To: Salt Lake City Planning Commission

From: Caitlyn Miller, Principal Planner

Date: September 23, 2020

Re: PLNPCM2020-00182, PLNPCM2020-00399, and PLNPCM2020-00668
Gateway Storage Planned Development, Design Review, and Special Exception

PLANNED DEVELOPMENT & DESIGN REVIEW

PROPERTY ADDRESS: 134 South 700 West
PARCEL ID: 15-02-234-017-0000
MASTER PLAN: Downtown
ZONING DISTRICT: GMU (Gateway Mixed Use)

REQUEST: A request by Austin Lundskog, representative of the property owner, for a Planned Development, Design Review of a proposed self-storage facility 130,500 sq. ft. in size at approximately 134 South 700 West. The property is zoned GMU (Gateway Mixed Use). The request involves demolition of existing commercial/light industrial buildings and replacement with a self-storage building with approximately 1,031 storage units of varying sizes. Planned Development approval is required for all new construction in the G-MU zoning district. The applicant is also requesting a modification of 1) the requirement that buildings within the G-MU Zone have at least 70% masonry as an exterior building material, and 2) the allowance of two blank walls longer than 15 feet, which can be granted through the Design Review process. The Applicant has also requested Special Exception approval to allow a reduced number of parking stalls based off of peak demand and a calculation of the total communal/usable area within the project. Per the ordinance the Applicant would need to provide 130 parking stalls; they have proposed 22 stalls with their request.

RECOMMENDATION: Based on the analysis and findings listed in the staff report, planning staff recommends the Planning Commission approve the Planned Development for new construction in the G-MU zoning district. Staff recommends approval of the Design Review for requested modifications of the G-MU urban design provisions allowing 36% of exterior building materials to be CMU block and to allow the inclusion of two blank walls twenty-four feet (24’) and twenty-six feet (26’) in length. Staff also recommends approval of the Special Exception request to reduce the parking stall count. These recommendations are based on the conditions of approval listed below. Final details regarding these conditions of approval are delegated to planning staff.

1. The applicant shall comply with all other standards and regulations set forth in Salt Lake City code.
2. All other applicable zoning standards shall still apply to the development.
3. The applicant shall obtain the required demolition permits for the existing buildings and all required permits for the construction of the new self-storage facility.
4. Any proposed signage must meet the sizing requirements set forth in the adopted land use ordinances and must be approved by staff prior to signage installation.

ATTACHMENTS:
   A. Vicinity Map
   B. Photos
   C. Site Drawings and Building Elevations
   D. Applicant Project Description and Submittal Materials
   E. Analysis of Standards
   F. Public Process and Comments
   G. Department Review Comments

PROJECT DESCRIPTION:

Overview
The applicant is proposing to build a 130,500 sq. ft. self-storage facility with 1,031 storage units of varying sizes. The property currently has existing commercial/light industrial buildings which the Applicant intends to demolish to make way for the new storage facility. The GMU Zone requires any project increasing the floor area or parking by twenty five percent (25%) or more to obtain planned development approval. The subject property is adjacent to a vacant field to the north, an open storage yard to the south, and Interstate-15 to the west.

The proposal consists of a single 3-story building 45-feet in height. The proposed building is set back roughly 5 feet from the front property line (along 700 West), 39 feet from the northern side property line, 33-46 feet from the southern side property line and 33-35 feet from the rear property line. The proposal includes two gated accesses; one each at the northern and southern ends of the principal building. The primary vehicular access is at the southern end of the building where there is also a small parking lot to serve the employees and customers of the self-storage facility. Both drive accesses access onto 700 West which is a public street.

The primary building entrance will be located on the southern face of the building nearby 700 West. This entry will lead to the leasing office and will have direct access to the parking lot. While the primary entrance faces the southern side property line the Applicant has proposed a secondary entrance facing 700 West. The majority of the area surrounding the rear and northern side of the building will be asphalted to allow for adequate fire service and to provide customers ample room to navigate around other parked vehicles. There will be multiple
loading areas provided at the rear of the building so customers can load or unload their items without impeding vehicular or pedestrian traffic along 700 West. Trash facilities will be located in the southwestern corner of the subject property and will be fully screened from public view.

The proposed exterior building materials include CMU block (36%), aluminum storefront windows (41%), and metal siding panels (24%). The applicant has provided a detailed narrative about their proposal and design considerations in Attachment D.

The Site and Context

The subject property is located midblock on 700 West between 100 South and 200 South. 700 West terminates in a dead-end along this stretch and the subject property and its neighboring properties have limited connection to other surrounding parcels. The subject property is bordered to the east by the railroad tracks and to the west by the Interstate-15 right of way and barricade walls. The abutting properties to the north and south are vacant with some small accessory buildings.

Parking and Access

The proposal includes two gated accesses; one each at the northern and southern ends of the principal building. The primary vehicular access is at the southern end of the building where there is also a small parking lot to serve the employees and customers of the self-storage facility. Both drive accesses access onto 700 West which is a public street. The Applicant has requested approval of a Special Exception to allow them to provide 22 parking stalls instead of the 130 required by the ordinance. Commercial developments in the G-MU Zone are required to provide 1 parking stall for every 1,000 square feet of “usable space” above 15,000 square feet. The Applicant asserts this amount of parking is unnecessary for a self-storage facility and has provided data on peak parking demand and calculations of the “common area” in the building.

KEY CONSIDERATIONS:
The key considerations listed below were identified through planning staff’s analysis of the project.

Planned Development Objective: Master Plan Implementation

Typically, planned developments are requested in order to modify certain zoning standards that normally apply to developments. The purpose of the planned development process is to achieve a “more enhanced product than would be achievable through strict application of the land use regulations.” In addition, through the planned development process the City seeks to achieve a number of other objectives, such as preservation of significant buildings, green development, and coordination of buildings in a development. The Gateway Mixed Use (G-MU) Zone requires any project which will result in an increase of size of existing buildings by more than 25% to go through the Planned Development Process.

The Applicant states this proposal upholds the Planned Development Objective of Master Plan implementation. The subject property is located in the Downtown Master Plan’s Depot District and the Plan’s intent is for this area to become a vibrant urban neighborhood. The map associated with this district does not indicate the subject property is a property where higher-density housing should be constructed. The subject property is located on a dead-end public street and backs up directly to the I-15 corridor. The Applicant asserts this project implements the Downtown Master Plan by constructing a self-storage facility at the subject property instead of an urban neighborhood or higher-density housing project where the Plan does not indicate one should be developed.

Request to modify requirement for 70% of exterior building materials to be masonry, etc.
Self-storage facilities are permitted uses in the GMU Zone and are built with the security of their customers’ items in mind. The Applicant has incorporated a large amount of glass on all three floors to increase the visual interest to residents and customers in the area. The percentage of glass totals out to 41%. Additionally, 24% of the building’s exterior materials will be a metal panel siding which will add texture to the facades of the building. The remaining 36% of exterior building materials will be a CMU block. Building design and materials are appropriate to a warehouse building in what is a traditional warehouse neighborhood. Its location between I-15 and the railroad tracks and its low-profile height and design are compatible with its utilitarian use. The proposed building will not be inhospitable to the surrounding area as it develops into the dense urban neighborhood called for by the Downtown Master Plan.

Request to modify requirement for blank walls to be no longer than fifteen feet (15’)

There are two blank walls in this proposal which exceed the 15’ maximum length. They are 24’ and 26’ feet in length and span across the eastern stairwell and a few storage units. Instead of providing glass in these areas which would look into customers’ storage units and a predominately vacant stairwell the Applicant has proposed solid walls at these locations which will be treated with a 20’ wide trellis and climbing plants. This proposal meets the intent of the design standard in that there will be a unique texture and material at these locations which will increase the visual interest of the project to passing motorists and pedestrians. Additionally, the Applicant intends these trellises to satisfy the requirement of the G-MU Zone for public art and amenities. The plants growing on these trellises will provide softscape in addition to the project landscaping and will further increase the aesthetics of the self-storage building.

Special Exception request for Alternative Parking Arrangement

The Gateway Mixed Use (G-MU) Zone requires all commercial uses to provide one parking space for every 1,000 square feet of usable space after 10,000 square feet. Since this proposed building is over 130,000 square feet in size the ordinance requires 130 parking spaces. The Applicant has requested a Special Exception to allow an alternative parking arrangement following his submittal of a traffic generation study. The data the Applicant has provided indicates the peak parking needs of the facility will be as follows:

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<td>4 to 5 vehicles</td>
<td>12 to 14 vehicles</td>
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<td>PM Vehicle Traffic</td>
<td>7 to 8 vehicles</td>
<td>8 to 9 vehicles</td>
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<td>Per Hour</td>
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Additionally, the Applicant provided a calculation of the amount of space in the building that is taken up by storage units and indicates 29,860 square feet of common area remains. The Applicant asserts that the square footage taken up by the storage units should not count towards the amount of usable square feet because the occupants of the building will not have access to all of this area. By the Applicant’s calculation 19.8 parking stalls are required; they have provided 22 stalls, including the loading/unloading stalls.

DISCUSSION:

Following review of the proposed self-storage facility staff believes the proposal, along with the Applicant’s requested modifications, generally meet the intent and requirements of the adopted land use ordinances. Self-storage is a permitted use in the G-MU Zone and the Applicant has provided a design that is compatible with the warehouse style of the neighborhood. Staff recommends approval of the Applicant’s requests for Planned Development, Design Review, and Special Exception approval subject to the conditions of approval within this staff report.

NEXT STEPS:
Approval of Planned Development, Design Review & Special Exception

If the requests are approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by other city departments and the Planning Commission. The applicant will be able to submit plans for building permits and certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Denial of Planned Development, Design Review & Special Exception

If the design review request for the proposed mix of exterior building materials and the blank walls on which the trellises are proposed are denied, the applicant would still be able to construct the project as proposed, with the exception of the exterior materials that would have to comply with the urban design provisions of the G-MU zone which require that 70% of exterior materials be brick, masonry, textured or patterned concrete and or cut stone and that the blank walls on which the trellises are proposed would not be permitted longer than 15 feet.

If the entire planned development request is denied, the applicant would need to submit a new planned development application and go through the process since planned development approval is required for all new construction in the G-MU zone. Since self-storage facilities are required to go through the Design Review process the Applicant would likewise need to reapply for Design Review approval as part of their project. Special Exceptions may be approved administratively by the Planning Director. Denial by the Planning Commission would require the Applicant to either provide 130 parking spaces per code or reapply for administrative approval.
ATTACHMENT A: Vicinity Maps

Subject Property and Neighboring Properties Map

Legend
- Subject Property
- Parcels
- Zoning Districts
  - CMU Gateway Mixed Use

Salt Lake City Planning Division, 01/19/2020
ATTACHMENT C: Site Drawings and Building Elevations
KEYED MATERIALS LIST

1. SUNROC CHARCOAL SMOOTH FINISH CMU
2. SUNROCK MEDIUM GRAY SPLIT FACED CMU
3. CORUGATES MBCI PANEL 7.2 CREAM COLORED
4. INSULATED METAL PANELS - ACCENT COLOR TBD
5. CAP FLASHING - CHARCOAL
6. FASCIA AND SOFFITT - CHARCOAL PREFINISHED METAL
7. MBCI CORRUGATED 7.2 PANELS CHARCOAL
8. OVERHEAD DOORS - ACCENT COLOR TBD
9. ALUMINUM STOREFRONT MATERIAL
10. CORTEN METAL FRAME WITH CABLES FOR VINES GROW WALL.

GATEWAY STORAGE

SOUTH ELEVATION

EAST ELEVATION

ARCHITECTURAL

DATE: 1/6/19

DESIGNED BY:

@ COPYRIGHT VDG ARCHITECTS
KEYED MATERIALS LIST

1. SUNROC CHARCOAL SMOOTH FINISH CMU
2. SUNROCK MEDIUM GRAY SPLIT FACED CMU
3. CORUGATES MBCI PANEL 7.2 CREAM COLORED
4. INSULATED METAL PANELS - ACCENT COLOR TBD
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9. ALUMINUM STOREFRONT MATERIAL
10. CORTEN METAL FRAME CABLES FOR VINES - GROW WALL
EXISTING

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SSCO

3. SCHEDULE

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FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE FOR APPROVED PROJECTS THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND DISTRIBUTE UTILITIES, "UTILITY INSTALLATION DETAIL." NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. NOTICE A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC. SHALL LEAVE ANTI-SEIZE LUBRICANT SHALL BE USED ON ALL COVER BOLTS AND GROUND BOX BOLTS.

FOR USE OF EXISTING METER BOXS WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE PUBLIC UTILITIES ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM NOTIFICATION A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC. SHALL LEAVE ANTI-SEIZE LUBRICANT SHALL BE USED ON ALL COVER BOLTS AND GROUND BOX BOLTS.

1.1  COMPLIANCE

11. ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND

PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:

8. ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS

4. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF

SUB-CONTRACTOR MUST BE PROVIDED CIVIL SITE DRAWINGS FOR COORDINATION AND TO

CUTS AND/OR FILLS TO THE APPROVED GRADE OF THE MAIN AND OR FACILITY AS SHOWN ON

THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE

18. RECOMMENDATION FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE. CONTRACTOR SHALL PROVIDE SEWER LATERAL WATER TESTING AS REQUIRED BY THE SALT LAKE

GENERAL NOTES: CONTINUED

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1.0 DESCRIPTION:

2.0 FILTREXX FILTERSOCKS WILL BE PLACED AT LOCATIONS INDICATED ON PLANS AS DIRECTED

ADJACENT WATERWAYS OR STORM WATER DRAINAGE SYSTEMS. FILTERSOCKS WILL BE USED AS

IN SEVERE FLOW SITUATIONS, LARGER FILTERSOCKS MAY BE RECOMMENDED BY THE

PRODUCT THAT PASSES THE CRITERIA LISTED IN SECTION 2.

ONE FOOT ON EITHER SIDE OF THE OPENING BEING PROTECTED. THE FILTERSOCKS WILL BE

SITES WHICH REQUIRE PROTECTION AGAINST SEDIMENT LADEN WATER AFTER STORM

C. MOISTURE CONTENT OF LESS THAN 60% IN ACCORDANCE WITH STANDARDIZED TEST

ORDER TO KEEP THE AREA FROM FLOODING.

TO THE DRAIN ITSELF, ALLOW SEDIMENT TO COLLECT ON THE OUTSIDE OF

METHODS FOR MOISTURE DETERMINATION.
IRRIGATION PIPING AND EQUIPMENT ARE SHOWN IN PAVED AREAS FOR GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND EQUIPMENT IN LANDSCAPE AREAS WHERE POSSIBLE. ALL PIPES UNDER PAVEMENT SHALL BE SLEEVED. ALIGN VALVE BOXES WITHIN SHRUB BEDS AND ALIGN WITH BUILDING, WALL, OR EDGE OF PAVEMENT (TYP.).

CONNECT SERVICE LINE TO 1" WATER METER. SEE CIVIL PLANS FOR EXACT LOCATION.

PLACE ALL IRRIGATION EQUIPMENT IN PLANTER BED SO AS TO HIDE IT FROM VIEW.

IRRIGATION IS DESIGNED FOR 75 PSI AT POINT OF CONNECTION WITH A 20 GPM MINIMUM FLOW. CONTRACTOR TO USE PRESSURE REGULATOR FOR PSI OVER 90 PSI.

WALL MOUNT IRRIGATION CONTROLLER ON INTERIOR WALL OF BUILDING. VERIFY EXACT LOCATION WITH OWNER. COORDINATE CONTROLLER LOCATION WITH POWER SUPPLY AND ELECTRICAL ENGINEER.

EXISTING IRRIGATION - CONTRACTOR TO FIELD VERIFY EXACT LOCATION OF ALL IRRIGATION AND TO PROTECT IN PLACE ALL EXISTING IRRIGATION UNDER EXISTING TURF AREA.

CONTRACTOR TO PROTECT IN PLACE LANDSCAPE THROUGH CONSTRUCTION.

LOCATE ALL PIPES AND EQUIPMENT IN LANDSCAPE AREAS WHERE POSSIBLE. ALL PIPES UNDER PAVEMENT SHALL BE SLEEVED (TYP.) INSTALL SLEEVES THROUGH WALLS. COORDINATE WITH WALL CONTRACTOR. (TYP.)

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EXISTING TURF PROTECT IN PLACE

EXISTING TURF PROTECT IN PLACE

GATEWAY STORAGE

SITE PLAN

124 SOUTH 700 WEST
SALT LAKE CITY, UT

HIVE DESIGN GROUP
7379 S. CREEK ROAD, SUITE 102, SANDY, UT 84093
(801) 584-4792
WWW.HIVEDESIGNGROUP.COM

FEBRUARY 29, 2020

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GLAZING NOTES:

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- >U WINDOWS ARE TO 9Ef A MINIMUM OF 1/ BEHIND THE ICE OF THE WNLJS.
GATEWAY STORAGE
GREEN WALL/PUBLIC ART CONCEPT

The Gateway Storage site plan proposes the use of a green wall for several reasons:

- Incorporate natural materials/surfaces into building design
- Create strong tie between building & landscaping
- Create an art feature that can be enjoyed from multiple points in the community
- Create a softer more inviting ground level interface with pedestrians

The key design elements of the proposed green wall are:

- Oxidized corten steel edges with unique design such as stamped patterns or design
- Metal mesh or cable backing to promote vertical growth
- Vertical growing vegetation such as hops vines.
- Potential accent lighting, if dark sky compliant, to highlight this feature at night.

VEGETATION CONCEPTS
CORTEN STEEL CONCEPTS

These panels are representative of the green wall concept for Gateway Storage. However, the structure would be oxidized steel for richer color & design.
Austin Lundskog
SLC Gateway Storage Partners, LLC
C/O RED Partner Ventures
95 West 100 South, Suite 116
Logan, UT 84321

May 4, 2020

To:
Salt Lake City Planning & Zoning Dept.
451 State St
Salt Lake City, UT 84111

This letter is a request for administrative approval of a variance for landscaping requirements on SLC Gateway Storage Partners’ property at 134 S 700 W in Salt Lake City. We are seeking relief of landscaping requirements along the West and North sides of our property that are adjacent to I-15 and are not street facing.

We make this request because any landscaping along the West and North property boundaries would:

- Provide little public benefit
- Not contribute to an engaging public/private interface
- Create safety issues by making it easier for homeless persons to access our property undetected
- Impede future access to the I-15 retaining wall and infrastructure

The attached Exhibit A details our landscaping plan for the proposed re-development of the site and shows the areas of the property where we are requesting approval to remove any landscaping requirements.

Please respond with written approval to remove the landscaping requirements as outlined above.

Regards,

Austin Lundskog

Development Project Manager,
RED Partner Ventures/SLC Gateway Storage Partners
Area highlighted in green along West and North represent property lines bordering freeway illustrates the area where we are requesting removal of landscaping requirements.
Lighting on the site will be limited to:

- Lighted exterior signage
- Accent lighting at leasing office and green wall
- Security lighting at loading points
- Windows light by interior hallway lights.

All exterior lighting will be energy efficient and dark sky compliant fixtures.
Gateway Storage will be managed by Extra Space Storage. These images demonstrate lighted Extra Space signage at night. These properties also have similar lighting schemes with interior lit windows, ground level accent lighting and security lighting.
TRASH ENCLOSURE

PREFINISHED METAL COPING COLOR: TBD

8" SMOOTH FACE CMU WALL
COLOR: TBD BY OWNER

CONCRETE FOUNDATION WALL
6"Ø CONCRETE PIER

CONCRETE CURB

8" SMOOTH FACE CMU WALL

6" CONCRETE PAD ON 4" ENGINEERED FILL

(2) 4'-0" W VINYL X 7'-4" CHAIN LINK FENCE GATES WITH BLACK VINYL SLATES
ANCHORED TO (2) 6" DIA X 7'-9" ABOVE PAVEMENT BOLLARDS

CONCRETE PAD TO EXTEND 15' BEYOND FRONT OF TRASH ENCLOSURE.

PAIR GATES: CHAIN LINK FENCE GATES WITH BLACK VINYL SLATES
AND (2) FLUSH BOLTS

CONCRETE FOUNDATION WALL
6"Ø CONCRETE PIER

THIS DRAWING IS FOR REFERENCE USE ONLY AND NOT FOR CONSTRUCTION. ARCHITECT/ENGINEER IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CODE REQUIREMENTS AS REQUIRED BY LOCAL JURISDICTIONS.
Loading Zones
Parking Stalls

1ST FLOOR STORAGE LAYOUT
TOTAL 884 FT STORAGE = 43,500
1ST FLOOR = 43,500
2ND FLOOR = 43,500
TOTAL 20 FT = 87,000

2ND FLOOR STORAGE LAYOUT
TOTAL 884 FT STORAGE = 43,500

3RD FLOOR STORAGE LAYOUT
TOTAL 884 FT STORAGE = 43,500

GATEWAY SELF STORAGE
124 SOUTH 700 WEST
SALT LAKE CITY, UT 84104

COPYRIGHT © BARNETT STRUCTURES 2019
ATTACHMENT D: Submittal Materials & Project Description
1. **Project Description**
   a. **Description of proposed use:**

   Applicant is proposing to build a new three-story self-storage building of approximately 129,000 square feet on the site with access from 700 W.

   b. **Description of current use:**

   The site's current use is industrial. There are two existing warehouse structures on the site. One is lease by a tile supply house and the other is leased by an agricultural protein manufacturer.

2. **Planned Development Information**
   a. **How project meets objectives of 21A.55.010 PD ordinance:**
      i. In the Salt Lake City Master Plan's Depot District Initiative dense urban housing and multi-modal transit connectivity are key. Our project is uniquely positioned to develop a site that is undesirable for residential use due to its location between I-15 and the railroad. Our project will provide a visual and sound barrier from the freeway and be a catalyst for development in a re-development area that has stagnated.
      ii. Our project will also create better engagement with the active realm by adhering to smaller setback requirements and creating a more aesthetic and dynamic street face through landscaping and design.
      iii. Our project will reduce the burden on residential developers to add integrated storage into new housing projects. This will reduce housing rent costs for residents while still allowing them access to storage on an individual basis.

   b. **How project meets objectives of 21A.55.050 PD ordinance:**
      i. The project is consistent with the Depot District initiative to promote transit oriented high-density housing as stated above.
      ii. The project is consistent with the design and compatibility goals of the area in the following ways:
         1. The project adheres to building envelope requirements of the zone.
         2. The project provides a diverse material pallet and creates a pedestrian interface that is non-existent with the current pre-fab metal warehouses on the site.
         3. The project will enhance the visual characteristics of 700 W and be a spark for residential and other uses designated in the Salt Lake City RDA's area plan to redevelop the UTA bus depot.
iii. The project's landscaping will retain some of the mature trees on the site. The landscaping will also replace the fence along the street with pedestrian friendly landscaping.

c. Disclosure of Estimated Private Infrastructure Costs for Planned Development
   i. The project has minimal public infrastructure. It is limited to landscaping and private drives and walkways. See the attached Appendix A for an estimate of annual maintenance costs of landscaping, plowing and other incidental maintenance as well as periodic capital improvements and replacements of asphalt, sidewalks, etc.
### APPENDIX A

**Private Infrastructure Maintenance and Replacement Estimates**

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<th>Periodic Capital Improvements of Private Infrastructure</th>
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1. **Project Description:**

Applicant is proposing to build a new three-story climate controlled self-storage building of approximately 130,500 square feet or 1031 units of various sizes. The new facility will be access from 700 W.

The project will use the following building materials:
- SUNROC CHARCOAL SMOOTH FINISH CMU
- SUNROCK MEDIUM GRAY SPLIT FACED CMU
- CORUGATES MBCI PANEL 7.2 CREAM COLORED
- INSULATED METAL PANELS - ACCENT COLOR TBD
- CAP FLASHING - CHARCOAL
- FASCII AND SOFFIT - CHARCOAL PREFINISHED METAL
- 7, MBCI CORRUGATED 7.2 PANELS CHARCOAL
- OVERHEAD DOORS - ACCENT COLOR TBD
- ALUMINUM STOREFRONT MATERIAL
- CORTEN METAL FRAME CABLES FOR VINES - GROW WALL

2. **Minimum Plan Requirements:**

See attached

3. **Site Plan:**

See attached

4. **Elevation Drawing**

See attached

5. **Additional Requirements:**

a. **Section 21A.58 Application Information:**

1. *A project's compatibility with its environment and with other land uses and buildings existing in the surrounding area;*

- GATEWAY STORAGE is surrounded by light industrial uses and is bordered by I-15 and the Union Pacific and Frontrunner train tracks. GATEWAY STORAGE provides a service to urban residents in the Depot District as well as the greater
downtown area. It also provides a flexible storage and warehousing option to small businesses downtown.

GATEWAY STORAGE aligns with the redevelopment efforts in the depot district by utilizing a site that is undesirable for other uses due to its location. The new storage facility will also provide a noise and sight barrier between the highway and planned redevelopment of the UTA Bus Depot.

ii. The quantity, quality, utility, size and type of a project's required open space area and proposed landscaping improvements;

- The project has no open space requirements. The proposed landscaping improvements include adding a sidewalk on the site’s border with 700 W, planting new trees and shrubs, adding lighting for good visibility and safety and adding a living wall design element on the street facing East façade of the building.

iii. The ability of a project's traffic circulation system to provide for the convenient and safe internal and external movement of vehicles and pedestrians;

- Self storage as a use generates low traffic volumes. The site plan for GATEWAY STORAGE provides ample parking for guests and employees at the leasing office. The site plan incorporates a directional traffic pattern on the site with multiple access and loading points for optimum traffic flow to and from the site.

iv. The quantity, quality, utility and type of a project's required community facilities; and

- The project will incorporate a living wall design element on the East façade facing 700 W as a public art amenity for pedestrians and visitors to the site.

v. The location and adequacy of a project's provision for drainage and utilities.

(Ord. 13-19, 2019; Ord. 26-95 § 2(29-1), 1995)

- The project will utilize and modify existing utility and stormwater infrastructure on the site. Please see attached civil drawings for full details.

b. Site Photos

See attached
c. Demonstration of compliance with the purpose of the individual zoning district in written narrative and graphic images.

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

• The GATEWAY STORAGE project supports the goals of the G-MU zone by promoting redevelopment and economic development. Self-storage provides a much-needed amenity and service to current and future residents. It also provides a vital service to downtown small businesses. Nationally 20-25% of all storage customers are commercial users. We expect at least 25% of our customers to be commercial users operating in the Salt Lake City CBD. GATEWAY STORAGE will also greatly improve the safety and attraction of the 700 West streetscape which is currently considered unsafe and commonly occupied by transient persons. GATEWAY STORAGE will also create a visual and noise barrier between the highway and planned residential in the Depot District making the area more desirable and aesthetically pleasing.

• The graphics below illustrate the proposed structure, the proposed landscaping plan and other completed self-storage projects that represent the quality of building materials and finishes proposed for GATEWAY STORAGE.
Extra Space Storage – Vancouver, WA

Edgemark Storage – Glendale, CO
d. Demonstration of compliance with the purpose of the applicable design standards of the individual zoning district in written narrative, graphic images, and relevant calculations.

- GATEWAY STORAGE complies with all building envelop and setback requirements in the G-MU zone. The building design provides ample fenestration and glazing. The office was designed to create easy access for customers arrive by foot or car. Please refer to the East Elevation of the building for details on signage and streetscape design for reference.

We have also taken care to create a visually engaging building façade with varying building materials and building lines. We have also added two living wall design elements as a visual art amenity to be enjoyed by pedestrians.

e. Demonstration of compliance with the applicable design review objectives (Section 21A.59.050) in written narrative, graphics, images, and relevant calculations.

i. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction

The building was designed with the following elements to meet these criteria:
- The leasing office is the main entrance from the public sidewalk. The building was designed to make this a focal access point.
- The building is situated adjacent to the public sidewalk. The façade and landscaping were designed to promote safety and desirability.
- The parking layout was designed with all parking on the side or rear areas of the site.
- The building was designed with pedestrian interaction and interest in mind. See East building elevation for glass and living wall details designed to engage pedestrian interest.

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

The building was designed with the following elements to meet these criteria:
- The streetscape façade was designed with various vertical and horizontal sections to create a relatable human scale.
- Fenestration, varying building materials and living walls were added as secondary design elements.
iii. **E. Building facades that exceed a combined contiguous building length of two hundred feet (200’) shall include:**
   The building was designed with the following elements to meet these criteria:
   - The building façade includes changes in vertical planes, materials and massing to meet this requirement. See building elevations and site plan for reference.

iv. **F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:**
   This requirement is not applicable to the GATEWAY STORAGE project.

v. **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.**
   The building was designed with the following elements to meet these criteria:
   - The building was designed with distinct base, middle and top sections to reduce apparent heights.
   - The building was designed to comply with all minimum height requirements in the G-MU zone.

vi. **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.**
   The building was designed with the following elements to meet these criteria:
   - All storage customer loading points are located on the rear of the building.
   - Site traffic is directional making it easier for pedestrians to navigate car traffic.

vii. **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. (Subsection 21A.37.050.K.)**
   The site plan is designed to comply with these criteria.

viii. **J. Signage shall emphasize the pedestrian/mass transit orientation.**
   The building was designed with the following elements to meet these criteria:
   - Large branding signage has been incorporated into the building design.
   - Smaller informational signage to inform and direct pedestrians on the site will be included based on facility operator’s recommendations.

ix. **K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.**
   The building was designed with the following elements to meet these criteria:
o Outdoor lighting will utilize low-level illumination, energy efficient lighting, to provide appropriate lighting for all pedestrian walkways and access points.

o Lighting design will enhance the architectural features of the building while reducing uplighting in the sky.

o Lighting design will enhance legibility of all signage.

x. Streetscape improvements shall be provided as follows:
The building was designed with the following elements to meet these criteria:

- All trees and plants were selected based on the city’s recommended tree and plant list.
- The landscaping plan was designed to meet the city’s tree and plant spacing guidelines.
- Durable pedestrian friendly materials were chosen to reduce required building maintenance.
- Living walls were incorporated into the street facing façade as both a public art amenity and a mechanism to reduce heat gain.
GATEWAY STORAGE
ALTERNATIVE PARKING PLAN

D. Other Eligible Alternatives: Any alternative to off street parking spaces not outlined in this section may be considered. Such alternatives shall be processed as special exceptions in accordance with the provisions of chapter 21A.52 of this title and as follows:

1. Application: In addition to the materials required by chapter 21A.52 of this title, the applicant for an alternative parking requirement must also submit:
   a. A written statement specifying the alternative parking requirement requested and the rationale supporting the application;

In addition to the Planned Development and Design Review Applications submitted for Gateway Storage we are requesting a special exception for approval of an alternative parking plan for the site. The proposed alternative parking plan includes 1 handicap stall and 17 regular parking stalls.

b. A professionally prepared parking study for alternative parking requirements requested for unique nonresidential uses and intensified parking reuse; and

Gateway Storage will be a climate controlled 3 story self-storage facility of approximately 130,500 gross square feet. Of the 130,500 approximately 100,640 square feet will be self-storage units available for rent and 29,860 square feet will be common areas such as hallways, bathrooms, leasing offices and loading zones. When determining parking requirements for self-storage facilities common area square footage is a much better indicator of actual parking needs.

The G-MU parking requirements for non-residential uses are no stalls for the first 10,000 square feet and 1 stall per 1,000 after that. When applying that standard to the 29,860 square feet of common area we get a parking requirement of 19.8 stalls. In addition, we have designed the site with 4 loading zones that tenants will use for temporary loading and unloading. These loading zones are not counted as part of the site’s 18 parking stalls.

Self-storage is a low vehicle traffic use. The table below breaks down average vehicle visits per hour to self-storage facilities nationally. Gateway Storage’s parking plan was designed to exceed peak parking needs during weekends.

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</tr>
<tr>
<td>PM Vehicle Traffic Per Hour</td>
<td>7 to 8 vehicles</td>
<td>8 to 9 vehicles</td>
</tr>
</tbody>
</table>

The national average length of time per visit to a self-storage facility is approximately 30 minutes. Which effectively doubles the parking bandwidth of a parking stall in any given hour.

c. A site plan of the entire alternative parking property drawn to scale at a minimum of one inch equals thirty feet (1” = 30’) showing the proposed parking plan.
See parking plan attached.
ATTACHMENT E: ANALYSIS OF STANDARDS

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

General G-MU Zoning Standards

<table>
<thead>
<tr>
<th>Standard</th>
<th>Compliance</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front/Corner Yard Setbacks:</strong> No setback requirements except that a minimum of 25% of the façade shall be no more than 5 feet from the street right-of-way line. Surface parking lots shall have a fifteen foot (15') landscape setback from the front property line.</td>
<td>Complies</td>
<td>Approximately 80% of the building is located at 5 feet from the street right-of-way line. Parking lot is set back 20' from front property line.</td>
</tr>
<tr>
<td><strong>Lot Area:</strong> None required.</td>
<td>Complies</td>
<td>1.8073 acres (approx. 78,726 sq. ft.)</td>
</tr>
<tr>
<td><strong>Lot Width:</strong> None required.</td>
<td>Complies</td>
<td>The subject property is approximately 360’ wide.</td>
</tr>
<tr>
<td><strong>Building Height:</strong> Minimum building height is 45 feet. Maximum building height is 75 feet except buildings with non-flat roofs may be 90 feet. Additionally, height may be raised to 120 feet through Condition Building and Site Design Review.</td>
<td>Complies</td>
<td>The height of the building as shown in the plans is 45 feet to the top of the wall.</td>
</tr>
<tr>
<td><strong>Parking:</strong> No spaces required up to 10,000 square feet usable floor area. 1 space per 1,000 usable square feet over 10,000 square feet thereafter</td>
<td>Complies with Special Exception Request for Alternative Parking Arrangement</td>
<td>Nonresidential parking standards require 1 stall for the first 10,000 square feet and an additional 1 space per 1,000 square feet thereafter. Additionally, commercial uses in the G-MU Zone are required to provide 1 parking space for every 1,000 sq. ft. of usable space above 10,000 sq. ft. The proposal is approximately 130,000 square feet which would equate to 120 parking stalls. The project has provided 18 stalls.</td>
</tr>
</tbody>
</table>
The Applicant has proposed an alternative parking arrangement through a Special Exception request.

| **Signage**: G-MU zoning allows different types of signs per Section 21A.46.115 of Salt Lake City’s zoning code. | Complies with Condition of Approval | The proposal includes 4 flat signs; one on each face of the building:  
The northern face of the building could have up to 228 sq. ft. of signage. The Applicant has proposed 312 sq. ft. of signage.  
The eastern face of the building could have up to 384 sq. ft. of signage. The Applicant has proposed 78 sq. ft. of signage.  
The southern face of the building could have up to 300 sq. ft. of signage. The Applicant has proposed 78 sq. ft. of signage.  
The western face of the building could have up to 390 sq. ft. of signage. The Applicant has proposed 312 sq. ft. of signage.  
All proposed signs comply with sizing requirements except for the sign on the northern face of the building. These measurements will need to be revised and approved as part of the building permit process prior to their installation. This will be included as a condition of approval and final approval may be granted administratively by staff. |
| Flat signs: 1 per building face up to 1.5 square feet per linear foot of building face |  |  |

**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.  

| Complies |  | No mid-block walkways are proposed as part of this development and none are included in the city’s plan. |
All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this plan for mid-block walkways.

### G-MU Urban Design Guidelines

<table>
<thead>
<tr>
<th>Standard</th>
<th>Compliance</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Architectural character and materials</strong></td>
<td>Complies with Design Review modification:</td>
<td>The base is differentiated in terms of materials and height. The base material is a mixture of CMU and glass. A CMU string course in a different color differentiates the base of the building from the upper floors. Building is not over 45'.</td>
</tr>
<tr>
<td><em>A differentiated base is required</em></td>
<td>1. to allow less than 70% of materials to be brick masonry, textured or patterned concrete, or stone. 2. To allow two blank walls with planted trellis structure.</td>
<td>36% of the exterior materials are CMU; aluminum storefront windows make up 41% and metal panels comprise the remaining 24% of the exterior according to the plans. Awnings are provided over entries. Two blank walls along 700 W façade are treated with a metal trellis structure for a planted “green wall” feature.</td>
</tr>
<tr>
<td><em>70% of materials are to be brick masonry textured or patterned concrete or cut stone</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Two dimensional glass curtain wall prohibited</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Arcades and awnings are permitted</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Per 21A.31.010.P.3.a.3 – the maximum length of an uninterrupted wall on the first floor is fifteen feet (15'). This wall could be broken up with windows, doors, art or architectural detailing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Windows and fenestration</strong></td>
<td>Complies</td>
<td>Plans indicate aluminum storefront windows will be incorporated and will be recessed into the building by 3 inches. The reflectivity of the glass is shown as 16%.</td>
</tr>
<tr>
<td><em>Buildings with smooth surfaces are prohibited</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>All windows (except bay, projecting or balcony) should be</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>recessed from exterior wall by 3 inches</td>
<td>*Reflectivity of glass should be less than 18%</td>
<td></td>
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<tr>
<td>---------------------------------------</td>
<td>---------------------------------------------</td>
<td></td>
</tr>
</tbody>
</table>

| **3. Entrance and visual interest** | Complies with Design Review approval:  
1. To allow two blank walls greater than 15 feet in length with planted trellis structure. |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>*40 % minimum first floor glass and one operable door per façade</td>
<td>66% of the ground floor between 3 and 8 feet in height is comprised of glass and there are operable doors on the southern and eastern elevations as primary and secondary entrances (respectively).</td>
</tr>
<tr>
<td>*Facades: Provide at least one operable building entrance per elevation that faces a public street.</td>
<td>There are operable doors on the eastern, southern, and western faces of the building. The primary entrance will be located on the southern side of the building but a secondary entrance is available on the eastern (street-facing) façade. Although the city would prefer to see a primary entrance facing the street, the design has met the requirement set forth in the ordinance to provide a building entrance on a street-facing façade.</td>
</tr>
<tr>
<td>*Maximum length of blank wall shall be 15 feet</td>
<td>Two blank walls along the 700 West façade are treated with a metal trellis structure for a planted “green wall” feature. These walls are 24 and 28 feet in width however 20 feet of each of these walls is covered by a green wall. The intent of limiting the length of a blank wall is to ensure buildings maintain a certain amount of visual interest; by providing these green walls there is a 20-foot expanse of greenery for pedestrians, cyclists, and motorists to enjoy. With 20 feet of the width of the blank walls covered by greenery this leaves only 4-8 feet of blank wall.</td>
</tr>
<tr>
<td>*All building equipment screened</td>
<td>All building equipment is screened.</td>
</tr>
<tr>
<td><strong>4. Building lines and front area</strong></td>
<td>Complies</td>
</tr>
<tr>
<td>-----------------------------------</td>
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</tr>
<tr>
<td><em>The majority of ground level façade is parallel, not at an angle, to the street (primarily applies to parking structures)</em></td>
<td>Complies with Design Review approval for green wall trellis feature as public art.</td>
</tr>
<tr>
<td><strong>5. Public amenities and art</strong></td>
<td>Complies</td>
</tr>
<tr>
<td><em>Street lighting should match the City lighting policy</em></td>
<td></td>
</tr>
<tr>
<td><em>Public art shall be included</em></td>
<td></td>
</tr>
<tr>
<td><strong>Location of service areas</strong></td>
<td>Complies</td>
</tr>
<tr>
<td><em>All loading and service be located on block interior away from view form public street</em></td>
<td></td>
</tr>
<tr>
<td><strong>Parking landscape requirements</strong></td>
<td>Complies</td>
</tr>
<tr>
<td>* 7. Landscape Requirements: Surface parking lots shall have a landscaped setback of at least twenty feet (20’) and meet interior landscaped</td>
<td></td>
</tr>
</tbody>
</table>
requirements as outlined in chapter 21A.48 of this title.

| 21A.48.110: Freeway Scenic Landscape Setback | Complies | The Applicant has formally requested a waiver of the Freeway Scenic Landscape Setback requirement for their project due to the project backing up directly to the I-15 corridor and the inability to view the landscaping from either I-15 or 700 West.

D. Size Of Scenic Landscape Setback: For lots platted after April 12, 1995, scenic landscape setbacks shall be twenty feet (20’) in width. For lots existing as of April 12, 1995, the width of the scenic setback may be reduced, upon approval of the zoning administrator, if such reduction is necessary to achieve the required off street parking. The width of the scenic landscape setback shall not be less than ten feet (10’).

Landscape Setback shall be planted and irrigated according to 21A.48.110.

### ATTACHMENT G – G-MU DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>COMPLIANCE Y/N</th>
<th>REASONING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Yard Requirements: No minimum setback requirements</td>
<td>Complies</td>
<td>Front yard/700 W – five foot (5’) setback Interior side yard – varies 33’ – 64’ Rear yard – between 33-35’</td>
</tr>
<tr>
<td>Maximum Yard Requirements: Front Yard – a minimum of 25% of the length of the façade of a principal building shall be set back no farther than 5 FT from the street right of way line.</td>
<td>Complies</td>
<td>80% of the building is set at 5 FT from the street right of way line.</td>
</tr>
<tr>
<td>Lot Area: No Minimum or Maximum</td>
<td>Complies</td>
<td>Approximately 1.8073 acres (78,726 sq. ft.)</td>
</tr>
<tr>
<td>Lot Width No Minimum</td>
<td>Complies</td>
<td>Approximately 360 FT</td>
</tr>
<tr>
<td><strong>Minimum building height is 45 FT</strong></td>
<td><strong>Complies</strong></td>
<td>45’</td>
</tr>
<tr>
<td>-------------------------------------</td>
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<td>-----</td>
</tr>
<tr>
<td><strong>Maximum building height is 75 FT. Buildings without flat roofs are allowed up to 90 FT.</strong></td>
<td><strong>Building materials do not comply. Modification requested through PD process.</strong></td>
<td>The design of the building base incorporates change, contrast, and intricacy in facade form, color and materials.</td>
</tr>
<tr>
<td>G-MU Urban Design Standards: A differentiated base is required. 70% of materials are to be brick masonry textured or patterned concrete or cut stone</td>
<td><strong>Screening - With recommended condition of approval, project complies.</strong></td>
<td>Applicant is requesting relief from the 70% exterior material requirements through PD. Proposed - 36% of the exterior materials as cement block.</td>
</tr>
<tr>
<td>The fenestration of all new construction shall be three-dimensional (e.g., recessed windows, protruding cornice, etc.). Awnings are required over entry doors which are set back from the property line and may be allowed, under revocable permit, when an entry is at a property line. Awnings are permitted over ground level windows. Where awnings extend out over the public way, a revocable permit is required. Buildings with completely smooth exterior surfaces shall not be permitted, all new construction shall have three-dimensional details on the exterior that includes cornices, windowsills, headers and similar features. All windows shall be recessed from the exterior wall a minimum of 3”. Bay windows, projecting windows, and balcony doors are exempt from this requirement. The reflectivity of the glass used in the windows shall be limited to 18% as defined by the ASTA standard.</td>
<td></td>
<td>Plans indicate aluminum storefront windows will be utilized but do not call out any projections or recessions of such.</td>
</tr>
<tr>
<td><strong>Reflectivity of glass is listed at 16%.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>There are two walls in excess of 15’ but a modification is requested through the Design Review process with the inclusion of two green walls.</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Street facing façade has 66% glazing.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The trash enclosure will be constructed of CMU block similar to that found on the primary dwelling. The trash will be screened from public view. Gas meters for the building are proposed along the front wall facing the public street. As a condition of approval, staff recommends the gas</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum length of an uninterrupted wall on the first floor is 15'</strong>.</td>
<td></td>
<td><strong>meters are moved to the north or south sides of the building to minimize their visibility and impact.</strong></td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td><strong>Minimum First Floor Glass:</strong> The first floor elevation facing a street of all new buildings shall not have less than 40% glass surfaces. All first floor glass shall be nonreflective. The glass requirement may be reduced to 25% if the ground floor uses are residential.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Screening:</strong> All building equipment and service areas, including on-grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.</td>
<td><strong>Complies</strong></td>
<td><strong>No mid-block walkways are proposed as part of this development and none are included in the city’s plan.</strong></td>
</tr>
</tbody>
</table>
| **Mid-Block Walkways:** As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this plan for mid-block walkways. | **Does not comply.** | Perimeter parking lot landscaping is required along the east and south edge of the surface parking area. The proposed landscaped area to the south does not meet the 7’ width requirements. More information regarding the size of the planting areas is needed.

| **Perimeter Parking Lot Landscaping – 21A.48.070:** Where a parking lot is located within a required yard, or within 20’ of a lot line, perimeter landscaping shall be required along the corresponding edge of the parking lot in |  |  |
conformance with the provisions in table 21A.48.070G.

Perimeter landscape areas must be at least 7', as measured from the back of the parking lot curb and extending any parking space overhang area.

Required Improvements: Within the landscape area required above, landscape improvements shall be required as established in table 21A.48.070G:

- 1 shade tree every 30 feet
- 1 shrub per 3 feet
- Turf or ground cover outside of tree and shrub plantings

Parking Lot Curb Controls: Six inch (6") poured concrete curb controls shall be constructed around all required landscaping on the perimeter and within parking lots.

<table>
<thead>
<tr>
<th>Required Improvements: Within the landscape area required above, landscape improvements shall be required as established in table 21A.48.070G:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complies with approval of Special Exception Request</td>
</tr>
<tr>
<td>The Applicant has submitted a Special Exception request for a modified parking arrangement. Should this request be approved twenty-two (22) parking stalls will be provided.</td>
</tr>
</tbody>
</table>

Interior Parking Lot Landscaping:

Not less than 5% of the interior of a parking lot shall be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.

Landscaped areas shall be improved in conformance with the following:

Dispersion: Interior parking lot landscaping areas shall be dispersed throughout the parking lot

Minimum Size: Interior parking lot or landscaping areas shall be a minimum of 120 square feet in area and shall be a minimum of 5' in width, as measured from back of curb to back of curb.

Landscape Material: The plants used to improve the landscape areas defined above shall conform to the following:
- The primary plant materials used in parking lots or vehicle sales or lease lots shall be shade tree species in conformance with applicable provisions of subsections 21A.48.050A and B. Ornamental trees, shrubbery, hedges, and other plants may be used to supplement the shade tree plantings, but shall not be the sole contribution to such landscaping;

- Quantity: One shade tree shall be provided for every one hundred twenty (120) square feet of landscaping area;

- Ground Cover: A minimum of fifty percent (50%) of every interior parking lot or vehicle sales or lease lots landscaping area shall be planted with an approved ground cover in the appropriate density to achieve complete cover within two (2) years, as determined by the zoning administrator.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Complies (Y/N)</th>
<th>Reasoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Compliance with Zoning Ordinance and District Purposes:</td>
<td>Yes, Complies</td>
<td>The subject property is located in the G-MU Zone. “The Gateway Districts are intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted zoning.”</td>
</tr>
</tbody>
</table>
this title was enacted and for which the regulations of the district were established.

gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.”
Specifically, the Gateway Mixed-Use Zone is intended to “implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere...Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.”
The construction of the proposed self-storage facility facilitates the economic development and employment goals set forth in the purpose statements of the Gateway Zones. The proposal incorporates features such as street trees, landscaping and a large amount of ground floor glass to maximize pedestrian comfort along 700 West.
<p>| <strong>B. No Substantial Impairment of Property Value:</strong> | Yes, Complies | The proposed self-storage facility will replace two existing vacant warehouse buildings which are currently fenced off from 700 West. The abutting properties (north and south) are vacant and the southern property is used as open storage. The rear of the subject property backs up to the I-15 corridor. The redevelopment of this site will not diminish the property value of the subject property or the neighboring properties. This redevelopment is in fact expected to increase property values. |
| <strong>C. No Undue Adverse Impact:</strong> | Yes, Complies | The Applicant is proposing the construction of a new self-storage facility with a request for a modified parking arrangement. The Applicant asserts self-storage facilities have generate far fewer daily trips than other uses found within the G-MU Zone and the proposed alternative parking arrangement reflects this statement. The Applicant has proposed adequate parking to serve the needs of the employees and customers of the proposed self-storage facility while also complying with other adopted building codes and zoning ordinances including fire access, multiple means of ingress/egress, and adequate space between the service gate and the public right of way. |</p>
<table>
<thead>
<tr>
<th></th>
<th>D. <strong>Compatible with Surrounding Development:</strong></th>
<th>Yes, Complies</th>
<th>The proposed development is similar to surrounding land uses in that it is a self storage facility surrounded by vacant lots and open storage. Additionally, there are existing warehouse buildings on site which will be replaced with a new building with higher-quality materials and a more elevated design. The subject property is located on a dead-end public street and backs up to the I-15 corridor.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>E. No Destruction of Significant Features:</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes, Complies</td>
<td>Although the property is located within the Warehouse National Historic District the existing buildings on the subject property are not historic in their own right; they were constructed between 1996 and 1999. The existing buildings have been fenced off and left vacant.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>F. No Material Pollution of Environment:</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes, Complies</td>
<td>The self-storage facility is not anticipated to cause any material air, water, soil, noise or other type of pollution. Additionally, the requested alternative parking arrangement includes fewer parking stalls so fewer vehicles may be present on-site at the same time reducing the vehicle emissions in this area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td><strong>G. Compliance with Standards:</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes, Complies</td>
<td>The proposed use and development complies with all additional standards imposed on it pursuant to this chapter.</td>
</tr>
</tbody>
</table>
PLANNED DEVELOPMENT STANDARDS

21a.55.050: Standards for Planned Developments: The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Finding</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Planned Development Objectives:</td>
<td>Complies</td>
<td>The Applicant has indicated their project fulfills the adopted Downtown Master Plan in that, while the Downtown Master Plan (and the Depot District specifically) call for this area to become a “dense urban neighborhood” the subject property’s location between the I-15 corridor and the railroad tracks is not conducive to the development of a dense urban neighborhood. Instead the development of a self-storage facility will provide a service to existing and future residents of Salt Lake City while utilizing a parcel that is not ideal for residential, retail, or office usage.</td>
</tr>
<tr>
<td>B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.</td>
<td>Complies</td>
<td>The proposed development generally complies in that it utilizes a parcel which is not conducive to high-density residential, retail, or office uses. The subject property is located in the Depot District of the Downtown Master Plan area but is located between the I-15 corridor and the railroad tracks on a dead-end street.</td>
</tr>
<tr>
<td>C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and</td>
<td></td>
<td>The proposed development is for a permitted use in the GMU Zone. It has been designed to be compatible with the warehouse district.</td>
</tr>
<tr>
<td>compatibility, the planning commission should consider:</td>
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<tr>
<td>----------------------------------------------------------</td>
<td>----------------------------------------------------------</td>
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</tr>
<tr>
<td><strong>Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design:</strong></td>
<td>Complies</td>
<td>The principal street façade of the proposed building is along 700 West, which ends in a cul-de-sac to the north of the subject property. The subject property backs up to the right of way for Interstate 15 and is bordered on the north and south sides by vacant fields and open storage areas.</td>
</tr>
<tr>
<td><strong>Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design:</strong></td>
<td>Complies</td>
<td>The building is oriented to “front” along 700 West, which is the only street the subject property has frontage along. There is no other point of access to the property from a public right of way.</td>
</tr>
<tr>
<td><strong>Whether building setbacks along the perimeter of the development:</strong></td>
<td>Complies</td>
<td>The G-MU zoning district does encourage buildings be built at or close to the property line to increase pedestrian interaction, which this proposal achieves. The proposal includes two driveways with gates set farther back from the public right-of-way to allow drivers plenty of space and time to react to pedestrians or other vehicles in the area.</td>
</tr>
<tr>
<td>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</td>
<td></td>
<td>a. The Downtown Master Plan (specifically the Depot District) calls for this area to become a dense urban neighborhood with ready access to transit and a pedestrian-friendly design. The proposed building supports this goal by incorporating smaller building setbacks, increased ground floor glass, and improved landscaping in the public right of way. This differs from the existing conditions currently on site and many of the surrounding buildings where the structures are set farther back from the public right of way to accommodate parking lots or drive aisles.</td>
</tr>
<tr>
<td>b. Provide sufficient space for private amenities.</td>
<td></td>
<td>b. The proposal does not include any private amenities but provides sufficient space for</td>
</tr>
<tr>
<td>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</td>
<td></td>
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</tr>
<tr>
<td>Requirement</td>
<td>Compliance</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
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<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>d. Provide adequate sight lines to streets, driveways and sidewalks.</td>
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<tr>
<td>e. Provide sufficient space for maintenance.</td>
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<tr>
<td>c. While the proposed self-storage facility is not anticipated to generate noise or privacy complaints there is sufficient buffering between the subject property and neighboring properties; the primary building is surrounded by a wide drive aisle on three sides. Parking for the site will be located to the side of the principal building and a landscaped buffer will be provided between the parking area and the southern property line.</td>
<td>Complies</td>
<td>The proposed building incorporates glass into 66% of the ground floor façade adjacent to 700 West. Additionally, two “green walls” are proposed on the eastern façade to provide interest to passing pedestrians and provide a more comfortable experience on the sidewalk.</td>
</tr>
<tr>
<td>d. The proposal includes two gates set back 60 feet and 5 feet from the public right of way. These gates are setback this distance to ensure employees and visitors have ample room to pull their vehicles away from the gate without impacting the traffic along 700 West. The areas between these gates and the public right of way are kept open and free of structures or tall landscaping to allow drivers plenty of sight distance as they enter or exit the property.</td>
<td>Complies</td>
<td>The proposal includes ample security lighting inside the building and around the exterior of the building. There is additional security lighting located at the loading doors for the protection of customers and staff. Accent lighting is designed to enhance the safety and visual interest of the site.</td>
</tr>
<tr>
<td>Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;</td>
<td>Complies</td>
<td></td>
</tr>
<tr>
<td>Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;</td>
<td>Complies</td>
<td></td>
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</tbody>
</table>
lighting by the office and at the green wall along 700 West will be installed utilizing fixtures which will minimize the amount of light pollution in the area. Signage will be backlit so the tenant (ExtraSpace Storage) will be identifiable after dark.

<table>
<thead>
<tr>
<th>Whether dumpsters, loading docks and/or service areas are appropriately screened; and</th>
<th>Complies</th>
<th>Loading areas are provided at the rear of the building and are screened from public view. A dumpster is provided at the rear property line at the southwestern corner of the site. The trash enclosure will be constructed of CMU brick (which is a predominant material on the primary structure) and will be accessible through a chain link gate with privacy slats.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whether parking areas are appropriately buffered from adjacent uses.</td>
<td>Complies</td>
<td>The required parking will be located to the south of the principal building and will be buffered from the adjacent property by landscaping. The proposed landscaping to the south of the parking lot will need to increase in width from 4' to at least 7'.</td>
</tr>
<tr>
<td><strong>D. Landscaping:</strong> The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:</td>
<td>Complies</td>
<td><strong>Whether mature native trees located along the periphery of the property and along the street are preserved and maintained:</strong> The majority of the existing landscaping around the site will be removed and replaced. The provided plans do not indicate the presence of mature trees which will be preserved, if any.</td>
</tr>
<tr>
<td><strong>Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved:</strong> There is very little landscaping currently providing additional buffering to adjacent properties. The proposed plans indicate additional landscaping will be provided in response to this requirement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and</strong> The proposed landscaping will be installed to both beautify the site and provide an aesthetically-pleasing buffer between the storage facility and the neighboring properties. It will also provide beautiful natural greenery</td>
<td>Complies</td>
<td></td>
</tr>
<tr>
<td>Whether proposed landscaping is appropriate for the scale of the development.</td>
<td>Complies</td>
<td>This is a fairly large development and new landscaping has been proposed along over 300’ of the site’s frontage along 700 West and within and around the proposed parking lot at the southern property line.</td>
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<tr>
<td><strong>E. Mobility:</strong> The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the planning commission should consider:</td>
<td>Complies</td>
<td>The plans propose two 30 foot-wide driveways to the north and south of the principal building. Both will be gated further back from the proposed right of way to allow adequate space for customers to enter and exit the property safely from 700 West.</td>
</tr>
<tr>
<td>Whether drive access to local streets will negatively impact the safety, purpose and character of the street;</td>
<td>Complies</td>
<td>This proposal includes enhancing the pedestrian walkways through and around the building by installing various hardscape and landscape features designed with the pedestrian in mind. The sidewalk infrastructure along this stretch of 700 West is either severely dilapidated or entirely missing; the proposal indicates a new sidewalk will be constructed along with the installation of landscaping to provide safe and comfortable access for pedestrians. No bicycle facilities have been proposed as part of this development.</td>
</tr>
<tr>
<td>Whether the site design considers safe circulation for a range of transportation options including:</td>
<td>Complies</td>
<td>Access along 700 West is improved for pedestrians through the installation of the new sidewalk and landscape beautification.</td>
</tr>
<tr>
<td>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</td>
<td></td>
<td></td>
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<tr>
<td>b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and</td>
<td></td>
<td></td>
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<tr>
<td>c. Minimizing conflicts between different transportation modes;</td>
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<tr>
<td>Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;</td>
<td>Complies</td>
<td>The proposal includes a wide access around the full perimeter of the structure with two accesses onto 700 West.</td>
</tr>
<tr>
<td>Whether the proposed design provides adequate emergency vehicle access; and</td>
<td>Complies</td>
<td>The development will utilize the rear of the property as loading and service space; this area will be screened from public view from 700 West.</td>
</tr>
<tr>
<td>Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.</td>
<td>Complies</td>
<td></td>
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</tbody>
</table>
**F. Existing Site Features:** The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

**Complies**

The existing buildings on the site are two warehouse-type structures set back from the public right-of-way. The applicant intends to demolish and remove them to make way for the proposed self-storage facility.

**G. Utilities:** Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

**Complies**

Proposal will be required to comply with any requirements from public utilities.

**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>
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<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>Self-storage facilities are allowed as permitted uses in the GMU Zone, but this use is not renowned for supporting a dense, walkable urban environment. The subject property is situated on a dead-end public street and is settled between railroad tracks and the I-15 corridor and is not the most conducive location for a dense urban neighborhood as set forth in the Downtown Master Plan. Furthermore, the Vision Map for the Depot District does not indicate any midblock walkways, transit lines, or other amenities which would support a dense urban neighborhood on the subject property.</td>
</tr>
</tbody>
</table>
The subject property is located in the G-MU Zone. “The Gateway Districts are intended to provide controlled and compatible settings for residential commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the neighborhood and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.”

Specifically, the Gateway Mixed-Use Zone is intended to “implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere...Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic...
The construction of the proposed self-storage facility facilitates the economic development and employment goals set forth in the purpose statements of the Gateway Zones. The proposal incorporates features such as street trees, landscaping and a large amount of ground floor glass to maximize pedestrian comfort along 700 West.

### B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.
1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
3. Parking shall be located within, behind, or to the side of buildings.

<table>
<thead>
<tr>
<th>Complies with Design Review approval</th>
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<tbody>
<tr>
<td>1. The primary entrance to the proposed building currently faces the parking lot adjacent to the southern side property line. There will also be a secondary entrance on the eastern façade of the building facing 700 West. While the preference would be to have the primary entry face 700 West the ordinance simply requires an entrance onto each street-facing façade. Should the tenant (Gateway Storage) ever decide to leave the facility it is possible that the primary structure could be remodeled and the entry facing 700 West could become the primary entrance.</td>
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<tr>
<td>2. The building is sited approximately 5 feet from the property line. The building steps back as the property line moves to the north to maintain this five foot setback.</td>
</tr>
<tr>
<td>3. The parking for the development is located to the side of the primary building.</td>
</tr>
</tbody>
</table>

### C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
1. Locate active ground floor uses at or near the public sidewalk.
2. Maximize transparency of ground floor facades.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory

<table>
<thead>
<tr>
<th>Complies</th>
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<tbody>
<tr>
<td>1. The building is designed so that ground floor uses are located at the street level while support functions such as the parking area are located at the side of the site.</td>
</tr>
<tr>
<td>2. The ground floor façade is 66% open and also addresses the</td>
</tr>
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</table>
glazing, articulation, and architectural detail at window transitions.

4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.

<table>
<thead>
<tr>
<th>D. Large building masses shall be divided into heights and sizes that relate to human scale.</th>
<th>Complies</th>
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<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>Complies</td>
</tr>
<tr>
<td>2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights</td>
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</tbody>
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| standard which specifies that 40% of the front facing façade between 3 and 8 feet above grade must be transparent. The glass areas are located along the active ground floor uses and include the office space and a hallway customers may utilize to access their storage unit. | |

3. There is additional architectural detailing in the form of a concrete sill at each of the windows as shown on the Applicant’s window detail drawing.

4. There are no outdoor dining patios, courtyards, plazas, habitable landscaped yards, or private open spaces associated with this proposal.

1. Currently the subject property houses the only existing buildings along this portion of 700 West. These buildings are generic warehouse-type buildings which were built in the 1990s. Because there are no primary structures to relate the design of the proposed self-storage facility to the Applicant has provided a design which incorporates design features desired in the Downtown Master Plan. The proposed building is set back five feet from the public right of way and incorporates ground floor glass and additional landscaping along 700 West to both beautify the development and make it more hospitable to pedestrians travelling along the public street.

2. The base of the building is differentiated from the remainder by a string course of differently colored CMU bricks and metal panels and is set at a height that is comfortably at the human scale. Green walls are included along the eastern façade of the building which faces 700 West; these green walls provide visual interest.
3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.

4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.

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.

<table>
<thead>
<tr>
<th>Complies</th>
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<tbody>
<tr>
<td>1. The building is setback approximately 5 feet from the property line and follows the slight curve of the right of way as it progresses northward. The progressing setbacks of the building break up the massing of the eastern façade and add to visual interest.</td>
</tr>
</tbody>
</table>

2. The building façade will be approximately 256 feet long and is broken up by the usage of different exterior building materials and the incorporation of two “green walls” where plants may grow vertically up the wall. Differently-colored CMU bricks will be utilized to break up the appearance of a “solid wall” and will be incorporated into string courses and denote the locations of doors and windows.

3. The proposed building facilitates changes in the perceived massing by incorporating glazing and green wall components. The crown or top of the building is denoted by a string course of darker colored CMU blocks. |
F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:
1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
2. A mixture of areas that provide 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>Not applicable</th>
<th>This proposal does not include privately-owned public spaces.</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&quot;);</td>
<td></td>
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<tr>
<td>2. A mixture of areas that provide seasonal shade;</td>
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<td></td>
</tr>
<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>
<td></td>
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<tr>
<td>4. Water features or public art;</td>
<td></td>
<td></td>
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<tr>
<td>5. Outdoor dining areas; and</td>
<td></td>
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</tr>
<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.
   b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
   c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.

3. Cornices and rooflines:
   a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.

<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>Complies</th>
<th>1. Human scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Human scale:</td>
<td></td>
<td>a. The design does not utilize stepbacks, however the differentiation of building materials give the illusion of a shorter building and the incorporation of glass into 66% of the ground floor eastern façade provides a comfortable area for pedestrians.</td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td>b. The proposed building is only three stories in height and is already considered &quot;human scale.</td>
</tr>
<tr>
<td>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.</td>
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<table>
<thead>
<tr>
<th>3. Cornices and rooflines.</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>a. There is no cornice or cap to building aside from another string course of CMU</td>
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Complies | 1. Human scale |
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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.

b. The subject property is located adjacent to two vacant parcels to the north and south, the I-15 corridor to the west, and 700 West to the east. There are no surrounding buildings to complement in the design of the proposed self-storage facility. The building is compatible with the larger warehouse style of the Depot District.
c. The proposal does not include a green roof or a roof deck.

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.

Complies

The parking facilities will be located to the south side of the building. Two driveways will access the subject property from 700 West. No mid-block walkway is needed at this site according to the city’s plans.

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

Loading and service areas are not visible from the public right of way; they are located directly behind the building nearby the provided access doors. The trash enclosure is located at the southwestern corner of the subject property. The enclosure itself will be constructed of the same CMU block utilized on the primary structure and will be closed with chain link gates with privacy slats.

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.

Complies with Condition of Approval

The proposed building will have a flat sign per face of the building as allowed within the GMU Zone. Sizing and material information has not yet been provided.

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.

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).

| K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. | Complies | 1. Plans indicate there is a streetlight along 700 West to the north of the subject property. No streetlights are being proposed as part of this development. |
| 1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. | || 2. Aside from backlit signage the only exterior lighting will be located on the ground floor. The fixtures will be dark sky compliant and energy efficient. |
| 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. Exterior lighting on the ground floor will be located at building entrances and accent lighting will be provided by the office and near the green walls. |
| 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. | || |

| L. Streetscape improvements shall be provided as follows: | Complies, with Condition of Approval | 1. There are no existing street trees along the frontage of the subject property. Plans indicate maple trees will be planted out front of the proposed self-storage facility and must be approved by the Urban Forester for species and location prior to their installation. A condition of approval will be included that the species and planting scheme will be approved by Urban Forestry prior to the trees being installed. |
| 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: |
| 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. Material will be durable in nature and the main paving materials will be light in color. |
| 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. Vegetation will be incorporated into the 5-foot setback to the sidewalk. |
| b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. | || c. The light colored CMU blocks and the landscaping incorporated with the site will limit the project's contribution to the urban heat island effect. |
| 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. The materials and design will relate to the neighborhood and site context. CMU block is a typical building material for self-storage facilities and warehouse-type structures. The addition of glazing on the street-facing facades will also allude to the “dense urban neighborhood” goal set forth by |
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.

The Downtown Master Plan (Depot District).

e. All main entries are at ground-level so people of all abilities will be able to utilize the same entrances/exits. The site is relatively flat and ramps are not needed to gain entry to the building.
f. The vehicle drive aisle will be asphalt but walkways made of concrete or other durable materials.
ATTACHMENT F: Public Process and Comments

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

- June 17, 2020 – Notice of the project and a formal letter requesting comments was sent to the Chairs of the Poplar Grove and Downtown Community Councils.

- June 17, 2020 - Staff sent an early notification announcement of the project to all residents and property owners located within 300 feet of the project site, providing notice about the project and information on how to give public input on the project.

- An online open house was held beginning July 2, 2020. The public comment period for the open house was set to expire on August 3, 2020, but was extended to September 8, 2020 to accommodate the Special Exception request.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on September 10, 2020
- Public hearing notice sign posted on property: September 11, 2020
- Public hearing notice posted on City and State websites and Planning Division list serve: September 10, 2020

Public Comments

Two comments have been received regarding this proposal. These comments centered on a question of whether or not the development of a self-storage facility is truly the highest and best use of the land.

The comments received for the proposed self-storage facility can be found on the following page:
Hello Kevin,

Thank you very much for reaching out and for your questions. The subject property is currently zoned Gateway Mixed Use (GMU) where self storage is allowed as a permitted use. The Applicant has submitted an application for Planned Development approval along with an application for Design Review approval, as required by the zoning ordinance.

The plans they have submitted indicate the primary building will face eastward towards 700 West. All of the units will be enclosed within one primary building with parking located to the south. The plans indicate the addition of some landscaping along 700 West and a drive aisle from the parking lot around the rear of the building to the northern end of the property. The project plans may be found on our website at the following link: https://www.slc.gov/planning/2020/07/02/gateway-storage/.

Again, thank you for reaching out with your feedback. If you have any additional comments or questions please feel free to email them to me or leave me a voicemail and I will ensure they are included in the Staff Report packet that is sent to the Planning Commission for their review.

All the best,

CAITLYN MILLER, AICP
Principal Planner

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 385-202-4689
FAX 801-535-6174
caitlyn.miller@slcgov.com
WWW.SLCGOV.COM

Hi Caitlyn,

My name is Kevin Leo and I represent the Utah Transit Authority’s Transit Oriented Development Department. As a department we are interested in having the area around Salt Lake Central Station be developed as a dense, mixed-use, walkable, urban neighborhood. We would like to see development that encourages and supports transit ridership and do not believe that storage units
would be compatible with that goal.

Does the existing zoning allow for self-storage buildings?
Has the developer indicated how the building(s) would be configured?
What would be the best way for us to participate in the online open house?

Thanks

Kevin Leo
TOD Project Specialist
Utah Transit Authority

669 W. 200 S.
Salt Lake City, UT 84101
www.rideuta.com
Gateway Storage Planned Development at approximately 134 South 700 West - Austin Lundskog, Applicant, is requesting Planned Development and Design Review approval of a proposed self-storage facility 103,500 sq. ft. in size at approximately 134 South 700 West. The property is zoned GMU (Gateway Mixed Use) and is located within Council District 4, represented by Analia Valdemoros. (Staff contact: Caitlyn Miller at (385) 202-4689 or caitlyn.miller@slcgov.com) Case numbers PLNPCM2020-00182 and PLNPCM2020-00399

Just as we are trying to beautify downtown and the granary district we do not need a self storage place. How could this even be conceived? 100,000 sq ft of garages in the heart of the city. Please put me down as protesting and opposing. We can do better.

Suzanne S. Stensaas
Salt Lake City, Utah 84109, USA
Telephone [REDACTED] Skype: [REDACTED]
email: [REDACTED]
ATTACHMENT G: Department Comments

Public Utilities:
Public Utilities Comments and Conditions:

Planned Development and Design Review does not provide building permit or utilities development permit.

Property has a 2" meter and a 8" detector check connected to a 12" water main in 700 W
Property has sewer service connected to an 8" main in 700 W.
There is not currently storm drain system in 700 West.

All improvements must meet SLC Public Utilities standards, practices and policies.

A complete technical drainage study will be required.

A separate demolition permit will be required.

Plans must be submitted to building permit process for review and approval.

Building Services:
All construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Fire:
No Comments

Transportation:
No Comments