



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Chris Lee, Principal Planner, 801-535-7706
Date: February 6, 2019
Re: PLNSUB2018-00993 – 6th and Main Mixed Use Development

Planned Development

PROPERTY ADDRESS: 611 S Main, 621 S Main, 26 East 600 South
PARCEL ID: 16-06-354-001, 16-06-354-002, 16-06-354-005
MASTER PLAN: Downtown
ZONING DISTRICT: D-1 (Central Business District)

REQUEST: 6th and Main, LLC has initiated this petition to facilitate a mixed use development on three parcels at approximately 611 S Main consisting of 175 high-end apartment units above 11,356 square feet of commercial/retail space on the ground floor. The planned development seeks to allow for the height of the building to be reduced from the required 100 feet on street corners in the D-1 zoning district to approximately 85 feet. The Planning Commission has final decision making authority for planned development reviews.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the planned development as proposed, subject to compliance with all applicable regulations, and with the following conditions:

- The three subject parcels must be consolidated prior to issuing building permits.
- An easement for the proposed mid-block walkway to the east of the proposed structure must be approved by Salt Lake City and recorded with Salt Lake County.
- Only the specific changes addressed in this report as part of the planned development or preliminary subdivision review are modified. The applicant must comply with all other applicable zoning regulations.

ATTACHMENTS:


- A. Vicinity and Zoning Map
- B. Site Photos
- C. Site Plan
- D. Application and TDM Strategy
- E. Plan Set and Renderings
- F. Existing Conditions
- G. Analysis of Standards
- H. Public Process
- I. Department Comments

PROJECT DESCRIPTION:

Overview

As illustrated on the following map, the site of the proposed development is located on the southeast corner of the intersection of Main Street and 600 South. It is currently composed of three separate parcels that would need to be consolidated prior to the issuance of building permits. The subject parcels are currently occupied by an AT&T store, event center, and burger restaurant which would all be demolished to allow for the proposed development. The subject parcels directly abut a multi-family residential building to the east and a private right of way, surface parking lot, and older commercial buildings to the south. The Grand America hotel is located across 600 South to the north and a surface parking lot is across Main Street to the west. The subject parcels are zoned D-1 (Central Business District) and are approximately 1.063 acres (46,304 square feet) in cumulative size. ([See Attachment A for the vicinity/zoning map](#))



 Subject Parcels

Building Massing, Use, and Design

The proposed building is to be eight stories with the roofline topping out at approximately 85 feet in height with parapet walls approaching 90 feet. The overall design will consist of concrete construction for the first three levels with stick construction above in the shape of a “U” that opens to the north. The large plaza formed by the “U” will contain a swimming pool and common area on the fourth floor. The ground level will consist of commercial/retail uses facing Main Street and 600 South with parking located behind them. It will be characterized by large expanses of windows offering views both in and out of the commercial businesses and the building lobby on the north and west façades. Garage access is provided from 600 South on the north side of the building with another access point on the south side of the building accessible via a private right of way. Decorative concrete will frame the windows on the first floor while metal louvres will shield the second level parking. From the third level upward, the building materials are predominantly stucco, siding, metal, and glass. The parking structure will take up the entire second level and a large portion of the third level except for residential apartment units on the north and west sides. All remaining floors will contain residential apartment units. The total number of residential units within the entire building will total 175 and will range between 559-1,238 square feet. They will consist of the following layouts: 135 units – 1 bedroom, 1 bath; 4 units – 1 bedroom, 1 bath, 1 den; 5 units – 1 bedroom, 2 bath, 1 den; 31 units – 2 bedrooms, 2 baths.



Birds eye view looking from the north

Planned Development Objectives

To obtain approval of a planned development, at least one of six objectives must be met as indicated in section 21A.55.010 of the Salt Lake City zoning code. The applicant has provided written arguments ([Attachment D](#)) that his petition complies with four of the six including the following:

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.*

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.*

Mobility: 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.*
- 2. Improvements that encourage transportation options other than just the automobile.*

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.*

KEY CONSIDERATIONS:

The key considerations listed below have been identified through the analysis of the project, department review comments, and community input.

1. Plan Salt Lake and the Downtown Plan
2. Height Reduction
3. Mid-Block Walkway
4. Parking Adjustment
5. Development Potential (D-1 Standards vs. Planned Development)

Consideration 1 – Plan Salt Lake and the Downtown Plan

The project site is located within the boundaries of the *Downtown Plan* area as well as the city-wide *Plan Salt Lake* which addresses a broad range of issues important to the entire city and serves as an overall guide for future development.

Chapter 1 of *Plan Salt Lake, Neighborhoods*, emphasizes the critical role neighborhoods play within the city and lists several initiatives to achieve those goals including the following:

- 1. Maintain neighborhood stability and character.*

3. *Create a safe and convenient place for people to carry out their daily lives.*
4. *Support neighborhood identity and diversity.*
8. *Encourage and support local businesses and neighborhood business districts.*

Chapter 2, *Growth*, focuses on the best ways to encourage positive growth throughout the city including:

1. *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
2. *Encourage a mix of land uses.*
3. *Promote infill and redevelopment of underutilized land.*
6. *Accommodate and promote an increase in the City's population.*

Chapter 3, *Housing*, contains the following pertinent initiatives:

3. *Encourage housing options that accommodate aging in place.*
4. *Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
7. *Promote high density residential in areas served by transit.*

The proposed project meets each of the initiatives listed above. Having this type of residential density where none exists now directly applies to several of the plan initiatives. It would help maintain neighborhood stability, character, and diversity by bolstering the amount of housing in an area with exceptional transit options nearby. The TRAX line runs along Main Street there is an existing plan to place a stop at the corner of 600 South and Main St. immediately to the west of the proposed structure. Additionally, the high frequency state street bus is less than a block away.

The mixed-use element of the project also meets several initiatives by helping to provide services for those living both within and near the new building. Encouraging business in the area that provide needed services will make the area more dynamic and contribute to the character and overall success of the neighborhood. Potentially, it could also set a standard for potential development in the future to the south and west.

The *Downtown Plan* lays out an extensive vision for this specific area within the context of the overall City. The proposed development is located primarily within the *Grand Boulevards District* with some overlap into the *South State District*. The vision for the *Grand Boulevards District* includes the following:

The Grand Boulevards District is a major point of arrival to the downtown by car and is suitably designed to welcome and excite visitors. Its panoramic views of the city skyline with the backdrop of the Wasatch Mountains is well-framed by mid-rise buildings, large street trees, and iconic lighting. The Boulevards are designed to transition vehicles from highway speeds to an integrated, urban environment. Unsightly elements, such as large power lines and billboards, are relocated, consolidated or enhanced to improve views of the mountains to the east and the skyline of the Central Business District.

The redevelopment opportunities in this district include mid-rise buildings that shape the street edge and provide residential, innovation and research development, and additional office development in an urban development pattern...

Transit options are easily accessed via TRAX and the Downtown Streetcar.

Specific initiatives associated with the Grand Boulevards District include the following:

- *Utilize interior streets and walkways for townhouse development to activate interiors of blocks while keeping main streets commercial.*
- *Commit to burying powerlines along major streets and corridors, particularly at entrances to the downtown.*

The *Catalytic Project* featured in the *Grand Boulevards* area is the Grand Boulevard project itself. While not offering many specifics it mentions the importance of removing billboards, burying power lines, planting trees, etc. While these standards are not required by the Zoning Ordinance, the applicant will need to comply with established landscaping standards and utilize trees that are approved by the Urban Forester. They are encouraged to comply with the vision of the Grand Boulevards district to the highest degree possible.

The proposal meets the vision of the plan well as it is a mid-rise building that will shape the street edge and provide residential and commercial development directly adjacent to the TRAX line.

Given the compliance with goals and initiatives focusing in both the *Downtown Plan* and *Plan Salt Lake*, Planning Staff is of the opinion that the applicant complies with the planned development *Master Plan Implementation* objective. The site layout, building orientation, and scale all harmonize well with the guiding master plans for the area. It also coordinates well with the planned development *Mobility* objective by offering a major improvement to the existing development on the site, is readily accessible to other transit options with enhanced pedestrian connections and is providing interior bicycle storage on the first floor. The *Housing* objective is met because the proposed structure will be in scale with neighboring structures and will provide a housing type (apartments) which are not readily found within the existing neighborhood with the exception of the 600 Lofts.

Consideration 2 – Height Reduction

Buildings located on corners within the D-1 zone are required to be at least 100 feet in height. The applicant has determined that building to that height would require steel construction which would render the entire project unfeasible due to the increased cost. Consequently, the applicant opted to pursue this petition to seek relief from the minimum height standard by meeting the planned development objectives. As illustrated in the elevation drawings ([Addendum E](#)), the roof will be at approximately 85 feet with parapet walls which extend a few feet further.

The corner height standard in the D-1 zone is important and shouldn't be readily dismissed. It was adopted with reason. The D-1 zone, along with the D-4 zone, allows for the tallest buildings within the city and are at the heart of the urban core. Therefore, standards that encourage height make sense, particularly given the need for additional housing within the urban core of Salt Lake City.

With that being said, in limited cases the standard can be relaxed if a development is able to conclusively show that what is proposed will provide a more enhanced product than

what would be built otherwise as determined by the planned development objectives. Besides the ability to meet planned development objectives, there are two other key features of this proposal that are pertinent: location and ground floor uses.

The first is the physical location of the site. As illustrated on the [Vicinity and Zoning Map](#), it is located at the far southern edge of the D-1 zoning district. Properties directly south of the subject parcels are in the D-2 (Downtown Support) which does not allow for buildings to be taller than 65 feet without authorization for greater height approved through the conditional building and site design process for a maximum of 120 feet. At this point in time there are no buildings even approaching the 65 foot height limit in the D-2 zones to the south, east, and west of the subject parcels. Of course, that situation may well change in the future and this proposed structure could serve well to transition between the far taller structures allowed in the D-1 zone to the shorter ones within the D-2 zone.

Similar to *Plan Salt Lake*, the *Salt Lake City Urban Design Element* is an adopted document that serves to guide design of the downtown commercial core area (North Temple to 500 South and 50 West to 150 East) and areas adjacent to it. It includes many aspects in regards to the appropriate heights for buildings such as the following:

Maintain the city's Central Business District (CBD) as the visually dominate center of the city. All other commercial centers within the city should be designed to address local community needs at appropriate building heights, land use intensities, patterns and forms.

Indiscriminate high-rise construction outside of the downtown core adversely affects the strong downtown development concentration characteristic of the city.

The historic urban form of Salt Lake City's Commercial Core relies on taller buildings – historically approximately 14 stories – at the corners of 10 acre blocks with lower buildings around them. Building heights should diminish away from the Core.

This proposal is located outside of the downtown commercial core area and seems to be in line with the guidelines mentioned above in that it is proposing a height that is diminished from those within the downtown core and addresses local community needs in regards to height, land use, pattern, and form.

Location also plays a strong role when it comes to the interaction of the proposed structure to the building directly to the east, the 600 Lofts. The 600 Lofts extend all the way to State Street and take up more than half of the total block frontage on 600 South. In spite of the large footprint of the building, it only has six stories and a maximum height of approximately 75 feet with the majority of the building at approximately 70 feet. Given that these two structures will be directly abutting one another and occupy the entire frontage of the block face, the requested height reduction will serve to create a compatible development pattern.

The second item that warrants consideration is the proposed commercial/retail uses on the ground floor. Such active uses which draw in the public and provide services for those the larger neighborhood are not required per the zoning standards and should be taken into account when considering whether the project that is proposed creates a better outcome than what would be accomplished by honing only to the D-1 standards.

Of course, other buildings that exceed the minimum height of 100 feet could also offer active and dynamic ground floor uses that would provide benefits for the larger neighborhood. However, the zoning standards do not require such uses within the D-1 zone and they may not be included as part of another project.

Consideration 3 – Mid-Block Walkway

Given the large blocks within our city, the maintenance and creation of midblock walkways are a high priority. Page 99 of the *Downtown Master Plan*, is a map showing the locations of proposed mid-block walkways throughout the City. The map has planned for one running from north to south between the 600 Lofts and the subject parcels. When 600 Lofts was built, they placed half of the mid-block walkway on their property and paved the area. The applicant has adopted the mid-block walkway into their plans as well and will provide the other half to what has already been constructed on the 600 Lofts property. This will provide a space between the two structures that allows public access and can eventually be connected through the entire block with approval of future projects to the south. This initiative is another way that the applicant is meeting the planned development *Master Plan Implementation* objective.

Consideration 4 – Parking in Excess of Maximum Parking Standards

The total number of parking stalls allowed for this is 113 (88 residential and 25 retail/commercial) but the applicant has petitioned for 220 utilizing the Transportation Demand Management strategies in chapter 21A.44.050 of the zoning code. Transportation Demand Management strategies are meant to reduce the overall number of miles driven within the City and reduce the associated impacts. While more parking stalls are potentially granted through this system, alternative transportation options are required to be provided by the applicant. Examples of some of those options include bicycle parking placed within the building, showers and lockers provided for bicycle commuters, installation of a full service bus stop, on premises daycare, gym, food for purchase by employees, etc. The applicant plans to provide multiple services including interior bicycle parking, residential business center, fitness facility, on-site restaurant, and a bicycle share program. The Transportation Demand Management petition that has been approved by the Transportation division is included in [Attachment D](#).

Consideration 5 – Development Potential (D-1 Standards vs. Planned Development)

It is prudent to consider what type of development could occur on the subject parcels if only the underlying D-1 zoning standards were utilized without seeking approval of the planned development petition as requested. The only requested alteration to the underlying zoning is to allow for decreased building height to 85' from the 100' minimum standard for street corners in the D-1 zone.

Consequently, the building that is proposed could be constructed similarly to the proposed plan but would need to add sufficient height to push it above 100'. However, the applicant has stated that the costs associated with going above their requested height would make the entire project financially untenable due to the change from wood to steel construction materials. If not approved at the requested height, it is most likely that this project would not happen.

As previously stated, Planning Staff is of the opinion that the proposed ground floor uses are crucial to consider. The D-1 zone allows for various uses but it does not mandate how they are incorporated into distinct projects. For example, the subject parcels could be developed in such a way that the ground floor was not designed for active public uses. An obvious example would be an office tower. While the design standards regarding the percentage of glass on the ground floor would make the building as open and transparent as possible, it would not be required to provide commercial amenities for the general public. Such a scenario would detract from higher goals of the development and the potential for such a prominent corner.

If approval of this planned development was not granted, the applicant has stated that they won't be able to meet the financial obligations of the required height and would pass on the project. Given that scenario, chances are that another developer at some point in the future would meet the height standard and place a building on the site. However, it is next to impossible to know when that may happen and what type of building would be constructed. This project helps the City to achieve adopted goals and policies and will enliven and improve an important corner along one of the main entrance points into the city. It complies with several planned development objectives and will provide a better product than what would be achieved otherwise and should be approved.

DISCUSSION:

The proposed development generally satisfies the planned development standards as well as the master plans which serve to guide community growth within the Grand Boulevards neighborhood. The proposed development meets the objectives of both *Plan Salt Lake* and the *Downtown Plan* as well as the Planned Development objectives, *Master Plan Implementation*, *Mobility*, and *Housing*. As such, staff recommends approval of the Planned Development petition with the conditions listed on the first page of this report.

NEXT STEPS:

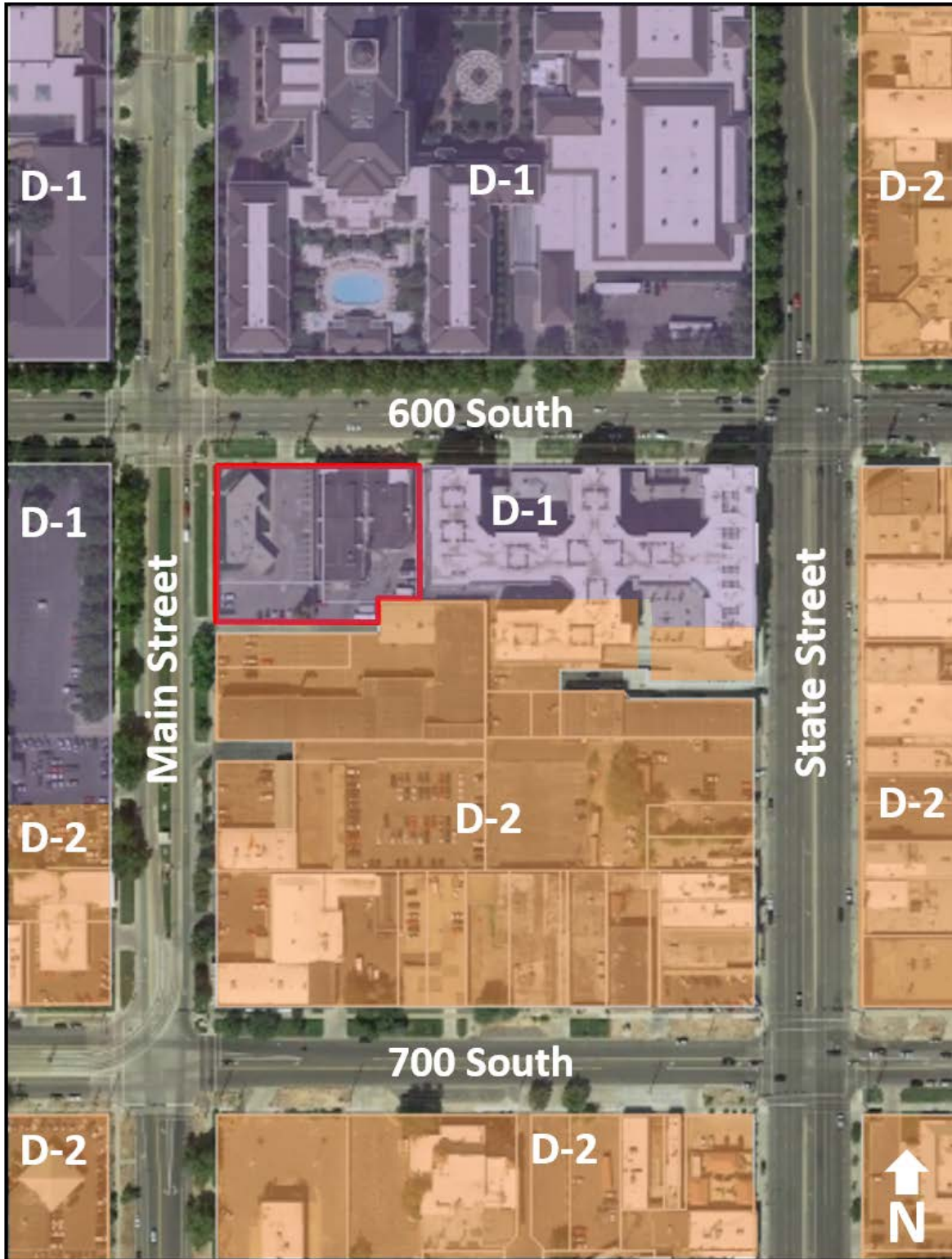
Planned Development Approval


If the Planned Development is approved, the applicant may proceed with the project after meeting all of the conditions required by City departments and the Planning Commission to obtain all necessary building permits.

Planned Development Denial

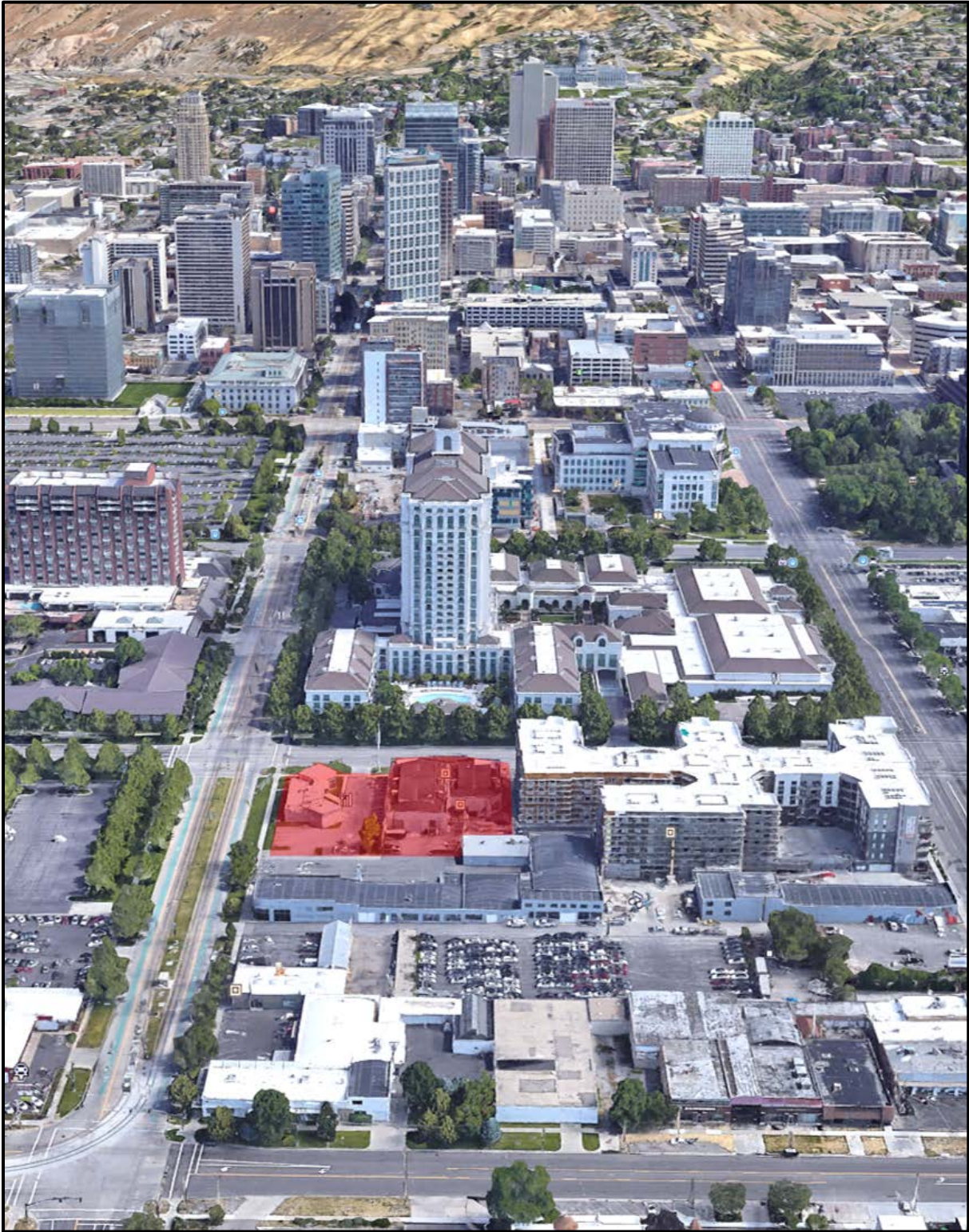
If the Planned Development is denied, the applicant could receive required building permits as long as the development plan is adjusted to comply with the height regulations of the D-1 zoning district.

ATTACHMENT A: VICINITY AND ZONING MAP

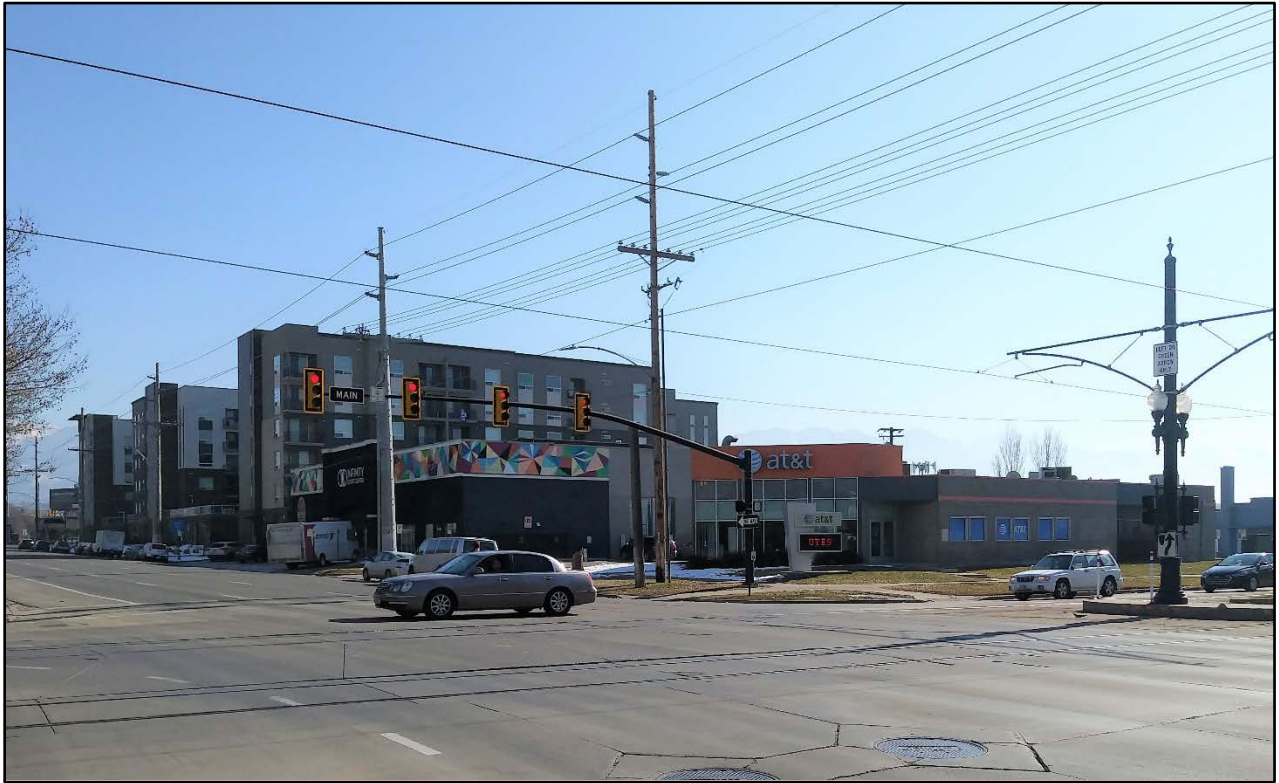


 Subject Parcels

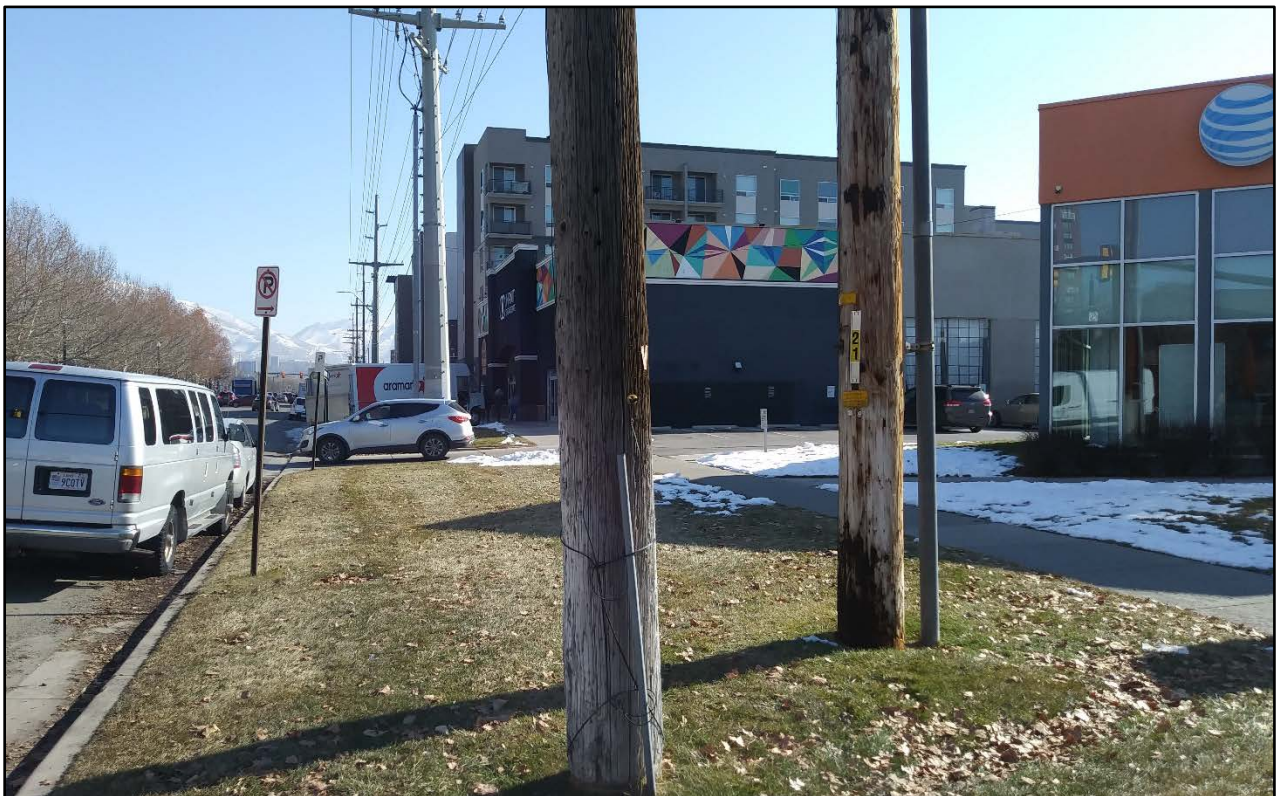
ATTACHMENT B: SITE PHOTOS



Looking North with the subject parcels highlighted



Looking southeast toward the site of the proposed development



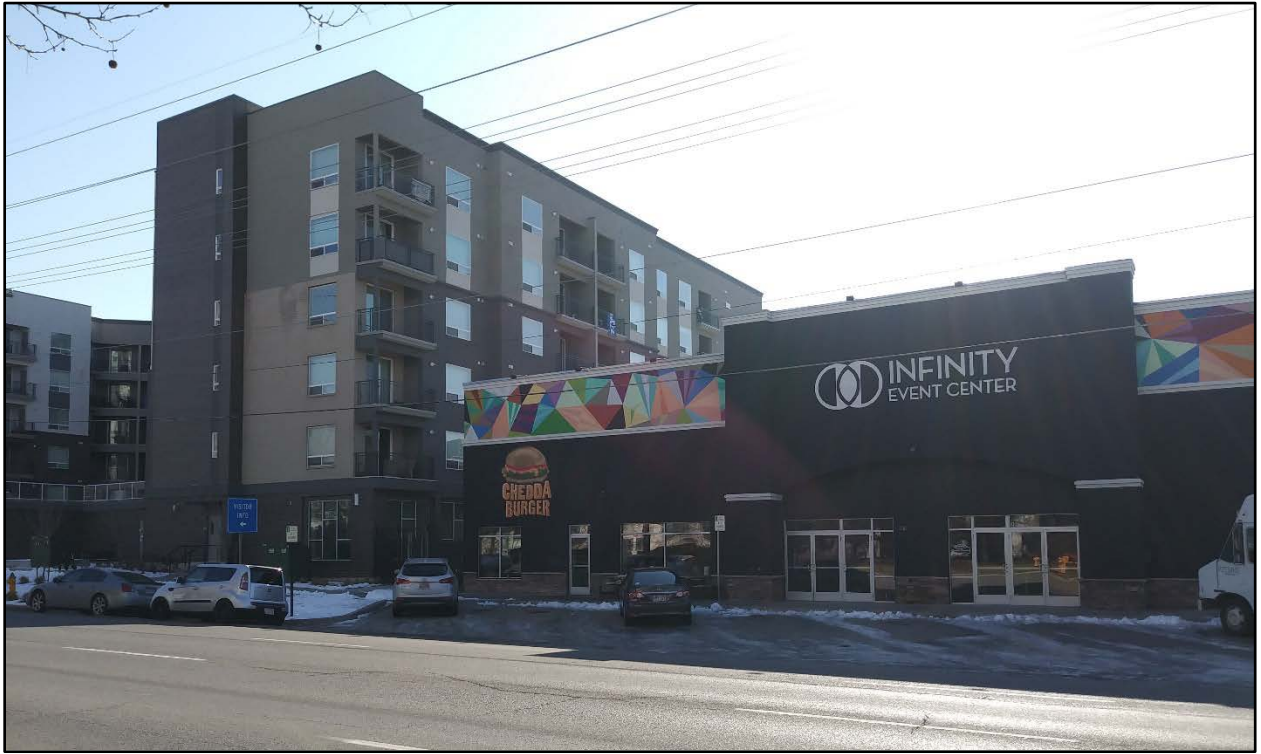
Looking east along 600 South



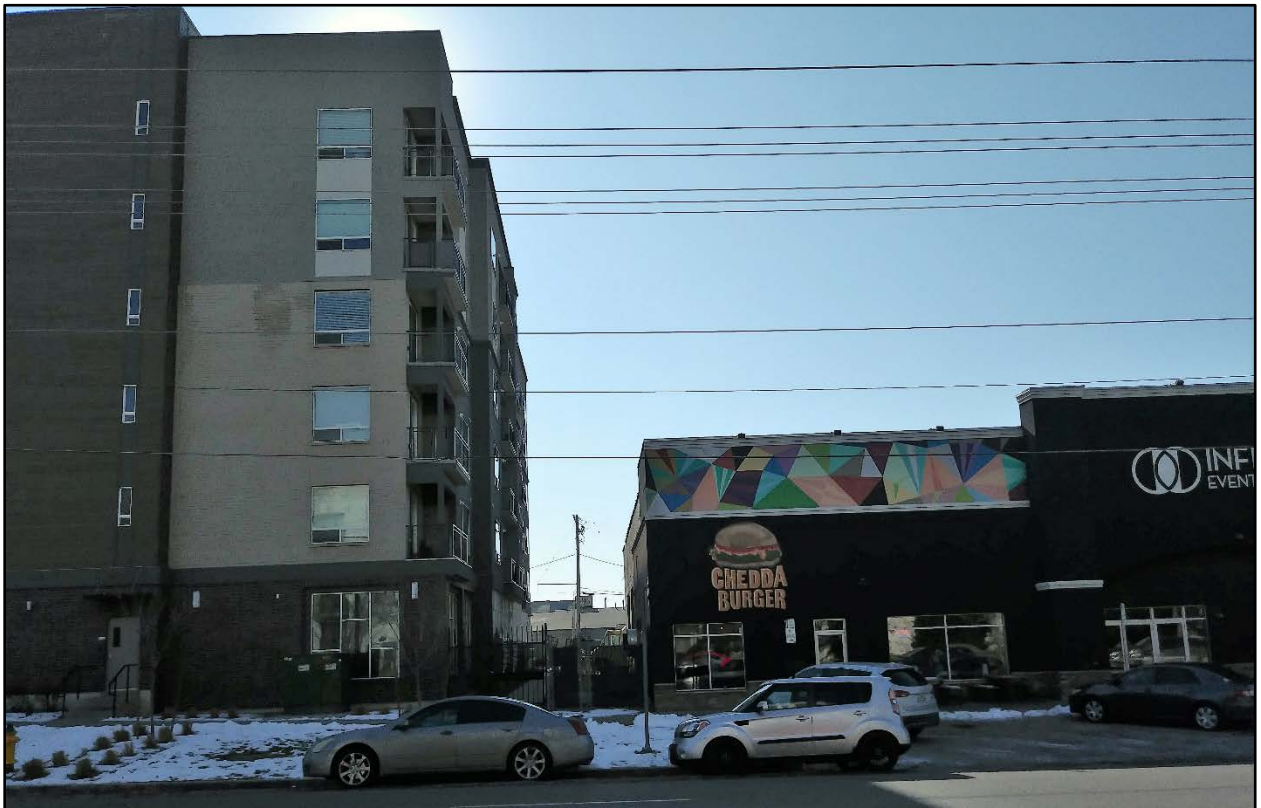
Looking south along Main Street



Parking area and existing buildings south of the proposed site

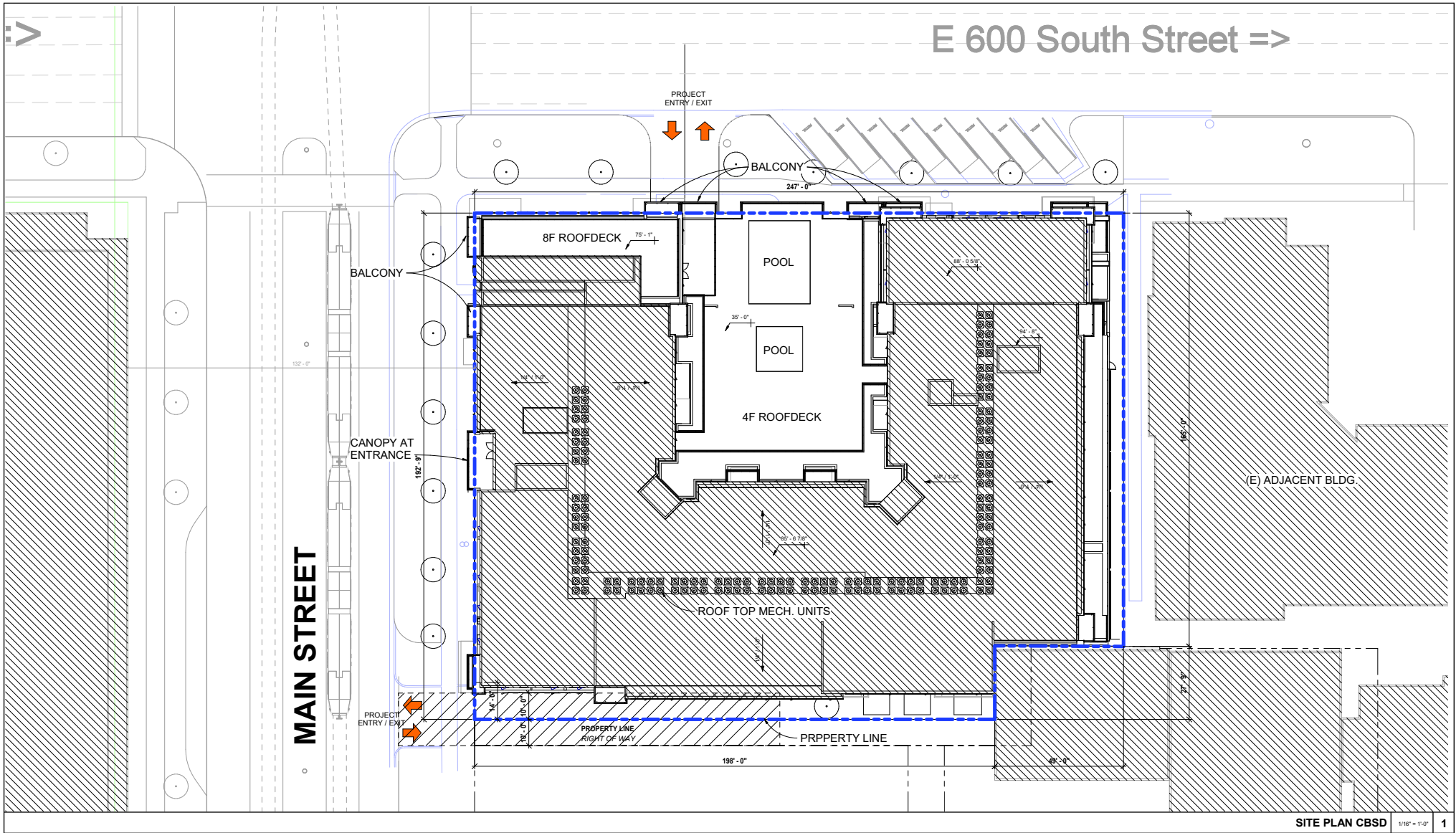


Looking South at the Infinity Event Center, Chedda Burger, and 600 Lofts



Looking South at the location of the mid-block walkway

ATTACHMENT C: SITE PLAN

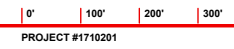


SITE PLAN CBSD 1/16" = 1'-0" 1

SITE PLAN

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH



A-0.3

DECEMBER 5, 2018

lpg
LPG
LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

PROJECT #1710201
MVE+PARTNERS

ATTACHMENT D: APPLICATION AND TDM STRATEGY



Planned Development

SALT LAKE CITY PLANNING

OFFICE USE ONLY

Project #: <i>P/NSUB2018-00993</i>	Received By: <i>A. Anglin</i>	Date Received: <i>12/6/18</i>	Zoning: <i>D-1</i>
Project Name: <i>6th & Main</i>			

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: *SEEKING APPROVAL FOR PLANNED DEVELOPMENT*

Address of Subject Property:
611 SOUTH & MAIN STREET, SLC, UT 84111

Name of Applicant:
6th & MAIN, LLC Phone: *(801) 582-3188*

Address of Applicant:
2319 S FOOTHILL DR. SLC, UT 84109

E-mail of Applicant:
blowe@loweprop.com Cell/Fax:

Applicant's Interest in Subject Property:
 Owner Contractor Architect Other:

Name of Property Owner (if different from applicant):
Petty Investment Company

E-mail of Property Owner:
wpg@princeyates.com Phone: *801-524-1069*

Please note that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

AVAILABLE CONSULTATION

Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.

WHERE TO FILE THE COMPLETE APPLICATION

Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114	In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
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REQUIRED FEE

Filing fee of \$758 plus \$121 per acre in excess of (1) acre.
Plus additional fee for required public notices.

SIGNATURE

If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent: <i>[Signature]</i>	Date: <i>12/6/18</i>
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SUBMITTAL REQUIREMENTS

Staff Review

- 1. Project Description**
Description of your proposed use and existing use (please attach additional sheet/s)

- 2. Planned Development Information.**
Description of how your project meets one or more of the following objectives (please attach additional sheet/s)
 - a. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
 - b. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
 - c. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
 - d. Use of design, landscape, or architectural features to create a pleasing environment;
 - e. Inclusion of special development amenities that are in the interest of the general public;
 - f. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
 - g. Inclusion of affordable housing with market rate housing; or
 - h. Utilization of "green" building techniques in development.

- 3. Minimum Plan Requirements**
 - One paper copy (24" x 36") of each plan and elevation drawing
 - A digital (PDF) copy of the each plan and elevation drawing
 - One 11 x 17 inch reduced copy of each plan and elevation drawing

- 4. Site Plan**
Site plan (see *Site Plan Requirements* flyer for further details)

- 5. Elevation Drawing (if applicable)**
 - Detailed elevation, sections and profile drawings with dimensions drawn to scale
 - Type of construction and list the primary exterior construction materials
 - Number, size, and type of dwelling units in each building, and the overall dwelling unit density

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

TJF

I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

6th & Main



Planned Development Application



6th & Main's northern façade, along 600 South



6th & Main's NW corner, at 600 South & Main Street intersection

6th & Main Overview

Located on a 1.06 acre lot in downtown Salt Lake City, 6th & Main is planned as a large and luxurious apartment and retail building conveniently located at the intersection of 600 South and Main Street. Planned to consist of 175 high-end apartment units and 11,356 SF of prime, ground-floor retail space, this beautifully landscaped building is intended to serve the needs of a city hungry for additional quality housing and retail.

With a wide variety of residential unit sizes ranging from 770 SF to 1,236 SF and a unit mix consisting of 82% one-bedrooms and 18% two-bedrooms, 6th & Main is expected to help fill a need for quality, high-density residential accommodations downtown. The architect of the project has taken great care to incorporate design recommendations for the South State and Grand Boulevards districts (which overlap on the property) as outlined in the Downtown Plan: *“The Grand Boulevards District is a major point of arrival to the downtown by car and is suitably designed to welcome and excite visitors. . . . The redevelopment opportunities in this district include mid-rise buildings that shape the street edge and provide residential, innovation and research development . . . in an urban development pattern.”* The overlapping South State District *“is defined by well-designed mid-rise buildings that reflect the older buildings along Main and State Streets. New housing and job opportunities improve the pedestrian environment, the look of the district, shopping opportunities, and transit service for community residents.”* The *“redevelopment of a 2.3 acre parcel on State Street at 600 South currently owned by Salt Lake County”* is to serve as *“a model for mid-rise development in the district.”*

The drawings in this application demonstrate our team’s effort to “welcome and excite visitors” with a “well-designed mid-rise building”. The project not only “shapes the street edge” with “residential development in an urban development pattern” that “improves the look of the district,” but its interior walkways and corridors “improve the pedestrian environment,” and its retail space activates the pedestrian experience along 600 South and Main Street and “improves shopping opportunities” for community residents. Finally, given that UDOT/UTA intend to build a TRAX stop in the middle of Main Street (directly to the west), the project will provide efficient and accessible “transit service for community residents” and will bring additional retail customers to the downtown area.

Great care was taken to follow the direction given in both the South State and Grand Boulevards districts, to *“[u]tilize interior streets and walkways for [residential] development to activate interiors of blocks while keeping [main streets primarily] commercial.”* This is reflected in the project’s mid-block, walkable entry/exitways, intended to give 6th & Main residents and the general public easy access to sidewalks and TRAX. Additional care was taken to design the retail aspects of the building to *“maximize visual transparency from sidewalk into stores and vice versa”* and *“stimulate interest in products or services,”* as shown in the attached drawings. Finally, the building was designed to *“locate gardens interior to the block and on rooftops for . . . aesthetic enjoyment.”* The project, as a whole, will result in a more *“livable urban community.”*

6th & Main will replace two inefficient, low-density, primarily one-story, commercial-retail buildings (a Chedda Burger restaurant / Infinity Event Center and an AT&T store), better meeting the City’s land usage goals and the Downtown Plan. Now, instead of a quiet corner at one of Salt Lake City’s busiest intersections, there will be a thriving, transit-oriented metropolis that boosts surrounding businesses and increases pedestrian interaction with downtown Salt Lake City. Located in Zone D-1, the Central Business District (CBD), 6th & Main will embody the D-1 CBD Purpose Statement in section 21A.30.020:

to “. . . provide for commercial and economic development within Salt Lake City's most urban and intense areas. A broad range of uses, including very high density housing, are intended to foster a twenty four (24) hour activity environment consistent with the area's function as the business, office, retail, entertainment, cultural and tourist center of the region. Development is intended to be very intense with high lot coverage and large buildings that are placed close together while being oriented towards the pedestrian with a strong emphasis on a safe and attractive streetscape and preserving the urban nature of the downtown area.”

Residential unit interiors will feature luxury finishes and amenities such as smart home technology, kitchens fitted with quartz countertops and stainless appliance packages, and upgraded features throughout. Building amenities will include a rooftop garden with views of the Salt Lake City skyline, a large fitness facility overlooking the 600 South and Main Street intersection, and a resort style pool deck facing Utah's famed Grand America Hotel. Not only will 6th & Main have 220 parking spaces in total, located on the first three stories of the building, it will also include electric vehicle charging stations.

Retail spaces will have high-end finishes and will be equipped with utility capacity to accommodate whatever type of retail is dictated by the market. Retail tenants will capitalize on traffic generated from storefront visibility on two of Salt Lake's busiest thoroughfares in addition to traffic from The Grand America Hotel and a planned 640,000 SF office development on the opposite side of Main Street called 650 Main.

6th & Main will be an 85-foot tall mid-rise building, constructed of 5 levels of wood framing over 3 levels of concrete and will have luxury interiors and high-quality amenities. Not only will 6th & Main be compatible with its neighbors in terms of height and appearance, it will be a perfect complement to surrounding developments: its retail will serve the Grand America's and the Little America's hotel guests and those who work downtown, and its residences will provide much-needed housing for the massive future office/retail development that is 650 Main, across the street.

Because 6th & Main's proposed height is below the 100-foot minimum for a corner building under D-1 CBD zoning requirements,¹ 6th & Main seeks planned development approval.

6th & Main Meets Planned Development Requirements.

Standards for Planned Developments (21A.55.050)

- A. **Planned Development Objectives.** 6th & Main requests approval of an 85 foot building through the Planned Development process, allowing it to be build with 5 stories of wood on top of 3 levels of concrete podium. If 6th and Main had no other option than to comply with the 100 feet tall requirement, it simply wouldn't make sense to build anything and the site would remain in its current inefficient state. This type of construction allows makes the ground floor retail feasible. Thus, 6th & Main meets the purpose statement for a planned development: it will undoubtedly result in a more enhanced product than would be achievable through strict application of the D-1 CBD zoning code's minimum height requirement of 100 feet for

¹ Like 600 Lofts, 6th & Main does not reach 100 feet high; however, as an 8-story apartment property, 6th & Main comes a bit closer to reaching the 100-foot requirement than does 600 Lofts' 6-story apartment property.

developments on block corners (see **Exhibit A**, all while enabling 6th & Main to be compatible with adjacent and nearby land developments like 600 Lofts and the Grand and Little America Hotels, whose similarities are discussed above).

1. **Objective F**, Master Plan Implementation, is met: 6th & Main helps implement portions of Salt Lake City's Downtown Plan, particularly those portions related to the South State and Grand Boulevards districts upon which the project is located (as set forth in detail in the "Overview" section, above). The Downtown Plan provides specific guidance on the character of the immediate vicinity of the 6th & Main project. 6th & Main is consistent with the guidance of the Downtown Plan related to building scale (a "*well-designed mid-rise building*"), building orientation (facing 600 South, which, as a freeway off-ramp, is "*a major point of arrival to the downtown by car*"), site layout (the project's mid-block, walkable entry/exitways give residents and the general public easy access to sidewalks and TRAX, thus "*[u]tiliz[ing] interior streets and walkways for [residential] development to activate interiors of blocks while keeping [main streets primarily] commercial*"), and other similar character-defining features like sidewalk-to-store visual transparency and the rooftop gardens for aesthetic enjoyment.
2. **Objective C**, Housing, is met: 6th & Main will provide housing that helps achieve the city's housing goals and policies: the Downtown Plan targets 10,000 new housing units by 2040, that include a mix of housing types, affordability and sizes, with an increase in the number of small-scale, "urban oriented" housing types. 6th & Main will contribute 175 apartment units on just one acre, ranging from 770 SF to 1,236 SF and a unit mix consisting of 82% one-bedroom apartments (some of which have one bathroom, some of which have two; and some of which include a den) and 18% two-bedroom apartments—a mix of affordability and sizes, with a great many small-scale, urban oriented units. Further, 6th & Main's proposal includes housing types that are not commonly found in the existing neighborhood (but are of a scale that is typical to the neighborhood): the South State and Grand Boulevards districts currently lack much high-density, and 6th & Main's apartments are of a scale similar to 600 Lofts'. These districts need many more housing options to meet the Downtown Plan's 10,000-new-units target and the Grand Boulevard District's encouragement of redevelopment opportunities that provide residential development.
3. **Objective D**, Mobility, is met: 6th & Main will enhance accessibility and mobility by creating new interior block walkway connections (running both north-to-south and east-to-west, see **Exhibit B**) that connect through a partial block and improve connectivity to TRAX and main city sidewalks. And, given that a future TRAX stop is adjacent to the building, 6th & Main will provide residential density directly next to mass transit.
4. **Objective E**, Sustainability, is met: 6th & Main intends to meet specific design criteria to ensure a minimum Energy Star SEP (Statement of Energy Performance) Score of 75 or greater (scale of 1 to 100) and will be fully energy star certified. Additionally, 6th & Main will be required to submit annual SEP scores on an ongoing basis showing that the property continues to operate at an efficiency score of 75 or higher. Adherence to this program will "achieve exceptional performance with regards to resource consumption and impact on natural systems" and undoubtably result in building design/systems that "allow for a significant reduction in energy use as compared with other buildings of similar type."

- B. **Master Plan Compatibility.** 6th & Main is generally consistent with adopted policies set forth in the Downtown Plan, particularly regarding the South State and Grand Boulevards districts (which are applicable to the site upon which 6th & Main will be located), as set forth in detail above.
- C. **Design and Compatibility.** 6th & Main is compatible with the area(s) in which it will be located; particularly, the South State and Grand Boulevards districts, as set forth above. Further, 6th & Main is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations (*i.e.*, of the 100-foot corner building zoning requirement): market changes, labor shortages, and an escalating trade war make it unfeasible to build a 100-foot building on the property, and the alternative is to leave the property as-is, with two inefficient, low-density, one-story, commercial-retail buildings that do little to constitute “a major point of arrival to the downtown by car . . . suitably designed to welcome and excite visitors.”
- D. **Landscaping.** 6th & Main preserves, maintains, or provides native landscaping where appropriate.
1. As shown on **Exhibit C**, there are no mature native trees along the periphery of the property or along the street; however, as shown on **Exhibit D**, 6th & Main will include trees grown to maturity along the periphery of the property.
 2. As shown on **Exhibit C**, there is little, if any, existing landscaping that provides additional buffering to the abutting properties; however, as shown on **Exhibit D**, 6th & Main will include landscaping that buffers the property against the abutting properties.
 3. As shown on **Exhibit D**, 6th & Main’s landscaping is designed to lessen its potential impacts: trees and other landscaping along roadways and interior block walkways, as well as on the rooftop and surrounding the pool deck, will beautify what are currently bland commercial properties and concrete jungle.
 4. As shown on **Exhibit D**, 6th & Main’s landscaping is appropriate for the scale of the development.
- E. **Mobility.** 6th & Main supports citywide transportation goals (*i.e.*, proximity to mass transit and walkability) and promotes safe and efficient pedestrian and vehicle circulation within the site and surrounding neighborhood.
1. Drive access to local streets will not negatively impact the safety, purpose, and character of the street. As shown on **Exhibit E**, the project’s driveways will have entry and exit points both on 600 South and on Main Street, which is consistent with the property’s current ingress and egress. Both 600 South and Main Street are main thoroughfares capable of handling additional traffic, and the neighboring 600 Lofts’ success with having a similar access point along 600 South bodes well for this project.
 2. The site design considers safe circulation for pedestrians (see **Exhibit E**), bicyclers (given 263 SF designated for interior bicycle storage), and TRAX riders (given the anticipated Main Street stop directly adjacent to the project).
 3. 6th & Main’s site design promotes and enables access to adjacent uses and amenities: its location at the corner of a major thoroughfare, its inclusion of interior pedestrian walkways, and its clean and predictable layout and design all enable residents and neighboring residents access to adjacent amenities (like the hotels, TRAX, and the anticipated 650 Main office building).

4. The proposed design provides adequate emergency vehicle access: as shown on Exhibit **Exhibit E**, the project's driveways have entry and exit points both on main thoroughfares and are wide enough to accommodate emergency vehicles and personnel.
 5. **6th & Main** will have a designated loading platform near the Main Street vehicle entrance. This loading access will accommodate large delivery trucks and trailers, thus providing efficient loading/unloading for commercial and residential tenants. Being positioned parallel to our resident and retail vehicle access on Main Street will "minimize impacts to the surrounding area and public rights-of-way."
- F. **Existing Site Features.** There are not many currently-existing natural or built features on the property that significantly contribute to the character of the neighborhood and/or environment. However, to the extent it is able **6th & Main** preserves (indeed, improves) the natural features of the property by introducing beautiful landscaping, both along the walkways and on the rooftop of the building. See **Exhibit D**.
- G. **Utilities.** Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

EXHIBIT A
Current Use vs. Future Use

Current Use:



Future Use:



EXHIBIT B

Depiction of Mid-Block Interior Walkways

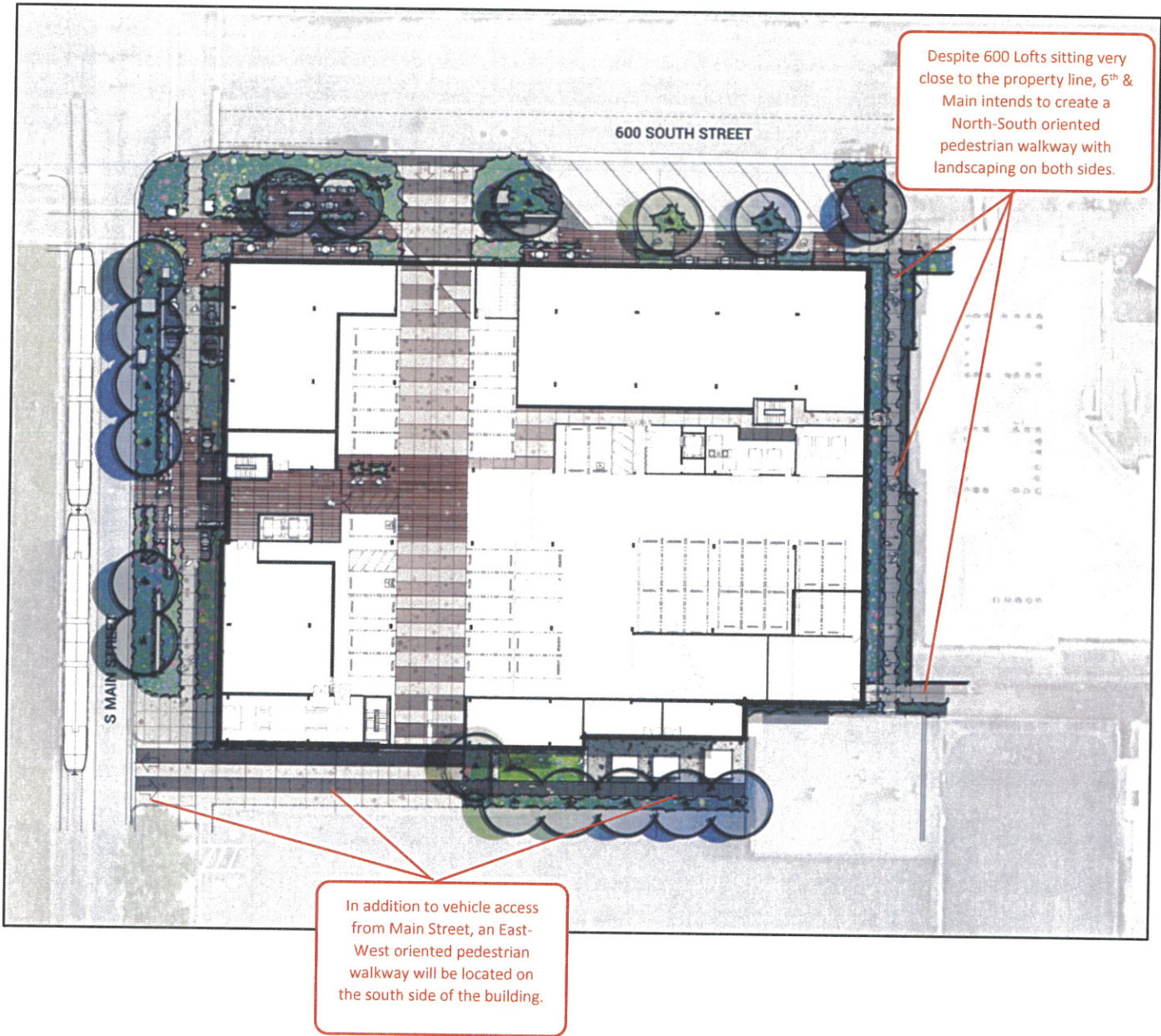


EXHIBIT C

Current Photographs of Landscaping





EXHIBIT D

Depiction of 6th & Main Landscaping

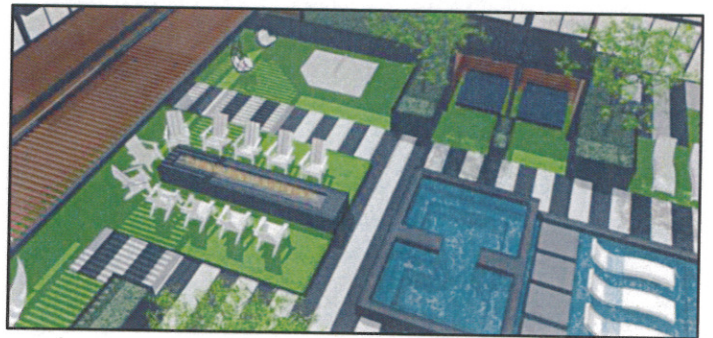
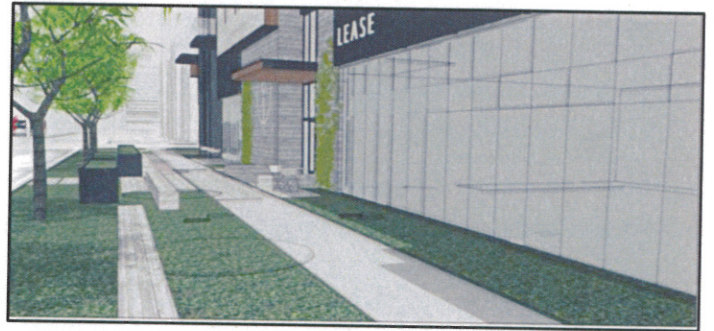
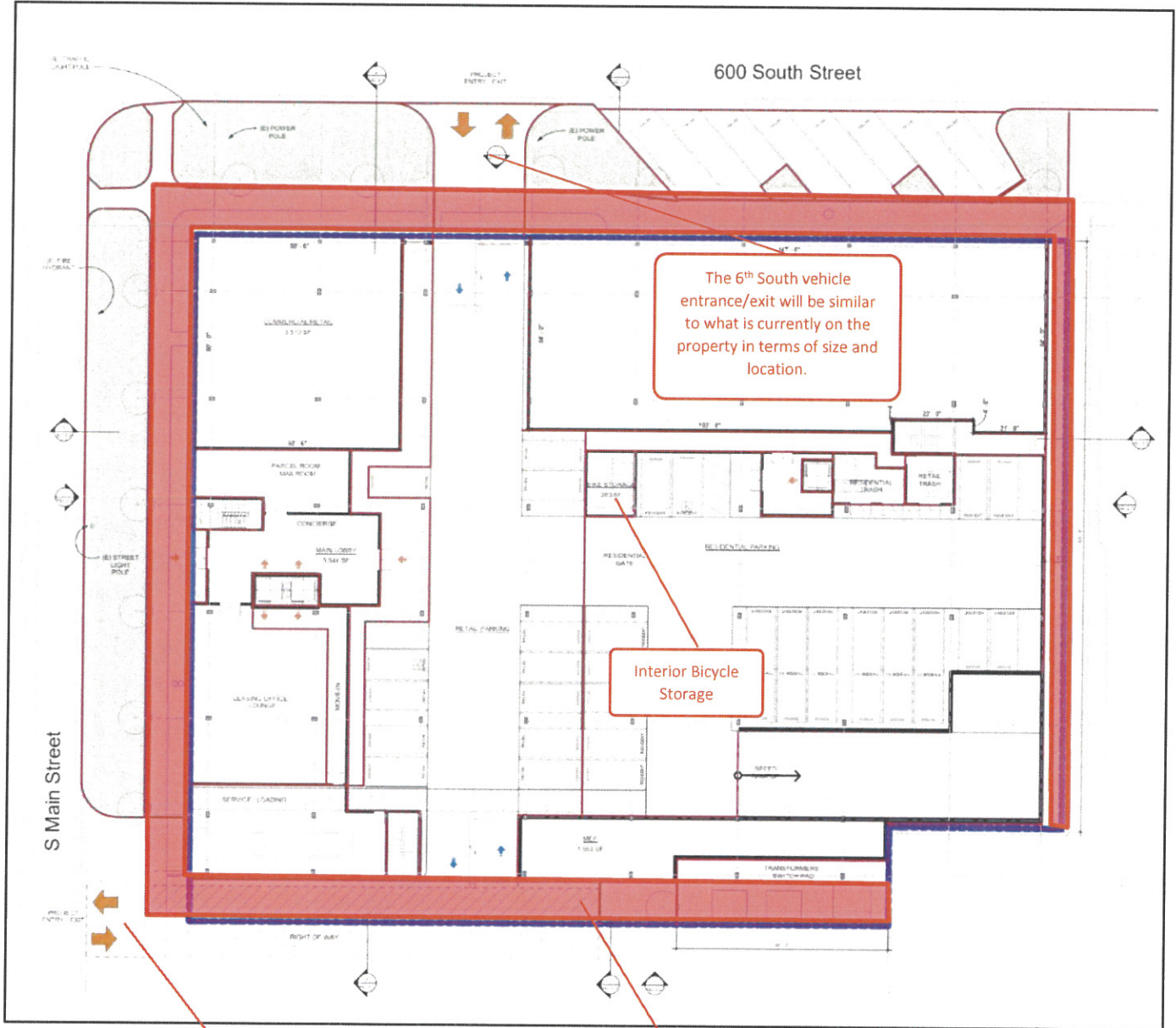


EXHIBIT E

Depiction of Driveways & Pedestrian Walkways



The 6th South vehicle entrance/exit will be similar to what is currently on the property in terms of size and location.

Interior Bicycle Storage

The Main Street vehicle entrance/exit will be similar to what is currently on the property in terms of size and location.

Pedestrian Walkways are highlighted in red.



Planning Division
451 S State Street, Room 215
Salt Lake City, UT 84111

Subject: Maximum Parking Requirement Increase – 6th & Main

Dear Planning Division,

As the ownership group of the 6th & Main (“6th & Main”) apartment development located on the southeast corner of Main Street and 600 South, we seek approval to increase the number of allowable parking spaces for 6th & Main per section 21A.44.050 of the SLC zoning code.

According to the “Transportation Demand Management Parking Incentives” section (21A.44.050(C)(3)(b)) of the code, the minimum parking requirement as determined by table 21A.44.030 in section 21A.44.030 can be doubled if the applicant fulfills at least one “major transportation demand management strategy” and at least one “minor transportation demand strategy.” 6th & Main will go above and beyond fulfilling one of each transportation demand strategy, which means 6th & Main will be eligible to increase its allowable parking spaces to 392 spaces total, although the total number of stalls planned is significantly less at 220 parking stalls.

Table 21A.44.030 specifies that the minimum number of spaces for “*multiple-family dwellings*” is to be calculated as follows:

- “2 parking spaces for each dwelling unit containing 2 or more bedrooms
- 1 parking space for 1 bedroom and efficiency dwelling
- 1/2 parking space for single room occupancy dwellings (600 square foot maximum)”

Given that 6th & Main has 20 single room occupancy dwellings less than 600 square feet in size, 124 one bedroom and efficiency dwellings and 31 dwellings of 2 or more bedrooms, its minimum allowable parking stalls total, per table 21A.44.030, can be doubled to 392 ($20 * \frac{1}{2} + 124 * 1 + 31 * 2 = 196 * 2 = 392$).

In order to qualify for the increase in allowable parking spaces detailed above, 6th & Main intends to apply the following four “major transportation demand management strategies” outlined in section (21A.44.050(C)(4)(a)):

- Interior Bicycle Parking – “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.” 6th & Main intends to have a space on the first-floor interior of the building, dedicated to bicycle storage. This space will easily meet the 50% requirement and probably will exceed 10 spaces, which is the required number of bicycle spaces for 6th & Main per section 21A.44.050(B)(3).

- Residential Business Center – “An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.” 6th & Main large business center complete with conference rooms, individual offices, and collaborative workspaces.
- Fitness Facility – “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.” 6th & Main intends to have an over 2,000 SF fitness amenity.
- On-site Restaurant - “An on premises restaurant, cafeteria or lunchroom that provides meals for purchase by employees, residents or patrons of the development.” 6th & Main will have two ground-floor retail spaces for a combined 10,000 SF, roughly. At least a portion of these retail spaces will be designed with the intent to attract popular restaurant and food concepts.

6th & Main also intends to apply the following three “minor transportation demand management strategies” outlined in section (21A.44.050(C)(4)(b)):

- Sheltered Bike Parking – “Permanently sheltered, covered or secure facilities for the required bicycle parking.” 6th & Main intends to have sheltered and secure bicycle parking on the interior of the building for all of the required bicycle spaces.
- Bicycle Sharing Program – “Participation in, investment in or sponsorship of an approved bicycle sharing program.” 6th & Main will have a bike share program as a resident amenity.
- Unbundled Parking – “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)” 6th & Main intends to have a portion of motor vehicle parking set aside for independent rent.

Despite using transportation demand management strategies to increase the total allowable parking spaces number to 392, 6th & Main intends to implement only 220 spaces. The ownership and architects for 6th & Main have meticulously planned and designed the parking for maximum efficiency. Great consideration and care has been given to ensure 6th & Main has enough parking to comfortably serve its residents, staff, and retail tenants and customers while also encouraging the use of alternative modes of transportation. 22 tandem stalls will correspond to specific two-bedroom units, which will leave approximately 176 regular stalls to serve the 153 remaining units, resident staff, and retail employees and customers.

As demonstrated above, 6th & Main seeks to create a pedestrian friendly development that encourages convenient and efficient modes of transportation to all residents. We appreciate your understanding and thank you for your consideration.

Ben Lowe

President
Lowe Property Group

l o w e p r o p e r t y g r o u p

ATTACHMENT E: PLAN SET AND RENDERINGS

CONTACT:

OWNERSHIP
 LPG
 2319 S Foothill Dr, Suite 265
 Salt Lake City, UT 84109
 Contact: Ben Lowe
 Phone: 801.582.3188

ARCHITECT
 MVE + PARTNERS
 1900 Main Street, Suite 800
 Irvine, CA 92614
 Contact: Pieter Berger
 Phone: 949.803.3300

LANDSCAPE
 -
 -
 -

CIVIL
 -
 -
 -

ZONE

ADDRESS: SEC 600S and Main Street
 Salt Lake City, Utah

APN: -

Zone: D1
 Designation: Central Business District.

The purpose of the D-1 central business district is to provide for commercial and economic development within Salt Lake City's most urban and intense areas. A broad range of uses, including very high density housing, are intended to foster a twenty four (24) hour activity environment consistent with the area's function as the business, office, retail, entertainment, cultural and tourist center of the region. Development is intended to be very intense with high lot coverage and large buildings that are placed close together while being oriented towards the pedestrian with a strong emphasis on a safe and attractive streetscape and preserving the urban nature of the downtown area.

LOT AREA :

Site Area: 48,243 SF (1.06 AC)
 Buildable Area: -
 Allowable Floor Area Limit: -

PROJECT DESCRIPTION

Mixed Used building with 5 levels of residential over 3 levels of parking garage. Retail and residential lobby and office on the ground level. Parking is on first 3 levels.

SETBACKS

REQUIRED
 Front: No minimum yard is required
 Rear / Side: No minimum yard is required
 Yard Requirement: Front and corner side yards: No minimum yards are required, however, no yard shall exceed five feet (5') except as authorized through the conditional building and site design review process. Such conditional building and site design reviews shall be subject to the requirements of chapter 21A.59 of this title. Where an entire block frontage is under one ownership, the setback for that block frontage shall not exceed twenty five feet (25'). 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.

PROPOSED

Front:
 600S - 0'0"
 Main Street - 0'0"

Side:
 South - 0'0"
 East - 0'0"

HEIGHT

Height Allowable: "Block Corner" No corner building shall be less than one hundred feet (100') nor more than three hundred seventy five feet (375') in height. The minimum one hundred foot (100') high portion of the building shall be located not farther than five feet (5') from the lot line along front and corner lot lines. Buildings higher than three hundred seventy five feet (375') may be allowed in accordance with the provisions of subsections E6a and E6b of this section.

Proposed: 9'

RESIDENTIAL DENSITY

Proposed: 175 Units
 FAR: 3.90 (180,399 SF)

DWELLING UNITS

Dwelling Units Proposed:		
1BD/ 1BA	135	77%
1BD/ 1BA + DEN	4	2%
1BD/ 2BA + DEN	5	3%
2BD/ 2A	31	18%
Total	175 DU	100%

Market Rentable AVG Area: 797 SF
 HUD Net Rentable AVG Area: 744 SF
 Total Rentable (Market Rentable): 139,411 SF
 Total Rentable (HUD Net Rentable): 130,176 SF

Unit Type	No. of Unit (DU)	Market Rentable Area (SF)	HUD Net Rentable Area (SF)
A1 1BD/1BA	35	770 sf	722 sf
A2 1BD/1BA	20	734 sf	685 sf
A3 1BD/1BA	12	669 sf	625 sf
A4 1BD/1BA	20	559 sf	508 sf
A5 1BD/1BA	20	691 sf	635 sf
A6 1BD/1BA	17	606 sf	565 sf
A7 1BD/1BA + DEN	4	980 sf	898 sf
A8 1BD/1BA	10	694 sf	629 sf
B1 2BD/2BA	22	1,236 sf	1,177 sf
B2 2BD/2BA	9	1,212 sf	1,148 sf
B3 1BD/2BA + DEN	5	950 sf	880 sf
Total	175 DU	139,411 sf	130,176 sf

GROSS BUILDING AREA

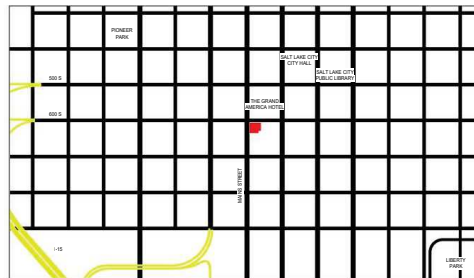
Level 1		31,022 SF
AMENITIES	3,366 SF	
B.O.H.	2,342 SF	120 SF
CIRCULATION	1,439 SF	742 SF
PARKING	23,943 SF	29,758 SF
AREA		30,620 SF
RESIDENTIAL	286 SF	
RETAIL	10,144 SF	120 SF
	41,519 SF	CIRCULATION 742 SF
		RESIDENTIAL 31,019 SF
Level 2		31,882 SF
B.O.H.	229 SF	
CIRCULATION	873 SF	
PARKING	38,113 SF	120 SF
AREA		742 SF
RESIDENTIAL	283 SF	31,019 SF
	39,498 SF	31,882 SF
Level 3		
AMENITIES	2,707 SF	
CIRCULATION	2,279 SF	120 SF
PARKING	22,644 SF	742 SF
AREA		28,458 SF
RESIDENTIAL	12,087 SF	29,320 SF
	39,717 SF	Grand total 275,459 SF
Level 4		
AMENITIES	2,556 SF	
B.O.H.	120 SF	
CIRCULATION	611 SF	
RESIDENTIAL	27,736 SF	

PARKING

REQUIRED		
Residential Per D1 Zone		
1/2 Stall / DU		88 Spaces
PROPOSED		
Residential	174 Standard Prime Spaces	
	4 ADA Spaces	
	22 Tandem Spaces	
Sub Total Proposed :		200 Total Spaces
Retail Required per D1		
1 space / 1000sf if over 25,000SF		0 Spaces
PROPOSED		
Retail	19 Standard Spaces	
	1 ADA Spaces	
Sub Total Proposed :		20 Total Spaces
TOTAL PROPOSED		220 Total Spaces



VICINITY MAP



COVER SHEET/ PROJECT INFORMATION

600S - Main Street

SEC OF 600S & MAIN STREET
 SALT LAKE CITY, UTAH

PROJECT INFORMATION

Site Address:
 SEC 600South and Main Street
 Salt Lake City, Utah

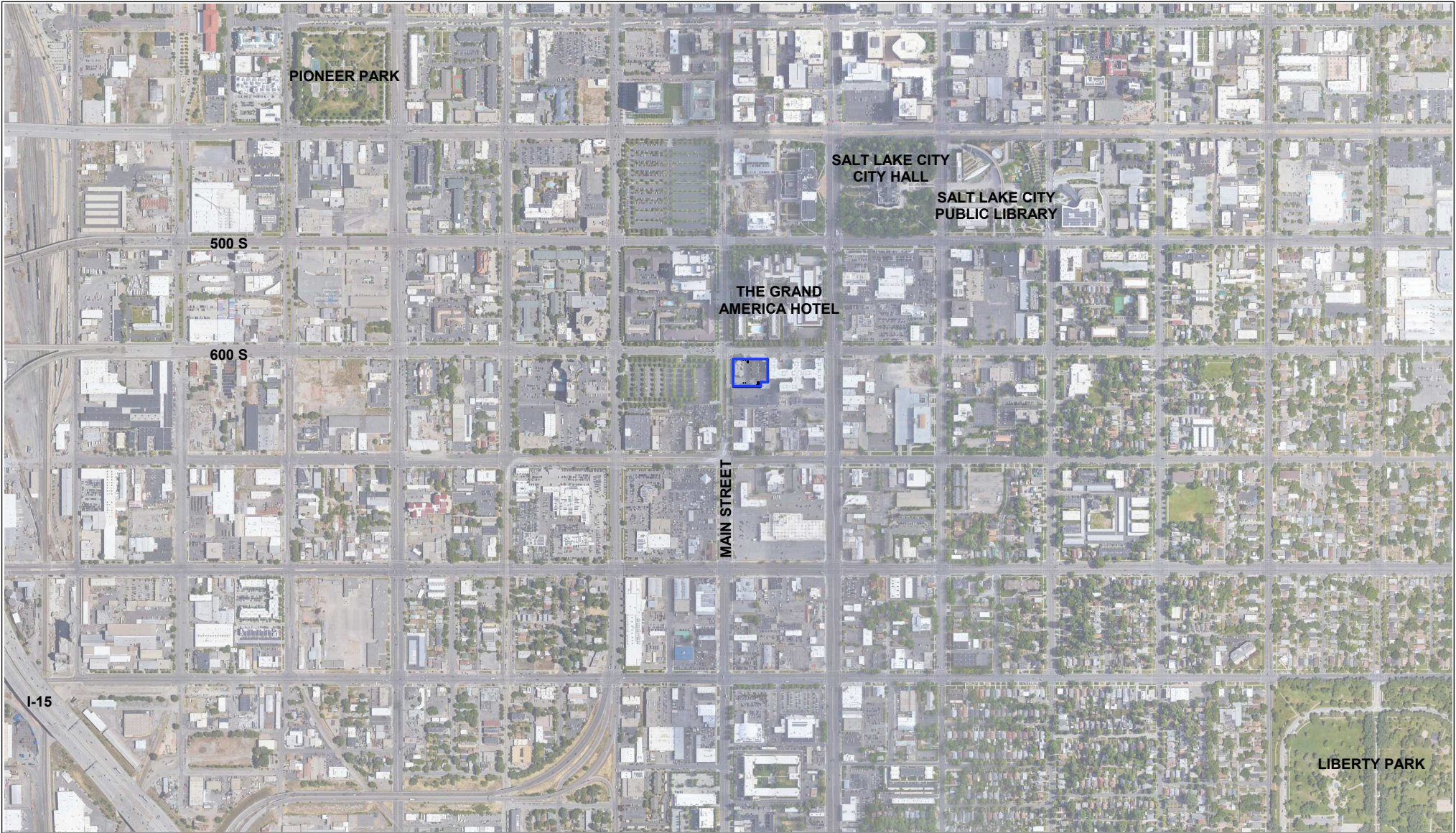
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PROJECT #1710201

DECEMBER 5, 2018

MVE + PARTNERS





SITE CONTEXT

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

0' 100' 200' 300'

PROJECT #1710201



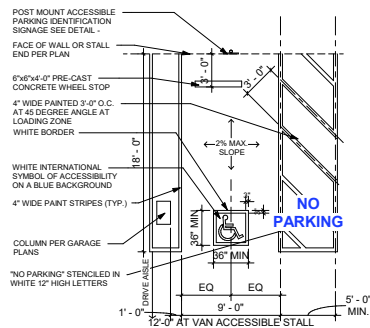
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DECEMBER 5, 2018

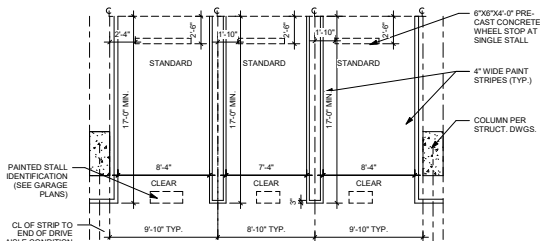


LPG
LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

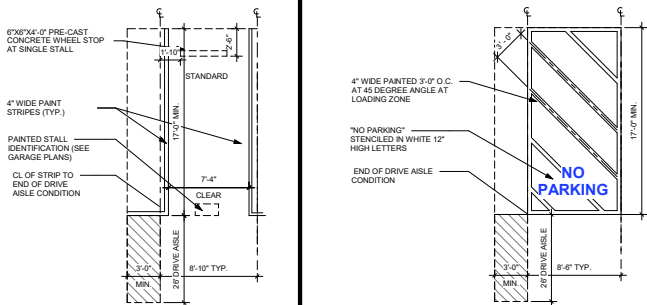
MVE + PARTNERS



TYPICAL ACCESSIBLE PARKING STALL 3/16" = 1'-0" 5

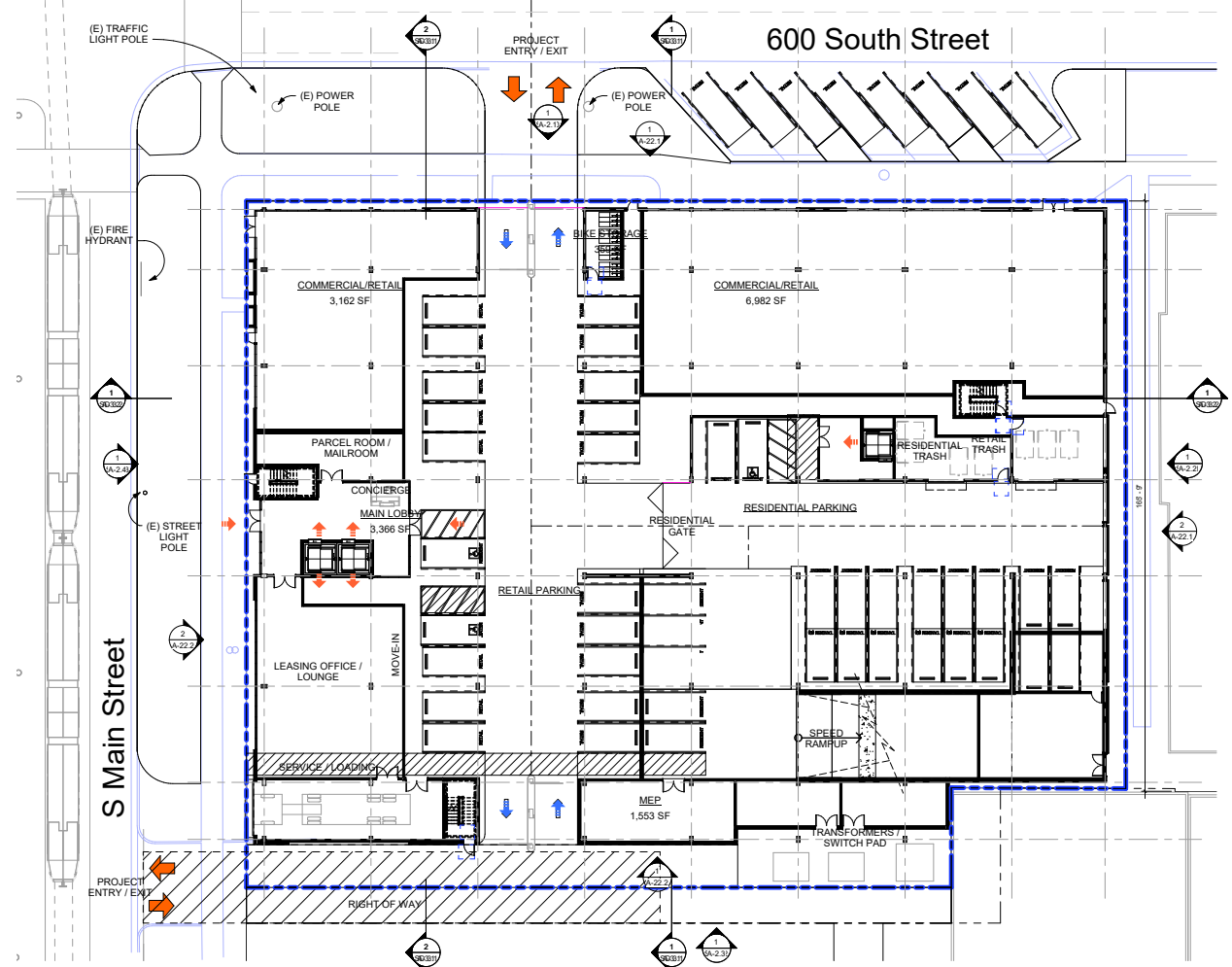


TYPICAL PARKING STALL STANDARD 3/16" = 1'-0" 4



TYPICAL PARKING STALL DEAD END CONDITION 3/16" = 1'-0" 3

TYPICAL DEDICATED TURN-AROUND SPACE 3/16" = 1'-0" 2



Level 1 Plan 1/16" = 1'-0" 1

LEVEL 1

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

MVE + PARTNERS

A-1.1

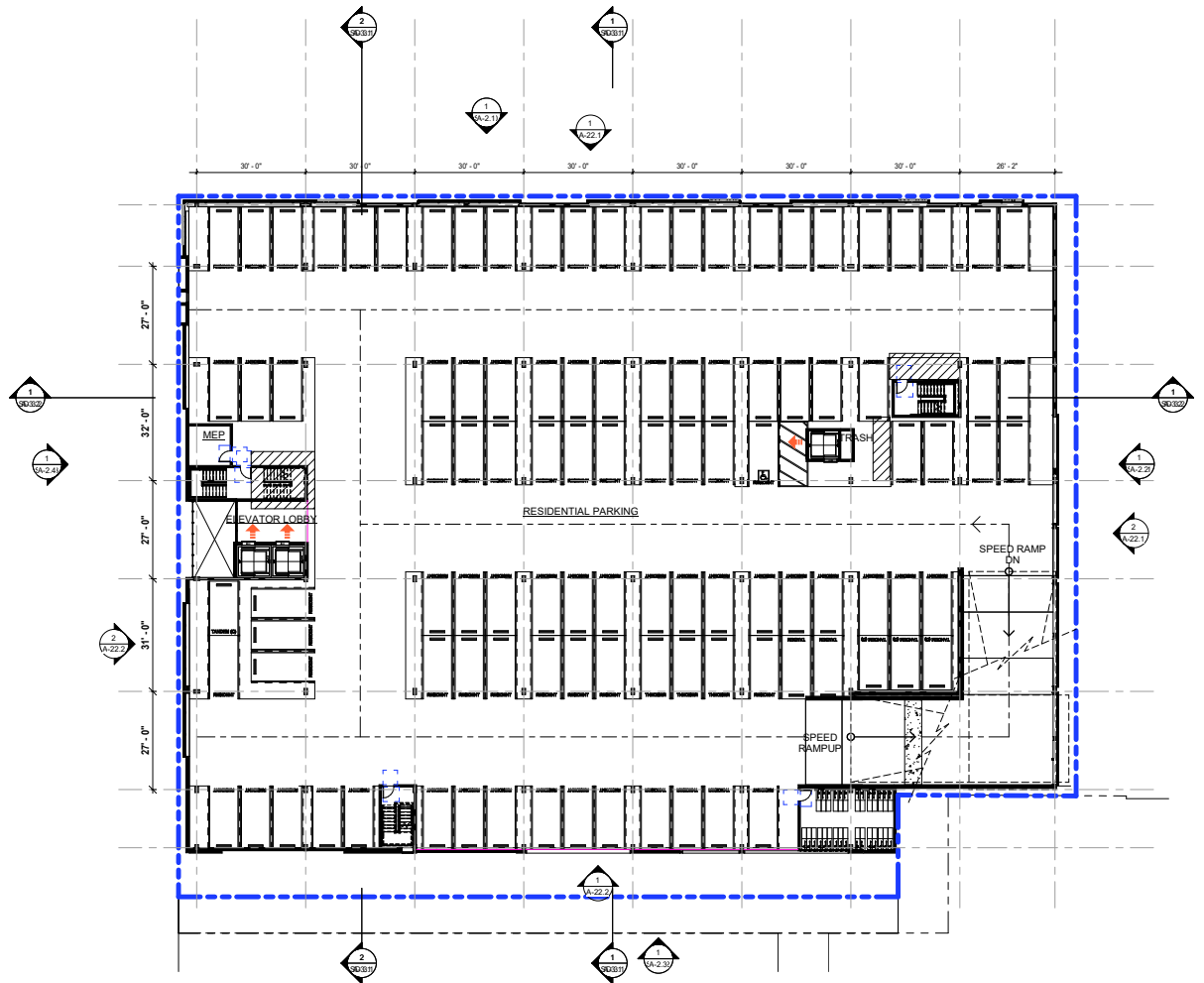
DECEMBER 5, 2018

lpg
LPG
LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING AREA	23,943 SF
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,882 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING AREA	38,113 SF
RESIDENTIAL	283 SF
	39,498 SF
Level 3	29,320 SF
AMENITIES	2,707 SF
CIRCULATION	2,279 SF
PARKING AREA	22,644 SF
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	28,458 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF
	29,320 SF
Grand total	275,459 SF

PARKING SCHEDULE	
Level 1	222
RESIDENTIAL ADA	2
RESIDENTIAL PRIME	12
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	6
RETAIL	26
RETAIL ADA	1
	49
Level 2	107
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	51
RESIDENTIAL TANDEM	10
RESIDENTIAL TANDEM COMPACT	4
	66
Grand total:	222

UNITS SCHEDULE		
Level 1	1	144
APL-04	1	132
APL-09	1	4
APL-15	1	1
APL-17	1	5
APL-21	1	2
APL-22	1	144
APL-30	1	1
APL-44	1	126
HD-02	1	4
PA-01	1	1
PA-06	1	3
PA-17	1	2
PA-19	1	136
PA-22	1	608
Level 3	39	
Level 4	176	
UNIT A2	5	
UNIT A7	1	
UNIT A8	1	
UNIT B1	4	
UNIT B2	2	
UNIT B3	1	
Level 5	129	
UNIT A2	4	
UNIT A7	1	
UNIT B1	4	
UNIT B2	2	
Level 6	140	
UNIT A2	4	
UNIT A7	1	
UNIT B1	5	
UNIT B2	2	



Level 2 Plan 1/16" = 1'-0" 1

LEVEL 2

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

MVE + PARTNERS

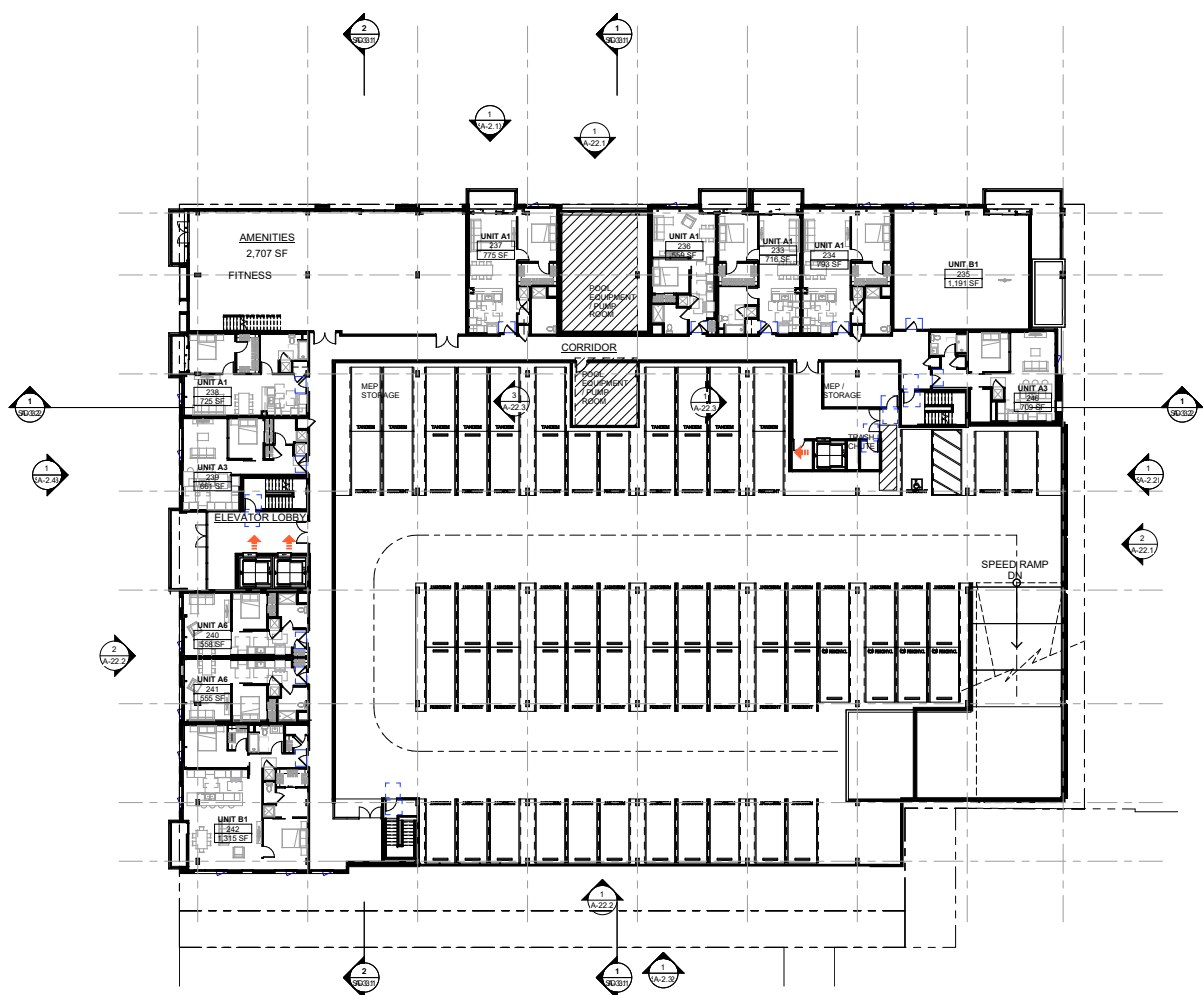
DECEMBER 5, 2018



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AMENITIES	2,707 SF
B.O.H.	2,279 SF
CIRCULATION	22,644 SF
AREA	12,087 SF
RESIDENTIAL	39,717 SF
	27,736 SF
Level 4	27,736 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF

PARKING SCHEDULE	
Level 1	2
RESIDENTIAL ADA	12
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	6
RESIDENTIAL TANDEM COMPACT	26
RETAIL	1
RETAIL ADA	49
Level 2	1
RESIDENTIAL ADA	100
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	107
Level 3	1
RESIDENTIAL ADA	51
RESIDENTIAL PRIME	10
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	66
Grand total:	222

UNITS SCHEDULE		
Level 1	1	144
APL-04	1	132
APL-09	1	4
APL-15	1	1
APL-17	1	5
APL-21	1	2
APL-22	1	144
APL-30	1	
APL-44	1	126
HD-02	1	4
PA-01	1	1
PA-06	1	3
PA-17	1	2
PA-19	1	136
PA-22	1	808
Level 3	39	
Level 4	176	
UNIT A2	5	
UNIT A7	1	
UNIT A8	1	
UNIT B1	4	
UNIT B2	2	
UNIT B3	1	
Level 5	129	
UNIT A2	4	
UNIT A7	1	
UNIT B1	4	
UNIT B2	2	
Level 6	140	
UNIT A2	4	
UNIT A7	1	
UNIT B1	5	
UNIT B2	2	



Level 3 Plan 1/16" = 1'-0" 1

LEVEL 3

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

MVE + PARTNERS

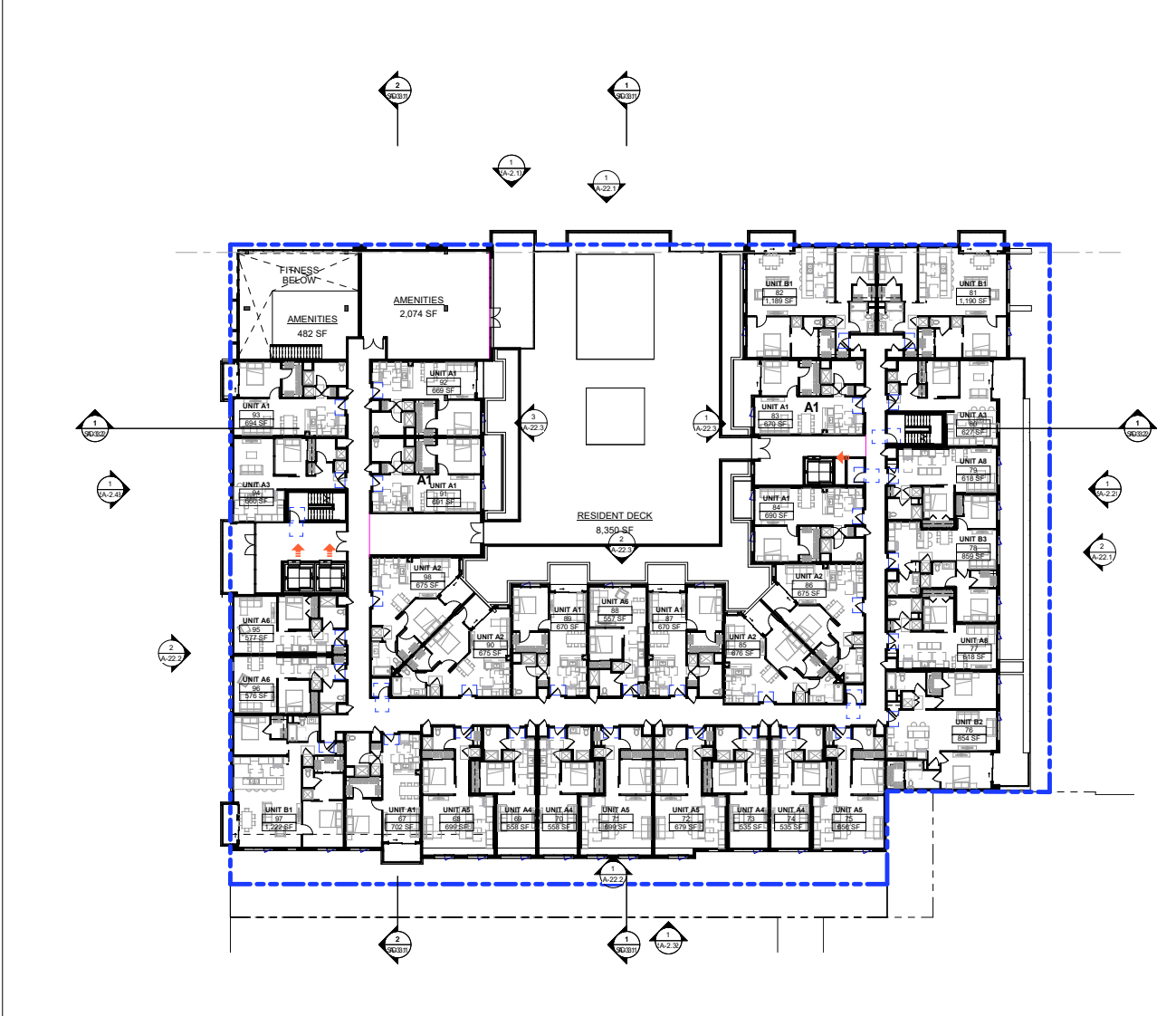
DECEMBER 5, 2018



GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING AREA	23,943 SF
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,882 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING AREA	38,113 SF
RESIDENTIAL	283 SF
	39,498 SF
Level 3	29,320 SF
AMENITIES	2,707 SF
CIRCULATION	2,279 SF
PARKING AREA	22,644 SF
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	27,736 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF

PARKING SCHEDULE	
Level 1	2
RESIDENTIAL ADA	12
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	6
RESIDENTIAL TANDEM COMPACT	26
RETAIL	1
RETAIL ADA	49
Level 2	1
RESIDENTIAL ADA	100
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	107
Level 3	1
RESIDENTIAL ADA	51
RESIDENTIAL PRIME	10
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	66
Grand total:	222

UNITS SCHEDULE		
Level 1	1	144
APL-04	1	132
APL-09	1	4
APL-15	1	1
APL-17	1	5
APL-21	1	2
APL-22	1	144
APL-30	1	
APL-44	1	126
HD-02	1	4
PA-01	1	1
PA-06	1	3
PA-17	1	2
PA-19	1	136
PA-22	1	808
Level 3	15	
Level 4	176	
UNIT A2	5	
UNIT A7	1	
UNIT A8	1	
UNIT B1	4	
UNIT B2	2	
UNIT B3	1	
Level 5	129	
UNIT A2	4	
UNIT A7	1	
UNIT B1	4	
UNIT B2	2	
Level 6	140	
UNIT A2	1	
UNIT A7	4	
UNIT B1	5	
UNIT B2	2	



Level 4 Plan 1/16" = 1'-0" 1

LEVEL 4

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

0' 100' 200' 300'



A-1.4

PROJECT #1710201

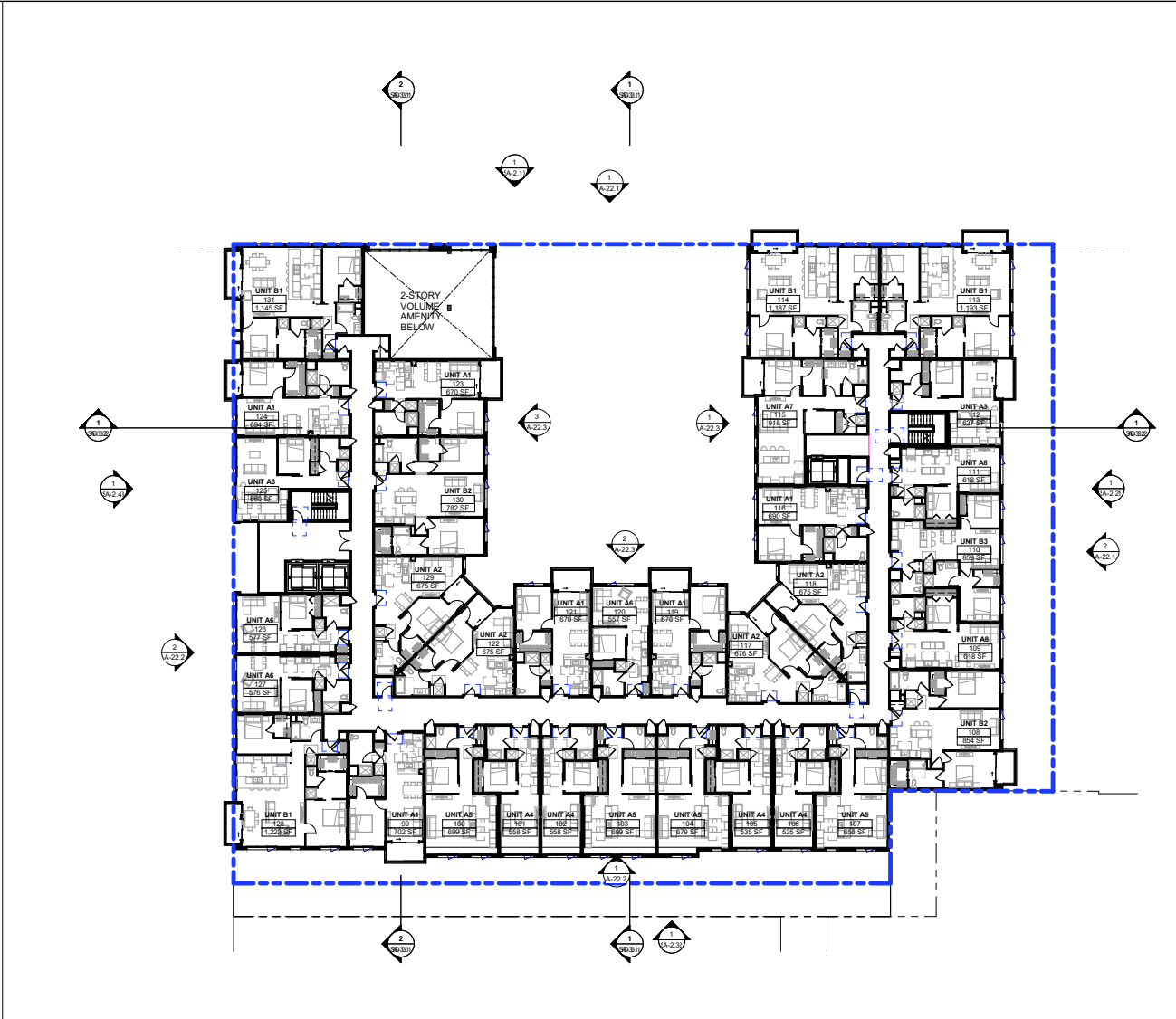
DECEMBER 5, 2018



GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING AREA	23,943 SF
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,019 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING AREA	38,113 SF
RESIDENTIAL	283 SF
	39,498 SF
Level 3	31,019 SF
AMENITIES	2,707 SF
B.O.H.	120 SF
CIRCULATION	2,279 SF
PARKING AREA	22,644 SF
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	31,019 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF
	31,882 SF
Level 5	31,022 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	29,758 SF
	30,620 SF
Level 6	31,019 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Level 7	31,019 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Level 8	31,019 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	28,458 SF
	29,320 SF
Grand total	275,459 SF

PARKING SCHEDULE	
Level 1	
RESIDENTIAL ADA	2
RESIDENTIAL PRIME	12
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	6
RETAIL	26
RETAIL ADA	1
	49
Level 2	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	100
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	4
	107
Level 3	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	51
RESIDENTIAL TANDEM	10
RESIDENTIAL TANDEM COMPACT	4
	66
Grand total:	222

UNITS SCHEDULE			
Level 1	1	Level 7	144
APL-04	1	UNIT A2	132
APL-09	1	UNIT A7	4
APL-15	1	UNIT A7	1
APL-17	1	UNIT B1	5
APL-21	1	UNIT B2	2
APL-22	1		144
APL-30	1	Level 8	
APL-44	1	UNIT A2	126
HD-02	1	UNIT A2	4
PA-01	1	UNIT A7	1
PA-06	1	UNIT B1	3
PA-17	1	UNIT B2	2
PA-19	1		136
PA-22	1		808
	15		
Level 3	39		
	39		
Level 4	176		
UNIT A2	5		
UNIT A7	1		
UNIT A8	1		
UNIT B1	4		
UNIT B2	2		
UNIT B3	1		
	190		
Level 5	129		
UNIT A2	4		
UNIT A7	1		
UNIT A8	4		
UNIT B2	2		
	140		
Level 6	132		
UNIT A2	4		
UNIT A7	1		
UNIT B1	5		
UNIT B2	2		



Level 5 Plan 1/16" = 1'-0" 1

LEVEL 5

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

0' 100' 200' 300'



A-1.5

PROJECT #1710201

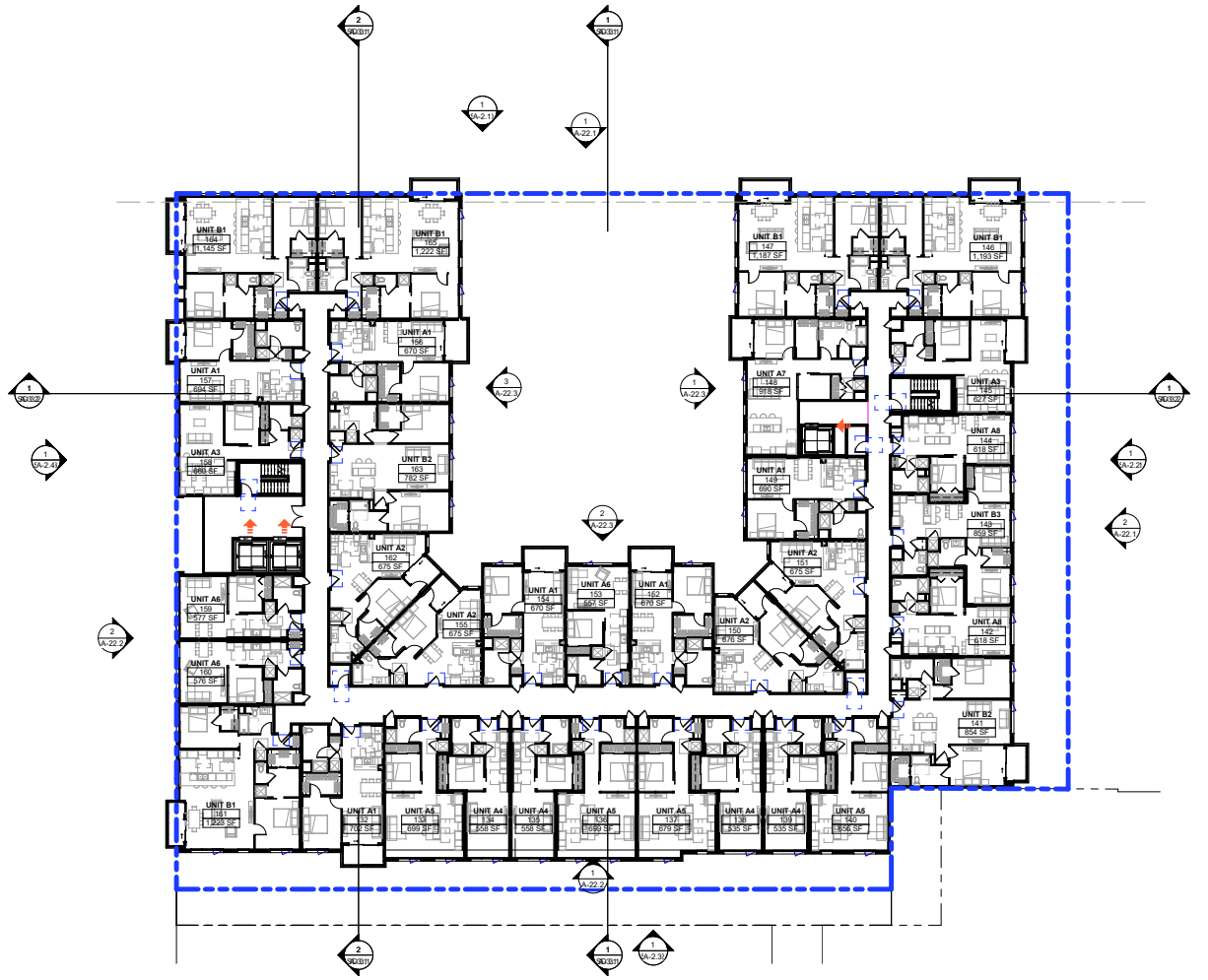
DECEMBER 5, 2018



GROSS BUILDING AREA		Level 5	
Level 1	31,022 SF	Level 5	120 SF
AMENITIES	3,366 SF	B.O.H.	120 SF
B.O.H.	2,342 SF	CIRCULATION	742 SF
CIRCULATION	1,439 SF	RESIDENTIAL	29,758 SF
PARKING AREA	23,943 SF	RESIDENTIAL	30,620 SF
RESIDENTIAL	286 SF	Level 6	120 SF
RETAIL	10,144 SF	B.O.H.	120 SF
Level 2	41,519 SF	CIRCULATION	742 SF
B.O.H.	229 SF	RESIDENTIAL	31,019 SF
CIRCULATION	873 SF	B.O.H.	120 SF
PARKING AREA	38,113 SF	CIRCULATION	742 SF
RESIDENTIAL	283 SF	RESIDENTIAL	31,019 SF
Level 3	39,498 SF	Level 7	120 SF
AMENITIES	2,707 SF	B.O.H.	120 SF
CIRCULATION	2,279 SF	CIRCULATION	742 SF
PARKING AREA	22,644 SF	RESIDENTIAL	28,458 SF
RESIDENTIAL	12,087 SF	RESIDENTIAL	29,320 SF
Level 4	39,717 SF	Grand total	275,459 SF
AMENITIES	2,556 SF		
B.O.H.	120 SF		
CIRCULATION	611 SF		
RESIDENTIAL	27,736 SF		

PARKING SCHEDULE	
Level 1	
RESIDENTIAL ADA	2
RESIDENTIAL PRIME	12
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	6
RETAIL	26
RETAIL ADA	1
	49
Level 2	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	100
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	4
	107
Level 3	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	51
RESIDENTIAL TANDEM	10
RESIDENTIAL TANDEM COMPACT	4
	66
Grand total:	222

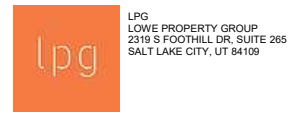
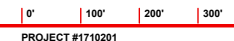
UNITS SCHEDULE			
Level 1	1	Level 7	144
APL-04	1	UNIT A2	132
APL-09	1	UNIT A7	4
APL-15	1	UNIT A7	1
APL-17	1	UNIT B1	5
APL-21	1	UNIT B2	2
APL-22	1	UNIT B2	144
APL-30	1	Level 8	
APL-44	1	UNIT A2	126
HD-02	1	UNIT A2	4
PA-01	1	UNIT A7	1
PA-06	1	UNIT B1	3
PA-17	1	UNIT B2	2
PA-19	1		136
PA-22	1		608
	15		
Level 3	39		
	39		
Level 4	176		
UNIT A2	5		
UNIT A7	1		
UNIT A8	1		
UNIT B1	4		
UNIT B2	2		
UNIT B3	1		
	190		
Level 5	129		
UNIT A2	4		
UNIT A7	1		
UNIT B1	4		
UNIT B2	2		
	140		
Level 6	132		
UNIT A2	4		
UNIT A7	1		
UNIT B1	5		
UNIT B2	2		



Level 6 Plan 1/16" = 1'-0" 1

LEVEL 6

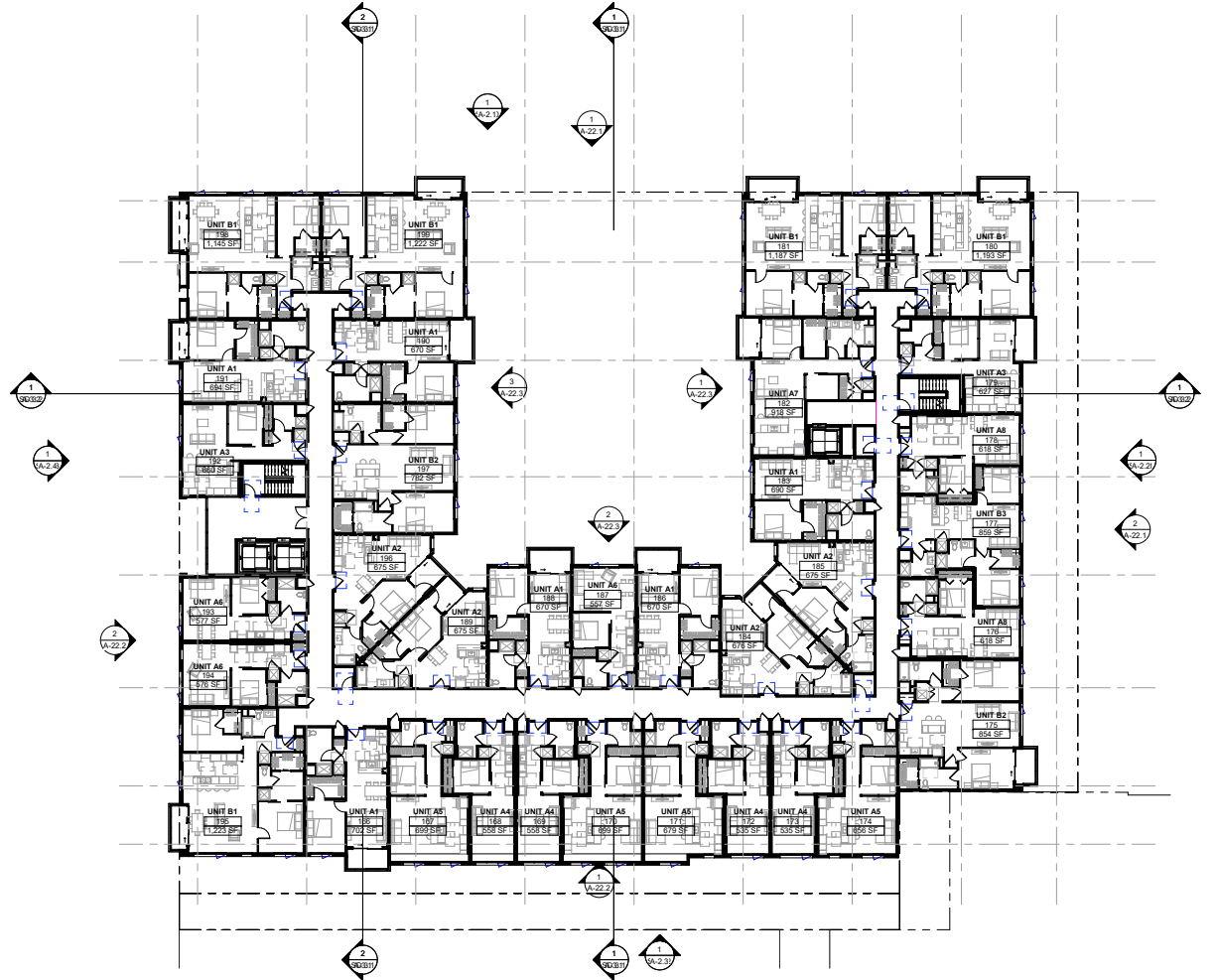
600S - Main Street
 SEC OF 600S & MAIN STREET
 SALT LAKE CITY, UTAH



GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING AREA	23,943 SF
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,019 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING AREA	38,113 SF
RESIDENTIAL	283 SF
	39,498 SF
Level 3	29,320 SF
AMENITIES	2,707 SF
B.O.H.	120 SF
CIRCULATION	742 SF
PARKING AREA	22,644 SF
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	29,320 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF
	29,320 SF
Grand total	275,459 SF

PARKING SCHEDULE	
Level 1	2
RESIDENTIAL ADA	12
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	6
RESIDENTIAL TANDEM COMPACT	26
RETAIL	1
RETAIL ADA	49
Level 2	1
RESIDENTIAL ADA	100
RESIDENTIAL PRIME	2
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	107
Level 3	1
RESIDENTIAL ADA	51
RESIDENTIAL PRIME	10
RESIDENTIAL TANDEM	4
RESIDENTIAL TANDEM COMPACT	66
Grand total:	222

UNITS SCHEDULE	
Level 1	144
APL-04	132
APL-09	4
APL-15	1
APL-17	5
APL-21	2
APL-22	144
APL-30	1
APL-44	126
HD-02	4
PA-01	1
PA-06	3
PA-17	2
PA-19	136
PA-22	808
Level 3	39
Level 4	176
UNIT A2	5
UNIT A7	1
UNIT A8	1
UNIT B1	4
UNIT B2	2
UNIT B3	1
Level 5	190
UNIT A2	4
UNIT A7	1
UNIT B1	4
UNIT B2	2
Level 6	140
UNIT A2	4
UNIT A7	1
UNIT B1	5
UNIT B2	2



Level 7 Plan 1/16" = 1'-0" 1

LEVEL 7

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

0' 100' 200' 300'



A-1.7

PROJECT #1710201

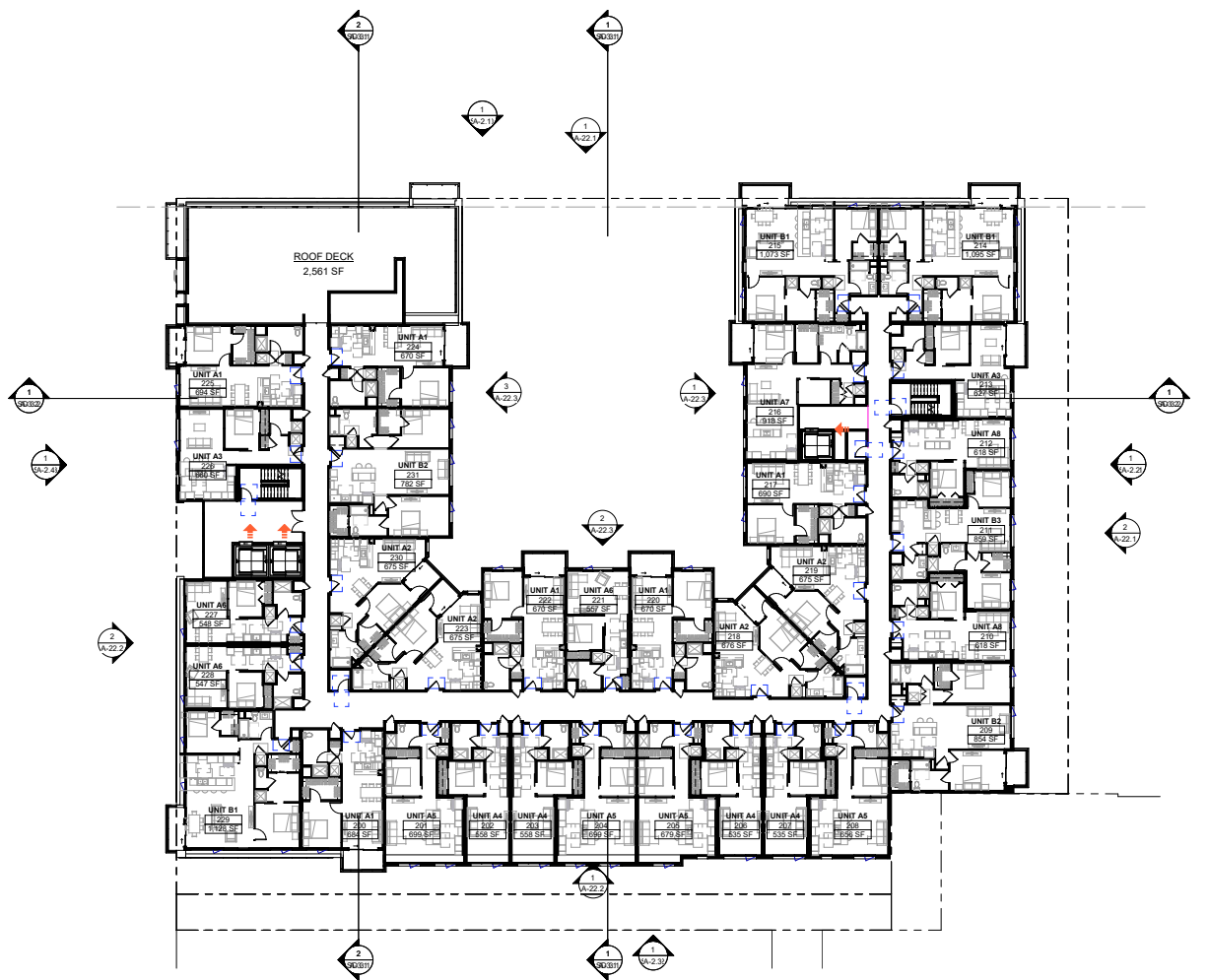
DECEMBER 5, 2018



GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING	23,943 SF
AREA	
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,019 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING	38,113 SF
AREA	
RESIDENTIAL	283 SF
	39,498 SF
Level 3	31,019 SF
AMENITIES	2,707 SF
CIRCULATION	2,279 SF
PARKING	22,644 SF
AREA	
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	275,459 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF
Grand total	275,459 SF

UNITS SCHEDULE	
Level 1	144
APL-04	132
APL-09	4
APL-15	1
APL-17	5
APL-21	2
APL-22	144
APL-30	
APL-44	126
HD-02	4
PA-01	1
PA-06	3
PA-17	2
PA-19	136
PA-22	808
Level 3	15
Level 4	176
UNIT A2	5
UNIT A7	1
UNIT A8	1
UNIT B1	4
UNIT B2	2
UNIT B3	1
	190
Level 5	129
UNIT A2	4
UNIT A7	1
UNIT B1	4
UNIT B2	2
	140
Level 6	132
UNIT A2	4
UNIT A7	1
UNIT B1	5
UNIT B2	2
Grand total:	222

PARKING SCHEDULE	
Level 1	
RESIDENTIAL ADA	2
RESIDENTIAL PRIME	12
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	6
RETAIL	26
RETAIL ADA	1
	49
Level 2	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	100
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	4
	107
Level 3	
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	51
RESIDENTIAL TANDEM	10
RESIDENTIAL TANDEM COMPACT	4
	66
Grand total:	222



Level 8 Plan 1/16" = 1'-0" 1

LEVEL 8

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

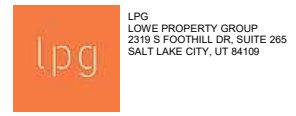
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A-1.8

PROJECT #1710201

DECEMBER 5, 2018

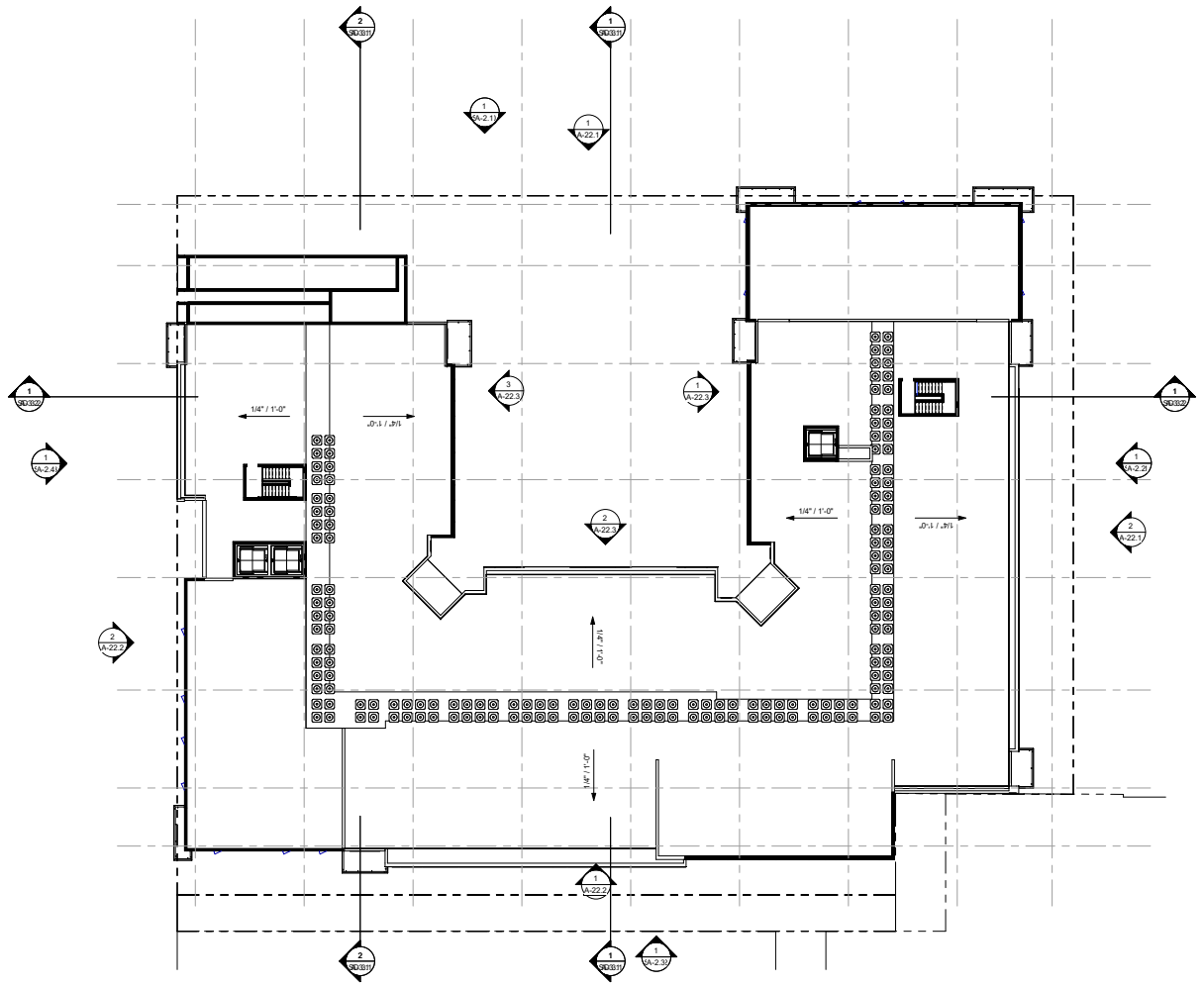


GROSS BUILDING AREA	
Level 1	31,022 SF
AMENITIES	3,366 SF
B.O.H.	2,342 SF
CIRCULATION	1,439 SF
PARKING AREA	23,943 SF
RESIDENTIAL	286 SF
RETAIL	10,144 SF
	41,519 SF
Level 2	31,019 SF
B.O.H.	229 SF
CIRCULATION	873 SF
PARKING AREA	38,113 SF
RESIDENTIAL	283 SF
	39,498 SF
Level 3	29,320 SF
AMENITIES	2,707 SF
CIRCULATION	2,279 SF
PARKING AREA	22,644 SF
RESIDENTIAL	12,087 SF
	39,717 SF
Level 4	29,320 SF
AMENITIES	2,556 SF
B.O.H.	120 SF
CIRCULATION	611 SF
RESIDENTIAL	27,736 SF
	29,320 SF
Level 5	31,882 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Level 6	31,882 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Level 7	31,882 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Level 8	31,882 SF
B.O.H.	120 SF
CIRCULATION	742 SF
RESIDENTIAL	31,019 SF
	31,882 SF
Grand total	275,459 SF

PARKING SCHEDULE	
Level 1	2
RESIDENTIAL ADA	2
RESIDENTIAL PRIME	12
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	6
RETAIL	26
RETAIL ADA	1
	49
Level 2	1
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	100
RESIDENTIAL TANDEM	2
RESIDENTIAL TANDEM COMPACT	4
	107
Level 3	1
RESIDENTIAL ADA	1
RESIDENTIAL PRIME	51
RESIDENTIAL TANDEM	10
RESIDENTIAL TANDEM COMPACT	4
	66
Grand total:	222

UNITS SCHEDULE	
Level 1	144
APL-04	1
APL-09	1
APL-15	1
APL-17	1
APL-21	1
APL-22	1
APL-30	1
APL-44	1
HD-02	1
PA-01	1
PA-06	1
PA-17	1
PA-19	1
PA-22	1
	15
Level 3	39
	39
Level 4	176
UNIT A2	5
UNIT A7	1
UNIT A8	1
UNIT B1	4
UNIT B2	2
UNIT B3	1
	190
Level 5	129
UNIT A2	4
UNIT A7	1
UNIT A8	1
UNIT B1	4
UNIT B2	2
	140
Level 6	132
UNIT A2	4
UNIT A7	1
UNIT B1	5
UNIT B2	2

UNITS SCHEDULE	
Level 7	144
UNIT A2	4
UNIT A7	1
UNIT B1	5
UNIT B2	2
	144
Level 8	126
UNIT A2	4
UNIT A7	1
UNIT B1	3
UNIT B2	2
	136
	808



Roof Plan 1/16" = 1'-0" 1

ROOF LEVEL

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

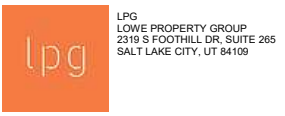
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A-1.9

PROJECT #1710201

DECEMBER 5, 2018





NORTH ELEVATION. 1" = 10'-0" 1

- | | | | | | | | |
|-----------------------|------------------------------------|-----------------------|------------------|--------------------|-----------------------|-------------------|--------------|
| 1 DECORATIVE CONCRETE | 3 METAL PANEL | 5 METAL CABLE RAILING | 7 GLAZING SYSTEM | 9 COMPOSITE SIDING | 11 METAL LOUVER | 13 CONCRETE FLOOR | 15 CMU BLOCK |
| 2 STUCCO FINISH | 4 WINDOW FRAME (ANODIZED ALUMINUM) | 6 GLASS RAILING | 8 METAL CANOPY | 10 SIGNAGE | 12 METAL ROLL UP DOOR | 14 WOOD FRAME | |

EXTERIOR ELEVATIONS

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

A-2.1



LPG
LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

PROJECT #1710201

DECEMBER 5, 2018





EAST ELEVATION. 1" = 10'-0" 1

- 1 DECORATIVE CONCRETE
- 2 STUCCO FINISH
- 3 METAL PANEL
- 4 WINDOW FRAME (ANODIZED ALUMINUM)
- 5 METAL CABLE RAILING
- 6 GLASS RAILING
- 7 GLAZING SYSTEM
- 8 METAL CANOPY
- 9 COMPOSITE SIDING
- 10 SIGNAGE
- 11 METAL LOUVER
- 12 METAL ROLL UP DOOR
- 13 CONCRETE FLOOR
- 14 WOOD FRAME
- 15 CMU BLOCK

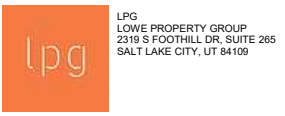
EXTERIOR ELEVATIONS

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

A-2.2

PROJECT #1710201 DECEMBER 5, 2018





SOUTH ELEVATION. 1" = 10'-0" 1

- | | | | | | | | |
|-----------------------|------------------------------------|-----------------------|------------------|--------------------|-----------------------|-------------------|--------------|
| 1 DECORATIVE CONCRETE | 3 METAL PANEL | 5 METAL CABLE RAILING | 7 GLAZING SYSTEM | 9 COMPOSITE SIDING | 11 METAL LOUVER | 13 CONCRETE FLOOR | 15 CMU BLOCK |
| 2 STUCCO FINISH | 4 WINDOW FRAME (ANODIZED ALUMINUM) | 6 GLASS RAILING | 8 METAL CANOPY | 10 SIGNAGE | 12 METAL ROLL UP DOOR | 14 WOOD FRAME | |

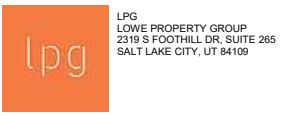
EXTERIOR ELEVATIONS

A-2.3

600S - Main Street

PROJECT #1710201

DECEMBER 5, 2018



SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH





WEST ELEVATION. 1" = 10'-0" 1

- | | | | | | | | |
|-----------------------|------------------------------------|-----------------------|------------------|--------------------|-----------------------|-------------------|--------------|
| 1 DECORATIVE CONCRETE | 3 METAL PANEL | 5 METAL CABLE RAILING | 7 GLAZING SYSTEM | 9 COMPOSITE SIDING | 11 METAL LOUVER | 13 CONCRETE FLOOR | 15 CMU BLOCK |
| 2 STUCCO FINISH | 4 WINDOW FRAME (ANODIZED ALUMINUM) | 6 GLASS RAILING | 8 METAL CANOPY | 10 SIGNAGE | 12 METAL ROLL UP DOOR | 14 WOOD FRAME | |

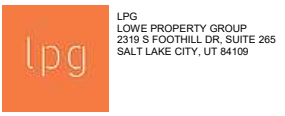
EXTERIOR ELEVATIONS

A-2.4

600S - Main Street

PROJECT #1710201

DECEMBER 5, 2018



SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH





BIRDEYE VIEW FROM CORNER OF MAIN

3D PERSPECTIVE

A-2.5

600S - Main Street

PROJECT #1710201

DECEMBER 5, 2018

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

MVE + PARTNERS



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2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109



BIRDEYE VIEW FROM 600 S

3D PERSPECTIVE

A-2.6

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

DECEMBER 5, 2018



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LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

MVE + PARTNERS



BIRDEYE VIEW FROM CORNER OF MAIN

3D PERSPECTIVE

A-2.7

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

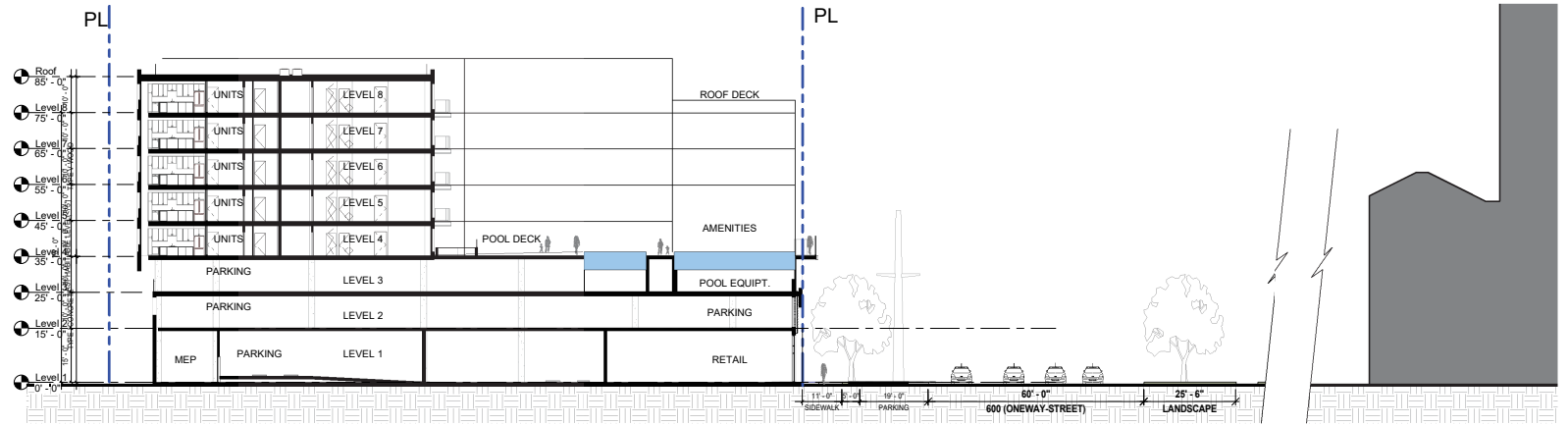
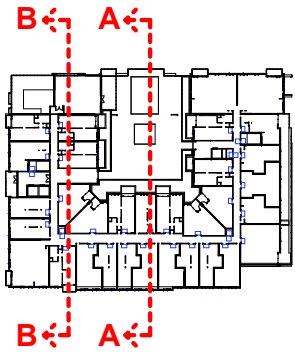
PROJECT #1710201

DECEMBER 5, 2018

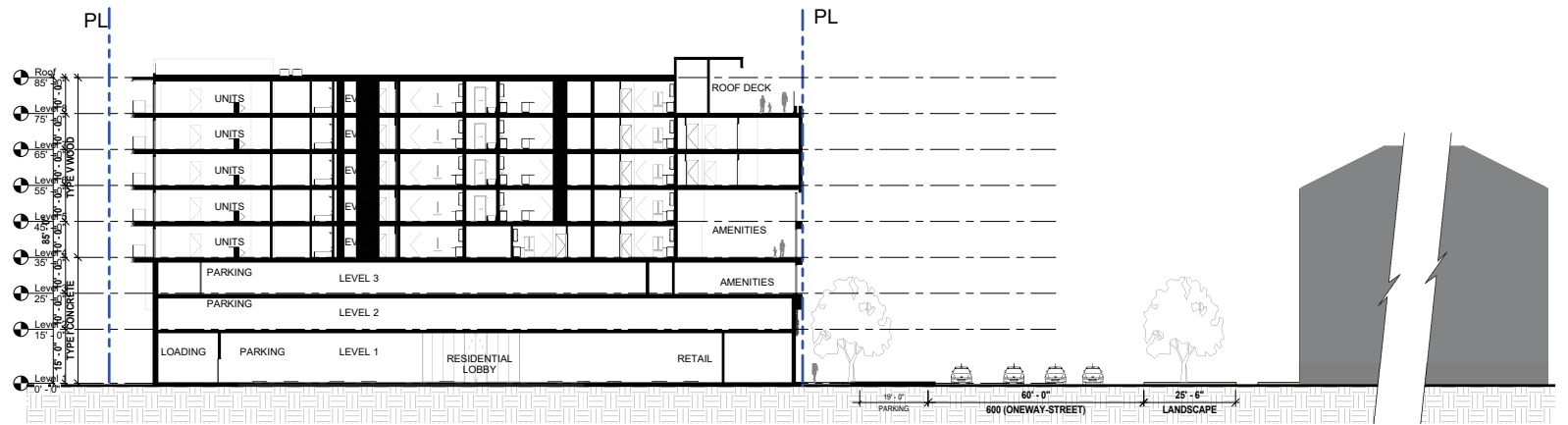


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LOWE PROPERTY GROUP
2319 S FOOTHILL DR, SUITE 265
SALT LAKE CITY, UT 84109

MVE + PARTNERS



SECTION A-A 1/16" = 1'-0" 1



SECTION B-B 1/16" = 1'-0" 2

SITE SECTIONS

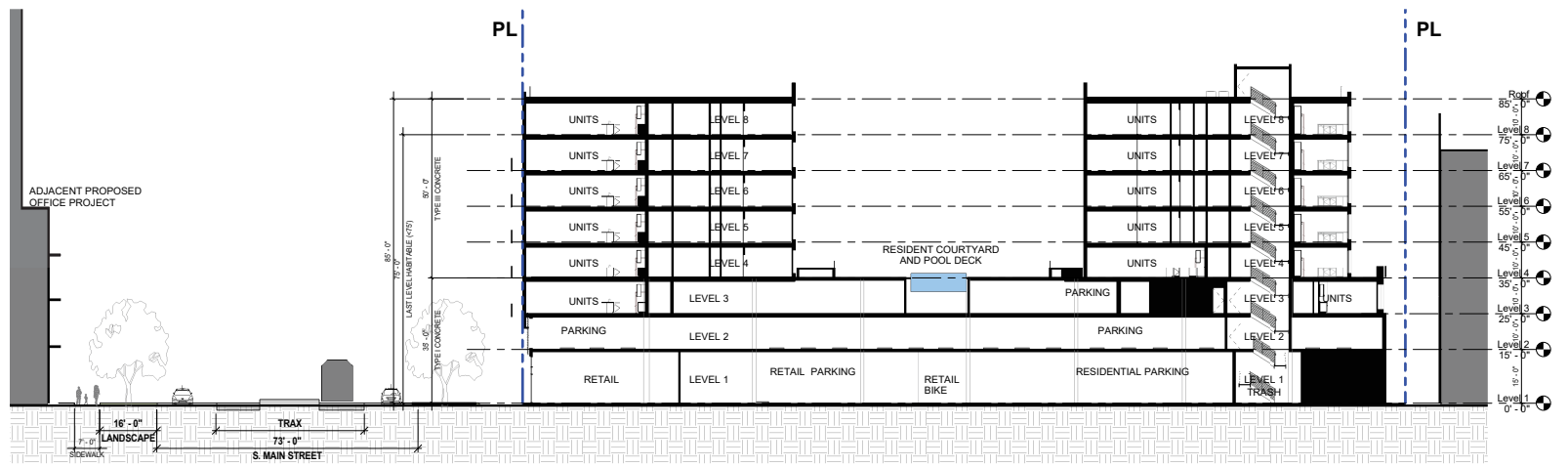
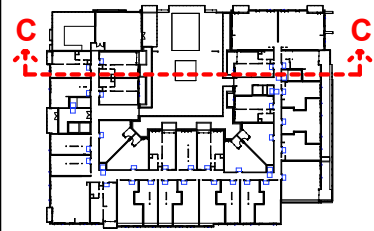
A-3.1

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

DECEMBER 5, 2018



SECTION C-C 1/8" = 1'-0" 1

SITE SECTIONS

A-3.2

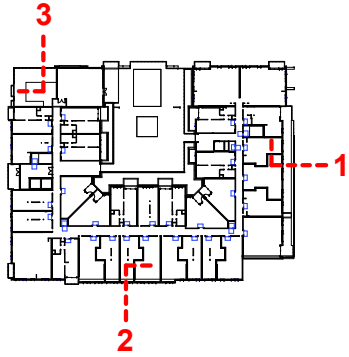
600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

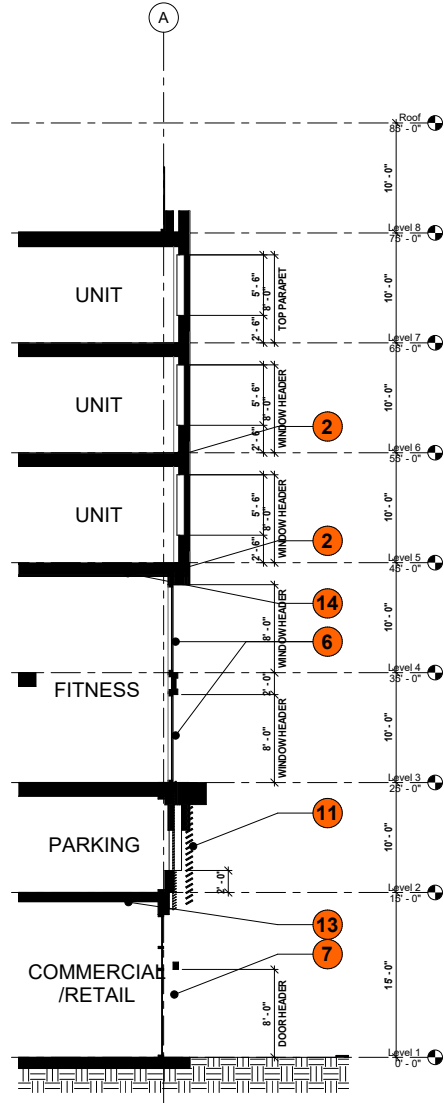
DECEMBER 5, 2018

KEY PLAN

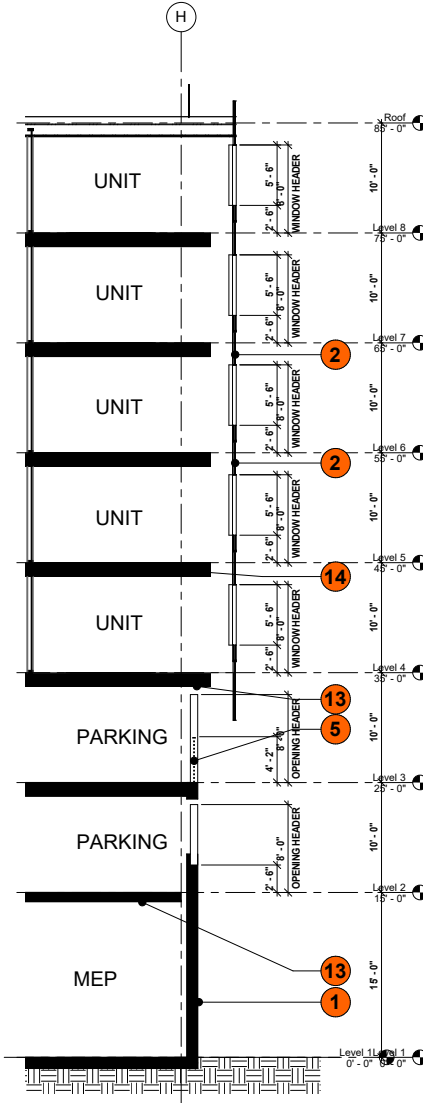


MATERIAL FINISH LEGEND

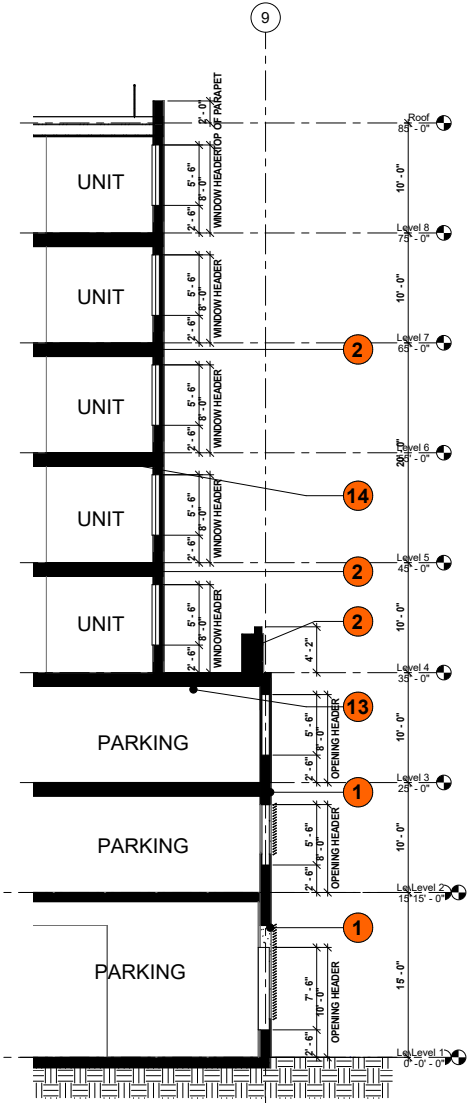
- ① DECORATIVE CONCRETE
- ② STUCCO FINISH
- ③ METAL PANEL
- ④ WINDOW FRAME (ANODIZED ALUMINUM)
- ⑤ METAL CABLE RAILING
- ⑥ GLASS RAILING
- ⑦ GLAZING SYSTEM
- ⑧ METAL CANOPY
- ⑨ COMPOSITE SIDING
- ⑩ SIGNAGE
- ⑪ METAL LOUVER
- ⑫ METAL ROLL UP DOOR
- ⑬ CONCRETE FLOOR
- ⑭ WOOD FRAME
- ⑮ CMU BLOCK



BUILDING SECTION - 3 3/16" = 1'-0" 3



BUILDING SECTION - 2 3/16" = 1'-0" 2



BUILDING SECTION - 1 3/16" = 1'-0" 1

BUILDING SECTIONS

600S - Main Street

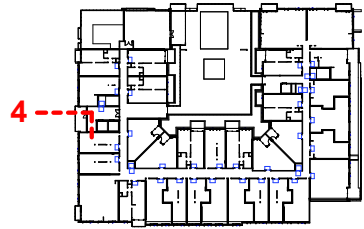
SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

A-3.3

PROJECT #1710201

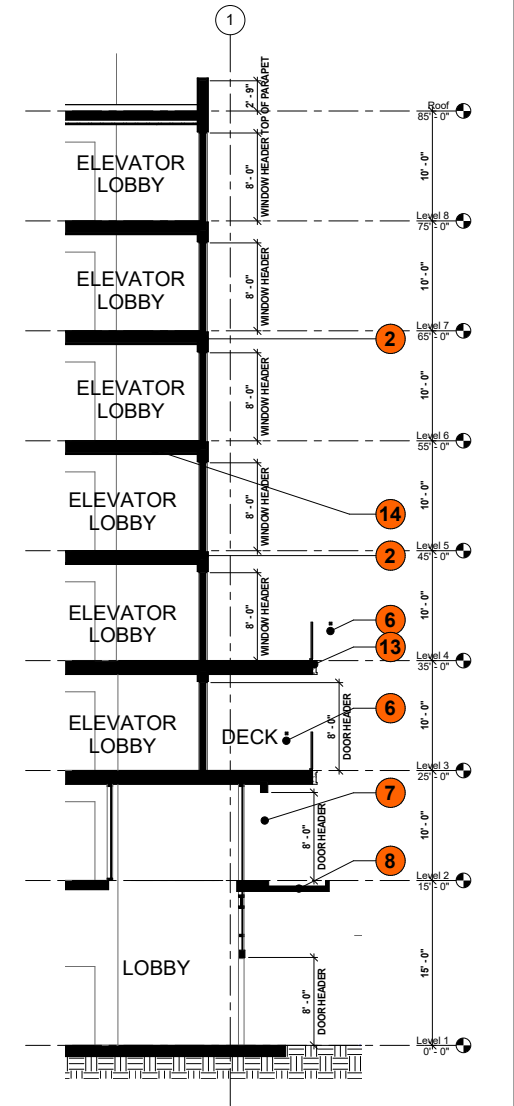
DECEMBER 5, 2018

KEY PLAN



MATERIAL FINISH LEGEND

- ① DECORATIVE CONCRETE
- ② STUCCO FINISH
- ③ METAL PANEL
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- ⑪ METAL LOUVER
- ⑫ METAL ROLL UP DOOR
- ⑬ CONCRETE FLOOR
- ⑭ WOOD FRAME
- ⑮ CMU BLOCK



BUILDING SECTION - 4 3/16" = 1'-0" 1

BUILDING SECTIONS

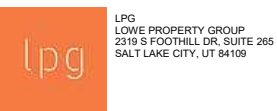
A-3.4

600S - Main Street

SEC OF 600S & MAIN STREET
SALT LAKE CITY, UTAH

PROJECT #1710201

DECEMBER 5, 2018



ATTACHMENT F: EXISTING CONDITIONS

Uses within the Immediate Vicinity of the Property

North: Hotel
 South: Alleyway, public parking, commercial buildings
 East: Multi-unit residential building
 West: Surface parking lot

Zoning within the Immediate Vicinity of the Property

North: D-1 (Central Business District)
 South: D-2 (Downtown Support District)
 East: D-1
 West: D-1

D-1 Zoning Requirements

Requirement	Standard	Proposed	Compliance
Permitted Uses	Uses in the D-1 central business district as specified in section 21A.33.050 , "Table Of Permitted And Conditional Uses For Downtown Districts", of this title, are permitted subject to the general provisions set forth in section 21A.30.010 of this chapter. In addition, all conditional uses in the D-1 district shall be subject to design evaluation and approval by the planning commission.	Multi-unit apartment units and commercial/retail on the ground floor.	Complies
Block Corner Controls: Minimum Lot Width and Area	Minimum lot area: Ten thousand (10,000) square feet. Minimum lot width: One hundred feet (100')	The overall size of the three parcels when consolidated is approximately 1.063 acres (46,304 square feet). The north and west property lines bordering 600 S and Main Street are approximately 247 feet x 192 feet.	Complies
Front and Corner Side Yards	No minimum yards are required, however, no yard shall exceed five feet (5') except as authorized through the conditional building and site design review process. Such conditional building and site design reviews shall be subject to the requirements of chapter 21A.59 of this title.	Will be developed up to the property lines on those two sides.	Complies
Interior Side and Rear Yards	None Required	14 foot rear yard. Interior side yard measurement not provided.	Complies

Parking Restrictions	Within block corner areas and on Main Street, parking lots and structures shall be located behind principal buildings.	Parking will be located behind the commercial/retail uses on the ground floor, residential units on the third level, and shielded by metal louvres on the second.	Complies
Interior Plazas, Atriums, and Galleries	Interior plazas, atriums and galleries shall be permitted throughout the D-1 central business district.	There will be an elevated plaza but it is on the exterior. Not applicable.	Not Applicable
Location of Service Areas	All loading docks, refuse disposal areas and other service activities shall be located on block interiors away from view of any public street.	Located on the block interior away from the public street.	Complies
Landscape Requirements	All buildings constructed after April 12, 1995, shall conform to the special landscape requirements applicable to the D-1 central business district as contained in chapter 21A.48 of this title.	Submitted plans appear to generally meet the special landscape requirements for the D-1 zone. There is very little landscaping on the site mostly dominated by the park strips on Main Street and 600 South. Final landscape plans will need to be submitted and approved.	Complies
Mid Block Walkways	As 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 D-1 central business district shall conform to this officially adopted plan for mid block walkways.	The applicant has provided a midblock walkway running north to south along the east façade of the structure as stipulated in the Downtown Master Plan.	Complies
Block Corner Controls	No corner building shall be less than one hundred feet (100') nor more than three hundred seventy five feet (375') in height. b. Additional Standards For Certain Height Modifications: (1) The first one hundred feet (100') of height shall not be set back from the street front more than five feet (5') except that setbacks above the first fifty feet (50') may be approved through the conditional building and site design review process.	Seeking a planned development to lower the height to approximately 85 feet.	Does not comply and has been requested as a modification through the Planned Development process.

	<p>(2) Modifying the height will achieve the preservation of a landmark site or contributing structure in an H historic preservation overlay district.</p> <p>(3) Modifying the height will allow interim service commercial uses to support the downtown community.</p>		
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General Downtown District Provisions (not addressed in D-1 standards)

Requirement	Standard	Proposed	Compliance
Site Plan Review	Site plan review, pursuant to chapter 21A.58 of this title, for all of the downtown districts, D-1, D-2, D-3 and D-4 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.	Site plan review will occur as part of this planned development application.	Complies
Design Review	Design review is necessary to implement the policies of the urban design plan as adopted by the city council. Design review shall apply only to conditional uses in the D-1 and D-4 districts. In the D-1 district, the conditional use process is used to evaluate and resolve urban design issues related to the downtown area.	The only design standard that pertains to this application is that 40% of the ground floor facing a street must be glass as specified in 21A.37.050(C1). The architect of the project reported that the Main Street façade will be 54% glass and the 600 South will be 61%.	Complies
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.	The trash service will be located in an enclosed location adjacent to the ground floor level parking.	Complies
Lighting	On site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in such a manner so as not to create glare on adjacent properties.	The lighting appears to mostly diffuse light downward rather than outward onto adjacent properties. Full analysis of the sign will need occur during the building permit process.	Complies

ATTACHMENT G: ANALYSIS OF STANDARDS

PLANNED DEVELOPMENT REVIEW

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 seeks to achieve several of the objectives of the planned development ordinance including Master Plan Implementation, Housing, Mobility and Sustainability. Planning Staff has provided analysis of the relationship between the proposed modifications and the purpose of a planned development in the <i>Key Considerations</i> section and considers this project would provide for an enhanced project than allowed by the underlying zoning. Planning Staff is of the opinion that the proposal meets the Master Plan Implementation, Mobility, and Housing objectives. While adherence to the Energy Star standards is excellent and highly encouraged, it does not seem to separate the application from other similar new buildings in regards to energy savings. Therefore, the Sustainability objective is not met.</p>
<p>B. 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.</p>	<p>Complies</p>	<p>As explained in depth in the <i>Key Considerations</i> section, the proposed planned development is consistent with <i>Plan Salt Lake</i> (city wide master plan), the <i>Downtown Plan</i> (master plan for that area).</p>
<p>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:</p>	<p>Complies</p>	<p>The proposed project is compatible with the neighborhood in which it is located and will provide a more enhanced product than what would be achieved by only utilizing the D-1 zoning standards. The reasons are delineated below.</p>
<p>C1 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;</p>	<p>Complies</p>	<p>The proposed development is located within the D-1 zoning district which anticipates the size, scale and intensity of the proposed development. The property abutting to the east is a multi-family development with massing and height similar to that of the proposed project. The Grand America hotel is on the entire block to the north and the Little America hotel is on the block to the north west. The proposed project is considered "in scale" with the neighboring buildings and matches the mass and intensity.</p>

C2	<p>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;</p>	Complies	<p><i>Building Orientation</i> The proposed structure strives to address both Main Street and 600 S. The overall orientation is towards 600 S with the main entrance and the principal garage access on that façade. Additionally, the “U” shape of the building opens up towards 600 S with a swimming pool in the middle of the plaza area which serves to echo the layout of the Pool area across the street in the Grand America and break up the massing of the upper stories. The Main Street façade is not neglected. There is an entrance to the main building on that side along with retail and/or restaurant options similar to those on the 600 South façade. The building addresses both streets well with the inviting architecture of the ground floor that incorporates extensive amounts of glass that exceeds the 40% required by the design standards. It is compatible with the neighborhood and should greatly enhance it by offering more extensive retail options than currently exist.</p> <p><i>Building Materials</i> The proposed project utilizes a mix of quality materials including decorative concrete, stucco, metal, glass, and composites.</p>
C3	<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	<p>The proposed project is in a highly visible location at the intersection of Main and 600 South. Minimum setbacks in the D-1 zone are not required but structures can only be a maximum of 5 feet in the front and corner side yards. With that being said, this proposal does maintain the visual character of the neighborhood and will complement the large multi-unit building directly to the east. The two of them will provide a consistency to pedestrians walking along the sidewalk. There is appropriate buffering between the structures with the applicant providing for the placement of a mid-block walkway between them. There are adequate site lines and sufficient space for maintenance.</p>
C4	<p>Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;</p>	Complies	<p>One of the strengths of this project is the design of the ground floor. It will feature large windows along both the northern and western facades that provide transparency into the various commercial/retail uses and the lobby of the residential portion. Additionally, it appears that those ground floor uses will spill out into the sidewalk and park strip areas which should further facilitate pedestrian interest and interaction.</p>
C5	<p>Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;</p>	Complies	<p>The submitted lighting plan appears to be appropriate for this type of large mixed use building. It provides for the safety of pedestrians at street level, while drawing attention to the design features of the structure above. The lighting is designed to direct most light downward instead of out towards neighboring properties. The applicant will have to submit a separate application for proposed signage</p>

			and lighting for the sign will be verified through that process.
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	Dumpsters are located within the parking area on the ground floor of the building. They will be easily accessible and appropriately screened.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	Parking will be located behind the commercial/retail uses on the ground floor, the residential units on the third level, and shielded by metal louvres on the second.
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:		Complies	The proposed project appears to comply with all landscaping considerations. Final approval will be given through the building permit process.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	There are no mature native trees on the property.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	There is no existing landscaping that provides buffering to abutting properties.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	There will be minimal landscaping for this development due to the fact that the building will be very close to the front and corner side yard boundaries. With that being said, the applicant has submitted plans showing grasses and trees in those areas which should be a significant improvement to the current condition of the site. The addition of the trees should considerably improve this site and meet the intent of the Grand Boulevard neighborhood.
D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	The proposed landscaping appears to be appropriate for the development. Given that this is located with the <i>Grand Boulevards</i> neighborhood, 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	The proposed project complies with citywide transportation goals and enhances efficient transportation within the neighborhood and outward to the entire city.
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	The proposed access points into the parking garage will be from 600 South and the shared right of way on the south side of the structure. The two required curb cuts already exist and should not negatively impact the safety, purpose or character of the street. Transportation has reviewed the plan and provided no negative feedback.
E2	Whether the site design considers safe circulation for a range of transportation options including:	Complies	The location of the project at the intersection of two major roads, next to a TRAX line and less than a block from a major bus route, provides for a wide range of pedestrian options. It is to be primarily oriented to the

	<p>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</p> <p>b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and</p> <p>c. Minimizing conflicts between different transportation modes;</p>		<p>north with the main building entrance on that side but the west façade will also provide an entrance into the residential lobby as well as separate commercial uses. The entire ground floor facing both Main Street and 600 South will be oriented to pedestrians.</p> <p>The applicant is providing bicycle parking and storage and has been approved for a Transportation Demand Strategy plan by the Transportation division.</p>
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	The midblock walkway on the east side of the property will provide passage to the middle of the block and may potentially be continued through the block with future development to the south. All other adjacent uses and amenities are easily accessed via the sidewalks on Main Street and 600 South.
E4	Whether the proposed design provides adequate emergency vehicle access; and	Complies	The Fire Reviewer has approved the plan for emergency vehicle access.
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	The loading access and service areas are to be located within the ground floor of the building within the parking area. They are adequate for the site and minimize impacts.
	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 property is currently fully developed. No existing natural or built features on site contribute to the character of the neighborhood or the environment.
	G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	The project can be served by existing utilities with potential upgrades. It will not have a detrimental effect on the surrounding area.

ATTACHMENT H: PUBLIC PROCESS

Notice of Application to the Downtown, Ball Park, & Central City Community Councils:

A notice of application was sent to the Chairs of the Downtown, Ball Park, and Central City Community Councils (due to the close proximity of the subject parcels to each of them) on December 28, 2018. The email informed the Chairpersons of the proposed planned development and that the applicant and/or city staff could attend a Community Council meeting if requested. The letter also conveyed that any input from the Community Councils would need to be received within 45 days (2/11/2019). No feedback was received from any of the Community Councils.

Early Notification of the Application:

Early notification mailers were sent to all property owners and renters within a 300 foot radius of the subject parcels on December 28, 2018. No responses were received besides one phone call from a neighborhood resident seeking more information about the development.

Open House:

An open house was held on January 17, 2019 with notifications being sent on January 8, 2018. One person signed the attendance roll and one comment was received (see below).

Notice of the Planning Commission Public Hearing:

Notice was published to a local paper, city and state websites, and the planning division list serve on January 31, 2019 regarding the Planning Commission Public Hearing on February 13, 2019.

**OPEN HOUSE
PUBLIC COMMENT SHEET**

JANUARY 17, 2019




Planning Division
Department of Community
and Neighborhoods

6th and Main - Planned Development

Name: CINDY CROMER

Address: _____

_____ Zip Code _____

Phone: _____ **E-mail:** 

Comments: Please no AC equipment on the balconies! The glass on the first floor and at the corner is great.

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the open house, or you can provide your comments via e-mail at chris.lee@slcgov.com or via mail at the following address: Chris Lee, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480.

ATTACHMENT I: DEPARTMENT COMMENTS

Zoning

Zoning review comments about PLNSUB2018-00993 (Subdivision and Condominium – Planned Dev – Conditional Use) for project “6th & Main” at 611 South Main Street (also involves lots at 621 S. Main and 26 E. 600 South) prepared by Anika Stonick, Development Review Planner II; subject properties are zoned D-1;

petition to assemble parcels of land includes request to reduce proposed structure from minimum required 100 foot height through Planned Development request; zoning review would see proposed height of structure as being 87 feet 9 inches (for height of parapet walls and guard rails at roof deck to average of finished grade at each face of building); center portion of structure that would have outdoor amenities proposed to have walking surface level at 35 feet from grade; that proposal provides variation in visual massing may be an acceptable modification from simple minimum 100 foot height requirement;

tandem parking design would not be counted as providing two parking stalls (such design not normally accepted for required parking stalls numbers for uses other than single family dwellings); in the D-1 zoning district, the minimum required parking equals the maximum allowable parking- to increase parking from maximums allowed project must include Transportation Demand Strategies, to be per 21A.44.050.C.3.b (and, to choose strategies- one each- from 21A.44.050.C.4.a and 21A.44.050.C.4.b); also to propose minimum required electric vehicle charging stations and minimum required bicycle parking (per 21A.44.050); impact fees will be due for multi-family residential dwelling units and for commercial square footage less the square foot sizes and uses of existing buildings to be demolished as exemptions, when construction permit is issued;

from DRT2018-00275 are copied the following notes, prepared by Alan Michelsen, which also apply to development proposal:

As per 21A.44.030, provide proposed parking calculations (required and provided) that address the minimum parking required, the maximum parking allowed, the number of bicycle parking stalls, required loading berths, the total number provided parking in each category, and any method of reducing or increasing the parking requirement. The parking calculations shall include the gross square footage of each building on the site and the gross square footage of each use for determination of the parking.

- Any public way encroachments will need to be discussed with the SLC Real Property Div. in Room #425 at 451 S. State St. 801-535-7133.*
- A demolition permit will be required for the removal of the existing building (see 18.64 for demolition provisions). As part of the demolition application, the construction waste management provisions of 21A.36.250 apply.*
- A Certified Address is to be obtained from the Engineering Dept. for use in the plan review and permit issuance process.*
- See: 21A.44.020.E for parking and maneuvering design standards; 21A.30 for general and specific regulations of the Downtown, D-1 zoning district; 21A.33 for permitted and conditional uses allowed; 21A.36.010 for Use Of Land And Buildings and, 21A.36.250 for a permanent recycling collection station; 21A.36.250 for construction waste management plan requirements. To download the construction waste management plan handout, see <http://www.slcgov.com/slccgreen/constructiondemo>. The Waste Management Plans should be filed by email to the Streets and Sanitation Division at constructionrecycling@slcgov.com at the time of application for permit. Questions regarding the waste management plans may be directed to 801-535-6984; 21A.37 for Design Standards for the D-1 district; 21A.40 for Accessory Uses, Buildings and*

Structures, and including ground mounted utility boxes; 21A.48 for landscaping and including removal/protection of private property trees; any park strip tree removal/protection/planting will need to be evaluated by Urban Forestry; 21A.58 for site plan review.

Fire

This R occupancy will be provided with automatic fire sprinkler, standpipe and fire alarm systems. Since the structure is over 30 ft. in height it will required 2 fire department access roads and the following items are code requirements. If needed we may be contacted for further assistance.

503.1.1 Buildings and facilities.

Approved (as per FPB (6-8-18) the height of the structure times 70 % plus 4 feet will be the deamination measured from the exterior wall.) fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exceptions:

1. The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where any of the following conditions occur:

1.1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.

1.2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.

1.3. There are not more than two Group R-3 or Group U occupancies.

503.2.3 Surface.

Fire apparatus access roads shall be designed and maintained to support the imposed loads of 80,000 pounds (fire apparatus) and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius.

The required turning radius of a fire apparatus access road shall be (20' inside & 45' outside) determined by the fire code official.

503.2.5 Dead ends.

Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.8 Angles of approach and departure.

The angles of approach and departure for fire apparatus access roads shall be within (8 degrees) the limits established by the fire code official based on the fire department's apparatus.

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 required.

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.

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.

Public Utilities

No public utility objections to the proposed height reduction.

Just a couple of notes:

Review of the planned development is not a complete utility review and does not provide utility permits or provide acceptance of the approval plans.. Plans must be submitted and reviewed by public utilities through the building permit process.

Additional offsite utility improvements may be required for the proposed project.

All building and improvements must meet SLCPU ordinance, policies and standards.

Transportation

I have reviewed the plan set and found the following need to be included. Electric Vehicle Parking and Bicycle Parking as per City Code 21A.44.050.

We are okay with the TDM proposal.

Engineering

No objections.

Building

I do not see any preliminary issues for building code.