



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Lex Traughber – Senior Planner
(385) 226-9056 or lex.traughber@slcgov.com

Date: December 9, 2020

Re: Alta Depot
Petition PLNPCM2020-00220 – Design Review
Petition PLNPCM2020-00221 – Planned Development

PLANNED DEVELOPMENT & DESIGN REVIEW

PROPERTY ADDRESS: 565 W. 100 South
PARCEL ID: 15-01-108-032
ZONING DISTRICT: G-MU (Gateway Mixed Use District)
MASTER PLAN: Downtown and Gateway Master Plans

REQUEST: Studio PBA, representing the property owner, WP West Acquisitions, LLC, is requesting Planned Development and Design Review approval for a 288 unit multi-family residential complex consisting of four stories of residential construction wrapped around a five story parking structure located at the above referenced address. Planned Development approval is required for all new construction in the G-MU zoning district. The applicant is also requesting a modification to exterior building materials through the Design Review process.

RECOMMENDATION: Based on the analysis and findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, Planning Staff recommends that the Planning Commission approve the Planned Development for new multi-family residential construction in the G-MU zoning district. Planning Staff also recommends that the Planning Commission approve the exterior building material modification request, the use of metal cladding, through the Design Review process.

In order to comply with the applicable standards, the following conditions of approval shall apply:

1. Signage, lighting, and public art must be incorporated into project. These elements shall be reviewed and approved by Planning Staff as part of the building permit review.
2. A public easement and development agreement will be recorded on the property for the new midblock walkway. The development agreement will include a statement to ensure that when the adjacent properties redevelop, the walkway will be open to the public.
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 Map](#)
- B. [Development Plan Set](#)
- C. [Applicant Information](#)
- D. [Zoning Ordinance Standards](#)
- E. [Analysis of Planned Development Standards](#)
- F. [Analysis of Design Review Standards](#)
- G. [Public Process and Comments](#)



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

PROJECT DESCRIPTION: Studio PBA, representing the property owner, WP West Acquisitions, LLC, is proposing a 288 unit multi-family residential complex consisting of four stories of residential construction wrapped around a five story parking structure. The unit mix consists of studio, one, two and three bedroom units appealing to and attracting a variety of residents.

The building will be oriented to the adjacent streets (100 South and 600 West) and will include mid-block walkways to facilitate pedestrian movement. The building is designed to read as two separate structures along the 100 South street front through articulation/modulation of the façade and the use of building materials and colors. Likewise, the façade of the building along 600 West is intended to read as two separate, yet connected, buildings however on a smaller scale. The proposed building is designed to be active along the street front with a main entry and leasing office located approximately in the center of the building on the 100 South street front. The corner of 100 South and 600 West is activated with a “co-working/work from home” space at the street level with units above having functional balconies at a 45 degree angle to have a visual focus on both streets. The corner building entrance will also be enhanced with ameliorated sidewalk area, benches, and landscaping, making it clear that the corner of the building is also a functional main building entrance. Finally, there is a building entrance proposed along the 600 West frontage with a smaller canopy entrance feature.

The most striking and prominent feature of the building is proposed to be located mid-block along the 100 South street front adjacent to the existing north/south mid-block walkway. This portion of the building will feature a fitness center rising two floors with an adjacent outdoor fitness area. The crown of this area of the building will feature an outdoor rooftop deck with both indoor and outdoor space. This area of the building is oriented toward the adjacent north/south mid-block walkway which will eventually connect 100 South to 200 South. This walkway will facilitate pedestrian movement through

the block and make connections both to the south and to the west. To further activate and bring focus on this walkway, residential units with small fenced yards are proposed. This unit configuration will make the walkway more attractive from both functional and safety perspectives. An east/west midblock walkway is proposed to connect into the north/south mid-block walkway that will connect to the Centro Civico project located to the south and west of the Alta Depot project.

Parking for the complex will be completely obscured by the residential portion of the proposed building and located on the interior of the block with access off of a driveway from 100 South. The applicant will have 373 parking stalls in structured parking located on the interior of the building. The project will exceed the maximum number of parking spaces allowed for multifamily developments by eight parking spaces, however the proposal will be meeting requirements of chapter *21A.44.050 – Transportation Demand Management* to allow for the number of parking spaces proposed. Under this section of Code, the number of parking spaces can be increased by double the minimum number of spaces required if the applicant meets one “Major Transportation Demand Management Strategy” and one “Minor Transportation Demand Strategy”. The applicant is meeting three Major Transportation Demand Management Strategies and one Minor Transportation Demand Strategy. To summarize the Strategies, the applicant is providing 16 electric vehicle spaces, 20 permanently sheltered and secured spaces for bicycle parking, an on-site business center to facilitate telecommuting, and an on-site gym facility with at least 400 square feet of space.

Building materials include brick in two colors, cement lap siding in two colors, metal panel, metal trim, corrugated metal, architectural concrete, prefinished metal railing with welded wire infill, prefinished metal fence, grey vinyl windows, charcoal grey aluminum storefront windows. Note the use of the various materials and colors to differentiate the building into its various distinct sections as described above.

PHOTOS OF SUBJECT SITE:



Photo of the site looking southeast from the corner of 100 South and 600 West.



The existing blue garage/warehouse building will be demolished. Power lines will be buried.



View of the existing north/south mid-block walkway as seen from 100 South.

KEY ISSUES:

The key issue listed below has been identified through the analysis of the project.

Materials: The GMU Urban Design Guidelines require at least 70% of exterior building materials to be brick masonry, textured or patterned concrete, or cut stone. In short, the exterior building materials are required to be long lasting, durable materials. Corrugated metal is allowed through the design review process.

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 plans included in Attachment B 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:
 - Brick – 17% 3,102 SF
 - Concrete – 2% 365 SF
 - Metal siding – 16% 2,651 SF
 - Glazing – 32% 5,918 SF
 - Cementitious Siding & Panels – 33% 6,055 SF
 - TOTAL – 100% 18,374 SF
- On the west facing elevation of the building the materials are broken down as follows:
 - Brick – 20% 1,475 SF
 - Concrete – 2% 156 SF
 - Metal siding – 11% 831 SF
 - Glazing – 28% 2,077 SF
 - Cementitious Siding & Panels – 39% 2,986 SF
 - TOTAL – 100% 7,468 SF

Discussion: In addition to brick masonry, concrete, cementitious lap siding and panel, the applicant is requesting the use of metal in the building design in certain areas on exterior facades. The applicant is proposing a white metal panel on the façades in areas that essentially “break up” the building so that the structure appears to be two separate buildings. These areas will also be slightly recessed to further create a “break” in the long building façade. This white metal panel is used, and will be most visible, on street facing facades as well as along the north/south mid-block walkway. The applicant is also proposing to use a grey colored corrugated metal as a façade accent, particularly between window openings on the multiple building levels.

The Planning Commission has allowed the use of metal and corrugated metal on many of the buildings in the immediate vicinity. Most recently on the Centro Civico project and the Central Station West Apartments.

Public Artwork Requirements: Projects in the G-MU zoning district require art that is accessible or directly viewable to the general public. The applicant will be providing public artworks along the east/west midblock walkway in the form of artistic seating and metal pergolas, as well as seating and artistic bike racks in various locations along the street fronts. Please see the sheet labeled “Public Art Exhibit” in the attached plans. Details in relation to the proposed artwork have not been reviewed by staff nor the Arts Council as of the date of this report. Review and approval of the artwork are included as a condition of approval.

Lighting and Signage: Final details on lighting and signage have not been provided to staff but will be a condition of approval. This includes the site lighting and any street lighting. Lighting and signage in conformance with City standards are included as a condition of approval to be verified at the building permit stage.

CONCLUSION:

The project as proposed meets or is able to meet standards in terms of Zoning standards (Attachment D), Planned Development standards (Attachment E) and Design Review standards (Attachment F).

NEXT STEPS:

Approval granted by the Planning Commission regarding the Planned Development and Design Review requests would complete City decision making processes regarding these matters, and the applicant would proceed to the building permit stage.

ATTACHMENT A: VICINITY MAP



ATTACHMENT B: DEVELOPMENT PLAN SET



OWNER:
WOOD PARTNERS
4600 S SYRACUSE ST, SUITE 201
DENVER, CO 80237
PH: 720.452.0354
CONTACT: CLAY IMAN
EMAIL: clay.iman@woodpartners.com

ARCHITECT:
STUDIO PBA, INC.
1575 GILPIN ST
DENVER, CO 80218
PH: 720.376.8845
CONTACT: Kathy Parker
EMAIL: kparker@studiopba.com

CIVIL ENGINEER:
PSOMAS
4179 RIVERBOAT ROAD, SUITE 200
SALT LAKE CITY, UT 84123
PH: 801.276.9777
CONTACT: Travis Perry
EMAIL: tperry@psomas.com

LANDSCAPE ARCHITECT:
NORRIS DESIGN
1101 BAINBOCK ST
DENVER, CO 80204
PH: 303.692.1166
CONTACT: David Lane
EMAIL: dlane@norris-design.com

STRUCTURAL ENGINEER:
SE-SOLUTIONS, INC.
45901 SANDIA CREEK DRIVE
TEMECULA, CA 92290
PH: 951.692.2866
CONTACT: Paul Feather
EMAIL: pfeather@SE-Solutions.net

MECHANICAL & PLUMBING:
PVE, INC.
1040 NORTH 2200 WEST, SUITE 100
SALT LAKE CITY, UT 84116
PH: 801.366.3158
CONTACT: Troy Home
EMAIL: thorne@pve-ut.com

ELECTRICAL:
PVE, INC.
1040 NORTH 2200 WEST, SUITE 100
SALT LAKE CITY, UT 84116
PH: 801.366.3158
CONTACT: Janeth Smith
EMAIL: jsmith@pve-ut.com

INTERIORS:
DEI INTERIORS
3025 CHRISTIAN MEADOWS PKWY.
SUITE 200
MARIETTA, GA 30066
PH: 770.429.3200
CONTACT: Donna DeLuca

WOOD PARTNERS
4600 S. Syracuse, Suite 210
Denver, CO 80237
720.452.0354

studio PBA
1575 GILPIN STREET DENVER, CO 80218
PH: 720.376.8845 PH: 303.349.2347
www.studiopba.com

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE

FRONT RENDERING

SHEET NUMBER

A 0

ARCHITECT'S PROJECT NUMBER WD19002

COPYRIGHT © 2020 STUDIO PBA, INC. ALL RIGHTS RESERVED

CH. 21A.31.010 - GATEWAY DISTRICTS GENERAL PROVISIONS (P) URBAN DESIGN

1. ARCHITECTURAL CHARACTER AND MATERIALS:

- A. A DIFFERENTIATED BASE (ON A BUILDING OVER 45 FEET HIGH) WILL PROVIDE HUMAN SCALE THROUGH CHANGE, CONTRAST, AND INTRICACY IN FACADE FORM, COLOR AND/OR MATERIAL WHERE THE LOWER LEVELS OF THE BUILDING FACE THE SIDEWALKS AND STREETS. SCALING ELEMENTS SUCH AS INSETS AND PROJECTIONS SERVE TO BREAK UP FLAT OR MONOTONOUS FACADES, AND RESPOND TO OLDER NEARBY BUILDINGS. THEREFORE, ALL BUILDINGS IN THE GATEWAY DISTRICTS ARE SUBJECT TO THE FOLLOWING STANDARDS:
- (1) ALL BUILDINGS OVER FORTY FIVE FEET (45') IN HEIGHT SHALL BE DESIGNED WITH A BASE THAT IS DIFFERENTIATED FROM THE REMAINDER OF THE BUILDING. THE BASE SHALL BE BETWEEN ONE AND THREE (3) STOREYS IN HEIGHT, BE VISIBLE FROM PEDESTRIAN VIEW, AND APPROPRIATELY SCALED TO THE SURROUNDING CONTIGUOUS HISTORIC BUILDINGS. THE BASE SHALL INCLUDE FENESTRATION THAT DISTINGUISHES THE LOWER FROM UPPER FLOORS. INSETS AND/OR PROJECTIONS ARE ENCOURAGED.
- (2) ALL NEW BUILDINGS IN THE GATEWAY DISTRICT SHALL HAVE A MINIMUM OF SEVENTY PERCENT (70%) OF THE EXTERIOR MATERIAL (EXCLUDING WINDOWS) BE BRICK, MASONRY, TEXTURED OR PATTERNED CONCRETE AND/OR CUT STONE. WITH THE EXCEPTION OF MINOR BUILDING ELEMENTS (E.G., ROFFIT, FASCIA) THE FOLLOWING MATERIALS ARE ALLOWED ONLY THROUGH THE DESIGN REVIEW PROCESS: EPS, TILT-UP CONCRETE PANELS, CORRUGATED METAL, VINYL, AND ALUMINUM SIDING, AND OTHER MATERIALS.
- (3) ALL BUILDINGS WHICH HAVE BEEN ALTERED OVER SEVENTY FIVE PERCENT (75%) ON THE EXTERIOR FACADE SHALL COMPLY WITH THE EXTERIOR MATERIAL REQUIREMENT FOR NEW CONSTRUCTION. BUILDINGS OLDER THAN FIFTY (50) YEARS ARE EXEMPT FROM THIS REQUIREMENT IF ALTERATIONS ARE CONSISTENT WITH THE EXISTING ARCHITECTURE.
- (4) TWO-DIMENSIONAL CURTAIN WALL VENEER OF GLASS, SPANDREL GLASS OR METAL AS A PRIMARY BUILDING MATERIAL IS PROHIBITED. THE FENESTRATION OF ALL NEW CONSTRUCTION SHALL BE THREE-DIMENSIONAL (E.G., RECESSED WINDOWS, PROTRUDING CORNICE, ETC.).

- B. THE CLIMATE IN SALT LAKE CITY IS SUCH THAT IN THE SUMMER MONTHS SHADE IS PREFERRED, AND IN THE WINTER MONTHS PROTECTION FROM SNOW IS PREFERRED. BY PROVIDING THE PEDESTRIAN WITH A SIDEWALK THAT IS ENJOYABLE TO USE YEAR ROUND, A PEDESTRIAN ORIENTED NEIGHBORHOOD IS ENCOURAGED. THEREFORE, NEW CONSTRUCTION IN THE GATEWAY AREA IS SUBJECT TO THE FOLLOWING STANDARDS:
- (1) ARCADES ARE PERMITTED IN THE GATEWAY DISTRICT, BUT WHERE AN ARCADE EXTENDS OVER THE PUBLIC WAY, A REVOCABLE PERMIT IS REQUIRED. WHERE AN ARCADE IS ON PRIVATE PROPERTY FACING THE STREET, THE MAXIMUM SETBACK FOR THE BUILDING SHALL BE MEASURED TO THE SUPPORTING BEAM FOR THE ARCADE OR THE FACE OF THE UPPER FLOOR, NOT THE FACE OF THE ARCADE LEVEL.
- (2) AWNINGS AND/OR MARQUEES, WITH OR WITHOUT SIGNAGE, ARE REQUIRED OVER ENTRY DOORS WHICH ARE SET BACK FROM THE PROPERTY LINE AND MAY BE ALLOWED, UNDER REVOCABLE PERMIT, PROTRUDE BEYOND THE PROPERTY LINE.
- (3) AWNINGS, WITH OR WITHOUT SIGNAGE, ARE PERMITTED OVER GROUND LEVEL WINDOWS, WHERE AWNINGS EXTEND OUT OVER THE PUBLIC WAY. A REVOCABLE PERMIT IS REQUIRED.

2. WINDOWS AND BUILDING FENESTRATION:

- A. BUILDINGS WHOSE EXTERIORS ARE SMOOTH, AND DO NOT PROVIDE ANY THREE-DIMENSIONAL DETAILS OR FENESTRATION ARE NOT APPROPRIATE IN THE GATEWAY DISTRICT. RECESSED WINDOWS WILL ELIMINATE FLAT, STERILE ELEVATIONS. HIGHLY REFLECTIVE MATERIALS ARE DISTRACTING, AND FOCUS ATTENTION AWAY FROM THE POSITIVE QUALITIES OF THE GATEWAY DISTRICT. THEREFORE, ALL BUILDINGS IN THE GATEWAY DISTRICTS ARE SUBJECT TO THE FOLLOWING STANDARDS:
- (1) BUILDINGS WITH COMPLETELY SMOOTH EXTERIOR SURFACES SHALL NOT BE PERMITTED. ALL NEW CONSTRUCTION SHALL HAVE THREE-DIMENSIONAL DETAILS ON THE EXTERIOR THAT INCLUDES CORNICES, WINDOWILLS, HEADERS AND SIMILAR FEATURES.
- (2) ALL WINDOWS SHALL BE RECESSED FROM THE EXTERIOR WALL A MINIMUM OF THREE INCHES (3"), BAY WINDOWS, PROJECTING WINDOWS, AND BALCONY DOORS ARE EXEMPT FROM THIS REQUIREMENT.
- (3) THE REFLECTIVITY OF THE GLASS USED IN THE WINDOWS SHALL BE LIMITED TO EIGHTEEN PERCENT (18%) AS DEFINED BY THE ASTA STANDARD.

3. ENTRANCE AND VISUAL ACCESS:

- A. THE INTENT IN THE GATEWAY DISTRICT IS TO ENCOURAGE PEDESTRIAN ACTIVITY BETWEEN THE PUBLIC STREET/SIDEWALK AND BUILDINGS. SIDEWALKS SHOULD PROVIDE CONTINUOUS, UNINTERRUPTED INTEREST TO THE PEDESTRIAN BY PROVIDING VISUAL INTEREST AND/OR AMENITIES. THE GATEWAY ENVIRONMENT WILL BENEFIT WITH INCREASED PEDESTRIAN ACTIVITY. THIS ACTIVITY WILL ONLY OCCUR IF OPPORTUNITIES ARE PROVIDED THAT MAKE WALKING TO A DESTINATION A PREFERRED AND AN ENJOYABLE PURSUIT. THE USE OF BLANK BUILDING FACADE WALLS IS DISCOURAGED. THEREFORE, ALL BUILDINGS IN THE GATEWAY AREA ARE SUBJECT TO THE FOLLOWING STANDARDS:
- (1) MINIMUM FIRST FLOOR GLASS: THE FIRST FLOOR ELEVATION FACING A STREET OF ALL NEW BUILDINGS OR BUILDINGS IN WHICH THE PROPERTY OWNER IS MODIFYING THE SIZE OF WINDOWS ON THE FRONT FACADE WITHIN THE GATEWAY DISTRICT SHALL NOT HAVE LESS THAN FORTY PERCENT (40%) GLASS SURFACES. ALL FIRST FLOOR GLASS SHALL BE NONREFLECTIVE. DISPLAY WINDOWS THAT ARE THREE-DIMENSIONAL AND ARE AT LEAST TWO FEET (2') DEEP ARE PERMITTED AND MAY BE COUNTED TOWARD THE FORTY PERCENT (40%) GLASS REQUIREMENT. EXCEPTIONS TO THIS REQUIREMENT MAY BE AUTHORIZED THROUGH THE DESIGN REVIEW PROCESS, SUBJECT TO THE REQUIREMENTS OF CHAPTER 21A.59 OF THIS TITLE, AND THE REVIEW AND APPROVAL OF THE PLANNING COMMISSION. THE PLANNING DIRECTOR MAY APPROVE A MODIFICATION TO THIS REQUIREMENT IF THE PLANNING DIRECTOR FINDS:
- (A) THE REQUIREMENT WOULD NEGATIVELY IMPACT THE HISTORIC CHARACTER OF THE BUILDING, OR
- (B) THE REQUIREMENT WOULD NEGATIVELY IMPACT THE STRUCTURAL STABILITY OF THE BUILDING.
- (C) THE GROUND LEVEL OF THE BUILDING IS OCCUPIED BY RESIDENTIAL USES, IN WHICH CASE THE FORTY PERCENT (40%) GLASS REQUIREMENT MAY BE REDUCED TO TWENTY FIVE PERCENT (25%).
- APPEAL OF ADMINISTRATIVE DECISION IS TO THE PLANNING COMMISSION.
- (2) FACADES: PROVIDE AT LEAST ONE OPERABLE BUILDING ENTRANCE PER ELEVATION THAT FACES A PUBLIC STREET. BUILDINGS THAT FACE MULTIPLE STREETS ARE ONLY REQUIRED TO HAVE ONE DOOR ON EITHER STREET, IF THE FACADES FOR BOTH STREETS MEET THE FORTY PERCENT (40%) GLASS REQUIREMENT.
- (3) MAXIMUM LENGTH: THE MAXIMUM LENGTH OF ANY BLANK WALL UNINTERRUPTED BY WINDOWS, DOORS, ART OR ARCHITECTURAL DETAILING AT THE FIRST FLOOR LEVEL SHALL BE FIFTEEN FEET (15').
- (4) SCREENING: ALL BUILDING EQUIPMENT AND SERVICE AREAS, INCLUDING ON-GRADE AND ROOF MECHANICAL EQUIPMENT AND TRANSFORMERS THAT ARE READILY VISIBLE FROM THE PUBLIC RIGHT-OF-WAY, SHALL BE SCREENED FROM PUBLIC VIEW. THESE ELEMENTS SHALL BE SITED TO MINIMIZE THEIR VISIBILITY AND IMPACT, OR ENCLOSED AS TO APPEAR TO BE AN INTEGRAL PART OF THE ARCHITECTURAL DESIGN OF THE BUILDING.

4. BUILDING LINES AND FRONT AREA REQUIREMENTS:

- A. A CONTINUITY OF BUILDING FRONTAGE ADJACENT AND PARALLEL TO THE STREET ENCOURAGES A MORE ACTIVE INVOLVEMENT BETWEEN BUILDING USES AND PEDESTRIANS. LEFTOVER OR AMBIGUOUS OPEN SPACE THAT HAS NO APPARENT USE OR SENSE OF PLACE WILL NOT CONTRIBUTE POSITIVELY TO AN ACTIVE STREET LIFE. THEREFORE, ALL BUILDINGS IN THE GATEWAY DISTRICT ARE SUBJECT TO THE FOLLOWING STANDARD:
- (1) THE MAJORITY OF THE GROUND LEVEL FACADE OF A BUILDING SHALL BE PLACED PARALLEL, AND NOT AT AN ANGLE, TO THE STREET.

5. PUBLIC AMENITIES AND PUBLIC ART:

- A. AMENITIES AND WORKS OF ART ENHANCE QUALITY OF LIFE AS WELL AS VISUAL INTEREST. PUBLIC AMENITIES AND PUBLIC ART ENCOURAGE PEDESTRIAN ACTIVITY AND CONTRIBUTE TO THE PEDESTRIAN EXPERIENCE. A COHESIVE, UNIFIED LIGHTING AND AMENITY POLICY WILL HELP GIVE THE GATEWAY DISTRICT ITS OWN DISTINCTIVE IDENTITY. THEREFORE, PUBLIC AMENITIES AND PUBLIC ART ARE SUBJECT TO THE FOLLOWING STANDARDS:
- (1) SIDEWALKS AND STREET LAMPS INSTALLED IN THE PUBLIC RIGHT-OF-WAY SHALL BE OF THE TYPE SPECIFIED IN THE SIDEWALKS/STREET LIGHTING POLICY DOCUMENT.
- (2) PUBLIC ART (WHICH MAY INCLUDE ARTISTS' WORK INTEGRATED INTO THE DESIGN OF THE BUILDING AND LANDSCAPING, SCULPTURE, PAINTING, MURALS, GLASS, MIXED MEDIA OR WORK BY ARTISANS) OR THAT IS VISIBLE TO THE GENERAL PUBLIC SHALL BE INCLUDED IN ALL PROJECTS REQUIRING DESIGN REVIEW APPROVAL FOR A SITE OR DESIGN STANDARD. THE PLAN TO INCORPORATE PUBLIC ART SHALL BE REVIEWED BY THE SALT LAKE ART DESIGN BOARD.

6. DESIGN REVIEW APPROVAL:

A MODIFICATION TO THE URBAN DESIGN PROVISIONS OF THIS SECTION MAY BE GRANTED THROUGH THE DESIGN REVIEW PROCESS, SUBJECT TO CONFORMANCE WITH THE STANDARDS AND PROCEDURES OF CHAPTER 21A.59 OF THIS TITLE.

DRAWING VIEWS / SHEETS

- A. REF. TO BLDG ELEVATIONS ON SHEET A13
- 1) BASE IS BETWEEN ONE AND THREE (3) STOREYS IN HEIGHT AND IS DIFFERENTIATED FROM THE REMAINDER OF THE BUILDING.
- 2) APPLY FOR MODIFICATION
- 3) N/A
- 4) FENESTRATION IS TO BE 3-DIMENSIONAL. PEDESTRIAN PRIMARY ENTRANCES ARE RECESSED FROM THE PROPERTY LINE. WINDOWS ARE RECESSED 3" AND HORIZONTAL MATERIAL TRANSITIONS RHYTHMICALLY REPEAT ALONG THE BUILDING'S ELEVATION.

B. REF. TO BLDG ELEVATION 1 ON SHEET A13

- 1) AN ARCADE IS NOT PART OF THE SUBMITTED DESIGN.
- 2) THE PRIMARY ENTRY (LEASING CENTER) IS RECESSED APPROX. 3'-4" FROM PROPERTY LINE AND PROTECTED FROM THE SUN AND SNOW BY A PORTAL THAT EXTENDS TO THE PROPERTY LINE.
- 3) THE GROUND LEVEL GLAZING AT THE PUBLIC AREAS IS RECESSED APPROX. 3'-4" FROM PROPERTY LINE AND PROTECTED FROM THE SUN AND SNOW BELOW A RELATIVELY LARGER PORTAL.

A. REF. TO BLDG ELEVATIONS ON SHEET A13

- 1) BUILDING ELEVATIONS ARE TO HAVE VARIED TEXTURED FINISHES WITH RECESSED WINDOWS, AS WELL AS OTHER 3-DIMENSIONAL DETAILS.
- 2) STOREFRONT WINDOWS TO BE RECESSED A MINIMUM OF 3".
- 3) REFLECTIVITY OF THE GLAZING WILL BE LIMITED TO EIGHTEEN PERCENT (18%).

A. REF. TO SHEETS A7-A9 (MID-BLOCK WALKWAY DIAGRAMS AND PERSPECTIVES), A13-A16 (BUILDING ELEVATIONS), AND A17-A18 (BUILDING SECTIONS)

- 1) REF. SHEET A13: BUILDING ELEVATIONS SHOW THE ZONE OF GROUND LEVEL TRANSPARENCY (BETWEEN 7' AND 8' FROM GRADE) AND PERCENTAGES ARE CALCULATED PER LINEAR FEET AND SQUARE FEET. SINCE THE GROUND FLOOR IS OCCUPIED BY RESIDENTIAL USES, THE MINIMUM PERCENTAGE OF GLASS SURFACES IS REDUCED TO 25%.
- 2) REF. SHEET A13: BUILDING ENTRANCES ARE IDENTIFIED.
- 3) REF. MID-BLOCK WALKWAY DIAGRAMS AND PERSPECTIVES, AS WELL AS BUILDING ELEVATIONS ON A13, A15, AND A16.
- 4) REF. SHEET A2: BUILDING EQUIPMENT AND SERVICE AREAS WILL BE SITED TO MINIMIZE THEIR VISIBILITY AND IMPACT. EQUIPMENT ON THE ROOF WILL BE SET BACK A MINIMUM OF 20 FEET FROM THE PARAPET. OTHER EQUIPMENT WILL BE LOCATED INTO THE RECESSED COURTYARD TO THE NORTHEAST.

A. REF. TO A2 (SITE PLAN) AND SHEET A13 (STREET-FACING BLDG. ELEVATIONS)

- 1) THE GROUND LEVEL FACADE IS PARALLEL TO THE STREET ON BOTH ELEVATIONS.

A. REF. TO LANDSCAPE AND ELECTRICAL SHEETS

- 1) REFER TO LIGHTING SPECIFICATIONS ON ELECTRICAL SHEETS
- 2) PUBLIC ART SHALL BE COORDINATED WITH THE SALT LAKE ART DESIGN BOARD

A. APPLY FOR MODIFICATION

PARCEL: LOT 2, MCCARTHEY'S SUBDIVISION

LEGAL DESCRIPTION:

LOCATED IN THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 1 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SALT LAKE CITY, SALT LAKE COUNTY, UTAH

PROJECT INFORMATION:

ZONING: G-MU GATEWAY - MIXED USE DISTRICT

SITE SIZE: 147,545 SF / 3.39 AC
DENSITY: 85 DU/ACRE

PROJECT DESCRIPTION:

ALTA DEPOT IS A NEW RESIDENTIAL PROJECT WITH 4 STORIES OF RESIDENTIAL WOOD FRAME CONSTRUCTION WRAPPING AROUND A 5-STORY CONCRETE ENCLOSED PARKING GARAGE. THE RESIDENTIAL WOOD FRAME BUILDING IS DIVIDED INTO 4 SEPARATE BUILDINGS VIA 2 AND 3 HOUR FIRE WALLS.

CONSTRUCTION TYPE:

RESIDENTIAL, TYPICAL: TYPE VA
RESIDENTIAL W/ ROOFTOP AMENITY: TYPE IIIB
GARAGE: TYPE IIA

PROJECT AREAS:

GARAGE: 117,064 GSF
AMENITY: 13,587 GSF
UNITS: 236,798 GSF
OTHER: 51,579 GSF
TOTAL GSF: 434,303 GSF

UNIT MIX:	UNIT QUANTITY	TABLE 21A.44.030 PARKING REQUIREMENT	TOTAL SPACES
STUDIOS <600 SF:	15	1/2 SPACE PER UNIT	8
1 BEDROOM:	189	1 SPACE PER UNIT	189
2 BEDROOM:	71	2 SPACES PER UNIT	142
3 BEDROOM:	13	2 SPACES PER UNIT	26
TOTAL:	288 UNITS	PARKING SPACES MIN REQ'D: (X 2 ALLOWED)	365 730

PARKING PROVIDED 373 SPACES
-INCLUDES 9 HC SPACES
-INCLUDES 15 EV SPACES (1 PER 25 REQUIRED FOR TRANSPORTATION DEMAND STRATEGY)

BICYCLE PARKING

20 SPACES PROVIDED (5% OF VEHICLE PARKING COUNTY)
- LOCATED IN PERMANENTLY SHELTERED, COVERED, SECURE FACILITY INSIDE THE GARAGE, PER REQUIREMENTS OF TRANSPORTATION DEMAND STRATEGY)



ZONING USE MAP - N.T.S.

SALT LAKE CITY



- G-MU GATEWAY MIXED-USE
- D-3 DOWNTOWN WAREHOUSE / RESIDENTIAL
- D-4 DOWNTOWN SECONDARY CENTRAL BUSINESS
- CG GENERAL COMMERCIAL
- TSA-UN-C TRANSIT STATION AREA

SHEET INDEX:

- A0 COVER
A1 PROJECT INFORMATION
C0 CIVIL - COVER SHEET
C0.1 CIVIL - GENERAL NOTES
C1 CIVIL - DEMOLITION PLAN
C2 CIVIL - SITE PLAN
C3 CIVIL - UTILITY PLAN
C3.1 CIVIL - SANITARY SEWER PLAN & PROFILE
C4 CIVIL - GRADING PLAN
C4.1 CIVIL - EROSION CONTROL PLAN
C5 CIVIL - SITE DETAILS
C5.1 CIVIL - UTILITY DETAILS
C5.2 CIVIL - UTILITY DETAILS
C5.3 CIVIL - EROSION CONTROL DETAILS
C5.4 CIVIL - STORM DETAILS
C5.5 CIVIL - STORM DETAILS
L1 LANDSCAPE NOTES
L2 LANDSCAPE PLAN
L2.1 LANDSCAPE PLAN
L2.2 LANDSCAPE PLAN
L3 LANDSCAPE DETAILS
ES.1 ELECTRICAL SITE PLAN
ES.2 ELECTRICAL SITE DETAILS
A2 ARCHITECTURAL SITE PLAN / LEVEL 1 PLAN
A3 LEVEL 2 PLAN
A4 LEVEL 3 PLAN
A5 LEVEL 4 PLAN
A6 ROOF PLAN
A7 MID-BLOCK WALKWAY/PUBLIC ACTIVATION
A7.2 MID-BLOCK WALKWAY/PUBLIC ACTIVATION
A7.3 MID-BLOCK WALKWAY/PUBLIC ACTIVATION
A7.4 MID-BLOCK WALKWAY/PUBLIC ACTIVATION
A8 MID-BLOCK WALKWAY
A9 MID-BLOCK WALKWAY
A10 MID-BLOCK RENDERING
A11 3D VIEWS: STREET
A12 3D VIEWS: STREET
A13 BUILDING ELEVATIONS
A14 BUILDING ELEVATIONS
A15 BUILDING ELEVATIONS
A16 BUILDING ELEVATIONS
A17 BUILDING SECTIONS
A18 BUILDING SECTIONS



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

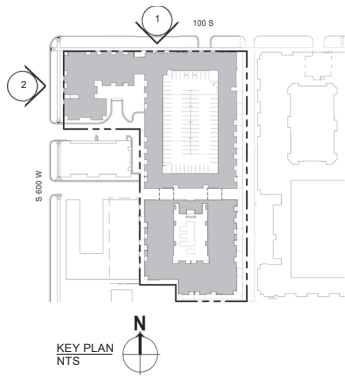
SHEET TITLE

PROJECT
INFORMATION

SHEET NUMBER

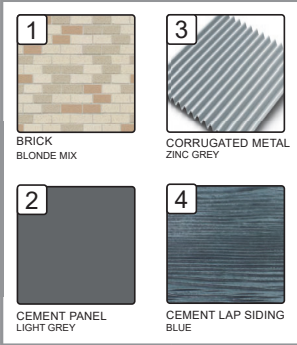
A 1

ARCHITECT'S PROJECT NUMBER WD19002

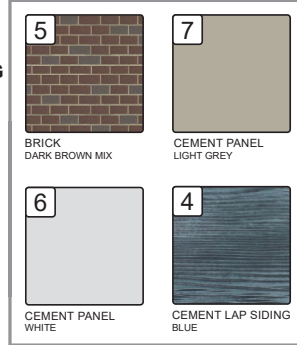


PROPOSED MATERIALS

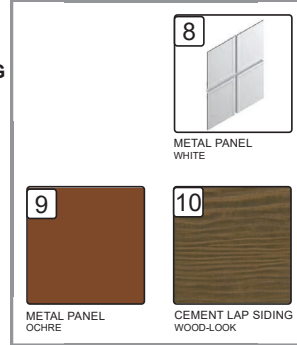
MASSING
A



MASSING
B



MASSING
ACCENTS



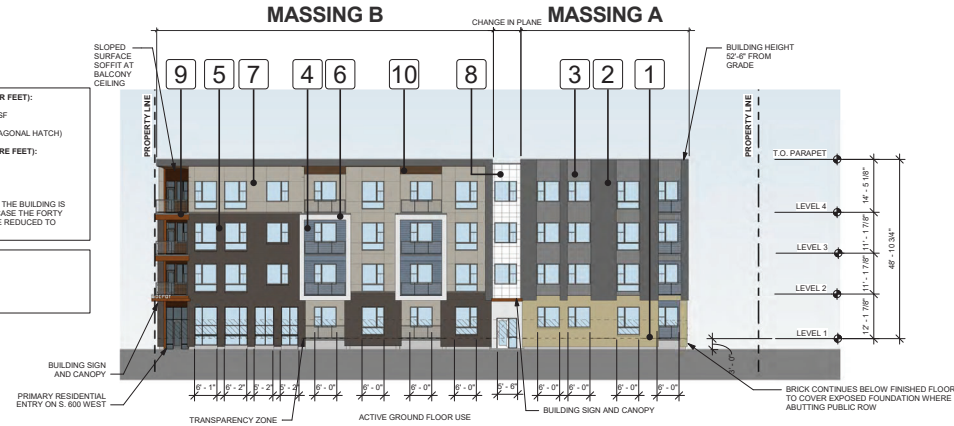
GROUND FLOOR GLASS PERCENTAGE (LINEAR FEET):
S 600 W STREET CALCULATION:
ZONE BETWEEN 3' & 8' ABOVE GRADE = 721.5 SF
25% TRANSPARENCY REQ'D = 180.4 SF
TRANSPARENCY PROVIDED = 310.5 SF (43% - DIAGONAL HATCH)

GROUND FLOOR GLASS PERCENTAGE (SQUARE FEET):
S 600 W STREET CALCULATION:
STREET FRONTAGE LENGTH = 144' - 11 1/2" LF
25% TRANSPARENCY REQ'D = 36.08 LF
TRANSPARENCY PROVIDED = 76 LF (52%)

21A.31.010.P.3.A.(1)(C) THE GROUND LEVEL OF THE BUILDING IS OCCUPIED BY RESIDENTIAL USES. IN WHICH CASE THE FORTY PERCENT (40%) GLASS REQUIREMENT MAY BE REDUCED TO TWENTY FIVE PERCENT (25%).

MASONRY PERCENTAGE
S 600 W STREET CALCULATION: 27%

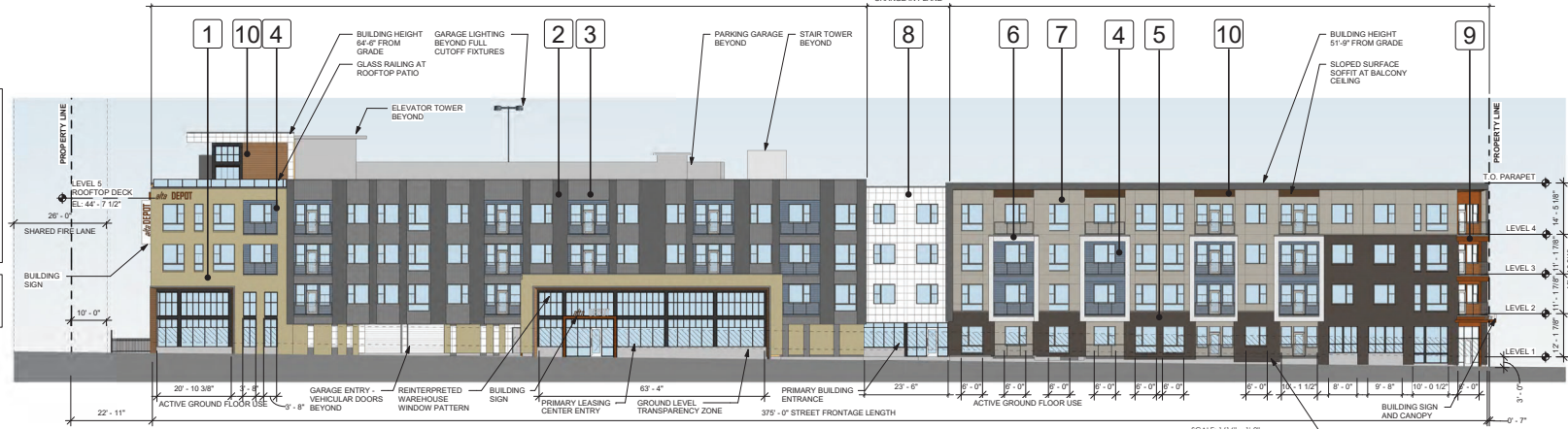
METAL PANEL PERCENTAGE
S 600 W STREET CALCULATION: 14%



2 ELEVATION - WEST (S 600 W)

MASSING A

MASSING B



1 ELEVATION - NORTH (100 S)

GROUND FLOOR GLASS PERCENTAGE (LINEAR FEET):
100 S STREET CALCULATION:
ZONE BETWEEN 3' & 8' ABOVE GRADE = 1,875 SF
25% TRANSPARENCY REQ'D = 469 SF
TRANSPARENCY PROVIDED = 807 SF (52% - DIAGONAL HATCH)

GROUND FLOOR GLASS PERCENTAGE (SQUARE FEET):
100 S STREET CALCULATION:
STREET FRONTAGE LENGTH = 375 LF
40% TRANSPARENCY REQ'D = 150 LF
TRANSPARENCY PROVIDED = 195 LF (77%)

21A.31.010.P.3.A.(1)(C) THE GROUND LEVEL OF THE BUILDING IS OCCUPIED BY RESIDENTIAL USES. IN WHICH CASE THE FORTY PERCENT (40%) GLASS REQUIREMENT MAY BE REDUCED TO TWENTY FIVE PERCENT (25%).

MASONRY PERCENTAGE
100 S STREET CALCULATION: 25%

METAL PANEL PERCENTAGE
100 S STREET CALCULATION: 21%

THE REFLECTIVITY OF THE GLASS USED IN THE WINDOWS SHALL BE LIMITED TO EIGHTEEN PERCENT (18%) AS DEFINED ASIA STANDARD.

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE
PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

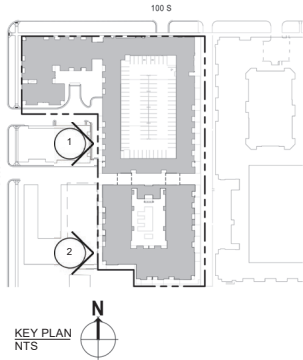
SHEET TITLE

BUILDING ELEVATIONS

SHEET NUMBER

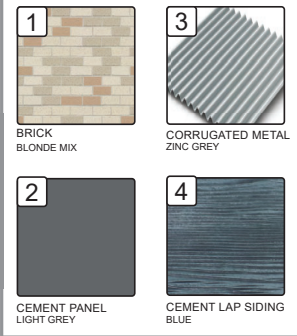
A 13

ARCHITECT'S PROJECT NUMBER WD19002

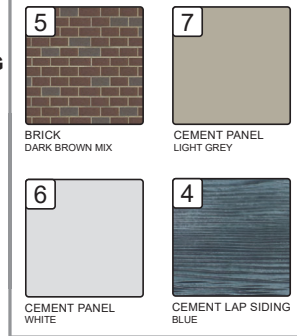


PROPOSED MATERIALS

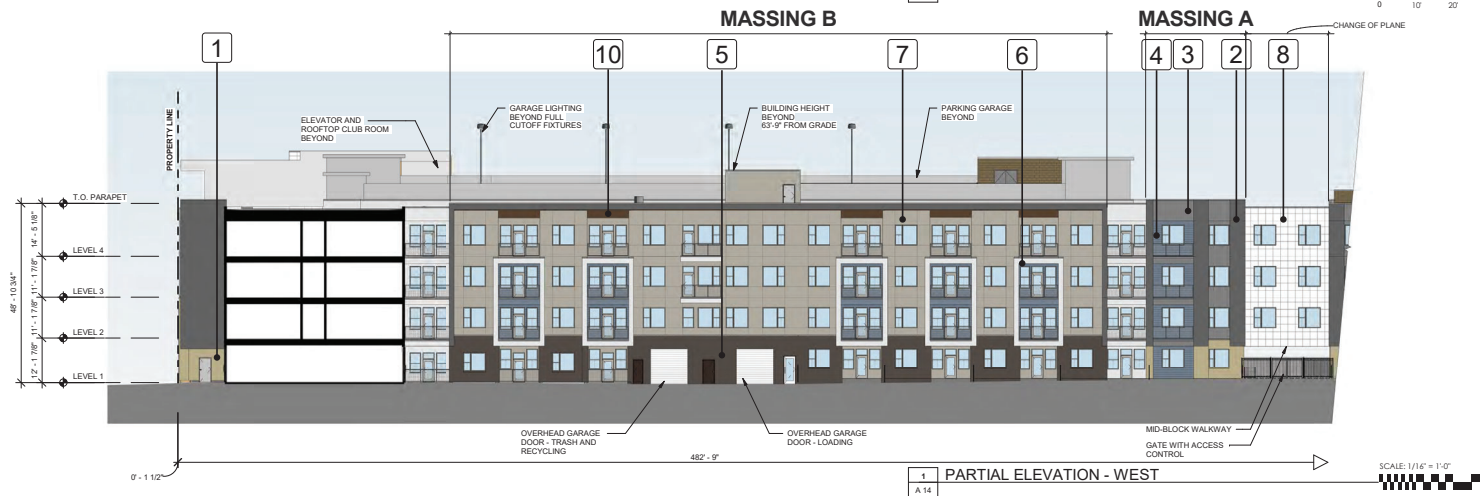
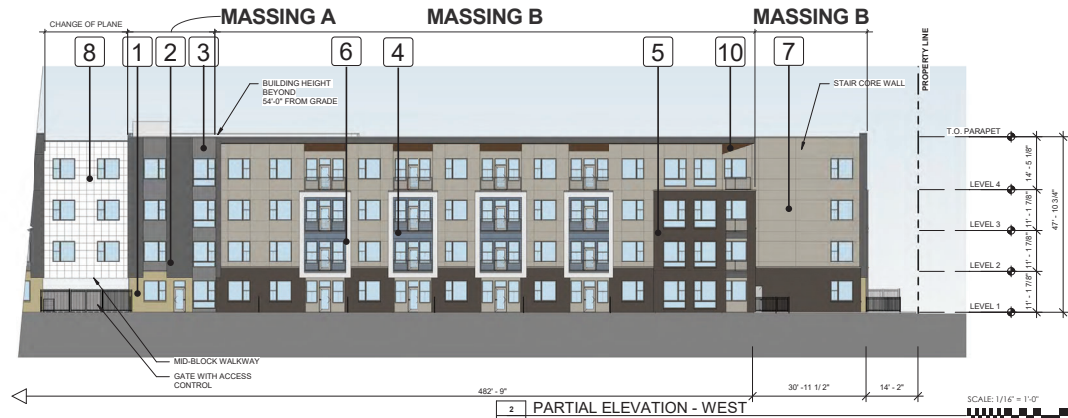
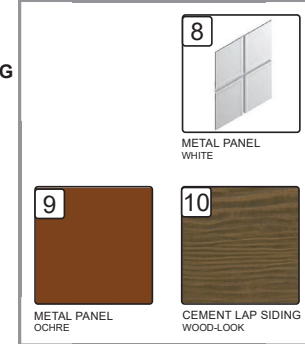
MASSING A



MASSING B



MASSING ACCENTS



THE REFLECTIVITY OF THE GLASS USED IN THE WINDOWS SHALL BE LIMITED TO EIGHTEEN PERCENT (18%) AS DEFINED ASTA STANDARD.

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

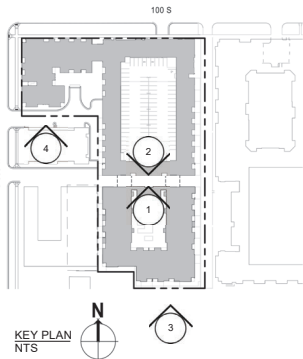
SHEET TITLE

BUILDING ELEVATIONS

SHEET NUMBER

A 14

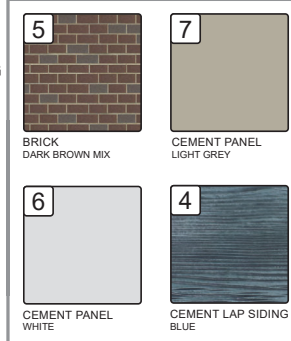
ARCHITECT'S PROJECT NUMBER WD19002



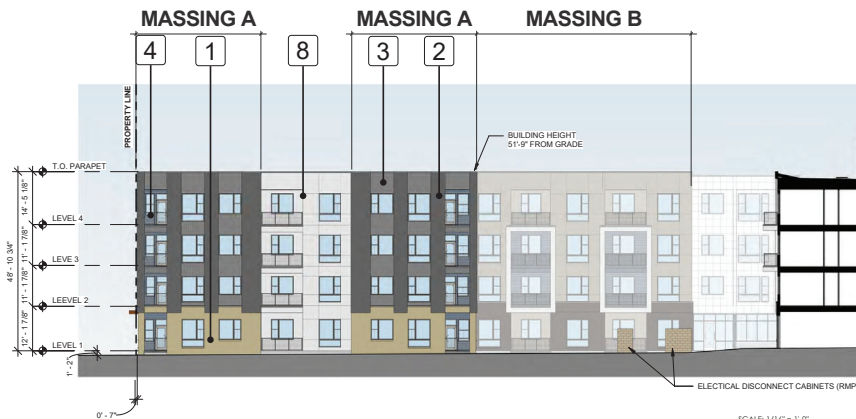
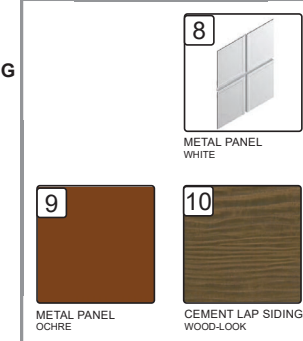
MASSING
A



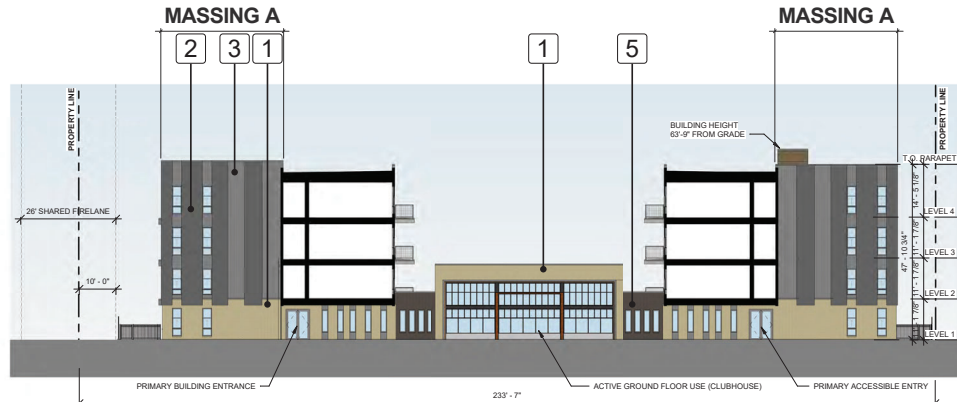
MASSING
B



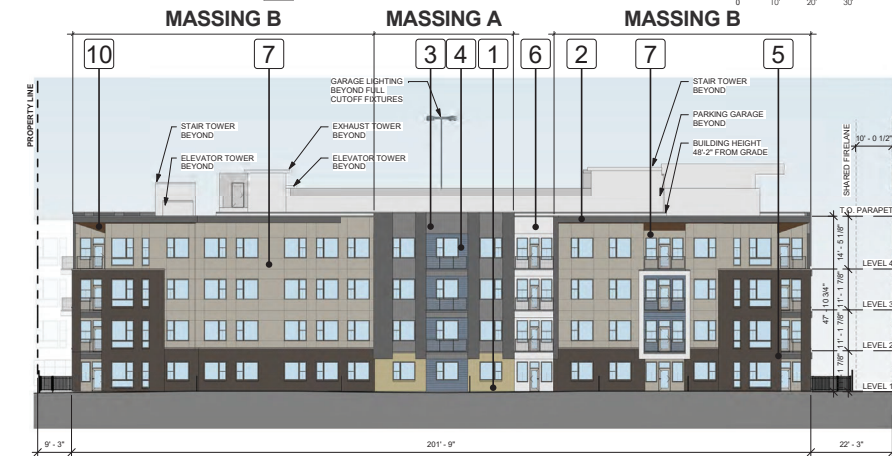
MASSING
ACCENTS



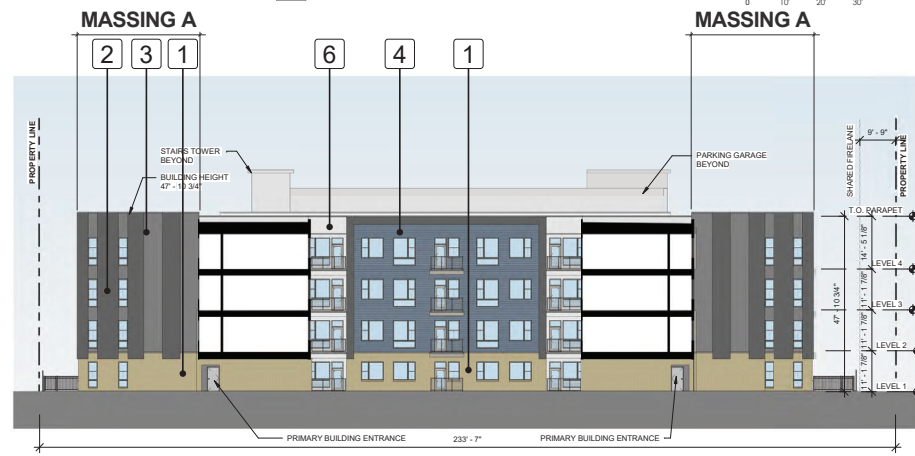
4 ELEVATION - SOUTH AT FIRE ACCESS DRIVE
SCALE: 1/16" = 1'-0"
0 10 20 30



2 ELEVATION - NORTH (MID-BLOCK WALKWAY)
SCALE: 1/16" = 1'-0"
0 10 20 30



3 ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"
0 10 20 30



1 ELEVATION - SOUTH (MID-BLOCK WALKWAY)
SCALE: 1/16" = 1'-0"
0 10 20 30

THE REFLECTIVITY OF THE GLASS USED IN THE WINDOWS SHALL BE LIMITED TO EIGHTEEN PERCENT (18%) AS DEFINED ASTA STANDARD.

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

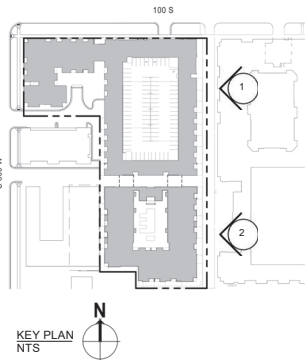
CURRENT PHASE
PD / DESIGN REVIEW SUBMITTAL # 3

ISSUE DATE 11.11.2020
KEY PLAN

SHEET TITLE
BUILDING ELEVATIONS

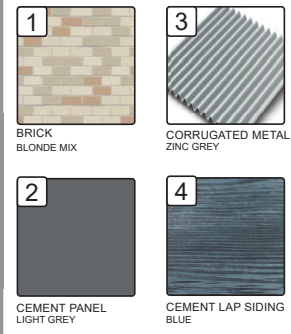
SHEET NUMBER
A 15

ARCHITECT'S PROJECT NUMBER WD19002

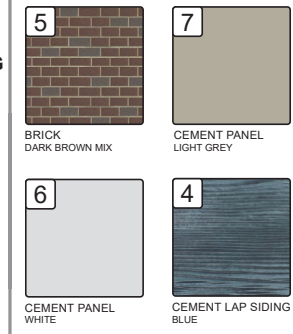


PROPOSED MATERIALS

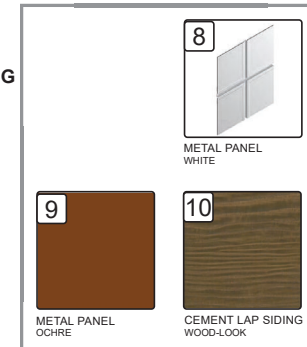
MASSING A



MASSING B



MASSING ACCENTS



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE
PD / DESIGN REVIEW SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

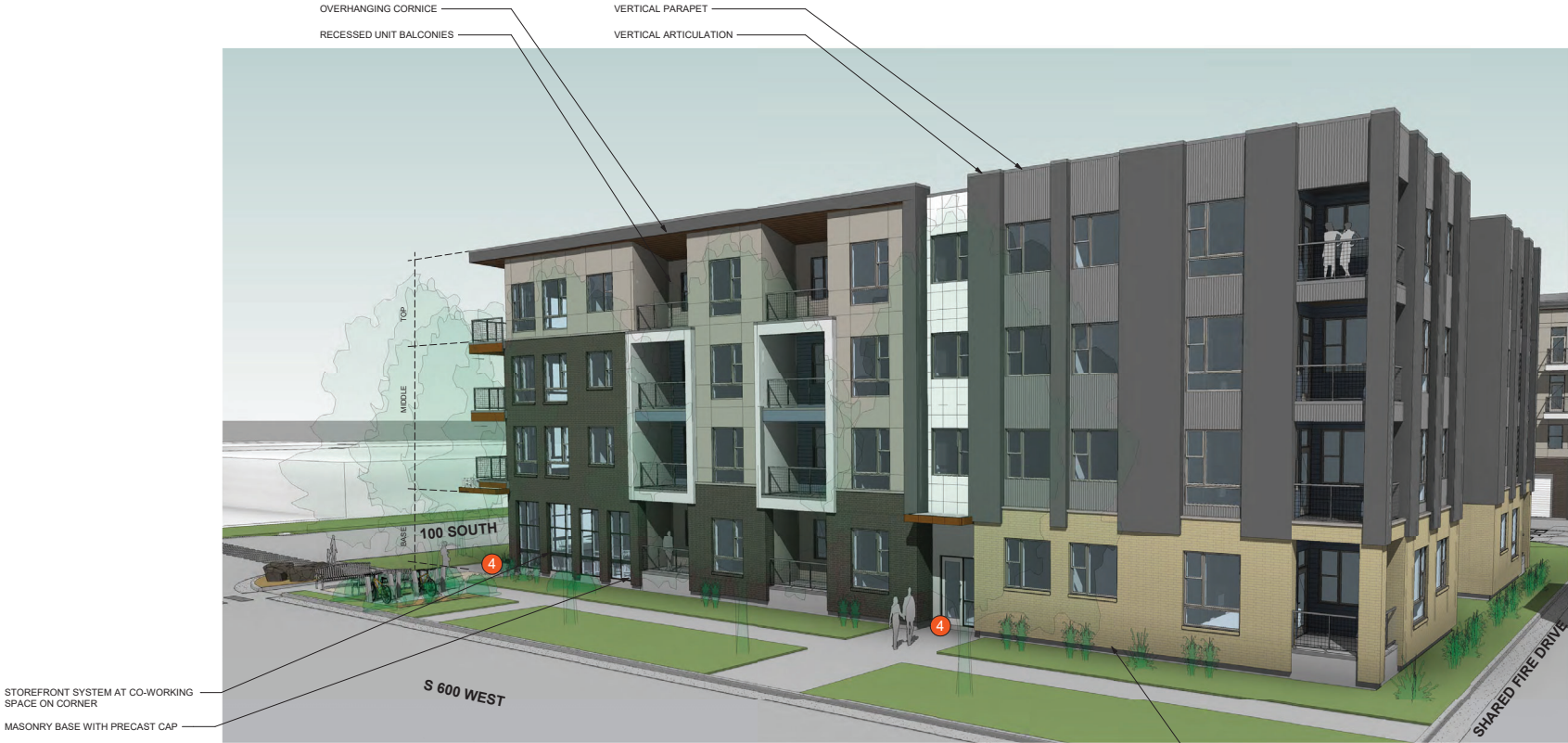
SHEET TITLE
BUILDING ELEVATIONS

SHEET NUMBER

A 16

ARCHITECT'S PROJECT NUMBER WD19002

PUBLIC ACTIVATION POINTS:	
1	LEASING CENTER/PUBLIC ENTRANCE
2	GLASS CORNER, DOUBLE HEIGHT
3	PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
4	PRIMARY RESIDENT ENTRANCE
5	PUBLIC MID-BLOCK WALKWAY
6	INDOOR/OUTDOOR FITNESS CENTER



1
A 7.3

3D VIEW - 600 WEST - RESIDENTIAL ENTRY



MASONRY BASE WITH PRECAST CAP

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE
PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

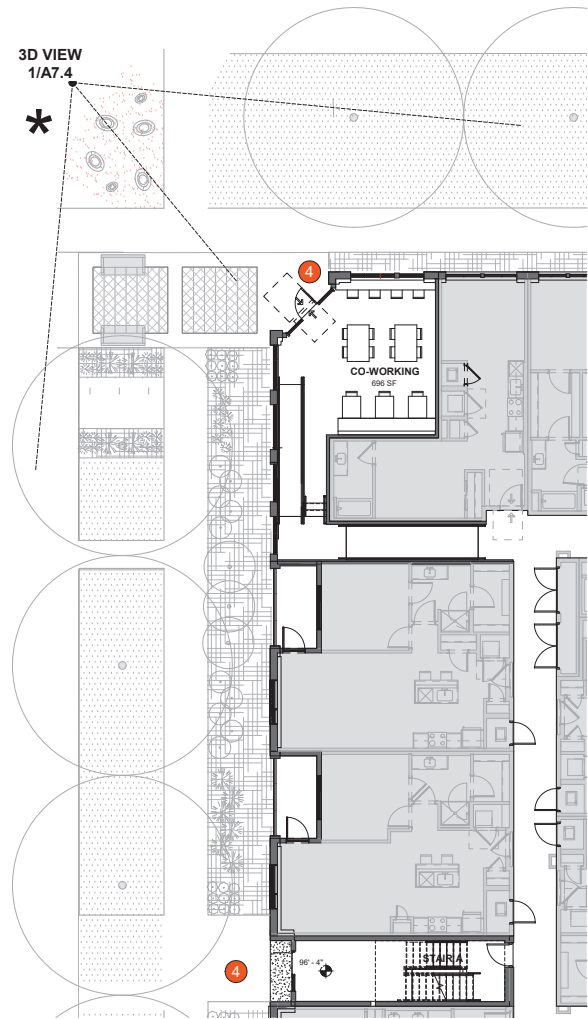
SHEET TITLE
MID-BLOCK
WALKWAY/PUBLIC
ACTIVATION

SHEET NUMBER

A 7.3

ARCHITECT'S PROJECT NUMBER WD19002

- PUBLIC ACTIVATION POINTS:**
- 1 LEASING CENTER/PUBLIC ENTRANCE
 - 2 GLASS CORNER, DOUBLE HEIGHT
 - 3 PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
 - 4 PRIMARY RESIDENT ENTRANCE
 - 5 PUBLIC MID-BLOCK WALKWAY
 - 6 INDOOR/OUTDOOR FITNESS CENTER



2 ENLARGED FLOOR PLAN - LEVEL 1 - NW CORNER
A7.4 1/8" = 1'-0"



SIGNAGE AND CANOPY TO MATCH LEASING
600 WEST & 100 S - VIEW FROM NW CORNER TO RESIDENTIAL ENTRY -
COWORKING / WFH HUB
1 A7.4

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE
INTENDED FOR CONVEYING DESIGN SYSTEM
CONCEPTS. ANY PRICING OR BUDGETING
PERFORMED WITH THESE DRAWINGS MUST
CARRY A CONTINGENCY TO COVER WHAT
ITEMS MAY CHANGE OR BE ADDED AS THE
DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE
MID-BLOCK
WALKWAY/PUBLIC
ACTIVATION

SHEET NUMBER

A 7.4

ARCHITECT'S PROJECT NUMBER WD19002

- PUBLIC ACTIVATION POINTS:**
- 1 LEASING CENTER/PUBLIC ENTRANCE
 - 2 GLASS CORNER, DOUBLE HEIGHT
 - 3 PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
 - 4 PRIMARY RESIDENT ENTRANCE
 - 5 PUBLIC MID-BLOCK WALKWAY
 - 6 INDOOR/OUTDOOR FITNESS CENTER

VERTICAL ARTICULATION
VERTICAL PARAPET
OVERHANGING CORNICE
RECESSED UNIT BALCONIES

MASONRY BASE WITH PRECAST CAP
STOREFRONT SYSTEM AT CO-WORKING SPACE ON CORNER
MASONRY BASE WITH PRECAST CAP



2
A 12
3D VIEW - 600 WEST



1
A 12
3D VIEW - 100 SOUTH

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE

3D PERSPECTIVES

SHEET NUMBER

A 12

ARCHITECT'S PROJECT NUMBER WD19002

PUBLIC ACTIVATION POINTS:	
1	LEASING CENTER/PUBLIC ENTRANCE
2	GLASS CORNER, DOUBLE HEIGHT
3	PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
4	PRIMARY RESIDENT ENTRANCE
5	PUBLIC MID-BLOCK WALKWAY
6	INDOOR/OUTDOOR FITNESS CENTER



1

A 11

3D VIEW - 100 SOUTH ENTRY

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE

11.11.2020

KEY PLAN

SHEET TITLE

FRONT PERSPECTIVE

SHEET NUMBER

A 11

ARCHITECT'S PROJECT NUMBER

WD19002



ALTA DEPOT

565 WEST 100 SOUTH
 SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE
 INTENDED FOR CONVEYING DESIGN SYSTEM
 CONCEPTS. ANY PRICING OR BUDGETING
 PERFORMED WITH THESE DRAWINGS MUST
 CARRY A CONTINGENCY TO COVER WHAT
 ITEMS MAY CHANGE OR BE ADDED AS THE
 DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE

PD / DESIGN REVIEW

ISSUE DATE 11.11.2020

KEY PLAN

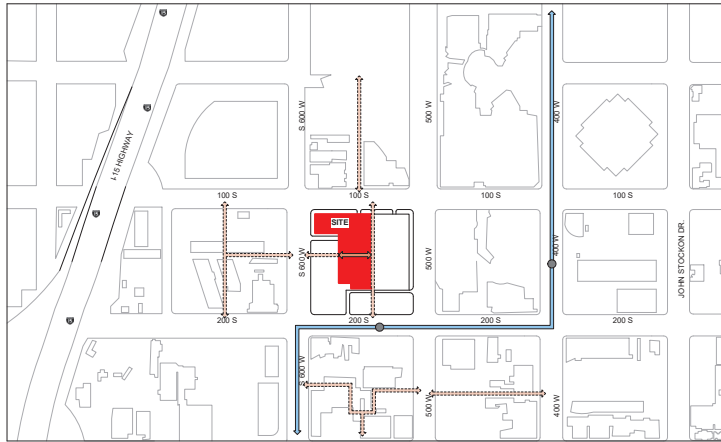
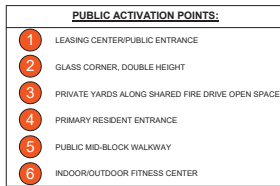
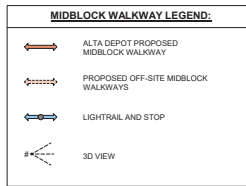
SHEET TITLE

MID-BLOCK WALKWAY
RENDER

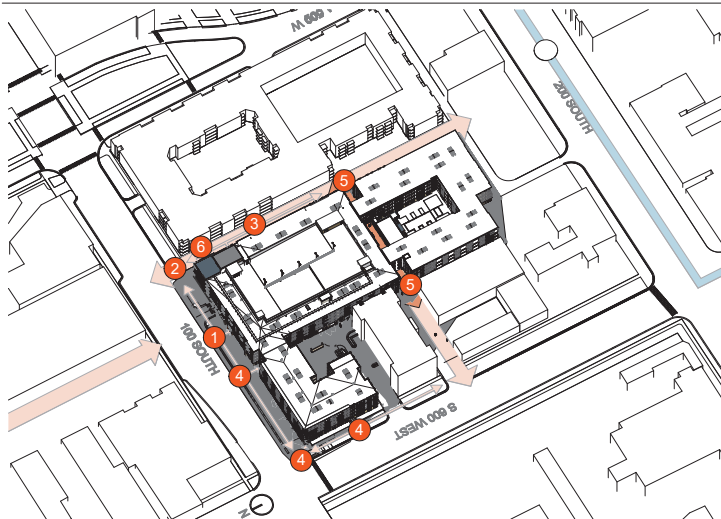
SHEET NUMBER

A 10

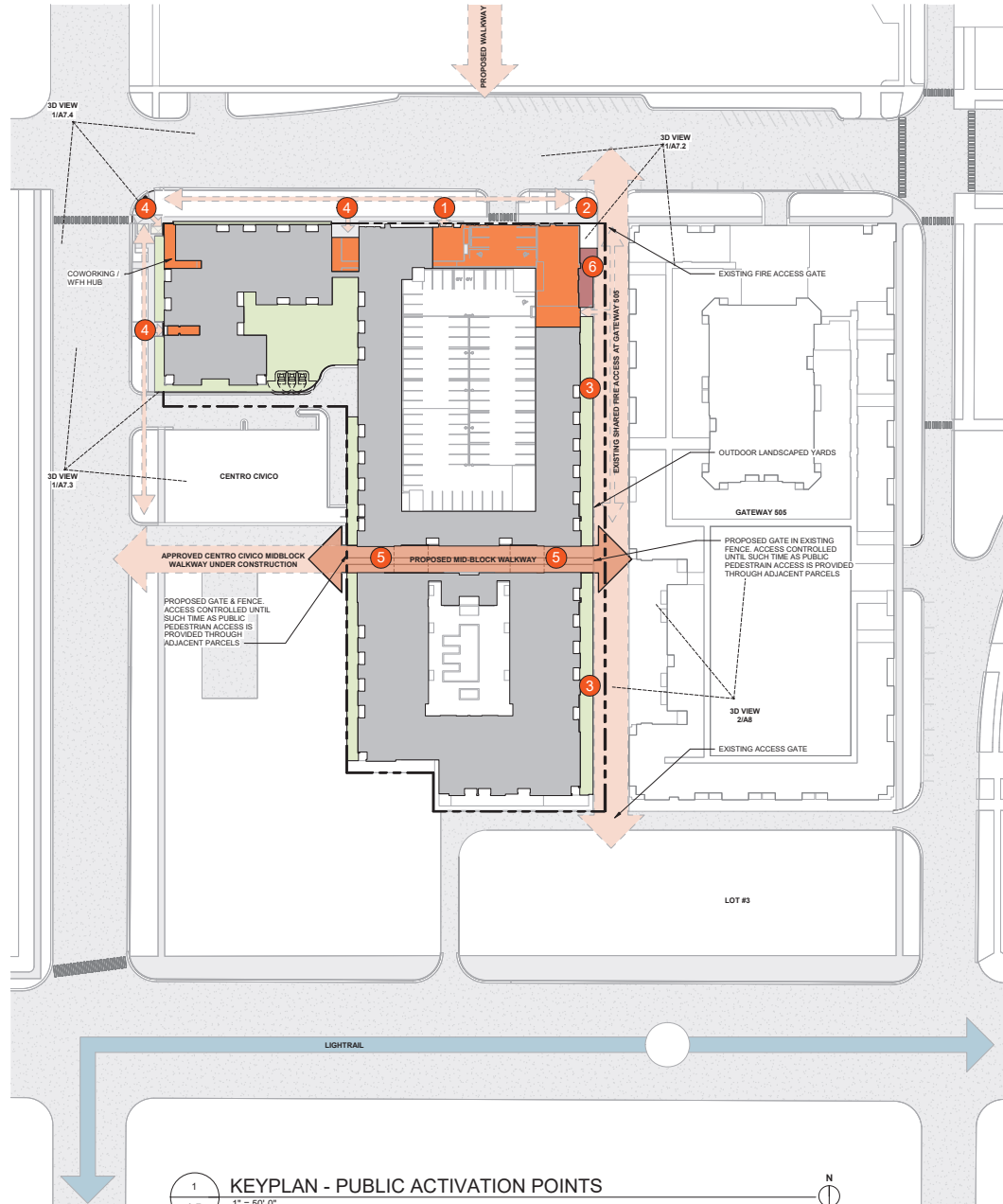
ARCHITECT'S PROJECT NUMBER WD19002



VICINITY MAP - N.T.S.
SALT LAKE CITY



BIRDSEYE VIEW FROM NORTHWEST
NTS



1 KEYPLAN - PUBLIC ACTIVATION POINTS
A7 1" = 50'-0"

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

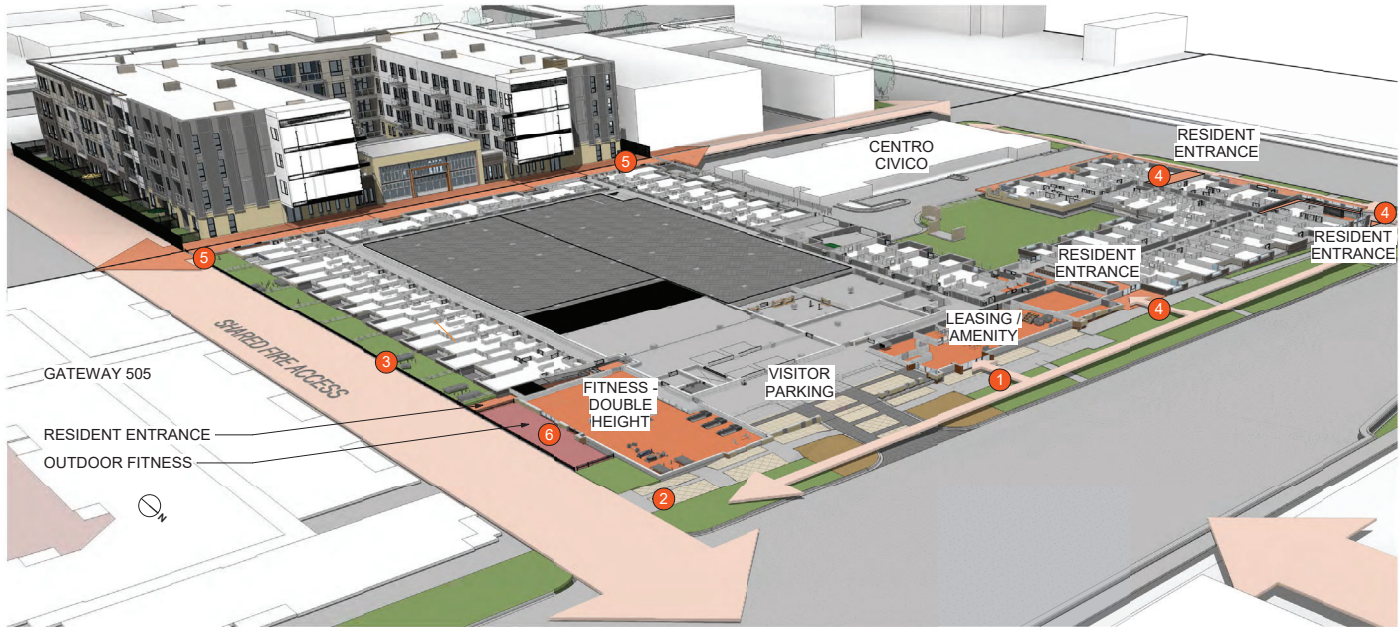
SHEET TITLE
MID-BLOCK
WALKWAY/PUBLIC
ACTIVATION

SHEET NUMBER

A7

ARCHITECT'S PROJECT NUMBER WD19002

- PUBLIC ACTIVATION POINTS:**
- 1 LEASING CENTER/PUBLIC ENTRANCE
 - 2 GLASS CORNER, DOUBLE HEIGHT
 - 3 PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
 - 4 PRIMARY RESIDENT ENTRANCE
 - 5 PUBLIC MID-BLOCK WALKWAY
 - 6 INDOOR/OUTDOOR FITNESS CENTER



BIRDSYE VIEW FROM NORTHEAST - SECTION
THROUGH MID BLOCK CROSSING

2
A7.2



BIRDSYE VIEW FROM NORTHEAST

1
A7.2

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE
INTENDED FOR CONVEYING DESIGN SYSTEM
CONCEPTS. ANY PRICING OR BUDGETING
PERFORMED WITH THESE DRAWINGS MUST
CARRY A CONTINGENCY TO COVER WHAT
ITEMS MAY CHANGE OR BE ADDED AS THE
DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

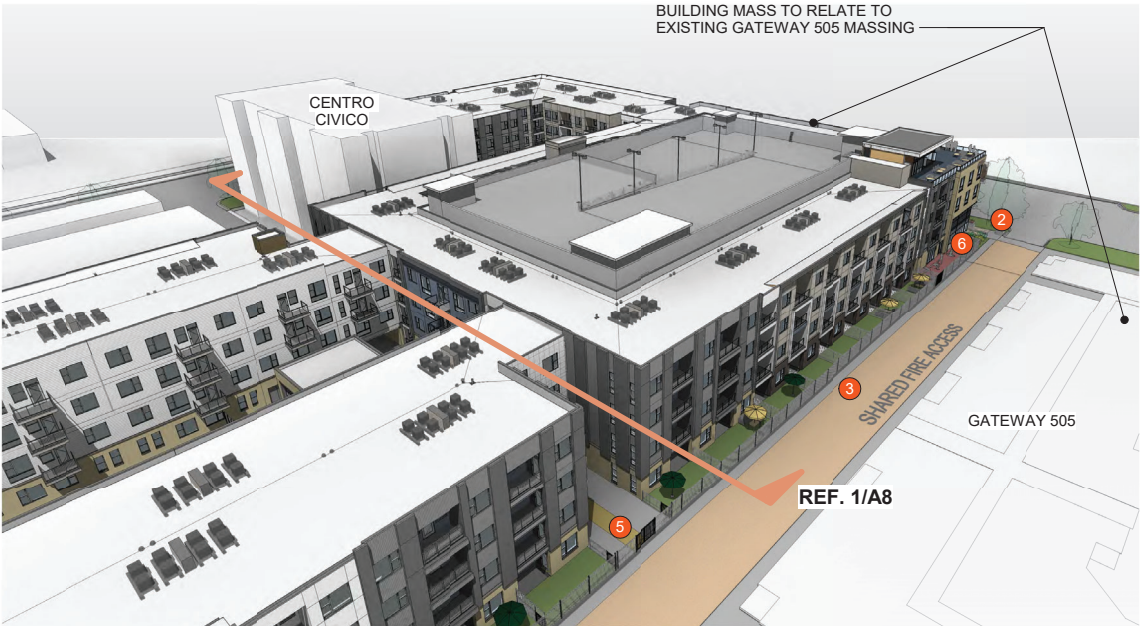
SHEET TITLE
MID-BLOCK
WALKWAY/PUBLIC
ACTIVATION

SHEET NUMBER

A 7.2

ARCHITECT'S PROJECT NUMBER WD19002

PUBLIC ACTIVATION POINTS:	
1	LEASING CENTER/PUBLIC ENTRANCE
2	GLASS CORNER, DOUBLE HEIGHT
3	PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
4	PRIMARY RESIDENT ENTRANCE
5	PUBLIC MID-BLOCK WALKWAY
6	INDOOR/OUTDOOR FITNESS CENTER



2
A 8

AERIAL - MID-BLOCK WALKWAY

- EXISTING FIRE ACCESS GATE
- APPROVED CENTRO CIVICO MID-BLOCK WALKWAY UNDER CONSTRUCTION
- PROPOSED GATE & FENCE UNTIL SUCH TIME AS PUBLIC PEDESTRIAN ACCESS IS PROVIDED THROUGH THE REST OF THE BLOCK
- DEAD ENDS CURRENTLY. PUBLIC ACCESS IS NOT PROVIDED



1
A 8

AERIAL DIAGRAM - MID-BLOCK WALKWAY



4600 S. Syracuse, Suite 210
Denver, CO 80237
720.452.0354



1575 GLENVIEW DRIVE, SUITE 100, DENVER, CO 80212
PH: 303.733.1004 FX: 303.733.1007
www.studiopba.com

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE
PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE
MID-BLOCK WALKWAY

SHEET NUMBER

A 8

ARCHITECT'S PROJECT NUMBER WD19002

- PUBLIC ACTIVATION POINTS:**
- 1 LEASING CENTER/PUBLIC ENTRANCE
 - 2 GLASS CORNER, DOUBLE HEIGHT
 - 3 PRIVATE YARDS ALONG SHARED FIRE DRIVE OPEN SPACE
 - 4 PRIMARY RESIDENT ENTRANCE
 - 5 PUBLIC MID-BLOCK WALKWAY
 - 6 INDOOR/OUTDOOR FITNESS CENTER



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

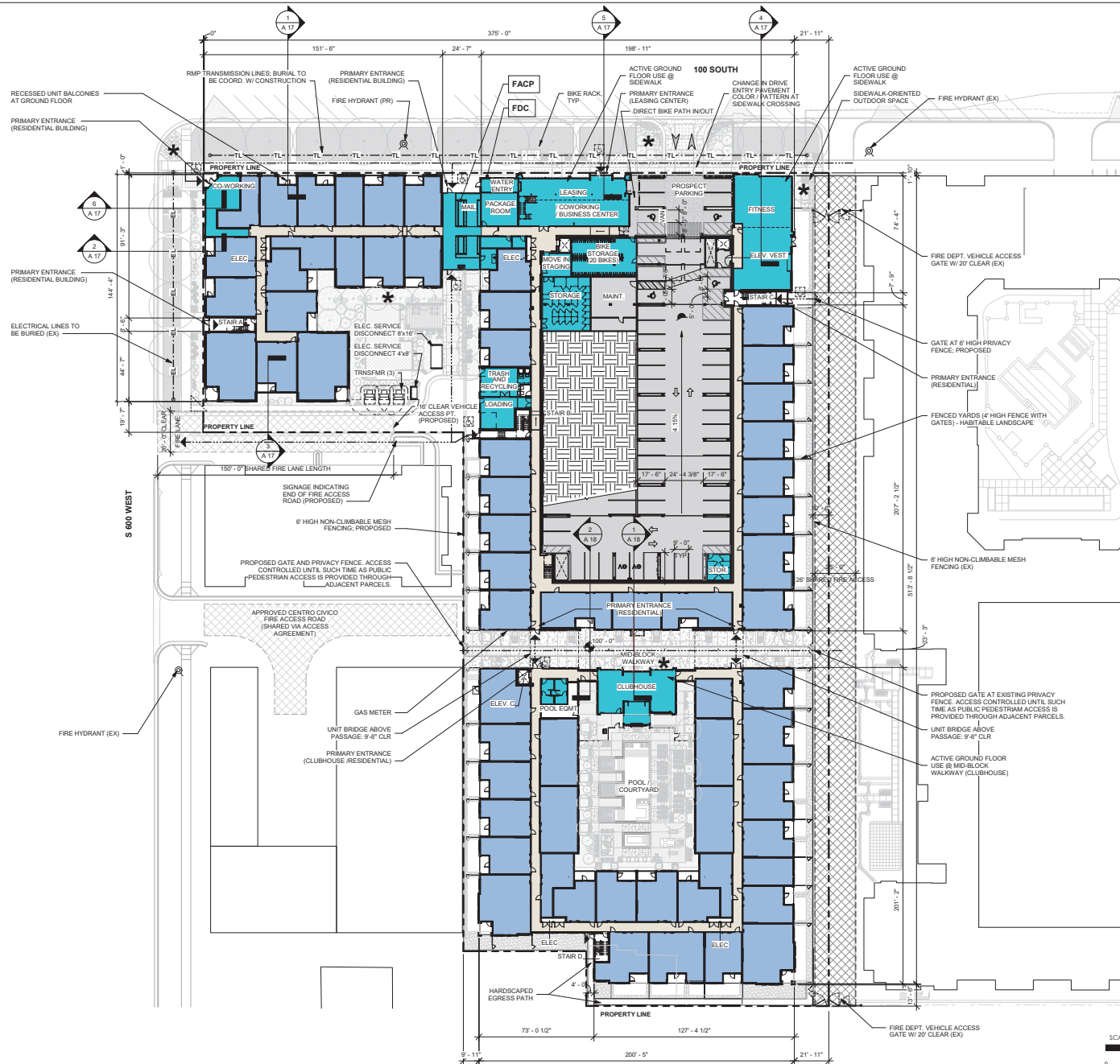
SHEET TITLE

MID-BLOCK WALKWAY

SHEET NUMBER

A 9

ARCHITECT'S PROJECT NUMBER WD19002



BUILDING AREA LEGEND

	ACTIVE GROUND LEVEL COMMON AREA
	DWELLING UNITS
	INTERNAL CIRCULATION
	PARKING GARAGE

SITE LEGEND

ARCH 100'-0" = 4227.66'

	PEDESTRIAN ENTRY/EXIT POINT
	ACCESSIBLE ENTRANCE
	ACCESSIBLE ROUTE
	FIRE LANE

* PUBLIC ART INTEGRATED INTO DESIGN OF LANDSCAPING OR BUILDING. DESIGN AND LOCATION TBD. SUBJECT TO APPROVAL BY SLIC ART DESIGN BOARD.

GARAGE LAYOUT LEGEND

	PEDESTRIAN ACCESS ZONE, NO PARKING
	MAINTAIN 8'-2" MIN CLEAR HEAD HEIGHT FOR VAN ACCESSIBLE SPACES
	EARTH
	VEHICLE ENTRY/EXIT POINT
	VEHICLE DIRECTIONAL ARROW
	ELECTRIC VEHICLE PARKING SPACE



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

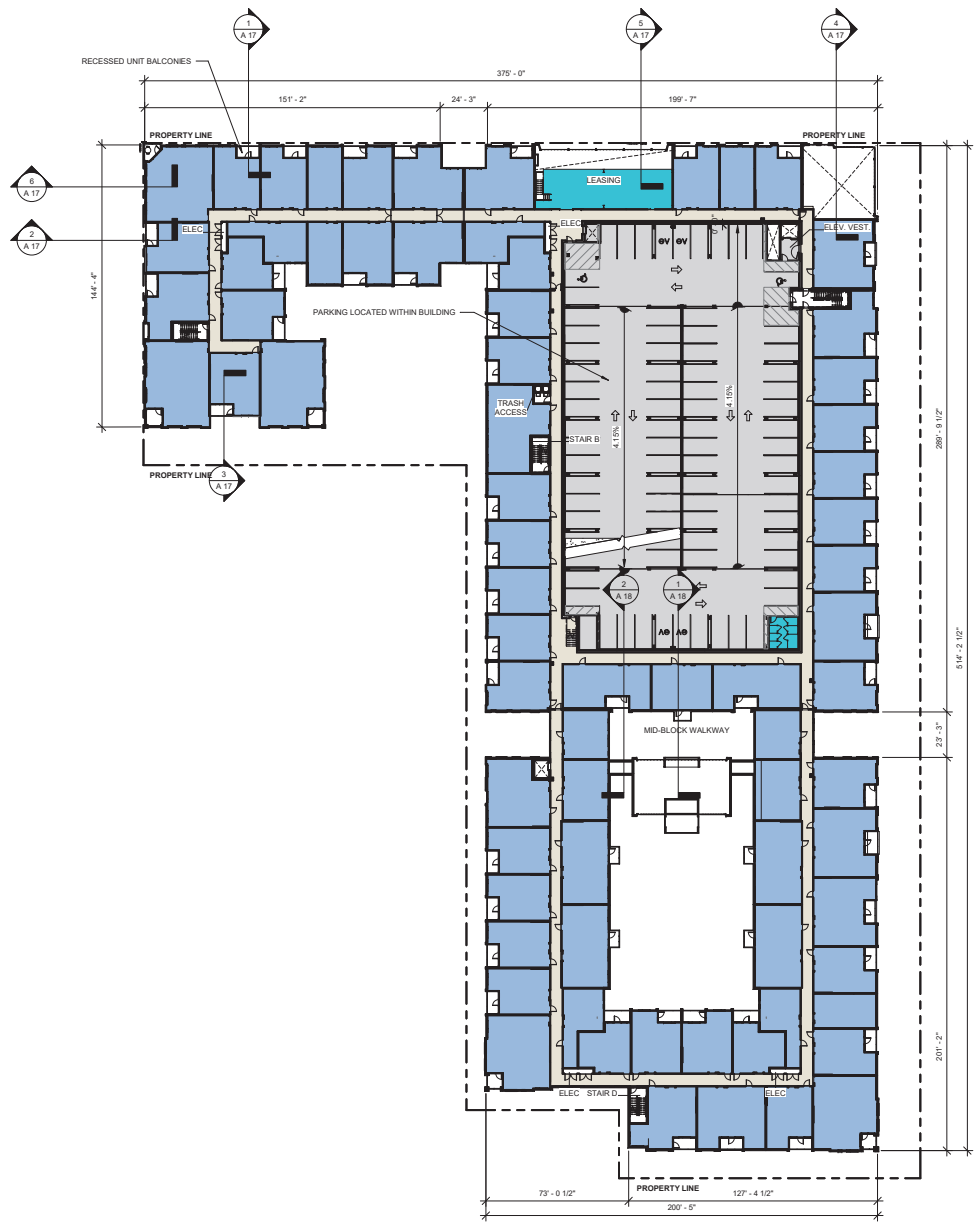
SHEET TITLE

ARCHITECTURAL SITE
PLAN / LEVEL 1 PLAN

SHEET NUMBER

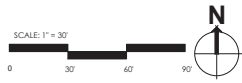
A 2

ARCHITECT'S PROJECT NUMBER WD19002



BUILDING AREA LEGEND

- COMMON AREA
- DWELLING UNITS
- INTERNAL CIRCULATION
- PARKING GARAGE



WOOD PARTNERS
 4600 S. Syracuse, Suite 210
 Denver, CO 80237
 720.452.0354

studio PBA
 1579 S. W. 15th Street, Suite 100, West
 Salt Lake City, UT 84119
 801.336.1500
 www.studiopba.com

ALTA DEPOT

565 WEST 100 SOUTH
 SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE
 PD / DESIGN REVIEW
 SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN





SHEET TITLE
 LEVEL 2 PLAN

SHEET NUMBER
A 3

ARCHITECT'S PROJECT NUMBER WD19002



BUILDING AREA LEGEND

	COMMON AREA
	DWELLING UNITS
	INTERNAL CIRCULATION
	PARKING GARAGE


4600 S. Syracuse, Suite 210
Denver, CO 80237
720.452.0354

WOOD
PARTNERS

studio
PBA

1575 GULPH STREET DENVER, CO 80218
PH: 303.592.2504 FX: 303.592.2387
www.studiopba.com

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11 11 2020

KEY PLAN

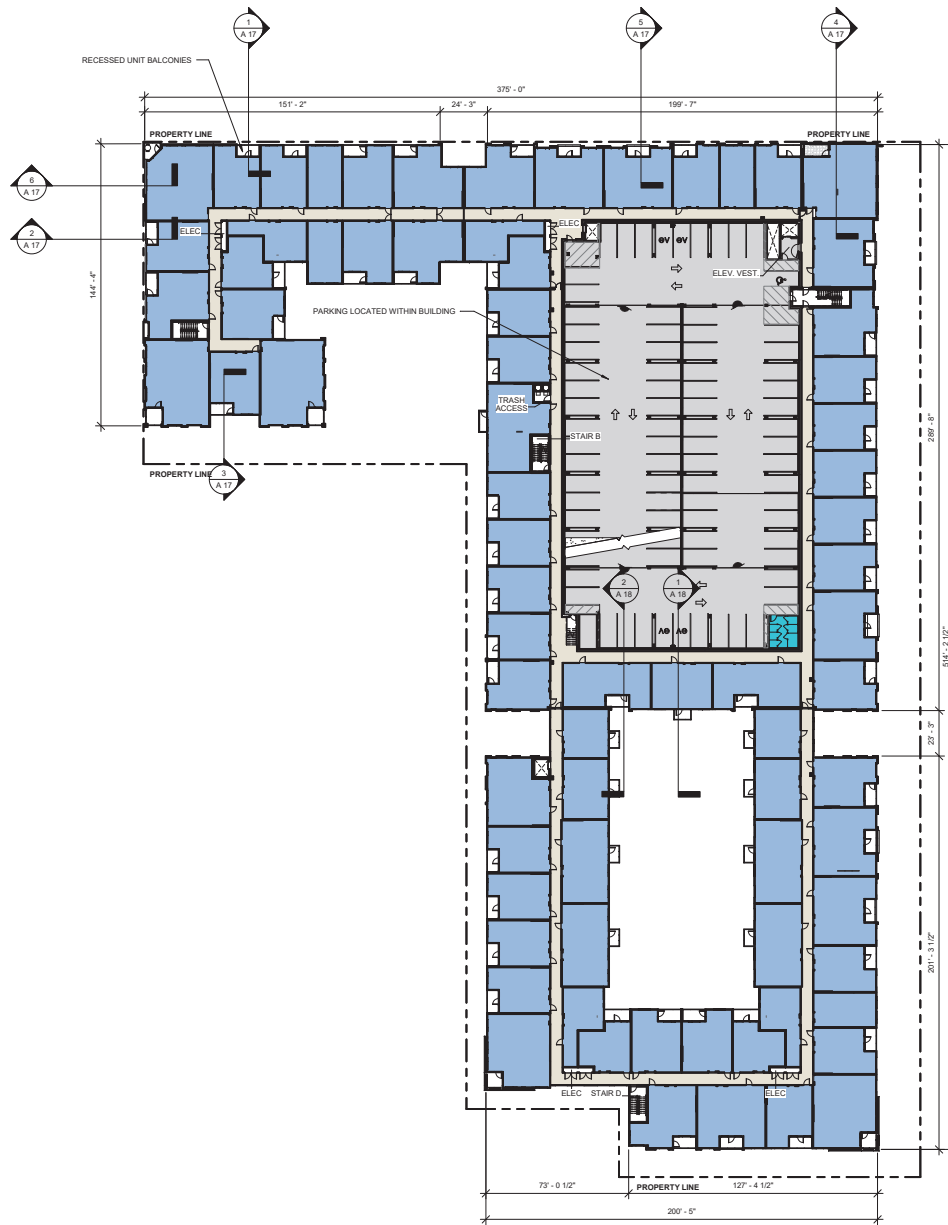
SHEET TITLE

LEVEL 3 PLAN

SHEET NUMBER

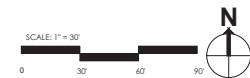
A 4

ARCHITECT'S PROJECT NUMBER WD19002



BUILDING AREA LEGEND

COMMON AREA	
DWELLING UNITS	
INTERNAL CIRCULATION	
PARKING GARAGE	



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

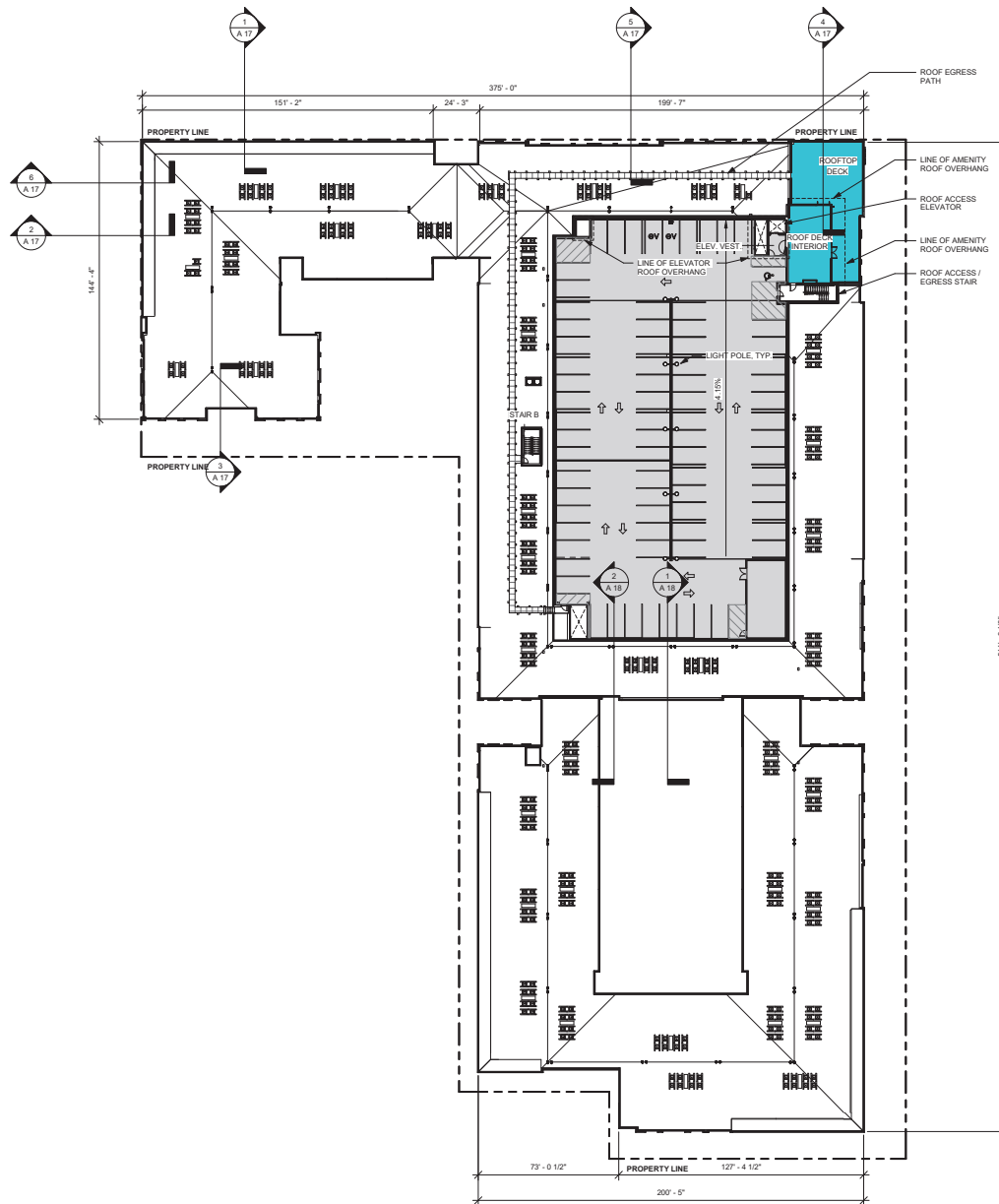
SHEET TITLE

LEVEL 4 PLAN

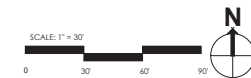
SHEET NUMBER

A 5

ARCHITECT'S PROJECT NUMBER WD19002



BUILDING AREA LEGEND	
	COMMON AREA
	DWELLING UNITS
	INTERNAL CIRCULATION
	PARKING GARAGE




 4600 S. Syracuse, Suite 210
 Denver, CO 80237
 720.452.0354


 1579 S. PULASKI STREET DENVER, CO 80219
 PH: 303.739.5104 FX: 303.739.5107
 www.studiopba.com

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

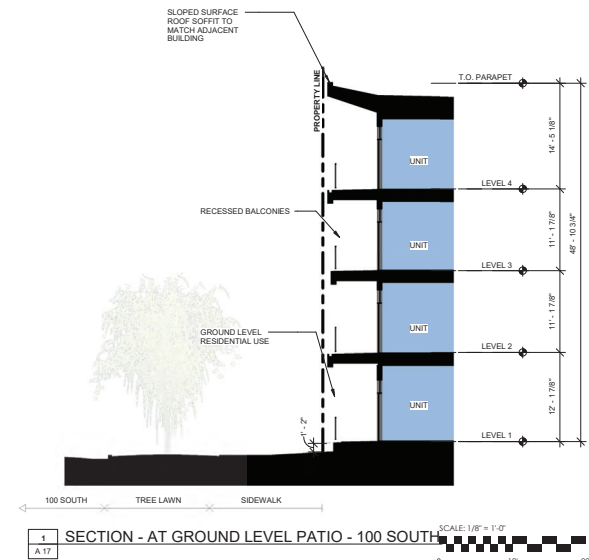
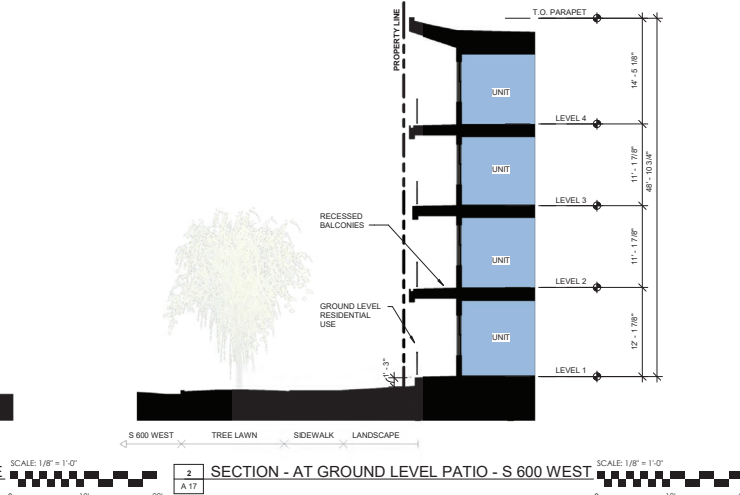
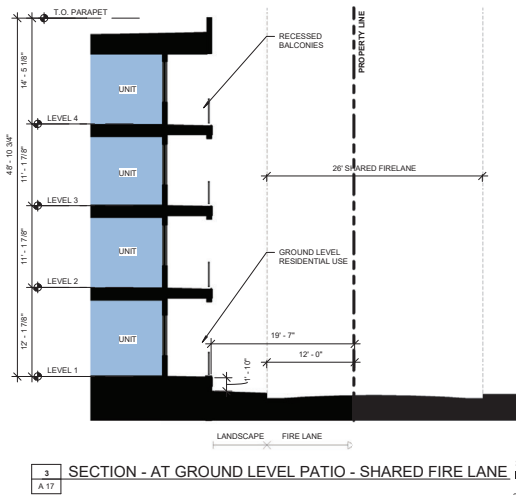
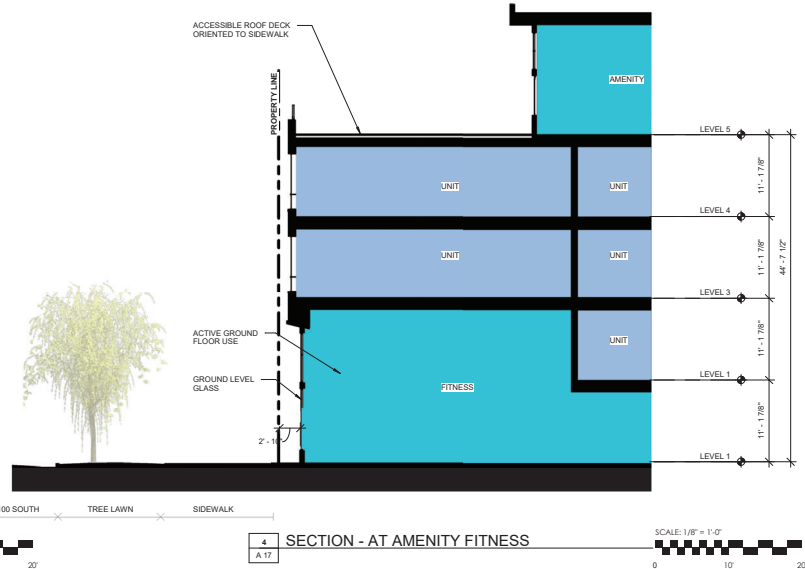
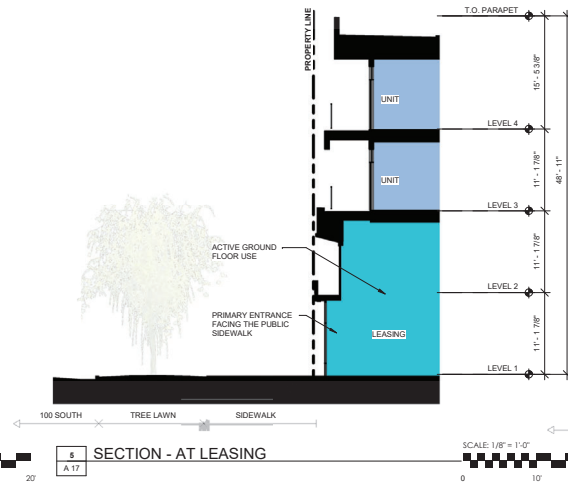
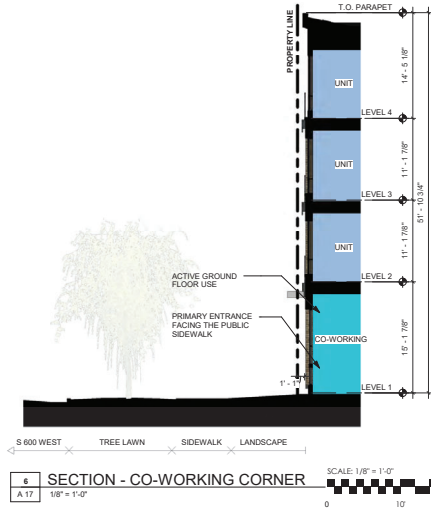
SHEET TITLE

ROOF PLAN

SHEET NUMBER

A 6

ARCHITECT'S PROJECT NUMBER WD19002



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE
PD / DESIGN REVIEW SUBMITTAL # 3

ISSUE DATE 11.11.2020

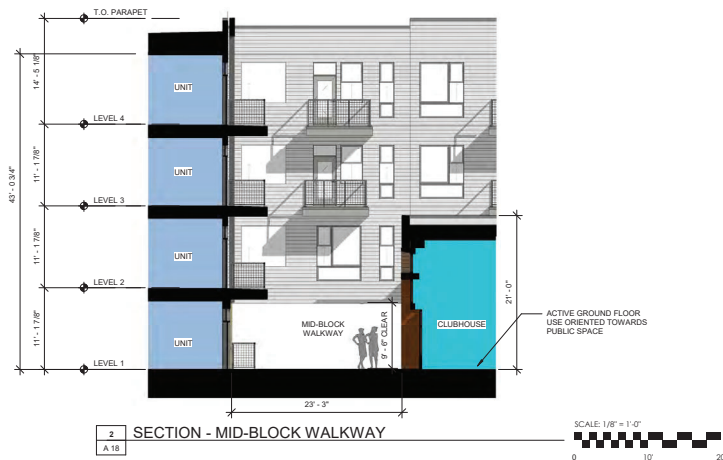
KEY PLAN

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER

A 17

ARCHITECT'S PROJECT NUMBER WD19002



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE

BUILDING SECTIONS

SHEET NUMBER

A 18

ARCHITECT'S PROJECT NUMBER WD19002

ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

DESIGN REVIEW

ISSUE DATE 03.06.2020

KEY PLAN

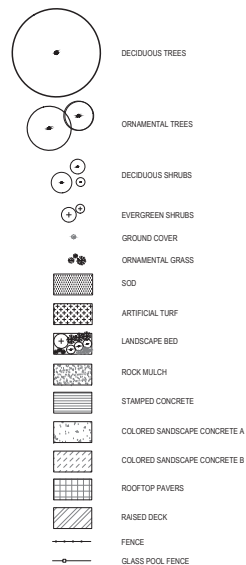
SHEET TITLE

PUBLIC ART
EXHIBIT

SHEET NUMBER

ARCHITECT'S PROJECT NUMBER WD19002

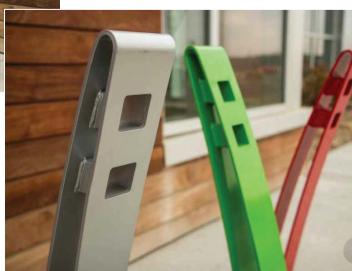
LEGEND



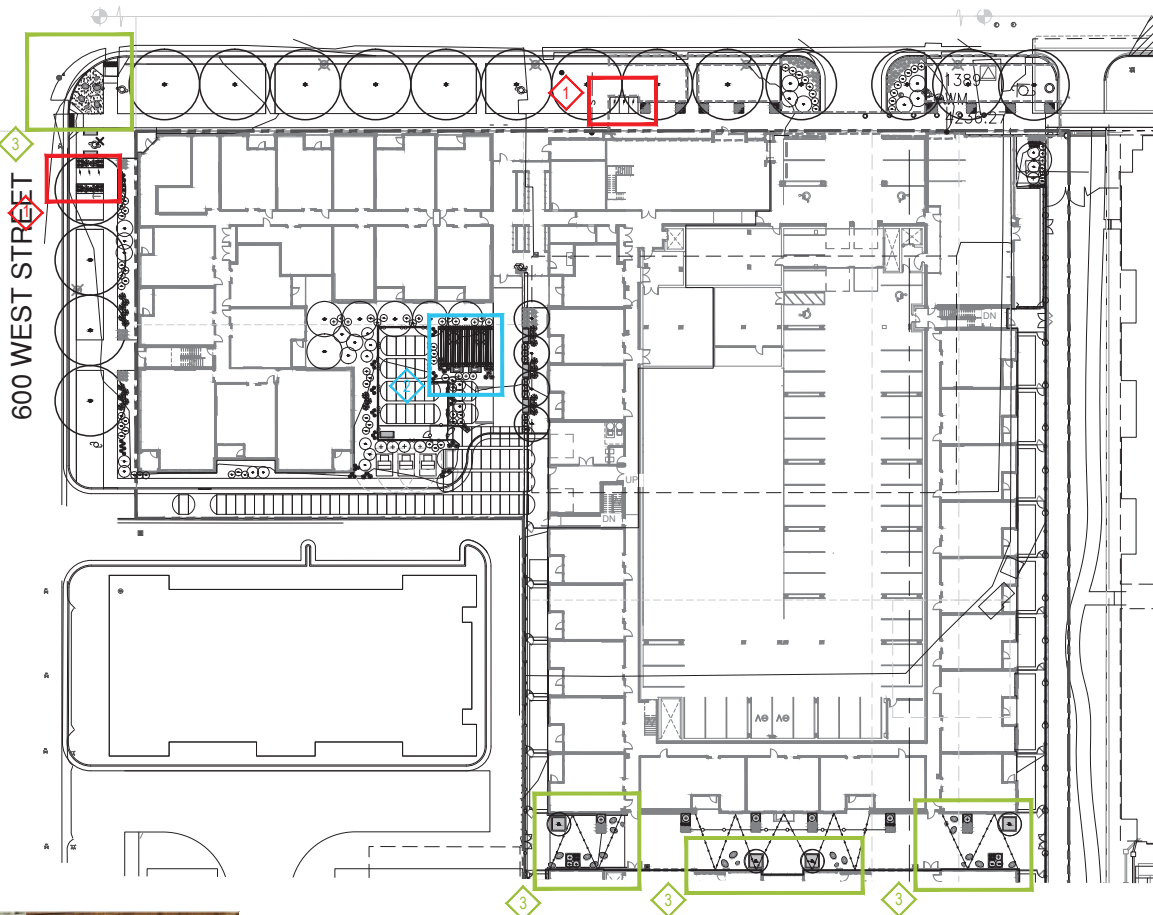
3 PEBBLE SEATING



1 COLORFUL BIKE RACKS



2 ARTISTIC PERFORATED METAL PERGOLA



LANDSCAPE NOTES	
1.	THE CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND SPECIFICATIONS AS CLOSELY AS POSSIBLE. ANY SUBSTITUTION OR ALTERATION SHALL NOT BE ALLOWED WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. OVERALL PLANT QUANTITY AND QUALITY SHALL BE CONSISTENT WITH THE PLANS.
2.	THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES. GRAPHIC QUANTITIES TAKE PRECEDENCE OVER WRIT.
3.	THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND TAG ALL PLANT MATERIAL PRIOR TO SHIPPING TO THE SITE. IN ALL CASES, THE OWNER'S REPRESENTATIVE MAY REJECT PLANT MATERIAL AT THE SITE IF MATERIAL IS DAMAGED, DISEASED, OR DECLINING IN HEALTH AT THE TIME OF ONSITE INSPECTIONS OR IF THE PLANT MATERIAL DOES NOT MEET THE MINIMUM SPECIFICATIONS STATED ON THE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION AND APPROVAL OF ALL MATERIALS AND PRODUCTS PRIOR TO INSTALLATION.
4.	THE OWNER'S REPRESENTATIVE MAY ELECT TO UPSIZE PLANT MATERIAL AT THEIR DISCRETION BASED ON SELECTION, AVAILABILITY, OR TO ENHANCE SPECIFIC AREAS OF THE PROJECT. THE CONTRACTOR SHALL VERIFY PLANT MATERIAL SIZES WITH OWNER'S REPRESENTATIVE PRIOR TO PURCHASING, SHIPPING OR STOCKING OF PLANT MATERIALS. SUBMIT CHANGE ORDER REQUEST TO OWNER'S REPRESENTATIVE FOR APPROVAL. IF ADDITIONAL COST IS REQUESTED BY THE CONTRACTOR PRIOR TO INSTALLATION, RE-STOCKING CHARGES WILL NOT BE APPROVED IF THE CONTRACTOR FAILS TO SUBMIT A REQUEST FOR MATERIAL CHANGES.
5.	THE CONTRACTOR SHALL WARRANTY ALL CONTRACTED WORK AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER SUBSTANTIAL COMPLETION HAS BEEN ISSUED BY THE OWNER'S REPRESENTATIVE FOR THE ENTIRE PROJECT UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS OR SPECIFICATIONS.
6.	REFER TO IRRIGATION PLANS FOR LIMITS AND TYPES OF IRRIGATION DESIGNED FOR THE LANDSCAPE. EXCEPT WHERE PLANT FOUNDATION WATERPROOFING IS IN PLACE, IRRIGATION SHALL NOT BE EMITTED WITHIN THE MINIMUM DISTANCE FROM BUILDING OR WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT. ALL IRRIGATION DISTRIBUTION LINES, HEADS AND EMITTERS SHALL BE KEPT OUTSIDE THE MINIMUM DISTANCE AWAY FROM ALL BUILDING AND WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT.
7.	LANDSCAPE MATERIAL LOCATIONS SHALL HAVE PRECEDENCE OVER IRRIGATION MAINLINE AND LATERAL LOCATIONS. COORDINATE INSTALLATION OF IRRIGATION EQUIPMENT SO THAT IT DOES NOT INTERFERE WITH THE PLANTING OF TREES OR OTHER LANDSCAPE MATERIAL.
8.	THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE EXISTS IN ALL LANDSCAPE AREAS. SURFACE DRAINAGE ON LANDSCAPE AREAS SHALL NOT FLOW TOWARD STRUCTURES AND FOUNDATIONS. MAINTAIN SLOPE AWAY FROM FOUNDATIONS PER THE GEOTECHNICAL REPORT RECOMMENDATIONS. ALL LANDSCAPE AREAS BETWEEN WALKS AND CURBS SHALL DRAIN FREELY TO THE CURB UNLESS OTHERWISE IDENTIFIED ON THE GRADING PLAN. IN NO CASE SHALL THE GRADE, TURF, THATCH, OR OTHER LANDSCAPE MATERIALS DAM WATER AGAINST WALLS. MINIMUM SLOPES ON LANDSCAPE AREAS SHALL BE 2%. MAXIMUM SLOPE SHALL BE 25% UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS OR APPROVED BY THE OWNER'S REPRESENTATIVE.
9.	PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENEO TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.
10.	ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION AT 5 cu yds/1,000sf OR AS NOTED IN THE TECHNICAL SPECIFICATIONS.
11.	TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, DRAINAGE AREAS, OR UTILITY EASEMENTS. CONTACT OWNER'S REPRESENTATIVE FOR RELOCATION OF PLANTS IN QUESTIONABLE AREAS PRIOR TO INSTALLATION.
12.	THE CENTER OF EVERGREEN TREES SHALL NOT BE PLACED CLOSER THAN 8' AND THE CENTER OF ORNAMENTAL TREES CLOSER THAN 3' FROM A SIDEWALK, STREET OR DRIVE LANE. EVERGREEN TREES SHALL NOT BE LOCATED ANY CLOSER THAN 15' FROM IRRIGATION ROTOR HEADS. NOTIFY OWNER'S REPRESENTATIVE IF TREE LOCATIONS CONFLICT WITH THESE STANDARDS FOR FURTHER DIRECTION.
13.	ALL EVERGREEN TREES SHALL BE FULLY BRANCHED TO THE GROUND AND SHALL NOT EXHIBIT SIGNS OF ACCELERATED GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
14.	ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 1 YEAR FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.
15.	ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO PROTECT GEO-GRID. IF GEO-GRID MUST BE CUT TO INSTALL TREES, APPROVAL MUST BE GIVEN BY OWNER'S REPRESENTATIVE PRIOR TO DOING WORK.
16.	TREE WRAP SHALL BE APPLIED IN LATE FALL AFTER INSTALLATION AND REMOVED THE FOLLOWING SPRING. TREES GREATER THEN 4" IN CALIPER MAY NOT REQUIRE TREE WRAP IF BARK IS SUFFICIENTLY DEVELOPED. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE WRAPPED.
17.	ALL TREES IN SEED OR TURF AREAS SHALL RECEIVE MULCH RINGS. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE MULCHED FOR EXCESSIVE MOISTURE REASONS.
18.	SHRUB, GROUNDCOVER AND PERENNIAL BEDS ARE TO BE CONTAINED BY 6" x 14 GAUGE BLACK, WITH PROTECTIVE CAP. INTERLOCKING STEEL TYPE EDGER, RYERSON OR EQUAL. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS, WALKS OR SOLID FINES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.
19.	IN ALL CASES SHRUB, GROUNDCOVER AND PERENNIAL BEDS ADJACENT TO BUILDING AND WALL FOUNDATIONS SHALL BE CONTAINED BY 6" x 14 GAUGE BLACK, WITH PROTECTIVE CAP, INTERLOCKING TYPE PERFORATED EDGER, RYERSON OR EQUAL. EDGER SHALL NOT RESTRICT THE FREE FLOW OF DRAINAGE OR DAM WATER IN ANY CASE. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS OR SOLID FINES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.
20.	ALL SHRUB BEDS ARE TO BE MULCHED WITH MIN. 3" DEPTH, 3/4" CAFE ROCA MULCH OVER SPECIFIED GEOTEXTILE WEED CONTROL FABRIC. ALL GROUND COVER AND PERENNIAL FLOWER BEDS SHALL BE MULCHED WITH 3" DEPTH DOUBLE SHIPPED CEDAR MULCH. NO WEED CONTROL FABRIC IS REQUIRED IN GROUNDCOVER OR PERENNIAL AREAS.
21.	EXISTING TURF AREAS THAT ARE DISTURBED DURING CONSTRUCTION, ESTABLISHMENT AND THE MAINTENANCE PERIOD SHALL BE RESTORED WITH NEW SOO TO MATCH EXISTING TURF SPECIES. DISTURBED NATIVE AREAS WHICH ARE TO REMAIN SHALL BE OVER SEEDED AND RESTORED WITH SPECIFIED SEED MIX.
22.	WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.
23.	ALL SODDED, TURF SEED, AND LANDSCAPED AREAS SHALL BE WATERED BY AN UNDERGROUND, AUTOMATIC IRRIGATION SYSTEM, AND SHALL PROVIDE 100% COVERAGE TO ALL AREAS. ALL IRRIGATION TO BE INSTALLED PER CITY AND COUNTY OF DENVER STANDARDS. (SEE IRRIGATION PLAN)
24.	ROUTINE TREE MAINTENANCE AND PRUNING SHALL PREVENT BRANCHES FROM INTERFERING WITH ALL FIRE ACCESS LANE CLEARANCES.
25.	WHEN PLANTER URNS ARE SHOWN ON PLANS, CONTRACTOR SHALL INCLUDE THE

LANDSCAPE NOTES (CONTINUED)		
FOLLOWING: PLANTER MIX, ANNUAL FLOWER PLANTING PROGRAM (INCLUDES 2 PLANTINGS FOR THE 1ST YEAR (SPRING AND FALL) AND WINTER HAND-WATERING AS NEEDED. UNLESS OTHERWISE SPECIFIED, CONTRACTOR TO PROVIDE ANNUAL PLANTING SELECTION FOR REVIEW BY OWNER. IRRIGATION FOR PLANTERS TO BE ON SEPARATE ZONE(S). CONTRACTOR TO COORDINATE PLACEMENT OF NECESSARY SLEEPING PRIOR TO PLACEMENT OF PAVEMENT.		
25.	PRIOR TO THE PLACEMENT OF MULCH AND WEED FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.	
26.	THE CONTRACTOR IS EXPECTED TO KNOW AND UNDERSTAND THE CITY OF DENVER SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION. IN CASES OF DISCREPANCIES THE HIGHER OF THE TWO STANDARDS SHALL HAVE PRECEDENCE (SPECIFICATIONS AND DETAILS PROVIDED WITH THE PLANS VERSUS THE CITY AND COUNTY OF DENVER SPECIFICATIONS AND DETAILS).	
27.	THE FINAL LOCATION OF TREES MAY NEED TO BE ADJUSTED BY THE LANDSCAPE ARCHITECTS AND COORDINATE WITH THE DENVER PARKS DIVISION TO AVOID AND MINIMIZE CONFLICTS WITH UTILITIES, STREET LIGHTS, DRIVEWAYS AND LINES OF SIGHT.	
28.	CALL FOR UTILITY LOCATIONS PRIOR TO BEGINNING OF CONSTRUCTION.	
29.	THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.	
30.	THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.	
31.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.	
32.	DO NOT DISTURB THE EXISTING PAVING, LIGHTING, LANDSCAPING, OR IRRIGATION THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.	
33.	THE LANDSCAPE CONTRACTOR SHALL FURNISH A ONE YEAR MAINTENANCE AND WARRANTY PERIOD FROM THE DATE OF INITIAL ACCEPTANCE.	
34.	COORDINATE INSTALLATION OF IRRIGATION SLEEPING PRIOR TO CURB AND PAVEMENT INSTALLATION.	
35.	PLANTERS ARE TO INCLUDE SOIL THAT IS FREE FROM DEBRIS.	
36.	ALL TREES SHALL BE A MINIMUM OF 9' FROM EXISTING WATER LINES AND/OR IRRIGATION MAINLINES WHEN POSSIBLE.	

MATERIALS SCHEDULE		
DESCRIPTION	MANUFACTURER / PROVIDER	NOTES / SPECIFICATIONS
NARROW MODULAR PAVERS	STEPSTONE INC. stepstoneinc.com	- NARROW MODULAR PAVERS - PAVERS SHALL MATCH ARCHITECTURE
ROOFTOP PAVER	BISON INNOVATIVE PRODUCTS bisonip.com	- 2" X 2" - 2CM PAVERS
COLORLED SAND FINISH CONCRETE A	BY CONTRACTOR	TEXTURE: SAND FINISH COLOR: STANDARD DAVIS COLOR T.B.D.
COLORLED SAND FINISH CONCRETE B	BY CONTRACTOR	TEXTURE: SAND FINISH COLOR: STANDARD DAVIS COLOR T.B.D.
STAMPED CONCRETE	BY CONTRACTOR	TEXTURE: WOOD STAMPED COLOR: ACID STAIN AND SEAL TO HAVE APPEARANCE OF LIGHT BROWN WOOD GRAIN
STANDARD CONCRETE FLATWORK	BY CONTRACTOR	STANDARD GRAY CONCRETE ALL SCORING SHALL BE SAW CUT AND PER PLAN, WHERE NOT SHOWN ON PLAN SCORING SHALL BE SPACED THE WIDTH OF THE WALK
ROCK MULCH	STAKER PARSON P ROCK stakerparson.com COLOR: CAFE ROCA	3" DEPTH
ARTIFICIAL TURF	DOMINION TURF dominionturf.com 719.271.5993	GOLF SYNTHETIC TURF INSTALL PER MANUFACTURERS RECOMMENDATIONS

REFERENCE NOTES SCHEDULE	
SYMBOL	DESCRIPTION
	GLASS POOL FENCE
SYMBOL	DESCRIPTION
	LANDSCAPE BED
	ROCK MULCH
	COLORLED SANDSCAPE CONCRETE A
	COLORLED SANDSCAPE CONCRETE B
	STAMPED CONCRETE
	ROOFTOP PAVERS
	RAISED DECK

SHEET INDEX	
L 1.0 LANDSCAPE NOTES	
L 2.0 LANDSCAPE PLAN	
L 2.1 LANDSCAPE PLAN	
L 2.2 COURTYARD AND ROOFTOP	
L 3.0 LANDSCAPE DETAILS	

PLANT LIST

DECIDUOUS TREES

GI FA	4	BOTANICAL / COMMON NAME	ROOT	SIZE
PL AC	17	GINOSO BLOBA / FASTIGIATA / FASTIGIATE MAIDENHAIR TREE PLATANUS X ACERIFOLIA / LONDON PLANE TREE	B 8 B	2'CAL

ORNAMENTAL TREES

AM LA	1	BOTANICAL / COMMON NAME	ROOT	SIZE
RO AM	11	AMELANCHIER LAEVIS / ALLEGHENY SERVICEBERRY ROBINIA X AMBIGUA / IDAHO LOCUST	B 8 B	15'CAL

UPRIGHT EVERGREEN

PI ST	1	BOTANICAL / COMMON NAME	ROOT	SIZE
		PICEA ABIES / CLANBRASSILIANA STRICTA / CLANBRASSILIANA STRICTA NORWAY SPRUCE	B 8 B	4' HEIGI

EVERGREEN SHRUBS

AB NA	39	BOTANICAL / COMMON NAME	ROOT	SIZE
AR PA	4	ABIES BALSAMEA 'NANA' / DWARF BALSAM FIR ARCTOSTAPHYLOS PATULA / GREEN-LEAF MANZANITA	CONT	5 GAL
PA MY	1	PAXISTIMA MYRSINITES / OREGON BOXWOOD	CONT	5 GAL

ORNAMENTAL GRASSES

FE GL	68	BOTANICAL / COMMON NAME	ROOT	SIZE
MI GR	33	FESTUCA OVINA GLAUCA / BLUE SHEEP FESCUE MISCANTHUS SINENSIS / GRACILLIMUS / MAIDEN GRASS	CONT	1 GAL
OR HY	94	ORYZOPSIS HYMENOIDES / INDIAN RICE GRASS	CONT	1 GAL
PE RU	65	PENNETSETUM RUPELII / FOUNTAIN GRASS	CONT	1 GAL

DECIDUOUS SHRUB (3' - 7' SPREAD)

AR TR	2	BOTANICAL / COMMON NAME	ROOT	SIZE
CA PY	6	ARTEMISIA TRIDENTATA / BIG SAGEBRUSH CARAGANA PYGMAEA / PYGMY PEAHRUB	CONT	5 GAL
PH DI	1	PHYSCARPUS OPULEFOLIUS 'DIABOLO' / DIABLO NINEBARK	CONT	5 GAL
PR BE	3	PRUNUS BESSEYI / SAND CHERRY	CONT	5 GAL
RH GL	12	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	CONT	5 GAL
RO WO	5	ROSA WOODSIDE / MOUNTAIN ROSE	CONT	5 GAL
SY KI	1	SYRINGA PATULA 'MISS KIM' / MISS KIM LILAC	CONT	5 GAL
WE FL	2	WEIGELA FLORIDA / OLD FASHIONED WEIGELA	CONT	5 GAL
YU PA	2	YUCCA PARVIFLORA / RED YUCCA	CONT	5 GAL

DECIDUOUS SHRUBS (1' - 3' SPREAD)

BE PY	24	BOTANICAL / COMMON NAME	ROOT	SIZE
CA DK	24	BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY BARBERRY CARYOPTERIS X CLANDONENSIS 'DARK KNIGHT' / DARK KNIGHT SPIREA	CONT	5 GAL
CO KE	12	CORNUS SERICEA 'KELSEY' / KELSEY DWARF REDTIDWIG DOGWOOD	CONT	5 GAL
GE LY	16	GENSTAL LYDIA / LYDIA BROOM	CONT	5 GAL
PH DE	25	PHYSCARPUS OPULEFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK	CONT	5 GAL
PO FR	8	POTENTILLA FRUTICOSA / BUSH CINQUEFOIL	CONT	5 GAL

GROUND COVER

AR CA	94	BOTANICAL / COMMON NAME	ROOT	SIZE
DE CO	72	ARABIS CAUSASICA / ROCKCRESS DELOSPERMA COOPERI / PURPLE ICE PLANT	1GAL	1 GAL
EL FO	17	ELONYMUS FORTUNEI / WINTERCREEPER	CONT	1 GAL
HE NU	47	HELIANTHEMUM NUMMULARIUM / SUNROSE	CONT	1 GAL
SE PI	29	SEDUM X 'FIRECRACKER' TM / SUNSPARKLER FIRECRACKER STONECROP	CONT	1 GAL
VI MI	29	VINCA MINOR / COMMON PERIWINKLE	FLAT	

TURF

TURF	QTY	BOTANICAL / COMMON NAME	CONT
SOD	1,100 SF	ARTIFICIAL TURF / ARTIFICIAL TURF	NONE
	7,517 SF	SOD / VORTEX HYBRID BLUEGRASS BY KORBYS SOD LLC	NONE

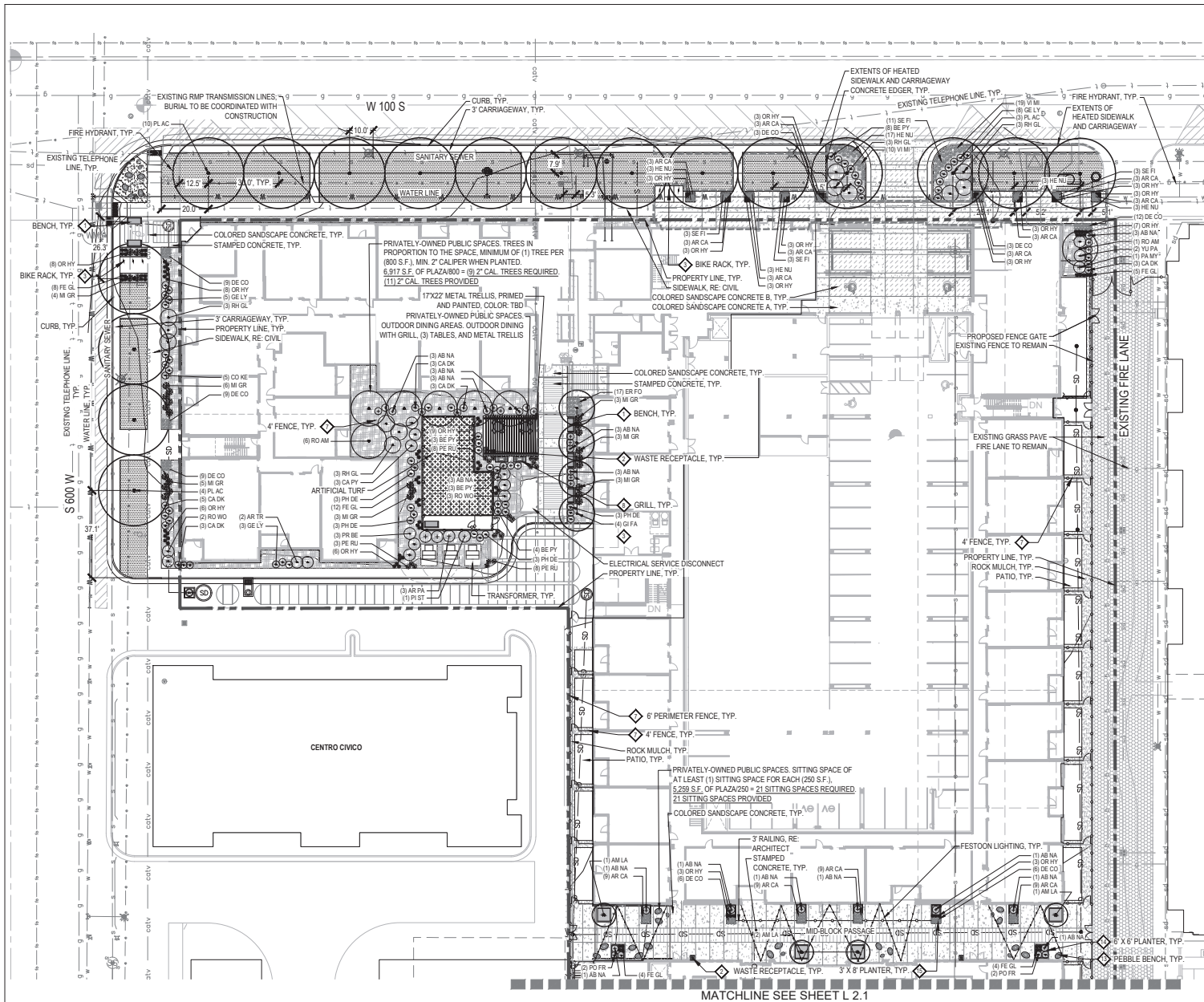
FURNISHING SCHEDULE

IMAGERY	DESCRIPTION	NOTES / SPECIFICATIONS
	BENCH	MANUFACTURER: SITESCAPES (OR APPROVED EQUAL) COLLECTION: WESTPORT MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: DARK BRONZE
	WASTE RECEPTACLE	MANUFACTURER: SITESCAPES (OR APPROVED EQUAL) COLLECTION: WESTPORT MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: DARK BRONZE
	BIKE RACK	MANUFACTURER: SITESCAPES (OR APPROVED EQUAL) COLLECTION: BARRISTRO BIKE PARKING MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: SILVER
	FIRE FEATURE	MANUFACTURER: WOODLAND DIRECT (OR APPROVED EQUAL) COLLECTION: PRISM HARDSCAPE TAYOLA V MOUNTING: INSTALL PER MANUFACTURER'S SPECS BTU: 65,000
	ROOFTOP PLANTER (96" X 24" X 36")	MANUFACTURER: BISON INNOVATIVE PRODUCTS (OR APPROVED EQUAL) COLLECTION: CUBE MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: BRONZE
	DOG STATION	MOUNTING: SURFACE MOUNT COLOR: GREEN
	FENCING	MATERIAL: STEEL SIZE: PERIMETER FENCE - 6' HT. PRIVATE YARD FENCE - 4' HT. MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: BLACK
	GAS GRILL	MANUFACTURER: BLAZE (OR APPROVED EQUAL) COLLECTION: 32" 4-BURNER GRILL MOUNTING: INSTALL PER MANUFACTURER'S SPECS BTU: 55,000 NOTES: GRILL TO INCLUDE AUTOMATIC SHUT-OFF TIMER
	FIRE BOWLS	MANUFACTURER: SLICK ROCK CONCRETE (OR APPROVED EQUAL) COLLECTION: 34" SQUARE RIDGELINE FIRE BOWL COLOR: MAHOAGANY MOUNTING: INSTALL PER MANUFACTURER'S SPECS BTU: 83,000

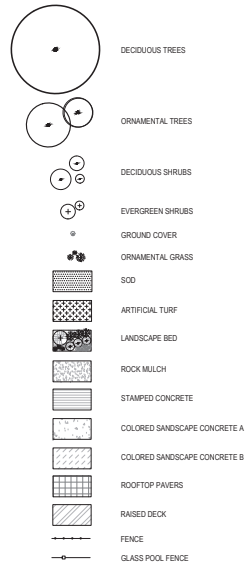
FURNISHING SCHEDULE - CONT.

	SLING ADIRONDACK CHAIR	MANUFACTURER: POOL FURNITURE SUPPLY (OR APPROVED EQUAL) COLLECTION: ROYAL PATIO-WINDWARD RPW444SL COLOR: RIVER WHITE WITH FUSION CHESTNUT SLING FABRIC
	GLASS POOL FENCE	MANUFACTURER: AQUAVIEW (OR APPROVED EQUAL) www.aquaviewfencing.com
	GLASS POOL GATE	MANUFACTURER: AQUAVIEW (OR APPROVED EQUAL) www.aquaviewfencing.com
	CONCRETE PEBBLE BENCH	MANUFACTURER: QCP CONCRETE COLLECTION: PEBBLE SIZE: LARGE / MEDIUM / SMALL
	6' X 6' PLANTER	MANUFACTURER: OLD TOWN FIBERGLASS COLLECTION: CARDOFF SQUARE MODEL: CFT236 SIZE: 72" W X 72" L X 36" H COLOR: BRONZE 12
	3' X 8' PLANTER	MANUFACTURER: OLD TOWN FIBERGLASS COLLECTION: STANDARD RECTANGLE MODEL: RL93648 SIZE: 96" L X 36" W X 48" H COLOR: BRONZE 12
	ROOFTOP PLANTER (72" X 24" X 36")	MANUFACTURER: BISON INNOVATIVE PRODUCTS (OR APPROVED EQUAL) COLLECTION: CUBE MOUNTING: INSTALL PER MANUFACTURER'S SPECS COLOR: BRONZE
	ROOFTOP FIRE FEATURE	MANUFACTURER: WOODLAND DIRECT (OR APPROVED EQUAL) COLLECTION: CORTLIN GAS FIRE PIT-LINEAR MOUNTING: INSTALL PER MANUFACTURER'S SPECS BTU: 65,000

4600 S. Syracuse, Suite 210 Denver, CO 80237 720.452.0354	
NORRIS DESIGN Planning Landscape Architecture Consulting	
1101 Broadway Street Denver, Colorado 80202 P: 303.466.1100 www.norrisdesign.com	
ALTA DEPOT	
565 WEST 100 SOUTH SALT LAKE CITY, UT	
THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MAY CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.	
No.	Description
CURRENT PHASE	
PD / DESIGN REVIEW SUBMITTAL # 3	
ISSUE DATE	11.11.2020
KEY PLAN	
SHEET TITLE	
Landscape Notes and Schedules	
SHEET NUMBER	
L 1.0	
ARCHITECT'S PROJECT NUMBER	WD19002



LEGEND



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

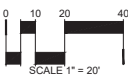
SHEET TITLE

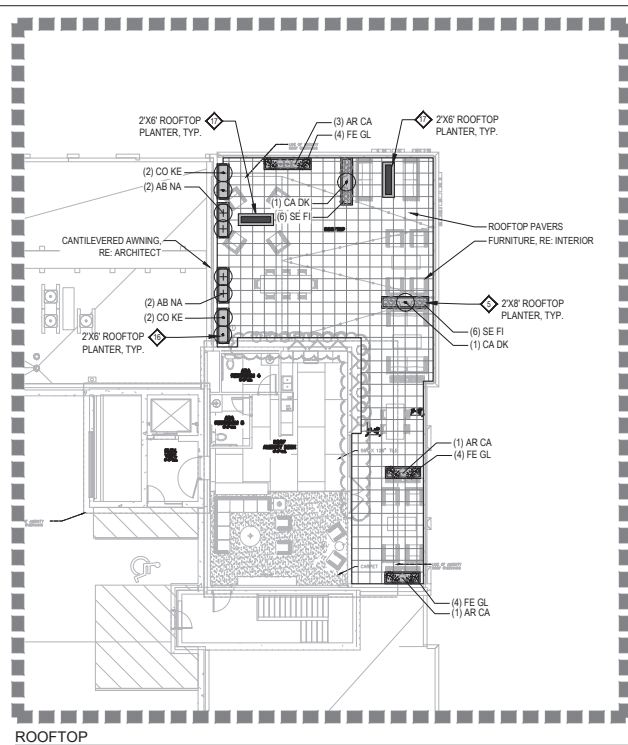
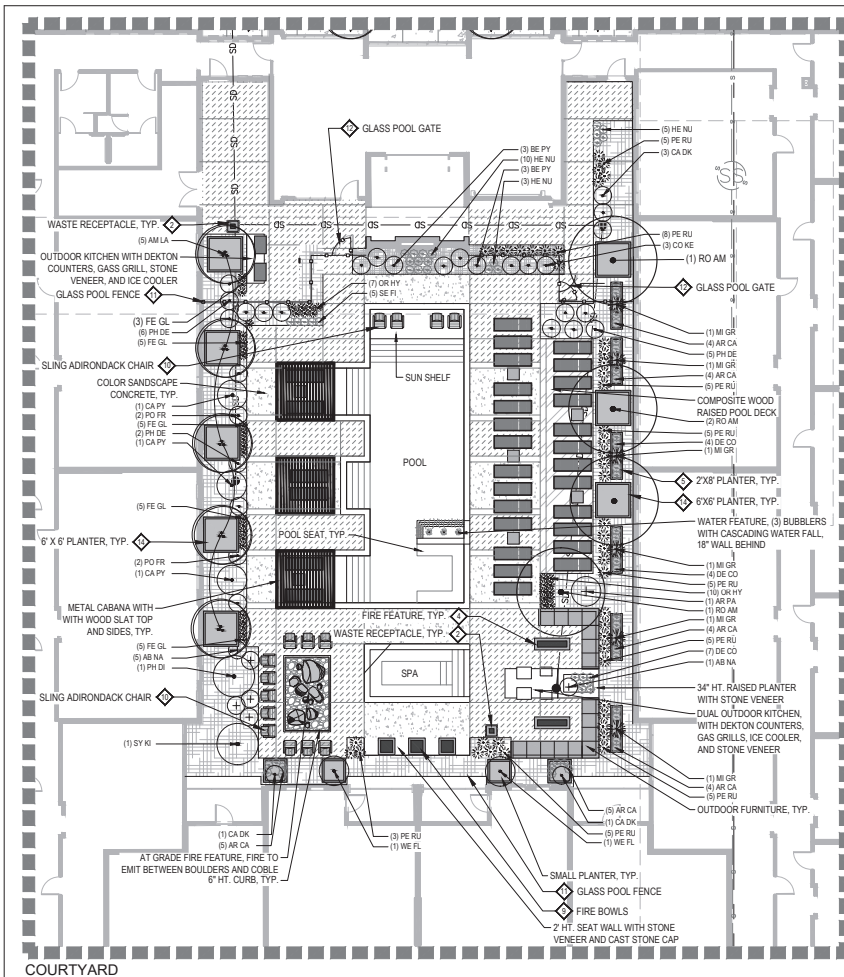
Landscape Plan

SHEET NUMBER

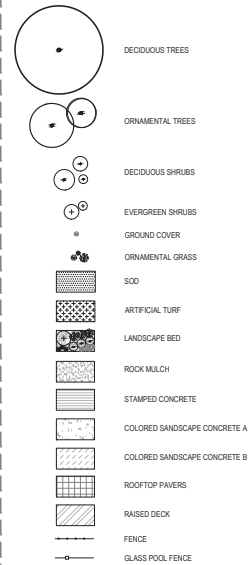
L 2.0

ARCHITECT'S PROJECT NUMBER WO19002





LEGEND



ALTA DEPOT

565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date
-----	-------------	------

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE

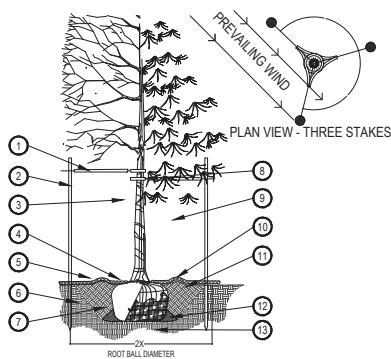
Courtyard and Rooftop
Enlargements

SHEET NUMBER

L 2.2

ARCHITECT'S PROJECT NUMBER WD19002



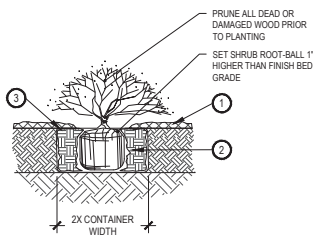


1 TREE PLANTING DETAIL

- PRUNING NOTES:**
- ALL PRUNING SHALL COMPLY WITH ANSI A300 STANDARDS.
 - DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
- STAKING NOTES:**
- STAKE TREES PER FOLLOWING SCHEDULE, THEN REMOVE AT END OF FIRST GROWING SEASON.
 - 1-2" CALIPER SIZE - MIN. 1 STAKE ON SIDE OF PREVAILING WIND (GENERALLY N.W. SIDE)
 - 1-2" 3" CALIPER SIZE - MIN. 2 STAKES - ONE ON N.W. SIDE, ONE ON S.W. SIDE (OR PREVAILING WIND SIDE AND 180° FROM THAT SIDE)
 - 3" CALIPER SIZE AND LARGER - 3 STAKES PER DIAGRAM
 - WIRE OR CABLE SHALL BE MIN. 12 GAUGE. TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. NYLON STRAPS SHALL BE LONG ENOUGH TO ACCOMMODATE 1-2" OF GROWTH AND BUFFER ALL BRANCHES FROM WIRE.

- PLACE MIN. 1/2" PVC PIPE AROUND EACH WIRE. EXPOSED WIRE SHALL BE MAX. 2" EACH SIDE
- 6 FT. UNTREATED WOOD POST (MIN. 1.5" DIAMETER). ALL SHALL BE DRIVEN OUTSIDE ROOTBALL AND IN UNDISTURBED SOIL.
- TREE WRAP TO BE INSTALLED ONLY FROM OCTOBER 1 THROUGH APRIL 30. (DECIDUOUS ONLY)
- PLANT TREE SO THAT FIRST ORDER MAJOR ROOT IS 1'-2" ABOVE FINAL GRADE.
- 3" DEEP MULCH RING PLACED A MINIMUM OF 4 FT. IN DIAMETER. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK (FINISHED GRADE REFERENCES TOP OF MULCH).
- 1:1 SLOPE ON SIDES OF PLANTING HOLE.
- REMOVE ALL TWINE, ROPE, BURLAP AND WIRE FROM ENTIRE ROOT BALL AND TRUNK
- GROMMETED NYLON STRAPS
- GALVANIZED WIRE, MIN. 12 GAUGE CABLE - TWIST WIRE ONLY TO KEEP FROM SLIPPING.
- 4-6" HIGH WATER SAUCER IN NON-TURF AREAS.
- BACKFILL WITH BLEND OF EXISTING SOIL AND A MAXIMUM 20% (BY VOLUME) ORGANIC MATERIAL. WATER THOROUGHLY WHEN BACKFILLING.
- PLACE SOIL AROUND ROOT BALL FIRMLY. DO NOT COMPACT OR TAMP. SETTLE SOIL WITH WATER TO FILL ALL AIR POCKETS.
- PLACE ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLEMENT.

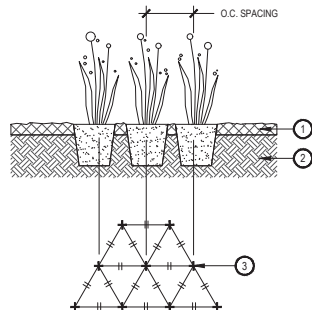
SCALE: 3/16" = 1'-0"



2 SHRUB PLANTING

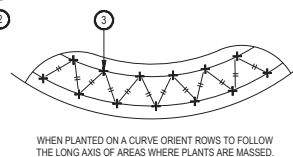
- SPECIFIED MULCH
- AMENDED SOIL IN PLANTING BED PER SPECIFICATIONS. TILL SOIL TO A DEPTH OF EIGHT INCHES.
- FINISH GRADE (TOP OF SOIL)

- NOTE:**
- BROKEN OR CRUMBLING ROOT-BALLS WILL BE REJECTED
 - CARE SHOULD BE TAKEN NOT TO DAMAGE THE SHRUB OR ROOT-BALL WHEN REMOVING IT FROM ITS CONTAINER
 - ALL JUNIPERS SHALL BE PLANTED SO THE TOP OF THE ROOT-BALL OCCURS ABOVE THE FINISH GRADE OF THE TOP SOIL
 - DIG PLANT PIT TWICE AS WIDE AND HIGH AS THE CONTAINER



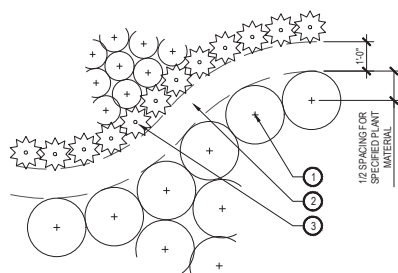
3 PERENNIAL PLANT LAYOUT

- SPECIFIED MULCH
- AMENDED PLANTING BED TILLED TO A DEPTH OF 6"
- CENTER OF PLANT



WHEN PLANTED ON A CURVE ORIENT ROWS TO FOLLOW THE LONG AXIS OF AREAS WHERE PLANTS ARE MASSED.

SCALE: 1" = 1'-0"

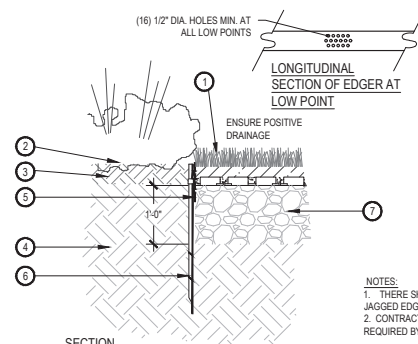


4 CURVED PLANTING DETAIL

- NOTE:**
- THIS DETAIL IS DRAWN TO SHOW THE INTENDED PLANTING LAYOUT OF ADJACENT SHRUB BEDS ALONG CURVES. CONTRACTOR TO PLANT ALL PERIMETER OF BED AREAS AS SHOWN AND THEN PLANT THE REMAINDER OF THE BED TRIANGULARLY AT THE SPECIFIED SPACING.

- PLANT MATERIAL SPACED AT 24"-36" ON CENTER
- SEPARATION ZONE BETWEEN ALL ADJACENT SPECIFIED BED PLANTINGS
- PLANT MATERIAL SPACED AT 9"-24" ON CENTER

SCALE: 1/2" = 1'-0"



5 STEEL EDGER DETAIL

- FINISHED GRADE - TOP OF SOD THATCH LAYER SHALL BE FLUSH WITH TOP OF EDGER
- PLANT BED, RE: LANDSCAPE PLANS
- AMENDED SOIL PER SPECIFICATIONS
- SUBGRADE
- STEEL EDGER - DRILL (16) 1/2" DIA. HOLES 1' O.C. MIN. AT ALL LOW POINTS OR POORLY DRAINING AREAS IN ORDER TO ENSURE ADEQUATE DRAINAGE
- EDGER STAKE
- COMPACTED SANDY GRAVEL ROAD BASE, PER GRASSPAVE2 SPECS.

- NOTES:**
- THERE SHALL BE NO EXPOSED SHARP / JAGGED EDGES.
 - CONTRACTOR SHALL INSTALL STAKES AS REQUIRED BY THE MANUFACTURER.

SCALE: 1" = 1'-0"

ALTA DEPOT
565 WEST 100 SOUTH
SALT LAKE CITY, UT

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No. Description Date

CURRENT PHASE

PD / DESIGN REVIEW
SUBMITTAL # 3

ISSUE DATE 11.11.2020

KEY PLAN

SHEET TITLE

Landscape Details

SHEET NUMBER

L 3.0

ARCHITECT'S PROJECT NUMBER WD19002

COPYRIGHT © 2020 STUDIO PBA, INC. ALL RIGHTS RESERVED

2/28/2020 9:30:12 AM

ATTACHMENT C: APPLICANT INFORMATION

~~September 1, 2020~~ December 2, 2020

Planning Division
Community And Economic Development
Salt Lake City Corporation
c/o Lex Traugher
451 South State Street, Room 215
Salt Lake City, Utah 84114

Re: Alta Depot - 565 West 100 South, PLNPCM2020-00221
Response to PD Comments 1st Round

The purpose of this letter is to provide a narrative and associated redesigned sheets to respond to the attached comments from various departments.

Engineering Review, Weiler, Scott

The property of this development was part of the McCarthy's Subdivision Plat (PLNSUB2014-00108 & PLNSUB2014-00729), which plat was recorded in 2015. A Subdivision Improvement Construction Agreement was executed in 2016 for the public improvements associated with the McCarthy's Subdivision plat. Of the security for that SICA, \$48,814.50 (cash deposit) remains for the anticipated public way improvements along the 100 South and 600 West frontages of Lot 2 (this development). \$9,000 of the cash deposit is for the installation of two street lights. This cash deposit will become eligible for release to the original subdivider upon the successful completion of the improvements listed in the SICA, which will require current insurance from the contractor performing the work. It is anticipated that the review of those improvements will occur when a building permit application is submitted.

Engineering has no objection to the proposed planned development going forward through the City's process for planned developments

RESPONSE: Noted

Building Review, Warlick, William

For purposes of future building codes plan review as part of the anticipated building permit application, note the following potential issues per the 2018 International Building Code.

1. It is not clear that the egress court leading from stair D meets the requirements of Section 1028 (direct and unobstructed access to a public way per 1028.5, and fire protection per 1028.4.2.)

RESPONSE: Noted – a full code analysis will be conducted upon Building Permit Submittal.

2. The number of exits from the rooftop amenity shall comply with 1006.3. The building with the “rooftop amenity” (probably a Group A occupancy on the 5th story) will need to be of a type of construction and have the type of automatic fire sprinklers as required by the code, including 503.1.4, Table 504.4 and 903.2.1.6.

RESPONSE: The building with the rooftop amenity will be of Type IIIB construction, thereby allowing A occupancy indoors and outdoors. That area, and the entire building, will be fully sprinklered per NFPA 13. A full code analysis will be conducted upon Building Permit Submittal.

3. The garage building will need to be of a type of construction required per Table 504.4.

RESPONSE: The garage building will be of Type IIA construction.

Fire Code Review, Bateman, Douglas

Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exceptions:

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

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

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

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

RESPONSE: The project is requesting an increase to 250' for the hose pull dimension based on item 1.1. The building will be fully sprinklered in accordance with IBC Section 903.3.1.1, NFPA 13.

See attached Site Plan-Fire Diagram for full dimensioned Hose Pull Distances showing the 250' requested, Fire apparatus Access Roads, and Aerial Apparatus Access Roads.

Where approved by the fire code official, fire apparatus access roads shall be permitted to be exempted or modified for solar photovoltaic power generation facilities.

*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet and less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet

RESPONSE: The building is greater than 30' tall, therefore all fire apparatus access roads have a width not less than 26 feet.

See attached Site Plan-Fire Diagram for full dimensioned access roads.

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

RESPONSE: Noted. All proposed fire apparatus access roads shall be designed per requirements. Note that the existing fire access road on the east side of the site is an existing **approved** access road that is shared with the neighboring property, Gateway 505.

*The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet

RESPONSE: See attached Site Plan Fire Diagram for full dimensioned Fire Access roads. The only proposed new Fire Access Road is labeled #1, and it has no turns. It is a straight 150' dead end. The other two Fire Access Roads shown are previously approved roads, and are to be shared between our property and the neighbors – Gateway 505 to the East and Centro Civico to the Southwest.

Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus.

RESPONSE: Three dead-end fire apparatus access roads exist on this site.

1st - On the east side the building will share the existing Approved Fire Access Road with Gateway 505. That road is anticipated to cut through the property to the south eventually, therefore turnaround it was approved and is in service currently with no turnaround.

2nd - On the South side of the western leg of the building, this building shares a new fire access lane with the Centro Civico building to the south and west. See that road labeled #2 on the attached Site Plan Fire Diagram. That road has been shortened to less than 150', therefore no turnaround is required. The Hose Pull distances have been adjusted accordingly.

3rd - On the West side of the building in the middle of the block the building shares an Approved Fire Access road with Centro Civico. That Access road has an approved turnaround, per Centro Civico's building permit process.

Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

RESPONSE: Noted. The Civil Engineering Utility Plan that was submitted with the first package (attached) shows the fire hydrant locations, both existing and proposed. (Note that the Utility Plan has not yet been updated to show the revised 150' Fire Access Road without turnaround on the west boundary of the site.)

Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.

RESPONSE: Noted. The FDC is keynoted on the attached Site Plan and on the Site Plan – Fire Diagram, and is in a highly visible location near the primary building entrance along 100 South, which is the Street Address side.

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

RESPONSE: All fire apparatus access roads are 26 feet minimum.

*Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders.

RESPONSE: All aerial apparatus access roads are 26 feet minimum.

Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

RESPONSE: Aerial Fire Apparatus Access is provided at the previously approved, existing shared fire access road running north/south between this project and the Gateway 505 development (Labeled #1 on the attached Site Plan – Fire Diagram). Dimensions are shown that locate the building between 15' and 30' from the access road.

Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

RESPONSE: Note that the existing overhead power lines along both 100 S and 600 N will be buried as a part of this project. However, the Aerial Access will be achievable from the previously approved shared Fire Access road running north/south on the east side of the building.

Zoning Review, Alan Michelsen

A Certified Address is to be obtained from the Engineering Division for use in the plan review and permit issuance process. The address on the plans submitted for the building permit shall match the certified address.

RESPONSE: Noted – **565 West 100 South** is the building's Certified Address, and is printed on the PD submittal and will be printed on the submitted building permit plans.

Provide a completed Impact Fee Assessment worksheet.

RESPONSE: See attached Impact Fee Assessment Worksheet.

See 21A.31 for general and specific regulations, including the design standards for the G-MU district.

RESPONSE: Noted: Design Standards for the G-MU district have been followed. See initial submittal narrative for responses and areas of non-compliance. One area of noted variance from G-MU district standards is exterior materials, discussed in depth below in General Comments section of this narrative.

See 21A.36.010 for Use of Land and Buildings and 21A.36.250 for providing a permanent recycling collection station.

RESPONSE: Noted: A permanent recycling collection station will be provided within the building's trash termination room. See Sheet A2 – Site Plan/Level 1 Plan attached for location noted on the ground floor, west side of the building.

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. Contact the Waste Management Division at 801-535-6984.

RESPONSE: Noted: A Waste Management Plan will be filed at the time of application for permit.

- See 21A.44 for parking and maneuvering standards. Provide parking calculations that address the minimum parking required, maximum parking allowed, along with required and provided number of bicycle parking stalls, electric vehicle parking stalls and required and provided off-street loading berths, along with any method of reducing or increasing the parking requirement as well as clear pedestrian pathways from the parking lot to the entry of the building and the public sidewalk.

RESPONSE: Per 21A.44.050(3)(b) – the project is requesting an Increase to the Maximum Number Of Allowable Parking Spaces based on fulfillment of **1 Major Transportation Demand Management Strategy** and **1 Minor Transportation Demand Management Strategy**.

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

The requested parking increase is as follows:

Per table 21A.44.030, Multiple-family dwelling minimum parking count for this project is:

2-3 BR Units	2 spaces x 84 units =	168 spaces
1 BR Units	1 space x 189 units =	189 spaces
Studios under 600 SF	½ space x 15 units =	8 spaces
Total Min. parking spaces =		365 spaces min allowed
Double the number of spaces =		730 spaces max allowed
Provided parking spaces in this project =		373 spaces

TRANSPORTATION DEMAND STRATEGY

Generally applicable Transportation Demand Strategies shall be met:

1. Electric Vehicle Parking: (1) parking space dedicated to electric vehicles shall be provided for every twenty five (25) parking spaces provided.

Total 385 spaces --- 16 Electric Vehicle Spaces will be provided

2. Residential And Commercial Uses: The number of bicycle parking spaces provided for any residential or commercial use shall be five percent (5%) of the vehicular parking spaces required for such use.

Total 373 car parking spaces --- 20 bicycle parking spaces shall be provided.

The project will provide three of the **Major Transportation Demand Strategies**, though only one is required:

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

A Secured Bike Storage room with at least 20 secured bike parking spaces will be provided within the garage of the building on the ground floor, close to the exterior 100 South. See location noted on Site Plan/Level 1 Floor Plan, Sheet A2.

2. An on site business center or satellite office facility, within a residential development, designed to facilitate telecommuting.

A business center is provided for use by residents that includes desks, small private workspaces, a conference room, wifi, and printing facilities. See location noted on Site Plan/Level 1 Floor Plan , Sheet A2.

3. An on premises gym or workout facility for residents or employees with at least four hundred (400) square feet of space dedicated to workout equipment.

A 2,600 SF fitness center is provided residents. See location noted on Site Plan/Level 1 Floor Plan, Sheet A2.

The project will provide One (1) **Minor Transportation Demand Strategy**:

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

A Secured Bike Storage room with at least 20 secured bike parking spaces will be provided within the garage of the building on the ground floor, close to the exterior entrance off of 100 South. See Site Plan/Level 1 Floor Plan, Sheet A2 for locations.

See 21A.46 for signage. Any signage will require a separate sign permit application.

RESPONSE: Noted. Signage will be submitted as a separate sign permit application.

See 21A.48 for landscaping.

RESPONSE: Noted. Landscape plans shall comply with all zoning requirements, and a full landscape plan will be part of the final submittal documents for review. See some preliminary comments regarding landscaping below, in response to Police Dept comments.

Police Review, Lex Traughber

Overall, this project could bring a welcome revitalization to this area. The high density housing will also bring a need for more police services to this area. Here are the comments and suggestions from the Police Department that should be addressed to help ensure that the new calls for service are not excessive and so that the new residents will be much more satisfied with the new development.

- This development will be across the street from "The Complex" (a large concert/event venue). The residents of this new project will likely generate complaints (increasing Police calls for service in the area) regarding the noise, vehicle traffic, parking, drinking, etc that are presently occurring in conjunction with the events in that area. The developer should consider extra sound insulation (in walls and better insulated windows to ensure the apartments are protected from the frequent (concert music with excessive base and shouting) noise in that area.

RESPONSE: Each of the concerns expressed here will be taken into full consideration during the remainder of the design phase of the Alta Depot project. We envision working closely with the City representatives to develop sound design solutions that respond to the needs of the residents of the City.

- The wide tree lawn with shade trees will attract transients that will loiter in front of the building. Recommend Xeriscaping to deter transient sleeping, loitering and camping on the property.

RESPONSE: Noted. The details of the landscape plan will continue to evolve as we get toward formal submittal. We will work to design those public areas to address all existing factors. Thank you for your candor and input.

- It looks like there are currently gates designed for the pedestrian walkthrough. The gates should stay closed or there will be issues with trespassers sleeping there.

RESPONSE: The gates are intended to remain closed until such time as a) the connecting north/south mid block walkway on the east side of the property is open to the public and deemed safe to pedestrians and public, and b) the connecting east/west mid block walkway through the Centro Civico property to the west is open to the public and deemed safe to pedestrians and public.

- Lighting: lighting to be on the exterior of the building to minimize shadows. This is to include any stairwells or covered porches that seem to be a gathering place for people experiencing homelessness. LED lighting can be a cost effective way to bring enough light to eliminate shadows where crimes can occur.

RESPONSE: Noted, sufficient exterior lighting will be provided. Each unit patio or balcony on will also have its own light.

- Fencing: Any fence installed should be 6' wrought iron with pointy tops to spindles. Rails on the fence should be low to mid height to minimize the ability for the fence to be climbed. Spindles should be 3-6" apart to negate the ability to climb through the fence.

RESPONSE: Noted, the site will be fenced along the entire perimeter with a 6' tall wrought iron fence as described. Note that all ground floor units will have at grade fenced yards extending out from their unit patios, which will serve to further protect ground floor doors and provide activity outside the building at the perimeter (people and dogs), in hopes of discouraging trespassing.

- Landscaping: Hedges are a natural opaque fence that gives an ability for crimes to occur. Bushes and trees should follow the 2' 6' rule which states: Bushes and trees should not be higher than 2' (bushes) and trees not less than 6' tall. This refers to the foliage that can hide someone crouching behind the tree or bush. It is the opinion of this Detective that landscaping should be a hard zero scape with large rocks <3" and uneven ground (mounds, dips and dry river beds.) Vegetation to be a hostile vegetation type to deter loitering on the property along with the city park strip and large shade trees to be used sparingly.

RESPONSE: Noted. The landscape plan will be designed with these factors in mind. We appreciate your feedback.

- Electronic locks to facility: Any electronic locks are suggested to have a key code passed along to SLCPD Dispatch in order to give law enforcement access to property when called by tenants. This code should be updated if changed and should be at each entrance. This is a separate code / box independent of what the Fire Code requires.

RESPONSE: Noted, all exterior doors shall be access controlled.

- Parking: The Police Department supports the plan and variance requested for the complex to exceed the maximum number of parking spots so that tenants are not competing with street parking in an area that has large concert events that may make street parking difficult. This will actually help to decrease calls for service on parking complaints.

RESPONSE: Noted, see discussion above of transportation demand strategies employed to exceed maximum allowed parking typically allowed in the G-MU district. Garage parking will be secured and access controlled, and will be sufficient for residents and visitors.

Public Utility Review, Jason Draper

Approval of the planned development and design review does not provide approval of the site, utility and building plans.

RESPONSE: Noted and in progress

Continued coordination regarding the public sewer main through this property is required. This main and the easement it is in will need to be acquired from SLCDPU. All Public Utilities policies, standards and ordinances will apply.

RESPONSE: Noted

Stormwater management and treatment will be required for this project.

RESPONSE: Noted, see the storm water detention and treatment plan on Sheet C2.0 and details on Sheets C5.5-C5.6.

Unused existing water and sewer connections will be required to be capped per SLC standards.

RESPONSE: Noted, known existing connections will be called out to be capped per SLC Standards and a general note will be added to the plans.

A water main upgrade will likely be required for this project

RESPONSE: Water main upgrade included on 100 South and 600 West on Sheet C2.0.

Additional Considerations and Revisions, Lex Traugher

Per feedback from Staff, the elevations have been redesigned to simplify the massing and the materials. See revised Sheets A11- A16.

Brick: The masonry has been enhanced by increasing its height along the building base, and by solidifying the corners which frame the long ends of the elevation facing 100 South.

Windows: Window patterns in this brick have been simplified to match those in the floors above, and to read as punched openings in the brick as opposed to slots of alternating brick and glass.

Lap Siding: One material has been mostly eliminated from the street facing elevations – the wood-look siding. It has been replaced with cementitious lap siding which presents a classic and durable image. The wood-look is now reserved for “special” areas to warm up the building, such as the sloping soffit ceilings above top floor balconies, and some walls at the rooftop patio.

Colors and tones: The material colors have been toned down to be more harmonious and less contrasty. Light greys, silvers and smoky blues are punctuated by white whites, all of which defer in hue and saturation to the clean blonde brick and strong dark chocolate brick. This serves to give the masonry base a stronger presence.

Breaking up the long building elevation along 200 South: The design intent is more clearly spelled out in our graphics on this revised package. The use of two different masonry colors and two different “massing schemes” is an effort to break up the building visually into two smaller masses, each with its own language, but with common materials, colors and window patterns. The two masses – A and B, are separated by a prominent recess in the building which houses the Primary Resident entry locations. This occurs on both of the street facing facades and in other locations around the building to define the two distinct by complementary design schemes.

Coordination with neighbors: We’ve studied the closest neighboring buildings, both successful new additions to the G-MU district - Gateway 505 and Centro Civico. We want to demonstrate that the materials and massing of our proposed public facing elevations are indeed compatible with surroundings, and that they elevate the quality of architecture in the district.

Both buildings successfully use masonry (and both were approved with less than the G-MU requirement) as a backdrop for other quality materials, and as a base to enhance the pedestrian experience of quality and solidity. Both employ a strategic use of metal panel to emphasize the contemporary expression of the district's former life as an important industrial part of the city. And both use glass liberally on the ground floor to invite views in, keep eyes on the street, and welcome residents and visitors. In fact Alta Depot proposes a higher percentage of masonry than either of those neighbors, and a smaller percentage of metal panel. Alta Depot also significantly exceeds the code required transparency with extensive use of glass along the public faces.

See comparison below.



GATEWAY 505, 100 SOUTH ELEVATION and 500 WEST ELEVATION

- Masonry – 13%-16%
- Metal cladding – 8% - 16%
- Prominent design features: Two colors of masonry at the base along pedestrian path, clean color palette of greys, earthy browns and stark white, large windows stacking from Level 1 through Level 4, framed patio openings to break up the long façade into smaller elements.



CENTRO CIVICO, 600 WEST ELEVATION

- Masonry and Concrete – 22%
- Metal Cladding – 49%
- Prominent design features: Slotted windows, strong masonry base with other deferential materials above, clean lines and contemporary use of classic materials reimagined (metal panel, raw concrete, white stucco)



ALTA DEPOT, 100 SOUTH ELEVATION AND 600 WEST ELEVATION

- Masonry – 27%-30%
- Metal Cladding – 8% -14%
- Glass percentage – 34% - 60% (well over the 25% required)
- Prominent design features coordinated with neighbors: Two colors of brick at base, quiet and muted color pallet of greys and blues, white organizing elements such as slots and frames, large stacking windows, extensive use of storefront glazing along sidewalk, and large unit windows at Level 1.

Additional Considerations

Please note that as a part of the development of this parcel the owner is undertaking a couple of additional items that benefit the immediate site context, the entire district, and the city.

1. Rocky Mountain Power lines – a plan is in place with RMP to bury both the Transmission lines overhead along 100 South and the distribution lines overhead along 600 West. Note that our Transformers for building power are already located well within the site, out of the public ROW.
2. Brownfield Cleanup – The owner of the building plans to enter the Voluntary Cleanup Program (VCP) with the State of Utah to mitigate impacts of railroad history and any other known environmental impacts affecting the site.

Thank you for all of your thoughtful comments. We look forward to discussing the project design with you further if you've got more questions or comments.

Sincerely,

Kathy Parker
 Principal, Architect
 Studio PBA

March 13, 2020

Planning Division
Community And Economic Development
Salt Lake City Corporation
c/o John Anderson
451 South State Street, Room 215
Salt Lake City, Utah 84114

Re: Alta Depot - 565 West 100 South, Planning Submittals:

- 1. Gateway District (21A.31)**
- 2. Planned Development Submittal (21A.55)**
- 3. Design Review Submittal (21A.59)**

The purpose of this letter is to provide a narrative describing the submittal compliance with the above referenced submittals.

Overview: The following narrative and attached submittal demonstrate compliance with three sections of the Salt Lake City Zoning Code:

- 1) **Gateway District Standards (Chapter 21A.31)** - Alta Depot is a new Multifamily Residential (rental apartment) project located in the Gateway District. Compliance with Gateway District standards are described below
- 2) **Planned Development Standards (Chapter 21A.55)** - As part of the Gateway Mixed Use District, (per 21A.31.020) "all new construction of principal buildings...in the G-MU Gateway-Mixed Use District may be approved only as a Planned Development in conformance with the provisions of Chapter 21A.55." Compliance with Planned Development Standards is described in the narrative to follow, and proposals are documented in the sheets submitted as an attachment to this submittal.
 - a. **Modification:** In addition to the requirement for a G-MU project to go through the PD review, we are also requesting a modification to the maximum parking count, which requires PD approval. See Sheet A1 for parking counts proposed, and Pages 4, 12, 14, and 15 of this narrative for a discussion of rationale.
- 3) **Design Review Standards (Chapter 21A.59)** - As part of the Gateway Mixed Use District, (per 21A.31.010.E), "In the Gateway District, the design review process is used to evaluate and resolve urban design." Compliance with Design Review Standards is described in the narrative to follow, and proposals are documented in the sheets submitted as an attachment to this submittal.
 - a. **Modification:** In addition to the requirement for a G-MU project to go through the Design Review, the project is requesting a modification to one of the Gateway Urban Design General Provisions **via the Design Review Process**.

Chapter 21A.31.010.P.1.a (2) states “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: including corrugated metal.”

The project proposes to use less than the required amount of masonry, and also requests the use of corrugated metal as more than a minor building element. The justification for that modification request is described in more detail below on Pages 5, 15, 17, 24 of this narrative in the discussion of the Design Review Compliance.

21A.31.010: GATEWAY DISTRICTS GENERAL PROVISIONS:

- A. Statement Of Intent: The Gateway Districts are intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan ([Salt Lake City Downtown 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.

Submittal Response: See Page 14-15 of this narrative for a discussion of how the proposed development address the vision and objectives of the Downtown Plan and the Depot District.

- B. Uses: Uses in the Gateway District as specified in section [21A.33.060](#), "Table Of Permitted And Conditional Uses In The Gateway District", of this title, are permitted subject to the general provisions set forth in this section.

Submittal Response: Multifamily Housing is permitted in the Gateway district.

- E. Site Plan Review; Design Review: Site plan review, pursuant to chapter 21A.58 of this title, for all of the Gateway Districts, is required.

Design evaluation is necessary to implement the policies of the urban design plan as adopted by the City Council.

Submittal Response: The project is being submitted for Site Plan Review and Design Review.

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

Submittal Response: The project provides a new Mid-Block Walkway that is located where planned by the City's Mid-Block Walkway Network Plan, as presented in the Downtown Community Plan document. Please see Sheets A7-A10 in the submittal package for graphics describing the mid-

block walkway, and please see Page 13 in this narrative for a further discussion of the mid-block walkway.

- G. Location Of Service Areas: All loading docks and other service activities shall be located on block interiors away from view of any public street.

Submittal Response: All loading and services (trash, utilities) are located on the interior of the lot, and are accessed via a private drive aisle off of S 600 West. This private drive also serves as a Fire Department access and accommodates Fire Truck and Loading turnaround space. See Sheet A2 of the submittal package for loading and trash locations.

- H. Restrictions On Parking Lots And Structures: The following regulations shall apply to surface or above ground parking facilities (only those items applicable to this project are described below):

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

Submittal Response: The parking structure portion of this project is accessory to the Multifamily Residential use, and is surrounded on all sides by residential units and/or building functions such as leasing center, fitness center or utility areas. The parking structure is not visible from outside the building.

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

Submittal Response: Confirmed, the parking structure is less over 45 feet tall and under 75 feet tall.

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

Submittal Response: The parking structure for this project will be submitted to the site plan review process concurrently with the Planned Development review process.

- I. Impact Controls And General Restrictions:

1. Refuse Control: Refuse containers must be covered and shall be stored within completely enclosed buildings or screened in conformance with the requirements of chapter 21A.48 of this title.

Submittal Response: Trash facilities for the project are completely enclosed within the building, and not visible from the exterior. See Sheet A2 for location of trash facilities.

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

Submittal Response: All lighting, both building mounted and pole mounted (at grade and at upper most parking area), will have full cut off fixture types. A photometric study and lighting cut sheets can be submitted if required in a later submittal. Signage will also be designed to prevent glare and lighting spillover to neighboring properties. Signage will be submitted as a deferred submittal during the Building Permit review process.

K. Off Street Parking And Loading: All uses in the Gateway District shall comply with the provisions governing off street parking and loading in chapter 21A.44 of this title.

Submittal Response: The project is requesting a parking count **modification**. The project exceeds the maximum number of allowed parking spaces in the Gateway District (1/2 per unit). The reason for this is that the project developer, Wood Partners, has extensive experience in Multifamily Rental apartment leasing, management and retention, and they've got standards for how to calculate the number of parking spaces appropriate for a development based on its unit mix, location, demographic target and proximity to public transportation. They know that if they under park an apartment community, not only will their residents be dissatisfied with their living situation, but also that the neighborhood will suffer from overflow vehicles parked on streets and lots in the surrounding district. The proposed parking count of 385 spaces for 288 units totals 1.3 parking spaces per unit, which is considered adequate but not excessive for this project. With all residents capable of parking inside the private garage, the neighborhood and surrounding public rights-of-way will not be negatively affected by the new residents we are bringing to the area.

We acknowledge that this **modification request** is subject to approval via the Planned Development review. See Page 12 of this Narrative for a further discussion of the Planned Development submittal.

L. Environmental Performance Standards: All uses in the Gateway District shall conform to the environmental performance standards in section [21A.36.180](#) of this title.

Submittal Response: Confirmed. The uses in this project shall adhere to this section.

M. Wall Or Fencing: All uses in the Gateway District shall comply with the provisions governing fences, walls and hedges in section [21A.40.120](#) of this title.

Submittal Response: The fences in the project are compliant with this section. No fence or gate is over 6' tall max. All fences are constructed of high quality prefinished metal, and all are erected entirely within the property line. See Sheets A2 and A13-A16 for the extents of the fencing.

N. Affordable Housing: n/a

O. Accessory Uses, Buildings And Structures: n/a

P. Urban Design: The urban design standards are intended to foster the creation of a rich urban environment that accommodates growth and is compatible with existing buildings and uses in the area. All general development and site plans shall be designed to complement the surrounding existing contiguous (historic) development. The following design standards will provide human scale through change, contrast, intricacy, color and materials where the lower levels of buildings

face public streets and sidewalks. They will also spatially define the street space in order to concentrate pedestrian activity, create a clear urban character and promote visibility of commercial activities at the ground level. The standards will also encourage diversity through the use of building forms and materials, while respecting the patterns, styles and methods of construction traditionally used in the gateway area.

The following urban design standards will be reviewed as part of the site plan review process, with assistance from Planning Division staff as necessary:

1. Architectural Character And Materials:

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

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

Submittal Response: The ground floor of all portions of the building facing a public right of way is clad in brick in order to provide a differentiated base layer, and to provide a solid masonry texture at the level of pedestrian interaction. The windows at this base level are differentiated from those at upper levels by size and height. Common areas in the building such as Leasing, Community Room and Fitness that are located on the face of the building have full height storefront windows along the sidewalk. Window patterns into those public areas are designed to reflect window patterns of historic warehouse buildings elsewhere in the district. Building entrances are clearly designated with lighting and signage, and are recessed from the main plane of the building face. Additionally, residential unit patios on Level 1 are recessed into the façade and create rhythm and movement along the face of the public sidewalk, as well as “eyes on the street” from residents and guests using their private outdoor spaces.

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

Submittal Response: For some of the reasons listed in the response to (1) above, the project does not meet the 70% Masonry requirement. We are also proposing some corrugated metal panel material on the elevations. **Therefore we are submitting for the Design Review for this modification.**

Justification: The goal for this exterior elevation is to coordinate with other buildings in the district, but also to clearly differentiate this project from neighbors. A number of recently constructed buildings in the immediate area (Gateway 505 and Centro Civico among them) are designed with less than 70% masonry, and also make successful use of alternative materials such as corrugated metal panel. The brick is concentrated at prominent corners and at the pedestrian scaled base, and consists of two unique custom brick color mixes. The remaining palette consist of high quality, contemporary materials (corrugated metal among them) to create a rich variety of textures and to break up the building mass. Overall a sophisticated façade of thoughtfully designed planes, textures and colors will help the building make reference to existing new and historical neighbors, while also creating a unique and vibrant image. See Sheets A0, A11-16 of the attached submittal for exterior elevations and 3D views.

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

Submittal Response: The only storefront glass expanses are strategically located at common areas such as Leasing, Fitness, Community room and public building entrances. These storefront windows are typically located in brick fields, which ensures that there is a recess from the main elevation plane due to wall thickness of cavity brick. Additionally at the primary corner and the primary leasing entry, two stories of glass are not only recessed, but also are highlighted by prominent surrounds created from metal and wood which clearly delineate the special aspect of each façade. See Sheets A0, A11-16 of the attached submittal for exterior elevations and 3D views.

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

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

Submittal Response: The main entry is protected from sun and snow, as it is recessed approximately 3' from the main building face. It is recessed within a small portal surround to celebrate it within the overall storefront window system and to call attention to the entry doors. See Sheets A11 and A13 for elevations of these front entries.

(3) Awnings, with or without signage, are permitted over ground level windows.

Submittal Response: The ground level windows into public areas are recessed back from the main building face, and are surrounded by a "fin" or outline, lined with inset tongue and groove wood planks to create not only shelter for the windows, but also a three dimensionality and celebration for the common or public parts of the building. Above the main entry doors the awning mounted signage provides clear wayfinding and project identification. See A11 and A13 for elevations of these front entries.

2. Windows And Building Fenestration:

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

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

Submittal Response: The building design consists of a variety of materials, colors and planes to create visual and physical interest at all levels. Façade treatments provide differentiated planes both vertically and horizontally. Deep cornices overhang portions of the elevation at the roofline to create depth and shadow. Articulated columns also provide scale and depth on portions of the elevation. See Elevation Sheets A13-A16 for material callouts.

- (2) All windows shall be recessed from the exterior wall a minimum of three inches (3").

Submittal Response: Typical Storefront Windows are recessed into cavity brick walls, and will therefore be recessed by 3" minimum. Windows into residential dwelling units are vinyl flanged windows, and are constructed in a manner that typically does not allow them to be recessed 3" behind the finished surface of the wall. However, the vinyl windows are located in punched openings vs. in large fields of glass, so their size and location will add texture and variety to the walls in which they are located. Additionally, the vinyl windows are typically arranged in mulled groups of three or more panels in order to create variety and visual interest for the glazing pattern. See Sheets A13-A16 for Elevations.

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

Submittal Response: Notes have been added to the Elevations to ensure that this standard is achieved. See Sheets A13-A16 for Elevation Notes.

3. Entrance And Visual Access:

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

- (1) Minimum First Floor Glass: The first floor elevation facing a street of all new buildings within the Gateway District shall not have less than forty percent (40%) glass surfaces. All first floor glass shall

be nonreflective.

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

Submittal Response: The ground floor along public sidewalks is designed to encourage pedestrian activity and to be engaging as people walk along the right of way. This is accomplished in a number of ways. First, the windows into the public areas of the building are large and prominent. All public entrances are clearly delineated with surrounding portals constructed of special or unique materials, or recessed slightly back from the building face to create a sense of enclosure and shelter for the doors. Project signage will be mounted at awnings above entries. Parking garage vehicular doors are recessed, and the parking areas inside the garage are shielded from view by building elements such as masonry and metal panel that matches the surrounding building walls. Residential units that face public sidewalks all have private patios recessed into the building along street faces, which allows residents to interact with pedestrians from the comfort of their own outdoor space.

See Sheet A13 of the attached submittal for the calculations of required transparency/glass surface for this zone district.

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

Submittal Response: There are two primary building entrances along the North elevation (100 South), in addition to several residential patios. There is one primary building entrance along the West Elevation (S 600 West). See Sheets A13 – A16 for all Elevations.

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

Submittal Response: There is no blank wall at any area viewed from the exterior that is more than 15' without interruption by one of the defined elements. There are a couple of stair tower walls that do have uninterrupted exterior walls due to restrictions on windows for fire ratings, but those walls do not face a public right of way. See Sheets A13- A16 for Elevations.

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

Submittal Response: All rooftop equipment will be screened, and there are no utility areas at grade that are readily visible from the public right of way.

4. Building Lines And Front Area Requirements:

a. A continuity of building frontage adjacent and parallel to the street encourages a more active involvement between building uses and pedestrians. Leftover or ambiguous open space that has no

apparent use or sense of place will not contribute positively to an active street life. Therefore, all buildings in the Gateway District are subject to the following standard:

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

Submittal Response: Confirmed - the majority of the façade is oriented parallel to the street.

5. Public Amenities And Public Art:

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

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

Submittal Response: Confirmed. See Electrical Site Plan, Sheet ES.1.

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

Submittal Response: Public art will be included in the project, either in the Landscape Design or integrated into the building design. The team is evaluating the best location and application for the Public Art at this time, so placeholders have been identified on the Site Plan (Sheet A2) and the Landscape Plan (Sheet L2 and L2.1).

Public art would be appropriate and impactful at one or more of the following locations: within or associated with the Mid-Block Walkway, in the Western courtyard, on the front public ROW, or at the northeastern corner near the main building entry mass.

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

Submittal Response: The project is expected to go through **Design Review** in order to gain approval for the modifications to Chapter 21A.31.010.P.1.a(2), as discussed on Page 1 of this narrative (Modification of Exterior Materials).

21A.31.020: G-MU GATEWAY-MIXED USE DISTRICT:

A. Purpose Statement: The G-MU Gateway-Mixed Use District is intended to implement the objectives of the adopted gateway development master plan ([Downtown Plan and Depot District Plan](#)) and

encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.

Submittal Response: Please see Page 14-15 of this narrative for a discussion of how the proposed development addresses the vision and objectives of the Downtown Plan and the Depot District in which the project is located.

- B. Uses: Uses in the G-MU Gateway-Mixed Use District as specified in section [21A.33.060](#), "Table Of Permitted And Conditional Uses In The Gateway District".

Submittal Response: Multifamily Housing is permitted in the G-MU district.

- C. Planned Development Review: All new construction of principal buildings in the G-MU Gateway-Mixed Use District may be approved only as a planned development in conformance with the provisions of chapter 21A.55 of this title.

Submittal Response: The project will be submitted for Planned Development Review.

- D. Special Provisions:

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

a. May use a portion or all of the overhead and underground right-of-way of the new mid block street as part of their developable area irrespective of lot lines, subject to design evaluation and approval of the Planning Commission.

Submittal Response: The Mid block walkway proposed in this project is discussed fully on page 13 of this narrative and detailed on Sheets A7- A10 of the attached submittal. The mid-block walkway will be crossed overhead by a portion of the building, which will enhance the experience of the walkway by creating an active building face above with unit patios looking down over the walkway and a variety of experiences as a person traverses the walkway, both covered and open to the sky.

- G. Minimum Yard Requirements: No minimum setback requirements. There is not a maximum front yard or corner side yard setback except that a minimum of twenty five percent (25%) of the length of the facade of a principal building shall be set back no farther than five feet (5') from the street right-of-way line.

Submittal Response: All building facades that front the public way are set back no farther than five feet from the right of way line, in order to maintain an active and engaging urban edge for the sidewalk.

- H. Signs: Signs shall be allowed in the Gateway Districts in accordance with provisions of chapter 21A.46 of this title.



Submittal Response: Signage locations have been suggested in this submittal, and detailed design will be further reviewed and submitted as separate submittal.

Chapter 21A.55 - PLANNED DEVELOPMENTS

21A.55.010: PURPOSE STATEMENT:

Alta Depot is going through the **Planned Development** process for the following reasons:

1. As part of the Gateway Mixed Use District, (per 21A.31.020) “all new construction of principal buildings...in the G-MU Gateway-Mixed Use District may be approved only as a Planned Development in conformance with the provisions of Chapter 21A.55.” Compliance with Planned Development Standards are described below.
2. **Parking count modification request** – the project exceeds the maximum number of allowed parking spaces in the Gateway District (1/2 per unit), per Chapter 21A.44. The reason for this is that the project developer, Wood Partners, has extensive experience in Multifamily Rental apartment leasing, management and retention, and they’ve got standards for how to calculate the number of parking spaces appropriate for a development based on its unit mix, location, demographic target and proximity to public transportation. They know that if they under park an apartment community, not only will their residents be dissatisfied with their living situation, but also the neighborhood will suffer from overflow vehicles parked on streets and lots in the surrounding district. The proposed parking count of 385 spaces for 288 units is 1.3 parking spaces per unit, which is considered adequate but not excessive for this project. With all residents capable of parking inside the private garage, the neighborhood and surrounding public rights-of-way will not be negatively affected by the new residents we are bringing to the area.

The City seeks to achieve **at least one** or any combination of the following objectives through the planned development process.

Planned Development Objectives Met – The project seeks to achieve not just one, but several of the City’s objectives listed below. Strategies to meet those objectives are discussed here and are documented in the attached submittal sheets.

C. Housing: Providing affordable housing or types of housing that helps achieve the City’s housing goals and policies:

While not the primary objective that is being met, this project does serve to address the City’s housing goals simply by coming into this underdeveloped urban neighborhood (Downtown) and adding much needed market rate rental housing. As all parts of Salt Lake City are experiencing tremendous growth, each district must keep its eye on the ball to ensure that it is keeping up in its efforts to attract the 24-7 energy that new residents bring. Retail and commercial services follow residents, so adding 288 new households to the neighborhood will go a long way toward ensuring increase in commercial viability for the Downtown district.

D. Mobility: Enhances accessibility and mobility:

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

The Alta Depot project is adding a critical final link in the Mid Block Walkway network that is outlined by the City's Mid Block Walkway Master Plan. See Sheets A7, A8, A9, A10 for details on that new connection, and for imagery envisioning how exciting this connection will be.

The portion of the block defined in the master plan as ideal for the Mid Block Walkway spans across the center of Alta Depot's land area, connecting two unrelated parcels (Centro Civico on the West, and the shared north-south fire access driveway between this project and Gateway 505 on the East). That has given the project designers a unique opportunity to not only create an important pathway for the public, but also to incorporate the public walkway into the core of the project's programming. The walkway will help divide the building into two smaller masses, thus breaking down the scale of a large project into less imposing sections visually. It also provides a perfect backdrop for portions of the project's amenity spaces – the clubhouse and pool courtyard - which otherwise would have been buried deep in the center of the building. The walkway will also be flanked by individual unit patios and balconies that open out into this internal "lane", thus adding ancillary engagement with the space via residents using their own private outdoor spaces.

The walkway will be filled with planters, seating and festoon lighting to encourage people to both move through and stop and stay a while in the space. The ground plane will be specially designed to upgrade it from a typical sidewalk, and the opportunity for public art will be explored in the walk way.

By bringing this lively spine of activity right through the heart of the community, the mid-block walkway becomes a safe, light filled and creative place to be – both by day and by night.

E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems:

Environmentally responsible design is key to this project's goals. The building will be LEED certified, with an objective to obtain LEED Gold status or higher.

F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal:

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

This project seeks above all else to be consistent with the Downtown Plan and the Depot District Plan. A discussion of those qualities and goals is fully explored below in the response to section 21A.55.050, Item B. Master Plan Compatibility, Page 14-15 of this Narrative

21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:

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

- A. **Planned Development Objectives:** The planned development shall meet the purpose statement for a planned development (section [21A.55.010](#) of this chapter) and will achieve at least one of the objectives stated in said section. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.

The project meets Planned Development Objectives (C). Housing, (D). Mobility, (E) Sustainability and (F). Master Plan Compatibility. See discussion of each of those objectives on Pages 12-13 of this narrative in the [21A.55.010](#) section above.

- 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.

The Downtown Master Plan's vision is for this area to be the nexus for sustainable urban living in the Intermountain West, and the Alta Depot design intends to support that goal in every way possible.

The Downtown Master Plan astutely identifies that with the major increases in Salt Lake City's residential population, there is renewed interest in living Downtown, particularly among Millennials and retirees. The Alta Depot project, with its blend of contemporary design, varied unit choices and extensive amenity package is uniquely positioned to meet these changing needs.

The Downtown Plan reports that the current population density in the district is low and that housing options are limited. There is also a significant gender imbalance in the current residential population of the Depot District with males outnumbering females. Currently homeless residents makeup almost a quarter of the Downtown population. The plan acknowledges that 99% of the people who work downtown do not live within the downtown area. The Alta Depot development seeks to address these statistics head on. With the four story, high density project we'll almost double the housing options on this block. The project provides a safe, secure and flexible living environment to attract residents of all genders, ages, backgrounds and income levels. By offering amenity packages rivaling any in the city, including a strong emphasis on ability to work remotely and/or conduct personal business on site, the community supports living and working downtown.

The **Parking Modification** request is part of the key to achieving these objectives. In a high end, diverse rental population, an under-parked building has a difficult time remaining viable long term. The experienced developers of this project know that if they under park an apartment community, not only will their residents be dissatisfied with their living situation, but also the neighborhood will suffer from overflow vehicles parked on streets and lots in the surrounding district. Safety of parking, proximity to an individual's dwelling unit, and convenience of a secure and managed garage is a crucial factor in satisfaction and in attracting people to a Downtown, highly urban and transitional neighborhood to live. The proposed parking count of 385 spaces for 288 units is 1.3 parking spaces per unit, which is considered adequate but not excessive for this project. With all residents capable of parking inside the private garage, the neighborhood and surrounding public rights-of-way will not be negatively affected by the new residents we are bringing to the area.

Further vision for the Downtown Community is set forth in a set of best practices for Urban Residential Development, as identified by the Downtown Community Plan. Each of these is addressed by the Alta Depot philosophy and design as outlined below.

1. Outdoor Access – almost every residential unit in this community will have its own private outdoor patio or balcony. Residents living on the ground floor have the ability to walk out into their own private fenced yards, which is a unique benefit not found in many similar apartment buildings. A community roofdeck provides both indoor and outdoor space to enjoy the amazing SLC weather and 360 degree views of the mountains and the Capitol. And both the private pool courtyard and the public outdoor space created by the Mid-Block walkway add spaces for residents and visitors to enjoy time outdoors.
2. Individuality and Identity – In keeping with the best practices noted in the Downtown plan, the ground floor of the building is designed to express individual units within the overall building massing. Units at the ground floor along the two street sides have patios overlooking the sidewalk. Units at the ground floor at the other sides have private yards that can be customized and used by residents for personal outdoor space.
3. Choice and Convenience – Our community offers a wide variety of unit types and price points, as well as a wide choice of views and location within the city block and relationship to the public realm. Residents will be provided with on-site amenities to make downtown living convenient and easy. Private and secure parking is one of the most important of those amenities for a number of reasons, which is one reason that the project is requesting a **modification** to exceed the maximum prescribed parking ratio for a typical Gateway district.
4. Safety and Security – Residents who live in an urban environment must feel safe, and the design of this project seeks to help residents and visitors feel secure living in this downtown environment, and also to add to the safety of the surrounding streetscape. This is done by orienting common areas to the street with large windows, locating leasing and office functions near the primary entry as the gateway to the community, providing enhanced lighting on the building and at the pedestrian level surrounding all sides, and encouraging evening activity in semi-public spaces such as a fitness center located on a prominent corner and a dog park zone located just off of the side street.
5. Views and Sunlight – In an urban environment it is important to maintain views and access to sunlight. This project provides multiple opportunities for views with rooftop access, and individual unit patios, balconies and yards.
6. Relationship to Street – Ground floor active uses and ground floor residential uses are crucial aspects of this project. The Best Practices identify that “noticeable feature changes above the ground floor” are encouraged, which is exactly how the exterior expression has been designed. The heavy masonry base of brick punctuated by many doors, both primary and secondary, as well as recesses for patios and building divisions, creates a significant ground floor level identification and human scaled experience of the building façade. This is one reason that the project is requesting a **modification** to the required high percentage of masonry (70%). By using brick more pointedly / strategically to identify the base and the primary public corner, the building can be experienced more comfortably than a full 4-story masonry wall can be.

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:

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

The Depot District in the Downtown Plan is identified as primarily Mid Rise in form. At four stories, Alta Depot fits right in. The building is compatible in scale and height with neighbors immediately adjacent (Centro Civico and Gateway 505) as well as with other buildings both historic and new in nearby blocks.

Alta Depot's large footprint is consistent with the recent Downtown development patterns as described in the Downtown Plan. However with this in mind, the design seeks to break that scale down with deep recesses between long stretches of façade. The exterior elevation scheme varies along the perimeter of the building to break down the mass – to the extent that along the front/north elevation it appears as two separate but related buildings. See Elevation Sheet A13 which identifies Mass Scheme A vs. Mass Scheme B. Those two schemes appear again in an orchestrated pattern around all sides of the building.

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

The Downtown Plan celebrates a mix of historic and new buildings, in which the historic buildings establish the district's character and represent the past industrial use, and the new buildings complement the historic buildings. Alta Depot does this via a mix of two colors of brick, strategic use of corrugated metal (which has successfully been used on recent contemporary neighboring buildings), and large expanses of storefront windows that are patterned to reflect the historic warehouse windows of the district. This would not be possible within a strict application of land use regulations, and therefore the modification to material requirements of 70% masonry and prohibition of corrugated metal are justified.

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

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

Alta Depot is sited to help create and enliven the urban edge along its street facing perimeter. It hugs the property line at sidewalk closely, in a pattern that is consistent with a future dense urban environment envisioned in the Downtown Master Plan. This along with the engagement between interior and exterior encouraged by large windows and multiple building entries creates a comfortable and engaging experience for pedestrians first, and supports a dynamic urban life downtown.

- b. Provide sufficient space for private amenities.

Private Amenities are located both interior to the building and along the perimeter, in the form of dog park areas, exterior bbq and gathering spots, and private yards for individual residents.

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

All sides of the building provide open space buffers of at least 15' to maintain distance from neighbors and minimize negative impacts to and from those properties.

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

Required sight lines are maintained at all driveways and vehicular entries. Where pedestrian paths cross drive aisles, the paving patterns change texture and/or color to keep people and cars safe from each other.

e. Provide sufficient space for maintenance.

Maintenance, utility and back of house functions are clustered off of the end of a shared fire access driveway on the west side, which moves these utilitarian functions away from the main building edge and further into the site where they are easy to access but shielded from public view.

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

Architectural design elements such as window patterns reflective of historical styles, substantial glazing, highlighted primary entries, private patios at grade level, and active uses along the street further enhance and create a vibrant urban environment.

Alta Depot's contemporary building materials and variation of building massing create scale that is relatable for passers-by, reflective of the historical context, and yet create a contemporary, quality urban environment. These qualities would not be as achievable in building that was forced, through strict application of land use regulations, to use 70% brick, or that was not allowed to use a wide material palette, in this case including corrugated metal panels in selected areas. Thus, a further justification of the **modification request**.

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

Building lighting and signage is still in process of being designed. The goal for the project's lighting and signage is multifold:

- to provide wayfinding for residents and guests as they approach and enter the building,
- to increase safety and visibility via targeted and appropriate lighting,
- to bring a lively energy to the adjacent public ways and mid-block walkway,
- to encourage individual residents to use their private outdoor space (patios, balconies and yards) via the use of lower level exterior light fixtures at unit doors.

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

All loading and services (trash, utilities) are located on the interior of the lot, and are accessed via a private drive aisle off of S 600 W. This private drive also serves as a Fire Department access and accommodates Fire Truck and Loading turnaround space. See Sheet A2 of the submittal package for loading and trash locations.

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

Building parking is located in a structured parking garage buried within the building and wrapped on all sides by units or common areas. In no case is the parking visible from the public way or from neighbors. The prospective tenant parking spaces are near the main entry but still shielded from direct view under the building behind the primary façade.

D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

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

Due to overhead utility conflicts, it is anticipated that the only mature trees, which are along the west side of the project, will be removed when the power line is buried. Please see included tree removal summary. These trees are to be replaced here with large canopy trees.

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

The existing buffering condition to the abutting properties is to remain unchanged and similar with the proposed project.

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

Proposed landscaping is designed to lessen potential impacts by providing additional trees along both streetscape frontages, as well as enhanced landscape areas in publicly accessible areas. These areas include a courtyard with a dog park, outdoor dining/gathering area, and trees/shrubs, as well as a public access corridor which includes seating, public art, planters, and string lighting.

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

Proposed landscaping has been selected to be of appropriate size and scale for different areas of the project. The wide tree lawn area is to have large shade trees, the courtyard is to have more shrubs and medium sized trees, and the pedestrian corridor is to have freestanding planters to add a small amount of softscape, including small planter compatible trees.

E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:

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

Required sight lines are maintained at all driveways and vehicular entries. Where pedestrian paths cross drive aisles, the paving patterns change texture and/or color to keep people and cars safe from each other. Curb cuts are designed to City standards for size and spacing from other drive aisles and streets.

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

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

Where pedestrian paths cross drive aisles, the paving patterns change texture and/or color to keep people and cars safe from each other.

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

Bicycles will be parked in the project at or above code required levels. Bikes will have both racks outside and a secured bike storage area inside the garage. A bike repair shop with tools and cleaning station is one of the favorite community amenities.

The mid-block walkway makes it a quick walk for residents to get to the light rail stop just south of this without having to go out the front door of the project and around the block.

- c. Minimizing conflicts between different transportation modes;

Bike parking storage inside the building will be located close to an exterior door so that bikes and cars don't have to interact to enter and exit the garage overhead doors.

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

The Downtown location of the project is perfect for residents who enjoy exploring all that the urban environment has to offer.

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

Confirmed – Fire Department Aerial Apparatus access is provided for the full length of the building via the existing shared fire lane on the east side of the property between this project and Gateway 505. Fire department vehicular access is also achieved along 100 South, S 600 West, and a proposed shared fire truck drive aisle with turnaround located on the south west

side of the building between this building and the new Centro Civico building. And finally, all portions of the building not served by vehicular fire truck access provide space for fire department hose pulls and fire personnel access via open yards of at least 15' from property lines.

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

Confirmed - All loading and services (trash, utilities) are located on the interior of the lot, and are accessed via a private drive aisle off of S 600 West. This private drive accommodates also serves as a Fire Department access and accommodates Fire Truck and Loading turnaround space. See Sheet A2 of the submittal package for loading and trash locations.

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

See Civil Engineering and Landscape Plans (Sheets C1 and L2 and L2.1) to confirm the following related to existing and planned built site features:

- The site plan maintains the existing street cross sections and diagonal parking where it currently exists along 100 South to serve the neighborhood

- The owner will bury existing power transmission lines to create a more pleasant and visually friendly environment, consistent with the Depot District specific initiatives.

- The project will enhance the pedestrian and vehicular experience by adding a wide tree lawn and creating safe walking paths where there currently are none. Other additions to the site include bike parking and public benches, lighting and driveway crossings.

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

- Confirmed – existing and planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

DESIGN REVIEW:

21A.59.010: PURPOSE STATEMENT:

Alta Depot is going through the **Design Review** process for the following reasons:

- 1) As part of the Gateway Mixed Use District, (per 21A.31.010.E), “In the Gateway District, the design review process is used to evaluate and resolve urban design.”
- 2) **Exterior Materials Modification of the base zoning standard:** In addition to the requirement for a G-MU project to go through the Design Review, the project is requesting a modification to one of the Gateway Urban Design General Provisions **via the Design Review Process**. Chapter 21A.31.010.P.1.a (2) states “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: including corrugated metal.”

The project proposes to use less than the required amount of masonry, and also requests the use of corrugated metal as more than a minor building element. The justification for that modification request is described in more detail below on Pages 2, 5, 15, 17, 24 of this narrative in the discussion of the Design Review Compliance.

The purpose of the design review chapter is to: a) establish a process and standards of review for minor modifications to applicable design standards, and b) ensure high quality outcomes for larger developments that have a significant impact on the City.

21A.59.050: STANDARDS FOR DESIGN REVIEW:

The standards in this section apply to all applications for design review as follows:

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

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

A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.

See Pages 14-15 of this narrative, under the Planned Development Standards discussion, for a description of how this project supports the zone district standards and the initiatives set forth in the Downtown Plan and Depot District Plan.

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

1. Primary entrances shall face the public sidewalk.

There are two primary building entrances along the North elevation (100 South), in addition to several residential patios. There is one primary building entrance along the West Elevation (S 600 West). See Sheets A13 – A16 for all Elevations. The majority of the façade is oriented parallel to the street.

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

The ground floor along public sidewalks is designed to encourage pedestrian activity and to be engaging as people walk along the right of way. This is accomplished in a number of ways. First, the windows into the public areas of the building are large and prominent. All public entrances are clearly delineated with surrounding portals constructed of special or unique materials, or recessed slightly back from the building face to create a sense of enclosure and shelter for the doors. Project signage will be mounted at awnings above entries. Parking garage vehicular doors are recessed, and the parking areas inside the garage are shielded from view by building elements such as masonry and metal panel that matches the surrounding building walls. Residential units that face public sidewalks all have private patios recessed into the building along street faces, which allows residents to interact with pedestrians from the comfort of their own outdoor space.

3. Parking shall be located within, behind, or to the side of buildings.

The parking structure portion of this project is accessory to the Multifamily Residential use, and is surrounded on all sides by residential units and/or building functions such as leasing center, fitness center or utility areas. The parking structure is not visible from outside the building.

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

1. Locate active ground floor uses at or near the public sidewalk.

Ground floor active uses and ground floor residential uses are crucial aspects of this project. The Best Practices outlined in the Downtown Plan identify that “noticeable feature changes above the ground floor” are encouraged, which is exactly how the exterior expression has been designed. The heavy masonry base of brick punctuated by many doors, both primary and secondary, as well as recesses for patios and building divisions, creates a significant ground floor level identification and human scaled experience of the building façade. This is one reason that the project is requesting a **modification** to the required high percentage of masonry (70%). By using brick more pointedly / strategically to identify the base and the primary public corner, the building can be experienced more comfortably than a full 4-story masonry wall can be.

2. Maximize transparency of ground floor facades.

The ground floor of all portions of the building facing a public right of way is clad in brick in order to provide a differentiated base layer, and to provide a solid masonry texture at the level of pedestrian interaction. The windows at this base level are differentiated from those at upper levels by size and height. Common areas in the building such as Leasing, Community Room and Fitness that are located on the face of the building have full height storefront windows along the sidewalk. Window patterns into those public areas are designed to reflect window patterns of historic warehouse buildings elsewhere in the district. Building entrances are clearly designated with lighting and signage, and are recessed from the main plane of the building face. Additionally, residential unit patios on Level 1 are recessed into the façade and create rhythm and movement along the face of the public sidewalk, as well as “eyes on the street” from residents and guests using their private outdoor spaces.

3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.

Alta Depot uses large expanses of storefront windows that are patterned to reflect the historic warehouse windows of the district.

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

Almost every residential unit in this community will have its own private outdoor patio or balcony. Residents living on the ground floor have the ability to walk out into their own private fenced yards, which is a unique benefit not found in many similar apartment buildings. A community roofdeck provides both indoor and outdoor space to enjoy the amazing SLC weather and 360 degree views of the mountains and the Capitol. And both the private pool courtyard and the public outdoor space created by the Mid-Block walkway add spaces for residents and visitors to enjoy time outdoors.

D. Large building masses shall be divided 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 alignments with established cornice heights, building massing, step-backs and vertical emphasis.

The Depot District in the Downtown Plan is identified as primarily Mid Rise in form. At four stories, Alta Depot fits right in. The building is compatible in scale and height with neighbors immediately adjacent (Centro Civico and Gateway 505) as well as with other buildings both historic and new in nearby blocks.

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.

Alta Depot's large footprint is consistent with the recent Downtown development patterns as described in the Downtown Plan. However with this in mind, the design seeks to break that scale down with deep recesses between long stretches of façade. The exterior elevation scheme varies along the perimeter of the building to break down the mass – to the extent that along the front/north elevation it appears as two separate but related buildings. See Elevation Sheet A13 which identifies Mass Scheme A vs. Mass Scheme B. Those two schemes appear again in an orchestrated pattern around all sides of the building.

3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.

In keeping with the best practices noted in the Downtown plan, the ground floor of the building is designed to express individual units within the overall building massing. Units at the ground floor along the two street sides have patios overlooking the sidewalk. Units at the ground floor at the other sides have private yards that can be customized and used by residents for personal outdoor space.

The Best Practices in the Downtown Plan identify that “noticeable feature changes above the ground floor” are encouraged, which is exactly how the exterior expression has been designed. The heavy masonry base of brick punctuated by many doors, both primary and secondary, as well as recesses for patios and building divisions, creates a significant ground floor level identification and human scaled experience of the building façade. This is one reason that the project is requesting a **modification** to the required high percentage of masonry (70%). By using brick more pointedly / strategically to identify the base and the primary public corner, the building can be experienced more comfortably than a full 4-story masonry wall can be.

Architectural design elements such as window patterns reflective of historical styles, substantial glazing, highlighted primary entries, private patios at grade level, and active uses along the street further enhance and create a vibrant urban environment.

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.

Individuality and Identity – In keeping with the best practices noted in the Downtown plan, the ground floor of the building is designed to express individual units within the overall building massing. Units at the ground floor along the two street sides have patios overlooking the sidewalk.

- E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:

1. Changes in vertical plane (breaks in facade);

The building design consists of a variety of materials, colors and planes to create visual and physical interest at all levels. Façade treatments provide differentiated planes both vertically and horizontally. Deep cornices overhang portions of the elevation at the roofline to create depth and

shadow. Articulated columns also provide scale and depth on portions of the elevation. See Elevation Sheets A13-A16 for material callouts.

2. Material changes; and

Alta Depot does this via a mix of two colors of brick, strategic use of corrugated metal (which has successfully been used on recent contemporary neighboring buildings), and large expanses of storefront windows that are patterned to reflect the historic warehouse windows of the district. This would not be possible within a strict application of land use regulations, and therefore the modification to material requirements of 70% masonry and prohibition of corrugated metal are justified.

3. Massing changes.

Alta Depot's large footprint is consistent with the recent Downtown development patterns as described in the Downtown Plan. However with this in mind, the design seeks to break that scale down with deep recesses between long stretches of façade. The exterior elevation scheme varies along the perimeter of the building to break down the mass – to the extent that along the front/north elevation it appears as two separate but related buildings. See Elevation Sheet A13 which identifies Mass Scheme A vs. Mass Scheme B. Those two schemes appear again in an orchestrated pattern around all sides of the building.

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

1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");

Sitting spaces as required are planned in the mid-block walkway. See Sheet L2.0 for location and details.

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;

Trees as required will be provided in the western courtyard area near the dog park. See Sheet L2.0 for location and details.

4. Water features or public art;

The project may be required to include public art, either in the Landscape Design or integrated into the building design. The team is evaluating the best location and application for the Public Art at this time, so placeholders have been identified on the Site Plan (Sheet A2) and the Landscape Plan (Sheets L1, L2, L2.1, L2.2 and L3).

Public art would be appropriate and impactful at one or more of the following locations: within or associated with the Mid-Block Walkway, in the Western courtyard, on the front public ROW, or at the northeastern corner near the main building entry mass.

5. Outdoor dining areas; and

Outdoor dining areas will be provided in the western courtyard area under a trellis. See Sheet L2.0 for location and details.

6. Other amenities not listed above that provide a public benefit.

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

1. Human scale:

- a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
- 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.

See Elevations and 3D views on Sheets A11-A16. The brick base appears in all portions of the building. Some areas support a significant overhanging cornice feature at the top, and in other areas the verticality is featured as a contrast to the capped cornice massing. This would not have been as effective in a building that was 70% masonry, which is one reason for requesting the modification. The use of masonry as a special element in the prominent corners and in the building base is more effective to articulate the building and break up its mass.

2. Negative impacts:

- a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.

The building fits into its context perfectly, with the adherence to the identified Depot District mid-rise form.

- 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.

Per the Master Plan Best Practices under Views and Sunlight – In an urban environment it is important to maintain views and access to sunlight. This project provides multiple opportunities for views with rooftop access, and individual unit patios, balconies and yards.

- c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.

3. Cornices and rooflines:

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

See Elevations and 3D views on Sheets A11- A16. Some areas support a significant overhanging cornice feature at the top, and in other areas the verticality is featured as a contrast to the capped cornice massing.

- b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.

The overall height and form of the building are similar in scale to the surrounding context, including the multifamily buildings in this and surrounding blocks.

- 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.

A rooftop amenity area which includes both indoor and outdoor space is featured at the northeast corner of the building. The exterior view with the amenity deck massing creates a special featured corner and highlights the common areas of the project.

- H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.

Required sight lines are maintained at all driveways and vehicular entries. Where pedestrian paths cross drive aisles, the paving patterns change texture and/or color to keep people and cars safe from each other.

Bicycles will be parked in the project at or above code required levels. Bikes will have both racks outside and a secured bike storage area inside the garage. A bike repair shop with tools and cleaning station is one of the favorite community amenities.

Bike parking storage inside the building will be located close to an exterior door so that bikes and cars don't have to interact to enter and exit the garage overhead doors.

The mid-block walkway makes it a quick walk for residents to get to the light rail stop just south of this without having to go out the front door of the project and around the block.

- 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.)

All loading and services (trash, utilities) are located on the interior of the lot, and are accessed via a private drive aisle off of S 600 West. This private drive accommodates also serves as a Fire Department access and accommodates Fire Truck and Loading turnaround space. See Sheet A2 of the submittal package for loading and trash locations.

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.

Signage locations have been indicated on the Elevations attached, Sheets A13-16, but signage will be designed separately and be presented in a deferred submittal.

2. Coordinate signage locations with appropriate lighting, awnings, and other projections.

Above the main entry doors the awning mounted signage provides clear wayfinding and project identification. See A11 and A13 for elevations of these front entries.

3. Coordinate sign location with landscaping to avoid conflicts.

Noted.

K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.

1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.

See Sheet ES.1 for lighting plan and street light proposal.

2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.

See sheet ES.1 for lighting plan and street light proposal. All fixtures will be specified as full cut-off fixtures to minimize impact on dark sky or neighbors.

3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

Building lighting and signage is still in process of being designed, but the goal for the project's lighting and signage is to feature wayfinding for residents and guests as they approach and enter the building, to encourage safety and visibility and lively energy along the adjacent public ways, and mid-block walkway via targeted and appropriate lighting, and to encourage individual residents to use their private outdoor space (patios, balconies and yards) via the use of lower level exterior light fixtures at unit doors.

L. Streetscape improvements shall be provided as follows:

[See Landscape Plans and Details Sheets.](#)

1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

ATTACHMENT D: ZONING ORDINANCE STANDARDS

G-MU ZONING STANDARDS

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

Standard	Proposal	Finding(s)
General G-MU Zoning Standards Front/Corner Yard Setbacks: No setback requirements except that a minimum of 25% of the façade shall be no more than 5 feet from the street right-of-way line.	The proposed building is built to the property lines along 100 South and 600 West.	Complies
Side/Rear Yard Setbacks: No minimum.	Not applicable	Not applicable
Lot Area: No minimum or maximum.	Not applicable	Not applicable
Lot Width: No minimum.	Not applicable	Not applicable
Building Height: Minimum building height is 45 feet. Maximum building height is 75 feet except buildings with non-flat roofs may be 90 feet.	The proposed building height ranges from 44'7" to 52'6" as measured from grade. The rooftop deck and patio area on the east side of the building is approximately 44'7" with a building architectural feature that is approximately 64'6".	Complies
Parking: <i>Table 21A.44.030 – Schedule of Minimum Off Street Parking Requirements</i> Multiple-family dwellings - 2 parking spaces for each dwelling unit containing 2 or more bedrooms. - 1 parking space for 1 bedroom and efficiency dwelling - 1/2 parking space for single room occupancy dwellings (600 square foot maximum)	The applicant will have 373 parking stalls in structured parking located on the interior of the building. Given the unit configuration for the project as follows: 2-3 bedroom units = 84 1 bedroom units = 189 Studio = 15 The total minimum number of parking spaces allowed is 365 spaces. The project will exceed the maximum number of parking spaces allowed for multifamily development by eight parking spaces, however the proposal will be meeting requirements of chapter 21A.44.050 – <i>Transportation Demand Management</i> to allow for the number of parking spaces proposed. Under this section, the number of parking spaces can be increased by double the minimum	Complies

	number of spaces required if the applicant meets one Major Transportation Demand Management Strategy and one Minor Transportation Demand Strategy. The applicant is meeting three Major Transportation Demand Management Strategies and one Minor Transportation Demand Strategy. To summarize the Strategies, the applicant is providing 16 electric vehicle spaces, 20 permanently sheltered and secured spaces for bicycle parking, an on-site business center to facilitate telecommuting, and an on-site gym facility with at least 400 square feet of space.	
Signage: G-MU zoning allows different types of signs per Section 21A.46.115 of Salt Lake City's zoning code.	Signage has not yet been proposed. Signage requirements must be met at the time of building permit issuance.	Condition of project approval

G-MU GATEWAY – MIXED-USE DISTRICT 21A.31.010 – GENERAL PROVISIONS

A. Statement of Intent: The Gateway Districts are intended to provide controlled and compatible settings for residential commercial, and industrial developments, and implement the objective 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.

Standard	Proposal	Finding(s)
B. Uses Uses in the Gateway Districts as specified in 21A.33.060 "Table of Permitted and Conditional Uses in the Gateway District" are permitted subject to the general provisions of this section.	The Alta Depot development is an 288 unit multi-family dwelling complex.	Complies Multi-family residential is a permitted use in the Gateway District.
E. Design Review In certain districts, permitted and conditional uses have the potential for adverse impacts if located and oriented on lots without careful planning.	The Alta Depot development is subject to the design review process as addressed in this report.	Will comply with PC approval The Planning Commission will need to approve the applicant's design based on the standards and findings outlined in this report and included in the table below.
F. Mid Block Walkways As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district	The Alta Depot project will utilize and enhance the north/south oriented midblock walkway that runs on the east side of the applicant's property. They are also creating a midblock walkway running in an east/west orientation mid-way through the proposed building from 600 West to the existing midblock walkway to the east. See applicant plans for details of the proposed midblock walkways. The applicant plans to activate the midblock walkway entrance along 100 South with a ground level indoor exercise area and an adjacent outdoor exercise	Complies The proposed connections for the midblock walkways adjacent to the proposed development will enhance connectivity in and around the block.

shall conform to this plan for mid-block walkways.	area. Further, there are dwelling units proposed all along the length of the building adjacent to the midblock walkway. These units have a small fenced yard area adjacent to the walkway. The access for these units will bring activity and pedestrian interest to the walkway.	
G. Location of Service Areas All loading docks and other service activities shall be located on block interiors away from view from the public street.	Loading and electric service areas are located on the interior of the building in the interior of the block, and accessed off of the fire access road shown off of 600 West. These loading and service areas are well away from view from the public street.	Complies Loading docks and other service activities will be located on the block interior away from view from the public street.
H. Restrictions on Parking Lots 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	The parking for the Alta Depot project is to located on the interior of the proposed building. No parking will be visible from public streets. Building amenities such as gym space, leasing office, co-working space, and entrance lobbies will be located at the street level.	Complies The parking configuration is ideal and meets this standard.
I. Impact Controls 1. Refuse: Refuse containers must be covered and shall be stored completely within enclosed building or screened in conformance with chapter 12A.48. 2. Lighting: On-site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in a manner to prevent glare on adjacent properties.	The refuse area is located on the interior of the building in the interior of the block, and accessed off of the fire access road shown off of 600 West. The loading refuse area is well away from view from the public street. No lighting is proposed at this stage of the development. The applicant will need to meet lighting requirements at the building permit stage.	Complies
K. Off street Parking and Loading All uses in the Gateway District shall comply with the provision governing off street parking and loading in chapter 21A.44.	The applicant will have 373 parking stalls in structured parking located on the interior of the building. Given the unit configuration for the project as follows: 2-3 bedroom units = 84 1 bedroom units = 189 Studio = 15 The total minimum number of parking spaces allowed is 365 spaces. The project will exceed the maximum number of parking spaces allowed for multifamily development by eight parking spaces, however the proposal will be meeting requirements of chapter 21A.44.050 – <i>Transportation Demand Management</i> to allow for the number of parking spaces	Complies

	proposed. Under this section, the number of parking spaces can be increased by double the minimum number of spaces required if the applicant meets one Major Transportation Demand Management Strategy and one Minor Transportation Demand Strategy. The applicant is meeting three Major Transportation Demand Management Strategies and one Minor Transportation Demand Strategy. To summarize the Strategies, the applicant is providing 16 electric vehicle spaces, 20 permanently sheltered and secured spaces for bicycle parking, an on-site business center to facilitate telecommuting, and an on-site gym facility with at least 400 square feet of space.	
L. Environmental Performance Standards All uses in the Gateway District shall conform to the environmental performance standards in section 21A.36.180.	The purpose of environmental performance standards is to help ensure that the activities and processes employed by any use protect the environment, and the use and enjoyment of nearby properties by limiting the emission of potentially harmful noise, vibration, air pollution, odor and other forms of environmental impacts. It is not anticipated that the proposed residential development would produce unusual or excessive amounts of noise, vibration, air pollution, odor or other environmental impacts.	Complies
M. Wall or Fencing All uses in the Gateway District shall comply with the provisions governing fences, walls and hedges in section 21A.40.120.	No walls or hedges are proposed. All fencing will need to comply at the building permit stage.	Will comply
P. Urban Design	See table below.	Complies

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

Standard	Proposal	Finding(s)
G-MU Urban Design Guidelines 1. Architectural Character and Materials - A differentiated base is required - 70% of materials are to be brick masonry textured or patterned concrete or cut stone. Corrugated metal is allowed through the design review process. - Two dimensional glass curtain wall prohibited. The fenestration of all new construction shall be three-dimensional (eg. Recessed windows, protruding cornice etc) - Arcades are permitted. - Awnings and/or marquees are required over entry doors. - Awnings, with or without signage, are permitted over ground level windows.	<p>The base of the proposed building is differentiated through the use of materials, primarily brick and glass, entrance features, and a substantial fitness area mid-block.</p> <p>The proposed building materials do not meet the 70% of required materials however metal panel and corrugated metal are proposed, both being considered durable materials, to meet the intent of the exterior building material requirement. The PC has the decision making authority to consider and approve materials outside of the brick, concrete, or cut stone realm. Planning Staff asserts that while the composition of the building facades do not meet the exact percentage of required building materials, the intent of the requirement has been achieved and should therefore be approved. All fenestration will need to be recessed as required a minimum of 3". Awnings and entry features are included in the design.</p>	Will comply should the Planning Commission approve the project.
2. Windows and Building Fenestration - Buildings with smooth surfaces are prohibited. - All windows (except bay, projecting or balcony) shall be recessed from exterior wall by 3 inches. *Reflectivity of glass shall be less than 18%.	<p>The proposed building materials ensure that the building is not composed primarily of smooth surfaces, but rather will have texture. Modulation of building features also ensures that the building does not have a "smooth" appearance. Windows will need to be recess from exterior walls a minimum of 3". A window profile meeting this minimum will need to be provided at the time of building permit review. Building plans will need to demonstrate compliance.</p>	Complies
3. Entrance and Visual Access - 40 % minimum first floor non-reflective glass and one operable door per façade. - Ground level glass may be reduced to 25% for residential uses. *Maximum length of blank wall shall be 15 feet. - All building equipment and service areas shall be screened from public view.	<p>The minimum first floor glass requirement is exceeded on the sensitive street fronting facades along 100 South (52%) and 600 West (43%). It would appear the remainder of the project at a minimum meets the 25% for residential uses. No blank walls longer than 15 feet are included. All building equipment and service areas are located on the interior of the block, screened by the building so as not to be seen by the public.</p>	Complies
4. Building lines and Front Area Requirements	<p>The proposed building will be built to the property line parallel to the street.</p>	Complies

- The majority of ground level façade is parallel, not at an angle, to the street (primarily applies to parking structures)		
5. Public Amenities and Public Art - Sidewalks and street lighting installed in the public way shall be of the type specified in the sidewalk/street lighting policy document. - Public art shall be included and reviewed by the Salt Lake Art Design Board.	Included in the submittal packet is a proposal for public art. As of the preparation and distribution of this staff report, the public art proposal has not been reviewed by the required authority.	Will need to comply at the time of building permit review. The project is conditioned to allow Planning Staff the authority to approve what is proposed in the future, based on review by the Salt Lake Art Design Board. Planning Staff will coordinate the review process.
6. Design Review Approval A modification to the urban design provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title.		Will comply should the Planning Commission approve the project.

ATTACHMENT E: PLANNED DEVELOPMENT STANDARDS

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

Standard	Proposal	Finding(s)
<p>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (Section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations. The applicant's narrative identifies several Planned Development objectives to be achieved with the proposal. Staff has determined the proposal meets the following Planned Development objectives:</p> <p>E. Mobility: Improvements that encourage transportation options other than just the automobile. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network. Improvements that encourage transportation options other than just the automobile.</p> <p>F. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on</p>	<p>Planned Development review is required in the GMU. The applicant is proposing a development that is consistent with the purpose statement of the GMU District. <i>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, and industrial uses and high intensity residential.</i> The applicant is proposing a high density, multi-family residential development consistent with the purpose statement of the GMU District. The proposed development is consistent with city master plan goals and provides an overall benefit to the community. Several of the Planned Development objectives are addressed through the proposal; only one objective is required.</p> <p>1. Mobility – The project design creates mid-block walkway connections. There are parking spaces for electric cars included in the parking area, bicycle parking and storage space is also proposed.</p> <p>2. Sustainability – The building will be LEED certified with an objective to obtain LEED Gold status or higher.</p> <p>3. Master Plan Implementation – Discussed under the next standard.</p>	<p>Complies</p>

<p>natural systems. Design of the building and its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.</p> <p>F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal (see following section for a discussion).</p>		
<p>B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.</p>	<p>The Downtown and Gateway Master Plans, stress the importance of true mixed-use urban development, high quality architecture and public space, and transit/pedestrian oriented development, which this proposal generally achieves.</p> <p><u>Plan Salt Lake – 2015</u> Guiding Principle – Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.</p> <p>Initiatives –</p> <ol style="list-style-type: none"> 1. Ensure access to affordable housing citywide. 2. Increase the number of medium density housing types and options. 3. Encourage housing options that accommodate aging in place. 4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented. 5. Promote energy efficient housing and rehabilitation of existing housing stock. 6. Promote high density residential in areas served by transit. <p><u>Downtown Master Plan - 2016</u> The subject property is located in the Depot Sub-District of the overarching Downtown District. The Downtown Master Plan's vision states that Downtown Salt Lake City "will be the premier center for sustainable urban living, commerce and cultural life in the</p>	<p>Complies</p> <p>The proposed development is consistent with several city adopted master plans in terms of housing.</p>

		<p>Intermountain West” (pg. 37). The Master Plan includes the following applicable goals:</p> <ul style="list-style-type: none"> - Provide housing choice - Downtown is a model for sustainable, urban living that accommodates all life stages - Increase residential Density for better jobs-housing balance. - The Depot District is walkable and connected, is vibrant and active, is beautiful. <p><u>SLC Urban Design Element- 1990</u></p> <ul style="list-style-type: none"> - Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian. - Maintain pedestrian oriented development at the ground floor of the building. - To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks. 	
<p>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>			
C 1	<p>Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;</p>	<p>At four stories, the proposed development is compatible in scale, mass, height with neighbors immediately adjacent (Centro Civico and Gateway 505) as well as other buildings in the general vicinity. The design of the building seeks to break the scale down with deep recesses between long stretches of the façade. The exterior elevation scheme varies along the perimeter of the building to break down the mass – to the extent that the 100 South façade appears as two separate yet related buildings.</p>	Complies
C 2	<p>Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;</p>	<p><u>Building Orientation</u></p> <p>The building’s primary façade and orientation is to 100 South. The building also fronts on 600 West. The buildings are proposed to built to the property line. The orientation of the building is to the street and is consistent with existing development on the block.</p> <p><u>Building Materials</u></p> <p>The building materials chosen are consistent with development on the block and are considered “durable” materials. Materials include glass, brick, cement lap siding, cement panel, metal panel, metal trim, corrugated metal, and concrete.</p>	Complies

C 3	<p>Whether building setbacks along the perimeter of the development:</p> <ul style="list-style-type: none"> a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance. 	<p>The G-MU zoning district encourages buildings to be built at or close to the property line to increase pedestrian interaction, which this proposal achieves. The new development will enhance the visual character of the neighborhood replacing a more industrial land use on the property. The development proposes amenities such as mid-block walkways, walk up units on the mid-block walkway, gym facilities along the street front, etc. Uses adjacent to the proposed development are also multifamily residential in nature. Private amenities are located both interior to the building and along the perimeter, in the form of dog park areas, exterior BBQ and gathering spots, and private yards for individual residents. All sides of the building provide open space buffers of at least 15' to maintain distance from neighbors and minimize negative impacts to and from those properties. Required site lines are maintained at all driveways and vehicular entries. Where pedestrian paths cross drive aisles, the paving pattern will change texture and/or color to keep people and cars safe from each other. Maintenance, utility and back of the house functions are clustered off of the end of a shared fire access driveway off of 600 West, which moves these utilitarian functions away from the main building edge and further into the site where they are easy to access but shielded from public view.</p>	Complies
C 4	<p>Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;</p>	<p>Architectural design elements such as window patterns reflective of historic styles, substantial glazing, highlighted primary entries, private patios at grade level, and active uses along the street further enhance and create a vibrant urban environment. The proposed building has over 40% of transparent ground floor glass. Entrances to the building are found on both the 100 South and 600 West facades. The main building entrance is on the 100 South façade. The building is designed to accentuate the mid-block walkway running north/south on the east property line. Walk-up ground floor units are proposed to further activate the mid-block walkway and provide pedestrian interest and safety. The ground floor is also differentiated from the rest of the building in stature, materials, and active uses.</p>	Complies
C 5	<p>Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;</p>	<p>Building lighting and signage is still in process of being designed. The goal for the project's lighting and signage is as follows:</p> <ul style="list-style-type: none"> - to provide wayfinding for residents and guests as they approach and enter the building - to increase safety and visibility via targeted and appropriate lighting, - to bring a lively energy to the adjacent public ways and mid-block walkway, 	Must comply at the building permit stage

		-to encourage individual residents to use their private outdoor space (patios, balconies, and yards) via the use of lower level exterior light fixtures and unit doors.	
C 6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	All loading and service (trash, utilities) are located on the interior of the lot and are accessed via a private drive aisle off of 600 West as previously noted. This private drive also serves as a Fire Department access and accommodates fire truck and loading turn-around space.	Complies
C 7	Whether parking areas are appropriately buffered from adjacent uses.	Parking areas are located on the interior of the building as previously noted.	Complies
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:			
D 1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Due to overhead utility conflicts, it is anticipated that the only mature trees, which are along the west side of the project will be removed when the power line is buried. Planning Staff notes that these existing trees are not exceedingly mature and could easily be replaced. These trees will be replaced as indicated on the landscape plan.	Complies with the establishment of new trees per the proposed landscaping plan
D 2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	The existing buffering condition to the abutting properties will remain unchanged.	Complies
D 3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	The vast majority of the landscaping proposed for the project is located in the right-of-way along 100 South and 600 West. This is primarily due to the fact that the proposed new building is built to the property lines and takes up the entire developable area. Internally, proposed landscaping is designed to enhance publicly accessible areas including a courtyard with a dog park and an outdoor dining and gathering area.	Complies
D 4	Whether proposed landscaping is appropriate for the scale of the development.	Proposed landscaping has been selected to be of appropriate size and scale for different areas of the project. The wide tree lawn area is to have large shade trees, the courtyard is to have more shrubs and medium sized trees, and the pedestrian corridor is to have freestanding planters to add a small amount of softscape, including small planter compatible trees.	Complies
E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining			

mobility, the planning commission should consider:			
E 1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	The entrance to the internal parking structure is located on 100 South toward the eastern end of the property. Required sight lines are maintained at all driveways and vehicular entries. Where pedestrian paths cross drive aisles, the paving patterns change texture and/or color to keep people and cars safe from each other. Curb cuts are designed to City standards for size and spacing from other drive aisles and streets.	Complies
E 2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	The proposal includes creating mid-block walkways per the Downtown Master Plan to facilitate pedestrian movement in and around the block. Where pedestrian paths cross drive aisles the paving patterns change texture and/or color to keep people and cars safe from each other. Because the applicant has utilized the Transportation Demand Management Strategies to slightly increase the number of parking spaces for the project, they have included enclosed and secure bicycle parking to meet requirement. A bike repair shop with tools and a cleaning station is also proposed.	Complies
E 3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Access to adjacent uses and amenities is improved for pedestrians, cyclists, and transit riders.	Complies
E 4	Whether the proposed design provides adequate emergency vehicle access; and	The applicant has been in direct contact with the Fire Department throughout the course of project design. Through said conversations, it appears that there is adequate emergency access for the project. Fire Department aerial apparatus access is provided for the full length of the building via the existing shared fire lane on the east side of the property between the proposed project and Gateway 505. Fire department vehicular access is also achieved from 600 West via a proposed shared fire truck drive aisle with turnaround. All portions of the building not served by vehicular fire truck access provide space for fire department hose pulls and fire personnel access via open yards of a least 15' from property lines.	Complies
E 5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	All loading and service (trash, utilities) are located on the interior of the lot, and are accessed via a private drive aisle that also serves as fire access off of 600 West	Complies
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.		The subject property is largely vacant. A large multi-bay vehicle garage is located on the east side of the property. In short, there are no significant features on the property to preserve. The new proposed residential structure will significantly contribute to the	Complies

	character of the neighborhood and/or environment.	
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	No comments have been received from other City Departments/Divisions that indicate that inadequate utilities exist to serve the project. The proposal included burying existing electric transmission lines along both 100 South and 600 East. This will have a positive effect on the surrounding areas and will create a more pleasing project from a visual perspective.	Complies

ATTACHMENT F: DESIGN REVIEW STANDARDS

DESIGN REVIEW STANDARDS

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

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

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

Standard	Proposal/Rationale	Finding(s)
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.	<p>The applicant is proposing a development that is consistent with the purpose statement of the GMU District. <i>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, and industrial uses and high intensity residential.</i></p> <p>The applicant is proposing a high density, multi-family residential development consistent with the purpose statement of the GMU District. The proposed development is consistent with city master plan goals and provides an overall benefit to the community.</p> <p>Both plans the Downtown and Gateway Master Plans stress the importance of true mixed-use urban development, high quality architecture and public space, and transit/pedestrian oriented development, which this proposal generally achieves.</p> <p><u>Plan Salt Lake – 2015</u> Guiding Principle – Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.</p> <p>Initiatives –</p> <ol style="list-style-type: none"> 1. Ensure access to affordable housing citywide. 2. Increase the number of medium density housing types and options. 3. Encourage housing options that accommodate aging in place. 	<p>Complies</p> <p>The development complies with the purpose statement of the zoning district and specific design regulations found within the zoning district as demonstrated in previous tables. The proposal is consistent with and implements policies, objectives, initiative and goals of multiple SLC Master Plans as noted.</p>

	<p>4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.</p> <p>5. Promote energy efficient housing and rehabilitation of existing housing stock.</p> <p>6. Promote high density residential in areas served by transit.</p> <p><u><i>Downtown Master Plan - 2016</i></u> The subject property is located in the Depot Sub-District of the overarching Downtown District. The Downtown Master Plan's vision states that Downtown Salt Lake City "will be the premier center for sustainable urban living, commerce and cultural life in the Intermountain West" (pg. 37). The Master Plan includes the following applicable goals:</p> <ul style="list-style-type: none"> - Provide housing choice - Downtown is a model for sustainable, urban living that accommodates all life stages - Increase residential Density for better jobs-housing balance. - The Depot District is walkable and connected, is vibrant and active, is beautiful. <p><u><i>SLC Urban Design Element- 1990</i></u></p> <ul style="list-style-type: none"> - Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian. - Maintain pedestrian oriented development at the ground floor of the building. - To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks. 	
<p>B. 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. 	<p>The primary entrance to the proposed building will face the public sidewalk on 100 South. There will also be an entrance on the west side of the building on 600 West.</p> <p>Structured parking will be located on the interior of the building. Since the parking is located on the interior of the building none of the entrances face a parking lot. The building is will be built to the property line and will interact with the sidewalk consistent with other adjacent development.</p>	Complies
<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. 	<p>The minimum first floor glass requirement of 40% of the front facing façade between 3 and 8 feet above grade must be transparent is exceeded on the sensitive street fronting facades along 100 South (52%) and 600 West (43%). It would appear the remainder of the project at a minimum meets the 25% for residential uses.</p>	Complies

<p>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</p> <p>4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.</p>	<p>The building is designed so that active and residential ground floor uses are located at the street level while support functions such as the parking garage are located on the interior of the site.</p> <p>The proposal calls for an indoor/outdoor fitness center to activate and anchor the project to the north/south mid-block walkway on 100 South, a leasing office and building lobby entrance along 100 South, and a co-working area located at the corner entrance to the building at 100 South & 600 West.</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>The building features massing, material, and façade changes including balconies and a fenestration pattern that will create visual interest. The materials and physical breaks in the building create the sense of two separate buildings particularly along the 100 South façade. The proposed building is very similar in scale and massing to the multi-family residential development adjacent to the east.</p>	<p>Complies</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>The building façades along 100 South and along the north/south mid-block walkway exceed this length and also meet these three design criteria.</p>	<p>Complies</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>Common areas will be provided in the building but no other public spaces aside from the mid-block walkway will be provided. The east/west mid-block walkway will be landscaped with seating areas provided.</p>	<p>Complies</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 setbacks 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 	<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.</p> <ol style="list-style-type: none"> 1. Human scale <ol style="list-style-type: none"> a. The design does not utilize setbacks. b. The building is designed with a distinct base and middle, and somewhat addresses a top. 2. Negative impacts <ol style="list-style-type: none"> a. The building does not step up or down. It is consistent with the height of buildings adjacent. 3. Cornices and rooflines. <p>The shape and form of the roofline is consistent with surrounding development. A rooftop deck, including a pool, is included in the development.</p> 	<p>Complies</p>

<p>public and private spaces, such as the inclusion of a wind break above the first level of the building.</p> <p>3. Cornices and rooflines:</p> <ol style="list-style-type: none"> Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings. 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>H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.</p>	<p>The parking facilities will be located on the interior of the building. Mid-block walkways will connect the proposed development to other adjacent developments. Essentially, this whole block is in the process of being developed and the proposal for mid-block walkways will tie into all the new development.</p>	<p>Complies</p>
<p>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.)</p>	<p>These functions will all be located within the interior of the building via the fire lane access off of 600 West.</p>	<p>Complies</p>
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <ol style="list-style-type: none"> 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. Coordinate signage locations with appropriate lighting, awnings, and other projections. Coordinate sign location with landscaping to avoid conflicts. 	<p>Primary building signage will be provided under a separate application. Compliance with signage standards is a condition of approval being recommended by Staff.</p>	<p>Will comply. Condition of approval</p>
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. 	<p>Lighting will be evaluated at the time of building permit review. Compliance with lighting standards is a condition of approval being recommended by Staff.</p>	<p>Will comply. Condition of approval</p>

<p>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.</p> <p>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</p>		
<p>L. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester. 2. 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: <ol 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 	<p>Trees along street frontages must comply with the required spacing. If trees need to be removed during construction activities, they will be replaced with trees approved by the Urban Forester.</p> <p>Hardscape materials will be durable in nature and the main paving materials and design will relate to the neighborhood and site context.</p> <p>The vehicle drive aisle will be asphalt but walkways made of concrete or other durable materials.</p>	<p>Will comply at the time of building permit review.</p>

<p>identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.</p> <p>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.</p> <p>f. Asphalt shall be limited to vehicle drive aisles.</p>		
--	--	--

ATTACHMENT G: PUBLIC PROCESS AND COMMENTS

Meetings & Public Notice

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

April 8, 2020 – Notification of the proposal was sent to the Downtown Community Council and the Downtown Alliance. No response was received from either organization.

April 15, 2020 – An early notification notice was sent to all property owners and residents located within 300 feet of the subject project property. One phone call from an adjacent property owner seeking general project information was received.

Notice of the Planning Commission public hearing for the proposal include:

- Notices mailed on November 19, 2020.
- Property posted on November 20, 2020.
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites on November 19, 2020.

City Comments

City Department/Division comments regarding the proposal are attached. No comments were received that would preclude the proposed development. Any approval granted by the Planning Commission would be conditional based upon the requirement of the applicant satisfying all City Department/Division comments at the building permit stage.



Work Flow History Report

565 W 100 S

PLNPCM2020-00220

Date	Task/Inspection	Status/Result	Action By	Comments
3/24/2020	Staff Assignment	Assigned	Traughber, Lex	
4/7/2020	Planning Dept Review	In Progress	Traughber, Lex	
4/7/2020	Staff Assignment	Routed	Traughber, Lex	
4/21/2020	Engineering Review	Complete	Weiler, Scott	See PLNPCM2020-00221 for comments relating to this design review.
5/11/2020	Building Review	Complete	Warlick, William	See comments in PLNPCM2020-00221.
5/13/2020	Fire Code Review	Complete	Bateman, Douglas	<p>*Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. The fire code official is authorized to increase the dimension of 150 feet where any of the following conditions occur: <ol style="list-style-type: none"> 1.1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3. 1.2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided. 1.3. There are not more than two Group R-3 or Group U occupancies. 2. Where approved by the fire code official, fire apparatus access roads shall be permitted to be exempted or modified for solar photovoltaic power generation facilities. <p>*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet or less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet</p> <p>*Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.</p> <p>*The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet</p> <p>*Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds</p> <p>*Buildings or portions of buildings constructed</p>

				<p>or moved into or within the jurisdiction is more than 400 from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.</p> <p>*Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.</p> <p>*Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.</p> <p>*Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.</p> <p>*Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.</p> <p>*Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.</p> <p>*Access gates shall have a minimum clear opening of 20-feet and be provided with Knox Box entry system for firefighter access.</p>
5/14/2020	Zoning Review	Complete	Michelsen, Alan	<p>A Certified Address is to be obtained from the Engineering Division for use in the plan review and permit issuance process. The address on the plans submitted for the building permit shall match the certified address.</p> <ul style="list-style-type: none"> • Provide a completed Impact Fee Assessment worksheet. • See 21A.31 for general and specific regulations, including the design standards for the G-MU district. • See 21A.36.010 for Use of Land and Buildings and 21A.36.250 for providing a permanent recycling collection station. • 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. Contact the Waste Management Division at 801-535-6984. • See 21A.44 for parking and maneuvering standards. Provide parking calculations that address the minimum parking required, maximum parking allowed, along with required and provided number of bicycle parking stalls, electric vehicle parking stalls and required and provided off-street loading berths, along with any method of reducing or increasing the parking requirement as well as clear pedestrian pathways from the parking lot to the entry of the building and the public sidewalk. • See 21A.46 for signage. Any signage will require a separate sign permit application. • See 21A.48 for landscaping.

5/22/2020	Police Review	Complete	Traugher, Lex	<p>Overall, this project could bring a welcome revitalization to this area. The high density housing will also bring a need for more police services to this area. Here are the comments and suggestions from the Police Department that should be addressed to help ensure that the new calls for service are not excessive and so that the new residents will be much more satisfied with the new development:</p> <ul style="list-style-type: none"> • This development will be across the street from "The Complex" (a large concert/event venue). The residents of this new project will likely generate complaints (increasing Police calls for service in the area) regarding the noise, vehicle traffic, parking, drinking, etc that are presently occurring in conjunction with the events in that area. The developer should consider extra sound insulation (in walls and better insulated windows to ensure the apartments are protected from the frequent (concert music with excessive base and shouting) noise in that area. • The wide tree lawn with shade trees will attract transients that will loiter in front of the building. Recommend Xeriscaping to deter transient sleeping, loitering and camping on the property. • It looks like there are currently gates designed for the pedestrian walkthrough. The gates should stay closed or there will be issues with trespassers sleeping there. • Lighting: lighting to be on the exterior of the building to minimize shadows. This is to include any stairwells or covered porches that seem to be a gathering place for people experiencing homelessness. LED lighting can be a cost effective way to bring enough light to eliminate shadows where crimes can occur. • Fencing: Any fence installed should be 6' wrought iron with pointy tops to spindles. Rails on the fence should be low to mid height to minimize the ability for the fence to be climbed. Spindles should be 3-6" apart to negate the ability to climb through the fence. • Landscaping: Hedges are a natural opaque fence that gives an ability for crimes to occur. Bushes and trees should follow the 2' 6' rule which states: Bushes and trees should not be higher than 2' (bushes) and trees not less than 6' tall. This refers to the foliage that can hide someone crouching behind the tree or bush. It is the opinion of this Detective that landscaping should be a hard zero scape with large rocks < 3" and uneven ground (mounds, dips and dry river beds.) Vegetation to be a hostile vegetation type to deter loitering on the property along with the city park strip and large shade trees to be used sparingly. • Electronic locks to facility: Any electronic locks are suggested to have a key code passed along to SLCPD Dispatch in order to give law enforcement access to property when called by tenants. This code should be updated if changed and should be at each entrance. This is a separate code / box independent of what the Fire Code requires. • Parking: The Police Department supports the plan and variance requested for the complex to exceed the maximum number of parking spots so that tenants are not competing with street parking in an area that has large concert events that may make street parking difficult. This will actually help to decrease calls for service on parking complaints.
-----------	---------------	----------	---------------	---

5/22/2020	Public Utility Review	Complete	Draper, Jason	<p>Approval of the planned development and design review does not provide approval of the site, utility and building plans.</p> <p>Continued coordination regarding the public sewer main through this property is required. This main and the easement it is in will need to be acquired from SLCDPU.</p> <p>All Public Utilities policies, standards and ordinances will apply.</p> <p>Stormwater management and treatment will be required for this project.</p> <p>Unused existing water and sewer connections will be required to be capped per SLC standards.</p> <p>A water main upgrade will likely be required for this project</p>
5/22/2020	Transportation Review	Complete	Barry, Michael	I don't have any comments.
6/16/2020	Planning Dept Review	In Progress	Traughber, Lex	
12/2/2020	Planning Commission Hearing	Scheduled	Traughber, Lex	
12/2/2020	Planning Dept Review	Complete	Traughber, Lex	
12/2/2020	Staff Review and Report	Planning Hearing	Traughber, Lex	



Work Flow History Report

565 W 100 S

PLNPCM2020-00221

Date	Task/Inspection	Status/Result	Action By	Comments
3/24/2020	Staff Assignment	Assigned	Traughber, Lex	
4/7/2020	Planning Dept Review	In Progress	Traughber, Lex	
4/7/2020	Staff Assignment	Routed	Traughber, Lex	
4/21/2020	Engineering Review	Complete	Weiler, Scott	<p>The property of this development was part of the McCarthy's Subdivision Plat (PLNSUB2014-00108 & PLNSUB2014-00729), which plat was recorded in 2015.</p> <p>A Subdivision Improvement Construction Agreement was executed in 2016 for the public improvements associated with the McCarthy's Subdivision plat. Of the security for that SICA, \$48,814.50 (cash deposit) remains for the anticipated public way improvements along the 100 South and 600 West frontages of Lot 2 (this development). \$9,000 of the cash deposit is for the installation of two street lights. This cash deposit will become eligible for release to the original subdivider upon the successful completion of the improvements listed in the SICA, which will require current insurance from the contractor performing the work. It is anticipated that the review of those improvements will occur when a building permit application is submitted.</p> <p>Engineering has no objection to the proposed planned development going forward through the City's process for planned developments.</p>
5/11/2020	Building Review	Complete	Warlick, William	<p>For purposes of future building codes plan review as part of the anticipated building permit application, note the following potential issues per the 2018 International Building Code. It is not clear that the egress court leading from stair D meets the requirements of Section 1028 (direct and unobstructed access to a public way per 1028.5, and fire protection per 1028.4.2.)</p> <p>The number of exits from the rooftop amenity shall comply with 1006.3. The building with the "rooftop amenity" (probably a Group A occupancy on the 5th story) will need to be of a type of construction and have the type of automatic fire sprinklers as required by the code, including 503.1.4, Table 504.4 and 903.2.1.6. The garage building will need to be of a type of construction required per Table 504.4.</p>
5/13/2020	Fire Code Review	Complete	Bateman, Douglas	<p>*Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. The fire code official is authorized to increase the dimension of 150 feet where any of the following conditions occur: <ol style="list-style-type: none"> 1.1. The building is equipped throughout with an approved automatic sprinkler system

installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.

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

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

2. Where approved by the fire code official, fire apparatus access roads shall be permitted to be exempted or modified for solar photovoltaic power generation facilities.

*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet or less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet
*Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.

*The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet

*Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds

*Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

*Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.

*Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

*Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.

*Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building.

*Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

5/14/2020	Zoning Review	Complete	Michelsen, Alan	<p>A Certified Address is to be obtained from the Engineering Division for use in the plan review and permit issuance process. The address on the plans submitted for the building permit shall match the certified address.</p> <ul style="list-style-type: none"> • Provide a completed Impact Fee Assessment worksheet. • See 21A.31 for general and specific regulations, including the design standards for the G-MU district. • See 21A.36.010 for Use of Land and Buildings and 21A.36.250 for providing a permanent recycling collection station. • 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. Contact the Waste Management Division at 801-535-6984. • See 21A.44 for parking and maneuvering standards. Provide parking calculations that address the minimum parking required, maximum parking allowed, along with required and provided number of bicycle parking stalls, electric vehicle parking stalls and required and provided off-street loading berths, along with any method of reducing or increasing the parking requirement as well as clear pedestrian pathways from the parking lot to the entry of the building and the public sidewalk. • See 21A.46 for signage. Any signage will require a separate sign permit application. • See 21A.48 for landscaping.
-----------	---------------	----------	-----------------	--

5/18/2020	Police Review	Complete	Traugher, Lex	<p>Overall, this project could bring a welcome revitalization to this area. The high density housing will also bring a need for more police services to this area. Here are the comments and suggestions from the Police Department that should be addressed to help ensure that the new calls for service are not excessive and so that the new residents will be much more satisfied with the new development:</p> <ul style="list-style-type: none"> • This development will be across the street from "The Complex" (a large concert/event venue). The residents of this new project will likely generate complaints (increasing Police calls for service in the area) regarding the noise, vehicle traffic, parking, drinking, etc that are presently occurring in conjunction with the events in that area. The developer should consider extra sound insulation (in walls and better insulated windows to ensure the apartments are protected from the frequent (concert music with excessive base and shouting) noise in that area. • The wide tree lawn with shade trees will attract transients that will loiter in front of the building. Recommend Xeriscaping to deter transient sleeping, loitering and camping on the property. • It looks like there are currently gates designed for the pedestrian walkthrough. The gates should stay closed or there will be issues with trespassers sleeping there. • Lighting: lighting to be on the exterior of the building to minimize shadows. This is to include any stairwells or covered porches that seem to be a gathering place for people experiencing homelessness. LED lighting can be a cost effective way to bring enough light to eliminate shadows where crimes can occur. • Fencing: Any fence installed should be 6' wrought iron with pointy tops to spindles. Rails on the fence should be low to mid height to minimize the ability for the fence to be climbed. Spindles should be 3-6" apart to negate the ability to climb through the fence. • Landscaping: Hedges are a natural opaque fence that gives an ability for crimes to occur. Bushes and trees should follow the 2' 6' rule which states: Bushes and trees should not be higher than 2' (bushes) and trees not less than 6' tall. This refers to the foliage that can hide someone crouching behind the tree or bush. It is the opinion of this Detective that landscaping should be a hard zero scape with large rocks < 3" and uneven ground (mounds, dips and dry river beds.) Vegetation to be a hostile vegetation type to deter loitering on the property along with the city park strip and large shade trees to be used sparingly. • Electronic locks to facility: Any electronic locks are suggested to have a key code passed along to SLCPD Dispatch in order to give law enforcement access to property when called by tenants. This code should be updated if changed and should be at each entrance. This is a separate code / box independent of what the Fire Code requires. • Parking: The Police Department supports the plan and variance requested for the complex to exceed the maximum number of parking spots so that tenants are not competing with street parking in an area that has large concert events that may make street parking difficult. This will actually help to decrease calls for service on parking complaints.
-----------	---------------	----------	---------------	---

5/18/2020	Public Utility Review	Complete	Draper, Jason	Approval of the planned development and design review does not provide approval of the site, utility and building plans. Continued coordination regarding the public sewer main through this property is required. This main and the easement it is in will need to be acquired from SLCDPU. All Public Utilities policies, standards and ordinances will apply. Stormwater management and treatment will be required for this project. Unused existing water and sewer connections will be required to be capped per SLC standards. A water main upgrade will likely be required for this project
5/22/2020	Transporation Review	Complete	Barry, Michael	I don't have any comments.
6/16/2020	Planning Dept Review	In Progress	Traughber, Lex	
10/26/2020	Community Council Review	Complete	Traughber, Lex	The Downtown Community Council and the Downtown Alliance were contacted on 4/8/2020 and given 45 days to respond. No response of any kind was received.
12/2/2020	Community Council Review	Complete	Traughber, Lex	The community council was contacted via email. No response was received.
12/2/2020	Planning Commission Hearing	Scheduled	Traughber, Lex	
12/2/2020	Planning Dept Review	Complete	Traughber, Lex	
12/2/2020	Staff Review and Report	Planning Hearing	Traughber, Lex	