



Staff Report

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Amy Thompson, Principal Planner, amy.thompson@slcgov.com or 801-535-7281

Date: June 12, 2019

Re: The Beverly - Planned Development and Conditional Building and Site Design Review (PLNSUB2019-00128 & PLNPCM2019-00129)

Planned Development & Conditional Building and Site Design Review

PROPERTY ADDRESS: 45 S 600 W (45-59 S 600 W)

PARCEL ID: 15-01-105-001, 15-01-105-002, 15-01-105-003 & 15-01-105-004

MASTER PLAN: Downtown, Gateway Specific Plan

ZONING DISTRICT: G-MU-Gateway Mixed Use

REQUEST: A request by Auggie Wasmund, from C.W. Urban, for a Planned Development and Conditional Building and Site Design Review (CBSDR) to build a four story 48-unit residential building in the Gateway Mixed Use (G-MU) zoning district. Planned Development approval is required for all new construction in the G-MU zoning district. The applicant is also requesting a reduction of parking lot landscaping through the Planned Development process and the proposed exterior building materials require approval through the CBSDR process.

RECOMMENDATION: Based on the analysis and findings listed in the staff report, planning staff recommends the Planning Commission approve the Planned Development for new construction in the G-MU zoning district, and deny the reductions to the parking lot landscaping requirements.

Staff recommends the Planning Commission approve of the Conditional Building and Site Design Review for requested modifications of the G-MU urban design provisions related to exterior material requirements.

This recommendation is based on the conditions of approval listed below. Final details regarding these conditions of approval are delegated to planning staff.

1. The two parking spaces in front of the midblock walkway are to be removed to allow for an unobstructed pedestrian path to the midblock walkway and unobstructed views of the proposed public art from the 600 W. public sidewalk to the midblock walkway.
2. Pedestrian paving that is proposed on the south side of the drive approach will also be included on the north side of the drive approach to help visually reduce the width of the drive approach and provide a more inviting pedestrian-oriented entrance and views to the public walkway.

3. Amenities such as benches, patio areas, and shade cover are included at the north and south ends of the midblock walkway.
4. A public easement and development agreement will be recorded on the property for the midblock walkway. The development agreement will include a statement to ensure that when the adjacent properties redevelop, the walkway will be open to the public on the north and south ends. A sign will be posted on the midblock walkway stating it is open to the public and will include the hours it is open.
5. Gas meters for the building will be located along the interior side yard of the parcel as opposed to along the driveway approach as proposed.
6. Additional architectural detailing be provided on the building facades facing the drive approach/midblock walkway entrance to comply with the CBSDR standards for the proposed exterior material reductions.
7. Final approval of the details for signage, street lighting, streetscape details, hardscaping and landscaping to be delegated to Planning Staff to ensure compliance with the standards for Conditional Building and Site Design and Planned Developments.
8. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Plan Set](#)
- C. [Project Narratives Provided by Applicant](#)
- D. [Public Art Proposal](#)
- E. [Arts Council Public Art Review](#)
- F. [Property and Vicinity Photos](#)
- G. [G-MU Zoning Standards](#)
- H. [Planned Development Standards](#)
- I. [CBSDR Standards](#)
- J. [Public Process & Comments](#)
- K. [Department Review Comments](#)

PROJECT DESCRIPTION:



THE BEVERLY

The applicant is proposing to build a 48-unit residential development that provides five separate floor plans that range in size and price. The property is currently four separate parcels occupied by warehouse structures.

Quick Facts

Height: 47 FT, 4 stories

Number of Residential Units: 48

Exterior Materials: Glass, cement masonry block, fiber cement board and stucco

Parking: 31 onsite parking stalls, 8 on street parking stalls

Review Process & Standards: CBSDR, Planned Development, G-MU and general zoning standards.

“The Beverly” consists of four four-story buildings each with a height of 47 feet. Each building has two main entrances – one on the west façade and one on the east façade. A midblock walkway that runs north/south adjacent to the east property line is incorporated into the development. The project includes 31 surface parking stalls located interior to the development that are accessed from a driveway approach off 600 W. Eight angled parking stalls are also proposed along the 600 W. street frontage. The developer has provided a detailed narrative about their proposal and design considerations in [Attachment C](#).



PLANNING COMMISISON REQUESTS:

Planned Development Requests

All new construction in the G-MU zoning district requires Planned Development approval. Additionally, the applicant is requesting reductions from the parking lot landscaping requirements outlined below. For complete analysis and findings in relation to the Planned Development standards please refer to [Attachment H](#).

Interior Parking Lot Landscaping - 21A.48.070.B

All surface parking lots with 15 or more spaces require a minimum of 5% of the parking lot be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.

This project has a total surface parking area of 9,940 SF and therefore, 497 SF of interior parking lot landscaping is required. The applicant is requesting a reduction to that amount and is proposing approximately 380 SF of interior parking lot landscaping.

The standards for each landscape area indicate that landscaped areas shall be dispersed throughout the parking lot, be a minimum size of 120 SF and 5 FT in width, and be planted primarily with shade trees according to applicable provisions of subsections [21A.48.050A](#) and B of the Landscaping and Buffers chapter of the zoning ordinance. The applicant is requesting relief for two of the proposed interior parking lot landscaped areas that are approximately 25 SF and 2 1/2 FT wide and do not meet the dimensional requirements.

Perimeter Parking Lot Landscaping - 21A.48.070.C

The landscaping improvements outlined in table 21A.48.070.G provide for the enhancement of parking lots by recognizing conditions where parking lots are located within rear and interior side yards, and minimum requirements for beautification of both residential and nonresidential uses are the city's goal. The intent is to require a higher level of landscaping for residential uses (principally multi-family uses) than for nonresidential uses.

Where a parking lot has 15 or more spaces and is located within 20 FT of a lot line, 7 FT of perimeter parking lot landscaping is required along the corresponding edge of the parking lot. On the north edge of the surface parking lot the applicant is requesting a reduction of the 7 FT perimeter landscaping requirement by 5 inches and is also requesting a portion of that area be utilized for locating the garbage receptacles. Of the 437 SF that is required to be landscaped on the north perimeter of the parking lot, 180.49 SF is proposed as garbage storage. On the south edge of the surface parking lot, the applicant is proposing 4 FT of perimeter parking lot landscaping as opposed to the required 7 FT or a 3 FT reduction.

Conditional Building and Site Design Review (CBSDR) Request

The applicant is requesting a reduction to one of the G-MU Urban Design provisions 21A.31.020.P that requires 70% of the exterior materials (excluding windows) be brick, masonry, textured or patterned concrete and or cut stone. Except for minor building elements (e.g. soffit, fascia) other materials are only allowed through the CBSDR process.

Proposed exterior materials:

- **25%** cement/masonry block (**70%** is the requirement)

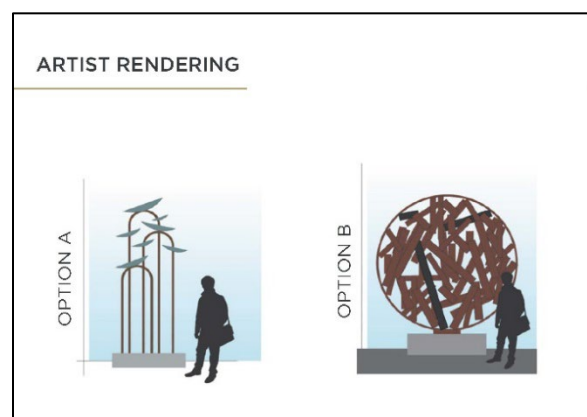
The other proposed materials are:

- Fiber cement board (59% of the exterior materials)
- Stucco (16% of the exterior materials)

For complete analysis and findings in relation to the CBSDR standards, please refer to [Attachment I](#).

Public Art

In accordance with 21A.31.020.P.5, all projects requiring CBSDR approval for a site or design standard shall incorporate public art. The plan to incorporate public art shall be reviewed by the Salt Lake art design board. The public art (*which may include artists' work integrated into the design of the building and landscaping, sculpture, painting, murals, glass, mixed media or work by artisans*), shall be accessible or directly viewable to the general public.



The public art that is proposed as part of the project is a mixed material sculpture that accompanies the building aesthetic and ties back to the heritage of the district's industrial roots. The public art is proposed along the midblock walkway on the eastern border of the project site. The information submitted for the public art design proposal and the review comments provided by the Arts Council can be found in [Attachment E](#).

KEY CONSIDERATIONS:

The key consideration listed below was identified through planning staff's analysis of the project.

Request to Reduce Parking Lot Landscaping

The intent of interior parking lot landscaping is to break up large expanses of pavement, provide relief from the heat island effect associated with paved areas, provide shade protection, and to reduce impervious surface with environmental design that provides areas for storm runoff. The landscaping improvements outlined in table 21A.48.070.G provide for the enhancement of parking lots by recognizing conditions where parking lots are located within rear and interior side yards, and minimum requirements for beautification of both residential and nonresidential uses are the city's goal. The intent is to require higher quality landscaping for residential uses (principally multi-family uses) than for nonresidential uses.

As proposed, the 4 FT perimeter landscaping area and the smaller 25 SF 2 1/2 FT wide interior landscaped areas would not provide adequate width for soil volume needed for shade tree growth and other required plantings. Staff is of the opinion that reduction of interior landscaping could be appropriate if permeable green pavers or other similar treatments were used along the drive approach stretching back to the midblock walkway. Staff did make suggestions to the applicant for possible modifications to the landscaping standards that could still meet the intent of these requirements, however, the applicant has moved forward with the request without those considerations.

The applicant's narrative indicates that this reduction allows for better circulation through the site and the ability to provide a midblock walkway. A midblock walkway is already identified on these parcels and required as part of this development. The applicant's narrative indicates the proposed design allows them to move the parking to the interior of the project, enhancing the overall experience by enabling them to build right up to the front lot line. The G-MU zoning district already requires that parking lots be located behind principal buildings, and to encourage pedestrian orientation, there is not a required front yard setback requirement in this zone, with the exception that 25% of the building façade length cannot be setback more than 5 FT. Planning staff does not support a reduction in parking lot landscaping to allow for the midblock walkway and for parking interior to the site because those things are already required by the zoning ordinance.

The applicant also indicated the reductions would allow for 2 additional surface parking spaces. The maximum number of off-street parking stalls for the project is 24 spaces. The proposal is for 31 off street parking spaces and an additional 8 angled stalls on the street frontage that are being reviewed by the city's transportation division. Section 21A.44 of the zoning ordinance allows for increases to the maximum parking spaces if specific transportation demand strategies are met and the applicant intends to incorporate secured bicycle parking to allow for an increase to the maximum. Given the project's proximity to mass transit and the potential to explore the possibility of an off-site parking agreement with the large underutilized parking lot adjacent to the north of this property (that could be accessed via the midblock walkway), staff does not think a reduction of the landscaping requirements is an appropriate modification to accommodate two additional spaces that are already beyond the maximum parking spaces required for the development.

As part of the planned development objectives, the planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than

would be achievable through strict application of the land use regulations. Staff is of the opinion the proposed reductions are not better than what could be achieved if the project simply met the zoning regulations in terms of parking lot landscaping.

Request to Reduce Exterior Material Requirements

The proposed buildings show 25% masonry on the ground level as well as fiber cement board and stucco on all four building elevations, including the street facing 600 West elevation. The Gateway Districts Urban Design Standards 21A.31.010.P.1.a.2, Salt Lake City Zoning Ordinance, specifies the following:

All new buildings in the gateway district shall have a minimum of seventy percent (70%) of the exterior material (excluding windows) be brick, masonry, textured or patterned concrete and/or cut stone. With the exception of minor building elements (e.g., soffit, fascia) the following materials are allowed only through the conditional building and site design review process: EIFS, tilt-up concrete panels, corrugated metal, vinyl and aluminum siding, and other materials

The applicant has requested the CBSDR process for the reduction of the percent of masonry materials proposed as well as the stucco and fiber cement board that are used for more than just minor building elements. The G-MU urban design standards are intended to foster the creation of a rich urban environment that accommodates growth and is compatible with existing buildings and uses in the area. The proposed new development and site layout is designed to complement the surrounding development. Where the lower levels of the buildings face the public street, the building relates to the human scale through a series of recessions and projections of the façade plane, balconies that provide change and contrast, and other architectural details that provide intricacy. Additionally, the 600 W street facing ground level of the building maintains a high level of glass that promotes pedestrian activity and visibility. Staff is of the opinion the 600 W facades meet the intent of the urban design standards and is supportive of the reduction of masonry materials and the use of fiber cement board and stucco as shown in the plans.

The urban design standards of the G-MU zoning district state that buildings with smooth exteriors that do not provide three-dimensional details or fenestration are not appropriate in the gateway district. The interior building facades facing the drive approach/midblock walkway are rather flat and lack detailing and articulation to meet the intent of the G-MU urban design requirements and the CBSDR standards that require architectural detailing that facilitates pedestrian interest. Staff is of the opinion the exterior material reductions related to these facades that are readily visible from the public way do not meet the standards of approval. The design standards indicate that three dimensional facades could be accomplished with cornices, windowsills, headers, material palette/texture and other similar features. The CBSDR request to reduce the 70% requirement for materials to be masonry/brick, concrete or cut stone would meet the intent of this requirement if additional detailing and articulation is included on these facades. Staff has recommended additional detailing be provided on the facades facing the drive approach/midblock walkway as a condition of approval. Planning staff is not recommending additional detailing be provided on the facades adjacent to the north and south property lines



Staff is recommending additional detailing be provided on the elevations facing drive approach/midblock walkway

because if the adjacent properties are redeveloped, they could be developed right up to the property line and those facades would not be readily visible.

Midblock Walkway

As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation. All new construction of buildings in the G-MU zone shall conform to this plan for mid-block walkways. The project incorporates a midblock walkway on the eastern edge of the properties that runs north/south. The walkway includes a pedestrian path and landscaping along the sides with a total combined width of approximately 10 FT. Because the applicant is requesting a modification to the urban design standards of the G-MU zone, public art must be incorporated into the project. The proposed public art is incorporated along the midblock walkway.



As a condition of approval, staff is recommending the two parking spaces in front of the midblock walkway be relocated/reconfigured to allow for an unobstructed pedestrian connection and views of the proposed public art from the 600 W. public sidewalk to the midblock walkway. Staff recommends that the pedestrian paving that is proposed on the south side of the drive approach also be included on the north side of the drive approach to help visually reduce the width of the

drive approach and provide a more inviting pedestrian oriented entrance to the public walkway. Additionally, because the midblock walkway will not go through the block until the adjacent properties are redeveloped, staff recommends that amenities such as benches, patio areas, and shade cover are included at the ends of the walkway, rather than just a sidewalk that comes to an end at a fence.

NEXT STEPS:

Approval of CBSDR & the Planned Development

If the requests are approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by other city departments and the planning commission. The applicant will need to submit a lot consolidation to combine the four parcels into one parcel before submitting for a building permit. The applicant will be able to submit plans for building permits and certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Denial of CBSDR & the Planned Development

If the CBSDR request for the proposed exterior materials is denied, the applicant would still be able to construct the project as proposed, except for the exterior materials would have to comply with the urban design provisions of the G-MU zone which require that 70% of exterior materials be brick, masonry, textured or patterned concrete and or cut stone.

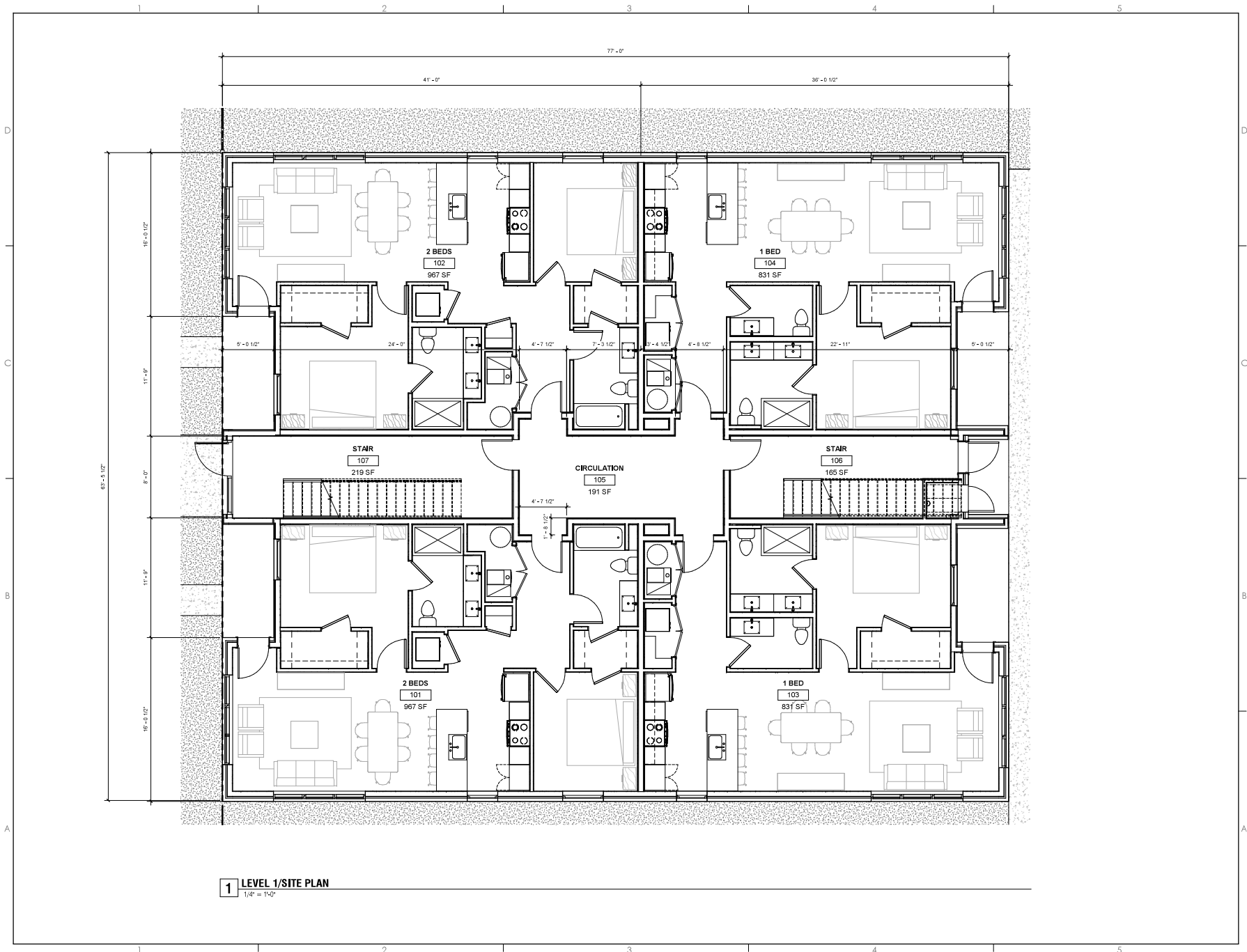
If the parking lot landscaping relief portions of the planned development request are denied as recommended by planning staff, the applicant would still be able to construct the project subject to complying with the perimeter and interior parking lot landscaping requirements.

If the entire planned development request is denied (not staff's recommendation), the applicant would need to submit a new planned development application and go through the process since planned development approval is required for all new construction in the G-MU zone.

ATTACHMENT A – VICINITY MAP



ATTACHMENT B – PLAN SET



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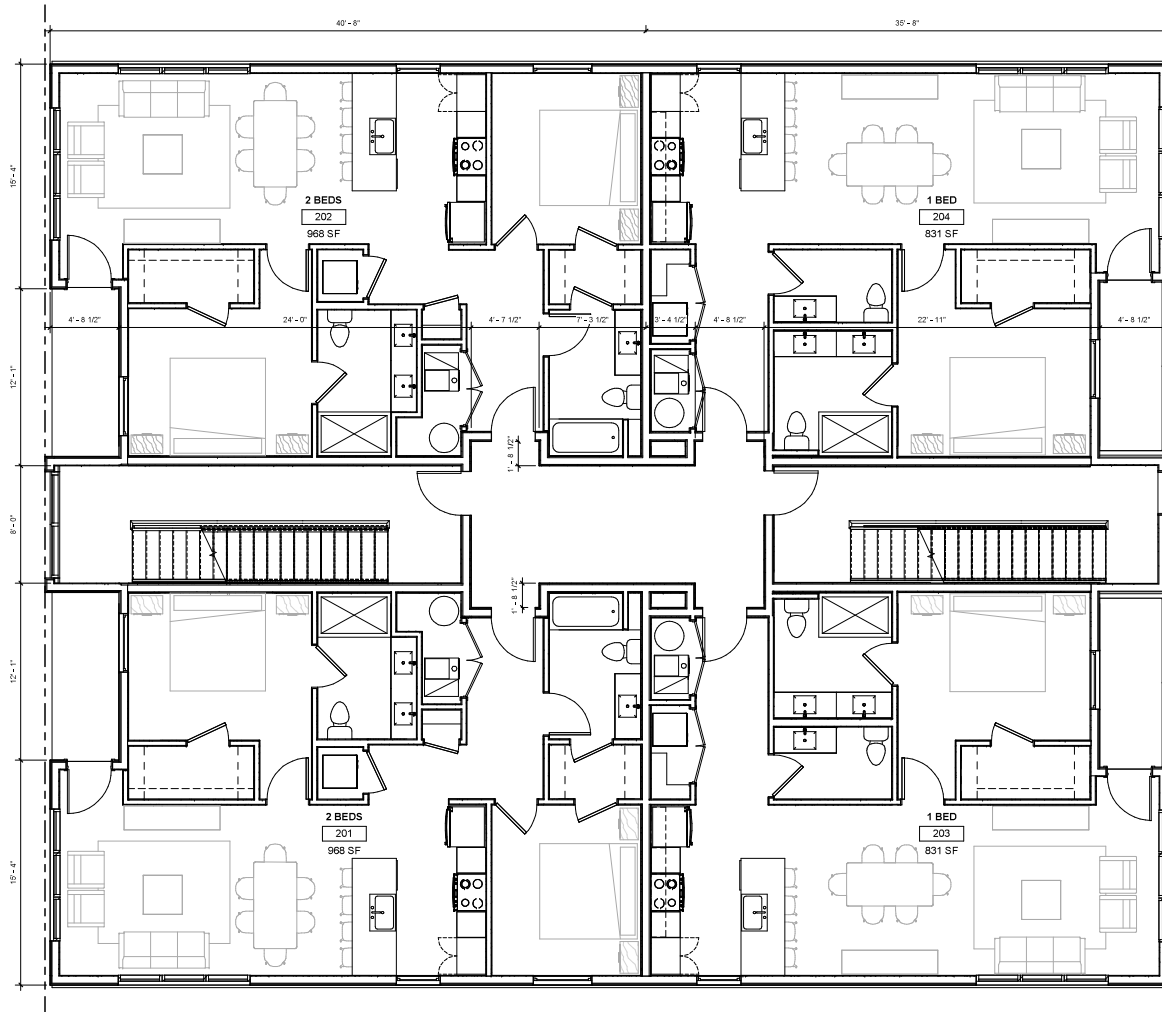
PROJECT
theBEVERLY
45 S 600 W Salt Lake City, UT

REVISIONS:

TITLE:
**FLOOR PLAN
LEVEL - 1**

SHEET
:
A101

ISSUE DATE: Issue Date
Project Status



1 TYPICAL FLOOR PLAN LEVEL-2
1/4" = 1'-0"

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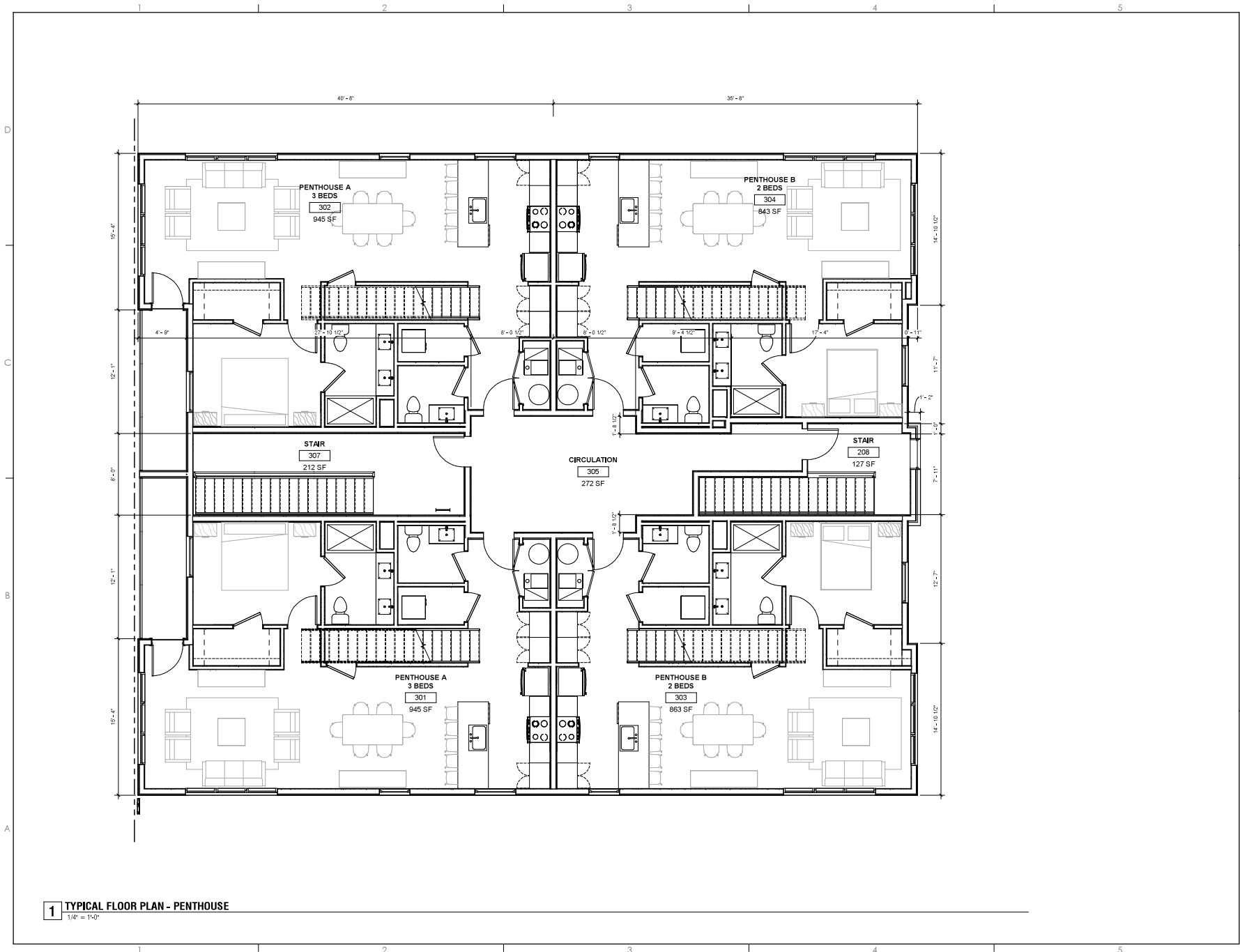
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theBEVERLY
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REVISIONS:

TITLE:
FLOOR PLAN LEVEL-2

SHEET
A102

ISSUE DATE: Issue Date
Project Status



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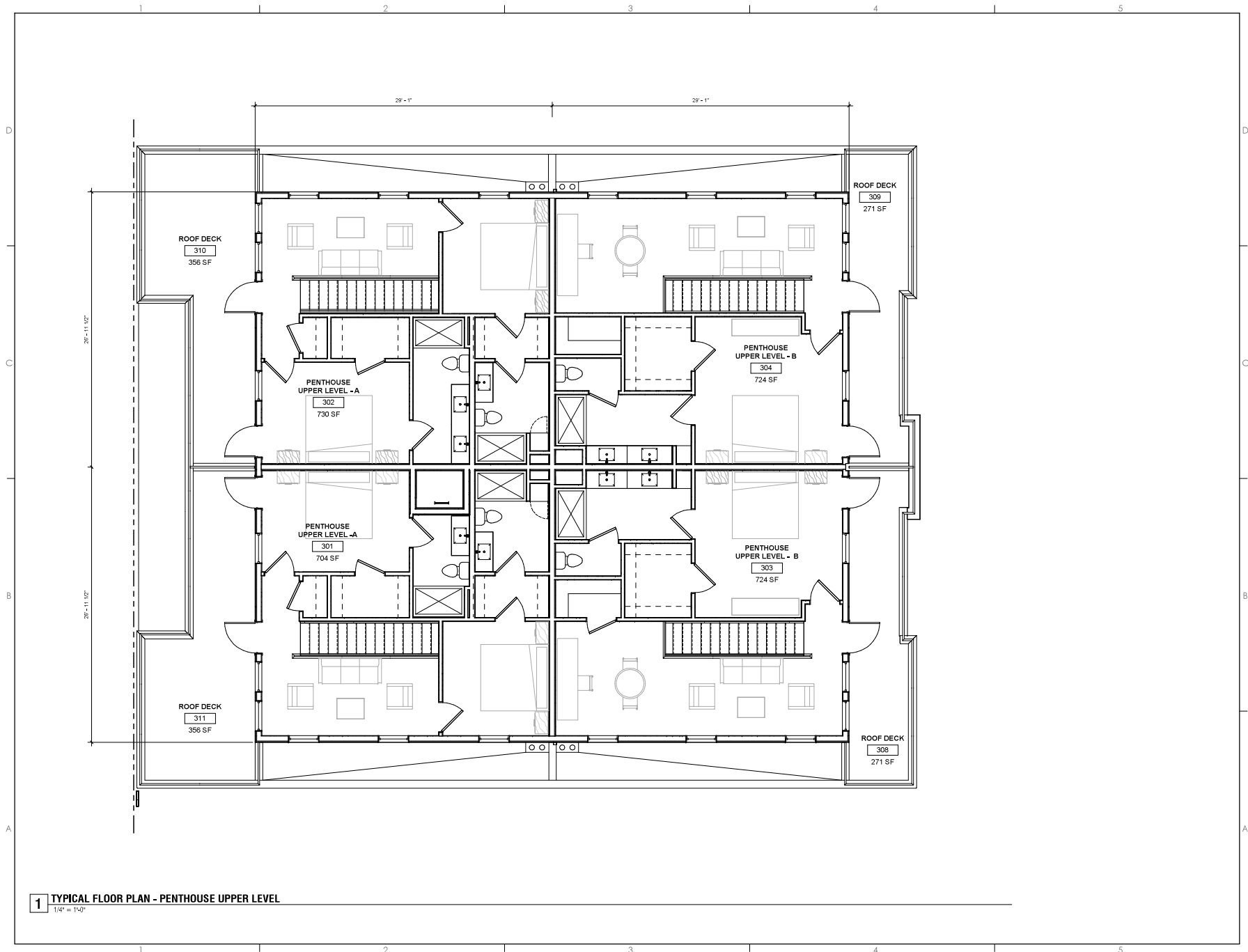
REVISIONS:

TITLE:
**FLOOR PLAN
LEVEL-3
PENTHOUSE**
SHEET

A103

ISSUE DATE: Issue Date

Project Status



1 TYPICAL FLOOR PLAN - PENTHOUSE UPPER LEVEL
1/4" = 1'-0"

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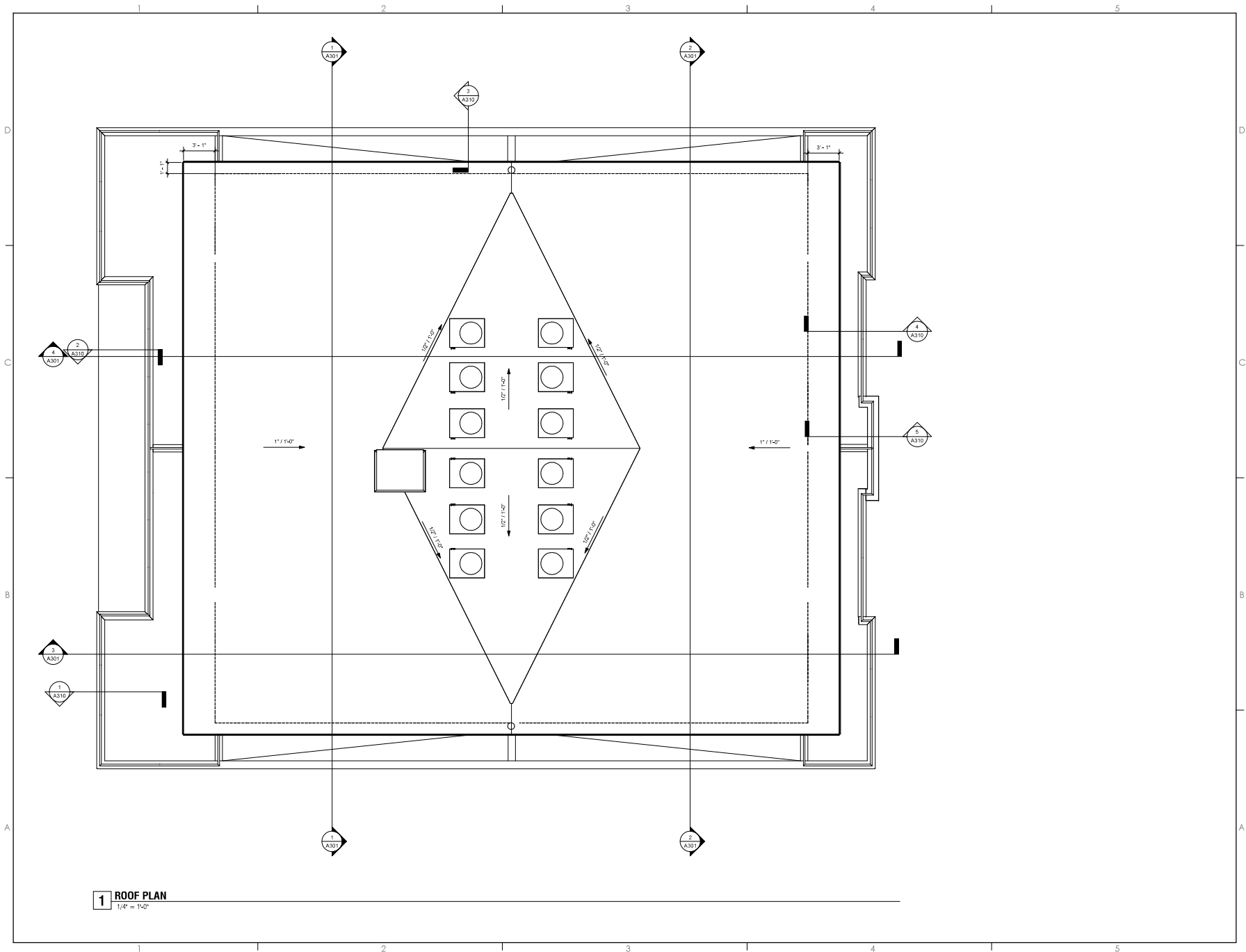
TITLE:
**FLOOR PLAN -
PENTHOUSE UPPER
LEVEL**

SHEET

A104

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45 S 600 W Salt Lake City, UT

REVISIONS:

TITLE:
ROOF LEVEL

SHEET
:
A105

ISSUE DATE: Issue Date
Project Status



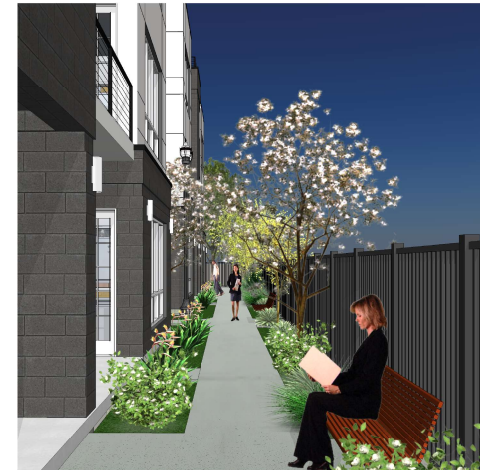
1 Parking Entry



3 Entry



2 Street



4 Mid-block Pedestrian Walkway

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PROJECT
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45 S 600 W Salt Lake City, UT

REVISIONS:

TITLE:
PERSPECTIVES

SHEET
:
A200

ISSUE DATE: Issue Date

Project Status

2 WEST ELEVATIONS

3/32" = 1'-0"

1 SOUTH ELEVATIONS

3/32" = 1'-0"

MATERIAL LEGEND

		WALL SQUARE FOOTAGE PER BUILDING and %	WALL SQUARE FOOTAGE TOTAL and %
①	8X16 CEMENT MASONRY BLOCK • HORNE CHARCOAL	2,447 SF (25%)	9,788 SF (25%)
2a	CEMENT BOARD WITH 1/2" REVEALS PAINTED • ALLURA PANEL • COLOR • SW 7031 CITY JIFF	4,134 SF (41%)	16,536 SF (41%)
2b	CEMENT BOARD WITH 1/2" REVEALS PAINTED • ALLURA PANEL • COLOR • SW 7048 URBAN BRONZE	97 SF (1%)	388 SF (1%)
③	CEMENT BOARD WITH 1/2" REVEALS PAINTED • NICHIA • VINTAGE WOOD REDWOOD	1,991 SF (17%)	6,764 SF (17%)
④	STUCCO WITH 1/2" REVEALS • COLOR • SW 7004 SNOWBOUND	1,620 SF (16%)	6,480 SF (16%)
	TOTAL	9,989 SF (100%)	39,956 SF (100%)

PERCENTAGE OF DURABLE MATERIALS (MASONRY, CEMENT BOARD)

84%

EXTERIOR LEGEND

1	CONCRETE MASONRY UNIT
2	CEMENT BOARD WITH 1/2" REVEALS PAINTED
3	CEMENT BOARD WITH 1/2" REVEALS PAINTED • WOOD
4	STUCCO WITH 1/2" REVEALS
5	PAINTED METAL RAILING WITH CABLE
6	EXTERIOR LIGHT FIXTURE
7	METAL BUILDING SIGNAGE • BRONZE COLOR
8	VINYL WINDOW
9	METAL FENCE
10	CACTUS STYLE LIGHT POST
11	WATERWISE LANDSCAP

GLAZING

STREET FACING FACADE HAVE 46.7% GLAZING

West Facade	
Total Area between 3' and 8'	635,40 SF
Glazing on West Facade	
Total Area between 3' and 8' is	302,28 SF

ITEM	DESCRIPTION	QTY	UNIT	PRICE
1	CONCRETE MASONRY UNIT	1	EA	1.00
2	CEMENT BOARD WITH 1/2" REVEALS PAINTED	1	EA	1.00
3	CEMENT BOARD WITH 1/2" REVEALS PAINTED • WOOD	1	EA	1.00
4	STUCCO WITH 1/2" REVEALS	1	EA	1.00
5	PAINTED METAL RAILING WITH CABLE	1	EA	1.00
6	EXTERIOR LIGHT FIXTURE	1	EA	1.00
7	METAL BUILDING SIGNAGE • BRONZE COLOR	1	EA	1.00
8	VINYL WINDOW	1	EA	1.00
9	METAL FENCE	1	EA	1.00
10	CACTUS STYLE LIGHT POST	1	EA	1.00
11	WATERWISE LANDSCAP	1	EA	1.00

ITEM	DESCRIPTION	QTY	UNIT	PRICE
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3	CEMENT BOARD WITH 1/2" REVEALS PAINTED • WOOD	1	EA	1.00
4	STUCCO WITH 1/2" REVEALS	1	EA	1.00
5	PAINTED METAL RAILING WITH CABLE	1	EA	1.00
6	EXTERIOR LIGHT FIXTURE	1	EA	1.00
7	METAL BUILDING SIGNAGE • BRONZE COLOR	1	EA	1.00
8	VINYL WINDOW	1	EA	1.00
9	METAL FENCE	1	EA	1.00
10	CACTUS STYLE LIGHT POST	1	EA	1.00
11	WATERWISE LANDSCAP	1	EA	1.00

C.W.
URBAN

PROJECT
theBEVERLY
45 S 600 W Salt Lake City, UT

REVISIONS:

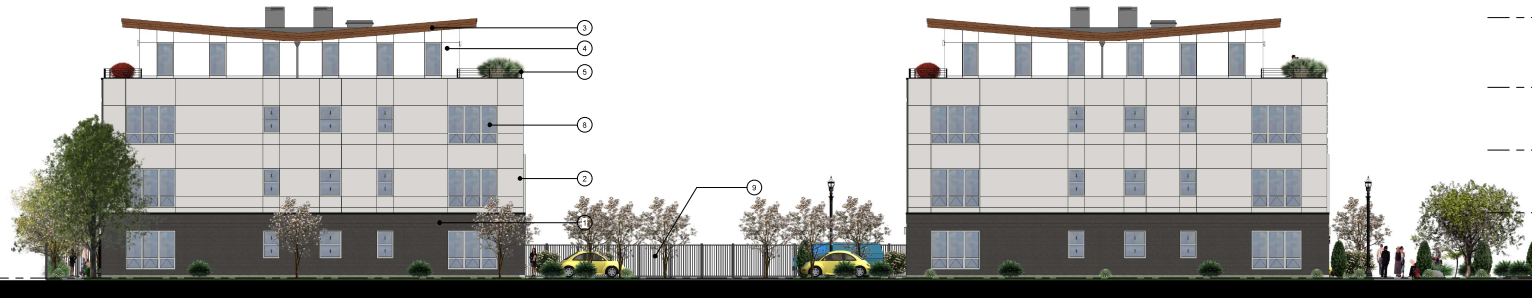
TITLE:
**EXTERIOR
ELEVATIONS**

SHEET
A201

ISSUE DATE: Issue Date
Project Status



1 EAST ELEVATIONS
3/32" = 1'-0"



2 NORTH ELEVATIONS
3/32" = 1'-0"

MATERIAL LEGEND

		WALL SQUARE FOOTAGE PER BUILDING and %	WALL SQUARE FOOTAGE TOTAL and %
1	8X16 CEMENT MASONRY BLOCK - HORNF CHARCOAL	2,447 SF (25%)	9,788 SF (25%)
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PERCENTAGE OF DURABLE MATERIALS (MASONRY, CEMENT BOARD) **84%**

EXTERIOR LEGEND

1	CONCRETE MASONRY UNIT
2	CEMENT BOARD WITH 1/2" REVEALS PAINTED
3	CEMENT BOARD WITH 1/2" REVEALS PAINTED - WOOD
4	STUCCO WITH 1/2" REVEALS
5	PAINTED METAL RAILING WITH CABLE
6	EXTERIOR LIGHT FIXTURE
7	METAL BUILDING SIGNAGE - BRONZE COLOR
8	VINYL WINDOW
9	METAL FENCE
10	CACTUS STYLE LIGHT POST
11	WATER-WISE LANDSCAP

FINISHES	WALL TYPE
CONCRETE MASONRY UNIT	12" CMU w/ 1/2" REVEALS
CEMENT BOARD WITH 1/2" REVEALS PAINTED	5/8" Gypsum
CEMENT BOARD WITH 1/2" REVEALS PAINTED - WOOD	5/8" Gypsum
STUCCO WITH 1/2" REVEALS	5/8" Gypsum
PAINTED METAL RAILING WITH CABLE	5/8" Gypsum
EXTERIOR LIGHT FIXTURE	5/8" Gypsum
METAL BUILDING SIGNAGE - BRONZE COLOR	5/8" Gypsum
VINYL WINDOW	5/8" Gypsum
METAL FENCE	5/8" Gypsum
CACTUS STYLE LIGHT POST	5/8" Gypsum
WATER-WISE LANDSCAP	5/8" Gypsum

Color	Finish	Size	Style
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
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Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth
Smooth Vertical Panel	Smooth	4' x 8'	Smooth

UNLESS OTHERWISE NOTED, ALL MATERIALS AND FINISHES SHALL BE AS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SALT LAKE COUNTY.

C.W. URBAN

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PROJECT **theBEVERLY**
45 S 600 W Salt Lake City, UT

REVISIONS:

TITLE:
EXTERIOR ELEVATIONS

SHEET
A202

ISSUE DATE: Issue Date
Project Status



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C.W.
URBAN

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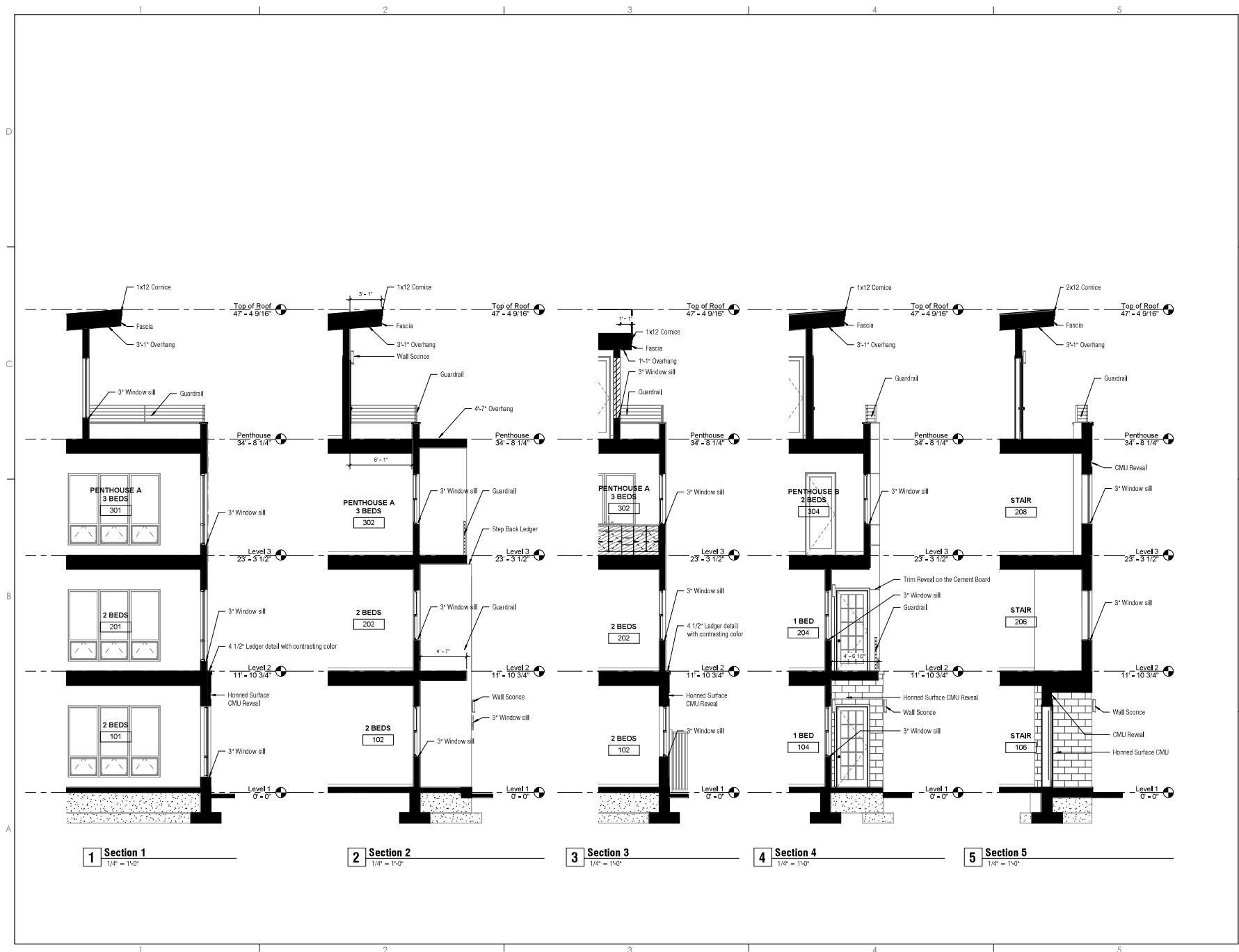
PROJECT
theBEVERLY
45 S 600 W Salt Lake City, UT

REVISIONS:
A Planning Review 3/14/2019

TITLE:
BUILDING SECTION

SHEET
:
A301

ISSUE DATE: Issue Date
Project Status



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C.W.
URBAN

THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

PROJECT
theBEVERLY
45 S 600 W Salt Lake City, UT

REVISIONS:
A Planning Review 3/14/2019

TITLE:
WALL SECTION

SHEET
A310

ISSUE DATE: Issue Date
Project Status

[< BACK](#)

Concrete Masonry Units

Sunroc offers CMU in 3 textures, 26 standard colors and a variety of shapes and sizes. We also produce custom colors upon request. All of our CMU are sound absorbent, thermally efficient and fire-resistant. Select the texture to best match the intended finish for your project.

Smooth CMU

Smooth units offer the precision finish of the block mold. They invoke a clean, consistent feel with little variation in color as the individual aggregate units are not expressly visible. View examples in the swatches below.

Honed CMU

Honed units are produced by grinding the top 1/16 inch off the face of standard block with an abrasive cutting head. This process creates a smooth, textured unit that shows off the natural colors of the aggregates. Examples shown below.

Split Face CMU

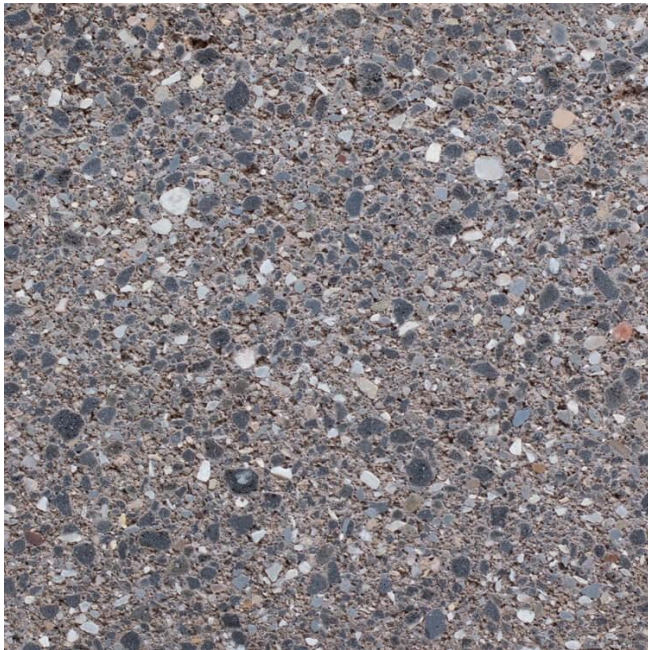
The split face texture offers a rougher, more natural display of the block aggregates. As no two split face blocks are exactly alike, the depth of texture when used in a block wall is aesthetically pleasing. Examples shown below.



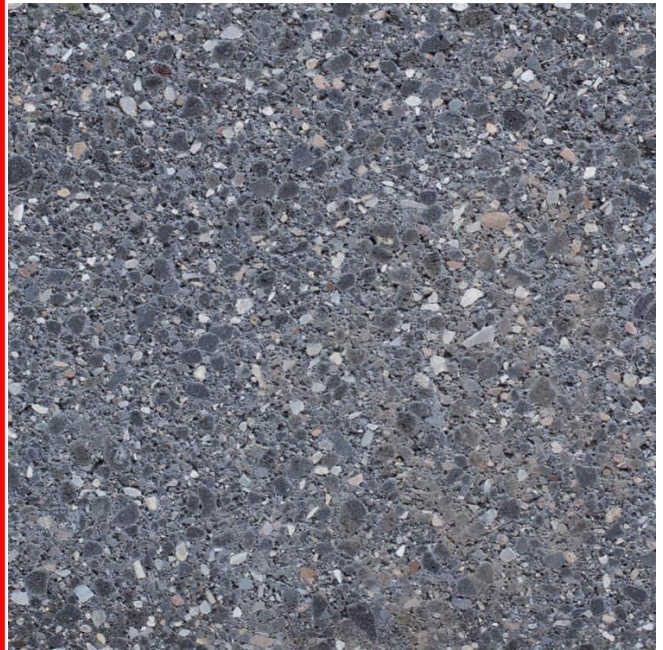
Smooth



Smooth



Honed



Honed



Panel Siding

MATERIALS 2A & 2B



AlluraUSA.com



WALLS CAN'T TALK, BUT THEY CAN SURE MAKE A STATEMENT.

From sleek, modern sophistication to quaint and classic accents, Allura panels provide durable distinction to any home or building project. In addition to large-scale wall coverings they are especially suited for soffit, gables, parapets, porches and deck skirting.

What's more, Allura Panels give architects the freedom to create engaging and sophisticated patterns by extending architectural lines through the window frames and mullions.

- Class A fire-rated
- Provide unyielding strength against wood-boring insects and deterioration
- Resists the damaging effects of UV rays
- Protected by a proprietary primer/sealer
- Engineered to guard against moisture



Customize
and create



Termite
resistant



Moisture
resistant



Water
resistant



Non-Combustible

DIMENSIONS

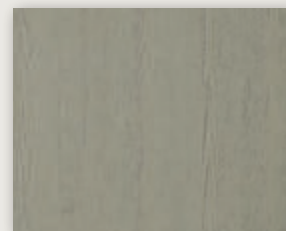
Thickness	Width	Length
5/16"	4'	8'
5/16"	4'	9'
5/16"	4'	10'



TECHNICAL SPECIFICATIONS

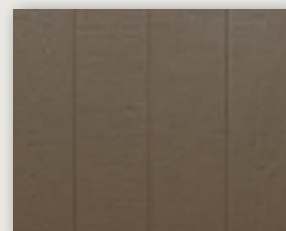
Like all Allura Fiber Cement products, our Panel Siding passes ISO-9001:2008 standards and requirements.

AVAILABLE TEXTURES



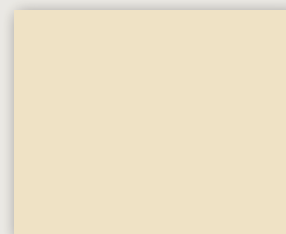
Traditional Cedar

Allura Fiber Cement Vertical Siding panels offer you the look of seamless cedar, beautifully textured stucco, grooved cedar or smooth panel sheets.



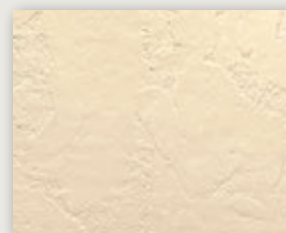
8" OC Groove

Allura's Fiber Cement Siding Vertical panels are available primed and sealed for protection.



Smooth

Choose Smooth Vertical Panels to ensure you make a stunning first impression.



Stucco

A stylish addition to any design, Stucco Vertical Panels offer endless possibilities.

Check market availability as products may vary.

Delivering the Power of
POSSIBILITIES



ARCHITECTURAL WALL PANELS

Commercial Full Line Catalog

Warm up your project with THE WOOD SERIES

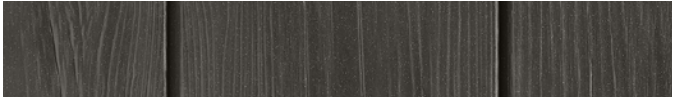


Get the natural look of wood with the unmatched durability of fiber cement.

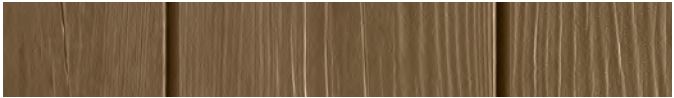
Nichiha provides the look of wood without the drawbacks of natural wood cladding. Built to last, our VintageWood™ and RoughSawn™ panels offer the rich textures of wood while providing color stability and withstanding extreme weather elements. VintageWood exudes modern refinement and works well in both modern and vintage designs. With its earthy appeal, RoughSawn adds rustic sophistication to all types of projects. Both products pair perfectly with glass, metal and block panels, adding a touch of warmth to the coolness of these materials.

VintageWood and RoughSawn are as versatile as they are durable. Our Wood Series panels can install both vertically and horizontally and can be used in interior and exterior settings. Hidden fasteners provide a clean and beautiful look. Creating the perfect match, Nichiha gives you the beauty of wood backed by the brawn of fiber cement.

VINTAGEWOOD



BARK



CEDAR



REDWOOD

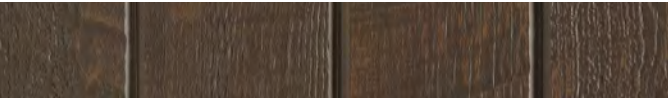


ASH

ROUGHSAWN



ESPRESSO



TOBACCO



SMOKE

VINTAGEWOOD SPECS

AWP 1818

AWP 3030

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)	17-7/8" H x 119-5/16" L (455MM H x 3030MM L)
THICKNESS (ACTUAL MM)	5/8 (16MM)	5/8 (16MM)
WEIGHT (LBS. PER PANEL)	34.8	57.3
WEIGHT (LBS. PER SQ. FT.)	3.9	3.8
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.	14.81 SQ. FT.
PACKAGING (PIECES PER PACK)	2 [17.76 SQ. FT.]	2 [29.62 SQ. FT.]

 CAN ONLY BE INSTALLED HORIZONTALLY.

 CAN BE INSTALLED HORIZONTALLY OR VERTICALLY.

ROUGHSAWN SPECS

AWP 3030

DIMENSIONS (ACTUAL MM)	17-7/8" H x 119-5/16" L (455MM H x 3030MM L)
THICKNESS (ACTUAL MM)	5/8 (16MM)
WEIGHT (LBS. PER PANEL)	57.3
WEIGHT (LBS. PER SQ. FT.)	3.8
EXPOSED COVERAGE (SQ. FT. PER PANEL)	14.81 SQ. FT.
PACKAGING (PIECES PER PACK)	2 [29.62 SQ. FT.]

 CAN BE INSTALLED HORIZONTALLY OR VERTICALLY.



VINTAGEWOOD UPDATE

Achieve the organic staggered look you love and take advantage of added design flexibility with our new VintageWood 1818 panels, measuring nearly 6 feet in length. Contact your rep to learn more.

Behind our Architectural Wall Panels is SOME SERIOUS TECHNOLOGY.

EASY INSTALLATION

Time-saving clip installation system that reduces construction time and minimizes mistakes.

NO MORTAR, NO MESS

Prefinished panels eliminate the need for messy mortar or costly masonry-skilled labor.

ANY WEATHER PRODUCT

Products can be installed year round in any climate across the country. No geographical restrictions means more possibilities.

LOW MAINTENANCE

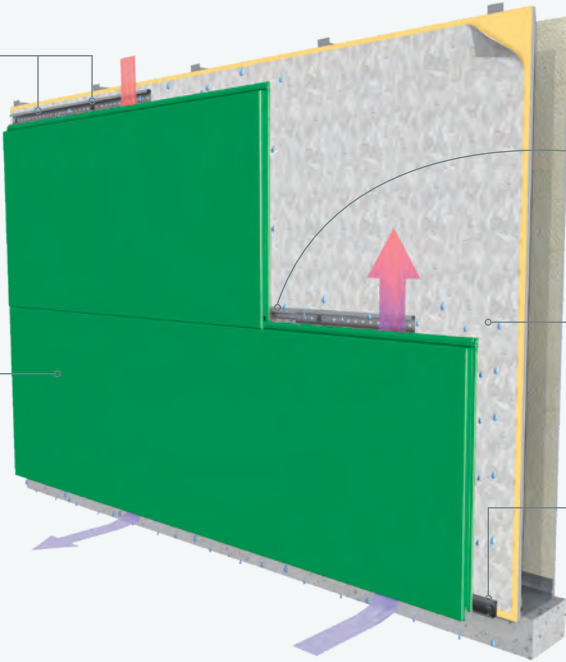
No-fuss products. Little ongoing cleaning or regular maintenance needed. Bring your vision to life and ensure it looks great for years to come.

ENGINEERED FOR PERFORMANCE

Go beyond our durable panels and discover a meticulously engineered moisture management system that provides a vertical drainage point for air and moisture to exit.

THE ULTIMATE CLIP
creates a hidden fastening system that all but eliminates face fastening. Installation is quick and easy and never requires specialty subcontractors.

NICHIHA ARCHITECTURAL WALL PANELS
are lightweight, easy to handle and available in a virtually endless color palette and a diverse offering of textural finishes.



NICHIHA'S JOINT TAB ATTACHMENT
is designed to support panel lateral stability, helping vertical joints stay tightly closed. The tab fits in place easily and is fastened to the Ultimate Clip with provided screw.

DRAINED AND BACK-VENTILATED RAINSCREEN
design allows water to escape and air to circulate, reducing the risk of mold and water damage inside the building.

THE ULTIMATE STARTER TRACK
pulls double-duty. It ensures a fast, level installation, and its patented drainage channel directs water out and away from the base of the wall.

Never underestimate the power of REALLY GOOD TOOLS.

Whether you are an architect, a builder or a contractor, Nichiha ensures that you have all the information you need to make your project go as smoothly as possible. The way we see it, we are partners. Our website offers a comprehensive collection of technical information, installation videos, architectural details, in-depth specifications and everything you'll ever need to know about installing Nichiha products.



DESIGN REVIEW GUIDE

Download our quick reference guide to get an overview on our Architectural Wall Panels.
http://www.nichiha.com/images/uploads/DesignReviewGuide_Electronic.pdf



INSTALL DOCUMENTATION

Take an even deeper dive and download our in-depth installation guides.
nichiha.com/resources/installation



INSTALL VIDEOS

Watch our installation instructions come to life — check out our installation videos today!
nichiha.com/commercial/install



SUPPORT

Our in-house technical team is here to assist. If you have questions, comments or concerns, call or email us.

1.866.424.4421 or technicalservices@nichiha.com

THE POWER OF POSSIBILITIES AND PARTNERSHIPS

Your creative vision is unique. That's why Nichiha offers you the power of cooperation to help your project move from conception to completion. Our ever-expanding offering of textures and finishes lifts buildings to new and unexpected places, and we want to share them with you. We place a high value on our relationships and are proud to work with our dedicated partners across the country. Join us to discover the power of possibilities and partnerships with Nichiha.



NICHIHA WARRANTIES

- ARCHITECTURAL WALL PANELS
15-year limited warranty* on panels
15-year limited warranty* on finish
- KURASTONE™ PANELS
15-year limited warranty* on panels
10-year limited warranty* on finish
- METAL TRIM
TAMLYN warrants defective-free products for a period of 10 years for the original purchaser. Please visit tamlyn.com for detailed information on terms, conditions and limitations.

*See Nichiha warranties for detailed information on terms, conditions and limitations. Visit nichiha.com for easy downloadable warranties or call toll-free 1.866.424.4421 for a copy.

Nichiha MSDS is available at nichiha.com, at your local NICHIHA dealer or call Nichiha direct, toll-free 1.866.424.4421.

CERTIFICATION & TESTING



Report
No. EC-58



Report
No. FL12875



PER-14088



NOA 18-0522.05



WUI 8140-2029



RR 26081



CCRR-0290



SILICA DUST WARNING: Nichiha products may contain some amounts of crystalline silica [a.k.a. sand, silicon dioxide], which is a naturally occurring mineral. The amount will vary from product to product. Inhalation of crystalline silica into the lungs and repeated exposure to silica can cause health disorders, such as silicosis, lung cancer, or death depending upon various factors. To be conservative, Nichiha recommends that whenever cutting, sawing, sanding, sniping or abrading the product, users observe Safety Instructions. For further information or questions, please consult the MSDS, your employer, or visit osha.gov/SLTC/silicacrystalline/index.html and cdc.gov/niosh/topics/silica. The MSDS for Nichiha products are available at nichiha.com, at your local Nichiha dealer or through Nichiha directly at 1.866.424.4421. FAILURE TO ADHERE TO OUR WARNINGS, MSDS, AND OTHER INSTRUCTION MAY LEAD TO SERIOUS PERSONAL INJURY OR DEATH.

ARCHITECTURALBLOCK, CANYONBRICK, EMPIREBLOCK, ILLUMINATION, INDUSTRIALBLOCK, KURASTONE, PLYMOUTHBRICK, MIRAIA, RIBBED, ROUGHSAWN, SANDSTONE, TUFFBLOCK, THE POWER OF POSSIBILITIES, VINTAGEBRICK and VINTAGEWOOD are trademarks of Nichiha USA, Inc.

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Super Cement

Enhanced three coat stucco system

PRODUCTS INTERNATIONAL

Super Cement is an excellent choice for scratch and brown coat in three coat stucco applications. Three coat stucco is recognized in the IBC/IRC building codes and remains one of the most popular exterior cladding choices for both residential, multi-family, and commercial projects. Super Cement offers a single source, durable, fire-resistant cladding with industry leading technical support and system warranties.

System Description

Three coat stucco is applied in three layers: ~ 3/8-inch thick scratch coat, ~ 3/8-inch brown coat, and ~ 3/8-inch finish coat. The approximately 3/8-inch system is applied by hand or machine over an approved water-resistive barrier and metal lath.

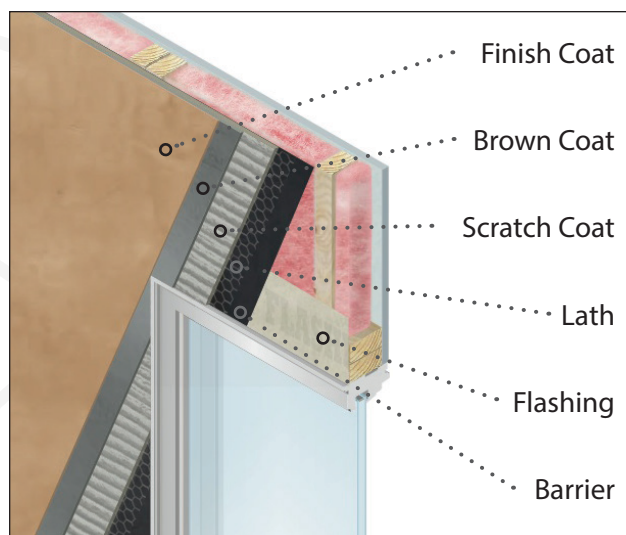
Super Cement is a mixture of portland cement complying with ASTM C150 and proprietary ingredients that increase the workability and early strength of the product. Super Cement is a superb alternative to plastic cement and meets or exceeds job site requirements for portland cement plaster with lime. Super Cement is available either in fibered or non-fibered.

Design Considerations

- May be applied over steel or wood framed construction over one of the following:
 - ASTM C1082, C933, C847 lath over open framing
 - ASTM C1396 water-resistant gypsum sheathing
 - ASTM C1177 glassmat faced gypsum sheathing, such as Densglass Gold from GP
 - ASTM C1325 cement boards, such as Durock from USG
 - ASTM C1278 gypsum fiber panels, such as Aqua Tough from Fiberock Brand
 - Exterior grade or exposure 1 plywood
 - Exposure 1 OSB
 - Poured concrete or masonry
- Available in one-hour fire-resistive-rated assemblies
- Available in non-combustible assemblies
- Meets ASTM C926 Type P requirements for portland cement plaster and ASTM C1328 specification for plastic (stucco) cement
- Refer to the local code or ASTM C926 for three coat stucco design and application requirements

Uses

Super Cement is an excellent exterior wall cladding for new or retrofit residential, multi-family, commercial, or institutional projects.



SUPER CEMENT ADVANTAGES

Economical	Low installation and life-cycle costs with a system that will last decades with little maintenance
Durable and impact resistant	Can withstand years of weather and physical abuse
Cement-based	Fungus, rot, and insect resistant
Fire-resistant	Non-combustible and available in 1-hour fire-resistant-rated assemblies
Acceptable base coat for a variety of finishes	Stucco, acrylic, paint, and stone are all finish options
System Warranty	Up to 15 years when used in combination with other Omega products

Approved by:

Date:



The Professional's Choice

System Components

The following products are components in the Super Cement system. Please see the product's data sheet for additional information.

Water-resistive Barrier¹

- ☐ Minimum No. 15 asphalt nonperforated felt complying with ASTM D 226 for Type I (IBC or IRC) or asphalt-saturated rag felt complying with UL Standard 55A (UBC)
- ☐ Minimum Grade D kraft building paper complying with UBC Standard 14-1 or ICC-ES Acceptance Criteria for Water-resistive Barriers (AC38)
- ☐ Material recognized in a current evaluation report as complying with the ICC-ES Acceptance Criteria for Water-resistive Barriers (AC38)
- ☐ AkroGuard/AkroFill: Acrylic-based, vapor-permeable water-resistive/air barrier coating

Lath¹

See ASTM C1063 for additional lath requirements.

- ☐ Woven Wire (17-gage): Nominal No. 17 gage [0.058 inch], 1½-inch opening, galvanized steel complying with ASTM C1032.
- ☐ Welded Wire: Nominal No. 16 gage [0.065 inch], 2-inch-by-2-inch opening, galvanized steel complying with ASTM C933.
- ☐ Metal Lath: Complying with ASTM C847 (IBC or IRC) or with Table 25-B of the UBC as applicable

Base Coat

- ☐ Super Cement: A mixture of portland cement complying with ASTM C150, proprietary ingredients, and optional fibers.
- ☐ Super Cement Sanded: A mixture of portland cement complying with ASTM C150, sand, proprietary ingredients, and optional fibers.

Sand¹

Sand shall be clean and free from deleterious amounts of loam, clay, silt, soluble salts, or organic matter and shall be graded in accordance with ASTM C897 or the sand must have a demonstrated performance record in similar construction and climate conditions. Super Cement Sanded does not require the addition of sand.

Finishes

A variety of finish options are available:

- ☐ OmegaFlex Finishes: 100% acrylic-based finishes
- ☐ AkroFlex Finishes: 100% acrylic-based finishes
- ☐ AkroSil Finishes: Silicon enhanced acrylic-based finishes
- ☐ Akrolastic Finishes: Elastomeric acrylic-based finishes
- ☐ ColorTek Stucco: Portland cement-based stucco finishes
- ☐ AkroCoat: 100% acrylic paint
- ☐ Elastomeric 44: Elastomeric acrylic-based coating
- ☐ Valentino Finishes: Approved Valentino Finishes
- ☐ Travertino: Portland cement-based limestone finish²

System Components

The following products are optional upgrades to the Super Cement Three Coat System. The use of these products will increase the system's warranty.

Admixture²

An optional Omega admixture may be added to Super Cement for increased tensile, bond, and flexural strength.

- ☐ AkroLoc: A 100% acrylic polymer bonder or admixture
- ☐ PolyLoc: Poly-vinyl acetate (PVA) bonder and admixture
- ☐ Admix 500: A 100% acrylic polymer admixture
- ☐ OmegaCure: A non-corrosive liquid admixture for accelerating the hydration of cement plaster

Disclaimer

Omega Products International [Manufacturer] MAKES NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE WITH RESPECT TO THE PRODUCT(S) SOLD HEREIN. The recommendations, suggestions, statements and technical data are based on the best knowledge available to Manufacturer and are given for informational purposes ONLY and without any responsibility for their use. It is expressly understood and agreed, as a condition of the use of this product, that the buyer's sole and exclusive remedy for any claimed defective product against Manufacturer shall be the replacement of products actually proven to be defective. Handling and use of the products are beyond the control of Manufacturer; therefore, no warranty is made, expressed or implied, as to the results obtained from

the use of the product or against any claims for infringement of patents resulting from use of the product. Under no circumstance shall Manufacturer be liable for incidental or consequential damages arising out of the use or the improper application of the product. Before applying the product, the user shall determine the suitability of the product for his/her independent use, assuming all risks and liability whatsoever in connection therewith. This writing constitutes a complete and exclusive statement of the understanding between Manufacturer and Buyer.

Claims

Any Claimant shall notify Manufacturer immediately in writing of any alleged defect in the

material. Claimant will provide Manufacturer with a reasonable and exclusive opportunity to investigate and test for the alleged defect. For any claim that is not valid Claimant agrees to pay Omega's reasonable charges, including travel and labor associated with investigation of such claim.

Technical Assistance

Technical assistance and information is available by calling Omega Products International at (800) 600-6634 or FAX (951) 520-2594 or by e-mail at info@omega-products.com.

Warranty

The following is made in lieu of all expressed page 30

Installation & Design Requirements

- Do not add additional plasticizers to Super Cement mix.
- Substrates must be structurally sound, clean, and dry without planar irregularities greater than ¼-inches in 10-feet.
- Maximum allowable deflection of structural wall components is 1/360 of the span.
- Expansion joints should be installed as detailed in ASTM C1063. Final expansion and control joint design and location are the responsibility of the design professional.
- Store and apply all component products per the product's data sheet.
- Do not use below grade. Terminate a minimum of 4-inches above grade, 2-inches above finished grade, or as specified by local code.
- All openings shall be properly flashed and designed to allow water to escape to the outside of the wall.
- All penetrations shall be properly flashed and/or sealed using approved methods.
- Walls should be designed to prevent bulk water from getting behind the stucco or running down the face of the stucco. The bottom of wall should have weep screed or another effective means to drain any water that may get behind the stucco.
- To reduce the likelihood of the stucco cracking, it is recommended the building carry a minimum of 90 percent of the dead building load and the interior gypsum be installed prior to installation of the stucco.
- Wood-based sheathing should be gapped 1/8-inch to allow for expansion and be attached per code requirements using corrosion resistant fasteners.
- Provide sufficient moisture to permit continuous hydration of the cementitious materials during initial curing. The most effective procedure for curing will depend on climatic and job conditions. Refer to local code or ASTM C926 for additional requirements.
- Do not apply Super Cement when the ambient and surface temperature is below 40°F (4°C). To ensure proper hydration in cold weather applications (approximately 50°F to 32°F) use OmegaCure admix. Refer to OmegaCure data sheet for additional information.
- Plaster coats shall be protected from freezing for a period of not less than 24-hours after set has occurred.
- Protect applied product from inclement weather until set.
- Brown coat may be applied once the scratch coat has sufficient strength to hold the brown coat or as local codes permit. The time between coats will depend on climatic and job conditions.
- Over masonry or cementitious substrates Super Cement may be directly applied a maximum of ½-inch thick or as local code permits. Surfaces must be free from oil or other elements that could interfere with bonding. To improve the bond to the masonry or cement substrate, Omega Products recommends the use of Bondcrete. Applications over ½-inch require the use of lath.
- Sufficient slope on faces of plastered surfaces shall be provided to prevent water, snow, or ice from accumulating or standing.
- Optional EPS foam plant-ons may be used to add architectural detailing.

Primer

- ☐ OmegaFlex or AkroFlex primer is recommended when using acrylic-based finishes.

Crack Isolation

- ☐ To help reduce the likelihood of cracking, an optional layer of fiber-glass mesh may be embedded into the Super Cement brown coat or a skim coat with mesh may be applied over the Super Cement base coat. See Omega's Crack Isolation System technical bulletin for more information.

¹ Manufactured by others

² When optional an acrylic admix is used, ColorTek Stucco or other cementitious finishes require the use of a bonding agent or an acrylic admixture.



The Professional's Choice

ATTACHMENT C – APPLICATION NARRATIVES

theBEVERLY

PRESENTED BY C.W. URBAN



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C.W.
URBAN

PLANNED DEVELOPMENT APPLICATION

theBEVERLY

This Planned Development application is asking for two things:

- Relief from the 7' perimeter parking lot landscape requirement
- Relief from the interior parking lot landscape requirement

Our reduction allows for better circulation through the site and the ability to provide a midblock walkway/pocket park to the rear of the property. Our required perimeter parking lot landscaping is 874 square feet. The portion that would be moved is 388 square feet and we are requesting relief to move that landscaping to the midblock walkway/pocket park. We would like to move the screened trash enclosure into the north portion of the landscaping, otherwise it will impede the flow of foot traffic between the rear buildings and the street. Our interior parking lot landscape requirement is 497 square feet and we want to move our interior parking lot landscape into the overall landscaping and provide 5,708 square feet. The current design moves the parking to the interior of the project and allows us to enhance the pedestrian experience by building to a zero lot line and putting engaging design and architectural elements directly on the street. While we do address each part of the zoning ordinance and design requirements throughout the application the following objective was the primary driver behind our design: **Objective 6 for Housing in The Gateway Specific Plan asks that we "Provide parking and service facilities that do not detract from the neighborhood character or the area. Although the Gateway is envisioned as a transit and pedestrian-oriented area, residents will still need to store automobiles. Therefore, development should be designed to provide convenient parking access that does not detract from the streetscape and urban nature of the area."** Our current site plan allows for pedestrian engagement and a more approachable and walkable neighborhood by pushing the cars to the center of the project. The Urban Design Element defines landscape buffers as follows: "Buffers are used to separate one use from the negative effects of another use or activity." Our proposal will not negatively affect the neighboring use or activity as they are currently surface parking or driveways. **Policy 6.1 Encourage parking structures that are encapsulated within the development to reduce its visual presence. Surface parking should be screened, limited to visitors and comply with the City's Urban Design Standards.** Our project provides surface parking that rests behind our street facing buildings. This not only provides some security for the residents, but it also screens the parking lot from the pedestrian and street facing property line. Furthermore, both sides of the surface parking lot are screened by a nice, wooden fence that provides a tasteful aesthetic appearance. **Policy 6.2 Streets should accommodate on-street parking to buffer pedestrians from the flow of traffic and to provide low-cost parking to support first floor uses and traffic calming.** We are working with transportation and engineering to get approval for angled parking and suspect it will become the primary parking for guests and our first-floor residents. The rest of this application provides a thorough explanation of how we meet multiple objectives and guidelines of the adopted master plans and design standards.

A. OPEN SPACE AND NATURAL LANDS:

PRESERVING, PROTECTING OR CREATING OPEN SPACE AND NATURAL LANDS:

1. Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect to existing or planned trail systems, playgrounds or other similar types of facilities.
2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.
3. Development of connected greenways and/or wildlife corridors.

4. Daylighting of creeks/water bodies.
5. Inclusion of local food production areas, such as community gardens.
6. Clustering of development to preserve open spaces.

B. HISTORIC PRESERVATION:

1. Preservation, restoration, or adaptive reuse of buildings or structures that contribute to the character of the City either architecturally and/or historically, and that contribute to the general welfare of the residents of the City.
2. Preservation of, or enhancement to, historically significant landscapes that contribute to the character of the City and contribute to the general welfare of the City's residents.

C. HOUSING:

PROVIDING AFFORDABLE HOUSING OR TYPES OF HOUSING THAT HELPS ACHIEVE THE CITY'S HOUSING GOALS AND POLICIES:

1. At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.
2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.

Most of the housing in the immediate gateway area is a 5 over 1 podium style construction. Our project provides buildings similar in scale to the Warehouse Condos on second south and the Macaroni Flats on 600 west while simultaneously stepping down from the 60 foot tall Parc at Gateway to the 2 story single family homes on the westside of 600 west. It provides new residential options while still achieving development goals of the Gateway Specific Plan that include a diverse mix of uses, density, compatibility all while maximizing public investment in transportation infrastructure.

D. ENHANCES ACCESSIBILITY AND MOBILITY

1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.

Our proposed project has a midblock connection on the rear of the property.

2. Improvements that encourage transportation options other than just the automobile.

The BEVERLY is within two blocks of the intermodal hub and the Trax stop on 2nd south. Our hope is that our residents use public transit to commute to work and play. Furthermore, the BEVERLY helps hit 2 major initiatives for growth in the citywide vision Plan Salt Lake: 1. Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors 2. Promote infill and redevelopment of underutilized land. Currently the site is a crumbling warehouse and junkyard adjacent to the newly renovated "Entertainment District" that the Gateway Mall is being repurposed into. Providing house here is an important step to run in tandem with commercial revitalization.

E. SUSTAINABILITY:

CREATION OF A PROJECT THAT ACHIEVES EXCEPTIONAL PERFORMANCE WITH REGARDS TO RESOURCE CONSUMPTION AND IMPACT ON NATURAL SYSTEMS:

1. Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.
2. Reuse Of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.

F. MASTER PLAN IMPLEMENTATION:

A PROJECT THAT HELPS IMPLEMENT PORTIONS OF AN ADOPTED MASTER PLAN IN INSTANCES WHERE THE MASTER PLAN PROVIDES SPECIFIC GUIDANCE ON THE CHARACTER OF THE IMMEDIATE VICINITY OF THE PROPOSAL:

1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features. (Ord. 8-18, 2018)

Plan Salt Lake has multiple housing initiatives that speak directly to our proposed project:

1. Increase the number of medium density housing types and options
2. Direct new growth toward areas with existing infrastructure and service that have the potential to be people-oriented

2.A complete description of the proposed planned development including the zoning regulations being modified in the planned development and the planning objectives being met;

The BEVERLY is a 48 unit residential development in the Gateway Mixed Use district. It provides 5 separate floorplans that range in size and price to accommodate a number of budgets. The project is very similar to a few in the neighborhood and fulfills multiple portions of the various master plans which are all quoted in the zoning review and planned development application. There are some varying requirements for parking lot landscaping, but as outlined below, the BEVERLY embodies the spirit of the master plans even with the one exception we are asking for.

GATEWAY DISTRICTS

21A.31.010: GENERAL PROVISIONS:

A. STATEMENT OF INTENT:

The gateway districts are intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.

The BEVERLY provides a blend of medium density residential options. It achieves 6 out of 6 of the housing objectives outlined in the Gateway Specific Plan. The project provides 5 different sizes at 5 different price points all while enhancing the pedestrian experience and providing a community gathering place with a midblock walkway.

B. USES:

Uses in the gateway district as specified in section 21A.33.060, "Table Of Permitted And Conditional Uses In The Gateway District", of this title, are permitted subject to the general provisions set forth in this section.

C. PERMITTED USES:

The uses specified as permitted uses, in section 21A.33.060, "Table Of Permitted And Conditional Uses In The Gateway District", of this title are permitted; provided, that they comply with all requirements of this chapter, the general standards set forth in part IV of this title, and all other applicable requirements of this title.

Multifamily residential is allowed in the Gateway Mixed-Use zone, according to 21A.33.060

D. CONDITIONAL USES:

The uses specified as conditional uses in section 21A.33.060, "Table Of Permitted And Conditional Uses In The Gateway District", of this title, shall be permitted in the gateway district provided they are approved pursuant to the standards and procedures for conditional uses set forth in chapter 21A.54 of this title, and comply with all other applicable requirements of this title, including the urban design evaluation and/or the conditional building and site design review process established in this chapter and chapter 21A.59 of this title.

This is not a conditional use.

E. SITE PLAN REVIEW; Design Review: In certain districts, permitted uses and conditional uses have the potential for adverse impacts if located and oriented on lots without careful planning. Such impacts may interfere with the use and enjoyment of adjacent property and uses. Site plan review is a process designed to address such adverse impacts and minimize them where possible. The design may also be evaluated to address elements of urban design.

Site plan review, pursuant to chapter 21A.58 of this title, for all of the gateway districts, is required to protect the local economy, maintain safe traffic conditions, maintain the environment, and assure harmonious land-use relationships between commercial uses and more sensitive land uses in affected areas.

The BEVERLY is going to add dwelling units to the local microeconomy, decrease traffic speeds on 600 West and provide a nice step down from the very dense 500 West to the single-family homes on the west side of 600 west.

Design evaluation is necessary to implement the policies of the urban design plan as adopted by the city council. Design review shall apply to conditional uses in the gateway district. In the gateway district, the conditional building and site design review process is used to evaluate and resolve urban design.

We are submitting a Conditional Building Use and Site Design Review application in conjunction with this Planned Development.

F. MID BLOCK WALKWAYS:

As a part of the city's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this plan for mid block walkways.

While the Mid Block Walkway plan does not affect our property, we felt it would be fairly progressive to provide a mid block walkway on our own accord that provides a communal space for not only our residents but also the neighbors and community as a whole.

G. LOCATION OF SERVICE AREAS:

All loading docks and other service activities shall be located on block interiors away from view of any public street. Exceptions to this requirement may 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 zoning administrator shall be required.

The only services we have are trash and they are both behind the building and screened and our trash enclosure complies with ordinance 21.A.48.120.

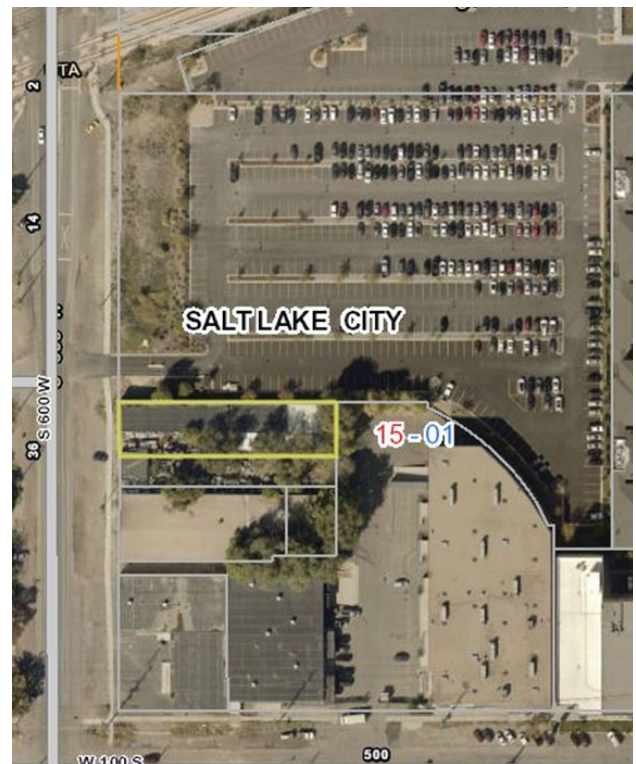
1. BLOCK CORNER AREAS: Within block corner areas, surface parking lots and structures shall be located behind principal buildings, or at least seventy five feet (75') from front and corner side lot lines.

2. MID BLOCK AREAS: Within the mid block areas, parking structures shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines. A modification to this requirement may be granted as a conditional use, subject to conformance with the standards and procedures of chapter 21A.54 of this title. Parking structures shall meet the following:

- a. Retail goods/service establishments, offices and/or restaurants shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floors shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.
- b. Levels of parking above the first level facing the front or corner side lot line shall have floors and/or facades that are horizontal, not sloped.
- c. Mid block surface parking lots shall have a fifteen foot (15') landscaped setback.

Our parking lot is setback behind our principal street facing buildings by roughly 80 feet. The Perimeter Parking Lot Landscaping is required to be 20 feet and in this Planned Development we request to reduce that to 0 feet. The reason for our request is to maximize lot frontage with engaging streetscapes by reducing the amount of screened parking and drive ways.

Objective 6 for housing in The Gateway Specific Plan asks that we "Provide parking and service facilities that do not detract from the neighborhood character or the area. Although the Gateway is envisioned as a transit and pedestrian-oriented area, residents will still need to store automobiles. Therefore, development should be designed to provide convenient parking access that does not detract from the streetscape and urban nature of the area" Our current site plan allows for pedestrian engagement and a more approachable and walkable neighborhood by pushing the cars to the center of the project. The Urban Design Element defines landscape buffers as follows: "Buffers are used to separate one use from the negative affects of another use or activity." Our proposal will not negatively affect the neighboring use or activity as they are currently surface parking or driveways as the image to the right displays. We would like to ask for a reduction in the perimeter parking lot landscaping to 4'1" on the South boundary and 6'7" on the North boundary.



POLICY 6.1 Encourage parking structures that are encapsulated within the development to reduce its visual presence. Surface parking should be screened, limited to visitors and comply with the City's Urban Design Standards.

Our project provides surface parking that rests behind our street facing buildings. This not only provides some security for the residents but it also screens the parking lot from the pedestrian and street facing property line. Furthermore, both sides of the surface parking lot are screened by a nice, wooden fence that provides a tasteful aesthetic appearance.

Policy 6.2 Streets should accommodate on-street parking to buffer pedestrians from the flow of traffic and to provide low-cost parking to support first floor uses and traffic calming.

We are working with transportation and engineering to get approval for angled parking and suspect it will become the primary parking for guests and our first floor residents.

3. Accessory And Commercial Parking Structures: Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as conditional uses with the approval of the planning commission pursuant to the provisions of chapter 21A.54 of this title.

NA

4. Belowground Parking Facilities: No special design and setback restrictions shall apply to belowground parking facilities.

NA

5. Height Requirements: The minimum height for a parking structure shall be forty five feet (45'). The maximum height shall not exceed seventy five feet (75').

NA

6. Site Plan Review: Parking structures shall be required to go through the site plan review process.

NA

7. Landscape Requirements: Surface parking lots shall have a landscaped setback of at least twenty feet (20') and meet interior landscaped requirements as outlined in chapter 21A.48 of this title.

Please see above, paragraph 2, line c regarding Midblock surface parking lots. This is the same request with two different requirements.

8. Conditional Building And Site Design Approval: A modification to the restrictions on parking lots and structures provisions of this section may be granted through the conditional building and site design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title. Such conditional uses shall also be subject to urban design evaluation.

As previously stated, we have submitted a Conditional Building And Site Design Approval application in conjunction with this Planned Development application.

I. IMPACT CONTROLS AND GENERAL RESTRICTIONS:

1. Refuse Control: Refuse containers must be covered and shall be stored within completely enclosed buildings or screened in conformance with the requirements of chapter 21A.48 of this title. For buildings existing as of April 12, 1995, this screening provision shall be required if the floor area or parking requirements are increased by twenty five percent (25%) or more by an expansion to the building or change in the type of land use.

| We will comply with this section.

2. Lighting: On site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in a manner to prevent glare on adjacent properties.

| Downlighting will be mounted along the parapet of each of the 4 buildings to provide ample lighting to parking area while not disturbing adjacent properties. Other minimal lighting will be provided at unit balconies and along pedestrian walkways to provide a safe and inviting environment. No up lighting will be used in an attempt to mitigate light pollution.

J. Outdoor Sales, Display And Storage: "Sales and display (outdoor)" and "storage and display (outdoor)", as defined in chapter 21A.62 of this title, are allowed where specifically authorized in section 21A.33.060, "Table Of Permitted And Conditional Uses In The Gateway District", of this title. These uses shall conform to the following:

NA

1. Outdoor sales and display and outdoor storage may also be permitted when part of an authorized temporary use as established in chapter 21A.42 of this title;
2. The outdoor permanent sales or display of merchandise shall not encroach into areas of required parking;
3. The outdoor permanent sales or display of merchandise shall not be located in any required yard area within the lot;
4. The outdoor sales or display of merchandise shall not include the use of banners, pennants or strings of pennants; and
5. Outdoor storage shall be allowed only where specifically authorized in the applicable district regulation and shall be required to be fully screened with opaque fencing not to exceed eight feet (8') in height.

K. OFF STREET PARKING AND LOADING:

All uses in the gateway district shall comply with the provisions governing off street parking and loading in chapter 21A.44 of this title.

| Our parking stalls and drive aisles comply with the measurements cited in Table 21A.44.020 as well as the fire requirements as outlined 2015 International Fire Code Appendix D. We are asking for an increase in the maximum parking stalls by qualifying for the Transportation Demand Management Parking Incentives outlined on the next page.

C. Transportation Demand Management Parking Incentives:

1. Purpose: The following parking incentives are intended to encourage the use of transportation demand management strategies not regulated elsewhere in this subsection. These additional strategies are available to applicants who want to modify the amount of off street parking required by either decreasing the number of spaces below the minimum requirement or increasing the number of spaces beyond the maximum requirement.

2. Applicability: The regulations of this subsection shall only apply to applicants intending to provide transportation demand management elements beyond the required strategies in exchange for modification to the number of required parking spaces. These incentives are available to all new residential and nonresidential uses requiring at least five (5) parking spaces according to section 21A.44.030, table 21A.44.030 of this chapter.

3. Modification Of The Number Of Required Parking Spaces:

b. Increase Of The Maximum Number Of Allowable Parking Spaces: The minimum number of off street parking spaces, as determined by subsection 21A.44.030G of this chapter, can be increased to double the minimum requirement under section 21A.44.030, table 21A.44.030 and "Table Of District Specific Minimum Off Street Parking Requirements", of this chapter provided the applicant fulfills at least one (1) of the major transportation demand management strategies and one (1) of the minor transportation demand management strategies listed in this subsection.

The Minimum and Maximum stalls allowed is 1/2 stall per bedroom. We are utilizing the transportation demand strategy to increase to .625 stalls per bedroom. (30 stalls total)

4. Eligible Transportation Demand Management Strategies: The strategies are available for use as part of the parking modification incentive process. Strategies not listed here, but demonstrated to meet the intent of this section, may be approved by the Planning Director.

A. MAJOR TRANSPORTATION DEMAND MANAGEMENT STRATEGIES:

(1) At least fifty percent (50%) of the required bicycle parking provided in the form of secured long term bicycle parking located in the interior of a building and made available to residents, employees or patrons of the development.

Our project will provide secured long term bicycle parking in all 4 buildings. The parking will be located under the main stairwell on level 1 and level 2 of each building to meet this requirement.

(2) A facility for bicycle or pedestrian commuters that offer at least one (1) unisex shower and five (5) lockers for storage for use by employees of a nonresidential development.

(3) A full service bus stop sited to serve the development's employees or residents, either of new construction or with improvements, such as additional lighting, security features, benches or shelter, to an existing stop. A full service bus stop includes, but is not limited to, full ADA accessibility, a paved pathway to the right-of-way, trash cans, lighting, a bench and a shaded, sheltered waiting area. The applicant must work with Utah Transit Authority to establish and verify the long term viability of the proposed or existing bus stop.

C. Transportation Demand Management Parking Incentives:

- (4) An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.
- (5) An on premises daycare in a nonresidential or mixed use development.
- (6) An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.
- (7) An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.

B. MINOR TRANSPORTATION DEMAND MANAGEMENT STRATEGIES:

- (1) Permanently sheltered, covered or secure facilities for the required bicycle parking.
- (2) Participation or investment in an approved motor vehicle sharing program, including at least one (1) dedicated parking space for a shared vehicle.
- (3) Participation in, investment in or sponsorship of an approved bicycle sharing program.
- (4) At least ten percent (10%) of the required parking in the form of dedicated parking spaces for employees participating in a car pool or vanpool program, located as close as possible to the main entrance.
- (5) Unbundled parking provisions, where off street parking can be purchased or rented by residents or tenants independently of a residential unit or nonresidential space within a development. (Ord. 20-17, 2017: Ord. 71-15, 2015: Ord. 62-13, 2013)

Our parking is NOT included as part of your unit. Given our proximity to the Intermodal Hub our goal is to have as many tenants as possible that rely solely on public transit.

L. Environmental Performance Standards: All uses in the gateway district shall conform to the environmental performance standards in section 21A.36.180 of this title.

Due to the size of this development and proposed use, none of the performance standards required will be exceeded.

M. Wall Or Fencing: All uses in the gateway district shall comply with the provisions governing fences, walls and hedges in section 21A.40.120 of this title.

We Comply

P. Urban Design: The urban design standards are intended to foster the creation of a rich urban environment that accommodates growth and is compatible with existing buildings and uses in the area. All general development and site plans shall be designed to complement the surrounding existing contiguous (historic) development. The following design standards will provide human scale through change, contrast, intricacy, color and materials where the lower levels of buildings face public streets and sidewalks. They will also spatially define the street space in order to concentrate pedestrian activity, create a clear urban character and promote visibility of commercial activities at the ground level. The standards will also encourage diversity through the use of building forms and materials, while respecting the patterns, styles and methods of construction traditionally used in the gateway area.

1. ARCHITECTURAL CHARACTER AND MATERIALS:

a. A differentiated base (on a building over 45 feet high) will provide human scale through change, contrast, and intricacy in facade form, color and/or material where the lower levels of the building face the sidewalk(s) and street(s). Scaling elements such as insets and projections serve to break up flat or monotonous facades, and respond to older nearby buildings. Therefore, all buildings in the gateway districts are subject to the following standards:

As shown in the architectural elevations the design meets or exceeds each of these design cues.

(1) All buildings over forty five feet (45') in height shall be designed with a base that is differentiated from the remainder of the building. The base shall be between one and three (3) stories in height, be visible from pedestrian view, and appropriately scaled to the surrounding contiguous historic buildings. The base shall include fenestration that distinguishes the lower from upper floors. Insets and/or projections are encouraged.

The attached photos show a breakdown of our project and how we meet the requirements of this section.

(2) All new buildings in the gateway district shall have a minimum of seventy percent (70%) of the exterior material (excluding windows) be brick, masonry, textured or patterned concrete and/or cut stone. With the exception of minor building elements (e.g., soffit, fascia) the following materials are allowed only through the conditional building and site design review process: EIFS, tilt-up concrete panels, corrugated metal, vinyl and aluminum siding, and other materials.

The Beverly meets the minimum standard of 70% by using a combination of durable materials. Please refer to exterior elevations for the actual percentage breakdowns of materials.

(3) All buildings which have been altered over seventy five percent (75%) on the exterior facade shall comply with the exterior material requirement for new construction. Buildings older than fifty (50) years are exempt from this requirement if alterations are consistent with the existing architecture.

(4) Two-dimensional curtain wall veneer of glass, spandrel glass or metal as a primary building material is prohibited. The fenestration of all new construction shall be three-dimensional (e.g., recessed windows, protruding cornice, etc.).



b. The climate in Salt Lake City is such that in the summer months shade is preferred, and in the winter months protection from snow is preferred. By providing the pedestrian with a sidewalk that is enjoyable to use year round, a pedestrian oriented neighborhood is encouraged. Therefore, new construction in the gateway area is subject to the following standards:

(1) Arcades are permitted in the gateway district, but where an arcade extends over the public way, a revocable permit is required. Where an arcade is on private property facing the street, the maximum setback for the building shall be measured to the supporting beams for the arcade or the facade of the upper floors, not the facade of the arcade level.

| There is no arcade on our building.

(3) Awnings and/or marquees, with or without signage, are required over entry doors which are set back from the property line and may be allowed, under revocable permit, when an entry is at a property line.

| There is no setback from the property line so we do not need an awning and/or marquee.

(4) Awnings, with or without signage, are permitted over ground level windows. Where awnings extend out over the public way, a revocable permit is required.

NA

2. WINDOWS AND BUILDING FENESTRATION:

a. Buildings whose exteriors are smooth, and do not provide any three-dimensional details or fenestration are not appropriate in the gateway district. Recessed windows will eliminate flat, sterile elevations. Highly reflective materials are distracting, and focus attention away from the positive qualities of the gateway district. Therefore, all buildings in the gateway districts are subject to the following standards:

(1) Buildings with completely smooth exterior surfaces shall not be permitted, all new construction shall have three-dimensional details on the exterior that includes cornices, window-sills, headers and similar features.

| Our building meets all of these as shown in our elevations.

(2) All windows shall be recessed from the exterior wall a minimum of three inches (3"). Bay windows, projecting windows, and balcony doors are exempt from this requirement.

(3) The reflectivity of the glass used in the windows shall be limited to eighteen percent (18%) as defined by the ASTA standard.

3. ENTRANCE AND VISUAL ACCESS:

a. The intent in the gateway district is to encourage pedestrian activity between the public street/sidewalk and buildings. Sidewalks shall provide continuous, uninterrupted interest to the pedestrian by providing visual interest and/or amenities. The gateway environment will benefit with increased pedestrian activity; this activity will only occur if opportunities are provided that make walking to a destination a preferred and an enjoyable pursuit. The use of blank building facade walls is discouraged. Therefore, all buildings in the gateway area are subject to the following standards:

(1) Minimum First Floor Glass: The first floor elevation facing a street of all new buildings or buildings in which the property owner is modifying the size of windows on the front facade within the gateway district shall not have less than forty percent (40%) glass surfaces. All first floor glass shall be nonreflective. Display windows that are three-dimensional and are at least two feet (2') deep are permitted and may be counted toward the forty percent (40%) glass requirement. Exceptions to this requirement may be authorized through the conditional building and site design review process, subject to the requirements of chapter 21A.59 of this title, and the review and approval of the planning commission. The planning director may approve a modification to this requirement if the planning director finds:

(A) The requirement would negatively impact the historic character of the building, or

(B) The requirement would negatively impact the structural stability of the building.

(C) The ground level of the building is occupied by residential uses, in which case the forty percent (40%) glass requirement may be reduced to twenty five percent (25%).

Refer to exterior elevations for calculations.

Appeal of administrative decision is to the planning commission.

(2) Facades: Provide at least one operable building entrance per elevation that faces a public street. Buildings that face multiple streets are only required to have one door on either street, if the facades for both streets meet the forty percent (40%) glass requirement.

We comply.

(3) Maximum Length: The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the first floor level shall be fifteen feet (15').

We comply.

(5) Screening: All building equipment and service areas, including on-grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

We comply.

4. BUILDING LINES AND FRONT AREA REQUIREMENTS:

a. A continuity of building frontage adjacent and parallel to the street encourages a more active involvement between building uses and pedestrians. Leftover or ambiguous open space that has no apparent use or sense of place will not contribute positively to an active street life. Therefore, all buildings in the gateway district are subject to the following standard:

(1) The majority of the ground level facade of a building shall be placed parallel, and not at an angle, to the street.

We comply.

5. Public Amenities And Public Art:

a. Amenities and works of art enhance quality of life as well as visual interest. Public amenities and public art encourage pedestrian activity and contribute to the pedestrian experience. A cohesive, unified lighting and amenity policy will help give the gateway district its own distinctive identity. Therefore, public amenities and public art are subject to the following standards:

(1) Sidewalks and street lamps installed in the public right of way shall be of the type specified in the sidewalk/street lighting policy document.

We comply.

(2) Public art (which may include artists' work integrated into the design of the building and landscaping, sculpture, painting, murals, glass, mixed media or work by artisans), that is accessible or directly viewable to the general public shall be included in all projects requiring conditional building and site design review approval for a site or design standard. The plan to incorporate public art shall be reviewed by the Salt Lake art design board.

6. Conditional Building And Site Design Review Approval: A modification to the urban design provisions of this section may be granted through the conditional building and site design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title.



G-MU GATEWAY-MIXED USE DISTRICT

4. BUILDING LINES AND FRONT AREA REQUIREMENTS:

A. PURPOSE STATEMENT:

The G-MU gateway-mixed use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.

The BEVERLY provides a unique and attractive residential development that hits all 6 Housing Objectives of the Gateway Specific Plan. It provides an urban housing setting that promotes a sense of community and provides a pedestrian friendly experience.

B. USES:

Uses in the G-MU gateway-mixed use district as specified in section 21A.33.060, "Table Of Permitted And Conditional Uses In The Gateway District", of this title are permitted subject to the general provisions set forth in section 21A.31.010 of this chapter and this section.

Multifamily residential is allowed in the Gateway Mixed-Use zone according to the land use table.

C. PLANNED DEVELOPMENT REVIEW:

All new construction of principal buildings, uses, or additions that increase the floor area and/or parking requirement by twenty five percent (25%) in the G-MU gateway-mixed use district may be approved only as a planned development in conformance with the provisions of chapter 21A.55 of this title.

This is part of our Planned Development application as it is new construction.

D. SPECIAL PROVISIONS:

1. Commercial Uses, 200 South: All buildings fronting 200 South shall have commercial uses that may include retail goods/service establishments, offices, restaurants, art galleries, motion picture theaters or performing arts facilities shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floor shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.

The BEVERLY is not located on 200 south.

2. Residential Units, 500 West: Buildings fronting on 500 West shall be required to have residential units occupying a minimum of fifty percent (50%) of the structure's gross square footage.

The BEVERLY is not located on 500 West.

3. Mid Block Street Development: Developments constructing mid block streets, either privately owned with a public easement or publicly dedicated, that are desired by an applicable master plan:

- a. May use a portion or all of the overhead and underground right of way of the new mid block street as part of their develop able area irrespective of lot lines, subject to design evaluation and approval of the planning commission.
- b. May increase the height of the building on the remaining abutting parcel, subject to conformance with the standards and procedures of chapter 21A.59, "Conditional Building And Site Design Review", of this title.

We are not constructing a midblock street so none of this applies.

4. Conditional Building And Site Design Reviews: A modification to the special provisions of this section may be granted through the conditional building and site design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title.

E. BUILDING HEIGHT:

The minimum building height shall be forty five feet (45') and the 200 South Street corridor shall have a minimum height of twenty five feet (25'). The maximum building height shall not exceed seventy five feet (75') except buildings with nonflat roofs (e.g., pitched, shed, mansard, gabled or hipped roofs) may be allowed, up to a maximum of ninety feet (90') (subject to subsection I of this section). The additional building height may incorporate habitable space.

We are at the 45 foot minimum height requirement and are planning to stay at the 45 foot minimum.

1. Conditional Building And Site Design Review: A modification to the minimum building height or to the maximum building height (up to 120 feet) provisions of this section may be granted through the conditional building and site design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title, and subject to compliance to the applicable master plan.

NA

2. Height Exceptions: Spires, tower, or decorative noninhabitable elements shall have a maximum height of ninety feet (90') and with conditional building and site design review approval may exceed the maximum height, subject to conformance with the standards and procedures of chapter 21A.59 of this title.

F. MINIMUM LOT AREA AND LOT WIDTH: None required.

G. MINIMUM YARD REQUIREMENTS:

No minimum setback requirements. There is not a maximum front yard or corner side yard setback except that a minimum of twenty five percent (25%) of the length of the facade of a principal building shall be set back no farther than five feet (5') from the street right of way line. Surface parking lots shall have a fifteen foot (15') landscape setback from the front property line.

The project has a zero lot line on the front and the surface parking lot is more that 15' from the front property line.

H. SIGNS:

Signs shall be allowed in the gateway districts in accordance with provisions of chapter 21A.46 of this title.

I. AFFORDABLE HOUSING: Notwithstanding the maximum height requirements identified above, any buildings that have at least ten (10) or more residential units with at least twenty percent (20%) of the units as affordable shall be allowed a maximum building height of ninety feet (90'). The affordable units shall be integrated throughout the project in an architectural manner. (Ord. 66-13, 2013: Ord. 15-13, 2013)

PLANNED DEVELOPMENTS

21A.55.040: PROCEDURES

A. APPLICATION

THE APPLICANT MUST FILE AN APPLICATION FOR PLANNED DEVELOPMENT APPROVAL WITH THE PLANNING DIRECTOR. A COMPLETE APPLICATION SHALL CONTAIN AT LEAST THE FOLLOWING INFORMATION SUBMITTED BY THE APPLICANT, UNLESS CERTAIN INFORMATION IS DETERMINED BY THE PLANNING DIRECTOR TO BE INAPPLICABLE OR UNNECESSARY TO APPROPRIATELY EVALUATE THE APPLICATION. THE APPLICATION SUBMITTAL SHALL INCLUDE ONE PAPER COPY AND ONE DIGITAL COPY:

1. A complete description of the proposed planned development including the zoning regulations being modified in the planned development and the planning objectives being met;
2. When the proposed planned development includes provisions for common open space or recreational facilities, a statement describing the provision to be made for the care and maintenance of such open space or recreational facilities;

All maintenance and common space to be managed by the HOA as described in the recorded CC&Rs.

3. A written statement with supporting graphics showing how the proposed planned development is compatible with other property in the neighborhood;

DESIGN COMPATIBILITY WITH NEIGHBORHOOD AND DISTRICT

As shown in the images below, the Gateway district is made up of a diverse scale of residential and commercial buildings. The west area has predominantly smaller scaled one story buildings and single family homes, and the closer you move towards the gateway, the scale of the buildings increase to larger multifamily buildings that are 4-5 stories tall. The Beverly is a scale that fits right in the middle of the spectrum, and will act as a buffer between the large and small scales that express the unique identity of this district.



4. Plans, as required pursuant to section of this title, with the exception of the number of copies required;

Plans included and attached.

5. Architectural graphics including floor plans, elevations, profiles and cross sections;

Included and attached.

6. A preliminary subdivision plat, if required;

7. Traffic impact analysis, where required by the City Transportation Division; and

8. Other information or documentation the Planning Director may deem necessary for proper review and analysis of a particular application.

PLANNED DEVELOPMENTS

21A.55.040: PROCEDURES

B. DETERMINATION OF COMPLETENESS:

UPON RECEIPT OF AN APPLICATION FOR A PLANNED DEVELOPMENT, THE PLANNING DIRECTOR SHALL MAKE A DETERMINATION OF COMPLETENESS OF THE APPLICATION PURSUANT TO SECTION OF THIS TITLE.

C. STAFF REPORT:

UPON COMPLETING A SITE PLAN REVIEW AND RECEIVING RECOMMENDATIONS FROM APPLICABLE CITY DEPARTMENT(S)/DIVISION(S), A STAFF REPORT EVALUATING THE PLANNED DEVELOPMENT APPLICATION SHALL BE PREPARED BY THE PLANNING DIVISION AND FORWARDED TO THE APPLICANT AND THE PLANNING COMMISSION.

D. PUBLIC HEARING:

THE PLANNING COMMISSION SHALL HOLD A PUBLIC HEARING TO REVIEW THE PLANNED DEVELOPMENT APPLICATION IN ACCORDANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN CHAPTER 21A.10 OF THIS TITLE.

E. PLANNING COMMISSION ACTION:

FOLLOWING THE PUBLIC HEARING, THE PLANNING COMMISSION SHALL DECIDE, ON THE BASIS OF THE STANDARDS CONTAINED IN SECTION 21A.55.050 OF THIS CHAPTER WHETHER TO APPROVE, APPROVE WITH MODIFICATIONS OR CONDITIONS, OR DENY THE APPLICATION.

F. NOTIFICATION OF DECISION:

THE PLANNING DIRECTOR SHALL NOTIFY THE APPLICANT OF THE DECISION OF THE PLANNING COMMISSION IN WRITING, ACCOMPANIED BY ONE COPY OF THE SUBMITTED PLANS MARKED TO SHOW SUCH DECISION AND A COPY OF THE MOTION APPROVING, APPROVING WITH MODIFICATIONS, OR DENYING THE DEVELOPMENT PLAN APPLICATION. (ORD. 8-18, 2018)

PLANNED DEVELOPMENTS

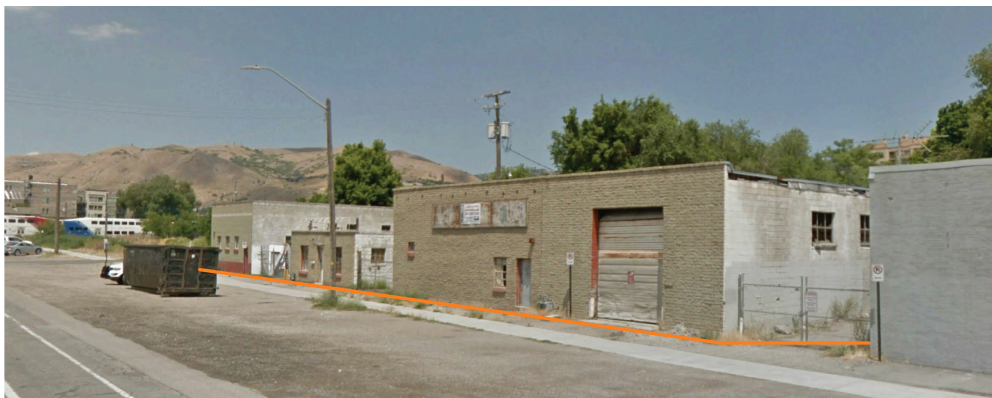
21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

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. TO DETERMINE IF A PLANNED DEVELOPMENT OBJECTIVE HAS BEEN ACHIEVED, THE APPLICANT SHALL DEMONSTRATE THAT AT LEAST ONE OF THE STRATEGIES ASSOCIATED WITH THE OBJECTIVE ARE INCLUDED IN THE PROPOSED PLANNED DEVELOPMENT. THE APPLICANT SHALL ALSO DEMONSTRATE WHY MODIFICATIONS TO THE ZONING REGULATIONS ARE NECESSARY TO MEET THE PURPOSE STATEMENT FOR A PLANNED DEVELOPMENT. THE PLANNING COMMISSION SHOULD CONSIDER THE RELATIONSHIP BETWEEN THE PROPOSED MODIFICATIONS TO THE ZONING REGULATIONS AND THE PURPOSE OF A PLANNED DEVELOPMENT, AND DETERMINE IF THE PROJECT WILL RESULT IN A MORE ENHANCED PRODUCT THAN WOULD BE ACHIEVABLE THROUGH STRICT APPLICATION OF THE LAND USE REGULATIONS.

The BEVERLY would not be possible without modifying the Perimeter Parking Lot Landscape setback of 20'. The lot is currently dilapidated warehouses and a junk yard and given the requirement for a perimeter landscaping set back for parking lots, it would not get developed due to the lack of parking imposed by the setbacks. Furthermore, the Gateway Specific Plan calls for ample auto storage in Objective 6: "Although the Gateway is envisioned as a transit and pedestrian-oriented area, residents will still need to store automobiles." This design requires a landscape adjustment that allows us to provide a product that embraces the spirit of the master plan.



THE PROPOSED PLANNED DEVELOPMENT IS GENERALLY CONSISTENT WITH ADOPTED POLICIES SET FORTH IN THE CITYWIDE, COMMUNITY, AND/OR SMALL AREA MASTER PLAN THAT IS APPLICABLE TO THE SITE WHERE THE PLANNED DEVELOPMENT WILL BE LOCATED.

The Gateway Specific Plan states that "Clearly, the redevelopment of the Gateway District offers one of the best opportunities to create a significant amount of new housing opportunities" and we agree. It goes on the state that "The Gateway Development Master Plan calls for the development of new residential neighborhoods"and provides 6 objectives for housing in the area. Below is an outline of the objectives and how the BEVERLY addresses and meets each objective called for in the Gateway Specific Plan.



OBJECTIVE 1:

CREATE STRONG NEIGHBORHOODS WITH DIVERSITY IN HOUSING TYPE, TENURE AND COST.

The Gateway can support a range of housing, from non-traditional single family residences to high-density condominium and apartment projects with moderate height and compatible scale.

Policy 1.1: Encourage a wide range of housing types that will provide visual interest and variety as well and serve a wide spectrum of the population including singles, families, elderly, special needs, students, artists and high, moderate and low income persons.

The BEVERLY provides an alternative to the high-rent apartment options found at places like 4th West and Alta Gateway by providing a for-sale product. Within the project, there are 5 different floorplans that range in size from 847 square feet up to 1577 square feet. The BEVERLY is suitable and enjoyable for singles and small families alike. The ground units provide an option for seniors who don't want stairs and the price range varies widely; tapping into all three levels of socioeconomic class.



Policy 1.4: Policy 1.4 Encourage a wide diversity of multi-family housing types and a mixture of rental and ownership housing.

At the time of this application there were 3,243 apartments in a one mile radius. Obviously, vacancy rates are quite low, but the options in diverse for-rent product are far and few between. Housing in the district primarily consists of 5 over 1 podium apartments. This proposed project provides a nice alternative option.

Policy 1.5 Promote balanced neighborhoods with a mix of income levels, ethnic backgrounds and demographics.

While it is difficult for us to predict the ethnicity and "demographics" of our future residents it is certainly easier for us to encourage wide gap in income by providing units that have a substantial difference in price point.

OBJECTIVE 2:

CREATE ATTRACTIVE NEIGHBORHOOD ENVIRONMENTS THAT WILL REINFORCE THE SENSE OF COMMUNITY

Policy 2.2: Create pedestrian friendly streets which promote an attractive and safe environment.

We have engaged transportation and engineering to work with them to beautify the park strip and sidewalk in front of the BEVERLY, thus creating a "pedestrian friendly street" that is also attractive and safe. The project is very tasteful and the exterior lighting, transparent glazing and eyes on the street all lead to safer and more attractive environment for the pedestrian.

Policy 2.3: Require that housing developments be designed to activate streets and adjacent open spaces.

Without being redundant, our pedestrian level design is very engaging and activating.

OBJECTIVE 3:

MAXIMIZING HOUSING OPPORTUNITIES FOR RESIDENTS WHO DESIRE AN URBAN NEIGHBORHOOD ENVIRONMENT.

Policy 3.1: Encourage placement of housing in areas where an attractive residential environment can be created.

This particular block of 600 west is unique in that it already has single family homes on it. There is a nice pocket of homes directly across the street and this encourages a little more residential housing which will lead to a strong sense of identity as it relates to an urban neighborhood environment.

Policy 3.2: Promote housing adjacent to existing residential areas, to create a stronger sense of neighborhood character.

Again, this block already has single family homes across the street and this will only add to the feel and "residential-ness" of the neighborhood.

Policy 3.3: Locate housing where there are opportunities to establish a "critical mass" of residential use and a strong sense of neighborhood.

This block warrants more housing and dense housing given its relationship to the Inter-modal Hub and 200 south Trax stop.

Policy 3.4: Encourage housing next to amenities or open space.

There is not much open space in the neighborhood but it is flush with amenities including the Complex music venue, the Gateway Mall and the Intermodal Hub. All of these are desirable amenities and make for a nice neighborhood.

OBJECTIVE 4:

PROVIDE ON-SITE COMMON AREAS AND PRIVATE AND/OR NON-TRADITIONAL OPEN SPACE FACILITIES TO MEET THE NEEDS OF RESIDENTS.

Policy 4.1: Promote urban design features that will create a neighborhood atmosphere

The BEVERLY intends to dedicate the rear portion of our lot to the public as a mid-block connection/pocket park. .

Policy 4.2: Develop family friendly areas with both traditional and non-traditional play equipment and features.

Again, the last 10 feet of land will be dedicated to the city with fixed benches to serve as open space for not only our residents, but also the broader community as a place to gather.

OBJECTIVE 5:

REQUIRE ACTIVE, FRIENDLY AND PUBLIC-ORIENTED GROUND-LEVEL USES THAT CONTRIBUTE TO THE PEDESTRIAN ENVIRONMENT AND SERVE THE NEIGHBORHOODS.

Policy 5.1: Encourage ground-level residential and/or neighborhood-serving uses with frequent entries that promote activity and interest.

The BEVERLY is replacing a junkyard with ground floor residential that has 6 doors that front the street and will certainly promote interest.

OBJECTIVE 6:

PROVIDE PARKING AND SERVICE FACILITIES THAT DO NOT DETRACT FROM THE NEIGHBORHOOD CHARACTER OR THE AREA.

| This supports our main request in the Planned Development.

Policy 6.1: Encourage parking structures that are encapsulated within the development to reduce its visual presence. Surface parking should be screened, limited to visitors and comply with the City's Urban Design Standards.

| Our project provides surface parking that rests behind our street facing buildings. This not only provides some security for the residents but it also screens the parking lot from the pedestrian and street facing property line. Furthermore, both sides of the surface parking lot are screened by a nice, wooden fence that provides a tasteful aesthetic appearance.

Policy 6.2: Streets should accommodate on-street parking to buffer pedestrians from the flow of traffic and to provide low-cost parking to support first floor uses and traffic calming.

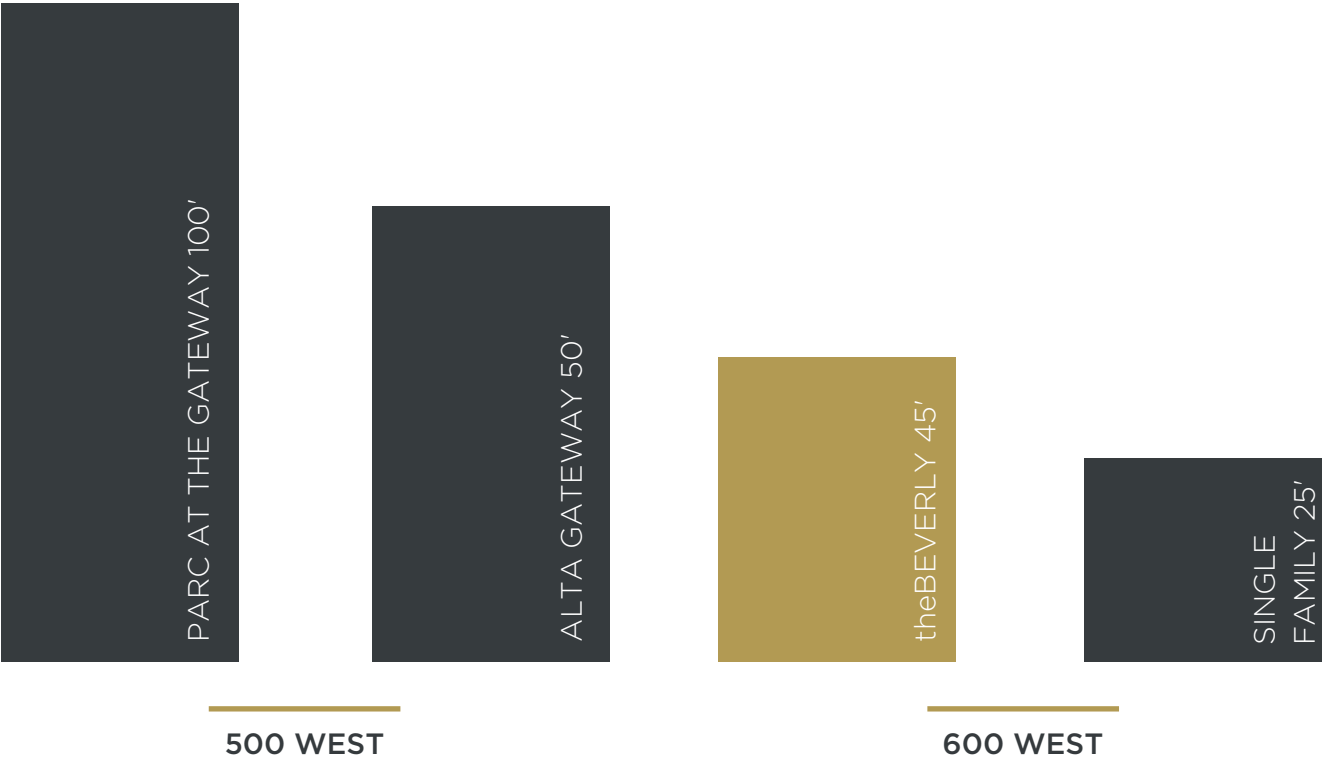
| We are working with transportation and engineering to get approval for angled parking and suspect it will become the primary parking for guests and our first floor residents.

C. DESIGN AND COMPATIBILITY:

THE PROPOSED PLANNED DEVELOPMENT IS COMPATIBLE WITH THE AREA THE PLANNED DEVELOPMENT WILL BE LOCATED AND IS DESIGNED TO ACHIEVE A MORE ENHANCED PRODUCT THAN WOULD BE ACHIEVABLE THROUGH STRICT APPLICATION OF LAND USE REGULATIONS. IN DETERMINING DESIGN AND COMPATIBILITY, THE PLANNING COMMISSION SHOULD CONSIDER:

| The master plan and specific plan clearly call out high density housing and that requires high density parking. Even given its relation to the Intermodal Hub, Utahns still have cars and they still need somewhere to park them. A 2040 target from the Plan Salt Lake is to "increase diversity of housing types for all income levels throughout the city." While we certainly don't claim to be "Affordable" with a capital "A" we do find our diverse offering to span a large portion of income levels and provide an affordable alternative to the current offerings.

NEIGHBORHOOD HEIGHT CONTEXT



DESIGN AND CAPABILITY (CONTINUED)

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

The primary design in the area is a 5 story building over a concrete podium or underground parking structure. The BEVERLY steps down from high density residential single family homes. The image on the previous page illustrates how the BEVERLY provides a subtle step-down between the two. Also, the BEVERLY fulfills 6/6 housing objectives outlined by the Gateway Specific Plan.

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design; the facade of the BEVERLY is 84% durable materials and similar in scale and style to other buildings in the district. (reference design compatibility with neighboring district page for photos)

3. Whether building setbacks along the perimeter of the development:

a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.

The master plan calls for a diverse mix of uses "By creating places with a diverse mix of uses, building types, connections, and transportation options, people have the choice of where they live, how they live, and how they get around." While there is nothing like the BEVERLY in the neighborhood we feel like we are providing a product that fully embraces the above statement from the Master Plan while still honoring the existing neighborhood. The Master Plan also states that "New development should be context sensitive to the surrounding development, taking into account the existing character of the neighborhood while providing opportunities for new growth and to enhance the sense of place." The BEVERLY achieves this by providing a step between single family homes and the 5-6 story buildings found on 500 west.

b. Provide sufficient space for private amenities.

We believe the neighborhood is the amenity but have opened up our potential private space to become a public midblock connection.

c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.

The neighboring properties are a music venue with no windows, a footsal facility with no windows and a massive surface parking lot. There is no minimum setback in the G-MU district but we have a 4' sideyard setback.

d. Provide adequate sight lines to streets, driveways and sidewalks.

Refer to site plan for pedestrian/vehicular sight line triangle. For other sight lines review perspectives on sheet A-101.

e. Provide sufficient space for maintenance.

We comply

4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;

Our buildings exceed the 25% glass minimum by providing 45% glass on the buildings.

5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;

Our lighting program is specifically designed to enhance the visual aspect of our architecture while minimizing the light pollution to surrounding properties through the extensive use of downlighting.

6. Whether dumpsters, loading docks and/or service areas are appropriately screened;

We comply

7. Whether parking areas are appropriately buffered from adjacent uses.

This is our main "ask" in our application. The Salt Lake City Urban Design Element defines LAND USE BUFFERS as follows: "Buffers are used to separate one use from the negative affects of another use or activity" The property to the south is a warehouse and the properties north and east are surface parking lots. Our parking area has no buffer from the north and south lot lines, but there doesn't appear to be a negative impact on the adjacent parking lot or warehouse, which is why granting an exception is in line with not only the spirit but also the actual language cited above.



D. LANDSCAPING

THE PROPOSED PLANNED DEVELOPMENT PRESERVES, MAINTAINS OR PROVIDES NATIVE LANDSCAPING WHERE APPROPRIATE. IN DETERMINING THE LANDSCAPING FOR THE PROPOSED PLANNED DEVELOPMENT, THE PLANNING COMMISSION SHOULD CONSIDER:

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;

There are a handful of trees along the eastern border that we would like to preserve. We need to get some guidance from the city arborist on their health and whether or not they are native, but they provide excellent visual interest and shade for our proposed midblock walkway. In the event they are unable to be saved we will plant new trees.

2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;

There is no landscaping right now. It is a junkyard. The abutting properties are going to be quite pleased with the change in ownership.

3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and

The interior landscaping is designed to provide a pleasing aesthetic that lessens the blow of a surface parking lot while providing an inviting public gathering place in the midblock connection.

4. Whether proposed landscaping is appropriate for the scale of the development.

We feel the landscaping matches the spirit of the gateway mixed use district. Most of the projects have limited landscaping due to a desire for zero front yard setbacks and no required sideyard setbacks. This project provides more landscaping than necessary to achieve a pleasurable experience residents and neighbors alike.

E. MOBILITY

THE PROPOSED PLANNED DEVELOPMENT SUPPORTS CITYWIDE TRANSPORTATION GOALS AND PROMOTES SAFE AND EFFICIENT CIRCULATION WITHIN THE SITE AND SURROUNDING NEIGHBORHOOD. IN DETERMINING MOBILITY, THE PLANNING COMMISSION SHOULD CONSIDER:

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;

600 west has single family homes on the westside and adding angled parking is only going to help slow down the traffic on the street which positively impacts the current neighborhood.

2. Whether the site design considers safe circulation for a range of transportation options including:

a. Safe and accommodating pedestrian environment and pedestrian oriented design;

The BEVERLY is going to substantially upgrade the current gravel public right of way and make it a fun, engaging and safe streetscape.

b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and

Each building has secure, permanent and sheltered bicycle storage inside. This will encourage biking and alternate modes of transportation.

c. Minimizing conflicts between different transportation modes;

Utahns need and deserve options. Transit oriented developments with limited parking cause a conflict between auto and mass transit choices. By providing ample auto storage with close proximity to public transit we leave it up to the end-user to choose freely between the two when appropriate; not to mention, it's relation to the new entertainment district an unprecedented option for walkability.

3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;

We are relatively boxed in but, again, our design encourages active engagement with the existing neighborhood which is our amenity.

4. Whether the proposed design provides adequate emergency vehicle access; and

We worked closely with fire to ensure we provide ample access for their equipment.

5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

We don't have a need for loading access and service areas.

F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

As previously stated we are going to try and preserve the existing mature trees but the built features are dilapidated warehouses that are a blight to the neighborhood and environment.

G. UTILITIES:

Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area. (Ord. 8-18, 2018)

We are working closely with public utilities to upgrade the utilities where necessary.

PLANNED DEVELOPMENTS

21A.55.110: DISCLOSURE OF PRIVATE INFRASTRUCTURE COSTS FOR PLANNED DEVELOPMENTS:

All of this will be recorded along with the final plat if and when we get approval.

PLANNED DEVELOPMENTS, APPROVED UNDER THIS TITLE AFTER JANUARY 1, 1997, SHALL INCLUDE PROVISIONS FOR DISCLOSURE OF FUTURE PRIVATE INFRASTRUCTURE MAINTENANCE AND PLACEMENT COSTS TO UNIT OWNERS.

A. Infrastructure Maintenance Estimates: Using generally accepted accounting principles, the developer of any planned development shall calculate an initial estimate of the costs for maintenance and capital improvements of all infrastructure for the planned development including roads, sidewalks, curbs, gutters, water and sewer pipes and related facilities, drainage systems, landscaped or paved common areas and other similar facilities ("infrastructure"), for a period of sixty (60) years following the recording of the subdivision plat or the estimated date of first unit occupancy of the planned development, whichever is later.

B. Initial Estimate Disclosure: The following measures shall be incorporated in planned developments to assure that owners and future owners have received adequate disclosure of potential infrastructure maintenance and replacement costs:

1. The cost estimate shall be recorded with and referenced on the recorded plat for any planned development. The initial disclosure estimate shall cover all private infrastructure items and shall be prepared for six (6) increments of ten (10) years each.
2. The recorded plat shall also contain a statement entitled "notice to purchasers" disclosing that the infrastructure is privately owned and that the maintenance, repair, replacement and operation of the infrastructure is the responsibility of the property owners and will not be assumed by the City.
3. The cost estimate shall be specifically and separately disclosed to the purchaser of any property in the planned development, upon initial purchase and also upon all future purchases for the duration of the sixty (60) year period.

C. Yearly Maintenance Statements: The entity responsible for the operation and maintenance of the infrastructure shall, at least once each calendar year, notify all property owners in the planned development of the estimated yearly expenditures for maintenance, repair, operation or replacement of infrastructure, and at least once each calendar year shall notify all property owners of the actual expenditures incurred, and shall specify the reason(s) for any variance between the estimated expenditures and the actual expenditures.

D. Maintenance Responsibilities: The property owners in a planned development shall be collectively and individually responsible, on a pro rata basis, for operating, maintaining, repairing and replacing infrastructure to the extent necessary to ensure that access to the planned development is available to the City for emergency and other services and to ensure that the condition of the private infrastructure allows for the City's continued and uninterrupted operation of public facilities to which the private infrastructure may be connected or to which it may be adjacent. (Ord. 8-18, 2018)



CONDITIONAL BUILDING AND SITE DESIGN REVIEW APPLICATION

This Conditional Building and Site Design review application is triggered by the Urban design element of the Gateway General Provisions(21A.31.010 Section P.1.A.2). It states that all new buildings shall have a minimum of seventy percent of the exterior material be brick, masonry, textured or patterned concrete and/or cut stone. There is a Planned Development application running in conjunction with this one and they will be reviewed together, per the code. Attached are our elevations and renderings that show a use of materials we find to be congruent with the neighborhood. Our first level is masonry and the remaining 3 are a combination of cement board with ½” reveals and a small amount (16%) of stucco. In this Conditional Building and Site Design review application we request relief from the restriction on material use on the basis that it keeps our project cohesive with old and new. We stay up to date with recent projects by incorporating the same materials as them like cement board at the Alta Gateway Station (image 1) while still tying in with older projects like the Parc at Gateway (image 2) with a limited use of stucco (16%). If granted relief from the material use restrictions, we would be able to provide a much better project for the neighborhood by driving down costs that extend to the end user while at the same time providing a design and aesthetic appearance cohesive with existing structures across the district.

Image 1



Image 2



21A.59.060: STANDARDS FOR DESIGN REVIEW

In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

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

Our buildings on the front lot line face the street and provide street level and pedestrian interaction.

B. Primary access shall be oriented to the pedestrian and mass transit.

The BEVERLY is pedestrian oriented with lighting and interesting design on the front as well as the mid-block walkway to the rear.

C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.

We have 48.7% glass on the ground floor (25% minimum) and large expanses of glass on all other floors. The Ground floor architecture is inviting and appealing from a pedestrian standpoint.

D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.

The first story is dynamic and entirely masonry which is different from the top 3 floors. It provides a rich environment and makes for a nice experience.

E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.

A fence will be used to screen the parking area from the adjacent parking lot and adjacent warehouse. The parking lot will be downlit.

F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.

The parking is behind the buildings to encourage pedestrian safety and engagement.

G. Dumpsters and loading docks shall be appropriately screened or located within the structure.

The dumpster will be screen appropriately.

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

The signs are tasteful and oriented towards the street.

I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.

The light will be in compliance with the master plan with a heavy focus on downlighting to reduce light pollution to adjacent lots while providing a safe and inviting atmosphere on our property and to the midblock walkway/pocket park.

J. 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 each 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.

We comply. See site plan.

2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.

We will comply.

3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.

We will use scored and colored concrete to differentiate our sidewalks that lead to the midblock walkway/pocket park.

4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.

We have no outdoor storage.

5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

We will comply.

K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:

Our GSF is 57,384

1. The orientation and scale of the development shall conform to the following requirements:

a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').

2. Public spaces shall be provided as follows:

- a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.
- b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:

- (1) Sitting space of 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 shade;

- (3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;

- (4) Water features or public art; and/or

- (5) Outdoor eating areas.

L. 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 adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 15-13, 2013)

We comply.

21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT:

In addition to standards provided in section 21A.59.060 of this chapter, the following standards shall be applied to all applications for conditional building and design review regarding height:

Our project is over 45 feet. Refer to exterior elevations for overall height.

A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.

B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.

C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title. (Ord. 15-13, 2013)

ATTACHMENT D – PUBLIC ART PROPOSAL

ABOUT THE PROJECT

CW Urban proudly presents theBEVERLY, located at approximately 53 South 600 West Salt Lake City, UT. Our proposed project consists of 4 residential buildings that strive to incorporate the new with the old. Part of the challenge of this site was staying true to the Gateway roots while connecting with its more modern surroundings. Our designers were able to achieve this by melding a modern design with an industrial feel. Part of our project includes a midblock walkway located on the Eastern border. In that walkway we are proposing a mixed material sculpture that accompanies our building aesthetic and ties back to the heritage of the district's industrial roots. We wanted the art piece to be a nod to the district, neighbors and past and to do that we have recruited the help of local downtown industrial designer Tyler Blaine Smith. Tyler is known for his work with Traeger, Extra Space Storage, Clearlink, SoFi, and many other leading companies in Utah. In addition, Tyler Blaine Smith has done custom, one-of-a-kind artwork for the most discerning private clients. Included is a brief summary of Tyler's work, but we all know that his style speaks for itself.



ARTIST SELECTION

Tyler Blaine Smith, Modern Craftsman

1638 W Dalton Ave, Salt Lake City, UT 84104



Tyler Blaine engineers his own products with an artistic mindset, having an extensive industrial background. Combined with his love of art, that structural know-how is seamlessly blended into a world of composition, colors, and shapes to manufacture a long-lasting, beautiful custom product. Although form and function together are the priority, an artistic finish is the secondary consideration. Because each product is built to the specifications of each client's needs, company, or brand, Tyler builds from the end result, working backwards to ensure the user's intent is kept in the forefront from the beginning. Implementing a "root to the fruit" offering in his business model, Modern Craftsman eliminates the need for multiple providers by serving as a one stop shop for all materials and all aspects of manufacturing from inception to design to installation. Tyler uses locally-sourced and earth-friendly materials to produce pieces of work that speaks on a level of artisan mastery. He wholeheartedly believes in creating pieces that allow for the honesty of the material to shine, rather than manipulating materials to represent something they're not. Through Tyler's pursuit of education for his craft, he has prioritized scientifically testing different products and techniques on different materials. This allows him to offer his clients a streamlined process for mixed medium projects. Such philosophies of creating natural works of art while serving every day purposes advances these pieces from basic projects into artistic experiences.

ARTIST RENDERING



Artist retains the right of creative license to change at discretion

ARTIST PORTFOLIO



ATTACHMENT E – ARTS COUNCIL PUBLIC ART REVIEW

Due to Salt Lake Art Design Board's meeting timeline, this proposal was reviewed by Felicia Baca, Arts Division Director/Art Design Board Director, and Kat Nix, Public Arts Program manager. They've provided the following comments on the proposed public art:

- Rendering A is the more interesting and unique from a design perspective. It's difficult to tell if the top crescent shaped elements in rendering A are 3 dimensional, like bowls, but we think it could provide an interesting effect if it is raining, but that could also pose concerns that materials would rust, and weather sooner and potentially become a bird bath. Just something to think about. Because pedestrians could be walking both parallel to 600 W and at a 90-degree angle, it seems this design has a bit more flexibility for optimal viewability from various angles, while not blocking a view as much as rendering B.
- Rendering B, we would have more questions with how it is positioned in the midblock connection. If at that intersection, viewers would not be able to interact with as much if they were on the pathway parallel to 600 west and its positionality and future visibility should be considered. Depending on scale and negative space, people climbing on the sculpture could be an issue.
- Thanks for providing the materials list. Steel is just fine, we just wanted to make sure degradable materials weren't included.

As a condition of approval, staff is recommending final details regarding the public art are delegated to Planning Staff in coordination with the Arts Council to ensure that any potential issues are addressed as the design of the public art progresses.

ATTACHMENT F – PROPERTY AND VICINITY PHOTOS



Development site - 600 W looking east



600 W looking south east



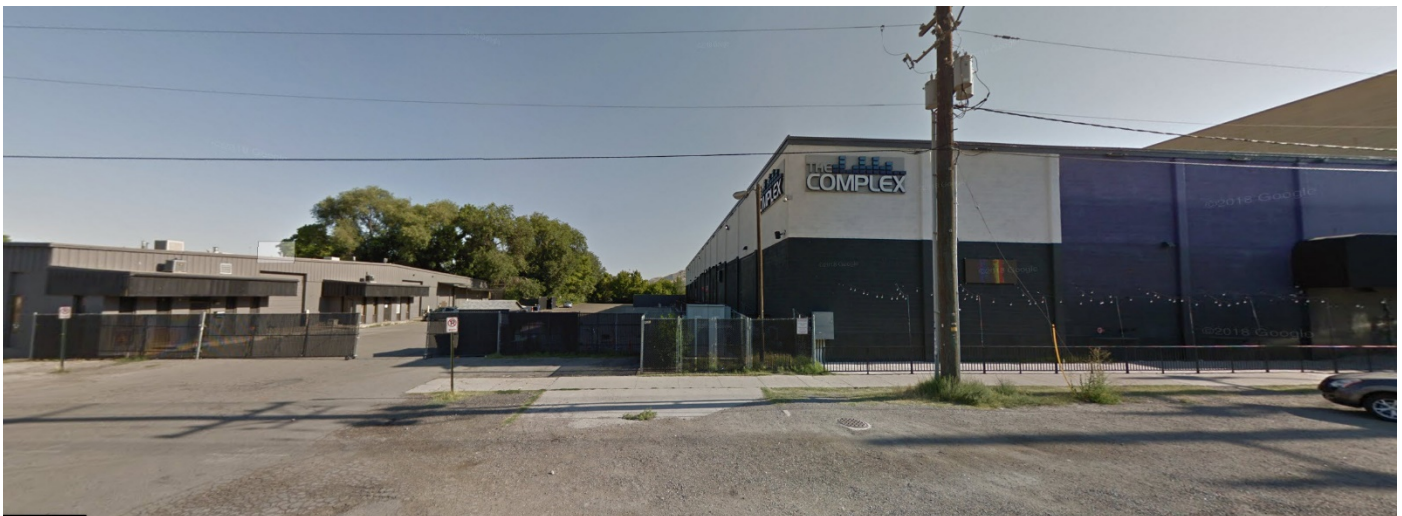
Development to the north of the property - 600 W looking east



Development across the street from the project site - 600 W looking west



Corner of 100 S and 600 W looking north east



Existing development to the south and to the rear of the subject property. Midblock walkway would connect through these properties in the future.

ATTACHMENT G – G-MU DEVELOPMENT STANDARDS

REQUIREMENT	STANDARD	PROPOSED	COMPLIANCE Y/N
Minimum Yard Requirements	No minimum setback requirements	<u>Front yard/600 W</u> – zero setback <u>Interior side yard</u> – varies 5.5' – 10' (between buildings ~18'-31') Rear yard – 10'	Complies
Maximum Yard Requirements	Front Yard – a minimum of 25% of the length of the façade of a principal building shall be set back no farther than 5 FT from the street right of way line.	0' front yard setback along 600 W.	Complies
Lot Area	No Minimum or Maximum	39,279 SF	Complies
Lot Width	No Minimum	~170'	Complies
Building Height	Minimum building height is 45 FT Maximum building height is 75 FT. Buildings without flat roofs are allowed up to 90 FT.	47'	Complies
G-MU Urban Design Standards	<p>A differentiated base is required.</p> <p>70% of materials are to be brick masonry textured or patterned concrete or cut stone</p> <p>The fenestration of all new construction shall be three-dimensional (e.g., recessed windows, protruding cornice, etc.).</p> <p>Awnings are required over entry doors which are set back from the property line and may be allowed, under revocable permit, when an entry is at a property line.</p> <p>Awnings are permitted over ground level windows. Where awnings extend out over the public way, a revocable permit is required.</p> <p>Buildings with completely smooth exterior surfaces shall not be permitted, all new construction shall have three-dimensional details on the exterior that</p>	<p>The design of the building base incorporates change, contrast, and intricacy in facade form, color and materials.</p> <p>Applicant is requesting relief from the 70% exterior material requirements through CBSDR. Proposed - 25% of the exterior materials as cement block. Fiber cement board and stucco proposed for more than minor building elements.</p> <p>The proposed exterior materials add dimension and shadow lines to the façade with 1/2"</p>	<p>Building materials do not comply. Modification requested through CBSDR process.</p> <p><i>Condition of approval - additional detailing will be provided on the interior facades adjacent to the driveway approach/midblock walkway,</i></p>

<p>G-MU Urban Design Standards <i>(continued)</i></p>	<p>includes cornices, windowsills, headers and similar features.</p> <p>All windows shall be recessed from the exterior wall a minimum of 3". Bay windows, projecting windows, and balcony doors are exempt from this requirement.</p> <p>The reflectivity of the glass used in the windows shall be limited to 18% as defined by the ASTA standard.</p> <p>Maximum length of an uninterrupted wall on the first floor is 15'.</p> <p>Minimum First Floor Glass: The first-floor elevation facing a street of all new buildings shall not have less than 40% glass surfaces. All first-floor glass shall be nonreflective. The glass requirement may be reduced to 25% if the ground floor uses are residential.</p> <p>Screening: All building equipment and service areas, including on-grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact or enclosed as to appear to be an integral part of the architectural design of the building.</p>	<p>reveals and material texture/variation. The interior facades of the building lack three-dimensional detailing and appear rather flat and sterile. Staff is recommending a condition of approval related to this urban design standard.</p> <p>Windows are recessed a minimum of 3".</p> <p>Reflectivity of glass will comply.</p> <p>There aren't any blank walls on the first floor exceeding 15'.</p> <p>Street facing façade has 48.7% glazing.</p> <p>The trash enclosure will be screened to meet this requirement and is located interior to the development. Electrical meter is proposed next to trash enclosure. Gas meters for the building are proposed along the side wall facing the driveway of each building. As a condition of approval, staff recommends the gas meters are moved to the north and south sides of the building to minimize their visibility and impact.</p>	<p>Screening - With recommended condition of approval, project complies.</p> <p><i>Condition of approval - Gas meters for the building will be located along the interior side yard of the parcel as opposed to along the driveway approach as proposed.</i></p>
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<p>Mid-Block Walkways:</p> <p>Mid-Block Walkways (continued)</p>	<p>As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this plan for mid-block walkways.</p>	<p>Midblock walkway is proposed on the east portion of the properties running north south. Entire walkway area is approximately 10 FT in width.</p> <p>One of the principles that contributes to the success of the midblock walkway is prioritizing pedestrians and managing potential conflicts with motorists and vehicle circulation. Until the midblock walkway develops through the block, the midblock walkway will only have access from 600 W through a shared drive approach to the parking area for the project. Staff has recommended some conditions of approval related to the pedestrian experience and connectivity of the proposed midblock walkway. These conditions are discussed in greater depth in the key considerations section of the staff report.</p>	<p>With recommended conditions of approval, project complies.</p> <p>Conditions of approval–</p> <ul style="list-style-type: none"> • <i>Provide an unobstructed pedestrian path to the midblock walkway</i> • <i>Pedestrian paving be included on the north side of the drive approach</i> • <i>Amenities such as benches, patio areas, and shade cover are included at the north and south ends of the midblock walkway.</i> • <i>A public easement and development agreement will be recorded on the property for the midblock walkway.</i>
<p>Perimeter Parking Lot Landscaping- 21A.48.070</p>	<p>Where a parking lot is located within a required yard, or within 20' of a lot line, perimeter landscaping shall be required along the corresponding edge of the parking lot in conformance with the provisions in table 21A.48.070G.</p>	<p>Perimeter parking lot landscaping is required along the north and south edge of the surface parking area. The proposed landscaped areas do not meet the 7' width requirements.</p>	<p>Does not comply. Modification requested through Planned Development process.</p>

Perimeter Parking Lot Landscaping- 21A.48.070 (continued)	<p>Perimeter landscape areas must be at least 7', as measured from the back of the parking lot curb and extending any parking space overhang area.</p> <p>Required Improvements: Within the landscape area required above, landscape improvements shall be required as established in table 21A.48.070G:</p> <ul style="list-style-type: none"> • 1 shade tree every 30 feet • 1 shrub per 3 feet • Turf or ground cover outside of tree and shrub plantings <p>Parking Lot Curb Controls: Six inch (6") poured concrete curb controls shall be constructed around all required landscaping on the perimeter and within parking lots.</p>	<p>Additionally, the garbage containers are proposed in this required landscaped area.</p> <p>Information on specific plantings is needed to determine compliance.</p>	<p>Does not comply. Modification requested through Planned Development process.</p>
Interior Parking Lot Landscaping	<p>Not less than 5% of the interior of a parking lot shall be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.</p> <p>Landscaped areas shall be improved in conformance with the following:</p> <p>Dispersion: Interior parking lot landscaping areas shall be dispersed throughout the parking lot</p> <p>Minimum Size: Interior parking lot or landscaping areas shall be a minimum of 120 square feet in area and shall be a minimum of 5' in width, as measured from back of curb to back of curb.</p> <p>Landscape Material: The plants used to improve the landscape</p>	<p>497 SF of interior parking lot landscaping is required based on the total 9,940 SF of area identified in the submitted calculations. The proposal is for 380 SF of interior parking lot landscaping and the proposed landscaped areas are approximately 25 SF and 2 ½ FT wide and do not meet the dimensional requirements.</p>	<p>Does not comply. Modification requested through Planned Development process.</p>

<p>Interior Parking Lot Landscaping <i>(continued)</i></p>	<p>areas defined above shall conform to the following:</p> <ul style="list-style-type: none"> • The primary plant materials used in parking lots or vehicle sales or lease lots shall be shade tree species in conformance with applicable provisions of subsections 21A.48.050A and B. Ornamental trees, shrubbery, hedges, and other plants may be used to supplement the shade tree plantings, but shall not be the sole contribution to such landscaping; • Quantity: One shade tree shall be provided for every one hundred twenty (120) square feet of landscaping area; • Ground Cover: A minimum of fifty percent (50%) of every interior parking lot or vehicle sales or lease lots landscaping area shall be planted with an approved ground cover in the appropriate density to achieve complete cover within two (2) years, as determined by the zoning administrator. 		<p>Does not comply. Modification requested through Planned Development process.</p>
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ATTACHMENT H – PLANNED DEVELOPMENT STANDARDS

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:

Standard	Finding	Rationale
<p>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. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.</p>	<p>Complies</p>	<p>The applicant's narrative identifies several Planned Development objectives they seek to achieve with the proposal. Staff has determined the proposal meets at least the following Planned Development objectives:</p> <ul style="list-style-type: none"> • Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies. • Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal. <p><i>Downtown Community Plan</i> The project is located in the Depot District of the Downtown Community Plan which has goals and initiatives related to providing a variety of housing choices, and connected, walkable pedestrian oriented places.</p> <ul style="list-style-type: none"> • Increase the residential population downtown by at least 20,000 residents or more by 2040 to build a 24/7 downtown. • An integrated mid-block walkway system that prioritizes pedestrians. <p><i>Urban Design Element</i></p> <ul style="list-style-type: none"> • Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian. • Maintain pedestrian oriented development at the ground floor of the building • To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks.
<p>B. The proposed planned development is generally consistent with adopted policies set</p>	<p>Complies</p>	<p>See statement above.</p>

			surrounding properties could be similarly redeveloped.
C 2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	Complies	<p><i>Building Orientation</i> The proposed project is built right up to the front property line and meets the zoning specific setback requirements along 600 W. This siting of the buildings appropriately screens the surface parking associated with the development and provides sufficient public and private open space in relation to the scale of the proposal and is consistent with the residential development in this area.</p> <p><i>Building Materials</i> The ground floor of the project has high levels of glass, masonry and fiber cement board. The ground level includes an entry feature that will accommodate signage to articulate the entry to the building and connect the project to the pedestrian experience.</p>
C 3	<p>Whether building setbacks along the perimeter of the development:</p> <ul style="list-style-type: none"> a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance. 	Complies	There are not any setback requirements for properties in the G-MU with exception of a maximum front yard setback. The property is built right to the property line of the 600 W street frontage. 5-10 feet of landscaped area is proposed on the interior side yards of the development that helps to provide buffering between neighboring properties and enough space for maintenance. Exterior space is provided in the form of a public midblock walkway as well as balcony and rooftop space for the tenants of the building.
C 4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The ground floor offers high levels of glass. Visual interest along the 600 W frontage has been provided in the form of material color and variation, articulation, and architectural detailing.
C 5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Partial	<p>Proposed lighting includes light posts and building wall lights. More information is needed regarding lighting along the midblock walkway.</p> <p><i>Condition of approval – final details regarding lighting are delegated to Planning Staff.</i></p>
C 6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	Dumpsters are proposed in a screened enclosure along the north perimeter of the surface parking lot.

C 7	Whether parking areas are appropriately buffered from adjacent uses.	Does not comply	Surface parking access to the proposed project is from 600 W and the parking area is located interior to the development. The applicant is requesting a reduction to the perimeter parking lot landscaping requirements. The intent is to require a higher level of landscaping for residential uses (principally multi-family uses) than for nonresidential uses.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:		Partial	Landscaping is shown on the site plan, but landscaping plans are needed with specific details to confirm compliance. <i>Condition of approval – final details regarding landscaping are delegated to Planning Staff.</i>
D 1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Partial	No information regarding tree removal has been submitted. Applicant will need to coordinate with the City's Urban Forester on tree removal along the periphery of the property in accordance with 21A.48.135 . There does not appear to be any existing street trees along the frontage of the property. Compliance will be ensured during the building permit stage of the proposal.
D 2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Partial	No information regarding tree removal has been submitted. There is existing landscaping along abutting property lines to the east and south. Plantings are shown on the site plan in those areas but it's not clear whether those are new plantings or preserved plantings.
D 3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Does not comply	The requested reductions to parking lot landscaping do not lessen the impacts of the proposed parking associated with the planned development and planting areas would not be large enough to provide adequate soil volume to support shade trees. Landscaping will need to meet the water wise requirements; compliance will be confirmed during building permit review stage.
D 4	Whether proposed landscaping is appropriate for the scale of the development.	Does not comply	See statement above related to parking lot landscaping. Tree species selection should be made in coordination with the City Forester.
E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the planning commission should consider:		Complies	With recommended conditions imposed, the proposed project complies with all mobility considerations related to the Planned Development review.

E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	Proposed project will be accessed from a single drive access minimizing curb cuts and maintaining the character of the street.
E2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	With recommended conditions of approval, project complies.	The project is oriented to the pedestrian, providing active ground floor uses, high ground floor transparency, and building lighting. The project site is located one and a half blocks from the North Temple/600 WTRAX stop as well as two blocks from the intermodal hub. Bike amenities are provided within the development and bike racks are provided on the exterior of the development. A midblock walkway is located to the east of the properties and can be accessed from 600 W as well as 100 S if the adjacent properties redevelop. Prioritizing pedestrians in the design of the midblock walkway will be important for its success. <i>Staff has recommended removal of two parking spaces that interrupt the pathway to the midblock walkway as a condition of approval as well as other pedestrian oriented revisions to minimize conflicts between differing transportation modes.</i>
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	Access to adjacent uses and amenities is improved for pedestrians, cyclists, and transit riders.
E4	Whether the proposed design provides adequate emergency vehicle access; and	Complies	Emergency vehicle access is proposed on 600 W. The development will be required to provide adequate emergency vehicle access and compliance will be ensured during building permit review process. Compliance through the Planned Development review does not guarantee compliance with the International Fire and Building Codes and it does not guarantee the issuance of any building permit, or the approval of any AM&M application.
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	Mechanical areas and trash enclosures are interior to the development site and accessed from the surface parking lot drive approach on 600 W.
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.		Complies	The existing buildings on the property are contributing buildings as part of the warehouse national historic district. National register properties are not regulated in terms of

		demolition other than providing an approved reuse plan for the site is required.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	Proposal will be required to comply with any requirements from public utilities including any sewer and water main upgrades if applicable.

ATTACHMENT I – CBSDR STANDARDS

21a.59.060: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

Standard	Finding	Rationale
A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.	Complies	The proposed development site has frontage on 600 W. The development is in generally oriented to the street with street level entrances and pedestrian oriented uses and features along the street facing façade. The development consists of 4 buildings. The back two buildings are oriented toward an interior parking lot and the proposed midblock walkway.
B. Primary access shall be oriented to the pedestrian and mass transit.	Complies	Each building façade has an entrance that is oriented to the pedestrian and mass transit.
C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.	With recommended conditions of approval that additional detailing be provided on the interior facades adjacent to the driveway approach/midblock walkway, the project complies.	<p>The building façades that face 600 W and the east property line include detailing with porches, recessed wall planes and glass to facilitate pedestrian interest and interaction. These façades include 48% glazing and articulation is used across the ground level of the façade to create interest and emphasize each residential space and main entrance.</p> <p>Reductions to the exterior material requirements are being requested through the CBSDR process. The G-MU zoning district calls for three-dimensional facades with architectural detailing and states that smooth exteriors are not appropriate for this zone. The interior facades of the buildings that face the driveway approach/entrance to the midblock walkway lack detailing and articulation. A reduction of the exterior material requirements may be appropriate if three-dimensional detailing is provided on these facades. Staff is recommending a condition of approval related to this standard.</p>
D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.	With recommended conditions of approval that additional detailing be provided on the interior facades adjacent to the	As noted in standard C, architectural detailing is included on the ground floors of all the buildings facing 600 W and the east property line to emphasize the pedestrian level. These details include

	driveway approach/midblock walkway, the project complies.	<p>material variations, depth/setback variations, recessed windows and high levels of glass to allow visibility to active uses.</p> <p>The interior facades of the buildings that face the driveway approach/entrance to the midblock walkway lack architectural detailing and staff is recommending a condition of approval that detailing be provided to emphasize the pedestrian level of the building.</p>
E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.	Complies	<p>The landscaping improvements outlined in table 21A.48.070.G provide for the enhancement of parking lots by recognizing conditions where parking lots are located within rear and interior side yards, and minimum requirements for beautification of both residential and nonresidential uses are the city's goal. The intent is to require higher quality landscaping for residential uses (principally multi-family uses) than for nonresidential uses. The requested reductions to parking lot landscaping do not comply.</p> <p>The development is currently surrounded by commercial uses with the Liberty Gateway apartments on the same block, and the Alta Gateway apartments also within close proximity. The parking area is designed so that the surrounding neighborhood would not be impacted by lighting from the surface parking lot.</p>
F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.	With recommended conditions of approval that a pedestrian path be added to the north of the drive approach to the parking area, the project complies.	<p>The parking is located interior to the site. As a condition of approval, staff has recommended adding a pedestrian path to the north of the drive approach to the parking area to provide safe pedestrian connections through the development to the midblock walkway.</p>
G. Dumpsters and loading docks shall be appropriately screened or located within the structure.	Complies	<p>Dumpsters will be appropriately screened, and they are located interior to the development on the north side of the surface parking lot, minimizing visibility from the public sidewalk.</p>
H. Signage shall emphasize the pedestrian/mass transit orientation.	Complies	<p>Signs proposed for the development are located just above the ground floor entries to each building.</p>

<p>I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.</p>	<p>More information is needed. Staff is recommending as a condition of approval that final design details regarding lighting be delegated to Staff.</p>	<p>Proposed lighting includes streetlights and building lighting. More information is needed regarding lighting levels and lighting along the midblock walkway.</p>
<p>J. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 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 each 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. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years. 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above. 4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street. 5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant 	<p>More information is needed. Staff is recommending as a condition of approval that final design details regarding landscaping be delegated to Staff.</p>	<ol style="list-style-type: none"> 1. There are not any street trees located along this streetscape. The proposal is a vast improvement to the site and shows new trees along the 600 W streetscape. Plans showing required plantings and calculations will need to be submitted for compliance. The applicant will work with urban forestry to ensure that large tree growth can be supported. 2. Landscaping materials are expected to provide 80% coverage in the provided landscaped areas. 3. More information is needed regarding hardscaping for the midblock walkway as well as the pathways along the drive approach. 4. There is no outdoor storage associated with this development. Trash facilities will be appropriately screened. 5. More information is needed regarding plantings and species variety. All landscaping is required by ordinance to comply with the City's water-efficient landscaping regulations that regulate plant varieties to ensure efficient water usage. Compliance will be ensured during the building permit review process.

species well adapted to the local climate.		
K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:		
<p>1. The orientation and scale of the development shall conform to the following requirements:</p> <p>a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.</p> <p>b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</p>	Complies	<p>1.a. The development has incorporated the requirements noted for large building masses, window and material patterns, and trees. The development has been broken up into four smaller buildings and the upper level is stepped back to provide a rooftop terrace area to help maintain the pedestrian scale of development street facing façade.</p> <p>b. None of the associated buildings are over 300 feet in length along street façades.</p>
<p>2. Public spaces shall be provided as follows:</p> <p>a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(1) Sitting space of 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")</p>	With recommended conditions of approval that amenities such as benches, patio areas, and shade cover are incorporated into the midblock walkway. the project complies.	<p>The public space requirement results in approximately 6,600 square feet of required public space due to the total amount of occupiable building floor area in this development. The developer noted in their development plans that they are providing approximately 5,708 square feet of landscaping.</p> <p>Staff has considered the public open space provided throughout the development toward meeting this requirement. The development includes public, pedestrian spaces and walkways with seating, public art, and trees. Private residential amenities are also provided with balconies and rooftop terrace spaces.</p> <p>This project also benefits from nearby public open space facilities such as Gateway Mall, and the 500 W linear park blocks. Staff is of the opinion that with the recommended conditions of approval, the access to</p>

<p>in width. Ledge benches shall have a minimum depth of thirty inches (30");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p>		<p>additional public open space facilities in addition to the provided public space, meet the intent of this standard.</p>
<p>L. 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 adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.</p>	<p>With recommended conditions of approval that additional detailing be provided on the interior facades adjacent to the driveway approach/midblock walkway, the project complies.</p>	<p>The G-MU gateway-mixed use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.</p> <p>The proposal generally complies with the purpose statement by providing additional residential opportunities in an urban setting and in a form that generally complies with the applicable Master Plans and associated zoning regulations for the G-MU district.</p> <p>The proposal does not strictly comply with all of the applicable urban design standards related to exterior building materials and flexibility is being requested through the CBSDR process. As a condition of approval, staff is recommending that additional detailing is</p>

		added to the interior facades adjacent to the midblock walkway to comply with the requirements of the G-MU zone and the CBSDR standards related to providing additional detailing to facilitate pedestrian interest.
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ATTACHMENT J – PUBLIC PROCESS & COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- April 5, 2019 – The Downtown Community Council and the Downtown Alliance were provided notice of the proposal.
- April 18th, 2019 - A City Open House was held on the project and one member of the public attended the open house.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on May 30, 2019

Public hearing notice posted on May 30, 2019

Public notice posted on City and State websites and Planning Division list serve on May 30, 2019.

Public Input:

As of the publication of this Staff Report, Staff has received one comment from Downtown Alliance in support of the project. If Staff receives any future comments on the proposal following the publication of the staff report, they will be included in the public record.



May 17, 2019

Salt Lake City Planning Division
PO Box 145480
Salt Lake City, UT 84114-5480

Dear Planning Division,

The Downtown Alliance is committed to building a dynamic and vibrant downtown. We believe an important indicator of success in building downtown is infill development similar to that taking place by a planned residential development project on 600 West by C.W. Urban, called "The BEVERLY."

C.W. Urban proactively connected with a number of stakeholders, including the Downtown Alliance, to ensure proper planning to meet the needs of the area. I am confident in the solid urban design practices, creative problem solving, public art inclusion and cost-effective material choices as they have been presented to our team. This multi-family development is a timely project that will provide a blend of new, medium-density residential options to meet demand amid a significant housing shortage in Salt Lake City.

With regard to the Planned Development request, we are in favor of C.W. Urban's proposal objective to keep more parking spots on site for tenants as this will free up precious on-street parking for neighbors and visitors to our fine city.

We are in favor of a compromise for the Conditional Building and Site Design Review request, since the building design is similar to the existing character of the neighborhood and other residential projects in The Gateway Mixed-Use Zoning District (G-MU zone). We understand that using the full 75 percent of required exterior materials could make the project cost-prohibitive and that such requirements could be modified to a mutually-agreed-upon proportion, similar to that of other new construction projects in the zone.

The ongoing transformation of our downtown would not be possible without the creativity and energy of private investors and developers such as C.W. Urban. We encourage the Salt Lake City Planning Division to give the project a favorable recommendation as they bring their requests before the Planning Commission.

Kind regards,

A handwritten signature in black ink, reading "Samantha Mary Julian".

Samantha Mary Julian, MBA
Deputy Director

ATTACHMENT K– DEPARTMENT REVIEW COMMENTS

The applicant attended a Development Review Team (DRT) meeting in January 2019, DRT2019-00018. In addition to the comments below, all department comments from the DRT meeting are applicable to the project.

Engineering: (Scott Weiler at scott.weiler@slcgov.com or 801-535-6159)

The Site Plan proposes cut-back parking on 600 West. For this to be approved, drainage that runs off the hard surface will need to be addressed. New cut-back parking in the public way requires concrete, not asphalt pavement.

Transportation: (Michael Barry at michael.barry@slcgov.com or 801-535-7147)

Parking calculations and parking layout appear satisfactory. The angled parking is in discussion by Transportation.

Urban Forestry: (Cory Davis at cory.davis2@slcgov.com or 801-972-7839)

A public right of way tree planting permit will be required. The recommendation is to install a large park strip in order to support large tree growth.

Public Utilities: (Kristeen Beitel at kristeen.beitel@slcgov.com)

- Public Utility permit, connection, survey, and inspection fees will apply. All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 feet minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 feet minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 feet minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.
- Parcels must be consolidated prior to permitting.
- Property is served by a 6" water main in 600 West. There are two existing services to the property – a 1" service to 53 South and a ¾" service to 49 South. Any unused water services must be killed at the water main per SLCPU standards.
- One culinary water meter and one fire line are permitted per parcel.
- If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main. Applicant must provide fire flow and culinary water demands to SLCPU for review. The public water system will be modeled with these demands. If the demand is not adequately delivered by the 6" main, then a water main upsizing will be required at the property owner's expense.
- Required improvements on the public water system will be determined by the Development Review Engineer. New water mains must cross the entire frontage of the property. A plan and profile and Engineer's cost estimate must be submitted for review. The property owner is required to bond for the amount of the approved cost estimate.
- Property is served by an existing 8" sewer main in 600 West. There are three existing sewer laterals from the four lots. All of these laterals will require video inspection prior to authorization of reuse. A minimum of one sewer lateral will be required for each building. Applicant must provide sewer demand calculations to SLCPU for review.
- The expected maximum daily flow (gpd) from the development will be modeled to determine the impacts on the public sewer system. If one or more reaches of the sewer system reach capacity as a result of the development, sewer main upsizing will be

required at the property owner's expense. Required improvements on the public sewer system will be determined by the Development Review Engineer.

- A plan and profile and Engineer's cost estimate must be submitted for review. The property owner is required to bond for the amount of the approved cost estimate. All site stormwater must be collected on site and then either routed to the public storm drain or retained on site.
- There is public storm drain in 600 West and a piped connection will be allowed.
- Stormwater cannot discharge across property lines or public sidewalks. Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMPs) to remove solids and oils. Green infrastructure should be used whenever possible. Sand/oil separators are commonly used to treat stormwater runoff from uncovered parking areas.
- Because the project is just under one acre, a SWPPP and Technical Drainage Study may be required. This requirement will be based on the total area of the disturbance of the project, including any public way work.

Zoning Review: (Alan Hardman at alan.hardman@slcgov.com or 801-535-7742)

- A demolition permit will be required for the removal of each existing building on each site (see 18.64 for demolition provisions). As part of the demolition application, the construction waste management provisions of 21A.36.250 apply.
- This proposal will need to be discussed with the building code and fire code personnel in Room #215. A Certified Address is to be obtained from the Engineering Division for use in the plan review and permit issuance process. This proposal will need to comply with the appropriate provisions of 21A.31.010 and .020.
- A permanent recycling collection station and a waste management plan will be required per 21A.36.250. This proposal will need to comply with any appropriate provisions of 21A.40, including ground mounted utility boxes.
- See 21A.44 for parking and maneuvering, with parking calculations provided that address the minimum parking required, the maximum parking allowed, number provided, and any method of reducing or increasing the parking requirement.
- See 21A.48 for landscaping, including park strip trees.
- To download the construction waste management plan handout. Waste Management Plans should be filed by email to the Streets and Sanitation Division at constructionrecycling@slcgov.com and the approval documentation included in the new construction permit package. Questions regarding the waste management plans may be directed to 801-535-6984.

Fire: (Ted Itchon 801-535-6636 or ted.itchon@slcgov.com)

The development may have the following issues:

- Aerial apparatus access road Section D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.
- D105.1 - Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. The drawings indicate that there is a 20' interior road.
- D105.2 Width - Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

- D105.3 Proximity to building - At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
- D105.4 Obstructions - Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.
- Exiting from in a court to the public way if not 10'-48" wide, a one hour fire rated wall 10' tall needs to be installed along the property line.