



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: David J. Gellner, AICP, Principal Planner - 801-535-6107 - david.gellner@slcgov.com

Date: October 28, 2020

Re: Central Station West Apartments - PLNPCM2020-00187 & PLNPCM2020-00647 –
Planned Development & Design Review

Planned Development & Design Review

PROPERTY ADDRESS: 577 West 200 South
MASTER PLAN: Downtown Plan (2016)
ZONING DISTRICT: GMU – Gateway Mixed Use Zoning District

REQUEST: Eric Balls representing Gardner Batt LLC, has requested Planned Development and Design Review approval for the Central Station West Apartments project to be located at approximately 577 West 200 South. The proposed project is for a 65-unit apartment building on a 0.46 acre (20,000 square feet) parcel. The unit count includes 52 affordable units and 13 market-rate units. The proposed building will be six stories in height. The property is located in the G-MU – Gateway-Mixed Use zoning district. The G-MU zoning district requires Planned Development approval for all new principal buildings and uses. In addition, Design Review approval has been requested in to address some design aspects of the building including material choices, the length of blank walls and street-level glass requirements on the west façade of the building.

STAFF RECOMMENDATION:

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable Design Review and Planned Development standards and therefore, recommends the Planning Commission approve both the Planned Development and Design Review requests. In order to comply with the applicable standards, the following conditions of approval shall apply:

1. *Final approval of the details for site signage, development and site lighting, off-street loading, street lighting, streetscape details, sidewalk paving and landscaping to be delegated to Planning Staff to ensure compliance with the standards for Design Review as well as the Downtown Plan.*
2. *Public art must be incorporated into the west street-facing elevation to help break up the blank wall space.*
3. *Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.*

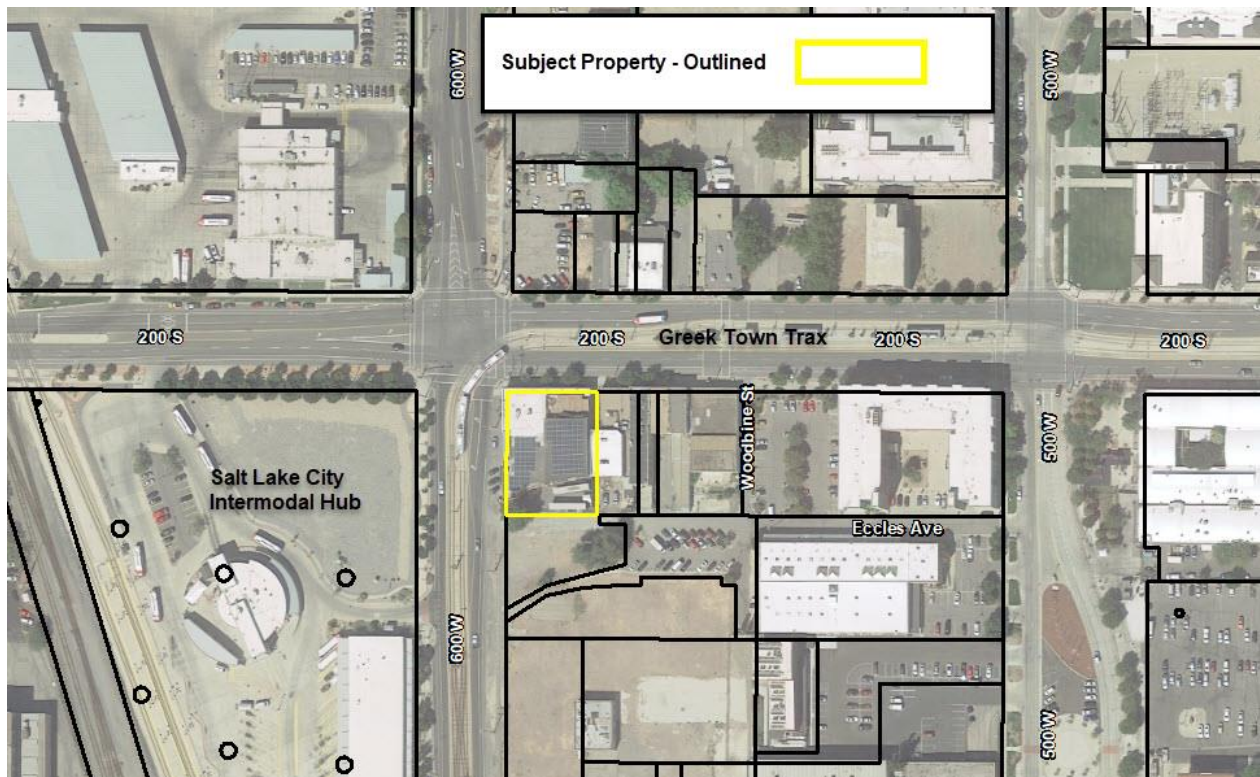
ATTACHMENTS:

- A. [Vicinity/Zoning Map & Future Land Use Map](#)
- B. [Site Photographs & Existing Conditions](#)
- C. [Applicant's Narrative, Plans & Rendering](#)
- D. [Development Standards](#)
- E. [Analysis of Standards](#)
- F. [Public Process and Comments](#)
- G. [Department Review Comments](#)

PROJECT DESCRIPTION:

Overview

The proposed project is for a 65-unit apartment building on a 0.46 acre (20,000 square feet) parcel located 577 W 200 S in the G-MU – Gateway-Mixed Use zoning district. The G-MU zoning district requires Planned Development approval for all new principal buildings and uses. The Planned Development process is not being used to request a modification to the base zoning standards. However, Design Review approval has been requested in order to modify some design aspects of the building. This includes a modification to the amount of durable materials, the amount of ground floor glass and the maximum length of blank walls allowed on the 600 W façade. This is further detailed in the Key Considerations section of this report in Consideration 2: Design Details & Public Interface.





Site Configuration & General Project Details

The project site currently contains a small-scale warehouse building that has served as a nightclub venue in recent years. This venue has been known as The Bricks Club, Club Sound and In the Vue during recent times. The building will be removed to make way for the new development. The proposed building will be under 75-feet tall, which is the maximum height in the G-MU zoning district. The corner “tower” will be 71.5 feet tall while the roof access stairway tower will top off at 72-feet. The upper parapet is 67 feet tall while the lower parapet will be 64.5 feet in height.

The building itself stands at the property line on the north façade. On the west-facing façade, approximately 85% of the building is situated at the property line/sidewalk. Street trees will be planted along both 200 S and 600 W. The applicant’s renderings included in [Attachment C](#) illustrate this.

There will be a driveway entrance from 200 S to connect with the first-level parking provided within the building. A total of 33 parking stalls are being provided within the parking structure. This includes two (2) electric vehicle charging stations and two ADA accessible stalls. The parking structure will have solid garage doors that face 200 S.

Based on the Chapter 21A.44.030 – Off Street Parking, Mobility and Loading - the G-MU zone requires $\frac{1}{2}$ parking space per residential dwelling unit. The 65 residential units would require a total of 33 parking stalls, which is the number that the applicant is proposing for the project. The project also includes a commercial space that is approximately 470 square feet in size. In the G-MU district, no spaces are required for up to 10,000 square feet usable floor area for non-commercial uses. Over that 10,000 square feet threshold, 1 space per 1,000 usable square feet over 10,000 square feet would be required. The number of parking stalls provided complies with Zoning Ordinance requirements.

KEY CONSIDERATIONS:

Consideration 1: Neighborhood Compatibility

The proposed building will be located along 200 S in an area of other residential and commercial development. It will replace a single-story warehouse building. The proposed building will be under the maximum height of 75-feet allowed in the G-MU zoning district. While the building will be taller than the existing buildings located directly to the east along 200 S, the height is in line with the anticipated building height limits in the zoning district in this area and with other projects currently being built or in the planning stage. This includes the sister project for the recently completed Central Station Apartments to the east on the same block (70.5 feet tall) and the Greenprint Gateway Apartments (67 feet tall) proposed on the north corner of 200 S 600 W (currently under Planning review). The proposed building will be generally compatible with the surrounding neighborhood in terms of scale. The proposed building is across the street from the Intermodal Hub – the most transit-rich area in the state of Utah.

Consideration 2: Design Details & Public Realm Experience

The applicant is going through the Design Review process to modify some of the urban design standards of the G-MU zoning district, specifically the choice in materials, ground floor glazing requirements and the maximum length of blank walls allowed. These modifications to materials and other elements are more fully described below. The intent of the Design Review process is to encourage design with an emphasis on human scale and to mitigate any negative impacts. The applicant's narrative articulates how the design elements of the building relate to the scale and context of existing buildings and how these elements address the human scale of the building and its interface with the overall area. The specific modifications and how the overall building meet the human scale are discussed in more detail as follows:

Material Choices

The G-MU zoning district requires the following in relation to building materials:

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

The applicant is requesting a modification to the durable materials requirement of the G-MU zoning district through the Design Review process. The composition of the materials are described in more detail in the applicant's narrative and plans included in [Attachment C](#) but are summarized here:

- At the pedestrian level the materials comply with the standard of 70% being brick/masonry, textured or patterned concrete.
- On the north elevation of the building the materials are broken down as follows:
 - Hard coat stucco – 28 %
 - Brick – 27%
 - Architectural patterned concrete – 19%
 - Corrugate metal panels – 16%
 - Mac metals siding – 10%
 - Ground floor glazing – 61%
 - TOTAL durable materials: 46%

- On the west facing elevation of the building the materials are broken down as follows:
 - Hard coat stucco – 28 %
 - Brick – 32%
 - Architectural patterned concrete – 13%
 - Corrugated metal panels – 18%
 - Mac metals siding – 9%
 - Ground floor glazing – 25%
 - TOTAL durable materials: 45%

- On the south facing elevation of the building the materials are broken down as follows:
 - Hard coat stucco – 39 %
 - Brick – 38%
 - Architectural patterned concrete – 18%
 - Corrugate metal panels – 5%
 - TOTAL durable materials: 56%

- On the east facing elevation of the building the materials are broken down as follows:
 - Hard coat stucco – 74 %
 - Brick – 13%
 - Architectural patterned concrete – 13%
 - TOTAL durable materials: 26%

Ground Floor Glass Requirements

The G-MU zoning district specifies that first floor elevation facing a street of all new buildings must have at least forty percent (40%) glass surfaces. The proposed design includes 61% first floor glazing on the street-facing north elevation but only 25% on the west street-facing elevation. The applicant is proposing to modify the first-floor glass requirements on the west facing elevation through the Design Review process. The south part of the west façade includes a long blank wall space that is intended to conceal the first-floor parking structure located within the building. This has limited the amount of glass used in that elevation and pushed the glass toward the street corner where it has been incorporated into the active and commercial spaces. This is more fully described below.

Commercial and Active Spaces on the Ground Floor

The building design includes commercial space focused on the corner. The provided commercial space will be approximately 470 square feet in size. The commercial space faces both 200 S and 600 W with the entrance oriented toward 200 S. The main tenant entrance is located on 200 S. The elevator lobby will be visible from the sidewalk on 200 S. To the east of the tenant entrance is a community room that includes a fireplace that will be visible and at the street level. On the 600 W façade, a fitness center will be located to the south of the commercial space. The fitness center is visible to pedestrians and also includes a resident-only entrance to the building from 600 W. These items will help create interaction between the pedestrian realm and the building. The building also incorporates large street-facing windows in these spaces to help to provide eyes on the street and enhance the downtown neighborhood experience providing a pleasant interface between the public and private realm.

Maximum Length of Blank Walls

The G-MU zoning district specifies that the maximum length of blank walls uninterrupted by windows, doors, art or architectural detailing at the first-floor level cannot exceed fifteen feet (15'). The west façade of the building includes a wall approximately 112 feet in length that will not be interrupted by doors or windows. The applicant is proposing to include public art and architectural detailing into this space in order to break up the wall expanse. Two murals, one approximately 43 feet in length and 7

feet tall and a second that is 25 feet by 7 feet will create points of pedestrian interest along the blank wall space that hides the parking structure on the first floor of the building. The artwork would also address the public artwork requirements discussed below. Along this façade will also be detailed brick areas with faux infilled windows that are designed to emulate some aspects of old warehouses in the area. These elements are also intended to break up the continuous wall space.

Public Artwork Requirements

Projects in the G-MU zoning district require art that is accessible or directly viewable to the general public be included in all projects using the Design Review process to modify design standard. As discussed above, the project would include two murals along the 600 W façade intended to create points of pedestrian interest. The artwork would serve to break up the blank wall space on the first floor of the building and satisfy the public artwork requirements. Details in relation to the proposed artwork have not been provided to staff as of the date of this report. Review and approval of the artwork will be included as a condition of approval.

Orientation of Entrances

The front entrance of the project is oriented toward 200 S beneath an overhanging marquee awning. A second entrance will be located along the 600 W façade providing access to the fitness center and building for residents only. If a project in the G-MU district faces multiple streets and does not meet the 40% glass requirement, an entrance must be provided on both streets. Since the applicant is seeking to reduce the ground floor glass requirements on the west façade of the building, this second entrance is required.

Landscaping, Lighting and Signage

Final details on lighting and landscaping have not been provided to staff but will be a condition of approval. This includes the site lighting and any street lighting. City street lighting is already in place on 200 S. If any fixtures need to be moved or are damaged through construction activities, the developer is responsible for moving and/or replacing. Street lighting in conformance with City standards will be included as a Condition of Approval to be verified at the Building Permit stage. Any proposed or replaced street trees will need to be approved by the Salt Lake City Urban Forester. This is discussed in the analysis for the Planned Development and Design Review applications and will be included as a Condition of Approval to ensure compliance.

Consideration 3: Master Plan Compliance

Downtown Plan (2016)

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

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

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

- We value a downtown that...
- ...Provides Housing Choice
- ...Is Vibrant & Active

- ...Is Prosperous
- ...Is Rich in Arts & Culture
- ...Fosters Equity & Opportunity
- ...Is Connected
- ...Is Walkable
- ...Is Welcoming & Safe
- ...Unites City & Nature
- ...Is Beautiful

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

The *Downtown Plan* also contains elements that directly pertain to the districts within the plan area. The Districts map specifies that the subject property is located within the Depot District. The Depot District lies on the western edge of the downtown area and is relatively large. It is bounded by The Granary District to the south, Temple Square to the north, and the Salt Palace, Broadway, and Grand Boulevards Districts to the east.

A specific vision statement with correlating principles is established in the master plan for each of the established districts. The vision for the Depot District includes the following:

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

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

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

Walkable: Address barriers to walking routes...

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

Planning Staff is of the opinion that the proposed Central Station West Apartments meets both the visioning and principles of the overall Downtown Plan as well as the more specific initiatives outlined for the Depot District within that plan. It is also in compliance with other City policies and plans, both general and specific to the area as articulated separately in the following sections. The project will provide more housing choices with a commercial space to provide an opportunity for small business. It will be vibrant and active with excellent public transit access.

Redevelopment Agency of Salt Lake City (SLCRDA) Station Center Design Guidelines

The subject property falls within the Station Area included in the SLCRDA Station Center Design Guidelines. These guidelines were originally adopted in April 2015 and revised in September 2020. The purpose of the guidelines is to help guide development of the Station Area to become a vibrant mixed-used neighborhood within the city that takes advantage of the transit infrastructure in the area. The guidelines put an emphasis on human-scaled development that includes a pedestrian focus,

connectivity and an active streetscape. This includes active ground-floor uses such as lobbies, conference rooms and exercise facilities along with ground-floor commercial uses. The guidelines include standards related to materials and building details, massing and height, building setbacks and entrance requirements, and other aspects that are intended to activate the streetscape and provide pedestrian focused urban development. Many of the elements included in the design guidelines and standards are similar to the standards included in the G-MU Urban Design Standards as well as those included in the Design Review process. While these guidelines are only binding on projects that utilize RDA funding, they are part of the City's policies and vision for the area. The proposed project is not seeking RDA funding so is not subject to these standards. However, the project appears to comply with the general intent and standards for projects in the RDA Station Center project area and the project was discussed with RDA staff.

Plan Salt Lake (2015)

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

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

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

Growing SLC: A Five-Year Housing Plan – 2018-2022 (2017)

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

The Plan puts a particular emphasis on the development and preservation of affordable housing as a pressing issue that the City is facing. This project will include 52 units of low-income housing and 13 market rate units.

The proposed use will add to the City's existing housing stock in the downtown area which is envisioned as a center for urban living. The use is in concert with the principles and strategies identified in the Salt Lake City Housing Plan.

DISCUSSION:

The applicant is proposing a use that is allowed in the zoning district and that is in concert with the established nature of the area. The applicant's narrative is included in [Attachment C](#) of this report. Staff recommends that both the Planned Development and Design Review applications be approved by the Planning Commission.

NEXT STEPS:

Planned Development and Design Review Approval

If the Planned Development and Design Review applications are approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit for building permits for the development and the plans will need to meet any conditions of approval. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Planned Development and Design Review Denial

If the Planned Development and Design Review applications are denied, the applicant will be able to submit a new proposal that meets all of the standards required by the Zoning Ordinance. The proposal will be subject to the Planned Development process as required for all new principal buildings and uses in the Gateway-Mixed Use zoning district.

Planned Development and Design Review Tabled/Continued

If the Planned Development and Design Review applications are tabled by the Planning Commission, the applicant will have the opportunity to make changes to the design in order to return to the Planning Commission for further review and a decision.

ATTACHMENT A: Vicinity/Zoning Map



ATTACHMENT B: Site Photographs & Existing Conditions



Street frontage of the existing building along 200 S.



Existing building at the corner of 200 S and 600 W



600 W side of the existing building



View of existing building across 600 W – looking East

ATTACHMENT C: Applicant's Narrative, Plans & Project Rendering





Architecture Belgique Inc
7583 S Main St - Suite 100
Midvale, Utah 84047

September 28, 2020

RE: Central West Apartments – 579 W 200 S – Planned Development & Design
Review

To Whom it May Concern,

Gardner Batt & Architecture Belgique Inc. are proposing the redevelopment of 579 W 200 S. A new 6-Story 65-Unit Affordable Housing Apartment Complex will be replacing built at the intersection of 200 S & 600 W. This Apartment project will provide 65 LIHTC (Low-Income Housing Tax Credits) apartment homes ranging from Studio to 4-Bedroom configurations with off-street podium (covered) parking in a pedestrian friendly mass-transit area.

We have detailed our intentions to meet the design standards listed in 21A.59.050 as well as Gateway Districts 21A.31.010 & 21A.31.020 described below:

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

1.) – Primary Entrances face the public sidewalk (secondary entrances can face the parking lot.)

a. Central West Apartments will have two primary entrances, both located along 200 S. A Resident/Future Tenant entrance is recessed beneath a curved marquee awning while a Commercial Space is located beneath a dominant framed corner tower, accentuated with multi-story glazing at both the north and west faces. The street level North Façade will incorporate considerable amounts of store-front glazing and architectural concrete paired with heavy steel awnings to create a strong base and street-activated presence. Multiple Commercial entrances along both 200 S & 600 W increase public street activation at the prominent street intersection. An additional resident-only entrance accesses the community fitness center providing the impression of additional commercial space while creating another access point for residents from both street facades. (refer to renderings)

2.) Building(s) shall be cited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.

a. A majority (75%+) Central West's ground level North Façade stands at the property line/sidewalk edge at 200 S and is lined with 11' tall store front glass windows providing views of the available corner commercial spaced and the complex's leasing, lobby, & amenity spaces The large glass windows with heavy brick columns flag the

development's main resident entry beneath an overhanging Marquee Awning. (see renderings). 85% of the ground level façade along 600 W stands at the property line/sidewalk. A 5-story glass curtain wall rises above the main commercial entrances providing a dramatic wayfinding element visible from travelers arriving and departing from various TRAX and public transit stations. The prominent glass corner tower is framed with contrasting metal materials and wood-like inset walls one prominently displaying the building name highly visible from multiple angles & vantage points. The proximity of the building to sidewalk and proportion of glass windows allows engagement both inside & outside the of the development for pedestrian traffic.

- 3.) Parking shall be located within, behind or to the side of the building.
 - a. Vehicular access to the apartment complex parking is recessed from the 200 S R.O.W. and is defined by a colored-concrete drive aisle contrasting with the sidewalk and SLC standard paving details as well as brick accenting at the door walls. The garage access drive is flanked by smooth finished architectural concrete walls with panel reveal details and a lighted ceiling soffit creating a higher-end feel to a typical parking garage entrance while not detracting from the walkable street feel of the remaining façade. All parking is located within the building on the main level behind the commercial, amenity, leasing and fitness spaces. No parking is visible from any point outside the building.

Building Facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest & interaction.

- 1.) Locate active ground floor uses at or near the public sidewalk.
 - a. The apartment complex's resident entry & elevator lobby, leasing space, commercial space and resident fitness are prominently visible from the sidewalk with the elevator's smooth finished concrete core and decorative tiling create visible interest for pedestrians. A large community clubroom sits east of the complex's resident entry behind floor-to-ceiling glass windows. Located at the corner of the main floor on 200 S & 600 West is a corner commercial with multiple entrances and the resident access to the fitness area exists south of the commercial space along 600 W. Televisions with active content are intended for the Resident Lobby, Clubroom and Fitness areas, and the location of the clubroom fireplace adorning the east wall of the clubroom adds visible interest from street level.
- 2.) Maximize transparency of ground floor facades
 - a. The ground floor has been heavily designed with large floor-to-ceiling (11feet tall) windows not only maximizing the transparency of the ground floor at the sidewalk but creating sight lines into the complex's active areas (leasing, fitness & clubroom)as well as providing commercial spaces with a wide open feel. Glass storefront is maximized on the 200 S façade contrasted with large structural concrete columns and the vehicular parking access being the only non-glass elements.

- 3.) Use or reinterpret traditional store front elements like sign bands, clerestory glazing articulation and architectural detail at window transitions.
 - a. The ground floor glazing is accented by alternate textures of smooth concrete columns, steel overhead window-awnings and an arcing marquee style awning displaying the complex name. The main floor storefront windows are separated by concrete columns of considerable mass creating a visual contrast from the transparent glass. Window panes are set in relief as the concrete columns and steel awnings create varying depths at each window group. The arcing Marquee awning partially extends over the side walk and covers a recessed entry providing an area of refuge during stormy weather and an inviting recessed entry for residents and potential lessees (see renderings). As the building wraps the 600 W 200 S intersection the corner glass allows visible sightlines through the building essentially opening up the North West corner of the building. Just south of the last floor to ceiling window a 115ft x 9ft mural creates visual interest for the entire south stretch of building as well as creating a landmark view for those arriving/transferring at the Trax station.

Large masses shall be dividing into heights and sizes that relate to human scale.

- 1.) Relate building scale and massing to the size and scale of existing and anticipated buildings such as alignment established cornice heights building massing, step-backs and vertical emphasis.
 - a. Vertical emphasis is created at street level through varying heights of glass windows, steel awnings, concrete columns, and marquee elements. Vertical emphasis is then carried upward through brick and steel elements grouped with similarly (or identical) unit features (e.g. living room windows, patios etc.). Steel awnings bisect the floor-to-ceiling windows which provide a "grounding" element at the sidewalk and building entrances that emphasizes the human-scale factor of the 6-story building. Awnings help to create a sense of symmetry and pattern accentuating the recognition of building entrances along the street levels of the 200 S and 600 W facades. Multiple complete-building vertical-height elements create interest at street level and extend skyward. Such as the stair tower and unit living room "stacks" extend from the sidewalk to the sky while the Tower rest prominently at the corner of 200 S & 600 W. Interior uses of these spaces allow for vertical lighting in the evening hours creating more interest above the street level. The metal framed extent and wood style panels help to create a sense of movement as the cold metal portion of the tower opens itself to warm wood tones and interior lighting creating an invitation to enter.
- 2.) Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights & widths) of the building in context to reduce the visual width or height.
 - a. The building footprint allows for the creation of massed vertical elements by the inclusion of multiple levels of unit patios and/or

multiple elements of apartment unit footprints. The variation in glazing and façade materials, colors & textures capture visual interest around all sides of the building and provide multiple level façade interaction through the voids of unit patios and projections of inner unit spaces. While there are some areas where a unit's footprint doesn't allow for multiple wall breaks alternating large scale window sizing and architectural detailing has been utilized.

- 3.) Include secondary elements such as balconies porches vertical bays, belt courses fenestration & window reveals.
 - a. Apartment units include patios in varying widths and sizes and "unit stack" patios are framed in an alternate metal exterior finish to create a grouped differentiation for indoor vs. outdoor space. The corner tower is framed from just above the ground floor and extends an additional 5 stories to the towers main roof and decorative knee bracing.
- 4.) Reflect scale & solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
 - a. Window Glazing at ground level has maximized to 61% of the 200 S Façade and 25% of the 600 W ground floor (this wall conceals the interior parking garage). The 600 W façade will display (2) lighted murals designed by a local artist. A 43' x 7ft mural (301 sqft), a second 25' x 7' (175 sqft) mural and (2) 18'x 12' architecturally detailed brick areas with faux infilled windows giving nod to the old warehouse district feel. The combination of all of these elements, explicitly allowed as "breaks" or "interruptions" under the GMU standards for maximum uninterrupted wall length (21A.31.010.P(3)(3)), leave only 2' sections of architecturally finished concrete columns and/or mural borders (also an architecturally detailed element) along the entire 600 W façade.

Building facades that exceed a combined contiguous length of 200' shall include:

- 1.) Changes in vertical plane (breaks in façade), Material Changes, Massing Changes
 - a. While we do not have a contiguous street facing building façade at or greater than 200' (our 600 W Façade is 158'-0). We have still provided changes in vertical plane Through the varying of apartment unit footprints, material transitions, patio projections as well as varying vertical material transitions along the entire length of the building.

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 250 sq ft shall be included in the plaza. Seating shall be a minimum of 16" in height and 30" in width. Ledge benches shall have a minimum depth of 30".
 - a. N/A
- 2.) A Mixture of areas that provide seasonal shade
 - a. N/A

- 3.) Trees in Proportion to the space, at a minimum of one tree per 800 square feet at least 2" in caliber.
 - a. N/A
- 4.) Water Features or public art – none planned
- 5.) Outdoor dining areas
 - a. N/A
- 6.) Other amenities not listed above that provide a public benefit – none planned
 - a. N/A

Building height shall be modified to relate to human scale and minimize the negative impacts.

1.) Human Scale

- a. Vertical Material & design changes create a base for the Central West at all ground floor facades, a change in brick, metal panel and stucco above the ground floor helps to create 2 distinct perceived building masses. The same material changes work horizontally by adding additional perceived vertical masses. Both approaches help to create multiple smaller "buildings" or grouped visual masses. (See Renderings & Elevations)
- b. The building has a distinct concrete & glazed (window) base while complementing brick & metal siding defines similarly grouped apartment window and deck features extending from grade level to the roof 6-stories above. Brick coursing & precast concrete material transitions help to define vertical elevation changes. The complementing styles help to solidify the impression of a mostly commercial space at ground level with residences above lending to a true mixed-use style development (See renderings & elevations).

2.) Negative Impacts

- a. See explanations of building modulations in "Human Scale" Above. See Renderings & Elevations.
- b. The modular shape breaks and varying roof/parapet heights will also vary the intensity of shadows when cast.
- c. Wind Impacts – no impact different from neighboring buildings of similar height and accented roof element.

3.) Cornices & Rooflines

- a. Central West has 3 distinct roofline elements integrating seamlessly with the overall design of the project as well as complementing many of the existing developments in both the immediate and neighboring areas of the GMU zone. Exterior Patio(deck) areas are recessed within the building accentuating an appealing solid-to-void ratio along each façade and have the lowest of roof parapet heights. The living room windows of the upper floor units are grouped within brick and metal masses creating a visual interest element extending from street to sky. This parapet extends beyond the lower parapet creating the 2nd highest roofline, while an upper roof extending over the main tower creates the tallest and most prominent roof line.

Parking & Circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities or midblock walkway.

- 1.) Waste & recycling containers, mechanical equipment, storage areas and loading docks that 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 the building or located within the structure.
 - a. The Trash & Recycling and Collection are located within the parking structure and are not visible from the street.

Signage shall emphasize the pedestrian/mass transit orientation

- 1.) Define Specific spaces for signage that are integral to the design of the building.

Signage for the complex will be located on/above (standing) the arcing marquee awning. Signage (window stenciling) is also anticipated at the main entrance doors. Other possible locations for signage could include window signage that the 200S/600W intersection, community branding elements located on the garage door and/or integration of the branding to the art mural along 600 W. Commercial space signage is planned to be set aside along concrete column elements and steel awnings above the commercial entrance doors.

Streetscape improvements shall be 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 places for each 30' of property frontage.
 - a. One Street tree would need to be removed from the 200S roadway to allow for the access drive aisle to the parking garage, however 600 W will be improved through the burying of power lines, curb and gutter installation, side walk and paving details as well as (4) additional street trees with accompanying sidewalk paving details. The 2 evening-lighted art murals along 600 W provide visual interest for pedestrians and a safer-lit area for pedestrians traveling home from nearby transit stations. Street Lighting along the 600 W portion of the property north of the south corner is currently non-existent.
- 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 guidelines:
 - a. While Central West is not providing any privately owned public spaces, access to the property for both vehicle and pedestrian are differentiated using pavers or alternate colored concrete and pavers.

The Central West Apartments development has been thoughtfully designed to coordinate with its sister project Central Station Apartments creating a sense of unity between the 2 developments while still creating a unique differentiator between the 2 apartment complexes. Complimenting elements of neighboring buildings have been incorporated into the exterior façade of Central West creating

a cohesive neighborhood feel on and around the block. The developments listed below are examples of some comparable features, finishes, materials etc. used predominantly throughout this portion of the zone:

Turn City Center of the Arts & Artspace Bridge Projects – Corrugated Metal Panel & Store Front Glazing

Gateway 505(Alta Gateway Station) – Brick, Metal, Panel Siding with framed patios and varying parapet heights

Liberty Gateway Apartments – 2 & 3-Story Brick transitioning to Hardie Reveal Paneling, Heavy Metal Awnings, Precast Material Transitions

Central Station Apartments – Metal Panel, Brick, Stucco, Concrete, Heavy Metal Awnings

We believe that Central West Apartments will be a development which exceeds the standards of design and elevates the image of existing developments to a new level becoming the show piece of not only the block but the neighborhood itself. Dramatic artwork will add visual interest along 600 W and greatly improve all pedestrian travel to/from the Intermodal Hub. The art murals and associated wall wash lighting (both day and night visual interest) will create a safer pedestrian travel route (Central Station also exhibits this trait, creating a lighted-way along Woodbine St. which will connect to a mid-block street at Eccles Avenue when fully redeveloped to 600 W). The ground level was designed with the intention of creating commercial space (in impression, form and function) though portions of the space will be utilized as community-only spaces. The materials included in the design have been thoughtfully utilized to meet the intent of the GMU zone while also complementing the look and feel of developments within the neighborhood which helps create a sense of inclusion with neighboring developments. We believe that the current design meets and exceeds the intent of all GMU zoning ordinances, improves the immediate proximity in terms of visual appeal, functional, activated uses, safer pedestrian travel and access to public transit that will create the new standard of development for the GMU zone. We are enthusiastic about bringing additional Affordable Housing options to Salt Lake City to meet the extreme demands through our Multi-Family development. Affordable housing introduces cost considerations not normally present or accounted for when developing market-rate projects. We feel that our current design meets all planning, zoning, development, & financial factors in the most successful way possible.

Preliminary plans & renderings have been attached for your review. We look forward to your consideration and approval of this much needed affordable housing project in its current form.

Regards,



Eric Balls
Project Manager – Architecture Belgique Inc.

CC: Guillaume Belgique; Michael Batt; Tammy Clark



Architecture Belgique Inc
7583 S Main St - Suite 100
Midvale, Utah 84047

September 28, 2020

RE: Central West Apartments – 579 W 200 S – Design Review | GMU Ordinance Modifications

To Whom it May Concern,

Gardner Batt & Architecture Belgique Inc. are proposing the redevelopment of 579 W 200 S. A new 6-Story 65-Unit Affordable Housing Apartment Complex will be built at the intersection of 600 W & 200 S. This Apartment project will provide 65 LIHTC Apartments ranging from Studio to 4-Bedroom configurations with off-street podium (covered) parking.

The following items are descriptive explanation of the GMU ordinance modifications associated with the proposed development:

Building Materials

- 1.) Ordinance Provision – 21A.31.010.P.1.a.2 | 70% Exterior Materials consisting of brick/masonry textured or patterned concrete and or cut stone.
 - a. Central West Apartments is designed with coordinating materials creating a visual interest and defining appearance than could be achieved by simply using only the materials noted within the ordinance. The base of the project consists strictly of the elements outlined within the ordinance complying with the intent of the zone at pedestrian level. Materials above level 1 include brick (thin and full) metal panel (corrugated or varying depth), and stucco. These materials offer different combinations of texture and appearance allowing for more dramatic accentuation of building features. (i.e. unit patios). Cost considerations are always at the forefront of design when developing affordable housing as the cost/rentable income potential is a narrower margin than the rentable income possible for full-market rate projects. The height of the structure, building code and fire code restrictions prevent the use of some of the approved exterior materials at the total height of the building. Full Brick, Masonry, Concrete, and Stone are prohibited from being used in full form above 30ft from grade and weight—per-sq-foot requirements are listed in the 2018 IBC. While we have included the use of full brick to the code allowable height in some areas and included thin brick in areas extending to the roof, other

approved materials are not available in a code-compliant form for use above 30ft. The materials selected for our design offer a wider range of color/texture and pattern styles than strict adherence to the ordinance would allow. We have utilized many of the same materials currently existing on neighboring buildings & developments to help create a sense of “neighborhood fit” (refer to Central West Narratives for examples).

2.) Ordinance Provisions – 21A.31.020.D – Commercial Ground Floor Uses | All buildings fronting 200 South shall have commercial uses that may include retail goods/service establishments, offices, restaurants, art galleries motion picture or performing arts provided on the first floor adjacent to the property line.

- a. Central West Apartments was designed to visually meet the intent and appearance of commercial spaces located on the first floor. The apartments leasing offices (specifically listed as acceptable) and community amenity spaces have been located along the street facing facades with visibility that matches typical commercial spaces. A corner commercial space has been provided beneath the prominent tower feature of the development, this space is accessible from both 200 S & 600 W. The community common spaces are active spaces used by community residents. The fitness area located on 600W would appear as a gym, and will have tenant access from 600 W. We believe that the predominant placement of these spaces (along with “active” elements located within, e.g. televisions) & the included commercial space meet the intent of street-activating uses creating visual interest and interaction with pedestrian traffic as opposed to closed/screened private-use only purposes.

3.) Ordinance Provision – 21A.31.010.P(3)(3) | Maximum Length of Blank Walls; the maximum length of an uninterrupted wall on the first floor is 15 feet.

- a. This specific ordinance reads “Maximum Length: The maximum length of any wall uninterrupted by WINDOWS, DOORS, ART or ARCHITECTURAL DETAILING at the first floor level shall be 15 feet (15’).” By this definition, the maximum length of any uninterrupted wall is 7’-3.5” as described here:

We have designed the corner of the building at the 1st floor to include glass at all functional conditioned spaces (refer to item #2)(doors & windows), used a vertical building element to bring brick through sections of this wall to the sidewalk that is inclusive of infill window patterns that match the location and size of windows on upper floors (architectural detailing), we are commissioning 2 separate murals from a local artist that will fill spaces between the brick elements and the end of the building. (art) These murals will be wall washed with evening lighting that will be highly visible to Trax riders (& other mass transit) both day and night, this lighted artwork elements serves to create a safer evening pedestrian route from the Intermodal Hub along the east side of 600 W (currently unlit). The current design direction for the artwork is to create contrasting murals with Central Station apartments along the lines of nature scape vs. city scape illustrations. Additional contrasting/opposite approaches are also being considered and developed. Central West

Apartment's inclusion of an interior parking garage prevents the need for exterior unsightly parking. Central West's location on the intersection of 600 W & 200 S creates an extended length wall typically not visible at other development locations with zero-lot-line build allowances. While the incorporation of windows or other fenestrations would break up this wall, they would either be non-functional or be counter to the intention of enclosing the parking and removing it from view. All artwork and final design themes will be submitted to the art council for approval. Street improvements along 600 W include the addition of (4) new trees, full-width sidewalk with patterned paver & tree grates, as well as the removal of overhead powerlines creating a sleeker cleaner more pedestrian friendly frontage in addition to the artwork.

4.) Ordinance Provision – 21A.31.010.P.5.a.2 | Artwork Requirements

- a. See Item #3 Explanation

5.) Ordinance Provision – 21A.31.010.P.2 | Fenestration Requirements

- a. Central West Apartments have been designed with intention to achieve 3-dimensional presence from all sides, angles, and views. It is our understanding that this provision was intended to prevent the construction of all-glass, complete curtain-wall or "glass cube" building construction. Central West Apartments includes many building jogs along each façade lending to a very dimensional project and creating the visual impression of multiple buildings or spaces. Ground Floor and Second floor fenestrations are either oriented or recessed to provide additional small-scale dimensionality to complement the large-scale dimensions of the project. All windows located in brick facades (full brick at level 2-3) will have a recess of 3" from the face of the head or sill transition, windows within the metal panels (sans curtain wall windows in the main tower) will be recessed 2.5" minimum. Unit patios extend 5' beyond an interior wall creating voids (large scale dimensionality) at all locations which leads to a favorable void-to-solid feel. We believe that the inclusion of 3" recesses where possible on the lower levels meets the intent of eliminating smooth exterior construction. In addition to the multiple material transitions afforded by the design selection detailed in item #1 we believe that the three-dimensional detailing intended by this provision is being met through multiple means and methods. (details attached)

6.) Ordinance Provision – 21A.31.010.P.1.b.2 | Awnings & Marquees with or without signage are required over entries which are set back from the property line.

- a. An arcing marquee-style awning is provided over the entrance to the Central West Apartments project. This awning is integral to the post-tensioned concrete deck of level 2 and is shown on the PT Extents drawings as well as depicted via dashed lines on the first-floor floorplan drawing. As this is not a stand-alone element and a combination floor/floor extension above the entry it can be mistaken on plans. The Marquee extends a maximum of 7'-6" at the covered resident entry. The commercial entrance is recessed from the buildings upper floor lines and is further covered with the lower portion of the tower framing.

The Central West Apartments development has been thoughtfully designed to coordinate with its sister project Central Station Apartments creating a sense of unity between the 2 developments while meeting the intents of the GMU zoning ordinances helping to create and compliment the current and future characteristics of the area. The materials used in the design have been thoughtfully utilized to meet the intent of the GMU zone, complement the existing materials within the zone while also meeting the cost considerations that come with the development of an all affordable-housing project.

Preliminary plans & renderings have been attached for your review. We look forward to your consideration and approval of this project in its current form.

Regards,

A handwritten signature in black ink, appearing to read 'Eric Balls', with a stylized flourish extending to the right.

Eric Balls
Project Manager – Architecture Belgique Inc.

CC: Guillaume Belgique; Michael Batt; Tammy Clark



Architecture Belgique Inc
7583 S Main St - Suite 100
Midvale, Utah 84047

March 5, 2020

RE: Central West Apartments – 579 West 200 S – Planned Development Application

To Whom it May Concern,

Gardner Batt LLC & Architecture Belgique Inc. are proposing the redevelopment of 579 W 200 S which is the current location of In The Vue. A new 6-Story 65-unit apartment complex will be replacing the In The Vue building. This complex will incorporate 34 Podium level parking stalls located on the ground level podium portion of the building behind street-facing common spaces and the leasing office. This community will be the sister community to the recently permitted and currently constructing Central Station Apartments. This project uses the same design, layout, architecture of the original project albeit in a mirrored-orientation. This apartment complex brings much-needed additional affordable housing to the neighborhood & city.

Per the GMU District zoning, a Planned Development Application is required in order to achieve planning commission approval. This narrative is intended to provide evidence that the planned Central Station Apartment complex achieves the standards of a planned development pursuant to zoning ordinance 21A.55.10. Below are the standards the new complex intends to meet:

1. 21A.55.10 Item C: The Central Station Apartments is a LIHTC approved community providing 52 affordable units and 13 market-rate units. The overall complex is comprised of studios, 1-bed, 2-bed, 3-bed & 4-bedroom units.
2. 21A.55.10 Item D: The Central West Apartments is conveniently located next to the Old Greek Town Trax Station providing access to mass-transit & alleviating additional automobile traffic.
3. 21A.55.10 Item E: The Central West Apartments will achieve both Enterprise Green Building Certification and Energy-Star Ratings
4. 21A.55.10 Item F: The Central West Apartments supports the Master Plan goals by providing housing choice, increasing residential density to the downtown area, fosters equity and opportunity through affordable housing, and helps “connect” downtown by creating a more walkable block with immediate access to transit.



The Central West Apartment complex was design with the GMU zoning guidelines in mind creating a recognizable community with convenient access to work & home while impressing a long-lasting, positive memory for all.

We appreciate the consideration of the planning commission and local communities and look forward to creating a valuable & beneficial development that enhances the area.

Preliminary plans & renderings have been attached below for your review. We look forward to your consideration of this project in its current & previously permitted form.

Regards,

A handwritten signature in black ink, appearing to read "Eric Balls", with a long, sweeping horizontal line extending to the right.

Eric Balls
Project Manager – Architecture Belgique Inc.

CC: Guillaume Belgique; Mark Isaacs, Michael Batt, Tammy Clark.



1 BUILDING ELEVATION NORTH
A2.02 SCALE: 1/8" = 1'-0" (24' x 36') 73% DURABLE MATERIALS



2 BUILDING ELEVATION WEST
A2.02 SCALE: 1/8" = 1'-0" (24' x 36') 72% DURABLE MATERIALS

BUILDING ELEVATION KEYED NOTES:

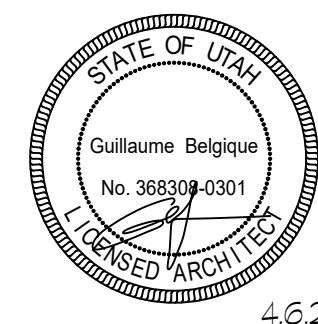
- 1 COLORED ANODIZED ALUMINUM STOREFRONT.
- 2 VINYL WINDOW
- 3 PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL
- 4 VENTED ALUMINUM SOFFIT AND RIBBED FASCIA AT BALCONIES.
- 5 PRE-FINISHED METAL PARAPET WALL CAP
- 6 BUILDING SIGNAGE
- 7 ENTRY AWNING
- 8 SMOOTH ARCHITECTURAL FINISH @ ALL EXPOSED EXTERIOR CONCRETE. REVEAL IN CONCRETE AS SHOWN
- 9 THREE-COAT STUCCO (HARD COAT) EXTERIOR VENEER SYSTEM
- 10 RUNNING BOND KING BRICK
- 11 RUNNING BOND KING THIN BRICK
- 12 7.2 MBO CORRUGATED METAL SIDING
- 13 6FT TALL DECORATIVE METAL FENCE & SCREEN
- 14 CMU BLOCK WALL
- 15 WALL MURAL AREA, ART PIECE TBD BY OWNER
- 16 MAC METALS HARRYWOOD HORIZONTAL SIDING

NORTH ELEVATION MATERIALS - 73% DURABLE

- | | |
|--|--|
| | HARD COAT STUCCO - 28% |
| | BRICK - 27% |
| | ARCHITECTURAL PATTERNED CONCRETE - 19% |
| | MBO CORRUGATED PANEL - 16% |
| | MAC METALS HARRYWOOD SIDING - 10% |
| | GROUND FLOOR GLAZING - 6% |

WEST ELEVATION MATERIALS - 72% DURABLE

- | | |
|--|--|
| | HARD COAT STUCCO - 28% |
| | BRICK - 32% |
| | ARCHITECTURAL PATTERNED CONCRETE - 19% |
| | MBO CORRUGATED PANEL - 18% |
| | MAC METALS HARRYWOOD SIDING - 9% |
| | GROUND FLOOR GLAZING - 25% |



CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

DATE	REVISIONS
1-12-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

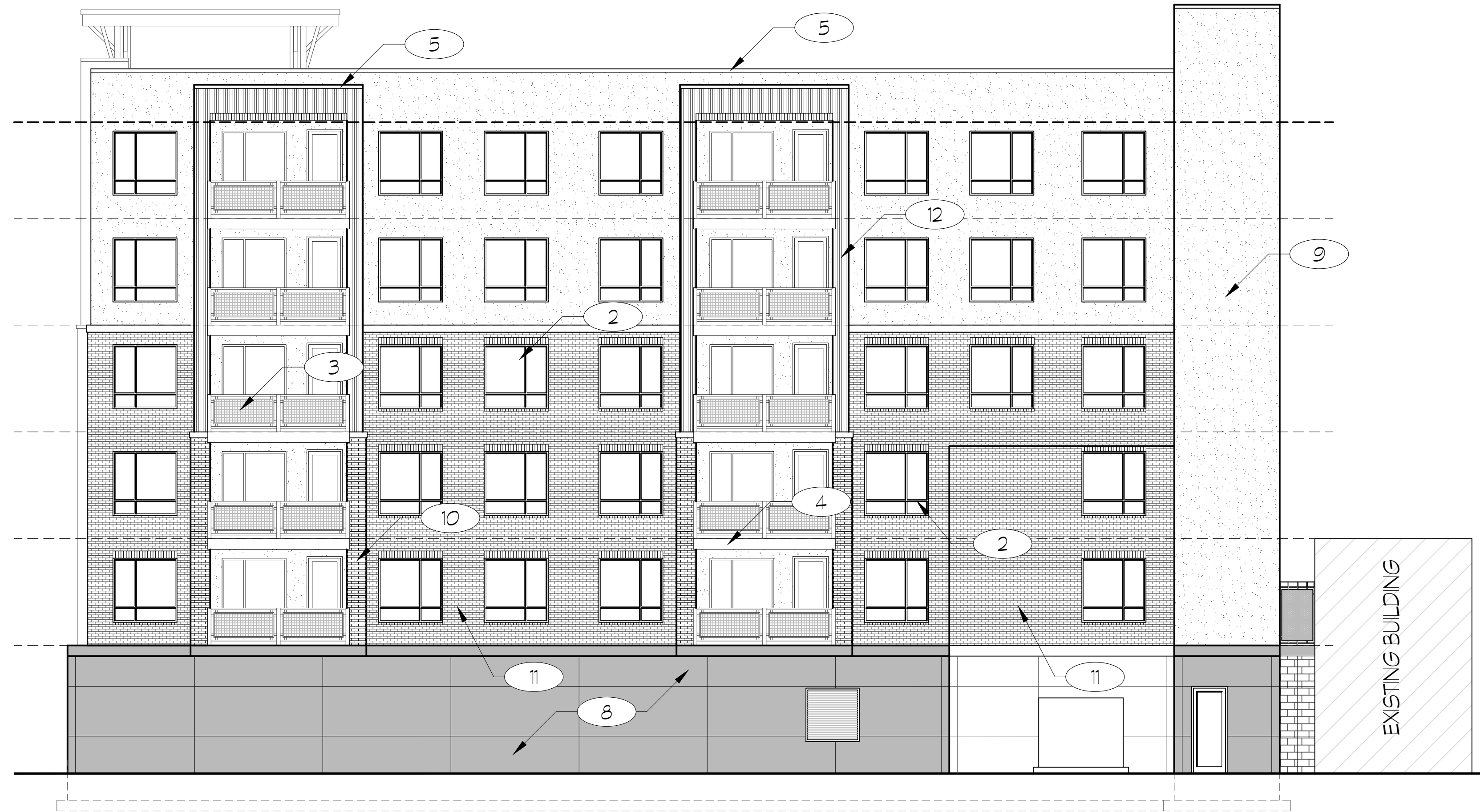
Sheet Title

North and West Building
Elevations

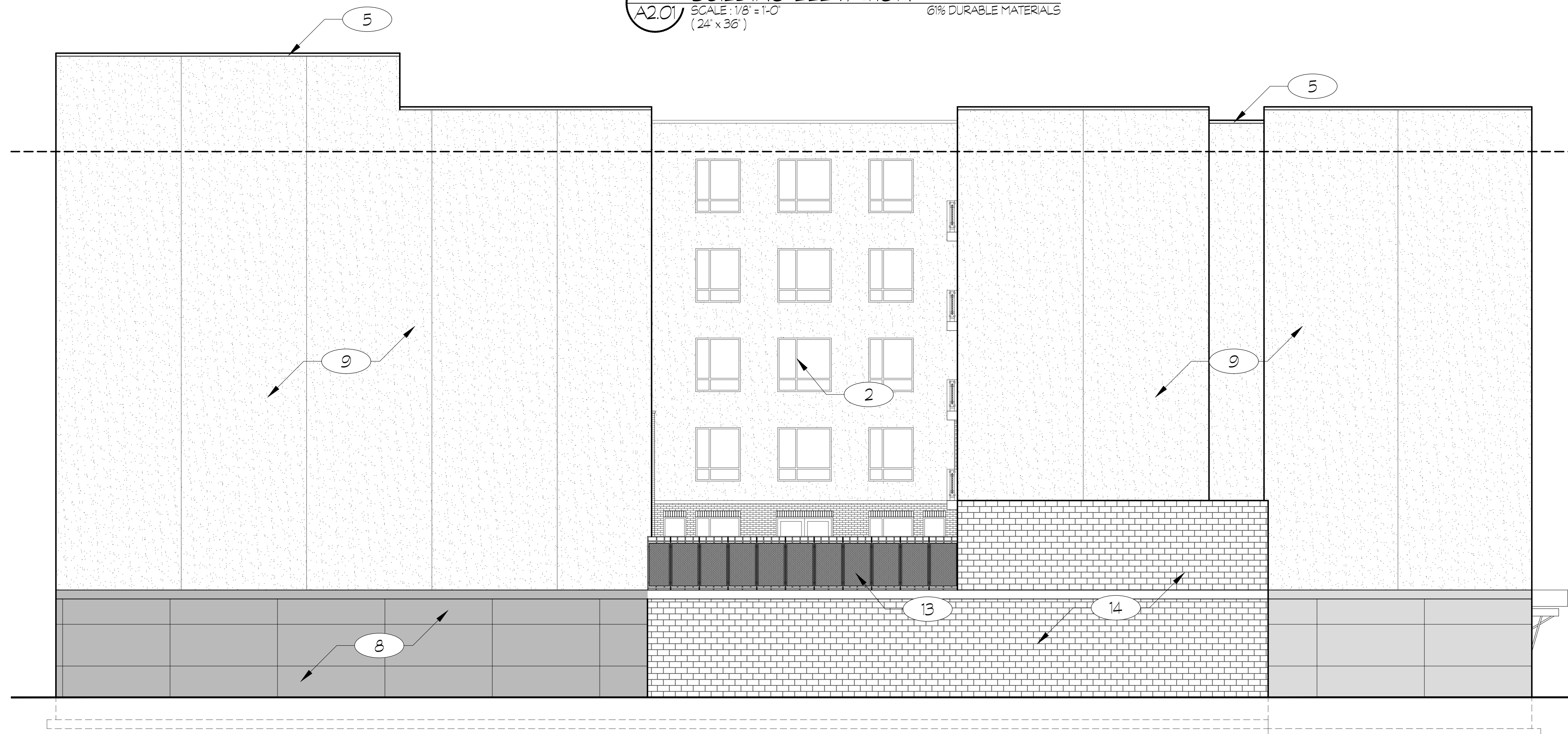
Sheet Number

GMU 2.02

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1 BUILDING ELEVATION SOUTH
SCALE: 1/8" = 1'-0"
(24' x 36')
61% DURABLE MATERIALS



2 BUILDING ELEVATION EAST - ZERO-LOT-LINE FACADE
SCALE: 1/8" = 1'-0"
(24' x 36')
26% DURABLE MATERIALS

BUILDING ELEVATION KEYED NOTES:

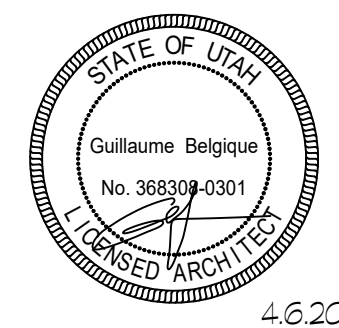
- 1 COLORED ANODIZED ALUMINUM STOREFRONT.
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- 9 THREE-COAT STUCCO (HARD COAT) EXTERIOR VENEER SYSTEM
- 10 RUNNING BOND KING BRICK
- 11 RUNNING BOND KING THIN BRICK
- 12 T2 MBO CORRUGATED METAL SIDING
- 13 6FT TALL DECORATIVE METAL FENCE & SCREEN
- 14 CMU BLOCK WALL
- 15 WALL MURAL AREA, ART PIECE TBD BY OWNER
- 16 MAC METALS 'HARRYWOOD' HORIZONTAL SIDING

SOUTH ELEVATION MATERIALS

- | | |
|--|--|
| | HARD COAT STUCCO - 39% |
| | BRICK - 35% |
| | ARCHITECTURAL PATTERNED CONCRETE - 18% |
| | MBO CORRUGATED PANEL - 5% |
| | MAC METALS 'HARRYWOOD' SIDING - 0% |

EAST ELEVATION MATERIALS

- | | |
|--|--|
| | HARD COAT STUCCO - 74% |
| | CMU BLOCK - 13% |
| | ARCHITECTURAL PATTERNED CONCRETE - 13% |
| | MBO CORRUGATED PANEL - 0% |
| | MAC METALS 'HARRYWOOD' SIDING - 0% |



4.6.2020

CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

Sheet Title

South and East Building
Elevations

Sheet Number

GMU 2.02



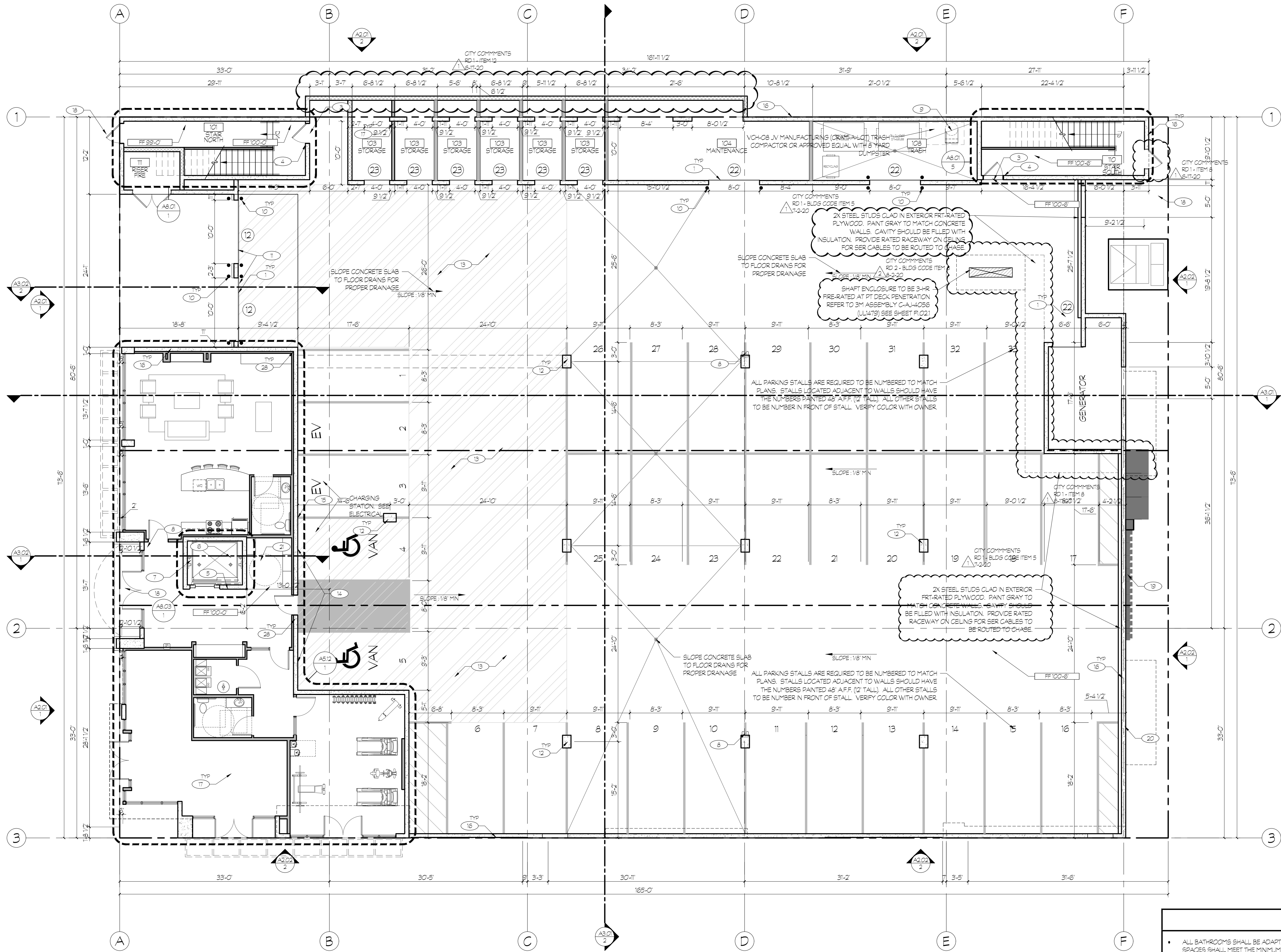
- NOTES:
1. TWO RWS PER TREE TYPE
2. PLACE RWS ON OPPOSITE
CORNERS OF TREE GRATE



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L101

DATE _____



1 OVERALL FLOOR PLAN
A1.01 SCALE: 1/8" = 1'-0"
(24" x 36")

- OVERALL FLOOR PLAN KEYED NOTES:
- SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
 - SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
 - TACTILE SIGN STATING "EXIT" AND COMPLYING WITH ICC A117 IS TO BE PROVIDED ADJACENT TO EACH DOOR TO AN EGRESS STAIRWAY (BC SECTION 101.3).
 - FLOOR LEVEL IDENTIFICATION SIGNS IN TACTILE CHARACTERS COMPLYING WITH ICC A117.1 SHALL BE LOCATED AT EACH FLOOR LEVEL AND SIGNS ADJACENT TO THE DOOR LEADING TO THE CORRIDOR. SEE DETAIL 3/D1.01. BC 1022.81.
 - G.C. TO PROVIDE TACTILE EXIT SIGNS WHICH READ "IN CASE OF FIRE, ELEVATORS ARE OUT OF SERVICE. USE STAIRS" IN COMPLIANCE WITH SECTION 3002.3 OF THE BC.
 - SCHINDLER 3300 XL MACHINE ROOM-LESS PASSENGER ELEVATOR (3500 & 4000 LB CAPACITY AND 200FPM SPEED) WITH STAINLESS STEEL DOOR AND CAB (8'-0" TALL) INSTALLED BY ELEVATOR MANUFACTURER. COORDINATE WITH MANUFACTURER ELECTRICAL, MECHANICAL AND HOIST REQUIREMENTS. SEE ELECTRICAL AND MECHANICAL DRAWINGS. ELEVATOR CAR SHALL ACCOMMODATE A 24-INCH BY 64-INCH AMBULANCE STRETCHER IN THE HORIZONTAL OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES (STAR OF LIFE) THE SYMBOL SHALL NOT BE LESS THAN 3-INCHES HIGH AND SHALL BE PLACED INSIDE ON BOTH SIDES OF THE HOISTWAY DOOR FRAME. BC SECTION 3002.4.
 - FOUNDATION WALLS AT ELEVATOR PIT PER STRUCTURAL DRAWINGS. SEE DETAIL 12/D1.02 FOR CONTINUOUS WATERPROOFING AT EXTERIOR FACE BELOW GRADE. LOCATE BUCKET IN CORNER OF PIT FOR FUTURE SLUMP PUMP.
 - FIRE EXTINGUISHER CABINET. SEE DETAIL 1/D1.01.
 - VERIFY OPENING SIZE AND DETAILS WITH TRASH CHUTE MANUFACTURER. TRASH CHUTE OPENINGS TO BE PROTECTED WITH 90 MIN FIRE RATED SELF-CLOSING DOORS AND BE FIRE SPRINKLED PER BC 903.2.11.2. TRASH CHUTE TO BE PROVIDED WITH SANITIZING SYSTEM.
 - 6" CONCRETE FILLED STEEL PIPE BOLLARDS MIN 3'-0" HIGH AND 3'-0" DEEP IN CONCRETE FOOTING (SURFACE MOUNTED WHEN IN PIT DECK).
 - HIGH SPEED ALBANY GARAGE DOOR. PROVIDE 5 GARAGE DOOR OPENERS. GARAGE DOOR TO BE OPENED BY BA (BARCODE AUTOMATION INC.) DUAL BEAM DECAL SCANNER. BA-440 OR APPROVED EQUAL. PROVIDE MIN 150 TOTAL STICKERS THAT ARE BLACK ON BLACK. EXITING GARAGE TO BE CONTROLLED BY MOTION SENSOR.
 - CONCRETE COLUMNS TO HAVE SMOOTH ARCHITECTURAL FINISH WITH CHAMFERED CORNERS.
 - A VERTICAL CLEARANCE OF 126" AT HATCHED AREA AROUND LOADING BERTH (INDICATED WITH GRAY SHADING).
 - PROVIDE SIGNAGE PER BC 111 AND SECTION 502.7 OF ICC A117-09 FOR ACCESSIBLE PARKING A MINIMUM OF 60" ABOVE THE SURFACE OF PARKING. VAN ACCESSIBLE PARKING SHALL BE MARKED AS VAN ACCESSIBLE. SEE DETAIL 8/D1.01.
 - CONDENSING UNIT ON WALL MOUNTED HANGAR.
 - CONCRETE FOUNDATION WALL WITH SMOOTH ARCHITECTURAL FINISH ABOVE GRADE. SEE STRUCTURAL DRAWINGS. REVEAL PER DETAIL 10/D1.02.
 - STEEL STUD FRAMING WITH DENSGLASS SHEATHING AT ALL LEVEL 1 LOCATIONS. SEE STRUCTURAL FOR GAUGE AND SPACING.
 - SEE CIVIL AND LANDSCAPE DRAWINGS FOR CONTINUATION OF SIDEWALK. MAXIMUM 2% SLOPE AT EXTERIOR DOOR LANDINGS IN THE DIRECTION OF TRAVEL.
 - ELECTRICAL METER LOCATION. COORDINATE WITH ELECTRICAL DRAWINGS.
 - GAS METER LOCATION. COORDINATE WITH PLUMBING DRAWINGS.
 - VERIFY MAIL ROOM REQUIREMENTS WITH US POST OFFICE FOR EXACT CONFIGURATION AND NUMBER OF BOXES. SEE DETAIL 1/D1.02.
 - COURTYARD FINISHED PER LANDSCAPE DRAWINGS.
 - PT DECK TO STEP IN COURTYARD. SEE DETAILS 6-8/D1.07 AND STRUCTURAL DRAWINGS.
 - PAINTED GYP BOARD WALL FINISH. PAINT COLOR AND BRAND TO BE OWNER SELECTED. SEE OWNER'S SPEC AND INTERIOR DESIGN DRAWINGS.
 - EXTERIOR 2 HOUR RATED ASSEMBLY. SEE STRUCTURAL DRAWINGS. SEE DETAIL 2/P1.01.
 - TENANT DEMISING WALLS. SEE SHEETS F103-F108. SEE DETAIL 5-6/P1.01.
 - PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D1.04.
 - ALL WALLS SEPARATING CONDITIONED FROM UNCONDITIONED SPACE PROVIDE 1/2" AIR GAP BETWEEN FRAMING AND CONCRETE. INSULATE & MAINTAIN GAP, PROVIDE VAPOR BARRIER ON INTERIOR SIDE.
 - 6-60 FLUID APPLIED DECK MEMBRANE AT UNIT BALCONIES, PATIOS OVER PT DECK AND COURTYARD OVER PT DECK. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAILS 1-2/D1.04.
 - UNIT BALCONIES AND PATIOS OVER PT DECK SLOPED MIN 1/4" PER FOOT FOR DRAINAGE. SEE PLUMBING DRAWINGS FOR LOCATIONS AND PIPING OF UNIT BALCONY DRAINS.
 - CRICKETS AS NECESSARY FOR PROPER ROOF DRAINAGE.
 - CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY) OVER SCHEDULED SHEATHING AND BOX TRUSSES. SLOPE TOWARDS ROOF DRAINS. SEE STRUCTURAL AND PLUMBING DRAWINGS AND DETAIL 1/P1.02. SEE DETAILS 3-4/D1.08 FOR PIPE PENETRATIONS.
 - ROOF DRAINS. PRIMARY ROOF DRAIN SHALL CONNECT TO STORM SEWER. SECONDARY DRAIN SHALL DAYLIGHT THROUGH BUILDING WALL AT MAIN FLOOR LEVEL WITH STANDARD BRASS FITTING. SEE PLUMBING DRAWINGS. SEE DETAILS 1-2/D1.08.
 - CONDENSING UNIT ON RUBBER PAD ON WOOD FRAMED PLATFORM. SLOPE PLATFORM FOR DRAINAGE ONTO ROOF. SEE MECHANICAL AND PLUMBING DRAWINGS. SEE STRUCTURAL DRAWINGS FOR FRAMING DETAIL.
 - RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
 - ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-11/D1.01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
 - VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
 - SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
 - MECHANICAL SHAFT ROOF PENETRATION. SEE DETAIL 3/D1.08.
 - MECHANICAL SHAFT ROOF OVERBUILD.
 - 6'-0" TALL DECORATIVE FENCE SEE DETAIL 9/D1.02.

- GENERAL NOTES:
- ALL BATHROOMS SHALL BE ADAPTABLE. GENERAL CONTRACTOR SHALL VERIFY THAT ALL FIXTURE LOCATIONS, SOLID BLOCKING AND CLEAR FLOOR SPACES SHALL MEET THE MINIMUM REQUIREMENTS OF THE 2018 IBC, ANS 117.1-03 AND THE REQUIREMENTS OF SPECIFICATION A' BATHROOM OF THE FAIR HOUSING ACT DESIGN MANUAL.
 - ALL ENTRANCES TO UNITS SHALL BE ON AN ACCESSIBLE ROUTE AND PROVIDE DISABLED ACCESS TO THE UNITS. FLOOR LEVEL OUTSIDE DOORWAYS SHALL BE NO MORE THAN 1/2" BELOW INSIDE FLOOR LEVEL AND SHALL NOT SLOPE MORE THAN 1/8" PER FOOT.
 - ALL ENTRY DOORS SHALL BE 36" WIDE, HAVE LEVER TYPE LATCHES AND HAVE THRESHOLDS NO HIGHER THAN 1/2" WHICH ARE BEVELED WITH A SLOPE NO GREATER THAN 1/2". SEE DETAIL 3/D1.01.
 - CLEAR WIDTH OF AN ACCESSIBLE ROUTE SHALL BE 36" MINIMUM, EXCEPT AT DOORS. CLEAR WIDTH OF THE ACCESSIBLE ROUTE WITH TURNS AROUND AN OBSTRUCTION LESS THAN 48" WIDE SHALL HAVE A CLEAR SPACE OF 42" x 48".
 - ELECTRICAL SWITCHES, OUTLETS, THERMOSTATS AND OTHER ENVIRONMENTAL CONTROLS SHALL HAVE NO OPERABLE PARTS WHICH ARE HIGHER THAN 48" NOR LESS THAN 15" A.F.F.
 - ALL UNITS ARE TO BE PROVIDED WITH SOLID BLOCKING BETWEEN STUDS IN THE BATHROOM WALLS BEHIND THE TOILET AND AROUND THE TUB AND BETWEEN THE WALL & THE BACK SURFACE OF THE TUB SHOWER SPLASH FOR THE POSSIBLE FUTURE INSTALLATION OF GRAB BARS. (POSSIBLE FUTURE GRAB BAR AT THE SIDE OF THE TOILET WOULD BE EITHER A WALL-TO-FLOOR TYPE OR FOLD-DOWN TYPE). SEE ENLARGED BATHROOM PLANS.
 - A CLEAR FLOOR SPACE AT LEAST 30" x 48" THAT ALLOWS EITHER A FORWARD OR A PARALLEL APPROACH BY A PERSON IN A WHEELCHAIR SHALL BE PROVIDED AT ALL APPLIANCES IN THE KITCHEN, INCLUDING THE RANGE COOKTOP, OVEN, REFRIGERATOR, DISHWASHER AND OR COMPACTOR. THE LOCATION OF CONTROLS FOR RANGE COOKTOPS SHALL NOT REQUIRE REACHING ACROSS BURNERS.
 - THE FINISHED FLOOR IS TO CONTINUE AND THE CABINETRY AND WALL SURFACES FINISHED UNDER CABINETS WITH REMOVABLE DOORS FOR HANDICAP FORWARD APPROACH.
 - PROVIDE SOLID 2X FIVE BLOCKING AT ALL CEILING AND FLOOR LEVELS, TOPS AND BOTTOMS OF STAIRWAYS, AND AT DROPPED CEILING LOCATIONS.

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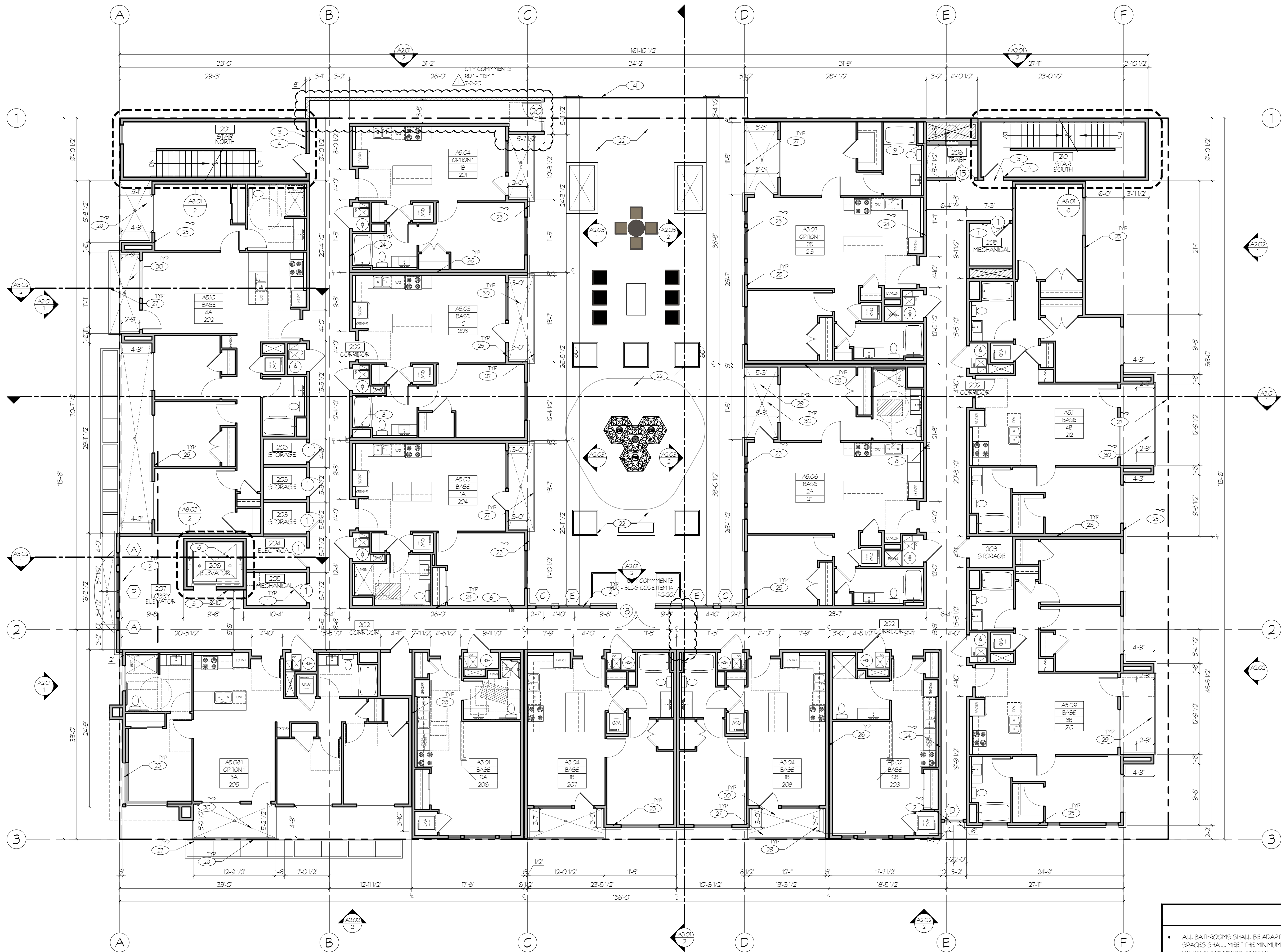
CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

Sheet Title
Overall Floor Plan Level 1

Sheet Number
A1.01



1 OVERALL FLOOR PLAN
A1.03 SCALE: 1/8" = 1'-0"
(24" x 36")

OVERALL FLOOR PLAN KEYED NOTES:

- 1 SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- 2 SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- 3 TACTILE SIGN STATING "EXIT" AND COMPLYING WITH ICC A117.1 IS TO BE PROVIDED ADJACENT TO EACH DOOR TO AN EGRESS STAIRWAY (BC SECTION 101.3).
- 4 FLOOR LEVEL IDENTIFICATION SIGNS IN TACTILE CHARACTERS COMPLYING WITH ICC A117.1 SHALL BE LOCATED AT EACH FLOOR LEVEL LANDING ADJACENT TO THE DOOR LEADING TO THE CORRIDOR. SEE DETAIL 3/D1.01. BC 1022.81.
- 5 G.C. TO PROVIDE TACTILE EXIT SIGNS WHICH READ "IN CASE OF FIRE, ELEVATORS ARE OUT OF SERVICE. USE STAIRS" IN COMPLIANCE WITH SECTION 3002.3 OF THE BC.
- 6 SCHINDLER 3300 XL MACHINEROOM-LESS PASSENGER ELEVATOR (3500 & 4000 LB CAPACITY AND 200FPM SPEED) WITH STAINLESS STEEL DOOR AND CAB (8'-0" TALL) INSTALLED BY ELEVATOR MANUFACTURER. COORDINATE WITH MANUFACTURER ELECTRICAL, MECHANICAL AND HOIST REQUIREMENTS. SEE ELECTRICAL AND MECHANICAL DRAWINGS. ELEVATOR CAR SHALL ACCOMMODATE A 24-INCH BY 84-INCH AMBULANCE STRETCHER IN THE HORIZONTAL OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES (STAR OF LIFE) THE SYMBOL SHALL NOT BE LESS THAN 3-INCHES HIGH AND SHALL BE PLACED INSIDE ON BOTH SIDES OF THE HOISTWAY DOOR FRAME. BC SECTION 3002.4.
- 7 FOUNDATION WALLS AT ELEVATOR PIT PER STRUCTURAL DRAWINGS. SEE DETAIL 12/D1.02 FOR CONTINUOUS WATERPROOFING AT EXTERIOR FACE BELOW GRADE. LOCATE BUCKET IN CORNER OF PIT FOR FUTURE SUMP PUMP.
- 8 FIRE EXTINGUISHER CABINET. SEE DETAIL 1/D1.01.
- 9 VERIFY OPENING SIZE AND DETAILS WITH TRASH CHUTE MANUFACTURER. TRASH CHUTE OPENINGS TO BE PROTECTED WITH 90 MIN FIRE RATED SELF-CLOSING DOORS AND BE FIRE SPRINKLED PER BC 903.211.2. TRASH CHUTE TO BE PROVIDED WITH SANITIZING SYSTEM.
- 10 6" CONCRETE FILLED STEEL PIPE BOLLARDS MIN 3'-0" HIGH AND 3'-0" DEEP IN CONCRETE FOOTINGS (SURFACE MOUNTED WHEN IN PIT DECK).
- 11 HIGH SPEED ALBANY GARAGE DOOR. PROVIDE 5 GARAGE DOOR OPENERS. GARAGE DOOR TO BE OPENED BY BA (BARCODE AUTOMATION INC.) DUAL BEAM DECAL SCANNER. BA-440 OR APPROVED EQUAL. PROVIDE MIN 150 TOTAL STICKERS THAT ARE BLACK ON BLACK. EXITING GARAGE TO BE CONTROLLED BY MOTION SENSOR.
- 12 CONCRETE COLUMNS TO HAVE SMOOTH ARCHITECTURAL FINISH WITH CHAMFERED CORNERS.
- 13 A VERTICAL CLEARANCE OF 126" AT HATCHED AREA AROUND LOADING BERTH (INDICATED WITH GRAY SHADING).
- 14 PROVIDE SIGNAGE PER BC 111 AND SECTION 502.7 OF ICC A117-09 FOR ACCESSIBLE PARKING A MINIMUM OF 60" ABOVE THE SURFACE OF PARKING. VAN ACCESSIBLE PARKING SHALL BE MARKED AS VAN ACCESSIBLE. SEE DETAIL 6/D1.01.
- 15 CONDENSING UNIT ON WALL MOUNTED HANGAR.
- 16 CONCRETE FOUNDATION WALL WITH SMOOTH ARCHITECTURAL FINISH ABOVE GRADE. SEE STRUCTURAL DRAWINGS. REVEAL PER DETAIL 10/D1.02.
- 17 STEEL STUD FRAMING WITH DENSGLASS SHEATHING AT ALL LEVEL 1 LOCATIONS. SEE STRUCTURAL FOR GAUGE AND SPACING.
- 18 SEE CIVIL AND LANDSCAPE DRAWINGS FOR CONTINUATION OF SIDEWALK. MAXIMUM 2% SLOPE AT EXTERIOR DOOR LANDINGS IN THE DIRECTION OF TRAVEL.
- 19 ELECTRICAL METER LOCATION. COORDINATE WITH ELECTRICAL DRAWINGS.
- 20 GAS METER LOCATION. COORDINATE WITH PLUMBING DRAWINGS.
- 21 VERIFY MAIL ROOM REQUIREMENTS WITH US POST OFFICE FOR EXACT CONFIGURATION AND NUMBER OF BOXES. SEE DETAIL 1/D1.02.
- 22 COURTYARD FINISHED PER LANDSCAPE DRAWINGS.
- 23 PT DECK TO STEP IN COURTYARD. SEE DETAILS 6-B/D1.07 AND STRUCTURAL DRAWINGS.
- 24 PAINTED GYP BOARD WALL FINISH. PAINT COLOR AND BRAND TO BE OWNER SELECTED. SEE OWNERS SPEC AND INTERIOR DESIGN DRAWINGS.
- 25 EXTERIOR 2 HOUR RATED ASSEMBLY. SEE STRUCTURAL DRAWINGS. SEE DETAIL 2/P1.01.
- 26 TENANT DEMISING WALLS. SEE SHEETS F1.03-F1.08. SEE DETAIL 5-B/P1.01.
- 27 PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D1.04.
- 28 ALL WALLS SEPARATING CONDITIONED FROM UNCONDITIONED SPACE PROVIDE 1/2" AIR GAP BETWEEN FRAMING AND CONCRETE. INSULATE & MAINTAIN GAP, PROVIDE VAPOR BARRIER ON INTERIOR SIDE.
- 29 GACO FLUID APPLIED DECK MEMBRANE AT UNIT BALCONIES, PATIOS OVER PT DECK AND COURTYARD OVER PT DECK. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAILS 1-2/D1.04.
- 30 UNIT BALCONIES AND PATIOS OVER PT DECK SLOPED MIN 1/4" PER FOOT FOR DRAINAGE. SEE PLUMBING DRAWINGS FOR LOCATIONS AND PIPING OF UNIT BALCONY DRAINS.
- 31 CRICKETS AS NECESSARY FOR PROPER ROOF DRAINAGE.
- 32 CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY OVER SCHEDULED SHEATHING AND BOY TRUSSES. SLOPE TOWARDS ROOF DRAINS. SEE STRUCTURAL AND PLUMBING DRAWINGS AND DETAIL 1/P1.02. SEE DETAILS 3-4/D1.08 FOR PIPE PENETRATIONS.
- 33 ROOF DRAINS. PRIMARY ROOF DRAIN SHALL CONNECT TO STORM SEWER. SECONDARY DRAIN SHALL DAYLIGHT OUT THROUGH BUILDING WALL AT MAIN FLOOR LEVEL WITH STANDARD BRASS FITTING. SEE PLUMBING DRAWINGS. SEE DETAILS 1-2/D1.08.
- 34 CONDENSING UNIT ON RUBBER PAD ON WOOD FRAMED PLATFORM. SLOPE PLATFORM FOR DRAINAGE ONTO ROOF. SEE MECHANICAL AND PLUMBING DRAWINGS. SEE STRUCTURAL DRAWINGS FOR FRAMING DETAIL.
- 35 RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- 36 ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-1/D1.01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
- 37 VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
- 38 SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
- 39 MECHANICAL SHAFT ROOF PENETRATION. SEE DETAIL 3/D1.08.
- 40 MECHANICAL SHAFT ROOF OVERBUILD.
- 41 6'-0" TALL DECORATIVE FENCE SEE DETAIL 9/D1.02.

GENERAL NOTES:

- ALL BATHROOMS SHALL BE ADAPTABLE. GENERAL CONTRACTOR SHALL VERIFY THAT ALL FIXTURE LOCATIONS, SOLID BLOCKING AND CLEAR FLOOR SPACES SHALL MEET THE MINIMUM REQUIREMENTS OF THE 2015 IBC, ANSI 117-1.3.3 AND THE REQUIREMENTS OF SPECIFICATION A' BATHROOM OF THE FAIR HOUSING ACT DESIGN MANUAL.
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4.6.2020

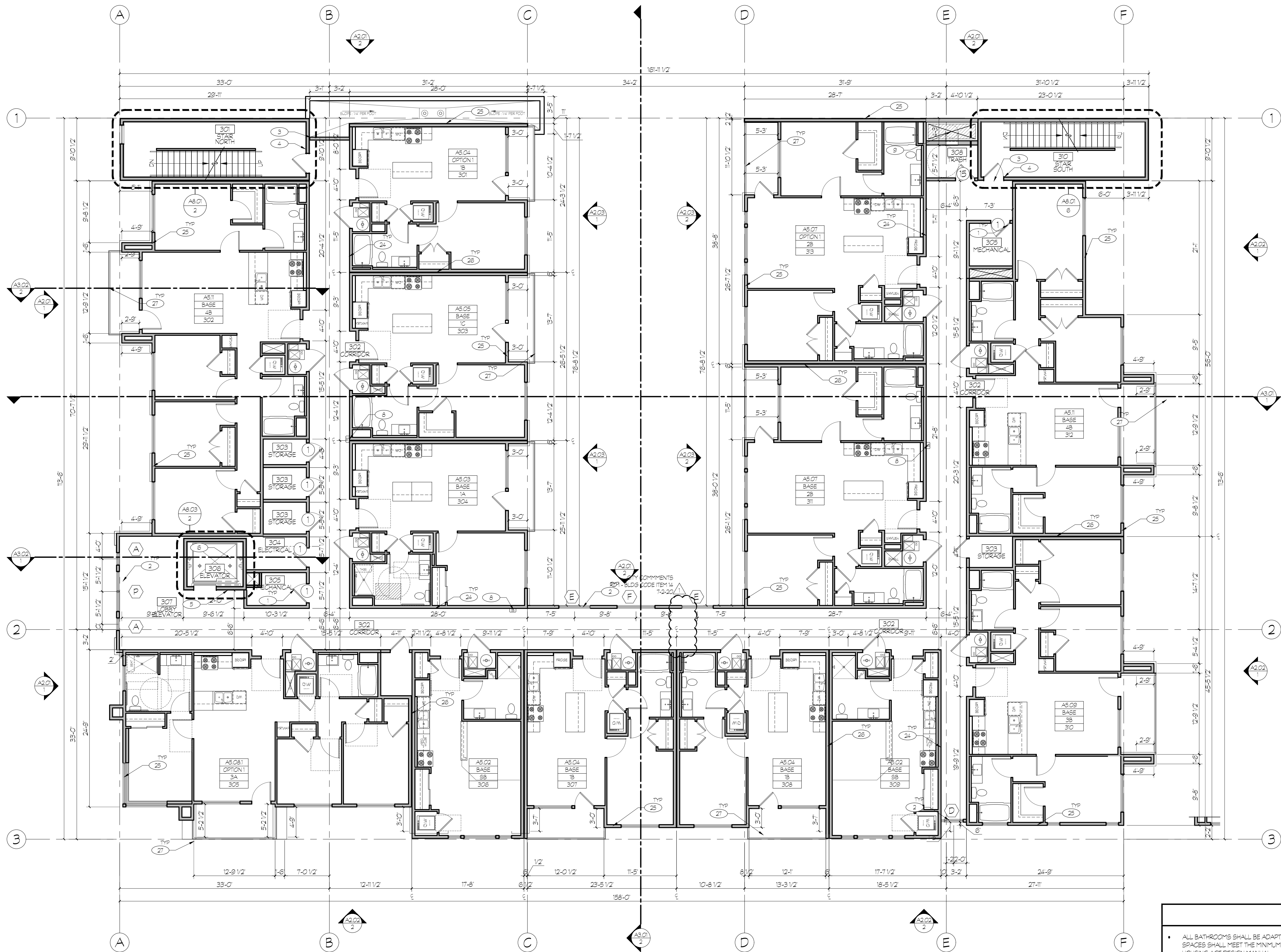
CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-2-2020	CITY COMMENTS ROUND 2

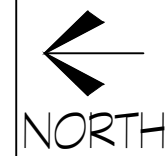
Sheet Title
Overall Floor Plan Level 2

Sheet Number
A1.03



1 OVERALL FLOOR PLAN
A1.04 SCALE: 1/8" = 1'-0"
(24" x 36")

LEVEL 3

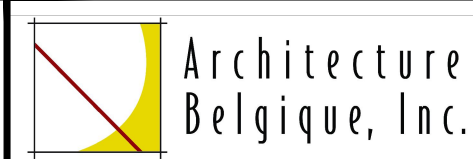


OVERALL FLOOR PLAN KEYED NOTES:

- SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
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- FIRE EXTINGUISHER CABINET. SEE DETAIL 1/D/01.
- VERIFY OPENING SIZE AND DETAILS WITH TRASH CHUTE MANUFACTURER. TRASH CHUTE OPENINGS TO BE PROTECTED WITH 90 MIN FIRE RATED SELF-CLOSING DOORS AND BE FIRE SPRINKLED PER BC 903.2.12. TRASH CHUTE TO BE PROVIDED WITH SANITIZING SYSTEM.
- 6" CONCRETE FILLED STEEL PIPE BOLLARDS MIN 3'-0" HIGH AND 3'-0" DEEP IN CONCRETE FOOTINGS (SURFACE MOUNTED WHEN IN PIT DECK).
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- PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D/04.
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- RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-1/D/01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
- VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
- SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
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- ELECTRICAL SWITCHES, OUTLETS, THERMOSTATS AND OTHER ENVIRONMENTAL CONTROLS SHALL HAVE NO OPERABLE PARTS WHICH ARE HIGHER THAN 48" NOR LESS THAN 15" A.F.F.
- ALL UNITS ARE TO BE PROVIDED WITH SOLID BLOCKING BETWEEN STUDS IN THE BATHROOM WALLS BEHIND THE TOILET AND AROUND THE TUB AND BETWEEN THE WALL & THE BACK SURFACE OF THE TUB/SHOWER SPLASH FOR THE POSSIBLE FUTURE INSTALLATION OF GRAB BARS. (POSSIBLE FUTURE GRAB BAR AT THE SIDE OF THE TOILET WOULD BE EITHER A WALL-TO-FLOOR TYPE OR FOLD-DOWN TYPE) SEE ENLARGED BATHROOM PLANS.
- A CLEAR FLOOR SPACE AT LEAST 30" x 48" THAT ALLOWS EITHER A FORWARD OR A PARALLEL APPROACH BY A PERSON IN A WHEELCHAIR SHALL BE PROVIDED AT ALL APPLIANCES IN THE KITCHEN, INCLUDING THE RANGE COOKTOP, OVEN, REFRIGERATOR, DISHWASHER AND OR COMPACTOR. THE LOCATION OF CONTROLS FOR RANGE COOKTOPS SHALL NOT REQUIRE REACHING ACROSS BURNERS.
- THE FINISHED FLOOR IS TO CONTINUE AND WALL SURFACES FINISHED UNDER CABINETS WITH REMOVABLE DOORS FOR HANDICAP FORWARD APPROACH.
- PROVIDE SOLID 2X FIRE BLOCKING AT ALL CEILING AND FLOOR LEVELS, TOPS AND BOTTOMS OF STAIRWAYS, AND AT DROPPED CEILING LOCATIONS.



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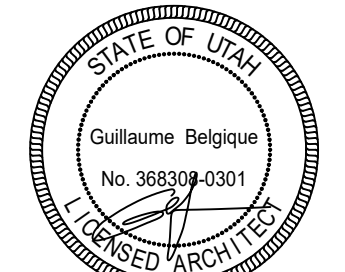
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4.6.2020

CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date

April 6, 2020

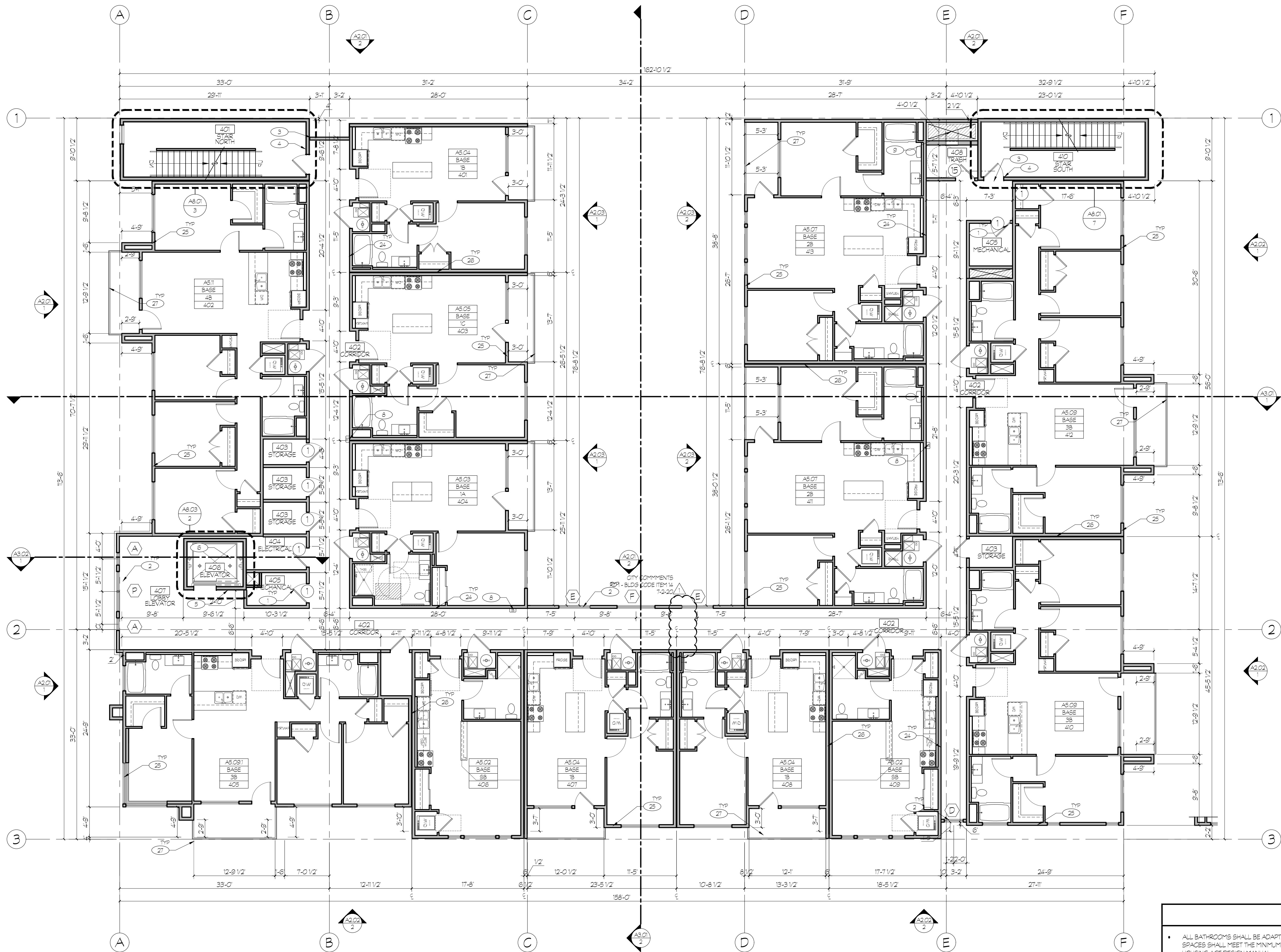
DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

Sheet Title

Overall Floor Plan Level 3

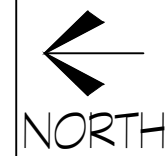
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A1.04



1 OVERALL FLOOR PLAN
A1.05 SCALE: 1/8" = 1'-0"
(24" x 36")

LEVEL 4




OVERALL FLOOR PLAN KEYED NOTES:

- 1 SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- 2 SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- 3 TACTILE SIGN STATING "EXIT" AND COMPLYING WITH ICC A117.1 IS TO BE PROVIDED ADJACENT TO EACH DOOR TO AN EGRESS STAIRWAY (BC SECTION 101.3).
- 4 FLOOR LEVEL IDENTIFICATION SIGNS IN TACTILE CHARACTERS COMPLYING WITH ICC A117.1 SHALL BE LOCATED AT EACH FLOOR LEVEL LANDING ADJACENT TO THE DOOR LEADING TO THE CORRIDOR. SEE DETAIL 3/D1.01. BC 1022.81.
- 5 G.C. TO PROVIDE TACTILE EXIT SIGNS WHICH READ "IN CASE OF FIRE, ELEVATORS ARE OUT OF SERVICE. USE STAIRS" IN COMPLIANCE WITH SECTION 3002.3 OF THE BC.
- 6 SCHINDLER 3300 XL MACHINE-ROOM-LESS PASSENGER ELEVATOR (3500 & 4000 LB CAPACITY AND 200FPM SPEED) WITH STAINLESS STEEL DOOR AND CAB (8'-0" TALL) INSTALLED BY ELEVATOR MANUFACTURER. COORDINATE WITH MANUFACTURER ELECTRICAL, MECHANICAL AND HOIST REQUIREMENTS. SEE ELECTRICAL AND MECHANICAL DRAWINGS. ELEVATOR CAR SHALL ACCOMMODATE A 24-INCH BY 84-INCH AMBULANCE STRETCHER IN THE HORIZONTAL OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES (STAR OF LIFE). THE SYMBOL SHALL NOT BE LESS THAN 3-INCHES HIGH AND SHALL BE PLACED INSIDE ON BOTH SIDES OF THE HOISTWAY DOOR FRAME. BC SECTION 3002.4.
- 7 FOUNDATION WALLS AT ELEVATOR PIT PER STRUCTURAL DRAWINGS. SEE DETAIL 12/D1.02 FOR CONTINUOUS WATERPROOFING AT EXTERIOR FACE BELOW GRADE. LOCATE BUCKET IN CORNER OF PIT FOR FUTURE SUMP PUMP.
- 8 FIRE EXTINGUISHER CABINET. SEE DETAIL 1/D1.01.
- 9 VERIFY OPENING SIZE AND DETAILS WITH TRASH CHUTE MANUFACTURER. TRASH CHUTE OPENINGS TO BE PROTECTED WITH 90 MIN FIRE RATED SELF-CLOSING DOORS AND BE FIRE SPRINKLED PER IBC 903.2.11.2. TRASH CHUTE TO BE PROVIDED WITH SANITIZING SYSTEM.
- 10 6" CONCRETE FILLED STEEL PIPE BOLLARDS MIN 3'-0" HIGH AND 3'-0" DEEP IN CONCRETE FOOTINGS (SURFACE MOUNTED WHEN IN PIT DECK).
- 11 HIGH SPEED ALBANY GARAGE DOOR. PROVIDE 5 GARAGE DOOR OPENERS. GARAGE DOOR TO BE OPENED BY BA (BARCODE AUTOMATION INC.) DUAL BEAM DECAL SCANNER. BA-440 OR APPROVED EQUAL. PROVIDE MIN 150 TOTAL STICKERS THAT ARE BLACK ON BLACK. EXITING GARAGE TO BE CONTROLLED BY MOTION SENSOR.
- 12 CONCRETE COLUMNS TO HAVE SMOOTH ARCHITECTURAL FINISH WITH CHAMFERED CORNERS.
- 13 A VERTICAL CLEARANCE OF 126" AT HATCHED AREA AROUND LOADING BERTH (INDICATED WITH GRAY SHADING).
- 14 PROVIDE SIGNAGE PER BC 111 AND SECTION 502.7 OF ICC A117-1.09 FOR ACCESSIBLE PARKING. A MINIMUM OF 60" ABOVE THE SURFACE OF PARKING. VAN ACCESSIBLE PARKING SHALL BE MARKED AS VAN ACCESSIBLE. SEE DETAIL 6/D1.01.
- 15 CONDENSING UNIT ON WALL MOUNTED HANGAR.
- 16 CONCRETE FOUNDATION WALL WITH SMOOTH ARCHITECTURAL FINISH ABOVE GRADE. SEE STRUCTURAL DRAWINGS. REVEAL PER DETAIL 10/D1.02.
- 17 STEEL STUD FRAMING WITH DENSEGLASS SHEATHING AT ALL LEVEL 1 LOCATIONS. SEE STRUCTURAL FOR GAUGE AND SPACING.
- 18 SEE CIVIL AND LANDSCAPE DRAWINGS FOR CONTINUATION OF SIDEWALK. MAXIMUM 2% SLOPE AT EXTERIOR DOOR LANDINGS IN THE DIRECTION OF TRAVEL.
- 19 ELECTRICAL METER LOCATION. COORDINATE WITH ELECTRICAL DRAWINGS.
- 20 GAS METER LOCATION. COORDINATE WITH PLUMBING DRAWINGS.
- 21 VERIFY MAIL ROOM REQUIREMENTS WITH US POST OFFICE FOR EXACT CONFIGURATION AND NUMBER OF BOXES. SEE DETAIL 1/D1.02.
- 22 COURTYARD FINISHED PER LANDSCAPE DRAWINGS.
- 23 PT DECK TO STEP IN COURTYARD. SEE DETAILS 6-B/D1.07 AND STRUCTURAL DRAWINGS.
- 24 PAINTED GYP BOARD WALL FINISH. PAINT COLOR AND BRAND TO BE OWNER SELECTED. SEE OWNER'S SPEC AND INTERIOR DESIGN DRAWINGS.
- 25 EXTERIOR 2 HOUR RATED ASSEMBLY. SEE STRUCTURAL DRAWINGS. SEE DETAIL 2/P1.01.
- 26 TENANT DEMISING WALLS. SEE SHEETS F1.03-F1.09. SEE DETAIL 5-B/P1.01.
- 27 PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D1.04.
- 28 ALL WALLS SEPARATING CONDITIONED FROM UNCONDITIONED SPACE PROVIDE 1/2" AIR GAP BETWEEN FRAMING AND CONCRETE. INSULATE & MAINTAIN GAP, PROVIDE VAPOR BARRIER ON INTERIOR SIDE.
- 29 6 GAO FLUID APPLIED DECK MEMBRANE AT UNIT BALCONIES, PATIOS OVER PT DECK AND COURTYARD OVER PT DECK. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAILS 1-2/D1.04.
- 30 UNIT BALCONIES AND PATIOS OVER PT DECK SLOPED MIN 1/4" PER FOOT FOR DRAINAGE. SEE PLUMBING DRAWINGS FOR LOCATIONS AND PIPING OF UNIT BALCONY DRAINS.
- 31 CRICKETS AS NECESSARY FOR PROPER ROOF DRAINAGE.
- 32 CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY) OVER SCHEDULED SHEATHING AND BOV TRUSSES. SLOPE TOWARDS ROOF DRAINS. SEE STRUCTURAL AND PLUMBING DRAWINGS AND DETAIL V/P1.02. SEE DETAILS 3-4/D1.08 FOR PIPE PENETRATIONS.
- 33 ROOF DRAINS. PRIMARY ROOF DRAIN SHALL CONNECT TO STORM SEWER. SECONDARY DRAIN SHALL DAYLIGHT OUT THROUGH BUILDING WALL AT MAIN FLOOR LEVEL WITH STANDARD BRASS FITTING. SEE PLUMBING DRAWINGS. SEE DETAILS 1-2/D1.08.
- 34 CONDENSING UNIT ON RUBBER PAD ON WOOD FRAMED PLATFORM. SLOPE PLATFORM FOR DRAINAGE ONTO ROOF. SEE MECHANICAL AND PLUMBING DRAWINGS. SEE STRUCTURAL DRAWINGS FOR FRAMING DETAIL.
- 35 RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- 36 ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-11/D1.01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
- 37 VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
- 38 SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
- 39 MECHANICAL SHAFT ROOF PENETRATION. SEE DETAIL 3/D1.08.
- 40 MECHANICAL SHAFT ROOF OVERBUILD.
- 41 6'-0" TALL DECORATIVE FENCE SEE DETAIL 9/D1.02.

GENERAL NOTES:

- ALL BATHROOMS SHALL BE ADAPTABLE. GENERAL CONTRACTOR SHALL VERIFY THAT ALL FIXTURE LOCATIONS, SOLID BLOCKING AND CLEAR FLOOR SPACES SHALL MEET THE MINIMUM REQUIREMENTS OF THE 2015 IBC, ANSI 117.1-2003 AND THE REQUIREMENTS OF SPECIFICATION A' BATHROOM OF THE FAIR HOUSING ACT DESIGN MANUAL.
- ALL ENTRANCES TO UNITS SHALL BE ON AN ACCESSIBLE ROUTE AND PROVIDE DISABLED ACCESS TO THE UNITS. FLOOR LEVEL OUTSIDE DOORWAYS SHALL BE NO MORE THAN 1/2" BELOW INSIDE FLOOR LEVEL AND SHALL NOT SLOPE MORE THAN 1/8" PER FOOT.
- ALL ENTRY DOORS SHALL BE 36" WIDE, HAVE LEVER TYPE LATCHES AND HAVE THRESHOLDS NO HIGHER THAN 1/2" WHICH ARE BEVELED WITH A SLOPE NO GREATER THAN 1/2". SEE DETAIL 3/D1.01.
- CLEAR WIDTH OF AN ACCESSIBLE ROUTE SHALL BE 36" MINIMUM, EXCEPT AT DOORS. CLEAR WIDTH OF THE ACCESSIBLE ROUTE WITH TURNS AROUND AN OBSTRUCTION LESS THAN 48" WIDE SHALL HAVE A CLEAR SPACE OF 42" x 48".
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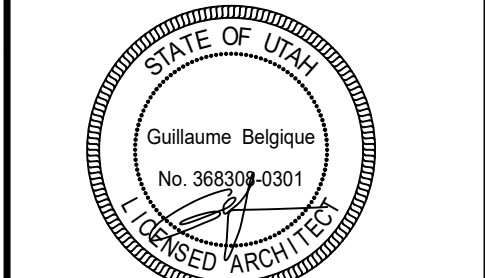
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Date
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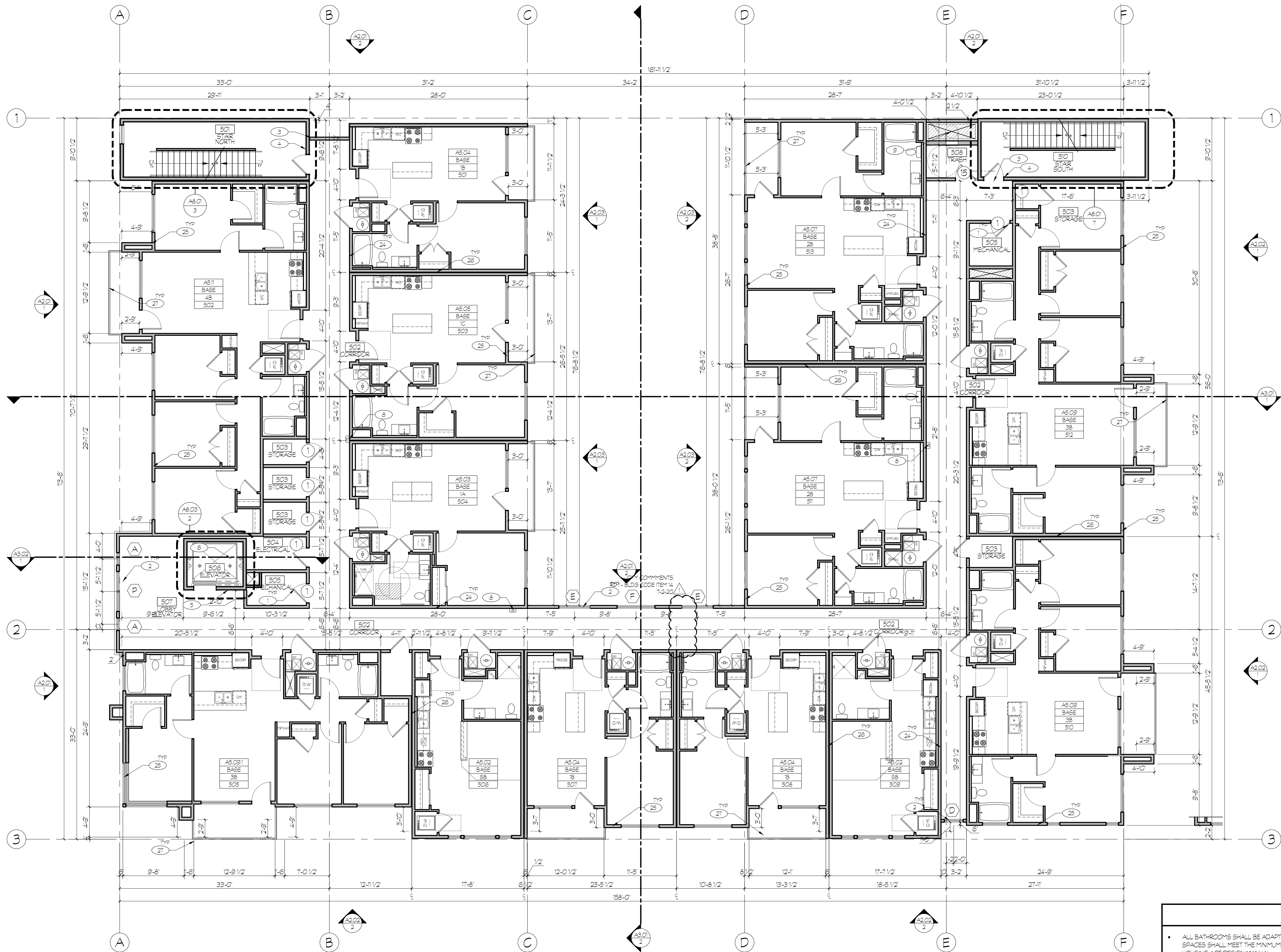
DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

Sheet Title

Overall Floor Plan Level 4

Sheet Number

A1.05



1 OVERALL FLOOR PLAN
A1.06 SCALE: 1/8" = 1'-0"
(24" x 36")

OVERALL FLOOR PLAN KEYED NOTES:

- 1 SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
- 2 SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
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- 25 EXTERIOR 2 HOUR RATED ASSEMBLY. SEE STRUCTURAL DRAWINGS. SEE DETAIL 2/P/01.
- 26 TENANT DEMISING WALLS. SEE SHEETS F103-F109. SEE DETAIL 5-B/P/01.
- 27 PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D/04.
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- 30 UNIT BALCONIES AND PATIOS OVER PT DECK SLOPED MIN 1/4" PER FOOT FOR DRAINAGE. SEE PLUMBING DRAWINGS FOR LOCATIONS AND PIPING OF UNIT BALCONY DRAINS.
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- 35 RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- 36 ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-1/D/01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
- 37 VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
- 38 SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
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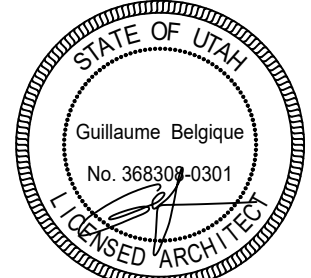
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CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

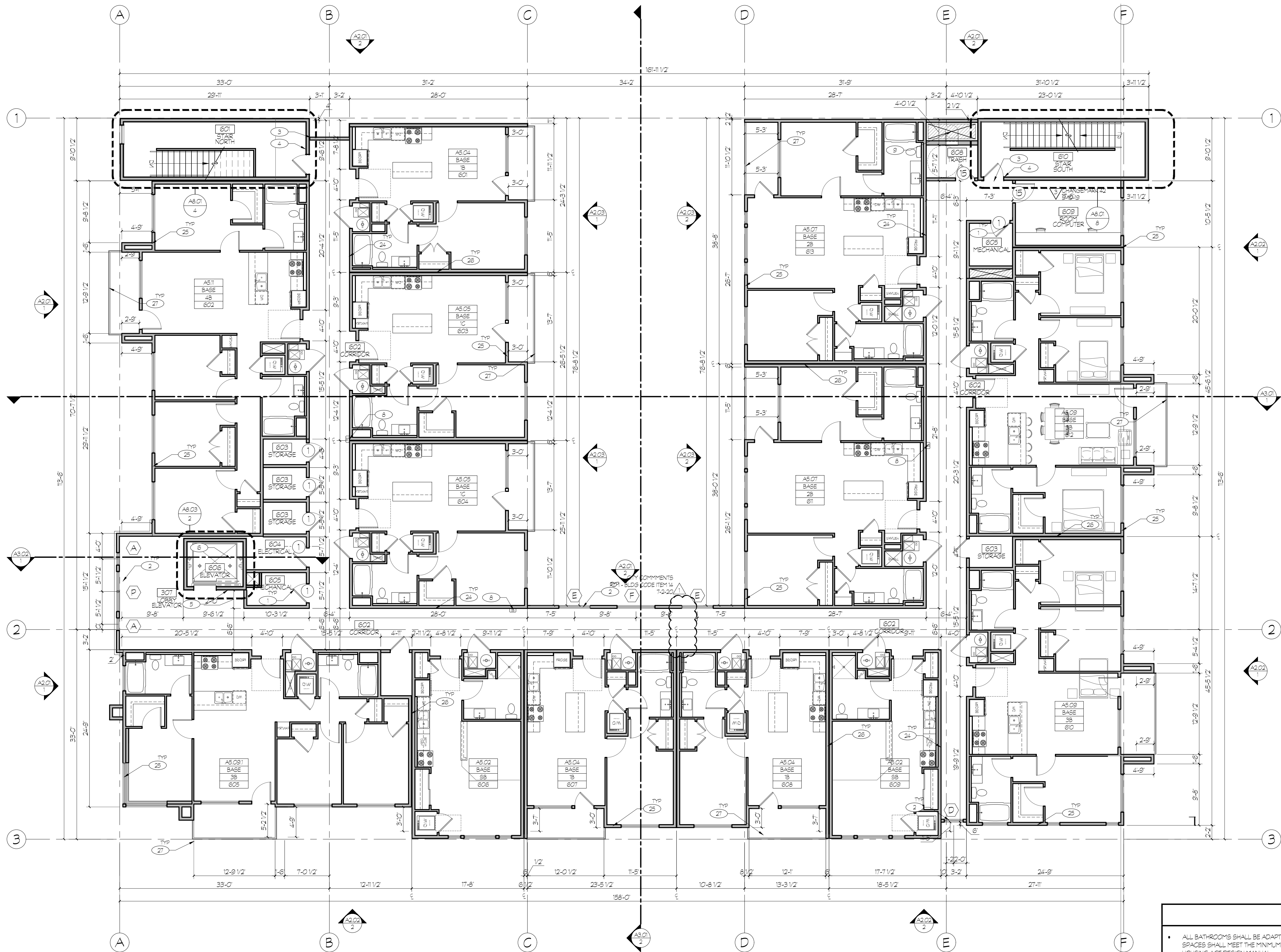
DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-2-2020	CITY COMMENTS ROUND 2

Sheet Title

Overall Floor Plan Level 5

Sheet Number

A1.06



1 OVERALL FLOOR PLAN
A1.07 SCALE: 1/8" = 1'-0"
(24" x 36")

- OVERALL FLOOR PLAN KEYED NOTES:
- 1 SCHEDULED DOOR. SEE DOOR SCHEDULE, TYPES AND STYLES ON SHEET A6.01. PROVIDE AND INSTALL ALL REQUIRED DOOR FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
 - 2 SCHEDULED WINDOW. SEE WINDOW SCHEDULE, TYPES AND STYLES ON SHEET A6.02. PROVIDE AND INSTALL ALL REQUIRED FLASHING PER MANUFACTURER'S RECOMMENDATIONS.
 - 3 TACTILE SIGN STATING 'EXIT' AND COMPLYING WITH ICC A117.1 IS TO BE PROVIDED ADJACENT TO EACH DOOR TO AN EGRESS STAIRWAY (BC SECTION 101.3).
 - 4 FLOOR LEVEL IDENTIFICATION SIGNS IN TACTILE CHARACTERS COMPLYING WITH ICC A117.1 SHALL BE LOCATED AT EACH FLOOR LEVEL LANDING ADJACENT TO THE DOOR LEADING TO THE CORRIDOR. SEE DETAIL 3/D/01. BC 1022.81.
 - 5 G.C. TO PROVIDE TACTILE EXIT SIGNS WHICH READ 'IN CASE OF FIRE, ELEVATORS ARE OUT OF SERVICE. USE STAIRS' IN COMPLIANCE WITH SECTION 3002.3 OF THE BC.
 - 6 SCHINDLER 3300 XL MACHINE-ROOM-LESS PASSENGER ELEVATOR (3500 & 4000 LB CAPACITY AND 200FPM SPEED) WITH STAINLESS STEEL DOOR AND CAB (8'-0" TALL) INSTALLED BY ELEVATOR MANUFACTURER. COORDINATE WITH MANUFACTURER ELECTRICAL, MECHANICAL AND HOIST REQUIREMENTS. SEE ELECTRICAL AND MECHANICAL DRAWINGS. ELEVATOR CAR SHALL ACCOMMODATE A 24-INCH BY 84-INCH AMBULANCE STRETCHER IN THE HORIZONTAL OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES (STAR OF LIFE) THE SYMBOL SHALL NOT BE LESS THAN 3-INCHES HIGH AND SHALL BE PLACED INSIDE ON BOTH SIDES OF THE HOISTWAY DOOR FRAME. BC SECTION 3002.4.
 - 7 FOUNDATION WALLS AT ELEVATOR PIT PER STRUCTURAL DRAWINGS. SEE DETAIL 12/D/02 FOR CONTINUOUS WATERPROOFING AT EXTERIOR FACE BELOW GRADE. LOCATE BUCKET IN CORNER OF PIT FOR FUTURE SUMP PUMP.
 - 8 FIRE EXTINGUISHER CABINET. SEE DETAIL 1/D/01.
 - 9 VERIFY OPENING SIZE AND DETAILS WITH TRASH CHUTE MANUFACTURER. TRASH CHUTE OPENINGS TO BE PROTECTED WITH 90 MIN FIRE RATED SELF-CLOSING DOORS AND BE FIRE SPRINKLED PER BC 903.2.12. TRASH CHUTE TO BE PROVIDED WITH SANITIZING SYSTEM.
 - 10 6" CONCRETE FILLED STEEL PIPE BOLLARDS MIN 3'-0" HIGH AND 3'-0" DEEP IN CONCRETE FOOTINGS (SURFACE MOUNTED WHEN IN PIT DECK).
 - 11 HIGH SPEED ALBANY GARAGE DOOR. PROVIDE 5 GARAGE DOOR OPENERS. GARAGE DOOR TO BE OPENED BY BA (BARCODE AUTOMATION INC.) DUAL BEAM DECAL SCANNER. BA-440 OR APPROVED EQUAL. PROVIDE MIN 50 TOTAL STICKERS THAT ARE BLACK ON BLACK. EXITING GARAGE TO BE CONTROLLED BY MOTION SENSOR.
 - 12 CONCRETE COLUMNS TO HAVE SMOOTH ARCHITECTURAL FINISH WITH CHAMFERED CORNERS.
 - 13 A VERTICAL CLEARANCE OF 126" AT HATCHED AREA AROUND LOADING BERTH (INDICATED WITH GRAY SHADING).
 - 14 PROVIDE SIGNAGE PER BC 111 AND SECTION 502.7 OF ICC A117-09 FOR ACCESSIBLE PARKING A MINIMUM OF 60" ABOVE THE SURFACE OF PARKING. VAN ACCESSIBLE PARKING SHALL BE MARKED AS VAN ACCESSIBLE. SEE DETAIL 8/D/01.
 - 15 CONDENSING UNIT ON WALL MOUNTED HANGAR.
 - 16 CONCRETE FOUNDATION WALL WITH SMOOTH ARCHITECTURAL FINISH ABOVE GRADE. SEE STRUCTURAL DRAWINGS. REVEAL PER DETAIL 10/D/02.
 - 17 STEEL STUD FRAMING WITH DENSEGLASS SHEATHING AT ALL LEVEL 1 LOCATIONS. SEE STRUCTURAL FOR GAUGE AND SPACING.
 - 18 SEE CIVIL AND LANDSCAPE DRAWINGS FOR CONTINUATION OF SIDEWALK. MAXIMUM 2% SLOPE AT EXTERIOR DOOR LANDINGS IN THE DIRECTION OF TRAVEL.
 - 19 ELECTRICAL METER LOCATION. COORDINATE WITH ELECTRICAL DRAWINGS.
 - 20 GAS METER LOCATION. COORDINATE WITH PLUMBING DRAWINGS.
 - 21 VERIFY MAIL ROOM REQUIREMENTS WITH US POST OFFICE FOR EXACT CONFIGURATION AND NUMBER OF BOXES. SEE DETAIL 1/D/02.
 - 22 COURTYARD FINISHED PER LANDSCAPE DRAWINGS.
 - 23 PT DECK TO STEP IN COURTYARD. SEE DETAILS 6-B/D/07 AND STRUCTURAL DRAWINGS.
 - 24 PAINTED GYP BOARD WALL FINISH. PAINT COLOR AND BRAND TO BE OWNER SELECTED. SEE OWNER'S SPEC AND INTERIOR DESIGN DRAWINGS.
 - 25 EXTERIOR 2 HOUR RATED ASSEMBLY. SEE STRUCTURAL DRAWINGS. SEE DETAIL 2/P/01.
 - 26 TENANT DEMISING WALLS. SEE SHEETS F103-F109. SEE DETAIL 5-B/P/01.
 - 27 PRE-MANUFACTURED POWDER COATED STEEL DECK GUARDRAIL (42" HIGH) PER CODE (TYP). SEE DETAIL 3/D/04.
 - 28 ALL WALLS SEPARATING CONDITIONED FROM UNCONDITIONED SPACE PROVIDE 1/2" AIR GAP BETWEEN FRAMING AND CONCRETE. INSULATE & MAINTAIN GAP, PROVIDE VAPOR BARRIER ON INTERIOR SIDE.
 - 29 GACO FLUID APPLIED DECK MEMBRANE AT UNIT BALCONIES, PATIOS OVER PT DECK AND COURTYARD OVER PT DECK. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAILS 1-2/D/04.
 - 30 UNIT BALCONIES AND PATIOS OVER PT DECK SLOPED MIN 1/4" PER FOOT FOR DRAINAGE. SEE PLUMBING DRAWINGS FOR LOCATIONS AND PIPING OF UNIT BALCONY DRAINS.
 - 31 CRICKETS AS NECESSARY FOR PROPER ROOF DRAINAGE.
 - 32 CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY) OVER SCHEDULED SHEATHING AND BOY TRUSSES. SLOPE TOWARDS ROOF DRAINS. SEE STRUCTURAL AND PLUMBING DRAWINGS AND DETAIL 1/P/02. SEE DETAILS 3-4/D/08 FOR PIPE PENETRATIONS.
 - 33 ROOF DRAINS. PRIMARY ROOF DRAIN SHALL CONNECT TO STORM SEWER. SECONDARY DRAIN SHALL DAYLIGHT OUT THROUGH BUILDING WALL AT MAIN FLOOR LEVEL WITH STANDARD BRASS FITTING. SEE PLUMBING DRAWINGS. SEE DETAILS 1-2/D/08.
 - 34 CONDENSING UNIT ON RUBBER PAD ON WOOD FRAMED PLATFORM. SLOPE PLATFORM FOR DRAINAGE ONTO ROOF. SEE MECHANICAL AND PLUMBING DRAWINGS. SEE STRUCTURAL DRAWINGS FOR FRAMING DETAIL.
 - 35 RUBBER ROOFTOP TRAFFIC PAD SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
 - 36 ROOF PARAPET. SEE PARAPET ROOF DETAILS 9-1/D/01. SEE STRUCTURAL DRAWINGS FOR ASSOCIATED LATERAL BRACINGS AND DETAILS (TYP).
 - 37 VERIFY HEIGHT OF ELEVATOR SHAFT OVERLUN WITH ELEVATOR MANUFACTURER.
 - 38 SLOPE ELEVATOR AND STAIR TOWER ROOFS TO DRAIN TO GUTTER AND DOWNSPOUT ONTO SPLASH BLOCK AT LOWER ROOF.
 - 39 MECHANICAL SHAFT ROOF PENETRATION. SEE DETAIL 3/D/08.
 - 40 MECHANICAL SHAFT ROOF OVERBUILD.
 - 41 6'-0" TALL DECORATIVE FENCE SEE DETAIL 9/D/02.

GENERAL NOTES:

- ALL BATHROOMS SHALL BE ADAPTABLE. GENERAL CONTRACTOR SHALL VERIFY THAT ALL FIXTURE LOCATIONS, SOLID BLOCKING AND CLEAR FLOOR SPACES SHALL MEET THE MINIMUM REQUIREMENTS OF THE 2015 IBC, ANSI 117-1.3.3 AND THE REQUIREMENTS OF SPECIFICATION A' BATHROOM OF THE FAIR HOUSING ACT DESIGN MANUAL.
- ALL ENTRANCES TO UNITS SHALL BE ON AN ACCESSIBLE ROUTE AND PROVIDE DISABLED ACCESS TO THE UNITS. FLOOR LEVEL OUTSIDE DOORWAYS SHALL BE NO MORE THAN 1/2" BELOW INSIDE FLOOR LEVEL AND SHALL NOT SLOPE MORE THAN 1/8" PER FOOT.
- ALL ENTRY DOORS SHALL BE 36" WIDE, HAVE LEVER TYPE LATCHES AND HAVE THRESHOLDS NO HIGHER THAN 1/2" WHICH ARE BEVELED WITH A SLOPE NO GREATER THAN 1/2". SEE DETAIL 3/D/01.
- CLEAR WIDTH OF AN ACCESSIBLE ROUTE SHALL BE 36" MINIMUM, EXCEPT AT DOORS. CLEAR WIDTH OF THE ACCESSIBLE ROUTE WITH TURNS AROUND AN OBSTRUCTION LESS THAN 48" WIDE SHALL HAVE A CLEAR SPACE OF 42" X 48".
- ELECTRICAL SWITCHES, OUTLETS, THERMOSTATS AND OTHER ENVIRONMENTAL CONTROLS SHALL HAVE NO OPERABLE PARTS WHICH ARE HIGHER THAN 48" NOR LESS THAN 15" A.F.F.
- ALL UNITS ARE TO BE PROVIDED WITH SOLID BLOCKING BETWEEN STUDS IN THE BATHROOM WALLS BEHIND THE TOILET AND AROUND THE TUB AND BETWEEN THE WALL & THE BACK SURFACE OF THE TUB/SHOWER SPLASH FOR THE POSSIBLE FUTURE INSTALLATION OF GRAB BARS. (POSSIBLE FUTURE GRAB BAR AT THE SIDE OF THE TOILET WOULD BE EITHER A WALL-TO-FLOOR TYPE OR FOLD-DOWN TYPE) SEE ENLARGED BATHROOM PLANS.
- A CLEAR FLOOR SPACE AT LEAST 30" X 48" THAT ALLOWS EITHER A FORWARD OR A PARALLEL APPROACH BY A PERSON IN A WHEELCHAIR SHALL BE PROVIDED AT ALL APPLIANCES IN THE KITCHEN, INCLUDING THE RANGE/COOKTOP, OVEN, REFRIGERATOR, DISHWASHER AND OR COMPACTOR. THE LOCATION OF CONTROLS FOR RANGE/COOKTOPS SHALL NOT REQUIRE REACHING ACROSS BURNERS.
- THE FINISHED FLOOR IS TO CONTINUE AND THE CABINETRY AND WALL SURFACES FINISHED UNDER CABINETS WITH REMOVABLE DOORS FOR HANDICAP FORWARD APPROACH.
- PROVIDE SOLID 2X FIRE BLOCKING AT ALL CEILING AND FLOOR LEVELS, TOPS AND BOTTOMS OF STAIRWAYS, AND AT DROPPED CEILING LOCATIONS.



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4.6.2020

CENTRAL WEST
579 WEST 200 SOUTH
SALT LAKE CITY, UT

Date
April 6, 2020

DATE	REVISIONS
1-2-2020	CITY COMMENTS ROUND 1
8-12-2020	CITY COMMENTS ROUND 2

Sheet Title
Overall Floor Plan Level 6

Sheet Number
A1.07

ATTACHMENT D: Development Standards

G-MU – Gateway Mixed Use Zoning District

The subject property is located within the G-MU – Gateway Mixed Use zoning district. The purpose of the Gateway Districts and the G-MU zoning district are defined as follows:

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

The 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 Districts include Urban Design Standards that are intended to help create a rich and vibrant urban environment in support of the intent of the district and adopted master plan. Where the proposal is not meeting the Urban Design Standards, modification is being requested through the Conditional Building and Site Design Review process.

Applicable General Zoning Standards:

G-MU Urban Design Standards – Summarized from Chapter 21A.31

Requirement	Standard	Proposed Development Status
Front/Corner Side Yard	No minimum except that a minimum of 25% of the façade shall be no more than 5 feet from the right-of-way	Complies - Approximately 85% of the 600 W (west) façade of the building is within 5-feet of the property line. The 200 S (north) façade of the building sits on the property line.
Side/ Rear Yard	No Minimum	Not applicable.
Lot Area	No Minimum or Maximum	Not applicable.
Lot Width	No Minimum	Not applicable.
Building Height	Minimum building height is 45 feet. Maximum building height is 75 feet except buildings with non-	The building incorporates the following heights: Tower Height: 71'-6" Roof Access Stair Tower 72'-0"

	flat roofs may be 90 feet, Additionally, height may be raised to 120 feet through condition building and site design review	North Stair Tower: 66'-0" "Upper" Parapet: 67'-0" "Lower" Parapet: 64'-6" Complies – the proposed building meets the height limits for the zoning district.
Step Back Requirements	None	Not applicable.
First Floor/Street Level Requirements	Active residential or commercial uses are required	Complies - Active ground floor uses are proposed. A small commercial use has been incorporated on 200 S as required in the G-MU zoning district. This use “wraps” the building corner and also has presence on 600 W.
Architectural character and materials	<p>A differentiated base is required</p> <p>70% of materials are to be brick masonry textured or patterned concrete or cut stone</p> <p>Two-dimensional glass curtain wall prohibited</p> <p>Arcades and awnings are permitted</p> <p>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.</p>	<p>Design Review Modification Requested - The proposed design includes the following items that do not meet the Urban Design standards but are being addressed through the Design Review process:</p> <p>The proposed building materials do not meet the 70 percent requirement. The composition of materials is more fully described in Key Considerations section of this report in Consideration 2.</p> <p>On the public street facing elevation of the building, there is a proposed blank wall section that measures approximately 112 feet long. Public art and architectural detailing will be used to break up this wall space.</p> <p>A Design Review application has been submitted and is part of this project that will be reviewed concurrently by the Planning Commission to allow modification of these items.</p>
Windows and fenestration	<p>Buildings with smooth surfaces prohibited</p> <p>All windows (except bay, projecting or balcony) recessed from exterior wall by 3 inches</p> <p>Reflectivity of glass less than 18%</p>	<p>Substantially Complies</p> <p>From the applicant’s narrative: Ground Floor and Second floor fenestrations are either oriented or recessed to provide additional small-scale dimensionality to complement the large-scale dimensions of the project. All windows located in brick facades (full brick at level 2-3) will have a recess of 3” from the face of the head or sill transition, windows within the metal panels (sans curtain wall windows in the</p>

		main tower) will be recessed 2.5" minimum.
Entrance and visual interest	<p>40 % minimum first floor glass</p> <p>One operable door per façade if the 40% glass requirement is not met.</p> <p>Maximum length of blank wall shall be 15 feet</p>	<p>Does not comply – Design Review Modification Requested.</p> <p>The proposal includes 61% first floor glazing on the north elevation but only 25% on the west street facing elevation. The applicant is proposing to modify the first-floor glass requirements on the west facing elevation through the Design Review process.</p> <p>Operable entrances have been provided on both street-facing elevations.</p> <p>On the west façade, public art and architectural detailing in the form of faux bricked-up windows will be used to break up a blank wall section.</p>
Building lines and front area	The majority of ground level façade is parallel, not at an angle, to the street (primarily applies to parking structures)	Complies – both the 200 S and 600 West façades are parallel to the street.
Public amenities and art	<p>Street lighting should match the City lighting policy</p> <p>Public art shall be included</p>	<p>Complies or will comply. Any street lighting will be installed in conformity to City policy.</p> <p>Complies - A public art piece will be incorporated into the blank wall space on the ground floor of the west elevation. This will help to address the maximum length of blank wall allowed and public artwork requirements. These items are also outlined in the Key Considerations section of this report. The installation of public art is being included as a condition of approval.</p>
Location of service areas	All loading and service be located on block interior away from view from public street	Complies - Service areas are located within the parking structure on the ground floor level.
Parking location	Parking structures shall be located behind principal buildings or provide retail goods/services establishments, offices and or restaurants on the first floor adjacent to the street	Complies – All parking is contained within the building. None of the parking will be visible from the street level.

ATTACHMENT E: Analysis of Standards

PLANNED DEVELOPMENTS (Planning Application PLNPCM2020-00187)

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

Standard	Findings	Rationale
<p>A. Planned Development Objectives</p> <p>The planned development shall meet the purpose statement for a planned development and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development and determine if the project will result in a more enhanced product than would be achievable through strict applicable of the land use regulations.</p>	<p>Complies</p>	<p>The applicant's Planned Development narrative asserts that the proposed development meets the following objectives:</p> <p>Objective C: Providing affordable housing or housing types. Applicant: Project will provide 52 affordable and 13 market rate units.</p> <p>Objective D: Enhancing accessibility and mobility. Applicant: The project is located across from the Old Greek Town Trax Station which provides easy access to public transportation.</p> <p>Objective E: Sustainability Applicant: The project will achieve both Enterprise Greek Building Certification and Energy Star Ratings.</p> <p>Objective F: Master plan implementation. Applicant: Provides housing choice, creates a walkable block with transit access and adds residential density to the downtown area.</p> <p>The project meets at least one of the Planned Development objectives as required. The Planned Development process generally speaks to an enhanced project through the modification of zoning regulations. In this case, it should be noted that the Planned Development process is mandated by the G-MU zoning district and is not being used to request modifications to the base zoning ordinance standards.</p>

<p>B. Master Plan Compatibility The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.</p>	<p>Complies</p>	<p>The proposed development is consistent with the goals and policies related to growth and housing outlined in the citywide master plan, Plan Salt Lake, the Downtown Plan and the city's 5-year housing plan, Growing SLC. The proposed project also generally complies with the standards found in the Salt Lake City Redevelopment Agency's Station Center Design Guidelines.</p> <p>The proposed development is compatible with the neighborhood in terms of the master plan and will provide more housing variety, particularly affordable housing which is an identified City need.</p>
<p>C. Design and Compatibility The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:</p> <ol style="list-style-type: none"> 1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the area the planned development will be located and/or policies stated in an applicable Master Plan related to building and site design; 2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design; 3. Whether building setbacks along the perimeter of the development: 	<p>Complies – with Design Review Approval</p>	<p>The proposed development addresses the Design and Compatibility Standards in the following manner:</p> <ol style="list-style-type: none"> 1. The scale, mass and general intensity of the proposed development is compatible with the area. The type of development and the building height is anticipated for this area. Policies in the Master Plan and other City documents support the proposal. 2. The proposed building orientation is compatible with the area and applicable policies. The materials are compatible, but a modification to the material requirements is being requested through the Design Review process. Details of how the architecture will be compatible with the neighborhood are articulated in the applicant's narrative. 3. The north façade of the building is situated at the property line while at least 85% of the west-facing façade is situated within 5-feet of the property line. This meets the requirements for the G-MU zoning district and complies with the intent of the Master Plan for the area.

<ul style="list-style-type: none"> a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to street, driveways and sidewalks. e. Provide sufficient space for maintenance. 4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction; 5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property; 6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and 7. Whether parking areas are appropriately buffered from adjacent uses. 		<ul style="list-style-type: none"> 4. The ground floor street-facing facades offer transparency and detailing to facilitate pedestrian interest and interaction. The north façade incorporates 61% glazing which exceeds the 40% requirement. The west-facing façade includes elements of pedestrian interest and interaction, especially toward the corner but at 25% does not meet the glazing requirements. Modification to the ground floor glass requirements has been requested through the Design Review process. 5. A lighting plan has not been provided. Compliance will be verified at the building permit stage. 6. The dumpsters and service areas are located within the parking structure on the first floor of the building. 7. Parking is located within the parking structure on the first floor of the building. Parking will not be visible from outside of the building.
<p>D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:</p> <ul style="list-style-type: none"> 1. Whether mature native trees located long the periphery of the property and along the street are preserved and maintained; 	<p>Condition of Approval</p>	<p>There are no street trees currently along the 600 W street frontage of the property. There are currently 3 street trees along 200 S. One of the trees would have to be removed from the north/200 S frontage in order to accommodate access to the parking garage. Four (4) additional street trees with accompanying paving details would be added to the 600 W side of the site. There is no</p>

<ol style="list-style-type: none"> 2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved; 3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and 4. Whether proposed landscaping is appropriate for the scale of the development. 		<p>other landscaping existent or proposed with the project. The landscaping is appropriate for the scale and context of the development however the number of trees may be insufficient, and the tree being removed may need to be replaced at a 1:1 ratio. Installation and removal of the street trees will require approval of the Salt Lake City Urban Forester. Urban Forestry will work with the applicant at the Building Permit stage to ensure compliance with these items and the total number of required trees. Staff is including this as a Condition of Approval.</p>
<p>E. Mobility: The proposed planned development supports City wide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:</p> <ol style="list-style-type: none"> 1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street; 2. Whether the site design considers safe circulation for a range of transportation options including: <ol style="list-style-type: none"> a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes; 3. Whether the site design of the proposed development 	<p>Complies</p>	<p>The proposed development supports City goals and promotes safe and efficient circulation.</p> <ol style="list-style-type: none"> 1. Only one drive access into the parking structure is proposed onto 200 S, limiting curb cuts. The access will not negatively impact the safety or character of the street. The transportation department provided comments on the sight triangle distances required. 2. The development provides access to the sidewalks on 200 S and 600 W. Bicycle parking will be provided as required by Chapter 21A.44. There are no anticipated or foreseen conflicts between different transportation modes. 3. The development is self-contained within the site and parking is contained within the building. 4. The proposal will be required to comply with all fire code requirements before obtaining

<p>promotes or enables access to adjacent uses and amenities;</p> <p>4. Whether the proposed design provides adequate emergency vehicle access; and</p> <p>5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.</p>		<p>a building permit. Comments from the Fire Department can be found in Attachment G of this report.</p> <p>5. The loading and service areas are adequate for the site. The proposal meets this criterion.</p>
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DESIGN REVIEW STANDARDS – Planning Application PLNPCM2020-00647

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.

Standard	Finding	Rationale
A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.	Complies	<p>According to Chapter 21A.31 the intent of the Gateway Districts are to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.</p> <p>The proposed multi-family housing and commercial space are both permitted in the G-MU zoning district. The height and scale of the proposed development is</p>

		<p>appropriate and reasonable given the context of the site in the G-MU zoning district. Moreover, the proposed project meets the intent of the district as stated above and would provide support the intent of developing mixed used urban neighborhoods and providing additional higher density housing. The specific development would provide low income housing in a variety of configurations with easy access to mass transit.</p> <p>The proposed use also complies with the applicable master plans and City policies as discussed in the Key Considerations section of this report.</p>
<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 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. 	Complies	<p>The primary entrance to the proposed building will face the public sidewalk on 200 S. A second entrance for residents will be located on 600 W in conjunction with the fitness center for residents.</p> <p>Since the parking is located under the building none of the primary entrances will face a parking lot. The parking is located within the building as required and will not be visible from the street.</p> <p>The proposed building is sited at the property line on 200 S and 85% of the building is within 5-feet of the property line on 600 W.</p> <p>This standard has been met.</p>
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 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 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 	Complies with Design Review Approval	<p>The building has been designed with active ground floor uses, and commercial space located at street level on both 200 S and 600 W. There is additional active space incorporated within the fitness center, lobby and common spaces that are visible from the public realm.</p> <p>The required support functions such as the parking and garbage drop off areas are located out of site within the building itself.</p>

<p>a direct visual connection to the street and outdoor spaces.</p>		<p>The active ground floor uses including the office space, gym and lobby and commercial space include sufficient glass to allow them to be viewed from the public realm to help facilitate interest and interaction.</p> <p>The north elevation includes 61% glass area while the west elevation incorporates 25% glass area. Since the requirement is 40%, the applicant is seeking a reduction in the west-facing glass requirement through the Design Review process.</p> <p>There are no outdoor patios etc. incorporated into the design.</p> <p>Staff feels that the proposed design meets this standard.</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 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. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 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. 	<p>Complies</p>	<p><u>Item 1</u></p> <p>The design includes glass windows of varying heights and elements such as columns and the marquee which puts a vertical element into play when viewing the building and carries these elements upward. The design meets the intent of this criteria.</p> <p><u>Item 2</u></p> <p>The building includes massed vertical elements. This includes some variation in glazing and façade materials, as well as differentiation in colors & textures. This draws the eye to different parts of the building to provide interest and interaction. On areas where this can't be accommodated, there are wall breaks and other architectural details used to help achieve this in order to help reduce the visual massing.</p> <p><u>Item 3</u></p> <p>The patios for the apartment units vary in width and include different material from the areas with windows and other wall elements. This does help to differentiate between outdoor space and the rest of the building. The corner tower starts above the ground floor and extends an additional 5 stories to</p>

		<p>the towers main roof. This prominent element draws your gaze and focus toward the corner of the project and put additional emphasis on the street facing elements. This helps to further accentuate the human scale of the project.</p> <p>Item 4 Window Glazing at ground level is calculated at 61% of the 200 S façade and 25% of the 600 W façade. The glazing is less on the 600 W façade as there is a long wall that is being used to conceal the parking garage located in the interior of the building. This large wall space will be broken up with 2 murals and additional detailed brick areas consisting of faux infilled windows. One mural will be 43 feet long which the other will be 25 feet long. The faux windows are intended to emulate bricked in windows that one may see in an area where warehouse buildings have been repurposed. This is keeping with some of the historical elements in the area. The net effect of these elements is to break up the larger wall space present on 600 W and create elements of interest along that building face rather than leaving an area void of detail that would be less pleasing in terms of the encountered pedestrian experience.</p> <p>These items and the how the proposed design specifically meets the standards are further articulated in the applicant's narrative included in Attachment C of this report.</p> <p>Staff feels that these standards have been met.</p>
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in facade); 2. Material changes; and 3. Massing changes. 	<p>Not Applicable</p>	<p>Does not apply. The longest building façade will be approximately 165-feet long so does not exceed the 200-feet dimension.</p>

<p>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 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. 	<p>Not Applicable</p>	<p>Common areas will be provided in the building for use by tenants, but no other public spaces will be provided. The private common spaces include a fitness center for use by residents as well as a lounge area with common kitchen space. This standard is not applicable.</p>
<p>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.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. 	<p>Complies</p>	<p>The applicant's narrative demonstrates how the design elements of the building relate to the scale and context of existing buildings and how these elements address the human scale of the building and its interface with the overall area. The standards are addressed as follows:</p> <ol style="list-style-type: none"> 1. Human scale <ol style="list-style-type: none"> a. The design does not utilize stepbacks. The applicant asserts that instead of stepbacks, a change in brick, metal panel and stucco above the ground floor helps to create 2 distinct perceived building masses. The same material changes work horizontally by adding additional perceived vertical masses. Both approaches help to create multiple smaller "buildings" or grouped visual masses. The incorporation of these elements in the proposed design appears to meet the intent of providing a building that relates to the scape and height of adjacent buildings. b. The building is designed with a distinct base and middle. The building has a concrete base with sufficient glazing at the ground level. This is

<p>3. Cornices and rooflines:</p> <ul style="list-style-type: none"> a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition. b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings. c. Green Roof and Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. 		<p>differentiated from the upper stories which include different materials and other elements. As such, there is a distinct difference between the ground level public elements and living space above which helps to break up the massing of the building.</p> <p>2. Negative impacts</p> <ul style="list-style-type: none"> a. Described in Human Scale elements above. b. No additional height over what is allowed by right in the zoning district has been requested. The building incorporates varying roof and parapet heights which will vary the shadows cast by the building. c. Wind Impacts – not addressed <p>3. Cornices and rooflines. The proposed building includes roofline elements of varying height to both reduce the massing and to better integrate into the existing development pattern in the area and the larger GMU zone which includes buildings of varying heights and scale. The roof elements are not haphazard though and they provide an overall cohesive form to the building. There is a tower at the corner that is the most prominent part of the roofline and is designed to draw your eye toward the corner.</p> <p>A green roof and/or roof top deck is not included as part of the design. The design does incorporate private balcony and patio areas for the individual units.</p> <p>Additional information about the design is included in the applicant's narrative and renderings found in Attachment C of this report.</p> <p>Staff feels that the overall design complies with the intent of these standards.</p>
<p>H. Parking and on-site circulation shall be provided with an emphasis on making safe</p>	<p>Complies</p>	<p>The project incorporates first floor parking within the building. Sidewalks are located along both</p>

pedestrian connections to the sidewalk, transit facilities, or midblock walkway.		public facades of the building for safe pedestrian circulation around the site.
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)	Complies	These functions will all be located within the building.
J. Signage shall emphasize the pedestrian/mass transit orientation. 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts.	Condition of approval	Primary building signage will be provided under a separate application. Compliance with signage approval is a condition of approval being recommended by Staff.
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. 1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and up lighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.	Condition of approval	Building lighting and public streetlights will comply with the building's architecture and SLC Lighting Master Plan. Details have not been provided so Staff is recommending this be a condition of approval. Streetlights on 200 S are existing; 600 W streetlights will need to be provided by the applicant.
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	Condition of Approval	One existing tree in front of the property will be removed to accommodate the entrance to the parking garage from 200 S. Four additional street trees will be added along 600 W. Removal and the replacement of the trees will require approval from the City's Urban Forester.

<p>the developer with trees approved by the City's Urban Forester.</p> <p>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:</p> <ul style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles. 		<p>Ordinance requirements are "Park strip trees, when required, shall be provided at the equivalent of at least one tree for each thirty feet (30') of street frontage and may be clustered or spaced linearly as deemed appropriate by the city forester." Based on the size of frontage along 600 W, 5 trees would be required. The 200 S frontage would require 3 trees. The proposed number of trees does not meet the standards so staff is including it as a condition of approval in order to allow the applicant to work with Urban Forestry at the Building Permit stage to ensure compliance with the number of required street trees and the process for removal and replacement permits.</p> <p>There are no privately owned public spaces being provided in the development. There are common areas that are located within the building.</p>
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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 this project:

Public Notices:

- Notice of the project and a formal letter requesting comments was sent to the Chairs of the Downtown Community Council and Downtown Alliance on August 3, 2020
- Staff sent an early notification announcement of the project to all residents and property owners located within 300 feet of the project site on June 17, 2020 providing notice about the project and information on how to give public input on the project.
- Staff identified that a Design Review application would be needed to address some of the materials proposed and design elements of the project. The Design Review application was submitted on August 21, 2020.
- Staff hosted an online Open House to solicit public comments on the proposal. The Online Open House period started on August 18, 2020 and ended on September 7, 2020.
- The 45-day recognized organization comment period expired on August 3, 2020.

Public Hearing Notice:

- Public hearing notice mailed: October 15, 2020
- Public hearing notice sign posted on property: October 15, 2020
- Public notice posted on City and State websites & Planning Division list serve: October 15, 2020

Public Comments:

Four public comments were received in relation to the proposed development. Those comments are included on the following pages of this attachment. The comments received by staff were not necessarily opposed to the use but raised concerns about the proposed design, lack of ground floor uses and lack of street engagement with the proposed design. It should be noted that Planning Staff expressed some of these same concerns to the applicant and has continued to work with the applicant to revise and refine the design of the building in order to provide better street engagement and to include ground floor commercial uses as required on 200 S. Three of the comments relate to a previous iteration of the design that has since been modified.

Public comments were received from the following individuals:

- 1) Jarod Hall – via email 08/25/2020 – concerns about the design and lack of street engagement.
- 2) Jarod Hall – Follow up email received 10/08/2020 in relation to the revised design – acknowledges the positive design changes to the project, that they are an improvement in terms of street engagement and supports the project.
- 3) Jason Bernston – via email 09/02/2020 – concerns about losing an active city corner and location of project and lack of ground floor commercial uses.
(Note: Planner sent revised plans to Jason Bernston but did not receive any follow-up comments in relation to the modified design.)
- 4) Matthew Givens – via email 09/02/2020 – project design does not address the corner and does not provide ground floor activation.
(Note: Planner sent revised plans to Matthew Givens but did not receive any follow-up comments in relation to the modified design.)

Gellner, David

From: Jarod Hall <[REDACTED]>
Sent: Thursday, October 8, 2020 2:07 PM
To: Gellner, David
Subject: Re: (EXTERNAL) Greenprint Gateway Apartments

David

Thanks for sending that back to me. I think that this is a huge improvement to the street engagement on 6th West. I am excited to see more housing come to my neighborhood and totally support this project.

On Wed, Oct 7, 2020 at 5:59 PM Gellner, David <David.Gellner@slcgov.com> wrote:

Jarod,

Thank you for your previous comments on this project. Here is an update for you on the Central Station West Apartments project at 200 S/600 W. Attached is the latest rendering of the project.

Since the initial application was submitted we have continued to work with the applicant to revise the proposed design and address many aspects of how it interfaces the public realm and to make overall improvements to the proposed design. The design focuses more on the corner and commercial space has been added that front on 200 S and 600 W at the corner. The fitness center has been moved south of the commercial space on the 600 W side.

This item is tentatively scheduled for a Planning Commission Public Hearing on 10/28/2020. You will receive a mailed notice of that meeting and you are welcome to participate online. I will include your initial comments in my staff report. If you have any questions or additional comments, please let me know. Thanks. D.

Regards,

DAVID J. GELLNER, MAG, AICP

Principal Planner

Salt Lake City Planning Division

New Work Phone: 385-226-3860

PLEASE NOTE- OUR OFFICE IS WORKING REMOTLEY FOR THE FORESEEABLE FUTURE

Gellner, David

From: Jarod Hall <[REDACTED]>
Sent: Tuesday, August 25, 2020 7:21 PM
To: Gellner, David
Subject: (EXTERNAL) Greenprint Gateway Apartments

Hello

I am writing in support of the Greenprint Gateway Apartments. This project looks like it will bring quite a bit of density to the area of the Central Station. Which it needs to bring some life to the station. It is unfortunate that there is structured parking right along 6th West. It would be great if that could have been a more engaging use.

Jarod Hall

Gellner, David

From: Jarod Hall <[REDACTED]>
Sent: Tuesday, August 25, 2020 7:07 PM
To: Gellner, David
Subject: (EXTERNAL) Central Station West Apartments

Hello

I am writing in regards to the Central Station West Apartments. I am fully supportive of additional housing in this area and this looks like a decent enough stucco box.

I am worried about the long blank wall on 6th west. Is there a way to reduce the required parking for the project so that the wall of a project that is facing our central transportation hub can be a use other than parking? It seems like being so close to Trax, Front Runner, Amtax, and Significant Bus Service should justify less off street parking. The giant sidewalk and park sized landscaping is a little misleading as to how visible this facade will be from 6th West. Otherwise I am supportive of this project.

Jarod Hall

Gellner, David

From: jason berntson <[REDACTED]>
Sent: Wednesday, September 2, 2020 2:41 AM
To: Gellner, David
Subject: (EXTERNAL) Central Station West Apartments

My name is Jason Berntson. I am a lifelong resident of Salt Lake City and recently moved to the West Downtown neighborhood a few short minutes' walk away from this proposed development. After reviewing the proposal, I am deeply troubled by this development and think it would be a major negative for the city.

I want nothing more than for affordable housing to continue being built in the city - we are in desperate need of it. However, it is worth questioning if losing one of the most consistently active nightlife corners in the city would have more of a detrimental impact on the community than losing out on a few dozen affordable housing units. In addition, I am also troubled by the developer's proposal to skirt commercial ground floor uses. The developer's proposal that a fitness room for use by the residents, a lobby, and a clubroom with a kitchen - also only for use by the residents - would satisfy the requirements for ground-floor commercial are absurd at best. If this does qualify as "ground-floor commercial", perhaps the zoning codes need to be rewritten.

The west downtown neighborhood is an area in need of major development, but this is not the way to do it. Its proximity to transit, the revitalization of Gateway as a neighborhood and nightlife destination, and increased residential density in an area littered with further development potential, gives this neighborhood great potential as a hub of activity for Salt Lake City. Destroying one of the most important nightlife corners in the city for a bland, low-rise residential development, when there are so many vacant spaces in the area in which a project like this could work, would be a major detriment to the long-term development of this neighborhood. Affordable housing is desperately needed, but I don't think that element should override the other massive deficiencies in this project.

Gellner, David

From: AstroMG <[REDACTED]>
Sent: Wednesday, September 2, 2020 11:50 AM
To: Gellner, David
Subject: (EXTERNAL) Public Comment on Central Station West

Hi,

Here are my thoughts about the "Central Station West" development.

Affordable housing is important and I'm glad to see that it is proposed at this site. Unfortunately, that is the only positive comment I can make about this project. The building, as proposed, was obviously not designed to occupy this corner, which is why there is no attempt in the design to engage the corner either aesthetically or functionally. It is a literal carbon copy of the same developer's nearby "Central Station" apartments except that it's been inverted along the north-south axis. This can be seen clearly from the provided renderings and site plans and makes it evident why the exceptions are being requested in the first place.

With the redevelopment of the intermodal hub in the coming years and the general demand for housing in SLC, I believe this area of the city has the potential to blossom into a great urban neighborhood. It would be a shame to occupy such a prominent corner with a short building that has no active ground-floor uses and features a massive concrete wall along the sidewalk; with a reused design that pays no homage to the Old Greek Town of yore and the lively music venues of yesterday. I understand that the ROI is probably lower for affordable housing but that doesn't really excuse the lack of effort to design something more appropriate for this site.

Thanks,

Matthew Givens

ATTACHMENT G: Department Review Comments

The following comments were received from other City divisions/departments with regards to the proposed development:

Zoning - Alan Michelsen

- Proposal to construct new 65 affordable LIHTC units; This includes 52 affordable and 13 market rate units.
- 6-stories; 34 parking stalls; with ground floor retail along 200 S. Floors 2-6 all residential.
- New construction in the GM-U must be approved as a Planned Development.
- Provide a completed Impact Fee Assessment worksheet for any net new building square footage.
- This proposal will need to be discussed with the building code personnel in Room #215.
- A Certified Address is to be obtained from the Engineering Division for use in the plan review and permit issuance process of any new building.
- See 21A.31.020 for general and specific regulations of the GMU zoning district and including setbacks, height, etc.
- See 21A.36.250 for a permanent recycling collection station for buildings constructed after 1995.
- See 21A.36.250 for construction waste management plan requirements. The Waste Management Plans shall be filed by email to the Streets and Sanitation Division at constructionrecycling@slcgov.com at the time of application for permit.
- Questions regarding the waste management plans may be directed to 801-535-6984.
- See Table 21A.37.060 for Design Standards for the GMU zoning district.
- See 21A.44.30 for parking and maneuvering, with parking calculations provided that address the minimum parking required, maximum parking allowed, number provided, bicycle parking required/provided outside of the building and within 50' of the principle entry and any method of reducing or increasing the parking requirement.
- Any park strip tree removal/protection/planting will need to be evaluated by Urban Forestry.
- See 21A.48 for landscaping, including park strip landscaping, interior parking lot landscaping, and special front yard landscaping per 21A.48.100.C. - Demolition permit required per 18.64 of the Code.
- Affordable housing applications can be processed through Housing and Neighborhood Development.

Engineering – Scott Weiler

The Architectural Site Plan, sheet AS1-01, shows new sidewalk to be installed on the south side of Chase Avenue. SLC Engineering has no objection to this but since Chase Avenue is a private street, consent of the property owners who have rights to Chase Avenue must be obtained prior to installation of the sidewalk.

Prior to performing work in the public way of 800 East, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor who has a bond and insurance on file with SLC Engineering.

Public Utilities - Jason Draper

No public utility objections to the proposed project.

A few comments:

- Utility Reimbursements may be required for connection to the water mains.
- All improvements must meet SLC Public Utility standards, practices, policies, and ordinances.
- All unused water and sewer services must be capped at the main.

Fire – Steven Collett

Sheet A0.01 thru A1.08, & A2.01 Per IBC1023.3 interior exit stairways and shall terminate at an exit discharge or a public way. The south stairway does not discharge at the public way or lead to a public way. It is landlocked by the property lines from the adjacent parcels.

Sheet A0.01 & A2.03 does not provide the south fire separation distance from the lot line. For the balcony projections and the allowable openings calculations on the south façade; These items are required to comply with IBC 705

IBC 202 - PUBLIC WAY. A street, alley or other parcel of land open to the outside air leading to a street, that has been deeded, dedicated or otherwise permanently appropriated to the public for public use and which has a clear width and height of not less than 10 feet (3048 mm).

IBC 202 - FIRE SEPARATION DISTANCE. The distance measured from the building face to one of the following:

1. The closest interior lot line.
2. To the centerline of a street, an alley or public way.
3. To an imaginary line between two buildings on the lot.

The distance shall be measured at right angles from the face of the wall.

Transportation – Michael Barry

The parking calculations appear to be correct. The parking layout appears to be acceptable. A ten-foot sight distance triangle is required at the egress of the parking structure; show the ten-foot sight distance triangle on the plan. If the building is over 100,000 sf, a loading berth will be required. ADA, EV and bicycle parking is required.

Salt Lake City Urban Forestry - A public right of way tree removal permit is required to remove park strip /ROW trees and a public right of way tree planting permit is also required. Urban Forestry will work with the applicant at the Building Permit stage to ensure compliance with these items and the number of required trees.

Housing and Neighborhood Development (HAND) – Hand is supportive of the project and agrees that it meets City housing goals. They noted that it is positive to see larger units included in the project and lower AMI thresholds.

RDA – Salt Lake City Redevelopment Agency – No formal comments provided. Project was discussed with RDA staff and in relation to the Station Area Design Guidelines.

Sustainability – No comments provided