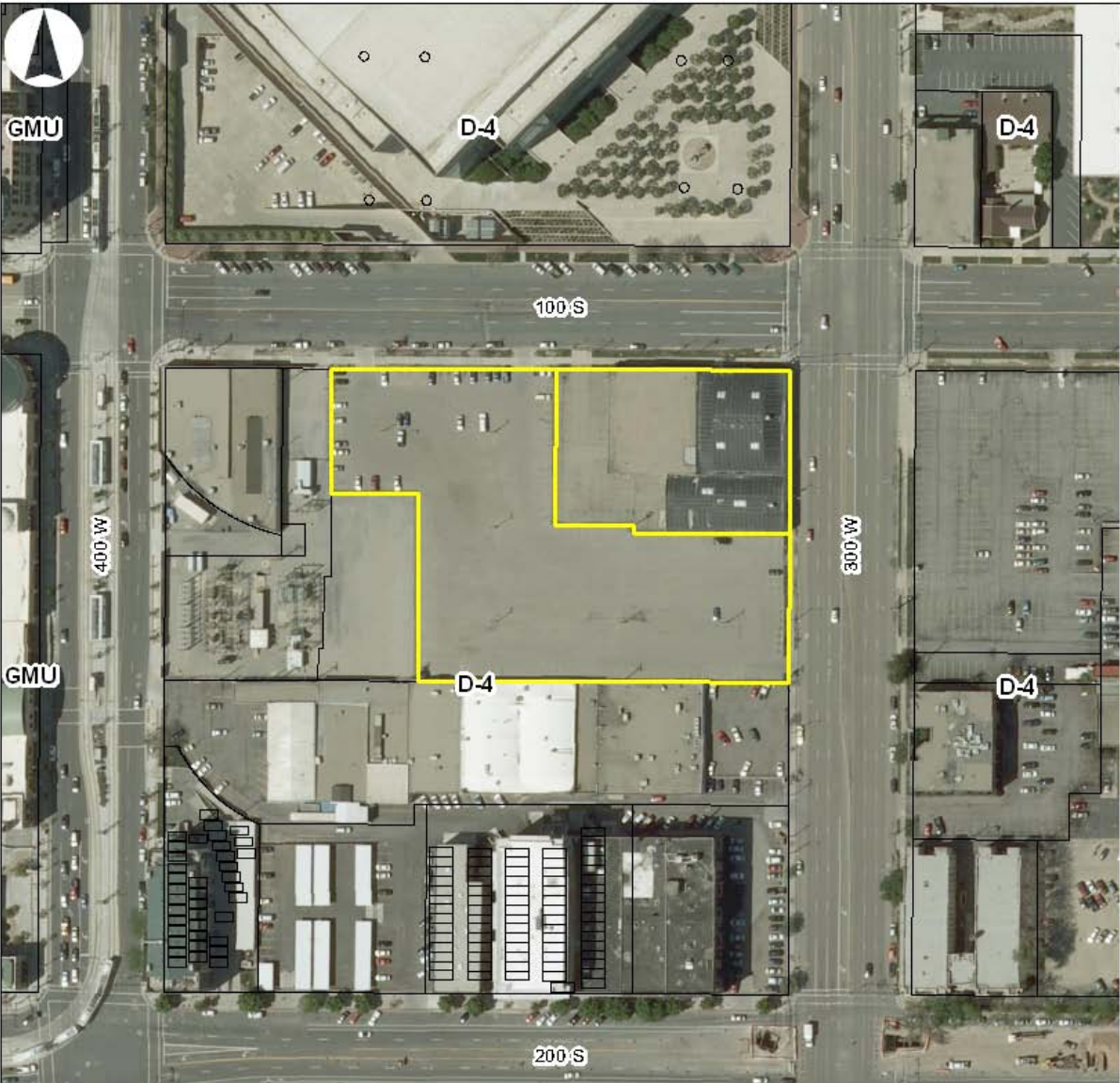
Recommended Motion

Consistent with Staff Recommendation: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission approve the planned development to allow multiple buildings with cross easements at approximately 108 South 300 West and to modify the 5 foot maximum setback requirement and to allow portions of the building to exceed 75 feet in height with the following conditions:



1. Public way improvements are installed (lighting, additional street trees, repair sidewalk) and all other recommendations and regulations are complied with.
2. The Porte Cochere on 100 South is approved by Salt Lake City Transportation
3. Provision are made for a mid-bock cross-walk across 100 South
4. Final landscape plan to be reviewed by the Planning Director.

Alternative motion: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission deny the planned development to allow multiple buildings with cross easements at approximately 108 South 300 West and to modify the 5 foot maximum setback requirement and to allow portions of the building to exceed 75 feet in height.

VICINITY MAP



108 South 300 West

-  Subject Property
-  Neighboring Parcels

Background

Project Description

The applicant is proposing to build two hotels and an associated parking structure located at 108 South and 300 West. The site presently has a surface parking lot and a vacant building located upon it. The site is directly south of Energy Solutions Arena. The two hotels face 100 South and 300 West respectively. A central parking structure is shared between them and is located behind both, away from the street frontage. The parking structure is larger than what would normally be required for the minimum parking standards for the hotels because it will likely be used for Arena event parking. This project is being applied for as a planned development because there are three structures on two lots with cross easements.

The project exceeds the 75 foot height limit of the zoning district on a portion of the 100 South hotel. A planned development may allow height modification up to 5 feet and a parapet wall may exceed the height limit by five feet. Portions of the proposed building would be 83 feet in height, including the parapet; exceeding the 75 foot restriction by 8 feet.

The parking structure has access from both 100 South and 300 West.

The petitioner is also requesting a modification to the 5 foot maximum setback requirement from the front property line, to accommodate outdoor dining along 100 South.

Both hotels will include some leasable retail space on the ground level facing the street, including a larger retail space on the corner of 100 South and 300 West. They will also have meeting rooms and street side outdoor dining.

The 300 West hotel is to be built first, including the retail space on the corner of 100 South and 300 West. The 100 South hotel is the second phase.

Comments

Public Comments

The petitioner took the development to the Downtown Community Council on August 15, 2012. The Central Community Council was also notified by City Staff on August 3, 2012. No comments were received

City Department Comments

The comments received from pertinent City Departments / Divisions are attached to this staff report in Attachment D. The Planning Division has not received comments from the applicable City Departments / Divisions that cannot reasonably be fulfilled or that warrant denial of the petition.

Analysis and Findings

Options

A hotel building could be built on this site without requiring planned development approval if the complex were designed as a single structure and were not set back from the property line more than 5 feet.

Findings

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

The Planning Commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section [21A.55.010](#) of this chapter) and will achieve at least one of the objectives stated in said section;

Analysis: The purpose statement is as follows: A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development 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 and congruous with adjacent and nearby land developments. Through the flexibility of the planned development regulations, the city seeks to achieve any of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
- B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
- C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
- D. Use of design, landscape, or architectural features to create a pleasing environment;
- E. Inclusion of special development amenities that are in the interest of the general public;
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
- G. Inclusion of affordable housing with market rate housing; or

H. Utilization of "green" building techniques in development.

The project complies with criteria A because it maintains the streetwall, yet has enough retail space, windows and outdoor dining to be interesting to pedestrians. The height of the building also gives a sense of enclosure to the wide streets that is presently lacking.

The project complies with criteria D because the site is urban, yet still maintains landscaped corridors and pedestrian pathways. The public way improvement will integrate into City design standards

The project complies with criteria E because it replaces surface parking with a structure separated from the street. It replaces a single story block building with architecturally designed buildings

Finding: The project meets three of the objectives for a planned development.

B. Master Plan and Zoning Ordinance Compliance: The proposed planned development shall be:

1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Analysis: The Downtown Master Plan calls for mixed-use development in this area. Specifically the plan calls for the development of a variety of uses that encourages people to be in the area 24 hour a day. The plan also encourages the accommodation of the pedestrian as the primary user in the Downtown area. Mixed-use can be accomplished by either having a variety of uses in the same building or the same area. Exclusive hotel buildings are allowed in the D-4 zoning district, where this proposal is located, although these buildings also have retail and office space. The buildings are consistent with the master plan and zoning. The Urban Design Element has a policy of hiding parking structures behind other buildings and discourages parking that is visible from the sidewalk. This project accomplishes that goal. The D-4 zoning district requires all parking structures to be behind office, retail or other uses, or have them occupy the ground level of a structure.

The 5 foot maximum setback requirement is written into the D-4 zoning district to encourage buildings to be built to the property line and minimize pedestrian walking distances. The Planning Commission has the authority to waive this requirement though the planned development process. The 100 South building is set back from the property line with the intent of providing space for active uses. All of the adjacent space is leasable for retail uses. It is the intent of the developers to activate 100 South with dining or other activities directly across from, and complimentary to, the Energy Solutions Arena. The Urban Design Element requires that plazas be activated with pedestrian activity and oriented to the street: This plaza

meets that criterion. The 5 foot maximum setback has been modified with some other projects when it did not impact the overall “street wall” of the street and was meant to create architectural interest.

A portion of the building on 100 south is proposed to be 83 feet in height. The majority of the building meets the 75 height limit. The planned development process allows the planning commission to authorize up to five feet in additional height. City code allows a parapet wall screening roof equipment to exceed the height by five feet. Therefore cumulatively, there is the possibility of increasing the height by up to 10 feet (including the parapet). The additional eight feet is within the allowed authorized height exceptions.

Finding: The Planned Development is consistent with the applicable master plan and zoning regulations.

C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:

1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
 - a. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
 - b. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;
 - c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;

5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and

6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.

If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.

Analysis: The hotel, retail and parking uses are an allowed use in the D-4 zoning district. Adjacent land uses consist of other office, warehouse, residential and ecclesiastical uses. Parking, internal circulation and access have been determined to be adequate by the Salt Lake City Transportation Division. Bicycle access will not be hindered. The site has adequate utility services.

The overall project is an increase in the density of the site; which is encouraged by the Downtown Master Plan. Specifically it meets the goal of developing a critical mass by achieving a concentration of related uses and activities; accommodating a variety of land uses; and creating infill development.

The proposed hotel and retail use is a permitted use, not a conditional use; therefore the conditional building and site design review standards set forth in chapter 21A.59 do not apply. The parking is a permitted use because it is associated with the hotels, although it is being oversized. The design criteria of the D-4 zoning district are applicable, although the parking structure does not occupy street frontage and is therefore not subject to ground level retail, etc..

Finding: The planned development is compatible with the site, adjacent properties, and existing development within the vicinity of the site.

D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

Analysis: There is no significant mature vegetation on the private property.

Landscaping of the site will primarily consist of landscaping in the public right-of-way. Landscaping on private property is confined to the pathways between and behind the buildings

Best practices in water wise landscaping include grouping plants of similar watering needs together to minimize the need for overwatering.

Finding: The Planning Director should be given final approval of the landscape design to insure compatibility with public way improvements and to insure that the new landscaping is appropriate in scale and is designed to group plant materials of differing watering needs together in order to minimize water use and compliance with chapter 21A.48 Landscaping.

E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;

Analysis: There are no historical, architectural, and environmental features on the property.

Finding: The planned development does not impact historical, architectural, and environmental features.

F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement. (Ord. 23-10 § 21, 2010)

Analysis: The proposed land-use is permitted in the D-4 zoning district. The final building plan will meet other applicable codes and ordinance requirements that are not specifically modified through the planned development process.

Street lighting will need to be upgraded to City standard.

The design of the Porte Cochere entry to the hotel on 100 South must be designed to meet Salt Lake City Transportation standards.

A mid-block crossing on 300 West is not practical because it is a UDOT highway, however increased pedestrian traffic across 100 South between this development and the Energy Solutions Arena, may create the need for a mid-block crossing. The developer has also expressed interest in providing a mid-block walk way. But the applicant is only responsible for their development.

Finding: The proposed hotel and retail will be required to meet all requirements not specifically modified by the planned development is approved.

Notification

- Required notices mailed on September 13, 2012
- Sign posted on property on September 14, 2012
- Agenda posted on the Planning Division and State Website on September 13, 2012
- Agenda sent to Planning Division Listserve on September 13, 2012

Attachment A
Site Plan and Elevation Drawings

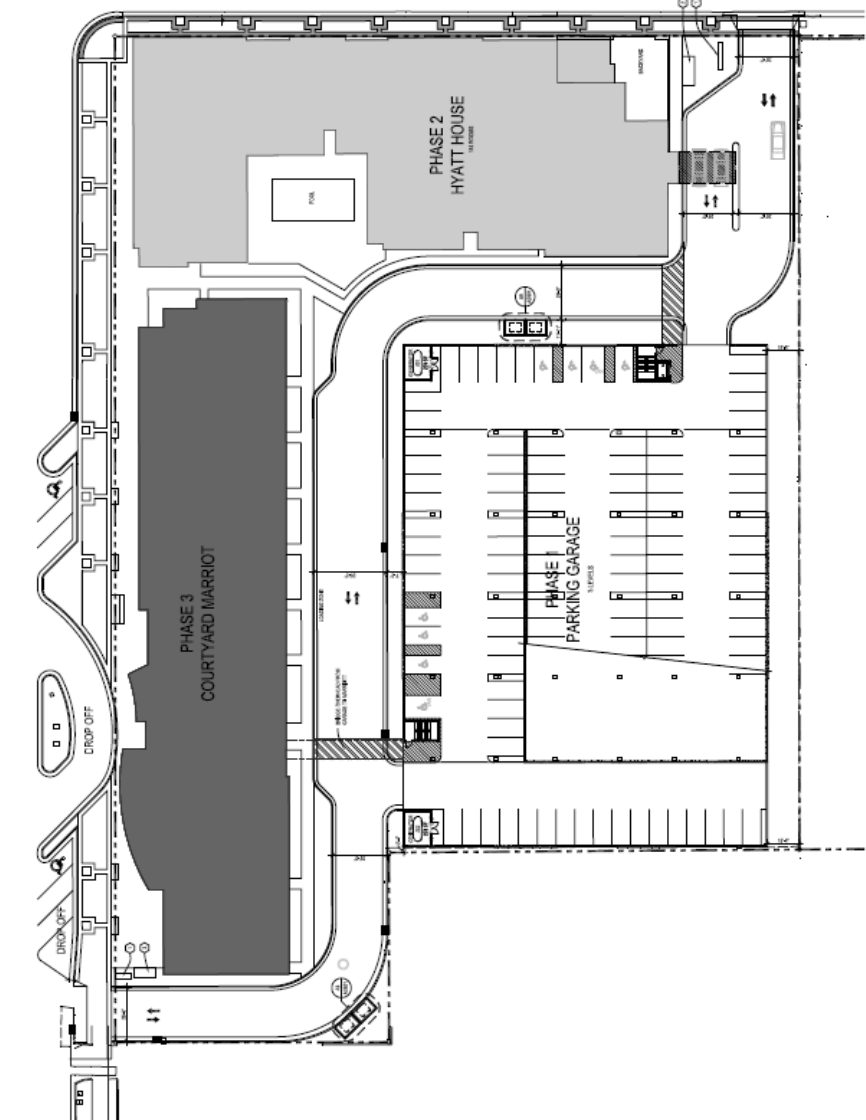
SITE PLAN GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SALT LAKE COUNTY ZONING ORDINANCES AND THE CITY OF SALT LAKE COUNTY SUBDIVISION MAP ACT.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SALT LAKE COUNTY SUBDIVISION MAP ACT.
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7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SALT LAKE COUNTY SUBDIVISION MAP ACT.

SITE PLAN REVISIONS:

NO.	DATE	DESCRIPTION
1	01/15/2024	ISSUED FOR PERMITS
2	02/15/2024	REVISIONS TO PERMITS
3	03/15/2024	REVISIONS TO PERMITS
4	04/15/2024	REVISIONS TO PERMITS
5	05/15/2024	REVISIONS TO PERMITS
6	06/15/2024	REVISIONS TO PERMITS
7	07/15/2024	REVISIONS TO PERMITS
8	08/15/2024	REVISIONS TO PERMITS
9	09/15/2024	REVISIONS TO PERMITS
10	10/15/2024	REVISIONS TO PERMITS
11	11/15/2024	REVISIONS TO PERMITS
12	12/15/2024	REVISIONS TO PERMITS

100 South Street



300 West Street

NO.	DATE	DESCRIPTION
1	01/15/2024	ISSUED FOR PERMITS
2	02/15/2024	REVISIONS TO PERMITS
3	03/15/2024	REVISIONS TO PERMITS
4	04/15/2024	REVISIONS TO PERMITS
5	05/15/2024	REVISIONS TO PERMITS
6	06/15/2024	REVISIONS TO PERMITS
7	07/15/2024	REVISIONS TO PERMITS
8	08/15/2024	REVISIONS TO PERMITS
9	09/15/2024	REVISIONS TO PERMITS
10	10/15/2024	REVISIONS TO PERMITS
11	11/15/2024	REVISIONS TO PERMITS
12	12/15/2024	REVISIONS TO PERMITS

UNION STATION
100 SOUTH AND 300 WEST
SALT LAKE CITY, UT

BWA
BROADWAY ARCHITECTURE
100 SOUTH AND 300 WEST
SALT LAKE CITY, UT 84111
TEL: 313.333.3333
WWW.BWAARCHITECTURE.COM

CONCEPTUAL SITE PLAN
DATE: 01/15/2024
PROJECT NO: AS101

PHASE COURSE

LEVEL	SPACES
LEVEL 1 (P)	100
LEVEL 2 (P)	100
LEVEL 3 (P)	100
LEVEL 4 (P)	100
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AS101

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PHASE II
HYATT HOUSE AT UNION STATION

100 SOUTH AND 300 WEST
SALT LAKE CITY, UT



BWA
ARCHITECTS

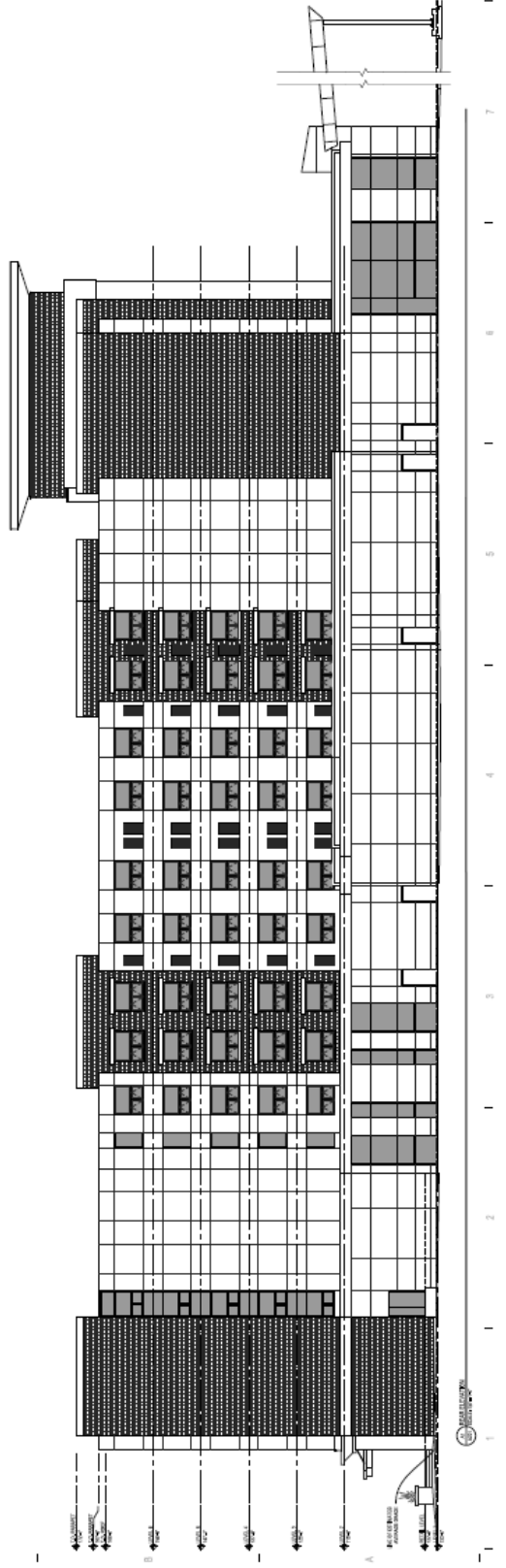
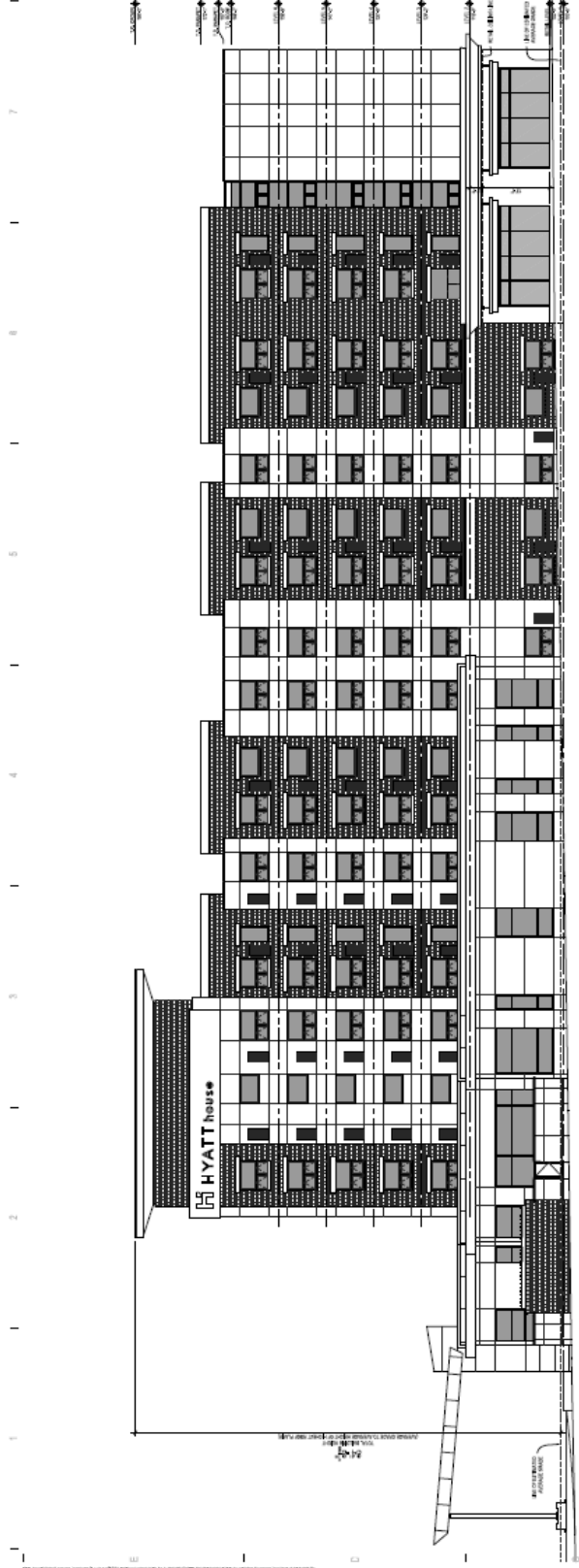
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SALT LAKE CITY, UT 84119

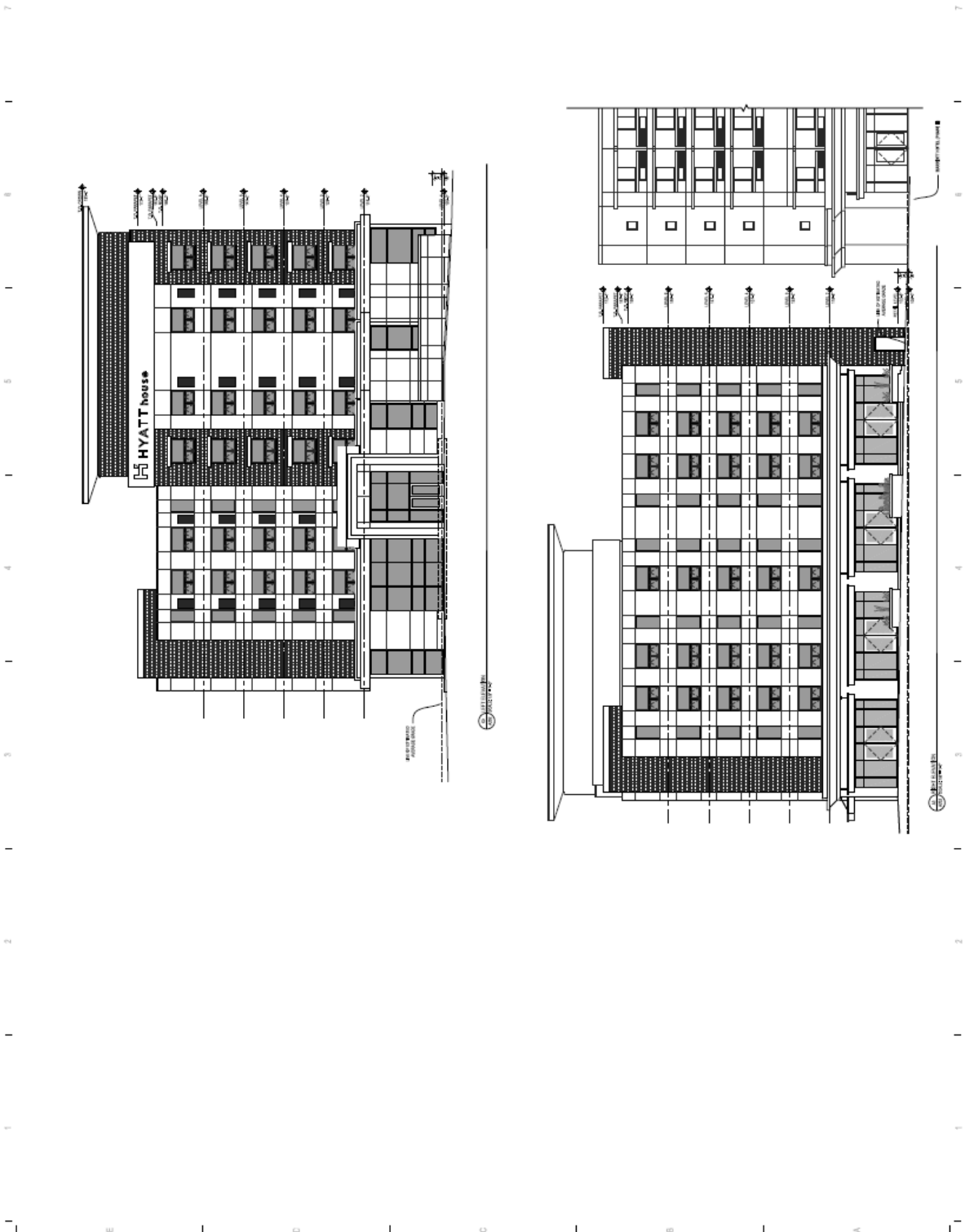
PHONE: 801.466.1000
FAX: 801.466.1001
WWW.BWAARCHITECTS.COM

PROJECT: HYATT HOUSE AT UNION STATION
DATE: 02/15/2018

CONCEPTUAL
ELEVATION

A201





DATE: 02/12/14
 PROJECT: 100 SOUTH AND 300 WEST
 CLIENT: BWA
 ARCHITECT: BWA
 SCALE: 1/8" = 1'-0"
 PHASE II
 HYATT HOUSE AT UNION STATION
 100 SOUTH AND 300 WEST
 SALT LAKE CITY, UT
 PHASE II

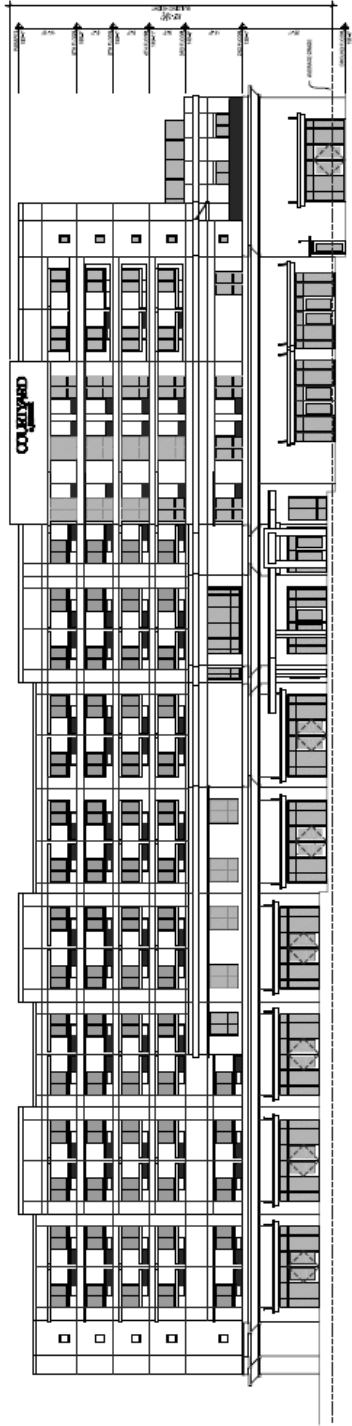
NO.	REVISION	DATE	BY	CHKD.
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50	ISSUED FOR PERMIT	08/14/2018	MM	MM

UNION STATION COURTYARD MARRIOTT PHASE III
 PROJECT ADDRESS
 PROJECT CITY, PROJECT STATE PROJECT ZIP CODE



BWA
ARCHITECTS
 1111 MARKET STREET, SUITE 1000
 ST. LOUIS, MO 63102
 (314) 241-1111
 WWW.BWAARCHITECTS.COM

DATE: 08/14/2018
 DRAWN BY: MM
 CHECKED BY: MM
 PROJECT NAME: UNION STATION COURTYARD MARRIOTT PHASE III
 SHEET NO.: A201



1 2 3 4 5 6 7

A B C D E F G H

**Attachment B
Photographs**



300 West (looking northwest)



300 West 100 South intersection (looking southwest)

Attachment C
Division Comments

Public Utilities

Justin Stoker

In concept, the Public Utilities Dept has no objection to the subdivision and the planned development. Since the plans submitted were preliminary in nature, a detail review will come later when final plans are submitted. Items that will need to be addressed: Some of the plans identify two separate lots on the project. It is unclear if this is the proposal in the final product. If it is, private utility and drainage easements will need to be in place to handle the drainage and utility crossings that may pass between the lots. Be aware that as presented, these appear to be private utility mains and the easements in turn will need to be "private utility and drainage easements to be privately maintained" and not be identified as public. Note that the 8" fire loop contains fire hydrants on private property. The fire loop will need to have detector check assemblies on both ends (at the property lines) of the loop. Detector check assemblies may not be placed in driveable surfaces. This project will need to comply with current storm water standards. A drainage study will be required in accordance with the SLC Process Design Manual and will need to provide detention, and appropriate stormwater pretreatment on the site. A SWPPP will also be required for review prior to permitting. The preliminary grading and drainage plan shows onsite storm drain terminating at an storm inlet in both 300 West and in 100 South. Note that this site does not have frontage to a public storm drain but storm drain is available at nearby intersections. Bubble-up boxes in the right-of-way are not allowed. A storm drain main extension will need to be required from the intersections of 100 S/400 W or 200 S/300 W for any storm drain discharges into the right-of-way. It appears this may be what is proposed on the grading plan. It is unclear how the proposed buildings will be connected for water service connections. Please note that only one culinary water service is allowed per parcel. Depending on the final property layout, the two buildings may need to be master metered. The water meter must be located in the public right-of-way on the addressing face of the principle building. Please understand that this is not an exhaustive review. A detailed review will be completed when final plans are submitted.

Building Services

Alan Michelson

Conditional Use review and approval required for buildings exceeding 75'. Will need to obtain a separate demolition permit for the existing buildings. Will need to obtain a new address certificate from the Engineering Division. Public way encroachments will require a Lease Agreement with SLC Property Management. Pedestrian easement required where the sidewalk enters private property at the loading/unloading area. All service areas to be on block interiors away from the view of any public street. Park strip trees shall be provided along each frontage where the distance between back of curb and public sidewalk is 3' or greater. Urban Forester review of park strip trees required along with power company review where trees are planned near power lines. Interior and perimeter parking lot landscaping is required as per 21A.48. Front and corner side yard setback not to exceed 5' unless approved through a conditional use process. Need to work with the Planning Dept. on any required paver pattern within the public way and mid block walkways. Any trash dumpsters planned will need to be screened and toward the interior of the lot. Need to provide parking calculations and bicycle parking calculations based on required parking as per 21A.44. All parking shall be behind the buildings. Minimum first floor glass calculations shall be documented on the elevation drawings (40% minimum). Will need to process a condominium application through the Planning Desk in Room #215 at 451 S. State.

Building Services

Larry Butcher

Development must meet all applicable construction requirements

Engineering

Scott Weiler

The existing lot lines for the two existing parcels do not match the proposed lot lines, shown on Sheet C1.1. If these parcels are part of a previous subdivision plat, a plat amendment is required. 2. 300 West is a State road at this location but SLC has jurisdiction for the work that is proposed behind the west curb line of 300 West. Any work proposed east of the curb line or at the sidewalk ramp at the corner of 300 West requires design approval and a permit from UDOT. 3. The developer must enter into a subdivision improvement construction agreement. This agreement requires the payment of a 5% fee (2% for the amount over \$100,000) based on the estimated cost of the public way improvements in 300 West and 100 South, not including utilities. A copy of the agreement is available in my office and can be emailed to the applicant, upon request. The developer should contact Joel Harrison (535-6234) to discuss insurance requirements for the project. This agreement must be executed after obtaining approval of the civil improvement plans (see 7. below) and, if possible, prior to obtaining a building permit. 4. The proposed combination of new street trees, pavers and concrete sidewalk shown on the preliminary plans for 300 West and 100 South is consistent with the SLC standard layout for CBD Sidewalk. The Landscape Architect should contact Bill Rutherford (Urban Forester) at 801-972-7818 to review the proposed species and staggering of street trees. A Root Watering System detail, for enhancing root growth under the sidewalk, has been provided for inclusion in the plans prepared by the Landscape Architect. Structural Soil is also needed to facilitate root growth. After the completion of this project, the Central Business District Maintenance team could take over maintenance responsibilities of the streetscape of 300 West and 100 South for the entire frontage of this project, if desired by the developer. That requires the irrigation controller and backflow preventer to be located in the public way, presumably the sidewalk, and must be on a separate meter from the other water services to the proposed

buildings. 5. The proposed drop off on the 100 South frontage of the project restricts pedestrians to a narrow passage, and requires pedestrians to walk onto private property to travel east or west along the project frontage. A revised design is recommended to provide for a better public sidewalk pedestrian corridor. 6. The proposed curb, gutter and sidewalk elevations in 100 South should be designed as much as practical to comply with APWA Std. Plan 251 (asphalt tie-in between 1% and 4%) and APWA Std. Plan 231 (sidewalk with 2% cross slope). The future Marriott Hotel is shown with multiple doors, as much as 280' apart, opening towards the 100 South right-of-way. The proposed public sidewalk must slope at approximately the same slope as the existing street across this frontage. This means that the Marriott Hotel must have multiple finish floor elevations. Design grades are needed for the TBC and sidewalk edges on both street frontages of the project, using 2% for a sidewalk cross slope. 7. A complete set of civil improvement plans and landscape plans are required for the proposed public way utilities and streetscape of 300 West and 100 South. A standard SLC Subdivision cover sheet is required at the front of the plans. The following approval signatures are required on the cover sheet: SLC Transportation SLC Fire Department SLC Public Utility Department (sewer, water & drainage improvements) SLC Engineering Division (streetscape design) SLC Planning Department (streetscape design) When the improvement plans have been finalized, a paper set must be submitted by the developer to each of these SLC divisions for signature approval. 8. A certified address is required prior to applying for a building permit.

Transportation

Barry Walsh

Redline issue of 100 So proposed drop-off and angle parking. Need Admin approval, Transportation denied due to various activities and traffic demand. Parking calc 349 stalls 7 ADA & 18 Bike, Required parking #s? to verify required and provided stalls etc. Note parking structure upper level ramp, parking exposed to snow & Ice shown at 5.7% - SLC standard is 4% MAX. side to side stall grade. Conflict between Arch & Civil plans with Landscape plan bldg setback on 100 So ped walk width? Minor item need ADA ramp on interior lane crossing. Show bike rack layout per SLC standard F1.f2 with 2'x6' each stall. Need st light review per Mike Berry (801-535-7147).

Fire

Ed Itchon

None