Design Review

PROPERTY ADDRESS: 360 W 200 S
MASTER PLAN: Downtown Plan (2016)
ZONING DISTRICT: D-4 – Downtown Secondary Central Business District

REQUEST: Micah Peters, CEO of Clearwater Homes, the property owner, is requesting Design Review approval for the Zephyr Lofts project, a proposed 138-unit apartment building located at approximately 360 W 200 S in the D-4 – Downtown Secondary Central Business District.

RECOMMENDATION: Based on the findings and information in this staff report, it is the Planning Staff’s opinion that the request for additional building height generally meets the applicable Design Review standards of approval and therefore recommends the Planning Commission approve the request. In order to comply with the applicable standards, the following conditions of approval shall apply:

1. Final approval of the details for site signage, development and site lighting, off-street loading, street lighting, streetscape details, sidewalk paving and landscaping to be delegated to Planning Staff to ensure compliance with the standards for Design Review as well as the Downtown Plan.
2. Final approval of the design details for the mid-block walkway including lighting, signage, and paving to be delegated to Planning Staff to ensure compliance with the Downtown Plan as well as the Mid-Block Walkway Guidelines.
3. A sign will be posted on the midblock walkway stating that it is open to the public.
4. Information on maintenance responsibility for the proposed mid-block walkway via the recorded City public easement to the Paper Box site must be provided to Salt Lake City Engineering for approval.
5. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.

ATTACHMENTS:
A. Area Location & Zoning Map
B. Property Context Photos
C. Applicant’s Narrative
D. Plans, Elevations & Renderings
E. Existing Conditions & Zoning Ordinance Requirements
F. Analysis of Standards – Design Review
G. Public Process and Comments
H. Department Review Comments
PROJECT DESCRIPTION:

Overview
The proposed project is for a 138-unit apartment building on a 0.73 acre lot located at approximately 360 W 200 S in the D-4 – Downtown Secondary Central Business District. The D-4 district limits buildings to 75-feet in height. However, buildings taller than 75-feet in height up to 120-feet may be authorized through the Design Review process with Planning Commission approval. The applicant is proposing a building that is eighty-five feet (85') tall. The proposed project must go through the Design Review process for approval of the additional 10-feet of building height.
Site Configuration & General Description
The project site currently contains a surface-level parking lot with covered parking stalls. This lot is the last remaining surface parking lot that fronts on 200 S between 300 and 400 West. The parking lot has been used for the Westgate Condominiums located directly to the east of the subject property. A court settlement was reached between the property owner and the Westgate Condominium Association to relocate the surface parking from this site into the garage being constructed as part of this development. There will be a driveway entrance from 200 S through the subject property to connect with the parking under the building.

As part of the contiguous Paper Box Lofts development to the north, a midblock walkway will also be provided through the Zephyr Lofts development site. The proposed mid-block walkway will allow the public to access the Paper Box Lofts development from mid-block via a recorded public easement recorded with the City. The proposed walkway runs perpendicular to the 200 South sidewalk.

The building itself is set back 5-feet from the sidewalk. Decorative planters with landscaping will be provided in the space between the building and sidewalk. These will help to create a welcoming and inviting sidewalk experience along the front of the development. The applicant’s renderings included in Attachment D illustrate the design of this element.

Building Height & Location Context
As mentioned in the project Overview above, the D-4 - Downtown Secondary Central Business District limits buildings to 75-feet in height. However, buildings taller than 75-feet in height up to 120-feet may be authorized in the D-4 zoning district through the Design Review process. The applicant is proposing a building that is eighty-five feet (85’) tall. The extra 10-feet of building height requires approval by the Planning Commission.
The surrounding buildings are less than the proposed 85-feet for this project. The following is a listing of some the adjacent and nearby buildings to put the requested height in context:

- Dakota Lofts development abutting to the west is 6 stories in height and is approximately 72-feet tall.
- Westgate Condominiums (West building) immediately to the east is 3 stories and approximately 35-feet tall.
- Westgate Condominiums (East building) – approximately 81-feet tall.
- Paragon Station – approximately 65-feet tall.
- Paper Box Lofts building – 83-feet tall
- Pierpont Lofts – 85-feet
- Milagro Apartments – 85-feet
- Broadway Park Lofts – 89-feet
- Block 69 (200 S 300 W) will have 2 buildings of 11-stories in height that will be approximately 125-feet tall. The project received an additional 5 feet of height through a Planned Development.

While the height of the proposed project is taller than the two immediately adjacent developments that it abuts to the east and west, it could be built to 75-feet tall by right in the D-4 zoning district. Moreover, there are a number of buildings in the immediate area that exceed 75-feet in height and are of a similar height to the proposed building. The compatibility of the proposed development is not out of line with the context, massing, and scale of other development in the area.

Parking

Packing for the Zephyr Lofts will be provided in the lower levels of the building. A total of 140 parking spaces will be provided for the project. Fifty-five (55) of these stalls will be on an underground level and another 85 spaces will be at grade level. There is extra height included in the at-grade level to accommodate car stacking apparatus. Of the 140 parking spaces, 51 spaces will be deeded to the Westgate Lofts as part of a settlement agreement wherein the current parking on the site is being relocated into the Zephyr Parking garage. Eighty-nine (89) stalls would be for use of the Zephyr project. Eleven (11) of those stalls will be dedicated to electric vehicle parking (EV).

Based on the Chapter 21A.44.030 – Off Street Parking, Mobility and Loading - the D-4 zone requires ½ parking space per residential dwelling unit while no spaces are required for nonresidential uses up to 25,000 square feet of usable floor area. The 138 residential units would require a total of 69 parking stalls. The applicant is proposing a total of 89 parking stalls for the Zephyr project. The 140 total parking stalls proposed for the project exceeds the required maximum. However, it exceeds the maximum number of stalls allowed (69) because the minimum number of residential stalls is equal to the maximum in the D-4 zone.

That number of parking spaces can be increased through the Transportation Demand Management provisions of Chapter 21A.44.050. The maximum number of spaces can be increased to double the minimum requirement under provided the applicant fulfills at least one (1) of the major transportation demand management strategies and one (1) of the minor transportation demand management strategies listed in Chapter 21A.44.

This project would meet one minor and one minor transportation demand management strategy as follows:

**Major Transportation Demand Strategy:**

*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.*

There is an on-premise gym facility on the first-floor level facing 200 South.

**Minor Transportation Demand Strategy:**

*Permanently sheltered, covered or secure facilities for the required bicycle parking.*

There is a dedicated bicycle storage room within the building for use by residents and tenants.
The proposed project meets both the minor and major transportation demand strategies that would allow parking to be increased to 138 spaces. The proposed development also includes one retail/office unit with is undefined at this time. Chapter 21A.44. does allow for commercial and other parking in the D-4 zone as follows:

Up to 25 spaces for first 25,000 square feet. No more than 1 space per 1,000 square feet thereafter

The extra 2 spaces could be used for the retail/office unit. The proposed parking meets the Ordinance requirements.

**Street Presence and Pedestrian Level Interaction**

The building design includes courtyard and bridge elements that face toward 200 S with an opening in that direction. Those elements are landscaped to provide an element of green space that interacts with the street. The design will help the building better fit the pedestrian scale of the street and helps to reduce the overall massing and scale of the building. The building features massing, material, and façade changes including small balconies and a fenestration pattern that will create visual interest. The mid-block walkway from 200 S which connects to the Paper Box project will help facilitate the interaction between the development and pedestrian realm.

**KEY CONSIDERATIONS:**

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

**Consideration 1: Request for Additional Height and Neighborhood Compatibility**

The proposed building will be located along 200 S in an area of other residential and commercial development. It will replace the only existing surface parking lot on 200 S between 300 W and 400 W. The proposed building will be taller than the existing buildings located directly to both the east and west along 200 S but the height is in line with the anticipated building height limits in the zoning district in this area.

The applicant is requesting additional height via the Design Review process. The Design Review chapter (21A.59) includes standards for applications. In the case of an application for additional height, Standards D and G must be met. The text of those standards is included in Attachment F – Analysis of Standards for Design Review.

The intent of the Design Review process as it relates to building height is to encourage design with an emphasis on human scale and to mitigate any negative impacts. The proposed building incorporates material changes, ground floor transparency and an internal courtyard/open space on the 3rd level and is open toward 200 S in order to provide engagement to the street. Further description of these can be found in the applicant’s narrative in Attachment C. The applicant’s narrative articulates how the design elements of the building relate to the scale and context of existing buildings and how these elements address the human scale of the building and its interface with the overall area. The balconies, material changes and fenestration introduce human-scale elements and visual interest into the building mass. These elements address the Design Review standards related to additional building height as codified in 21A.59.050.D and G.

While the proposed project at 85-feet tall will create some shadowing and loss of views for residents of the adjacent developments, that impact would not be significantly different if the new development were built to a height of 75-feet tall. A building of 75-feet that met all zoning requirements of the D-4 district would be allowed by right without a public hearing process. It is staff’s opinion that the increase in height of 10-feet will not result in a project that is incompatible with surrounding neighborhood and will not introduce additional impacts over what could potentially be built on the parcel by right.

**Consideration 2: Midblock Walkway & Public Realm Experience**

The design of the mid-block walkway is what can be described as a loggia design, which can be defined as:
“An architectural feature which is a covered exterior gallery or corridor usually on an upper level, or sometimes ground level. The outer wall is open to the elements, usually supported by a series of columns or arches.”

The walkway is located along the east side of the building and appears to be approximately 9-10 feet wide with column intrusions that cut down on the usable width. How the walkway will be lighted, if any amenities will be provided and design details of the materials used etc. have not been provided to staff. How people will be directed to the walkway, what will make the walkway inviting to pedestrians and what they experience are important considerations. How the walkway will be maintained and who has responsibility for that is a question that was raised by the Salt Lake City Engineering Division. Details on these items have not been provided to Planning Staff.

The design of the building incorporates active ground floor uses including a gym, lobby and some retail space on the west side. These items will be visible from the street on 200 S to help create interaction between the pedestrian realm and the building. The building also incorporates large street-facing windows in all the units oriented toward 200 S as well as small balconies for each of the units. This will help to provide eyes on the street and enhance the downtown neighborhood experience providing a pleasant interface between the public and private realm.

Details on lighting and landscaping have not been provided to staff but will be a condition of approval. This includes the site lighting, lighting of the proposed mid-block walkway and any street lighting. Any proposed or replaced street trees will need to be approved by the Salt Lake City Urban Forester.

**Consideration 3: Master Plan Compliance**

**Downtown Plan (2016)**

The Downtown Plan lays out a vision for the entire downtown area, which includes the following:

As the center for dense urban living – comprised of housing, parks, local serving retail, and community services – downtown will be identified as a vibrant urban neighborhood. Downtown will offer intimate spaces, outdoor adventure, and move with a distinctive energy that reflects our culture. It will be diverse and eclectic – a creative mix of neighbors and collaborative partners committed to pioneering downtown's future.

The following principles found in the Downtown Plan support that vision:

We value a downtown that...
...Provides Housing Choice
...Is Vibrant & Active
...Is Prosperous
...Is Rich in Arts & Culture
...Fosters Equity & Opportunity
...Is Connected
...Is Walkable
...Is Welcoming & Safe
...Unites City & Nature
...Is Beautiful

Each of the above-noted principles from the Downtown Plan has corresponding goals and initiatives to achieve them across the downtown area.

The Downtown Plan also contains elements that directly pertain to the districts within the plan area. The Districts map specifies that the subject property is located within the Depot District. The Depot District lies on the western edge of the downtown area and is relatively large. It is bounded by The Granary District to the south, Temple Square to the north, and the Salt Palace, Broadway, and Grand Boulevards Districts to the east.
A specific vision statement with correlating principles is established in the master plan for each of the established districts. The vision for the Depot District includes the following:

...a dense urban neighborhood that provides a full range of housing options and is served by all modes of transit...Celebrated in the Depot District is a mix of historic and new buildings. The historic buildings establish the district's character and represent the past industrial use of the areas. New construction complements the historic buildings, respecting street and site patterns, building placement, site access, and building form and scale.

The following principles, with corresponding initiatives, are from the Depot District section of the plan and are applicable to the proposed Zephyr Lofts development that is being proposed:

**Provides Housing Choice:** Utilize interior streets and walkways for townhouse development to activate interior of blocks while keeping main streets commercial.

**Walkable:** Address barriers to walking routes...

**Welcoming and Safe:** Maximize visual transparency from sidewalk into stores and vice versa...

Planning Staff is of the opinion that the proposed Zephyr Lofts development meets both the visioning and principles of the overall Downtown Plan as well as the more specific initiatives outlined for the Depot District within that plan. The project will provide more housing choices with some commercial spaces to provide opportunities for small businesses. It will be vibrant and active with excellent public access. It will be connected and active with midblock walkways and street sidewalks providing access to commercial and residential spaces. In context with the approved Paper Box Lofts development to the north, it will help to create cohesive and active block. The common areas will serve to unite urban and natural spaces. The building and the common areas will work together to complement the neighboring parcels to create a development that will beautify the entire surrounding area.

**Plan Salt Lake (2015)**

Plan Salt Lake was adopted in 2015 as the citywide vision for Salt Lake City for the next 25 years. The Plan contains Guiding Principles as well as Initiatives in the various chapters that relate to the proposed use including the following:

- Maintain neighborhood stability and character.
- Create a safe and convenient place for people to carry out their daily lives.
- Support neighborhood identity and diversity.
- Encourage and support local businesses and neighborhood business districts.
- Provide opportunities for and promotion of social interaction.
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.
- Accommodate and promote an increase in the City’s population.
- Ensure access to affordable housing citywide (including rental and very low income)
- Encourage housing options that accommodate aging in place.
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.
- Promote high density residential in areas served by transit.
- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options by:
  - Having a public transit stop within ¼ mile of all residents.
- Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking, and transit.
• Reduce automobile dependency and single occupancy trips.
• Encourage transit-oriented development (TOD).
• Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art, into our rights-of-way and transportation networks.
• Promote increased connectivity through mid-block connections.

The proposed project supports the initiatives listed above. It would help maintain neighborhood stability, character, and diversity by providing more housing into an area that already exists as a dynamic mix of commercial and residential uses. People moving into the area would help to support existing businesses in the area and help to increase the downtown population.

Growing SLC: A Five Year Housing Plan – 2018-2022 (aka – the Salt Lake City Housing Plan) was adopted in late 2017 as the City’s first housing plan since 2000. The Housing Plan is intended to advance the vision that Salt Lake City is a place for a growing diverse population to find housing opportunities that are safe, secure, and enrich lives and communities. The overall intent of the plan is to increase housing opportunities within the City and the various goals and initiatives support that vision.

The proposed use will add to the City's existing housing stock in the downtown area which is envisioned as a center for urban living while replacing a surface parking lot on an underutilized parcel of land. The use is in concert with the principles and strategies identified in the Salt Lake City Housing Plan.

DISCUSSION:
The applicant is proposing a use that is allowed in the zoning district and that is in concert with the established nature of the area. The applicant’s narrative is included in Attachment C of this report. Staff recommends that the Design Review application be approved by the Planning Commission.

NEXT STEPS:

Design Review Application Approval - If the Design Review application is approved, the applicant will be required to comply with all other department and division requirements and obtain all necessary building permits for the proposed project.

Design Review Application Denial - If the Design Review application is denied, the applicant could receive required building permits as long as the development plan is adjusted to comply with the maximum 75-feet height of the D-4 zoning district.
ATTACHMENT A: AREA LOCATION & ZONING MAP
Panoramic view of subject property taken from south side of 200 S looking north.

Project site – currently a surface parking lot with covered parking.
Dakota Lofts building on the site immediately west of the project.

Westgate Condominiums – located immediately to the east of the project site.
Street frontage of 200 S – looking south-east from the subject property.

Street frontage of 200 S – looking south-west from the subject property.
ATTACHMENT C: APPLICANT’S NARRATIVE

The detailed narrative found on the following pages was submitted by the applicant in response to the Design Review Standards found in Chapter 21A.59.050 to more fully describe the project details.
Clearwater Homes

The Zephyr Design Review Planning Narrative

Architect: VCBO Architecture
Contact:
Julia Oderda, joderda@vcbo.com
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Salt Lake City Zoning Requirements:
21A.30.045: D-4 DOWNTOWN SECONDARY CENTRAL BUSINESS DISTRICT:

A. Purpose Statement: The purpose of the D-4 Secondary Central Business District is to foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business, and retail section of the City that supports the Central Business District. Development is intended to support the regional venues in the district, such as the Salt Palace Convention Center, and to be less intense than in the Central Business District. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities, and land use control, particularly in relation to retail commercial uses.

B. Uses: Uses in the D-4 Secondary 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-4 District shall be subject to design evaluation and approval by the Planning Commission.

C. D-4 District General Regulations:
   1. Minimum Lot Size: No minimum lot area or lot width is required. Project Complies
   2. Yard Requirements:
      a. Front And Corner Side Yards: No minimum yards are required, however, no yard shall exceed five feet (5') except as authorized through the design review process. Such designs 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 design review process subject to the requirements of chapter 21A.59 of this title. Project Complies
      b. Interior Side And Rear Yards: None required. Project Complies
   3. Restrictions On Parking Lots And Structures: An excessive influence of at or above ground parking lots and structures can negatively impact the urban design objectives of the D-4 District. To control such impacts, the following regulations shall apply to at or above ground parking facilities: Parking, other than street parking, is contained fully within the structure.
      a. Within block corner areas, structures shall be located behind principal buildings, or at least seventy five feet (75') from front and corner side lot lines.
b. Within the mid block areas, parking structures shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines. A modification to this requirement may be granted as a conditional use, subject to conformance with the standards and procedures of chapter 21A.54 of this title. Parking structures shall meet the following:
   i. Retail goods/service establishments, offices and/or restaurants shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floor shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.
   ii. Levels of parking above the first level facing the front or corner side lot line shall have floors/facades that are horizontal, not sloped.
   iii. Mid block surface parking lots shall have a fifteen foot (15') landscaped setback.

   c. Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as conditional uses with the approval of the Planning Commission pursuant to the provisions of chapter 21A.54 of this title.

   d. No special restrictions shall apply to belowground parking facilities.

   e. At grade (surface) parking facilities shall be set back behind the principal building and shall be set back at least seventy five feet (75') from front and corner side lot lines and landscaped in a way that minimizes visual impacts.

4. Interior Plazas, Atriums And Galleries: Interior plazas, atriums and galleries shall be permitted throughout the D-4 Secondary Central Business District. Project Complies

5. 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. Exceptions to this requirement may be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the Zoning Administrator shall be required. Project Complies

6. Landscape Requirements: All buildings constructed after April 12, 1995, shall conform to the special landscape requirements applicable to the D-4 Secondary Central Business District as contained in chapter 21A.48 of this title. Project Complies

7. Maximum Building Height: No building shall exceed seventy five feet (75'). Buildings taller than seventy five feet (75') but less than one hundred twenty feet (120') may be authorized through the design review process, subject to the requirements of chapter 21A.59 of this title. This is the purpose of the Design Review, the request to increase the building height to 85'-0" typically for the project. Additional height may be allowed as specified below:
   a. Additional Permitted Height Location: Additional height greater than one hundred twenty feet (120') but not more than three hundred seventy five feet (375') in height is permitted in the area bounded by: N/A
      i. The centerlines of South Temple, West Temple, 200 South, and 200 West Streets; and
      ii. Beginning at the Southeast Corner of Block 67, Plat 'A', Salt Lake City Survey, and running thence along the south line of said Block 67, N89°54'02"W 283.86
feet; thence N00°04'50"E 38.59 feet; thence N10°46'51"W 238.70 feet; thence N24°45'15"W 62.98 feet; thence S89°54'02"E 355.45 feet to the east line of said Block 67; thence along said east line S00°06'35"W 330.14 feet to the point of beginning. Contains 102,339 square feet, or 2.349 acres, more or less.

b. Additional Permitted Height Conditions: Buildings may exceed the one hundred twenty foot (120') height limit to a maximum height of three hundred seventy five feet (375'), provided they conform to the standards and procedures outlined in the design review process of chapter 21A.59 of this title and the following requirements: N/A
   i. Additional Setback: To minimize excessive building mass at higher elevations and preserve scenic views, some or all of the building mass shall be subject to additional setback, as determined appropriate through the design review process.
   ii. Exception: The first fifty feet (50') of height shall not be set back from the street front more than five feet (5') except that setbacks greater than five feet (5') may be approved through the design review process.
   iii. Ground Floor Uses: See subsection 21A.37.050A and section 21A.37.060, table 21A.37.060, subsection D of this title for this requirement.

8. Mid Block Walkways: As a part of the City's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the City has formulated an official plan for their location and implementation, which is on file at the Planning Division Office. All buildings constructed after the effective date hereof within the D-4 Downtown District shall conform to this plan for mid block walkways. Project Complies

9. Mid Block Streets: Developments constructing mid block streets, either privately owned with a public easement or publicly dedicated, that are desired by an applicable master plan: Project Complies
   a. May use a portion or all of the overhead and underground right-of-way of the new mid block street as part of their developable area irrespective of lot lines, subject to design review and approval of the Planning Commission.
   b. May increase the height of the building on the remaining abutting parcel, subject to the design review process in conformance with the standards and procedures of chapter 21A.59 of this title. (Ord. 14-19, 2019: Ord. 75-18, 2018: Ord. 12-17, 2017)

21A.59.050: STANDARDS FOR DESIGN REVIEW:
The standards in this section apply to all applications for design review as follows:
For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant’s proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.
For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City’s adopted “urban design element” and adopted master plan policies and design guidelines governing the specific area of the proposed development. Noted. Design complies with the intent of the purpose statement of the zoning district as well as the Urban Design Elements. This project will be a positive addition to the streetscape and neighborhood.

B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.
   1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot) Primary entrance faces the public sidewalk.
   2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. Building is sited 5’-0” from the property line, as allowed by 21A.30.045 C.2.a.
   3. Parking shall be located within, behind, or to the side of buildings. N/A; the parking is existing and is adjacent to the building and exists on the east and west sides of the building.

C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction. Provided, refer to elevations.
   1. Locate active ground floor uses at or near the public sidewalk. Ground floor uses are located at the street level, support functions such as the garage, are located off the street to the rear of the site.
   2. Maximize transparency of ground floor facades. The ground floor façade is 1,638 sf with openings comprising 855 sf, or 52% open.
   3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. This has been achieved through detailing across the whole façade that references adjacent buildings without recreating them.
   4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces. The primary courtyard is located on level 03, but is open to the street to provide engagement at that level.

D. Large building masses shall be divided into heights and sizes that relate to human scale. This has been done, refer to Elevations, perspectives and adjacent property pictures.
   1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. Scale has been established to relate to adjacent buildings.
2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. This has been done by providing the courtyard and bridge elements, refer to Elevations.

3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. This has been done, refer to Elevations.

4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan. This has been done, refer to Elevations.

E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:
   1. Changes in vertical plane (breaks in facade);
   2. Material changes; and
   3. Massing changes.

F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements: N/A
   1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30")
   2. A mixture of areas that provide seasonal shade;
   3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
   4. Water features or public art;
   5. Outdoor dining areas; and
   6. Other amenities not listed above that provide a public benefit.

G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.
   1. Human scale:
      a) Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. Building has been designed with a step out to help establish the human scale of the first two levels.
      b) For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. Building has a base, middle and top.
   2. Negative impacts:
      a) Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. n/a
      b) Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. n/a
c) Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. n/a

3. Cornices and rooflines:
   a) Cohesiveness: Shape and define rooflines to be cohesive with the building’s overall form and composition. Shape references other buildings on the block
   b) Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings. See above.
   c) Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. Highly planted courtyard and bridges have been provided.

H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway. A mid-block walkway has been provided via a covered loggia to access building facilities further into the site and to access the central park that was provided as part of the Paperbox Lofts Project.

I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.) These functions are located within the building

J. Signage shall emphasize the pedestrian/mass transit orientation. Primary building signage will be owner provided under a separate application
   1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. n/a
   2. Coordinate signage locations with appropriate lighting, awnings, and other projections. n/a
   3. Coordinate sign location with landscaping to avoid conflicts. n/a

K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.
   1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. It is our understanding that existing site lighting is compliant w/ SLC Lighting Master Plan and will remain
   2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky. Understood; design will comply
   3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. Understood; design will comply

L. Streetscape improvements shall be provided as follows:
   1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester. Trees are located in front of this property that comply with the noted spacing. The
curb and gutter and sidewalk will need to be removed to allow for construction, so trees approved by the Urban Forester shall be put back in their place. Discussions regarding these trees have been undertaken by the Landscape Architect.

2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
   a) Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. **Understood; design will comply**
   b) Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. **N/A**
   c) Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). **Main paving materials will be light in color.** Vegetation has been provided to the greatest extent possible within the maximum 5'-0" setback allowed from the sidewalk.
   d) Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. **Design complies with this intent, building and site reference and improve the character of the neighborhood.**
   e) Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. **Accessible primary entries are provided to support universal access.**
   f) Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019) **Understood; design will comply**

**Project description & summary for the proposed Zephyr Lofts**

**For the purpose of a Design Review application**

Summary of project to be built on parcel #150-112-9029-0000 containing .73 Acres located on the north side of 200 South and 360 West, SLC, UT-84101:

The Zephyr Loft project is the byproduct of the rigorous and thoughtful design process by local developer Clearwater Homes LLC & Watt IP of Santa Monica, CA. Our intention is to construct an iconic, mixed used development, that is remarkable, aesthetically enduring, highly functional, and a source of pride for the local community. The Subject property has been owned by Clearwater Homes since 2012. In 2018, as part of the contiguous Paper Box Loft development, Clearwater Homes entered into a formal agreement with the Salt Lake City RDA, to include a midblock walkway as part of the Zephyr Lofts development. The said walk way will allow the public to access the Paper box mid-block park from an easement perpendicular to the 200 South sidewalk (see attached renderings). Additionally, the project
represents an opportunity to eliminate the last surface parking lot fronting 200 South between 300 & 400 west. In doing so, the urban street front will be activated in a manner that comports with the SLC masterplan.

**Type of Construction & Materials**

1A Podium & 3A wood framed above

GFRC at Lower Levels

Brick & Fiber Cement Board Above

Wood Accents

**Total # of Units =138**

The 138 units include 9-unit types: 70 Studios, 55 One bedroom’s, 13 two bedrooms, & 1 retail/office unit.

Notes associated with the need for the **Design Review application:**

The subject property is in the D-4 Zone. As such there is just one criteria of the project that would require the Design Review application. The following represent the specific area we are submitting for consideration and approval with the Design Review application.

1- **Building height:** The current zoning for the subject property has a maximum height of 75’, with the ability to go to 120’ with Design Review approval. **The project we are proposing will have a maximum height of 85’**. We firmly believe that the additional 10’ of proposed height fits within the context of the neighborhood as well the general intention of Salt Lake City seeking taller structures in the central business district. To place the requested height in context, neighborhood buildings such as Westgate Lofts phase 1, Pierpoint Apartments, and Broadway Park Lofts all represent buildings that are 85’ or taller in height. **In consideration of the items noted above, we respectfully request that an 85’ height for the proposed Zephyr Lofts mixed use project is approved.**

As noted above, the subject property currently is used as a parking lot containing approximately 75 surface stalls. Please see the exhibits and renderings submitted with this application. We believe that the proposed building represents a substantial addition to the fabric of the urban community and the Salt Lake City skyline.
ATTACHMENT D: PLANS, ELEVATIONS & RENDERINGS

The floors plans, elevations and renderings found on the following pages were submitted by the applicant.
Zephyr Lofts – Project Renderings – 04-20-2020

**Front View with Graphic**

**SE Corner Street View**
SE Night View

Pool View – Night Rendering
PLAN NOTES

1. WHERE CONTINUOUS WALKING SURFACES ARE NOT TO BE NAKED CONCRETE UNITS SHOWN WILL BE CONSTRUCTED OF 4" THICK CONCRETE SIDEWALKS WITH SUBBASE.

2. HOT WATER FOR TYPICAL WATER HEATER TRANSIENT TANK.

3. THE CONTRACTOR IS REQUIRED TO VERIFY ANY AND ALL ALUMINUM OR METAL COMPONENTS NYLON OR PLASTIC Prototype OR AlUMINUM SURFACE GUARDRAILS, GUARDRAILS AND GUARDRAILS WITH SUBBASE.

4. TYPE A UNITS

PREMIUM UNITS

THE ZEPHYR
10-23-2019

CONSTRUCTION DOCUMENTS
ELEVATION NOTES

1. WINDOW MATERIAL COLOR
2. WINDOW FINISH FOR MURAL
3. WINDOW FIBER CEMENT (COLOR 1)
4. WINDOW THIN BRICK
5. WINDOW ALUMINUM STOREFRONT SYSTEM
6. WINDOW FIBERCEMENT BOARD
7. WINDOW WINDOW BOX SURROUND, ALUMINUM, POWDER COATED, MOUNTED TO WALL, SEE ELEV.
8. WINDOW 524.0 GUARDRAIL #03 - STEEL BAR EXTERIOR GUARDRAIL, PAINTED
9. WINDOW 502.7 GUARDRAIL #04 - 1 1/2" METAL PIPE GUARDRAIL PAINTED AT INTERIOR, GALVANIZED AT EXPOSED LOCATIONS
10. WINDOW 340.0 GLASS FIBER REINFORCED CONCRETE PANELS WITH SUPPORT SYSTEM
11. WINDOW 302.0 REINFORCED CONCRETE FOUNDATION WALL, ARCHITECTURAL GRADE FINISH WHERE EXPOSED
12. WINDOW FLASHING AND TRIM
13. WINDOW MATERIAL COLOR
14. WINDOW CONSTRUCTION DOCUMENTS

CLIENT NUMBER: 524 SOUTH 600 EAST

SALT LAKE CITY, UT 84102

801.575.8800

CONSTRUCTION DOCUMENTS
The subject property is located within the D-4 Secondary Central Business District. The purpose of the D-4 zoning district is described as follows:

*The purpose of the D-4 Secondary Central Business District is to foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business, and retail section of the City that supports the Central Business District. Development is intended to support the regional venues in the district, such as the Salt Palace Convention Center, and to be less intense than in the Central Business District. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities, and land use control, particularly in relation to retail commercial uses.*

**ADJACENT LAND USES and ZONING** — see Area Zoning Map in Attachment A for more details.

The properties to the north, east and west are all zoned D-4 – Secondary Central Business District. To the immediate south on the opposite side of 200 South the property is zoned D-3 – Downtown Warehouse/Residential District. The adjacent properties have been developed for a variety of residential and business uses as one would expect in a downtown area.

**SALT LAKE CITY ZONING ORDINANCE PROVISIONS**

**Current Zoning Requirements – Chapter 21A.30.045: D-4 – Downtown Secondary Central Business District.**

<table>
<thead>
<tr>
<th>Zoning Standard</th>
<th>D-4 Regulation Requirements and Proposed Development</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Building Height</strong></td>
<td>Maximum – 75 feet. Building heights in excess of seventy-five feet (75’) but not more than one-hundred twenty feet (120’) may be approved through the design review process. Proposed building is 85-feet tall.</td>
<td>Complies with Design Review approval by the Planning Commission for the additional 10-feet of building height.</td>
</tr>
<tr>
<td><strong>Minimum Lot Size &amp; Width</strong></td>
<td>No minimum lot size or width. The property is approximately 0.73 acre (31,800 square feet)</td>
<td>Complies</td>
</tr>
<tr>
<td><strong>Yard Requirements</strong></td>
<td>Front &amp; Corner Side: None required but cannot exceed 5-feet unless authorized through the Design Review process. Interior Side and Rear Yard: None required. Proposed front, west and rear yard setbacks of 5-feet. East interior side-yard setback is approximately 5-feet to the mid-block walkway and then an additional driveway of</td>
<td>Complies</td>
</tr>
<tr>
<td><strong>Parking Lots &amp; Structures</strong></td>
<td>26-feet is provided to access the parking underneath the building.</td>
<td>Complies</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td><strong>Interior Plazas, Atriums &amp; Galleries</strong></td>
<td>Within mid-block areas, parking structures shall be located behind principal buildings or at least 30’ from front and corner side lot lines. The parking is being provided under the building.</td>
<td>Complies</td>
</tr>
<tr>
<td><strong>Location of Service Areas</strong></td>
<td>Interior plazas, atriums, and galleries are permitted. The proposed building incorporates an internal courtyard/open space area on the 3rd level that is open toward 200 S in order to provide engagement to the street.</td>
<td>Complies</td>
</tr>
<tr>
<td><strong>Landscape Requirements</strong></td>
<td>All loading docks refuse disposal areas, and other service activities shall be located on block interiors away from view of any public street. These elements will be all be located within the building.</td>
<td>More Information Needed</td>
</tr>
<tr>
<td><strong>Mid-Block Walkways</strong></td>
<td>Shall conform to the special landscape requirements applicable to the D-4 district as contained in chapter 21A.48</td>
<td>Included as a Condition of Approval</td>
</tr>
<tr>
<td></td>
<td>Midblock walkways must be provided to facilitate pedestrian movement within the area as indicated in the midblock walkway plan. A proposed mid-block walkway through the site will connect pedestrian traffic from 200 S to the adjacent Paper Box Lofts development to the north. The design and details of the mid-block walkway and how it will be inviting to pedestrians, what their experience will be and how it meets the Mid-Block Walkways Design Guidelines.</td>
<td>Partially Complies – Walkway provided</td>
</tr>
</tbody>
</table>
Design Standards - Chapter 21A.37.060: Downtown Districts

<table>
<thead>
<tr>
<th>Zoning Standard</th>
<th>Requirements and Proposed Development</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Floor Use</td>
<td>Not applicable – location of proposed building is outside of the area specified in 21.30.045.C.7.b which allows for additional height in specified locations but requires ground floor uses.</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Ground Floor Glass</td>
<td>40% - The ground floor building elevation of all new buildings facing a street ... shall have a minimum amount of 40% glass between 3 FT and 8 FT above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least 5 FT, excluding any glass etching and window signs when installed and permitted in accordance with chapter 21A.46, &quot;Signs&quot;, of this title. The submitted renderings show a considerable amount of glass, and the applicant's proposal narrative states that &quot;50% of the front-facing façade will be composed of glass. The proposal is not clear as to where and how this glass area is being measured and if it is located in the area that is 3 to 8 feet above grade.</td>
<td>More Information Needed Compliance will be verified during building permit review process Included as a Condition of Approval</td>
</tr>
<tr>
<td>Screening of Service Areas and mechanical equipment</td>
<td>These elements will be all be located within the building.</td>
<td>Complies</td>
</tr>
</tbody>
</table>
ATTACHMENT F: ANALYSIS OF STANDARDS

DESIGN REVIEW STANDARDS

21A.59.050: Standards for Design Review: The standards in this section apply to all applications for design review as follows:

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Finding</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted &quot;urban design element&quot; and adopted master plan policies and design guidelines governing the specific area of the proposed development.</td>
<td>Complies</td>
<td>The purpose of the D-4 Secondary Central Business District is to foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business, and retail section of the City that supports the Central Business District. Development is intended to support the regional venues in the district, such as the Salt Palace Convention Center, and to be less intense than in the Central Business District. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities, and land use control, particularly in relation to retail commercial uses. The proposed mixed-use development and multi-family housing are both permitted in the D-4 zoning district and the height of the proposed addition is appropriate and reasonable given the context of the site in the D-4 zoning district. The proposed use complies with the applicable master plans as discussed in the Key Considerations section of this report found on Page 2.</td>
</tr>
<tr>
<td>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding</td>
<td>Complies</td>
<td>The primary entrance to the proposed building will face the public sidewalk on 200 S. There will also be entrances the east and west sides of the building. The east entrance will be adjacent to the mid-block walkway.</td>
</tr>
</tbody>
</table>
to the desired development patterns of the neighborhood.
3. Parking shall be located within, behind, or to the side of buildings.

<table>
<thead>
<tr>
<th>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</th>
<th>More Information Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Locate active ground floor uses at or near the public sidewalk.</td>
<td>The building is designed so that ground floor uses are located at the street level while support functions such as the parking garage are located at the rear of the site.</td>
</tr>
<tr>
<td>2. Maximize transparency of ground floor facades.</td>
<td>The ground floor façade is over 50% open and provides details that are intended to reference adjacent buildings. This figure of 50% open does not address the standard which specifies that 40% of the front facing façade between 3 and 8 feet above grade must be transparent. This is also discussed in the Design Standards section of this report in Attachment E.</td>
</tr>
<tr>
<td>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</td>
<td>The glass areas are located along the active ground floor uses including the office space, gym and lobby. There is also a provision for a commercial space at the west side of the building facing 200 S. The glass areas will allow pedestrians to see into the building to facilitate interest and interaction.</td>
</tr>
<tr>
<td>4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.</td>
<td>The primary courtyard is located on the 3rd level and is open toward the street. It provides visual connection to the street for those occupying the courtyard. It is however located above the average pedestrian’s field of vision. It would be more visible on the south side of 200 S. which is a very wide street which takes away somewhat from having an intimate pedestrian experience.</td>
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<table>
<thead>
<tr>
<th>D. Large building masses shall be divided into heights and sizes that relate to human scale.</th>
<th>Complies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.</td>
<td>The proposed exterior will be clad with a variety of materials include brick and fiber cement board with wood accents.</td>
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<tr>
<td>2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.</td>
<td>The courtyard and bridge elements that face toward 200 S will help to reduce the massing and scale of the building façade and make the building better fit the character, pedestrian scale and rhythm of the street. The building appears to align with some of the elements on adjacent buildings.</td>
</tr>
<tr>
<td>3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.</td>
<td>It is notable that the adjacent development includes a broad range of patterns, materials and ages of construction so there is not a predominant single pattern to the street rhythm.</td>
</tr>
<tr>
<td>4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.</td>
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</tbody>
</table>
The building features massing, material, and façade changes including small balconies and a fenestration pattern that will help create visual interest. The design meets this standard. Additional information about the design is included in the applicant’s narrative found in Attachment C of this report and are illustrated in the elevation rendering found on Page 2 of this report and in Attachment D.

<table>
<thead>
<tr>
<th>E. Building facades that exceed a combined contiguous building length of two hundred feet (200’) shall include:</th>
<th>Not Applicable</th>
<th>Does not apply. The building façade will be approximately 130-feet long so does not exceed that 200’ dimension.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Changes in vertical plane (breaks in facade);</td>
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<tr>
<td>2. Material changes; and</td>
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<tr>
<td>3. Massing changes.</td>
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</tr>
</tbody>
</table>

F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:

1. Sitting place of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30’);
2. A mixture of areas that provide seasonal shade;
3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
4. Water features or public art;
5. Outdoor dining areas; and
6. Other amenities not listed above that provide a public benefit.

<table>
<thead>
<tr>
<th>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</th>
<th>Partially Complies</th>
<th>Common areas will be provided in the building but no other public spaces aside from the mid-block walkway will be provided. A mid-block walkway that is recorded with a public easement will be provided running from the sidewalk on 200 S to the adjacent Paper Box Lofts development. The details and design of the walkway have not been provided. This is discussed further in the Key Considerations section of this report.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16&quot;) in height and thirty inches (30&quot;) in width. Ledge benches shall have a minimum depth of thirty inches (30’);</td>
<td></td>
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<tr>
<td>2. A mixture of areas that provide seasonal shade;</td>
<td></td>
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<tr>
<td>3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2&quot;) caliper when planted;</td>
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<td></td>
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<tr>
<td>4. Water features or public art;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Outdoor dining areas; and</td>
<td></td>
<td></td>
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<tr>
<td>6. Other amenities not listed above that provide a public benefit.</td>
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</tr>
</tbody>
</table>

G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.

1. Human scale:
   a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
   b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
2. Negative impacts:
   a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.

<table>
<thead>
<tr>
<th>G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.</th>
<th>Does Not Comply</th>
<th>The applicant’s narrative demonstrates how the design elements of the building relate to the scale and context of existing buildings and how these elements address the human scale of the building and its interface with the overall area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Human scale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. The design does not utilize stepbacks.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. The building is designed with a distinct base and middle. It lacks a top.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Negative impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. The building does not step up or down. It utilizes separation between buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. building is on north side of street. Shadow impacts to public street are minimal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. The building overhangs its base. No information was provided in terms of how downdrafts will be interrupted.</td>
<td></td>
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</tr>
</tbody>
</table>
| Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.  
| c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.  
| 3. Cornices and rooflines:  
| a. Cohesiveness: Shape and define rooflines to be cohesive with the building’s overall form and composition.  
| b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.  
| c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. | 3. **Cornices and rooflines.**  
| a. There is no cornice or cap to building. Information has not been provided in terms of how the building will be finished in terms of material or a cornice.  
| b. Information on how the proposed building complements surrounding buildings has not been provided.  
| c. A roof deck is being provided.  
| Additional information about the design is included in the applicant’s narrative found in Attachment C of this report and are illustrated in the elevation renderings found in Attachment D. |  

| H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway. | More Information Needed | The parking facilities will be underneath the building. A mid-block walkway will provide pedestrian access through the site as well as to the central park/green space that will be part of the Paper Box Lofts project.  
Details on the design of the mid-block walkway in terms of how people will be directed to the walkway, what will make the walkway inviting to pedestrians and what their experience will be, how the walkway will be lighted, how it will be maintained and who has responsibility for that are details that have not been provided to Planning Staff. |  

| I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.) | Complies | These functions will all be located within the building. |  

| J. Signage shall emphasize the pedestrian/mass transit orientation.  
1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.  
2. Coordinate signage locations with appropriate lighting, awnings, and other projections.  
3. Coordinate sign location with landscaping to avoid conflicts. | Condition of approval | Primary building signage will be provided under a separate application. The design is conceptual at this point.  
Compliance with signage approval is a condition of approval being recommended by Staff. |
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.
   1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan.
   2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and up lighting directly to the sky.
   3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

| Condition of approval | Public streetlights exist on 200 S and are not subject to change as part of this development. Building lighting will comply with the building’s architecture and SLC Lighting Master Plan. The mid-block walkway will also need to have lighting and signage to demonstrate that it is open to the public. Details have not been provided so Staff is recommending this be a condition of approval. |

L. Streetscape improvements shall be provided as follows:
   1. One street tree chosen from the street tree list consistent with the City’s urban forestry guidelines and with the approval of the City’s Urban Forester shall be placed for each thirty feet (30’) of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City’s Urban Forester.
   2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
      a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
      b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
      c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
      d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
      e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
      f. Asphalt shall be limited to vehicle drive aisles.

| More Information Needed – Included as a Condition of Approval | Existing trees in front of the property comply with the required spacing. If trees need to be removed during construction activities, they will be replaced with trees approved by the Urban Forester.
   Material will be durable in nature and the main paving materials will be light in color. Vegetation will be incorporated into the 5-foot setback to the sidewalk.
   The materials and design will relate to the neighborhood and site context.
   The vehicle drive aisle will be asphalt but walkways made of concrete or other durable materials.

   Details of these elements have not been provided so Staff is recommending this as a condition of approval. |
ATTACHMENT G: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

- Notice of the project and a formal letter requesting comments was sent to the Chairs of the Downtown Community Council and Downtown Alliance on February 7, 2020.
- Staff sent an early notification announcement of the project to all residents and property owners located within 300 feet of the project site on February 11, 2020 providing notice about the project and information on how to give public input on the project.
- Staff attended the Downtown Community Council meeting held on February 19, 2020 to answer questions about the project.
- As of the date of this report, no recognized organization comments have been received.
- Several public comments were received about the project. Those are discussed below in the Public Input section and written comments have been included on the following pages.
- The 45-day recognized organization comment period expired on March 9, 2020.
- A Public Hearing with the Planning Commission was scheduled for May 13, 2020.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed: April 30, 2020
- Public hearing notice sign posted on property: April 30, 2020
- Public notice posted on City and State websites & Planning Division list serve: April 30, 2020

Public Input and Comments:

Public comments were received from the following individuals or organizations:

1. **Sean Lisle – Westgate Lofts resident - email of 02/16/2020 included on following pages.**
   Mr. Lisle had questions on where parking for Westgate residents will be accommodated and located.

   **Staff’s Response:** The parking spaces used by the Westgate tenants that are being eliminated will be accommodated within the parking structure that will be built as part of the Paper Box Lofts project on the site to the north. The applicant’s response on this question follows:

   "Fifty-one (51) Westgate residents stalls (those currently parking on my lot), will be transferred to alternate stalls in the neighborhood (determined in the agreement) for the duration of construction. We will finish the parking structure first and get a TCO-temp cert of occupancy to move the Westgate folks back to the stalls. The project will include the Westgate stalls being deeded to Westgate for full ownership. This strategy gets those folks back to the location quickly and will build the wood component of the project while they park below. The parking agreement is part of a settlement that was reached with the Westgate tenants that was voted on and approved."

2. **John Benson – resident at 328 West 200 South – opposed – email of 02/23/2020 included on following pages.**
   Mr. Benson’s comments indicated that he was opposed to the project as he felt it would impact the views of numerous residents and that the proposed architecture of the project was out of character with that of the Warehouse Historic District.

   **Staff’s Response:** While there will undoubtedly be impacts to the view of neighboring residents, the property is zoned for this type of development and a project could be built to a height of 75-feet by right. It is staff’s
opinion that the increase in height of 10-feet will not result in a project that is incompatible with surrounding neighborhood and will not introduce addition impacts over what could be built on the parcel by right. The project is located within the Warehouse Historic District which is a National Register of Historic Places not a local Historic District. As such, the property owner is not constrained or limited in what they can do with a specific property and the rules and limitation for local historic districts in terms of architecture would not be applicable.

3. **Jason Leiser – President of the Westgate Lofts condominium HOA – opposed – email of 03/09/2020 included on following pages.**

   Mr. Leiser’s comments and objections were related to the height of the project and contends that at 75-feet the project will result in a loss of natural light for residents that face the project and a loss of property values. This would be increased further by the additional 10-feet of building height. Mr. Leiser also had questions about the process, review standards and timing of public meetings. Staff sent him information in response to the process questions.

   **Staff’s Response:** The parcel is in the Downtown area and is zoned for this type of development. A project could be built to a height of 75-feet by right on the parcel without a public hearing process. While there will undoubtedly be impacts to the view of neighboring residents, it is staff’s opinion that the increase in height of 10-feet will not introduce significant addition impacts over what could already be built on the parcel to a height of 75-feet by right. The Zoning Ordinance standards do not include a standard related to perceived property value impacts.
Mr. Gellner,

Just a couple things... where will the tenets who now park on that lot park once the 360 W 200 S project begins, and then on a permanent basis? Second, any vague idea when this might begin? I know the FIRST thing will be us needing to park somewhere else since our assigned spaces are in the middle of it.

Thank you and keep up the good work in a busy, busy time for your department.

Sean Michael Lisle
West Gate Lofts tenant
Gentlemen:

As a resident at 328 West 200 South, Units 504 and 505 I formally protest the design review request submitted by Micah Peters, CEO of Clearwater Homes. And for the record, regarding your first sentence, the ownership of the property has been in dispute for years; Mr. Peters has a history of less than forthcoming dealings in his quest for personal enrichment. I'll happily point you to the relevant court filings.

1. Do not grant Clearwater a waiver to the 75-foot limit.
2. Reevaluate the building design, it is completely out of character for the Warehouse Historic District (see attachments).
3. Mr. Peters, with this proposed abomination, will be disturbing the air and view rights of close to 50 homeowners. This simply should not be permitted.

I am reaching out to my legal counsel to see what I, and many of my fellow neighbors, can do to bring some sanity to this misadventure. Unabashed development for the sake of personal enrichment at the cost of existing homeowners and the city's historical heritage should not be permitted.

Thank you, John
Warehouse Historic District

The Salt Lake City Westside Warehouse District contains fifteen closely grouped buildings that are located along both sides of Second South between 300 West and 400 West Streets, along Pierpont Avenue between 300 West and 409 West, and at the corner of 300 South and 300 West Streets. The buildings were constructed between 1890 and 1927 and are part of the railroad terminal area that emerged as part of Salt Lake City's "westside" as a consequence of the spread of a network of rails throughout Salt Lake in the late nineteenth and early twentieth centuries. A double set of railroad tracks run down 400 West, along the west boundary of the district. Spans from this track run behind all of the buildings in the district. The buildings are large brick and concrete structures, generally two to five stories high, similar in scale, proportions, and use of materials. Demonstrating late nineteenth and early twentieth century commercial-warehouse style architecture, these structures document the increasing use of reinforced concrete replacing all masonry construction. Rectangular plans and multiple bay facade divisions are characteristic. Allusions to specific styles are vague and detail minimal, though the structures are visually impressive. Style features are best defined by period, i.e., early Commercial, late Nineteenth Century, early Twentieth Century.

Buildings contributing to the character of the district are:

2. Syms Wholesale Grocery Company, 327-331 West Second South, 1892-93.
5. Henderson Block, 375 West Second South, 1897-98.
8. Keyser Warehouse, 328 West Second South, 1899.
15. Fristone Tire Company, 308 West Third South, 1925.

The district was originally a residential area and part of the original Plat of the city. It began to change in the 1880s. No new residential construction took place after that, and warehouses began to replace residences. The process was gradual and can be most easily traced through old Sandborn Insurance Maps. The 1889 map is the earliest we have of the area. It shows the southernmost of the two blocks, block 61, as almost entirely residential. The only exceptions were the First Baptist Church on the southwest corner of 300 West and 200 South, where the Crane Building now is, a small carpenter shop, and a large warehouse labeled "Hans and Men's Hats, Wool, and Storage." By 1899 the block had changed a little. Two warehouses had been built: at 300 West Second South and at 341-47 West Second South, and railroad spurs had been constructed behind them. By 1909 another warehouse had been built, this one for the Cudahy Packing Company; two others, the Henderson Block and the Syms Grocery Company, were under construction, and a railroad spur extended the entire length of the block. In 1911 the Pierpont produce complex had been built, only a few private residences remained on the block, and the area had pretty much assumed its present character.

Block 66 demonstrates a similar pattern. The 1889 Sandborn Map shows that while the block was almost entirely residential, railroad tracks had been laid across its southwest corner, and around the tracks were a coal yard, a lumber yard, and a two-story grain storehouse. The 1885 and 1898 maps show the block essentially unchanged, but by 1911 a dramatic transformation had taken place. Only Second South remained residential. The rest of the block was commercial and industrial. A railroad spur ran the entire length of the block and paralleled Second South. By 1923, with the construction of the Salt Lake Stamp Company building, the block assumed its present character.
Keyser Warehouses
312, 320, 328 West Second South

This complex of three warehouses was built over a twelve-year period in the early twentieth century for Aaron Keyser, a well-known Salt Lake City businessman. The building at 328 West 200 South was constructed in 1914. The architect was David C. Diet. The warehouse at 320 West 200 South was built in 1919, and the one at 312 West 200 South in 1929. The architect for both was William A. Larkin.

Keyser was born and raised in Belvedere, New Jersey, and came to Utah in 1868. His business interests were diversified and during his lifetime he was engaged in tanning, lumbering, ranching, cattle and sheep raising, mining, real estate, insurance, and loans.

The building at 328 West 200 South was originally used as a warehouse for the M. A. Keyser Fireproof Storage Company and as office space for other Keyser enterprises. In 1928 the Keyser Company began leasing part of the building as commercial office space. From the first, the other two buildings were leased to various companies. The main occupant of the building at 312 West 200 South, for example, was the General Electric Supply Company, which was in the building from 1929 until 1969. Tenants at 320 West 200 South have included Mountain States Supply Company (a plumbing supplier); Hood Rubber Products Company; F. C. Richmond Machinery Company; and Sears, Roebuck and Company; while occupants at 328 West 200 South have included the McGahren Brokerage Company and the Curtis Candy Company.

Though built at different times, and with two different architects, the buildings form a coherent unit. They are rectangular in plan with flat rooftops. The entire portion, the building at 328 West 200 South, is five stories high and four bays wide; and the easternmost section, 312 West 200 South, is four stories high and three bays wide. Each structure demonstrates a molded cornice with modifications. A molded cornice above the street level unifies the structures visually and also separates the street level facade from the upper stories. Later pebble panel siding at the street level and window modifications add to the effect. Wide pilasters divide facades vertically into bays. Windows are recessed into shallow rectangular spaces, the tops of which are cilled outwards. Double-hung sash windows, grouped in units of two or three, share continuous, pronounced sills and flat arches with projecting keystones.

John Benson | CEO and Co-Founder
0. [Redacted] | e. [Redacted]

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Dear Mr. Gellner:

My name is Jason Leiser and I am the President of the WestGate Lofts condominium HOA, the 73 unit community located immediately to the east of the proposed Zephyr Lofts development at 360 West 200 South.

Residents within our community have received the "Notification of a Project in Your Neighborhood" correspondence dated February 11, 2020 and several have approached members of our Board of Directors to share their concerns regarding the contemplated variance that would potentially allow the Zephyr development to exceed the D-4 Downtown Secondary Central Business District height limitation of 75 feet.

At 75 feet, the Zephyr Project would already meaningfully impact property values and substantially diminish the amount of natural light enjoyed by roughly half of our residents who will ultimately face the Zephyr project, and the request of an additional 10 feet beyond what is allowed by right will further reduce natural light and diminish property values for those same residents.

The Notification indicates that there may be additional information available upon request. As the governing body within our community of roughly 125 residents, we are hereby contacting you to share the initial feedback above, which we received from several of our residents and also to better understand the process and your involvement therewith so we can keep our community informed. Can you please let us know your stance on the contemplated variance and also any plans for a public meeting to review the same? Additionally, what is the standard for reviewing requests such as this? Are requests of this nature granted only when the developer encounters a substantial hardship?

Thanks very much.

Jason Leiser, President
Westgate Lofts HOA
ATTACHMENT H: DEPARTMENT REVIEW COMMENTS

The following comments from other reviewing departments were submitted in relation to the proposal:

PUBLIC UTILITIES COMMENTS
No comments provided.

ENGINEERING COMMENTS
Public tree issues must be directed to and answered by SLC Urban Forestry. There is a need to identify the maintenance responsibility for the proposed midblock walkway to Central Park. The streetscape design must be submitted to SLC Engineering for review and approval. Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained by a licensed contractor who has a bond and insurance on file with SLC Engineering.

TRANSPORTATION COMMENTS
Transportation has no issues with this building height.

ZONING REVIEW COMMENTS
PLNPCM2020-00067, Zephyr Lofts development proposal at 360 West 200 South, seeking Design Review approval for additional structure height (85’ height, taller than 75’ limit of zoning district, shorter than 120’ limit available through Design Review); D-4 zoning district.

No particular zoning issues arise in regards to request to increase building height, but some zoning review information is shared in these comments. In particular, please note information below about requirement that required loading berth be located on-site.

About structure height, please be informed that heights of buildings will be reviewed compared to average elevation of finished grade for each face of building (from 21A.62.040 “HEIGHT, BUILDING - OUTSIDE FR, FP, R-1, R-2 AND SR DISTRICTS: The vertical distance, measured from the average elevation of the finished grade at each face of the building, to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitch or hip roof (see illustration in section 21A.62.050 of this chapter).”).

Streetscape design is to be per 21A.48.060 (the design requirements given there) or is to instead be per 21A.48.060.E.10.a, as applicable/available (to be per beautification district, per Planning Division review and approval).

Any encroachments into the public way must be per reviewed and approved revocable lease process.

Impact Fees will be due when building permit is pulled.

Existing use on site appears to be parking, and, proposed use appears to include parking for an off-site use (parking calculations include stall counts for “West Gate”). Offsite parking to be designed to meet requirements of 21A.44.040.B.5, including lease provisions.

Because the requirement for electric vehicle charging stations is related to required/provided parking, it is recommended that required electric vehicle charging stations should be on ground floor level with the off-site use parking being provided there, while charging stations for the Zephyr Lofts should be provided where will be accessible to tenants of the building (at the level with proposed City Lift parking or wherever else will be accessible to residents).

Loading berth requirements must be met (see 21A.48.070 and 21A.48.080), including that “all required
loading berths and maneuvering areas shall be located on the same lot as the use served” (21A.44.070.A). Design should be corrected to providing complying loading berth size(s) and location.

Parking calculations are missing a calculation “step” and need descriptive details. Minimum parking is per 21A.44.030.G.2 table, while Maximum allowable parking is per 21A.44.030.H.2 table. Then, Transportation Demand Management Parking Incentives may be applied to further increase allowed parking (beyond per 21A.44.030.H.2 table; currently the parking calculations do not include information per 21A.44.030.H.2).

Also, more descriptive information is helpful at/with parking calculations. Such as: give address and land use(s) that off-site parking is being provided for; describe the locations of electric vehicle charging stations; for proposed transportation demand strategies, describe the location(s) of secure bicycle parking, the number of spaces, and, describe the location and size of proposed gym/workout facility; and, provide brochure or other helpful information about City Lift system.

BUILDING REVIEW COMMENTS
The type of construction per IBC Chapter 6 will dictate the allowable heights, areas, and occupancies limitations per IBC Chapter 5.
Fire protection and life safety systems per IBC & IFC Chapter 9
Means of egress design per IBC Chapter 10
Provisions of IBC Section 420 as applicable
A building with an occupied floor located more than 75 feet above the lowest level of fire department vehicle access shall comply with Section 403 of the IBC for High-Rise Buildings

FIRE REVIEW COMMENTS
- Fire department access roads shall be a minimum of 26 foot clear width and 13 foot 6 inches clear height for which measured from the lowest fire department access road to the highest occupied floor is 30 foot and greater.

--Aerial apparatus access roads shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building(s)

--Fire hydrants shall be within 400 feet of all exterior walls of the structure.

--Fire Department access roads that are dead ends greater than 150 feet shall be provide with a turn-around.

--The turning radius of fire department access roads are 45 foot outside and 20 foot inside.

--Fire department access roads are measured from the inside edge of the waterway of the curb and gutter to the inside edge of the curb and gutter.

--Fire Department Connection(s) FDC shall be located on the address side of the structure.

--Fire Department Connections(s) FDC shall be within 100 feet of a fire hydrant.

--A building with an occupied floor located more than 75 feet above the lowest level of fire department vehicle access shall comply with Section 403 of the IBC for High-Rise Buildings