



# Staff Report

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission  
From: Nannette Larsen, Principal Planner, 385-386-2761 or [nannette.larsen@slcgov.com](mailto:nannette.larsen@slcgov.com)  
Date: October 14, 2020  
Re: PLNPCM2020-00439 – 800 S + State Street Design Review

## 800 S + STATE STREET – DESIGN REVIEW

**Property Address:** 754 South State Street  
**Parcel IDs:** 16-07-103-022, 16-07-103-017,  
16-07-103-010  
**Zoning District:** D-2 (Downtown Support)  
**Master Plan:** Downtown – South State District

### PROJECT OVERVIEW

	ground floor use, building materials, glazing, blank wall length, lighting, screening,
<b>Design Standards Met</b>	building entrances, building length façade, building height.
<b>Design Standards Modified</b>	
<b>Proposed Height</b>	123' (5' parapet walls)
<b>Building Height by Right</b>	65'
<b>Building Length Proposed</b>	373'
<b>Building Length by Right</b>	200'
<b>Ground Floor Uses</b>	retail/commercial
<b>Upper Floor Uses</b>	360 residential units
<b>Ground Floor Glazing</b>	60%-74%
<b>Upper Floor Glazing</b>	36%-39%

**REQUEST:** Salt Lake City has received a request from Aabir Malik with Colmena Group, for approval of modifications to the required Design Standards in the Downtown Support (D-2) District to develop a property located at approximately 754 South State Street. The proposal is to construct a new mixed-use building with commercial uses on the ground floor, and residential and common space on the upper floors. The proposal includes 400,000 square feet with 11-stores and will include 360 residential units. The applicant is requesting a Design Review to allow for:

- Additional building height;
- Operable building entrances at least every 50' on street facing building facades;
- And, the maximum length of a street facing façade of 200'.

**RECOMMENDATION:** It is Planning Staff's opinion that overall the project meets the intent of the zoning district and the Design Review standards with the recommended conditions of approval listed in this report. Therefore, Planning Staff recommends that the Planning Commission approve the Design Review subject to the following conditions of approval:

1. The design of the project shall be consistent with this staff report and submitted Design Review application.

2. Any changes to the site shall comply with all standards required by City Departments.
3. Prior to the issuance of the Certificate of Occupancy, the proposed streets to the north and south of the approved structure must be dedicated to the City through the Subdivision process as public streets and must comply with all applicable City Department standards.
4. The service alley gate facing State Street will open into the service alley.
5. The alley egress right-out only onto State Street will be reflected in the driveway curb radius.
6. Street trees will be provided at a rate of 1 tree per 30' of frontage along all properties bordering a public right-of-way.

**ATTACHMENTS:**

- A. Applicant Submittal and Information
- B. Site Plan
- C. Building Elevations
- D. Exterior Building Materials
- E. Site Photos
- F. D-2 Zoning Standards
- G. Design Review Standards
- H. Department Comments
- I. Public Process and Comments

**PROJECT DESCRIPTION:**

Salt Lake City has received a request from Aabir Malik with Colmena Group, for approval of modifications to the required Design Standards in the Downtown Support (D-2) District to construct a new 11-story mixed-use development on the corner of 800 South and State Street. The standards proposed to be modified for the 800 S + State Street project include:

- Additional building height;
- Operable building entrances at least every 50' on street facing building facades;
- And, the maximum length of a street facing façade of 200'.

The proposed 800 South + State Street project meets or exceeds the following design standards:

- Ground floor use other than parking along at least 80% of the street facing building façade;
- Durable building materials which cover at least 80% on the ground floor and 50% on the upper floors;
- Glazing covering at least 40% of the ground floor and 25% on the upper floors;
- Blank wall length maximum length of 15';
- Building lighting;
- And, mechanical and service area screening.

The extent of the modifications the applicant is requesting necessitates review by the Planning Commission. In making a decision for the Design Review the Planning Commission should consider



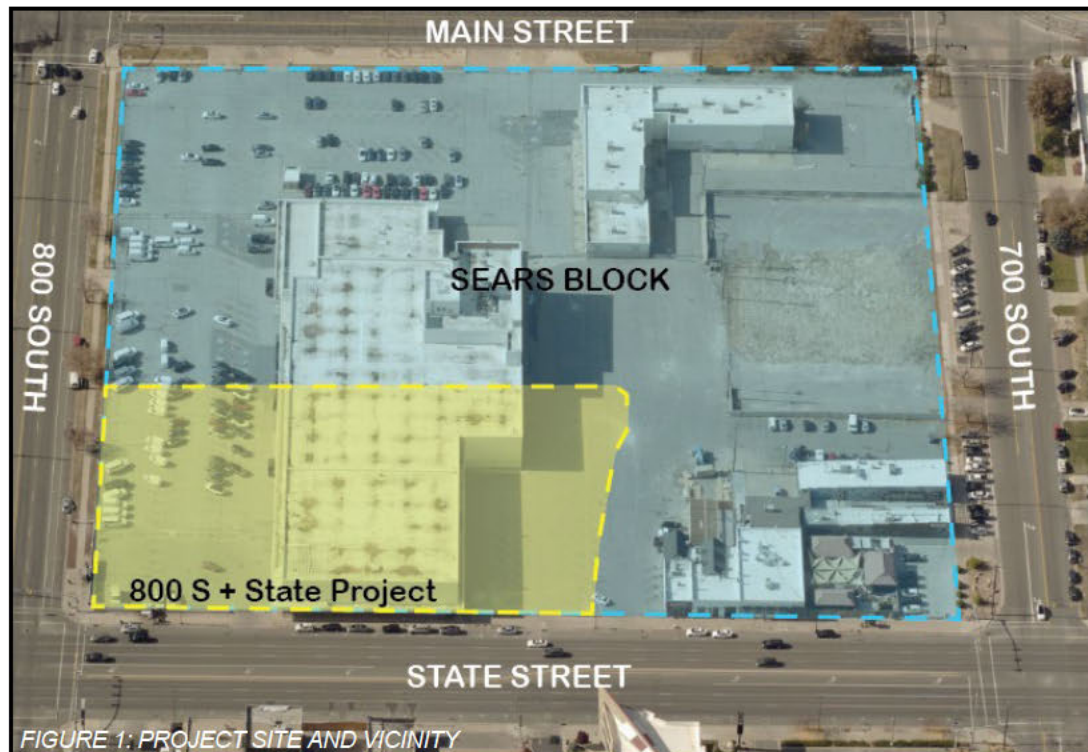
whether the proposal meets the standards in Section 21A.59.050 of the zoning code. The standards of review may be found in this Staff Report as Attachment G.

Planning Commission held a work session meeting to give the applicant guidance in finishing the submitted plans before returning to Public Commission for a final decision and public hearing. During this work session a discussion centering around the length of the building façade with recommendations to the applicant to address a few concerns with the interaction of the building with the public sidewalk. The Planning Commission discussed:

- Stairwell accesses
- Service alley gate and its visual impact
- Encouraged a statement entry to residents and an iconic design at the corner of 800 South and State Street
- Excess repetition on the ground and upper floors. Tenant façade changes to break up the length of the building.
- Upper floors should differentiate to feel like a separate building.
- Encourage that the west side be connected with the proposed park to the west.
- Use of architecture way finding

### **BACKGROUND AND SITE CONTEXT**

The 800 S + State St project site is part of a larger block colloquially known as the Sears Block. The Sears Block includes the approximately  $\frac{3}{4}$  of city block 16 and is bordered by Main Street on the West, State Street to the East, and 700 and 800 South. The entire city block is located within the D-2 zone. The project site is positioned on the south-east corner of the Sears Block with frontage on State Street and 800 South. Presently, this portion of the block is occupied by a vacant building, which was at one time occupied by Sears. The structure is nearly completely encompassed by a surface parking lot that



spans the majority of the southern portion of the block. Prior to the Sears commercial development, the south portion of the block was the site of the Cooley Ball Park and was surrounded by residential dwellings facing 800 South and State Street. This section of the Sears Block was first issued a building permit in 1945 for the construction of the Sears Roebuck Co. building, and another permit was issued in 1966 for the current development configuration of the site; in 2018 Sears closed and the site remained vacant.



IMAGE 1: 1911 COOLEY PARK, SEEING SALT LAKE CITY

The 800 S + State project most significant boundary is State Street to the east. This section of State Street permits for a maximum vehicle speed of 30 MPH and allows for 3 lanes of travel in each direction with a median turning lane and on-street parking adjacent to the sidewalk. The sidewalk and east facing façade of the project will be impacted by the ongoing Life on State Plan, which is currently in development. The Life on State Plan is proposing improvements that will facilitate a more pedestrian oriented streetscape and open this corridor to other forms of transport. These proposed improvements include a reduction in vehicle lane width, curb bulb-outs, an increase in pedestrian area or sidewalk, sidewalk amenities and signalized mid-block crossings. The applicant has been included in discussions with the Life on State team and has worked to ensure their plans and midblock roads meet the proposed sidewalk and midblock crossings planned along State Street.

This project is the first of multiple phases of development on the Sears Block; it is also the first development with significant presence on State Street in the South State Street district of the Downtown Master Plan. This site will influence future development and redevelopment in this downtown district and will set the tone for the downtown support district along State Street – one of the most influential corridors in the city. The first redevelopment in the South State Street District is the 600 Lofts building fronting on 600 South and State. The 600 Lofts building is a smaller scale development than the subject property, with 6-stories, however, the façade length is greater at approximately 400' in length. The majority of the existing

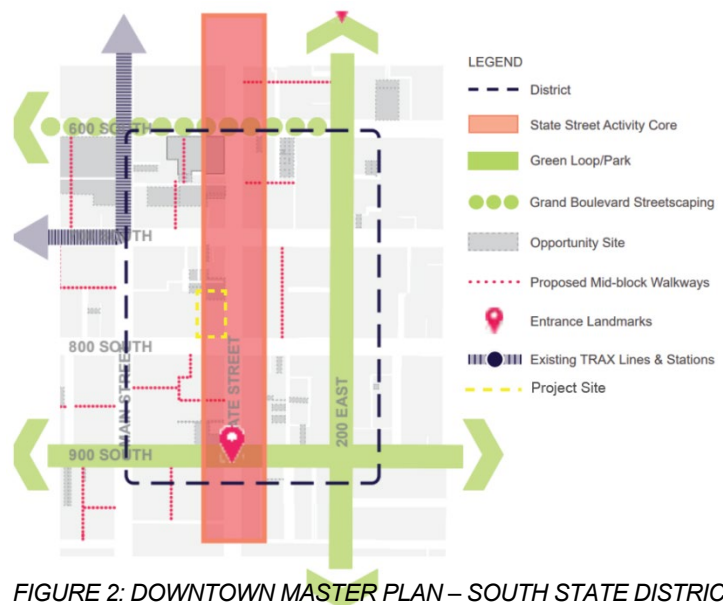


FIGURE 2: DOWNTOWN MASTER PLAN – SOUTH STATE DISTRICT

buildings in this South State Street District are single or two-story and are generally at least 50 years old. All recent construction in the area is comprised of much larger scale than the older single and two-story structures. Additionally, the Downtown Master Plan supports larger and taller structures than what was historically built in this community. The designated zoning of the site, as a Downtown Support district, also supports larger scale development.

As a condition of approval Staff is recommending that prior to the issuance of a Certificate of Occupancy the proposed streets to the north and west, as shown on the site plan, will be dedicated as a public right-of-way and meet all applicable City Department standards. A public right-of-way dedication is reviewed through the subdivision process and will not need to return to Planning Commission for approval, but can be reviewed and approved at a Staff level.

### **KEY CONSIDERATIONS:**

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

1. Consistency with the Underlying Zoning District and Applicable Master Plan Policies
2. Modifications to Maximum Building Façade Length
3. Modifications to Building Height
4. Modification to the Separation of Building Entrances

### **Consideration 1 – Consistency with the Underlying Zoning District and Applicable Master Plan Policies**

The project site is located within the Downtown Master Plan and specifically the South State District of the master plan.

The downtown master plan encourages providing additional housing choices and increasing the number of housing units in the downtown area. It also encourages increasing residential density to allow for a more even ratio of jobs and housing in the community. The proposed mixed-use development accomplishes this by first providing additional residential housing with an increase in density in the area and by increasing housing in an area with existing infrastructure to can already support the greater density.

The master plan also encourages a, *“high amount of transparency for ground floors uses and a mix of uses to activate sidewalks and provide rhythm to the pedestrian experience”*. The ground floor along all façades of the building accomplish this initiative by far exceeding the void-to-wall ratio required in the design standards. Further, all commercial spaces on the ground floor will be at the same grade as the sidewalk and building entrances are proposed to be highlighted for clear accessibility into the building. A greater amount of fenestration and number of balconies and green space for residents also will allow for increased visibility onto the street, and with the proposed mix of uses in the building a more safe and active public realm is created as the adjoining spaces will be activated 24/7. The Master Plan also calls out the area along State Street and approximately 800 to 600 South as a mid-rise corridor. The proposed additional height meets this designation.

In working towards a more walkable downtown community, the Downtown Master Plan encourages mid-block walkways in order to break up large Salt Lake City blocks and to improve pedestrian connections through creating a built environment oriented to the human scale. This is also being met through the creation of the mid-block street and sidewalk along the north and west facades of the project.

The South State District within the Downtown Master Plan is defined in the master plan by “*well-designed mid-rise buildings that reflect the older buildings along Main and State Streets*”. During the work session on September 30<sup>th</sup>, Planning Commission endorsed considering the development potential along State Street and 800 South in determining whether the scale of the proposed project is appropriate for this area. While currently the surrounding buildings are single and two stories it is not expected that this building type will remain as the typical building type in the area, particularly as the CBD continues to expand outward and along the major State Street corridor. Further, the surrounding properties in this area are also zoned D-2 and could potentially have a similar height and scale as the proposed project.

The South State District encourages transparency from the street in order to create a more safe and pedestrian friendly environment, it also states that pedestrian-oriented businesses should be planned for along State Street, with residential or office above the ground floor. The proposal includes these elements in its design and land use arrangement. The degree and consistency of windows on the first and second floors blurs the line between private and public spaces, facilitates visual presence while increasing safety and visibility on the street, and activates the street to a degree that is not currently present on the block.

The proposed mixed-use development maintains the purpose of the Downtown Master Plan in that the designs and configuration of the building allows for:

- Greater transparency on the ground floor
- Creation of additional housing choices
- Increased number of housing units
- Increased residential density
- Increased visibility and safety
- Mid-block walkway
- Develops a “garden model” on the block
- Active ground floor uses

The project is also supportive of Plan Salt Lake, a citywide plan which guides the direction of the city as a whole. Plan Salt Lake includes goals directed toward housing, planning for future growth, transportation and mobility, and neighborhoods. Of the goals listed in these sections the proposed amendments are supported by the following initiatives:

- *“Encourage a mix of land uses.*
- *Promote infill and redevelopment of underutilized land.*
- *Create a safe and convenient place for people to carry out their daily lives.*
- *Incorporate artistic elements and support cultural events on a neighborhood scale to reinforce neighborhood character and identity.*
- *Accommodate and promote an increase in the City’s population*
- *Promote high density residential in areas served by transit.*
- *Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art, into our rights-of-way and transportation networks.”*

The project provides a mix of land uses, creating an area which is occupied in some fashion 24 hours a day while increasing the amount of transparency and improving the interaction of the built environment with public spaces which promotes a more livable and safe community. Artistic elements are integrated into the building design, with the artistic screening on the 3<sup>rd</sup> floor that extends, in some



areas, to the ground floor. The service alley gate and the transformer screening will provide for an artistic element that adds to the interaction with the street.

The purpose of the D-2 zoning district is, “to provide an area that fosters the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District”. The D-2 district is also intended to act as a support district to the Central Business District and is envisioned to be less intensive than the Central Business District. The project achieves this intent by first providing commercial uses on the ground floor and activating the sidewalk and providing a mid-rise building that compliments the expanding Central Business District.

The intent of the D-2 zoning district also includes the purpose of the design standards in the district. “Design standards are intended to promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape.” The design and orientation of the building to the sidewalk also meets this intent. The use of overhangs, columnar structures, transparency, and visual interest creates a sense of space that is encircled, safe, and welcoming to the pedestrian.

### Consideration 2 – Modifications to Maximum Building Façade Length

The maximum allowed length of a street facing façade in the D-2 zoning district is 200’. The 800 S + State building is proposed to have a total length of approximately 196’ on the north and south facades, which face 800 South and a proposed new street to the north, and will have approximately 373’ along State Street to the East, and a proposed new street, Major Street, to the West. The east and west façades require a Design Review by the Planning Commission prior to approval as the facades exceed the maximum length.

The maximum building length standards were instituted spring 2019. These standards were a reaction to long building façade lengths that created excessive building lengths with minimal mitigation to the larger scale. The allowed modification to the Design Standards do not include a maximum façade

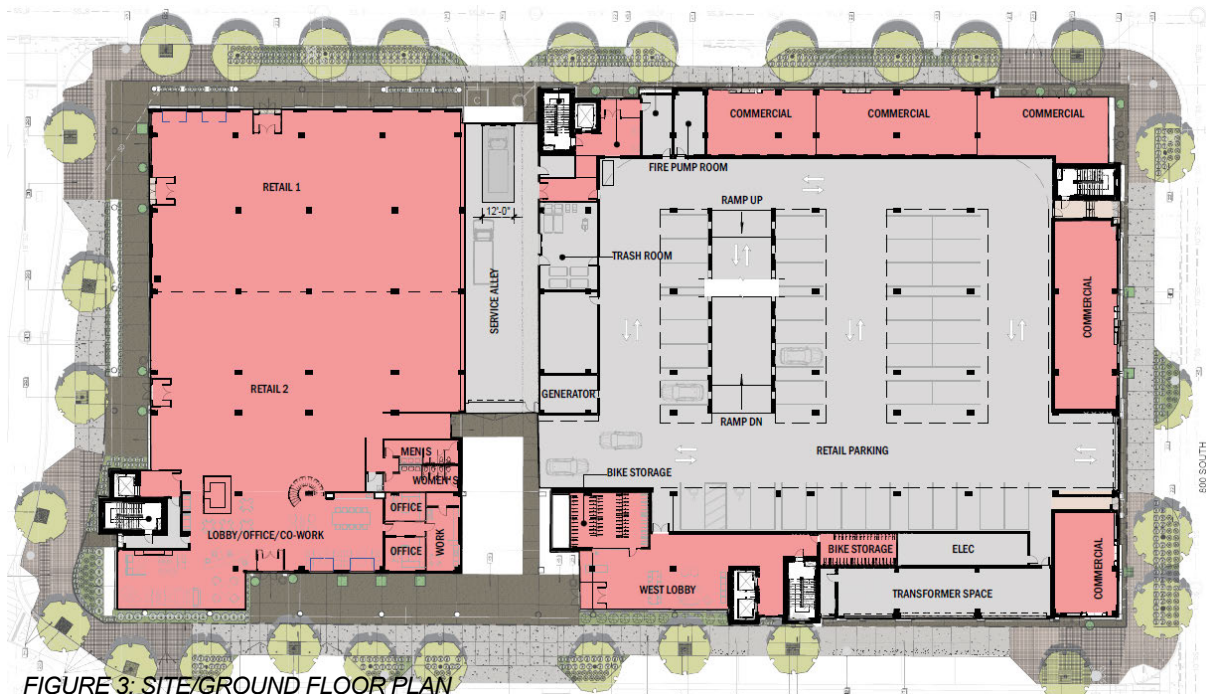


FIGURE 3. SITE/GROUND FLOOR PLAN

length, rather the standards for Design Review, included as Attachment G, must be met prior to Planning Commission approval.

As previously explained, the proposed 800 S + State project is the first large scale redevelopment on the block and one of a few large-scale redevelopment projects in the area. The surrounding structures are a much smaller scale with buildings that are one or two-stories tall. However, newer structures proposed or are currently being built in the general vicinity are larger in scale with a generally height exceeding 3 or 4 stories. The proposed building, with the proposed size and scale, will have an impact on the future development along State Street and 800 South in the immediate area of the project site.

The 800 S + State Street project is proposed to be an 11-story structure with commercial and retail uses on the ground floor and second floor, on the upper floors 360 residential units with residential common areas and green spaces are proposed. The parking structure will be positioned on the interior of the structure on the first and second floors, on the third floor the parking lot will extend to the front façade but will be screened on all four sides of the building. The commercial and retail uses on the ground and first floors will be at least 25' in depth and each is proposed with an entrance along the street facing façade.

The majority of the retail square footage will be housed on the north portion of the structure, on the ground floor with a mezzanine and an open area that extends to the second floor. This north portion will also feature a colonnade and columns which provide a feeling of enclosure that is setback from the busy vehicular travel on State Street. The south portion of the structure's ground floor will also include commercial and retail space. This ground floor will be open to the second story above creating more open floor plans for the proposed retail space along State Street, 800 South, and the new mid-block street to the north.

#### **Building Elements Addressing Excess Façade Length**

Stepping the upper floors back above the third floor. This step back on the open floors allows for the creation of open space for the residents of the building.

The stairwells located on State and Major streets display vertical building articulation and act as partitions between the two separate design features along the ground, second, and third floors.

A service alley is proposed to bisect the building, it is placed in the transition area of the northern and southern portions of the façade on State and Major Streets and will allow service vehicles access only. This service alley will permit service vehicles only, limiting access onto State Street as egress only. Murals will further separate the north and south portion of the building at the entrance and exit of the service alley.



FIGURE 4: SERVICE ALLEY GATE

The ground and second floor of the structure will house the commercial uses proposed in the building.

On the north portion of the building, as delineated by the exterior stairwells and the service alley, the first two floors will be stepped back from the property line, allowing for

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the creation of a colonnade along the three facades of the building that face State, Major, and a proposed public street to the north. Along the colonnade and setbacks the proposal includes cement columns that extend from the third floor to the sidewalk.

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The ratio of window-to-solid on the north portion of the building is greater than the south portion. The ratio of window-to-solid ratio spans the first and second floors, and far exceeds the glazing standards in the D-2 district.

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The southern portion of the building is proposed to have a smaller window-to-solid ratio.

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The veneer of the south portion of the building is proposed to include different building materials than the northern portion of the building. The differing material on the south portion will be light masonry, this masonry is proposed on the second and third floors, allowing for the screening of the parking lot on the third floor to be broken up as well.

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The southern portion of the building façade will have a 1' setback from the property line (as required by Public Utilities) instead of a 4' setback with cantilevered third floors, as the northern section of the building is proposed to have.

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Resident building entrances and the separation between the northern and southern portions of the building are further highlighted by the incorporation of backlit glazing.

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These building elements, as well as the modifications made to the street facing façade as a result of the Planning Commission work session permit the building facades along State Street and the proposed Major Street to meet the standards for Design Review for exceeding the block length façade. These include changes in the vertical plane of the building (upper floors intermittent step backs) and material changes (the northern portion of the building facing Major Street and State Street will include different veneer materials than the southern portion of the building facing the same streets).



### Consideration 3 – Modifications to Building Height



FIGURE 6: WEST FAÇADE

The underlying D-2 zoning district allows for an increase in building height from 65' to a maximum 120' with a Design Review and a determination by the Planning Commission. The 800 S + State project is proposing a new structure with a maximum height of 123'; this height includes a 5' parapet wall. Parapet walls are allowed to project 5' into the maximum building height; elevator and stairwell bulkheads are permitted to extend 16' into the maximum height. The building's top floor is proposed to be stepped with 11-stories on the northern portion and 10-stories on the south. The fourth story and above is stepped back approximately 5' from the façade of the third floor; the fourth through the



FIGURE 7: EAST FAÇADE

eleventh floors will also be intermittently stepped back, creating an S-shaped curve in the building. Upper floor step-backs are not a Design Standard required in the D-2 zoning district.

Because the request by the applicant is for a modification from the base district height standards only the design standards that are "directly applicable to the modification" may be considered when making a determination on the modification. The applicable design standards are listed in Section 21A.59.050 of the Salt Lake City Zoning Code.

#### **Standards for Building Height Design Review 21A.59.050**

**D. Large building masses shall be**

1. Relate building scale and massing to the size and scale of existing and anticipated



<b>divided into heights and sizes that relate to human scale.</b>	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.
<b>G. Building height shall be modified to relate to human scale and minimize negative impacts.</b>	<div data-bbox="680 732 781 793"><i>Human scale:</i></div> <div data-bbox="808 732 1344 894">1. Utilize step-backs 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.</div>
	2. 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.
	<div data-bbox="680 1110 781 1171"><i>Negative impacts:</i></div> <div data-bbox="808 1110 1344 1209">1. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.</div>
	2. 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.
	3. 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.
	<div data-bbox="615 1646 781 1707"><i>Cornices and rooflines:</i></div> <div data-bbox="808 1646 1344 1707">1. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.</div>

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

3. 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.

As reviewed in the Design Standard Analysis in Attachment G of this Staff report, Planning Staff has found the proposed building height modifications meet the directly applicable design standards to building height. Building height is moderated through both horizontal and vertical building elements with balconies proposed on every floor of the building and an emphasis on the vertical articulation of the stair wells. The solid-to-void ratio accommodates the goals and intent of the applicable master plans.

#### **Consideration 4 – Modification to the Separation of Building Entrances**

The D-2 district requires building entrances at least every 50' along a street facing building façade. The purpose of this standard is to engage the public sphere and orient the building to the adjacent street and to encourage active uses rather than just parking on the ground floor. The proposed 800 S + State Street project does not meet number of building entrances standard. This standard is not met along the north, west, and east facades of the building, the separation between the building entrances along these facades include a range between 35'-90'.

The intent of the Design Review Standards are being met as it relates to building entrances. This is facilitated by the parking lot located in the interior of the building, the window to wall ratio greater than the underlying standards, and the proposed project interacts with the sidewalk through seating areas and a colonnade. Planning Staff recommends allowing for a modification to the building entrance design standards.

#### **DISCUSSION:**

The proposed 800 S + State Street development will meet the intent of the Downtown Support (D-2) zoning district and other applicable master plans by creating a development with active uses on the ground floor, increasing housing density in the community, providing a building design which is orientated to the street, and improving safety in the area through the degree of transparency proposed on the building and activating the street.

While the height and street facing façade length will be a substantial change to the existing built environment to this area, the surrounding sites are also within the Downtown Support district and will have the same development potential as the subject site as the Commercial Business District continues to expand. As the impact and intensity of the Commercial Business District spreads outward, redevelopment of the surrounding block is likely as demand for retail and housing in this area is likely to continue.

#### **NEXT STEPS:**

**Design Review Approval**

If the design review is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

**Design Review Denial**

If the design review is denied, the applicant cannot proceed with the project and will be required to meet the design standards of the underlying zoning ordinance in order to develop the property.

## **ATTACHMENT A: APPLICANT SUBMITTAL AND INFORMATION**

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# Design Review

SALT LAKE CITY PLANNING

## OFFICE USE ONLY

Project #:	Received By:	Date Received:	Zoning:
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Project Name:

## PLEASE PROVIDE THE FOLLOWING INFORMATION

Request:

120' height

Address of Subject Property:

754 S State Street

Name of Applicant:

Aabir Malik

Phone:

Address of Applicant:

1201 Wilmington Ave, Suite 115 Salt Lake City, UT 84106

E-mail of Applicant:

aabir@colmenagroup.com

Cell/Fax:

Applicant's Interest in Subject Property:

☒ Owner      ☐ Contractor      ☐ Architect      ☐ Other:

Name of Property Owner (if different from applicant):

700 GS, LLC

E-mail of Property Owner:

aabir@colmenagroup.com

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

## AVAILABLE CONSULTATION

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

## WHERE TO FILE THE COMPLETE APPLICATION

*Mailing Address:* Planning Counter  
PO Box 145471  
Salt Lake City, UT 84114

*In Person:* Planning Counter  
451 South State Street, Room 215  
Telephone: (801) 535-7700

## REQUIRED FEE

➔ Filing fee of \$776 plus \$121 per acre in excess of (1) acre.  
➔ Plus additional fee for required public notices.

## SIGNATURE

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

Signature of Owner or Agent:

*A. Malik*

Date:

6/4/2020

Updated 4/2/19

## SUBMITTAL REQUIREMENTS

Staff Review

### 1. Project Description (please attach additional sheet)

- |                          |                                     |   |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Written description of your proposal.   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Type of construction and list the primary exterior construction materials.                        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Number, size, and type of dwelling units in each building, and the overall dwelling unit density. |

### 2. Minimum Plan Requirements

- |                          |                                     |   |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A digital (PDF) copy of each plan and elevation drawing.          |
| <input type="checkbox"/> | <input type="checkbox"/>            | One 11 x 17 inch reduced copy of each plan and elevation drawing. |

### 3. Site Plan

- |                          |                                     |   |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Site plan (see <a href="#">Site Plan Requirements</a> flyer for further details). |
|--------------------------|-------------------------------------|---|

### 4. Elevation Drawing

- |                          |                                     |   |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Detailed elevation, sections and profile drawings with dimensions drawn to scale. |
|--------------------------|-------------------------------------|---|

### 5. Additional Requirements

- |                          |                                     |  |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | All of the application information required for site plan review as identified in Section 21A.58 of this title.  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Photos showing the facades of adjacent development, trees on the site, general streetscape character, and views to and from the site.  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the purpose of the individual zoning district in written narrative and graphic images.  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the purpose of the applicable design standards of the individual zoning district in written narrative, graphic images, and relevant calculations. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the applicable design review objectives (Section 21A.59.050) in written narrative, graphics, images, and relevant calculations.                   |

## INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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



# 800 SOUTH & STATE

SLC DESIGN REVIEW SUBMISSION | 2020.10.06



COLMENA  
GROUP

KIMBALL  
Investment Company

OZ



## 800 S & STATE

A beacon on the State Street corridor, the project at 800 S & State will serve as a catalyst for the blighted Sears block. After the Sears department store served the SLC community for over 50 years, their business model is no longer viable. What was once a sea of parking surrounding a dated windowless building will now be an activated destination residence to live, work/learn, and play within a pedestrian oriented community extending the urban city center further south.

At nearly 400,000 SF and 11 stories of mixed use, commercial (retail, food/beverage, co-work), parking and residential functions including Live-Work units on the ground floor, the project will capitalize on the views of surrounding mountains as well as the energy of the urban context. Art infused pedestrian links, activated by an energized ground level of refined retail hot spots of shops and boutiques at the edge of the street, are celebrated by porous residential, office and hotel lobbies (to come in future development phases) that define the people-centric essence of

the Salt Lake lifestyle. The building plinth will serve to activate the urban space of the neighborhood, while the residential common area amenities place compatible uses of community experience, comfort and community within the building.

The building is defined by bold and interesting building forms that utilize premium materials at points of shared enjoyment. Concentrating on the activation of the edges, the development is energized by a generous street scape with welcoming and engaging entryways. With a balance of light and form, in the spirit of the Rocky Mountains, the mixed uses at the ground level add convenience, support social encounters and echo the character of the community while offering opportunities for self-expression.

The project on the 1.74 acre site will support 349 high-end residential units above 15,000 SF of commercial/retail space with 400 on-site parking spaces, utilizing both above and below grade levels. A retail base and live-work units will flank the street facing facades of the

building in order to conceal the parking at grade. The residential units will be composed of Studio, 1 bedroom, and 2 bedroom units in square footages ranging from 550 SF to 1825 SF, resulting in an overall density of over 200 units per acre.

The Project will be constructed with the IBC classification of “Type IB Construction” and will be built concurrently with the overall development of other portions of the block, which includes construction of public streets, utilities, and stormwater detention. Work on the block beyond the limits of the Project as shown on the drawings will be completed in future phases.



# TEAM

**OWNER**  
COLMENA GROUP



**OWNER**  
KIMBALL INVESTMENT CO



**ARCHITECT**  
OZ ARCHITECTURE



**CIVIL**  
CIR ENGINEERING



**STRUCTURAL**  
KL&A



**MEP**  
BG BUILDINGWORKS



**LANDSCAPE**  
ARCSITIO



**MANAGEMENT**  
GREYSTAR



# CONTENTS

## CONTEXT

- SOUTH STATE AXON
- SOUTH STATE PLAN
- EXISTING SEARS BLOCK
- EXISTING BUILDING
- SURROUNDING BUILDINGS

## GOALS

- OBJECTIVES AND STANDARDS
- A NOTE FROM DEVELOPMENT

## SEARS BLOCK

- HISTORY
- DECONSTRUCTION STRATEGY
- EXISTING & PROPOSED PARCELS

## PARCEL 3

- USE DIAGRAMS
- PARK CONCEPT
- FORM DRIVERS
- SHADOW STUDY
- PROPOSED DEVELOPMENT

## DESIGN PRINCIPLES

- OVERVIEW
- DESCRIPTIVE DIAGRAMS

## BUILDING LAYOUT

- EXPLODED AXON
- FLOOR PLANS
- LANDSCAPE PLANS
- ROOF PLAN

## EXTERIOR DESIGN

- PERSPECTIVES\*
- MATERIAL PALETTE
- ELEVATIONS

## USER EXPERIENCE

- PEDESTRIAN VIEWS
- PLINTH LEVEL VIEWS

## CODE & ZONING

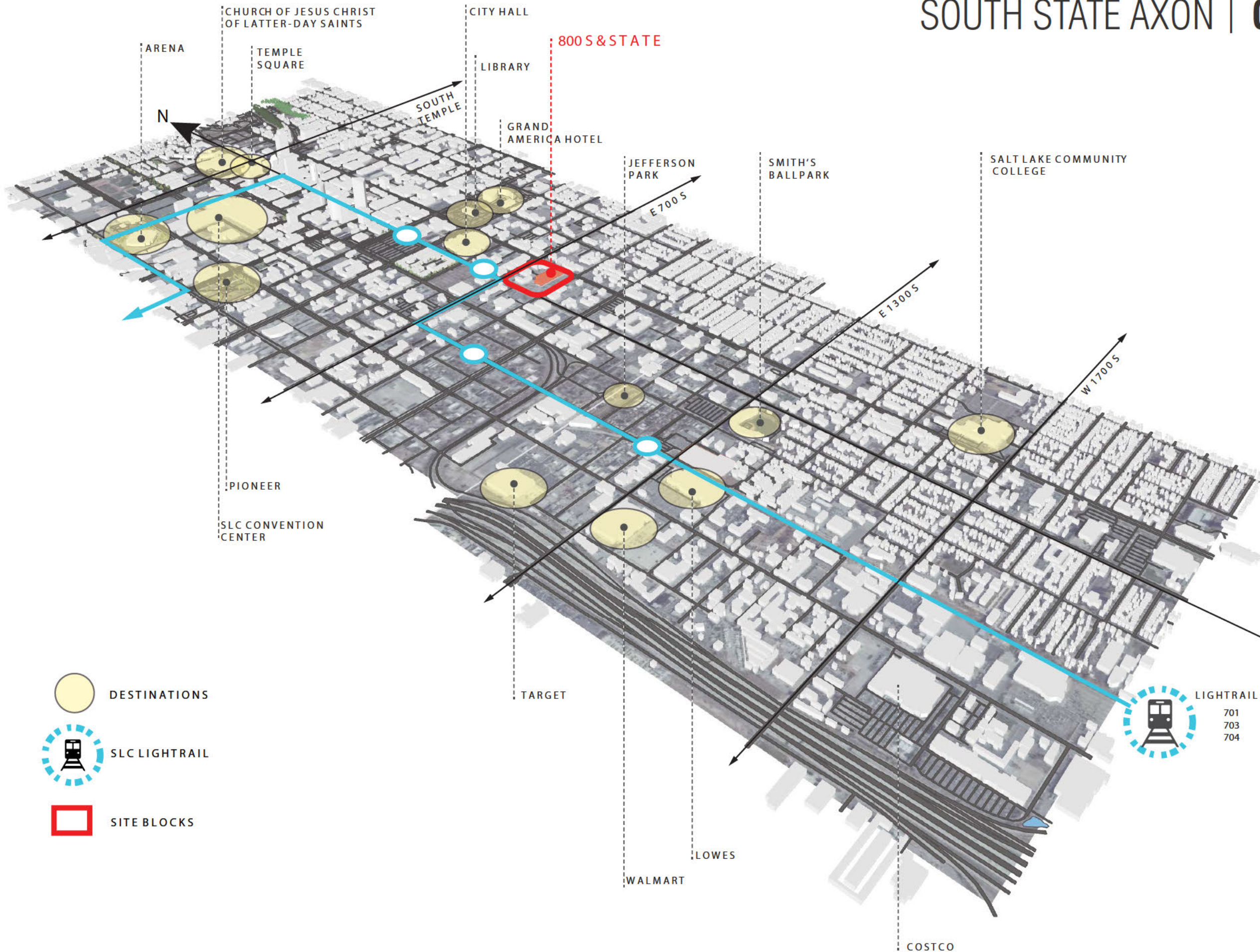
- D-2 GUIDELINES
- COMPLIANCE DIAGRAMS
- DESIGN STANDARDS

## SITE DESIGN

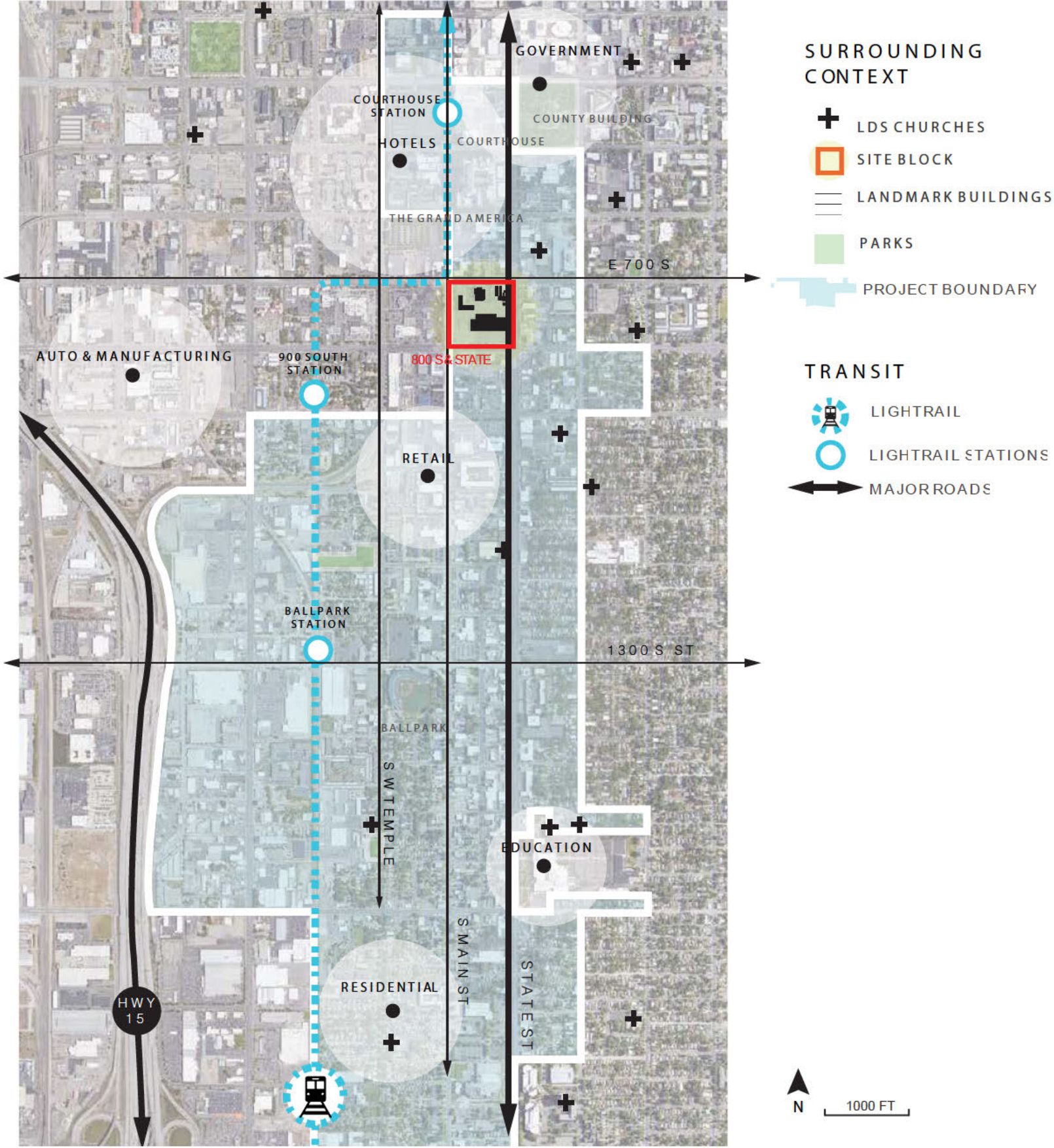
- CIVIL NARRATIVE
- PARCEL ADJUSTMENT
- SITE PLAN
- GRADING & DRAINAGE PLAN
- UTILITY PLAN

\*All renderings are artists interpretations only and are not intended to be an actual depiction of the building or its surroundings. Completed architectural elements may vary or appear to vary from rendering shown.









**The Big Picture**

The State Street Project Area covers a large expanse of Salt Lake City, and comprises a range of districts and neighborhoods with differing land uses, urban design characteristics, and transportation features. A key component of the State Street project area is State Street itself (United States Highway 89), from 400 South to 2100 South. State Street was once the primary north/south highway connecting Salt Lake City with adjacent cities prior to the construction of Interstate-80 (I-80) and Interstate-15 (I-15), and it continues to be a critical gateway to Salt Lake City.

**Current Conditions**

Some community members believe that State Street's auto-centric focus, its excess commercial capacity, and its auto-oriented infrastructure have given rise to crime, vacant buildings, and an abundance of underutilized urban land in more recent decades. Many also believe that conditions on State Street have negatively impacted economic development and public safety in the residential neighborhoods throughout the State Street Project

Area. The city blocks within the immediate neighborhood are poised for redevelopment as visionaries begin to address the current and future needs of downtown. The development of the Patrinely office buildings, a block away, the addition of a TRAX station along Main Street, and the first phase of this much larger project, are planting the seeds for the reactivation of the city streets.

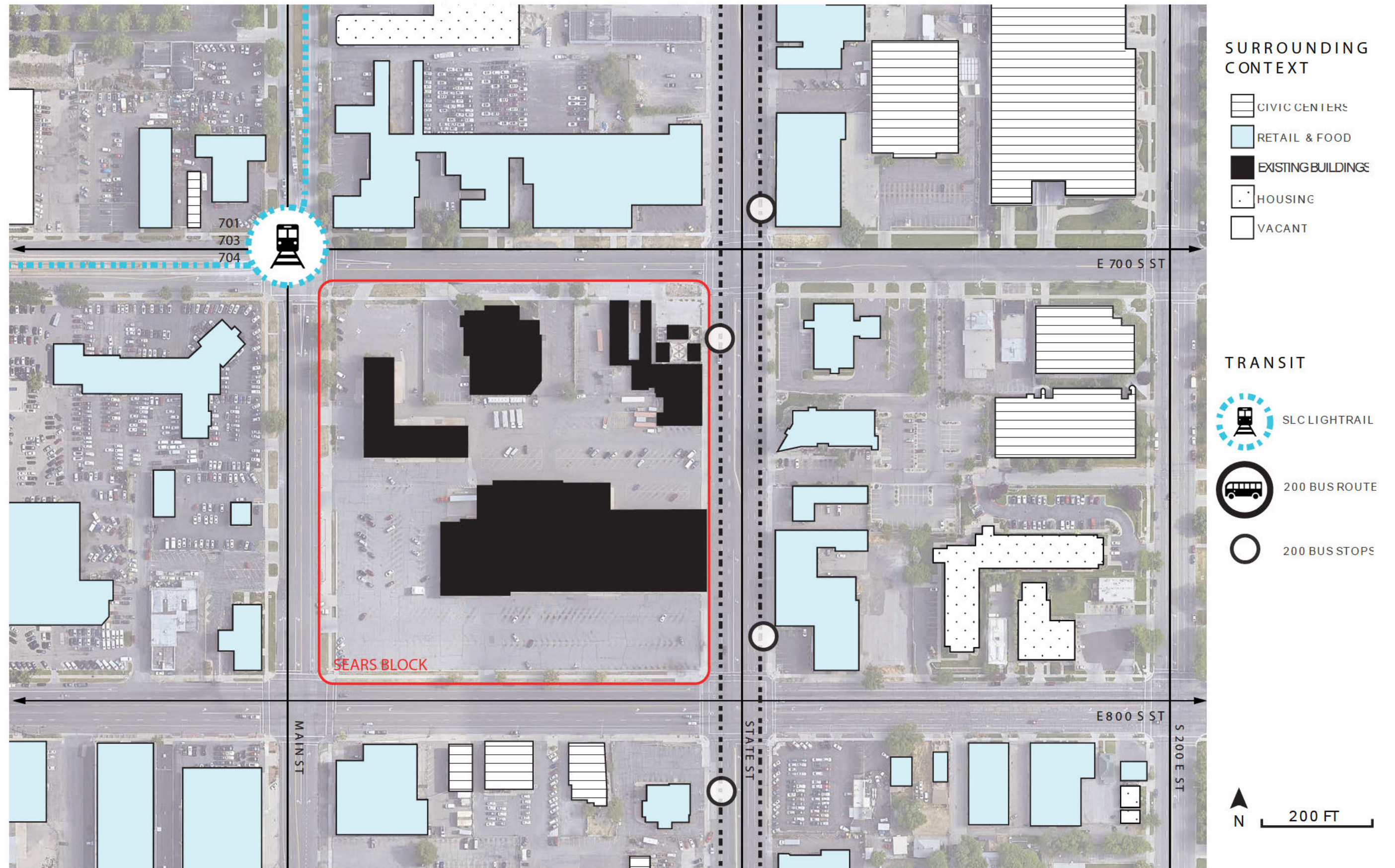
**The City Vision**

State Street has long been an automobile-focused corridor, and was a commercial and social hub for the Salt Lake Valley in the 1950's and 1960's. In more recent years, there has been increased interest from the community and City and regional planners to revitalize State Street in a way that respects the corridor's auto-oriented focus while expanding its uses to include more pedestrian-friendly and livable features. The overarching vision of the State Street Project Area is to promote a livable urban community with a strong urban design identity that preserves and enhances the integrity of its existing residential neighborhoods.

Source: SLCRDA - CRA Plan



# EXISTING SEARS BLOCK | CONTEXT







**NORTHWEST VIEW**



**NORTHEAST VIEW**



**SOUTHWEST VIEW**



**SOUTHEAST VIEW**





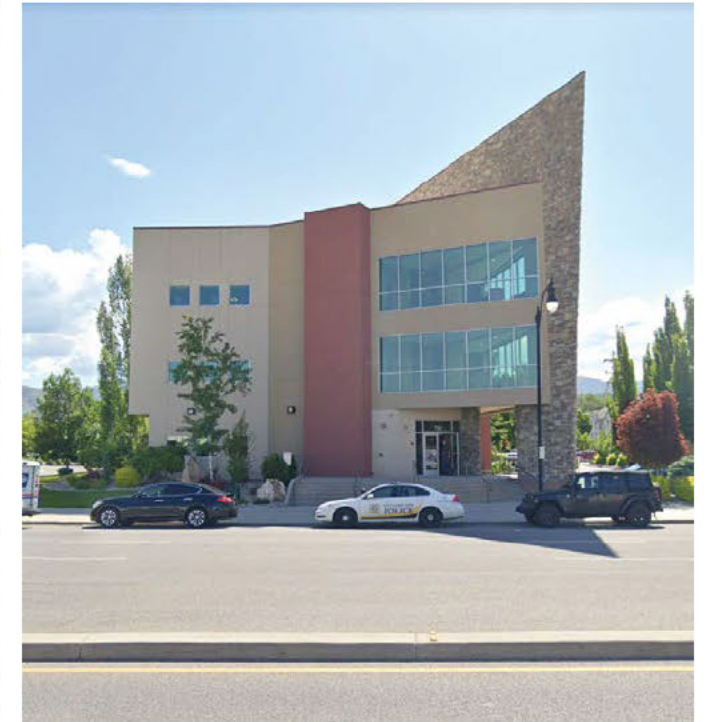
# SURROUNDING BUILDINGS | **CONTEXT**



**E 700 LOOKING SOUTH**



**STATE LOOKING WEST**



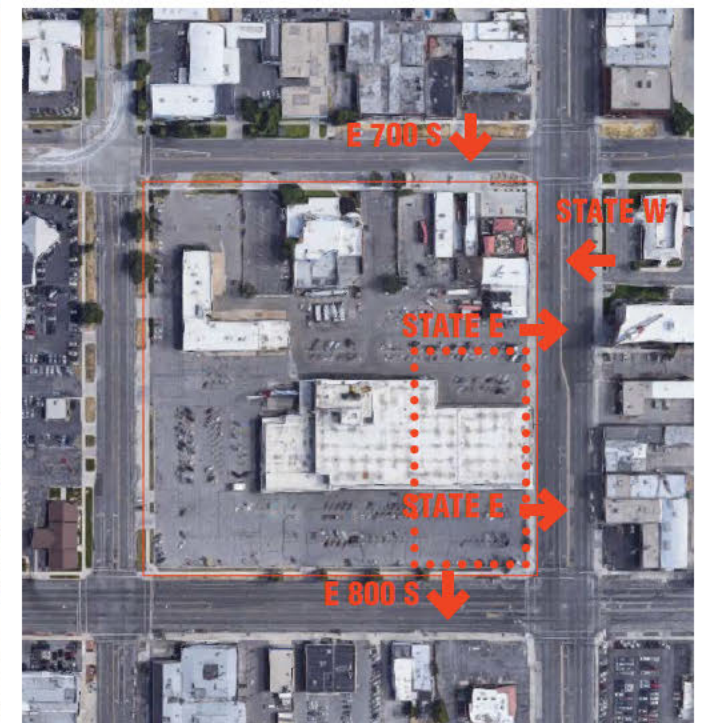
**STATE LOOKING EAST**



**E 800 LOOKING SOUTH**



**STATE LOOKING EAST**







# OBJECTIVES

**Neighborhood Revitalization**

.....

**Commercial Corridors**

.....

**Employment Centers**

.....

**Housing**

.....

**Public Spaces & Transportation**

# GUIDING STANDARDS

- Encourage transit-oriented development
- Encourage a pedestrian-oriented, walkable environment with connections
- Encourage residential and commercial development on and near the State Street Corridor
- Encourage place-making and a vibrant destination area
- Encourage and promote sustainable practices
- Encourage the highest aesthetic standards possible - providing the greatest possible public value
- Support population growth and stability
- Coordinate with other City Departments and Divisions
  - Work with Salt Lake City Planning Division to review existing zoning codes and potentially make enhancements to zoning and allowable land use to promote and allow development to evolve with the changing market



# PROJECT VISION

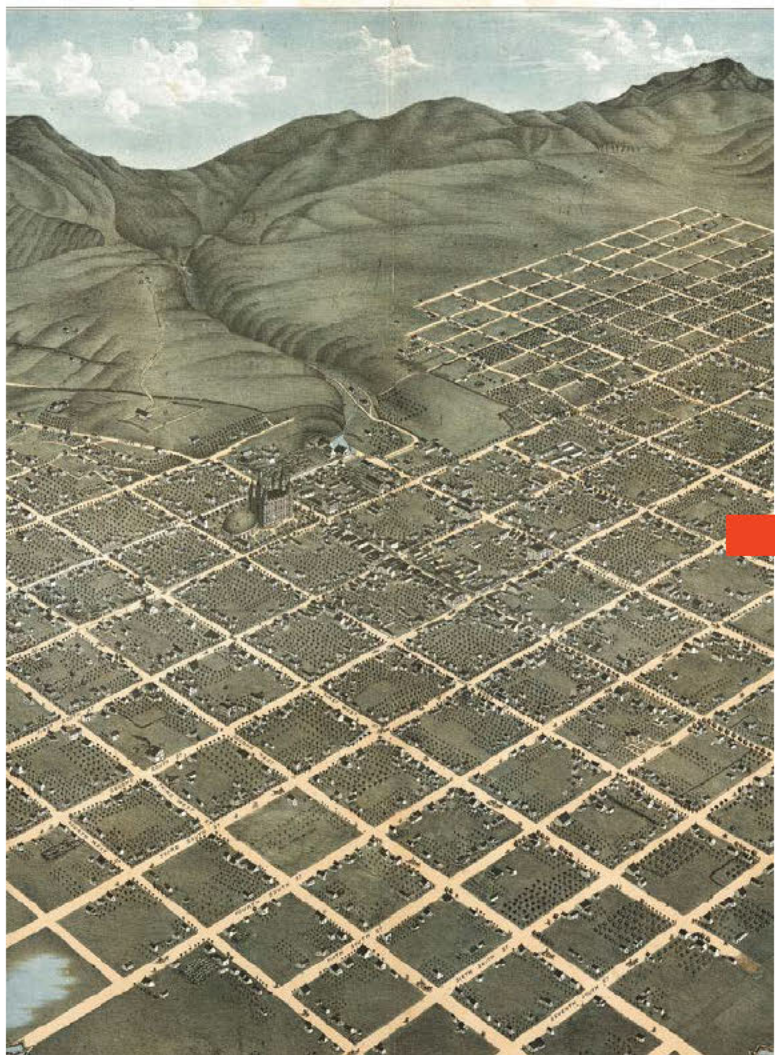
The vision of this development is to utilize the Sears Block as a catalyst for growth in this part of the city. This area of downtown Salt Lake City is a gritty, authentic, urban hub that has a strong focus on food and entertainment. It is located south of the CBD, to the east of the Granary, West of the Maven District/9th and 9th and north of the Ballpark neighborhood. This site is a true hub that will connect each of these other neighborhoods.

One of our main goals is to break down the super block (original 10 acre block) by reintroducing an interior street grid. This creates a more pedestrian friendly atmosphere and helps activate the center of the block. Given our location in this neighborhood, we want to supplement the uses that already exist, while also providing some pieces that are missing. We are true believers of the City's Life on State plan, a key component being the "Life" part. In addition to street activation, it is important to bring residential units to this part of State Street to help support the adjacent retail as well as further the activation of the street. Another key component of the project is to add much needed green space into this urban environment. Our central lawn will serve as a backyard

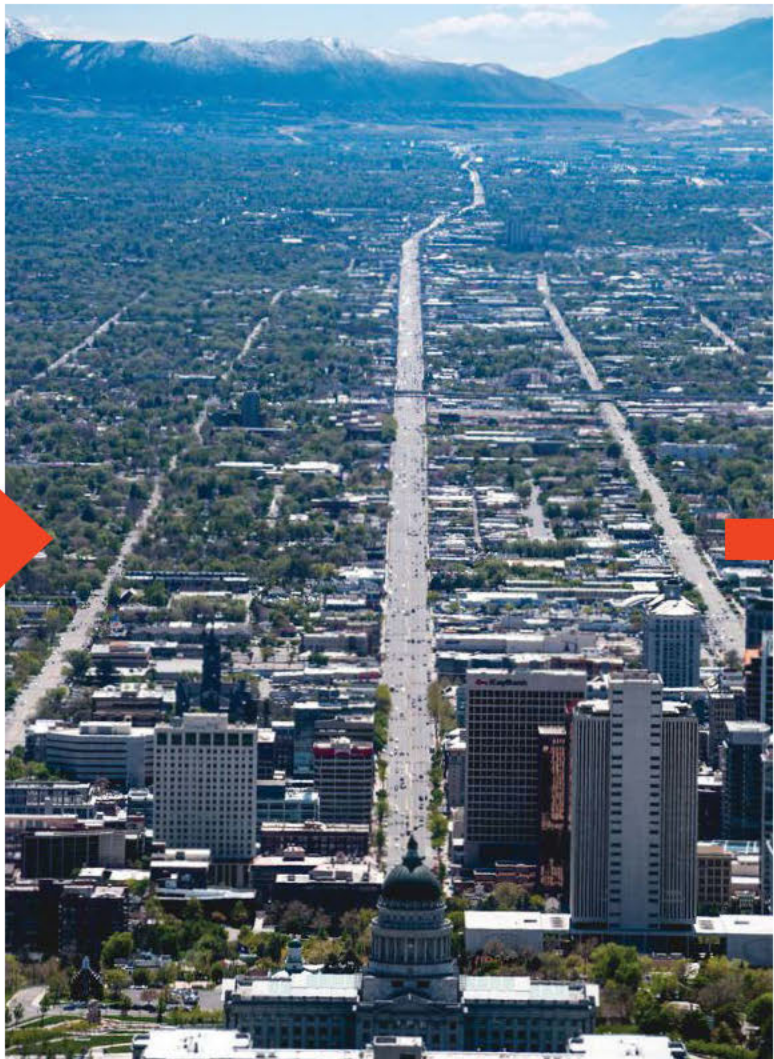
for not only our residents and tenants, but also for everyone in the City to enjoy. This lawn will be the heart of the development that brings people together for dining, recreation and relaxation. The vision for our commercial space is to create vibrant, mixed-use spaces that blur the lines between tenants and uses. We envision an urban grocer that shares space with local food vendors who operate a food hall that also coexist with a leasing office and coworking space. This will be a destination that draws the entire community together.

We view this project as the continuation of what is already great in this area. This is a space where nature, art and culture converge to form a wholly new idea – an idea that is fertile ground for authentic connectivity, creativity and thriving together. We are reimagining a vibrant, inclusive new community where everyone is welcome and can discover and embrace life fully.

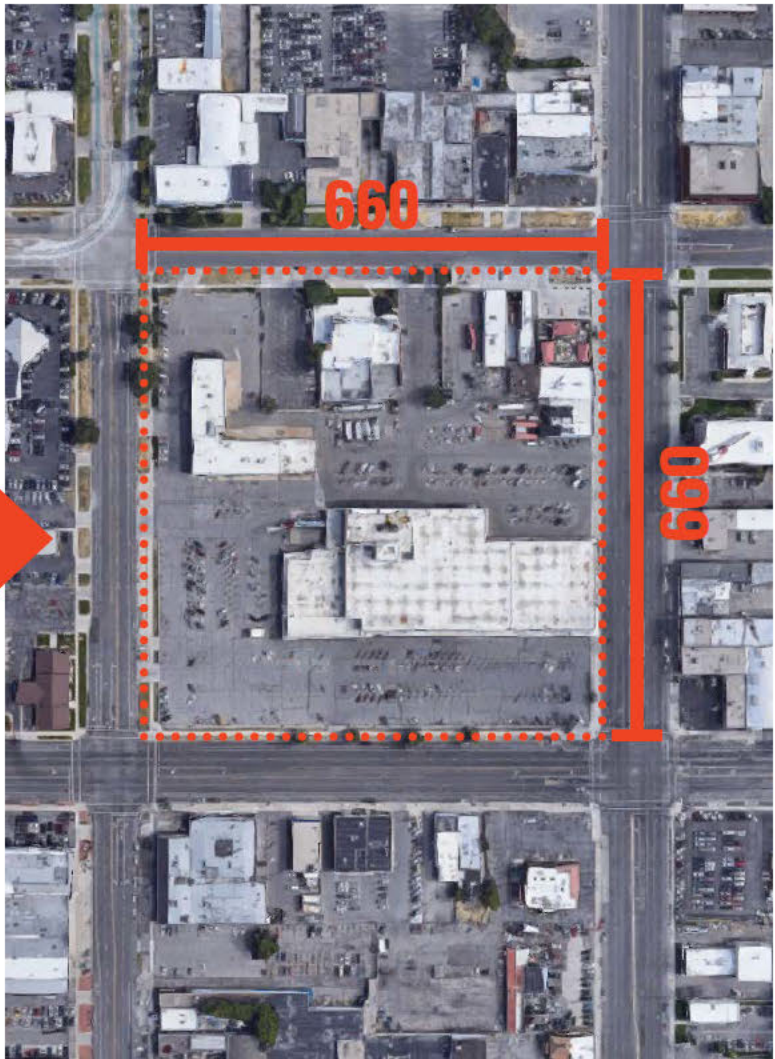




PLAT OF ZION AGRICULTURAL BLOCK



MODERN DAY SLC 132' WIDE STREETS



SEARS BLOCK 660' LENGTH



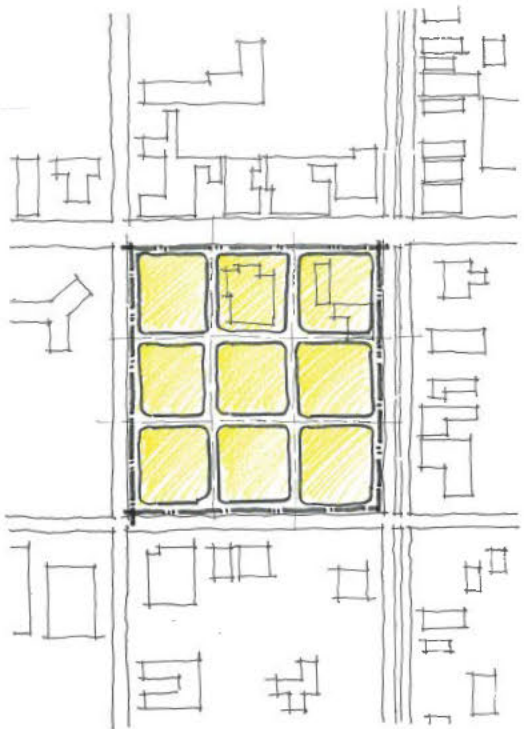
**The Block**

As a gateway to this new complex metropolitan community, the proposed development denotes the idea of a ‘doorway’ within the heritage of memorable clarity that was espoused by the Plat of Zion. This concept echoes the primary role of the project to create a strong yet welcoming edge, with defined and accessible passageways into the Central Park core for both vehicles and pedestrians.

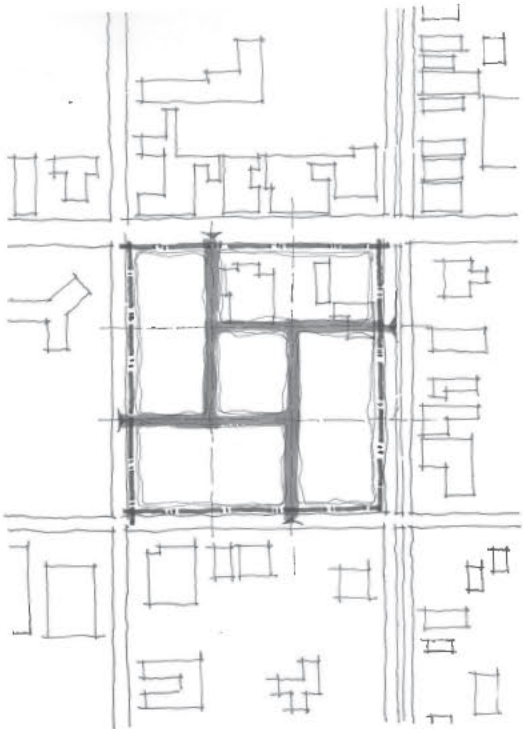
The 660’ long super block was broken into nine quadrants approximately 200’x200’ separated by street ROW. We further refined the nine quadrants by connecting the ones along the edge to optimize the number of vehicular penetrations to the core. This strategy optimizes the circulation of vehicles within the site, as well as allowing pedestrian connectivity through the plats to the inner park.



01 BLOCK



02 SUBDIVISION



03 CIRCULATION



04 NODES

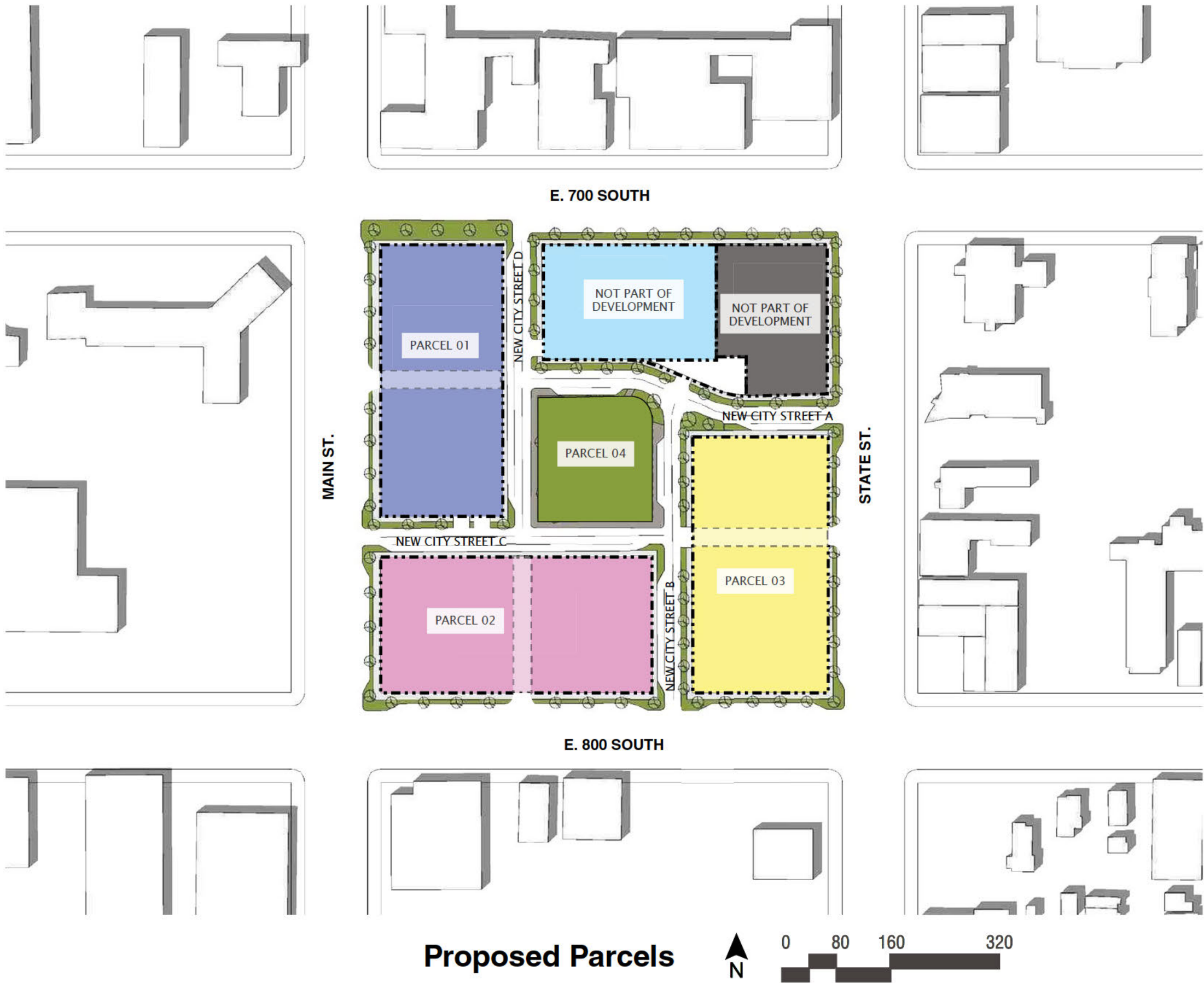


05 CONSOLIDATION

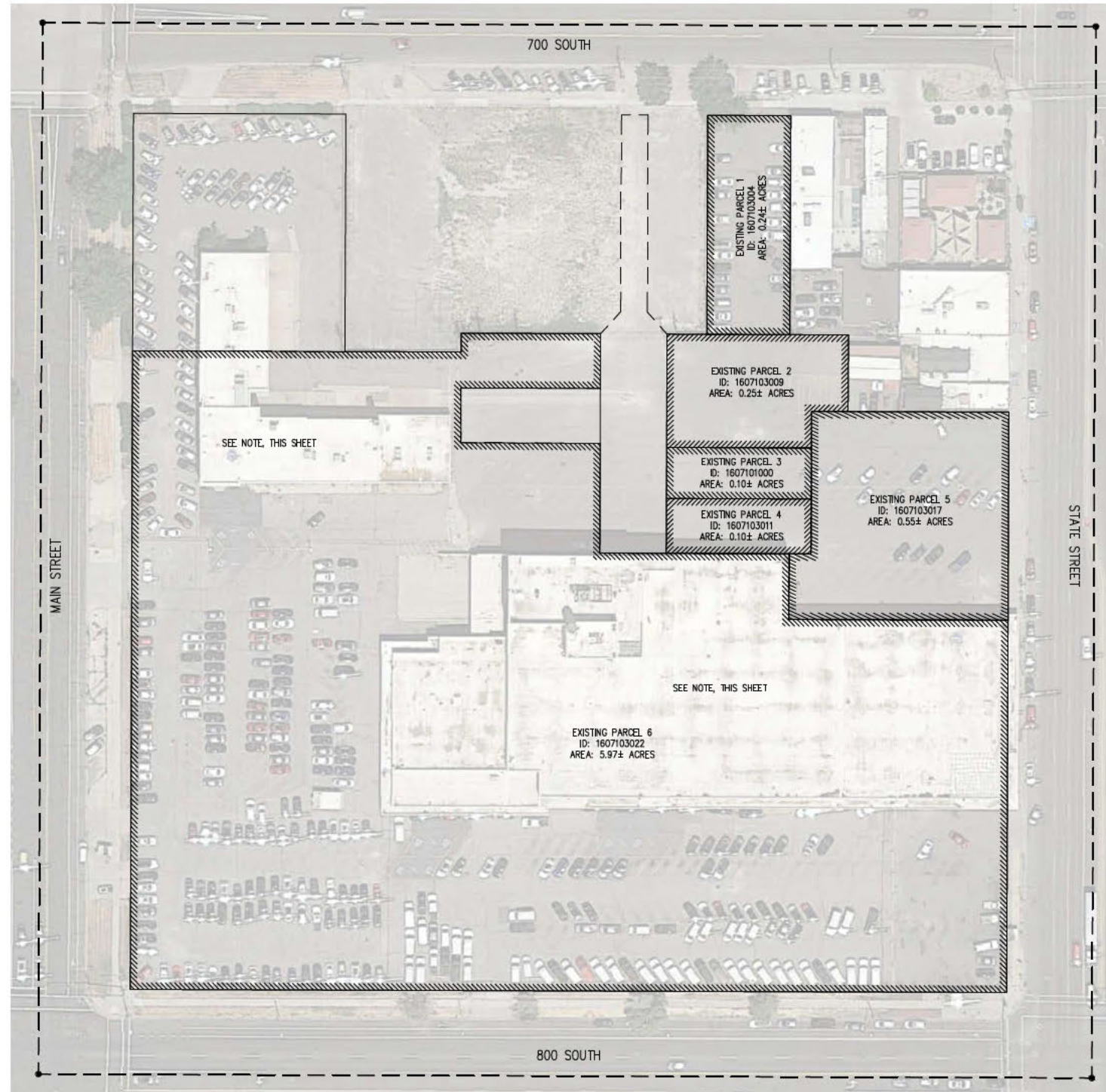


06 COPPER YARDS PARCELS

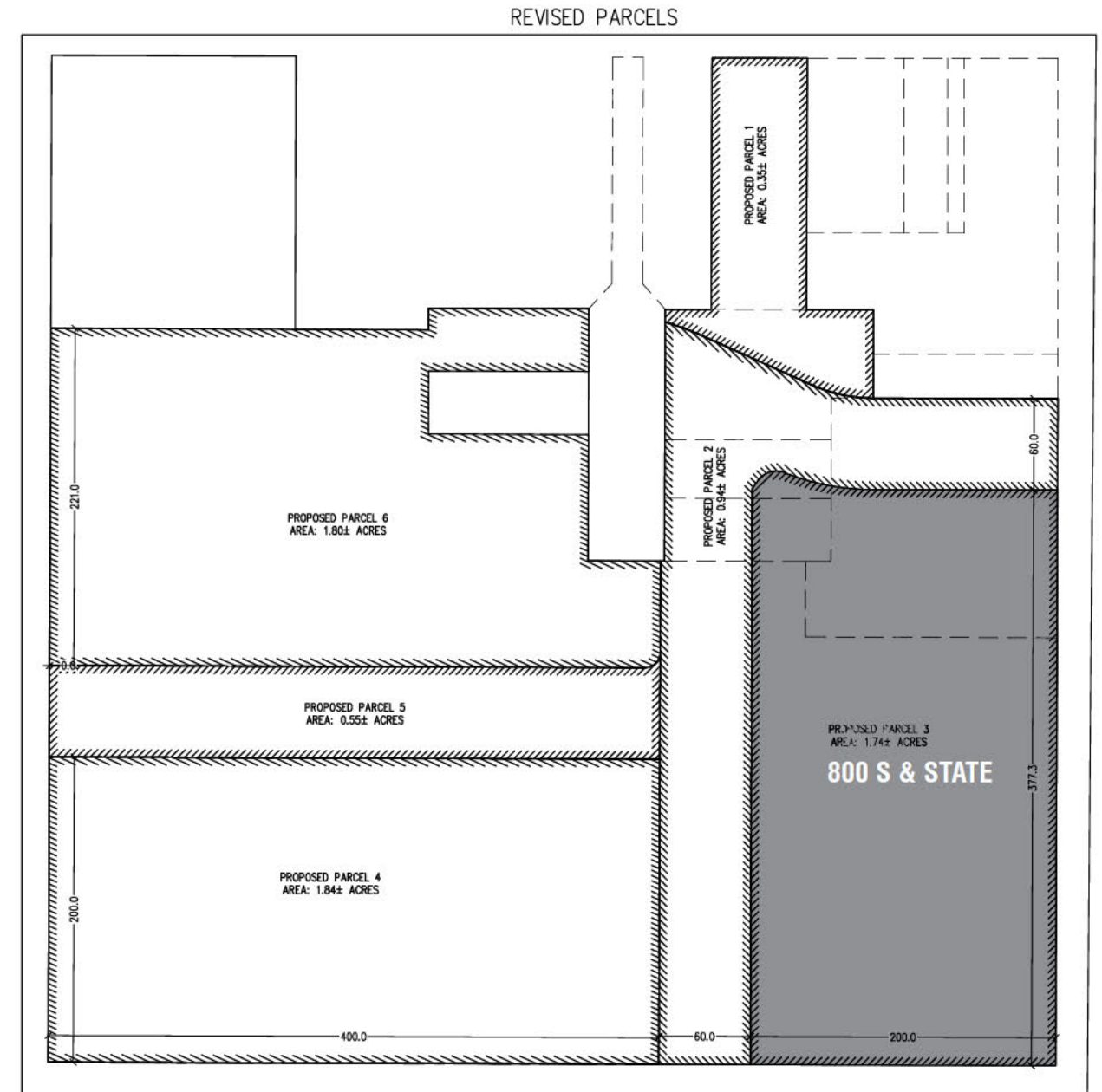




# EXISTING & PROPOSED PHASE 1 PARCELS | **COPPER YARDS**

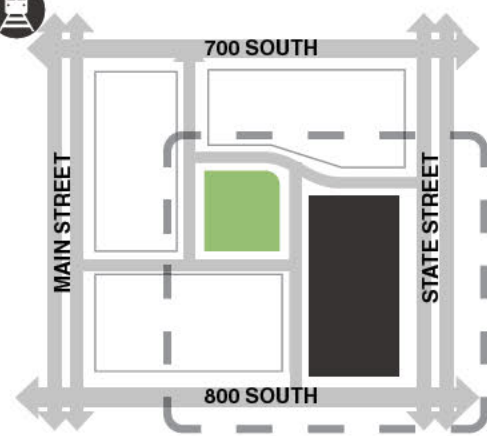


**EXISTING PARCELS**



**PROPOSED PARCELS**



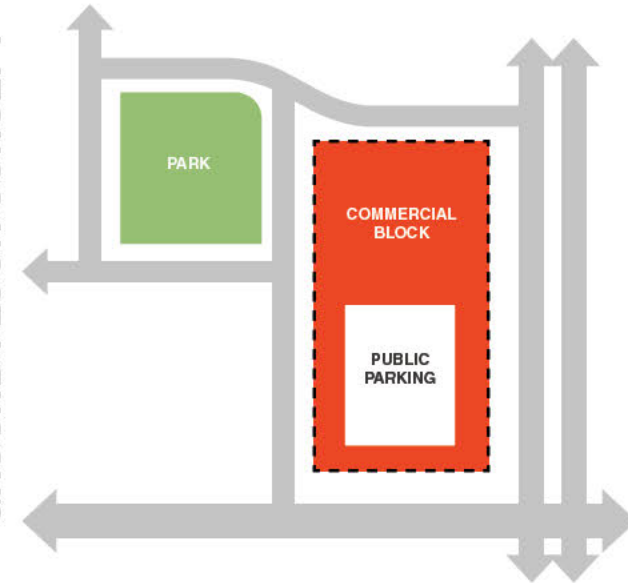


KEY PLAN

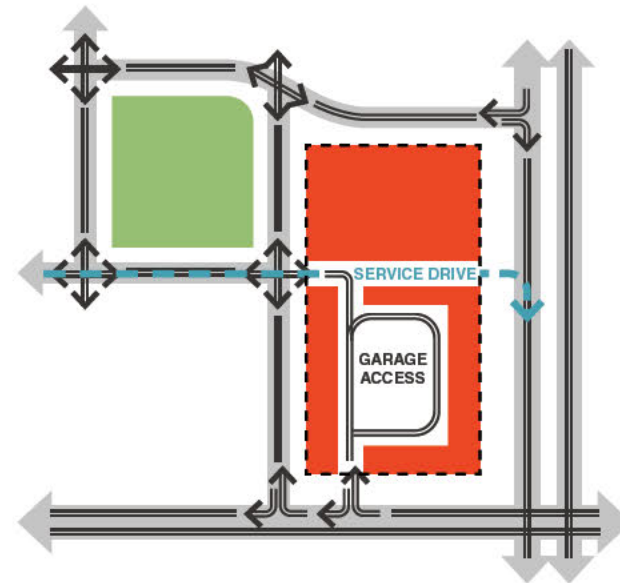
- GREEN SPACE
- COMMERCIAL
- RESIDENTIAL

# USE DIAGRAMS | PARCEL 3

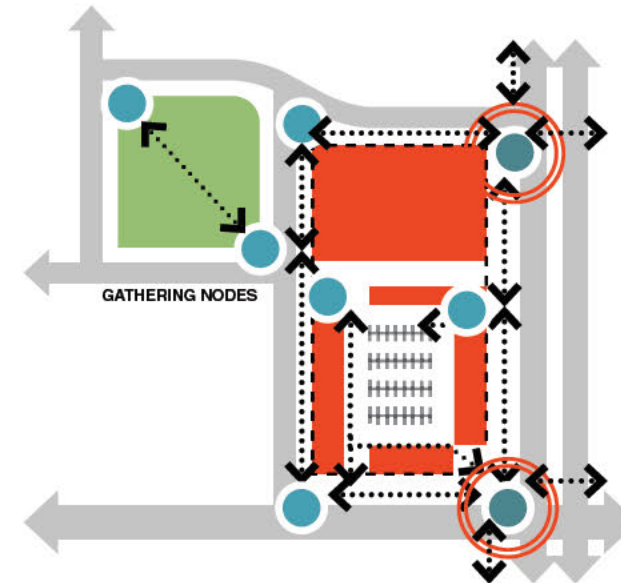
## GROUND FLOOR CONCEPT



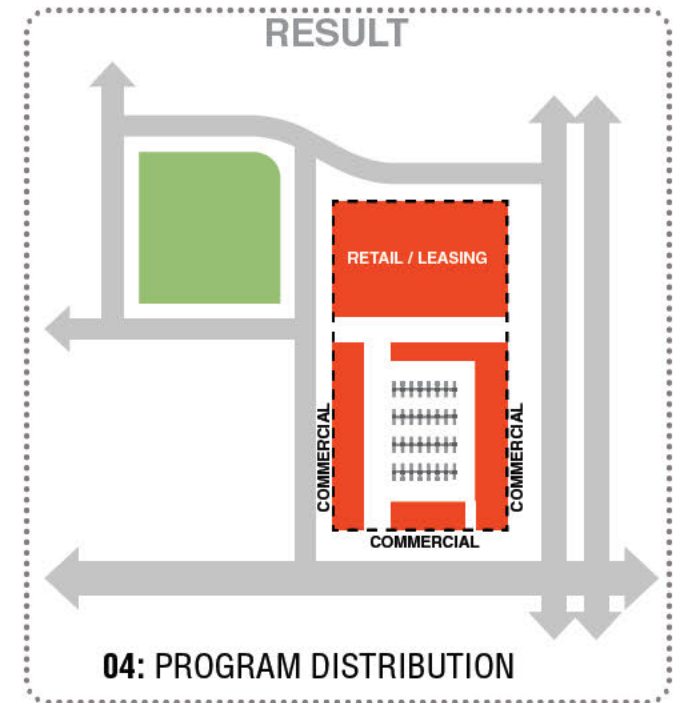
01: COMMERCIAL BLOCK



02: VEHICULAR CIRCULATION

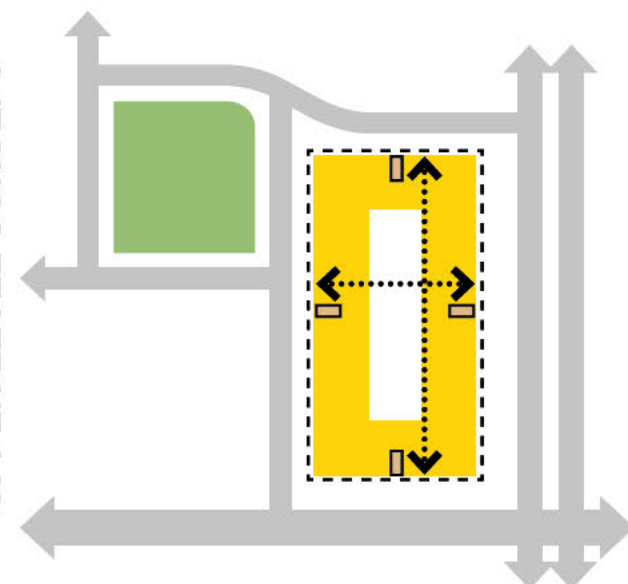


03: PEDESTRIAN CIRCULATION

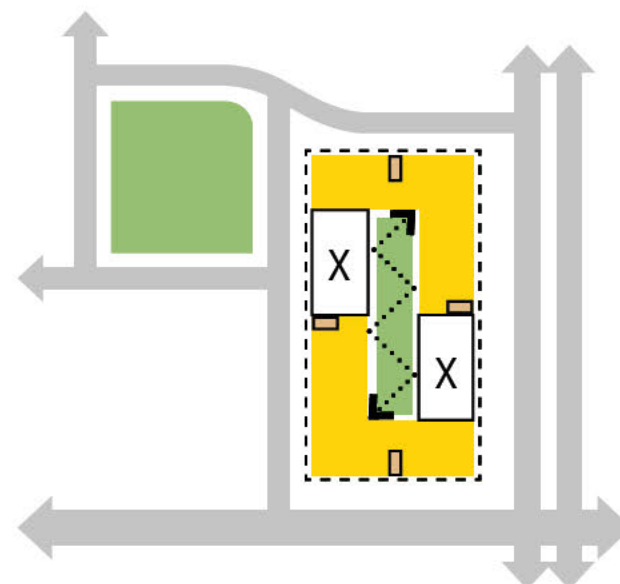


04: PROGRAM DISTRIBUTION

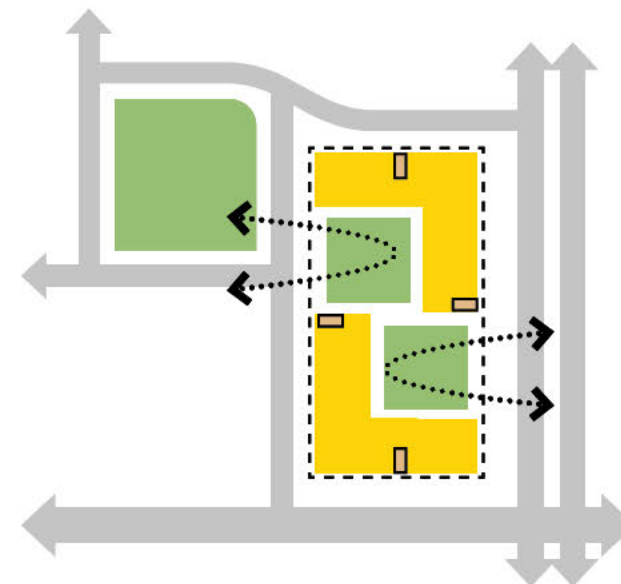
## UPPER LEVEL CONCEPT



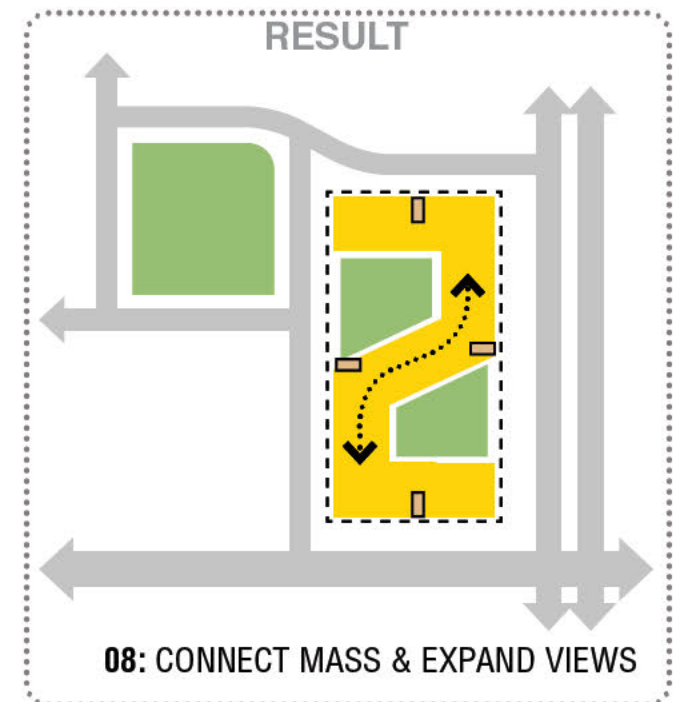
05: MAXIMIZE PLINTH & DISPERSE CORES



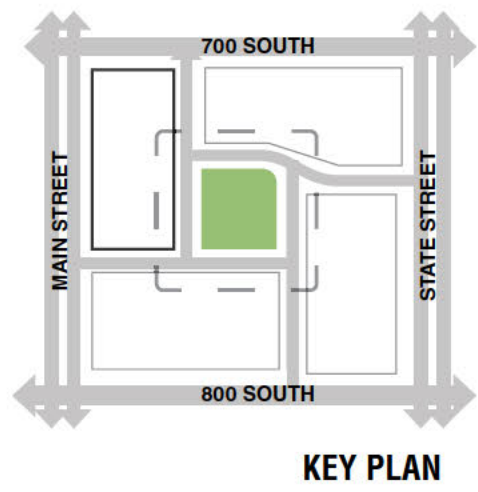
06: OPEN CONFINED COURTYARD



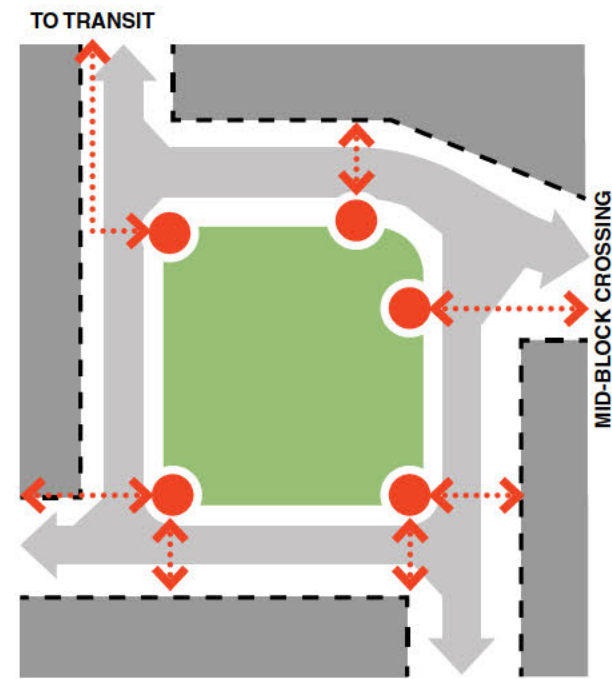
07: DEFINE VIEWS & AMENITY DECKS



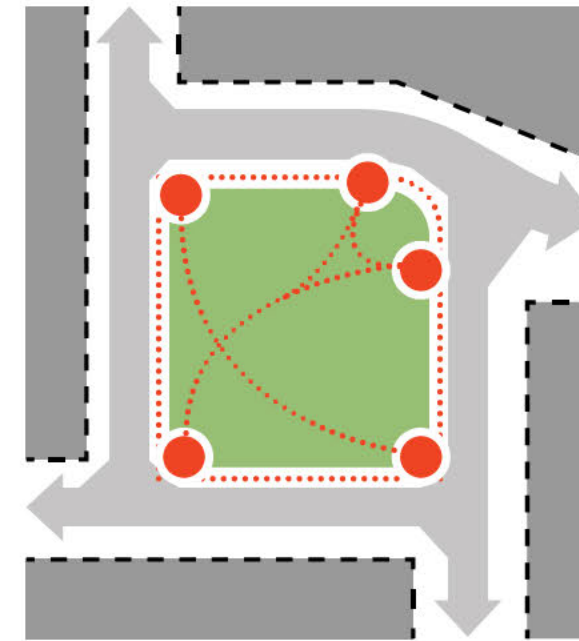
08: CONNECT MASS & EXPAND VIEWS



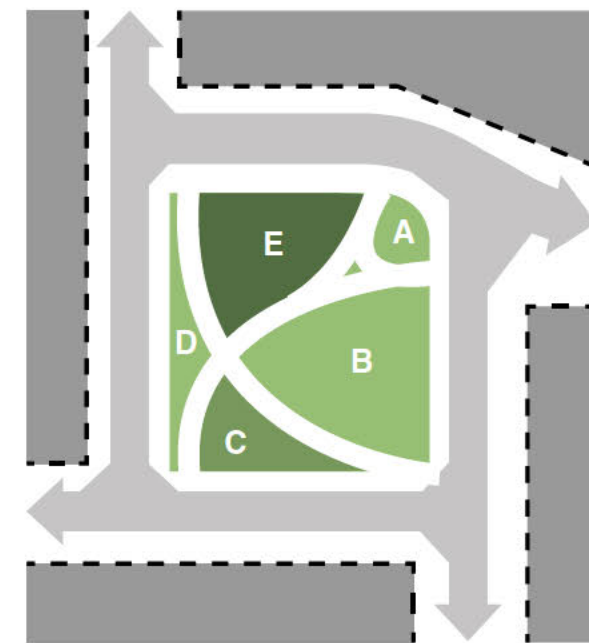
# PRELIMINARY CONCEPT DIAGRAMS | **COPPER YARDS PARK**



**01: EXTERNAL CIRCULATION**

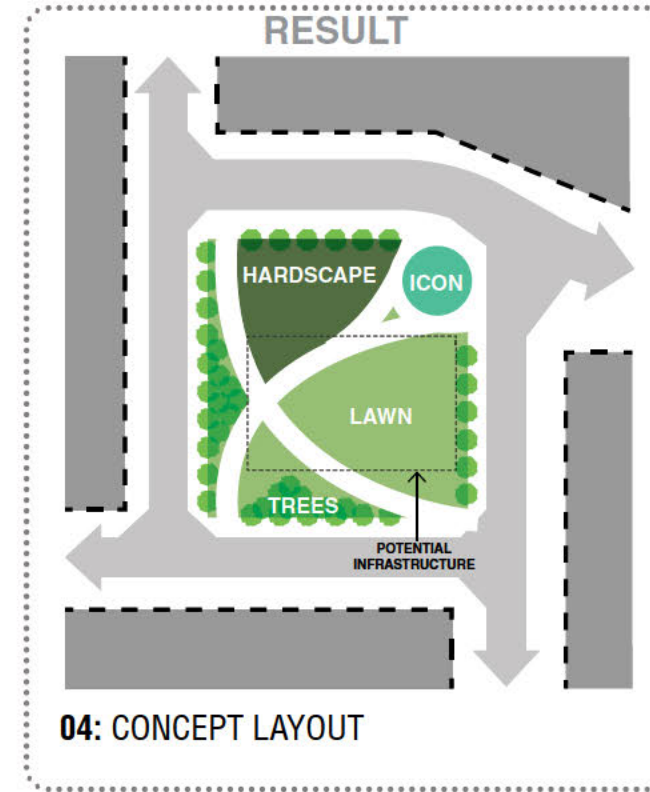


**02: INTERNAL CIRCULATION**



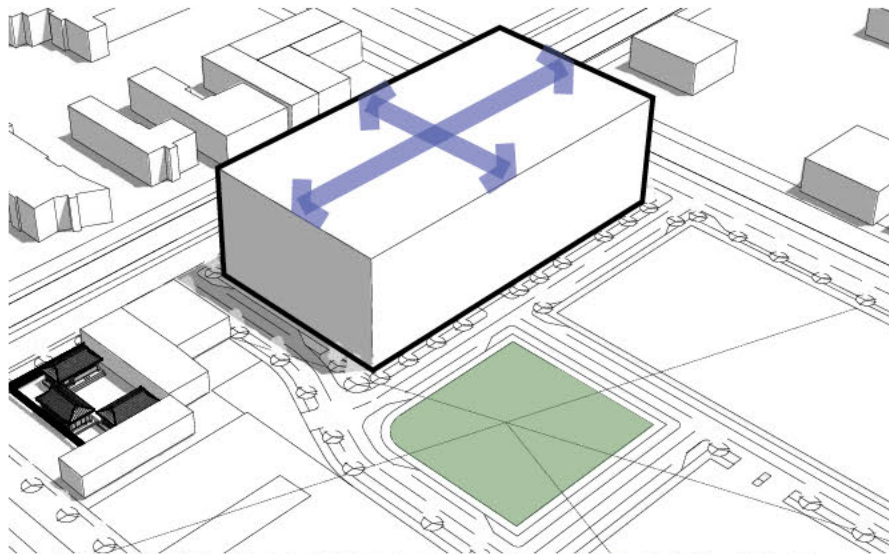
**03: PROGRAM ZONES**

LAWN / DOG PARK / CAFE SEATING / SCULPTURE GARDEN /  
BLOCK ICON / STAGE SEATING / DEMOUNTABLE SCREEN / GAMES /  
DIGITAL HUB / INFORMATION KIOSK

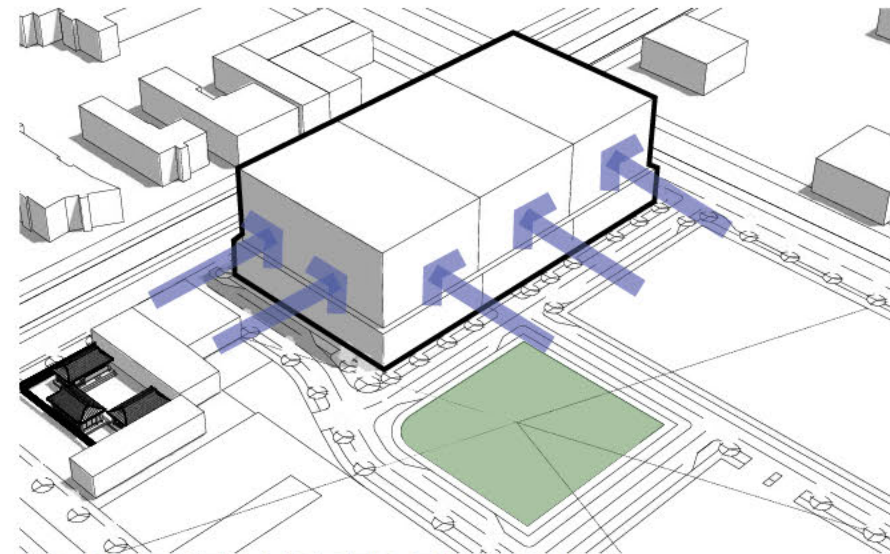


**04: CONCEPT LAYOUT**

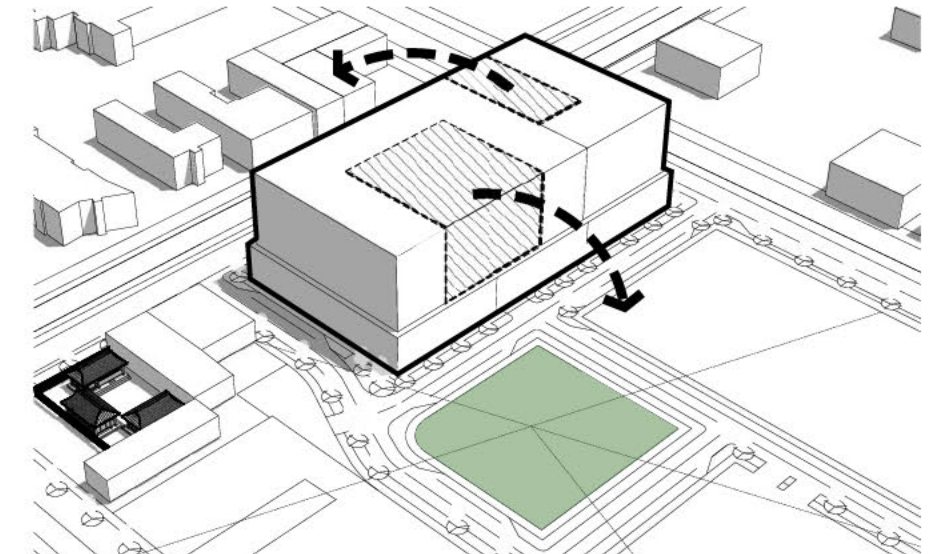




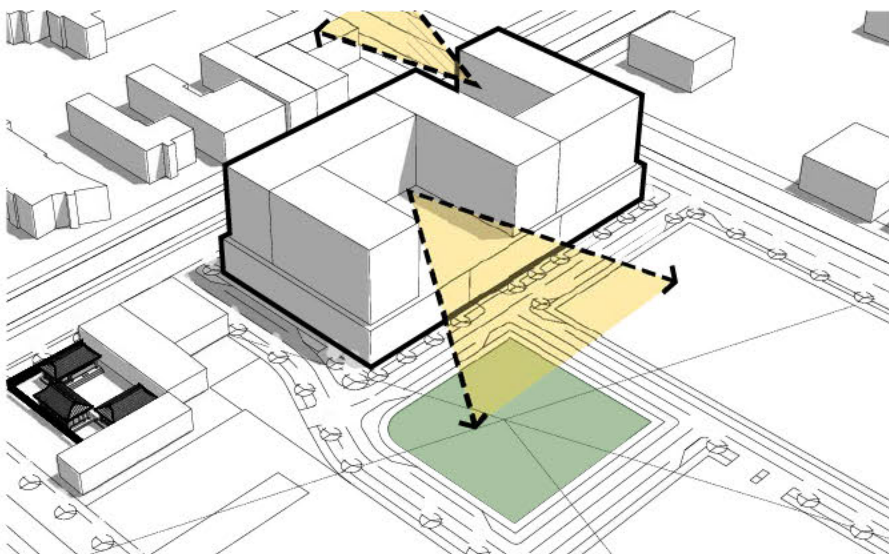
**01** MAXIMIZE SITE ZONING ENVELOPE



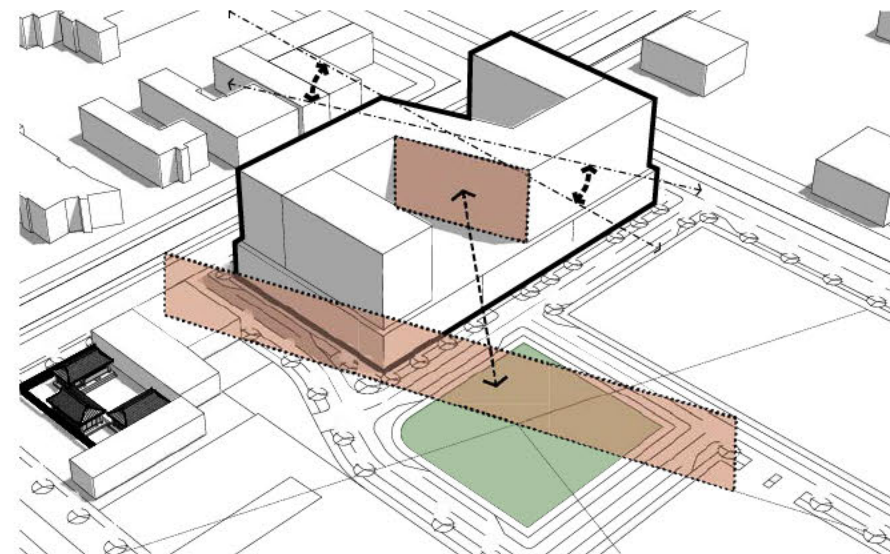
**02** OFFSET UPPER FLOORS



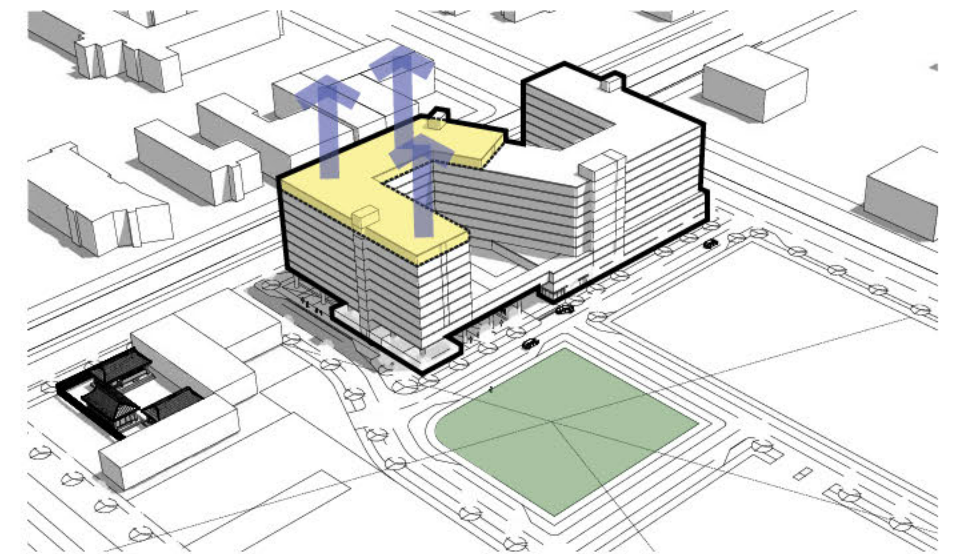
**03** CREATE EAST/WEST COURTYARDS



**04** DEFINE EAST/WEST VIEWS

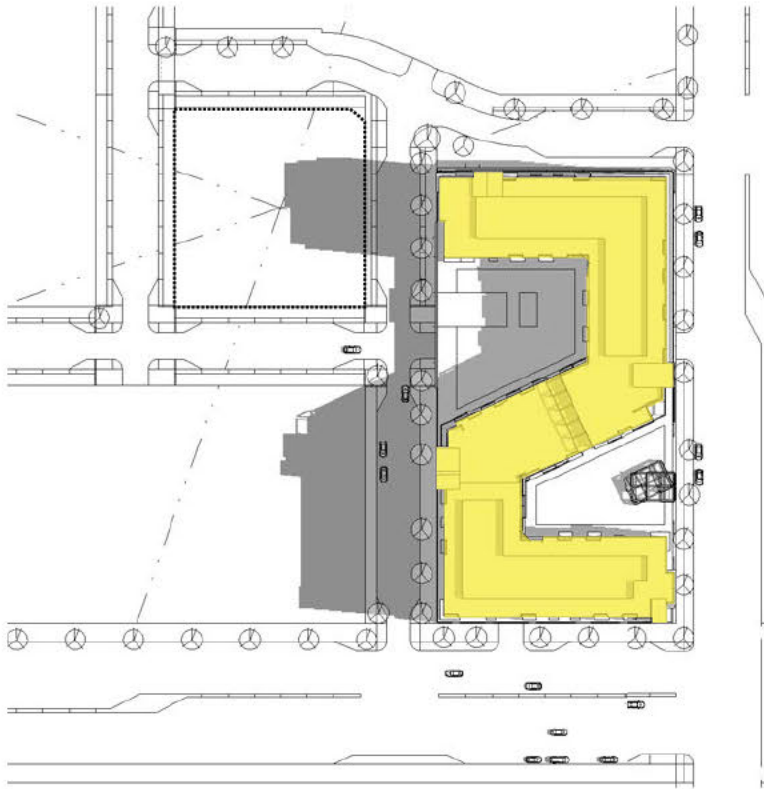


**05** ALIGN MASS TO VIEW CORRIDOR

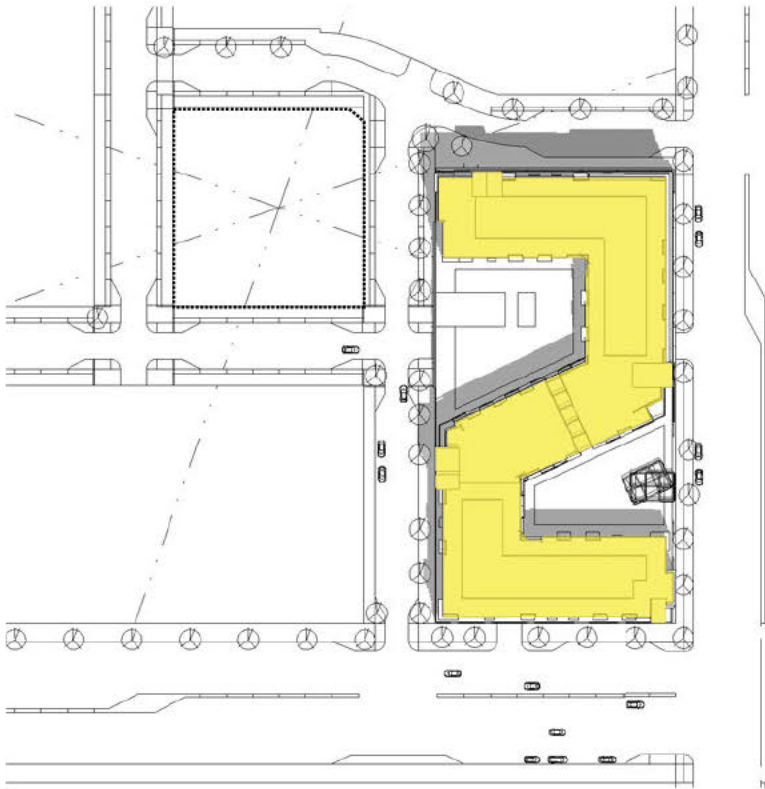


**06** EXTRUDE PENTHOUSE

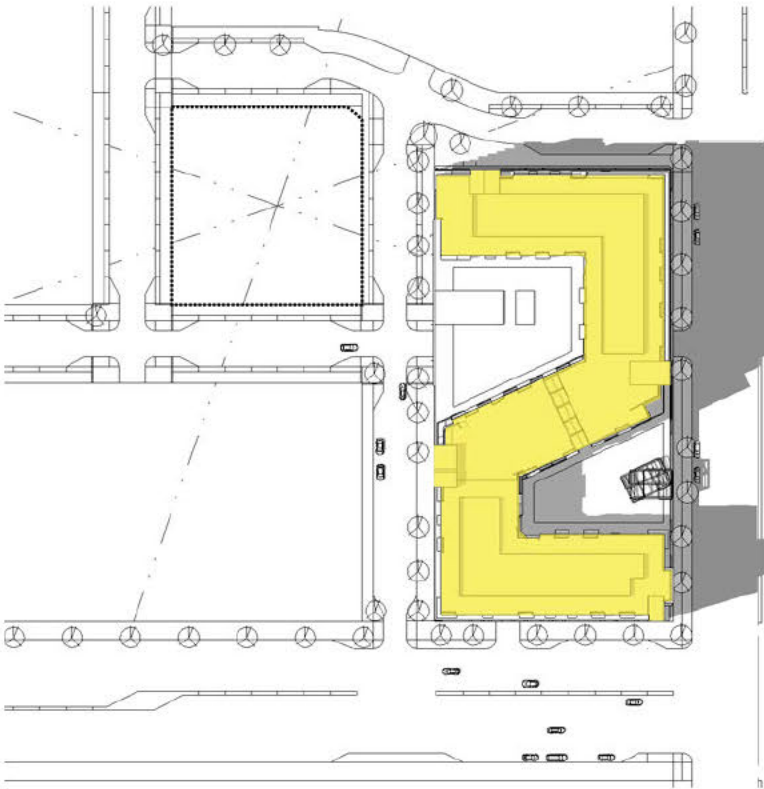




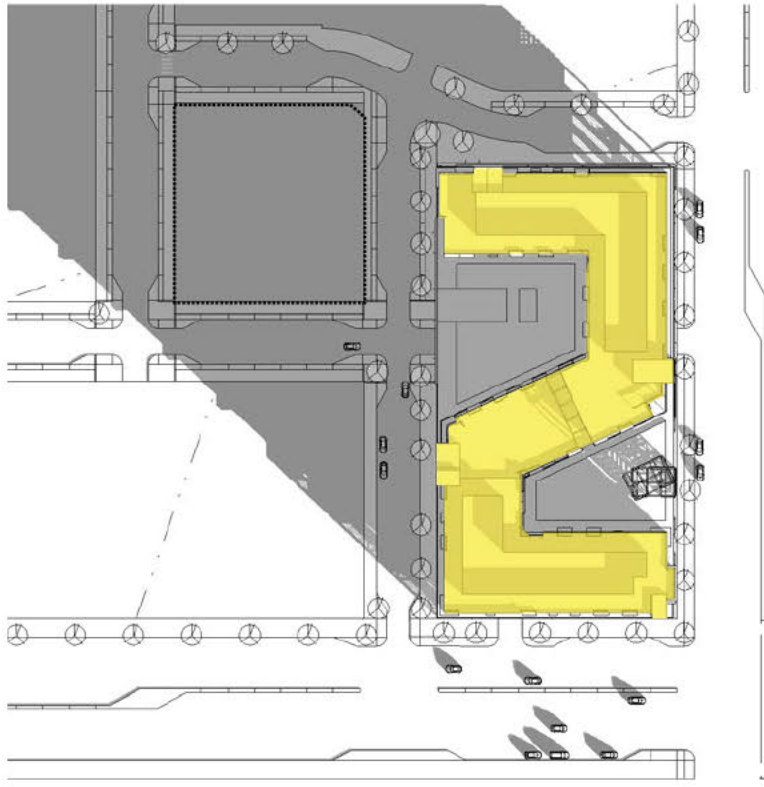
SUMMER (6/21) - 9AM



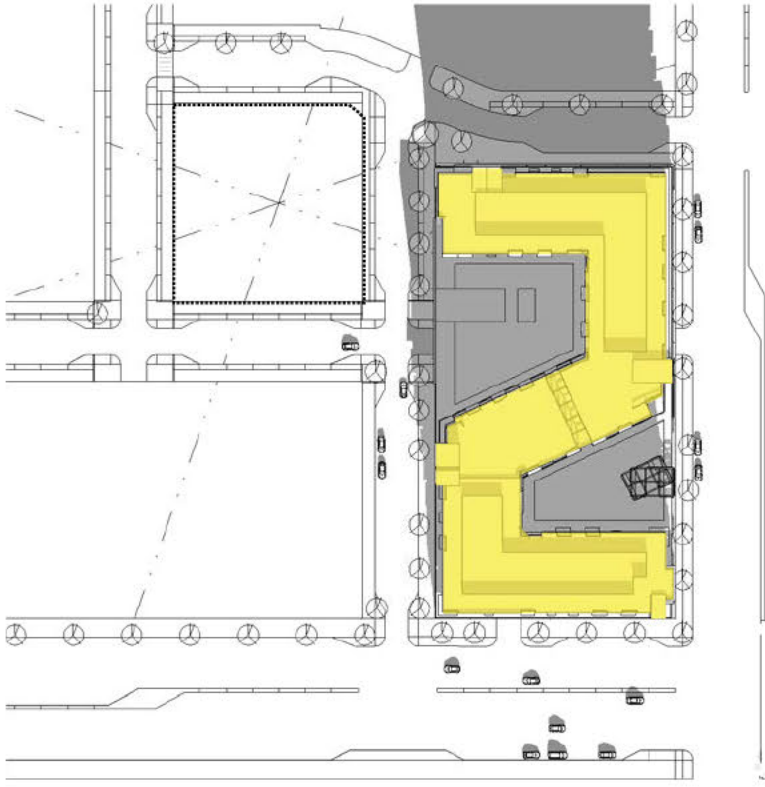
SUMMER (6/21) - 12PM



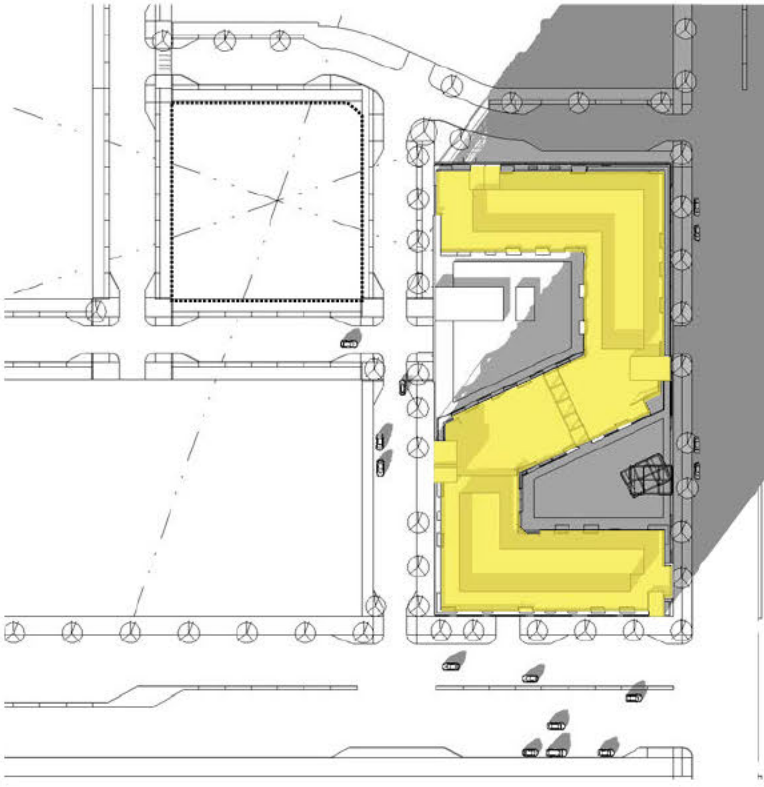
SUMMER (6/21) - 3PM



WINTER (12/21) - 9AM



WINTER (12/21) - 12PM



WINTER (12/21) - 3PM







AUGMENT  
THE  
URBAN  
FABRIC.

Create, repair, and enhance connections within existing neighborhoods.

MAKE  
BIG  
MOVES.

Design bold, interesting building forms, create a new icon.

**MUCH MORE THAN SIMPLY  
DESIGNING BUILDINGS FOR  
PEOPLE TO LIVE IN...**

**GOOD URBAN DESIGN  
BUILDS COMMUNITIES.**

BE  
WELCOMING.

Set a positive tone with a bright, engaging entryway.

CULTIVATE  
CONNECTION.

Place compatible uses together to add convenience and support social encounters.

ENLIGHTENED  
CIRCULATION.

Bring light and fresh air into hallways and stairs – connect with nature and encourage walking.

GET  
PERSONAL.

Echo character of the evolving community. Listen to what is around you.

A LITTLE  
GOES A  
LONG WAY.

Concentrate premium materials at points of shared enjoyment – keep it simple everywhere else.

ACTIVATE  
THE EDGES.

Energize the street scape with a generous, mixed-use ground floor.

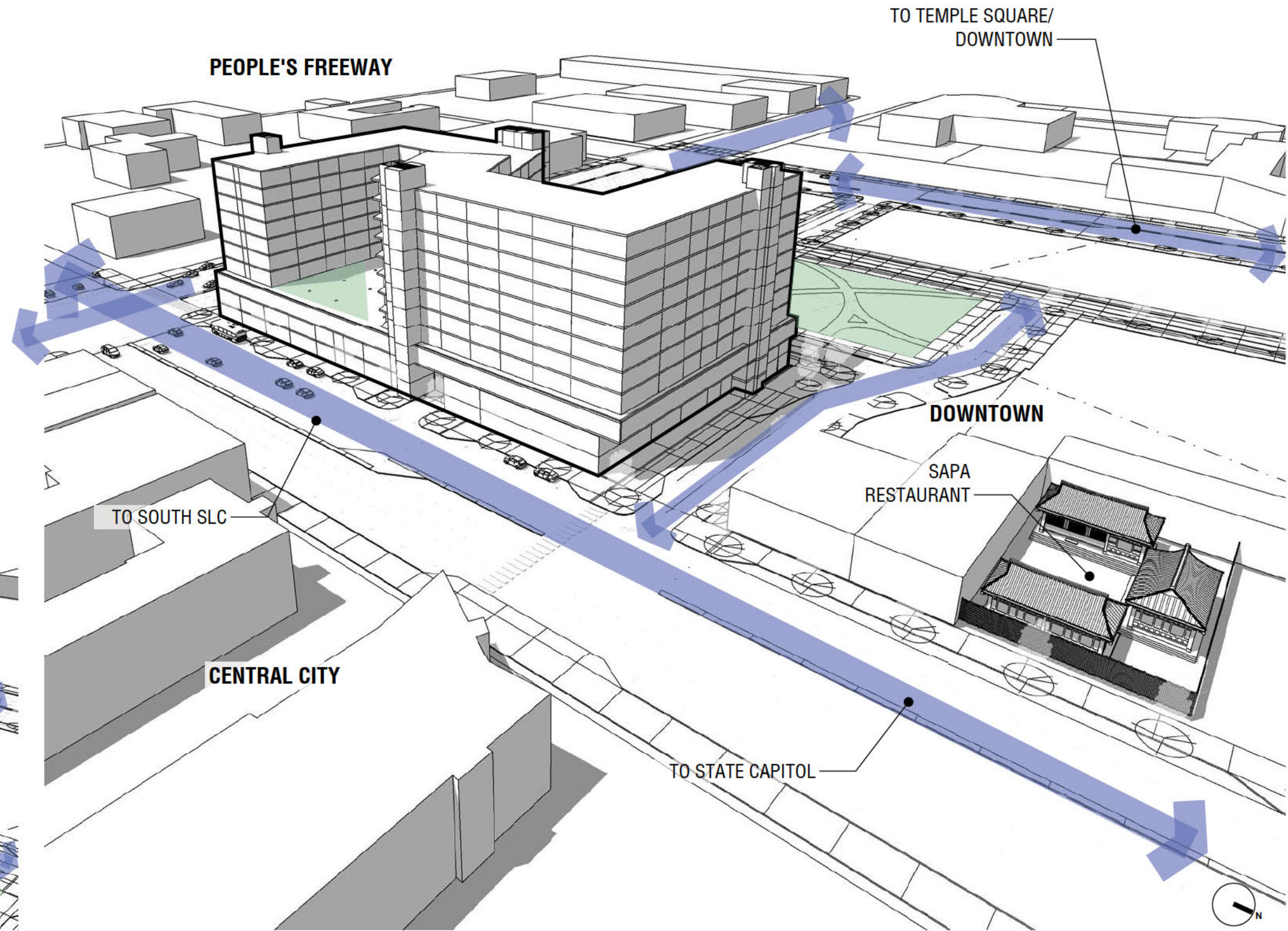
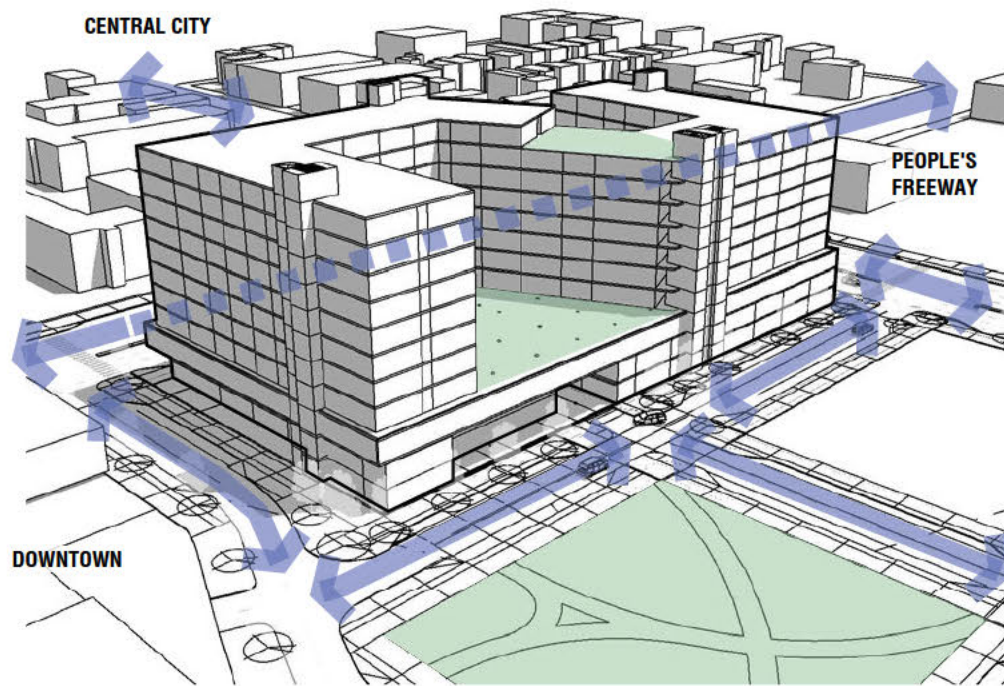
ART  
FOR  
ALL.

Reflect the character of the community and offer opportunities for expression.



# 01. AUGMENT THE URBAN FABRIC

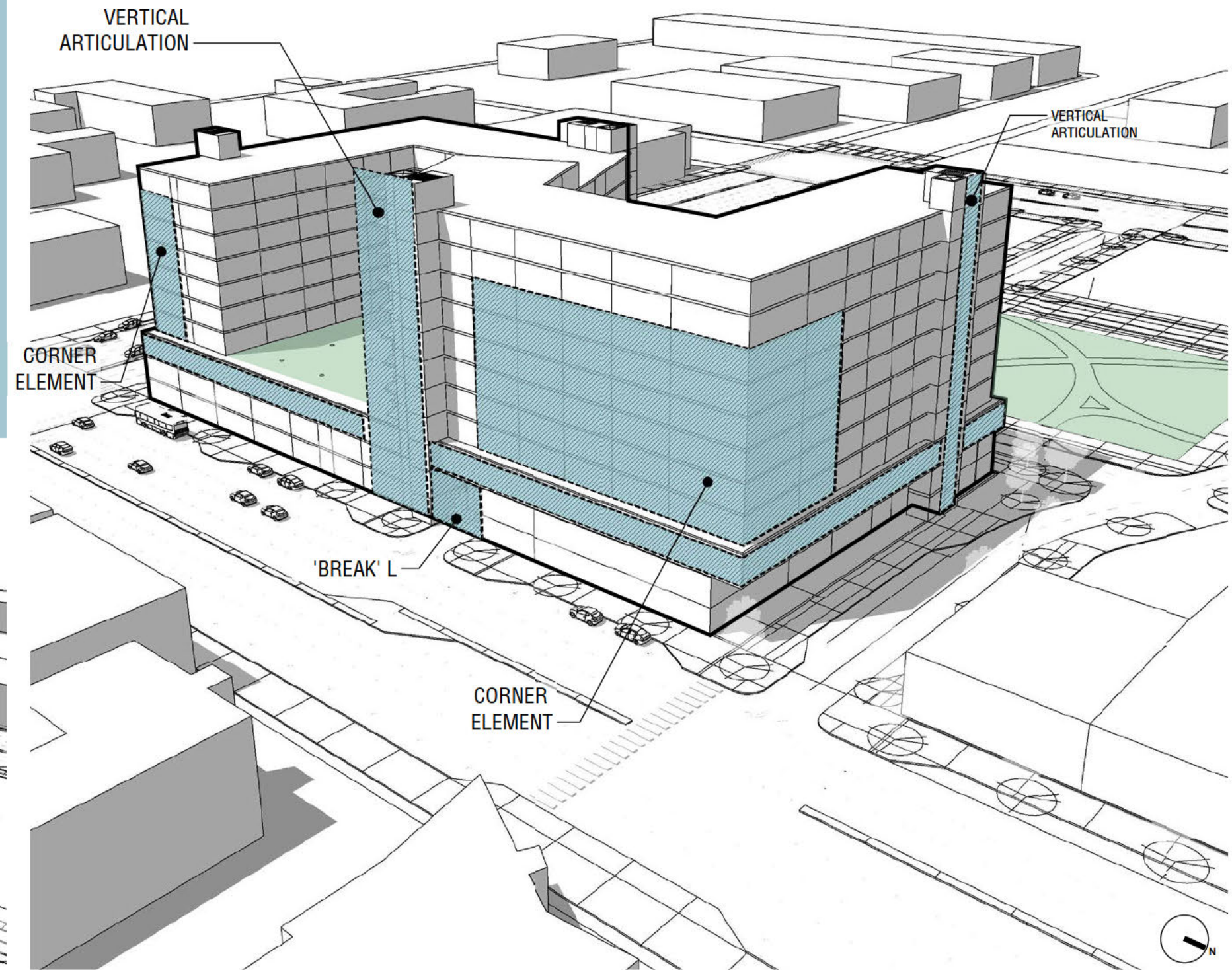
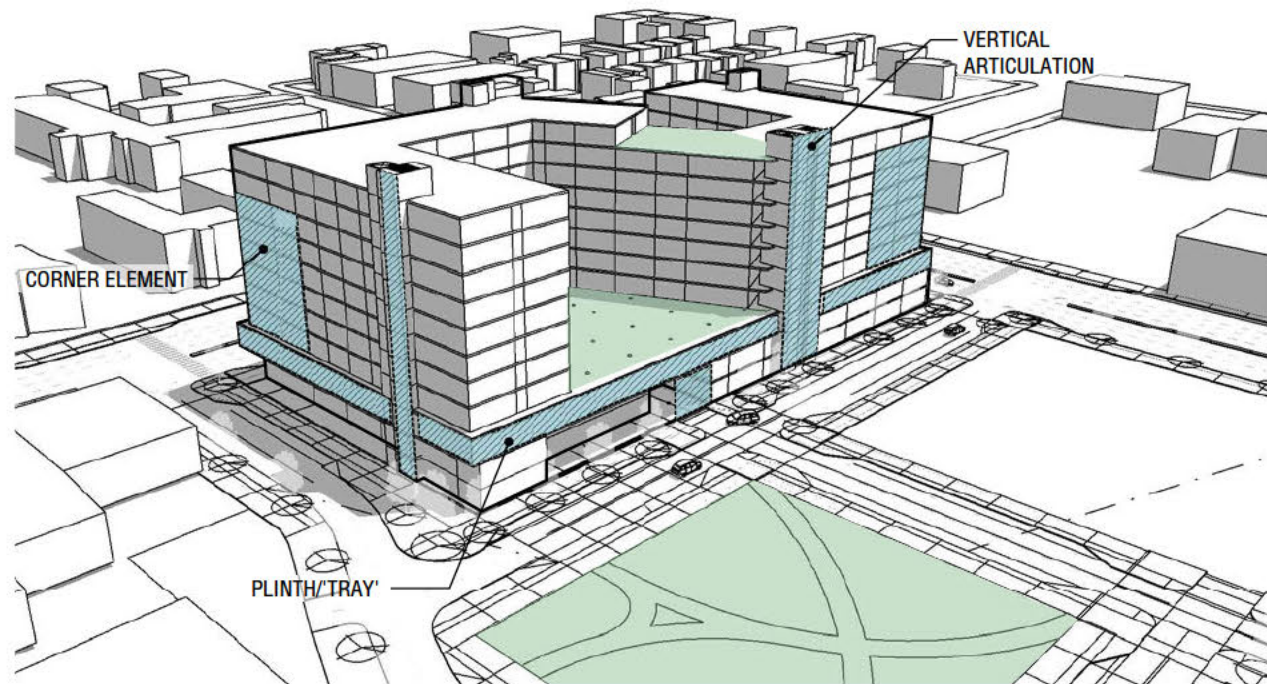
CREATE, REPAIR, AND ENHANCE  
CONNECTINS WITHIN EXISTING  
NEIGHBORHOODS.



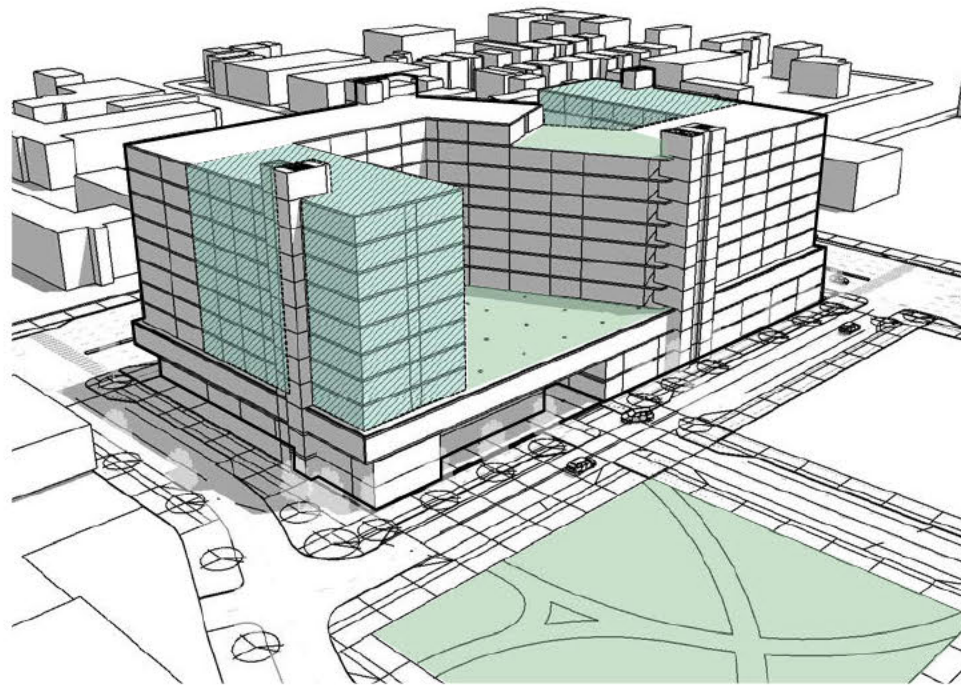


## 02. MAKE BIG MOVES

DESIGN BOLD, INTERESTING BUILDING  
FORMS, CREATE A NEW ICON.

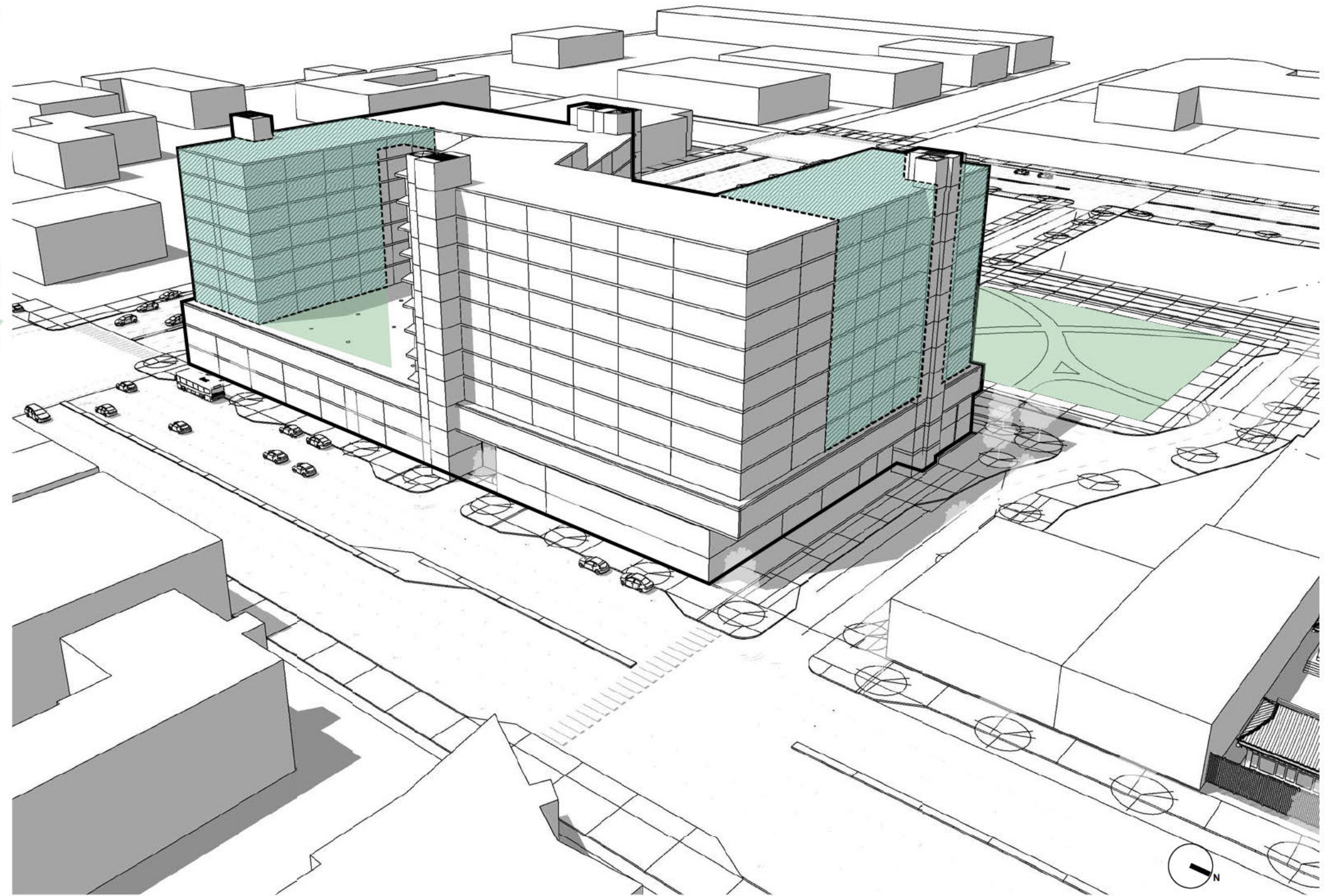






### 03. A LITTLE GOES A LONG WAY

CONCENTRATE PREMIUM MATERIALS  
AT POINTS OF SHARED ENJOYMENT -  
KEEP IT SIMPLE EVERYWHERE ELSE.

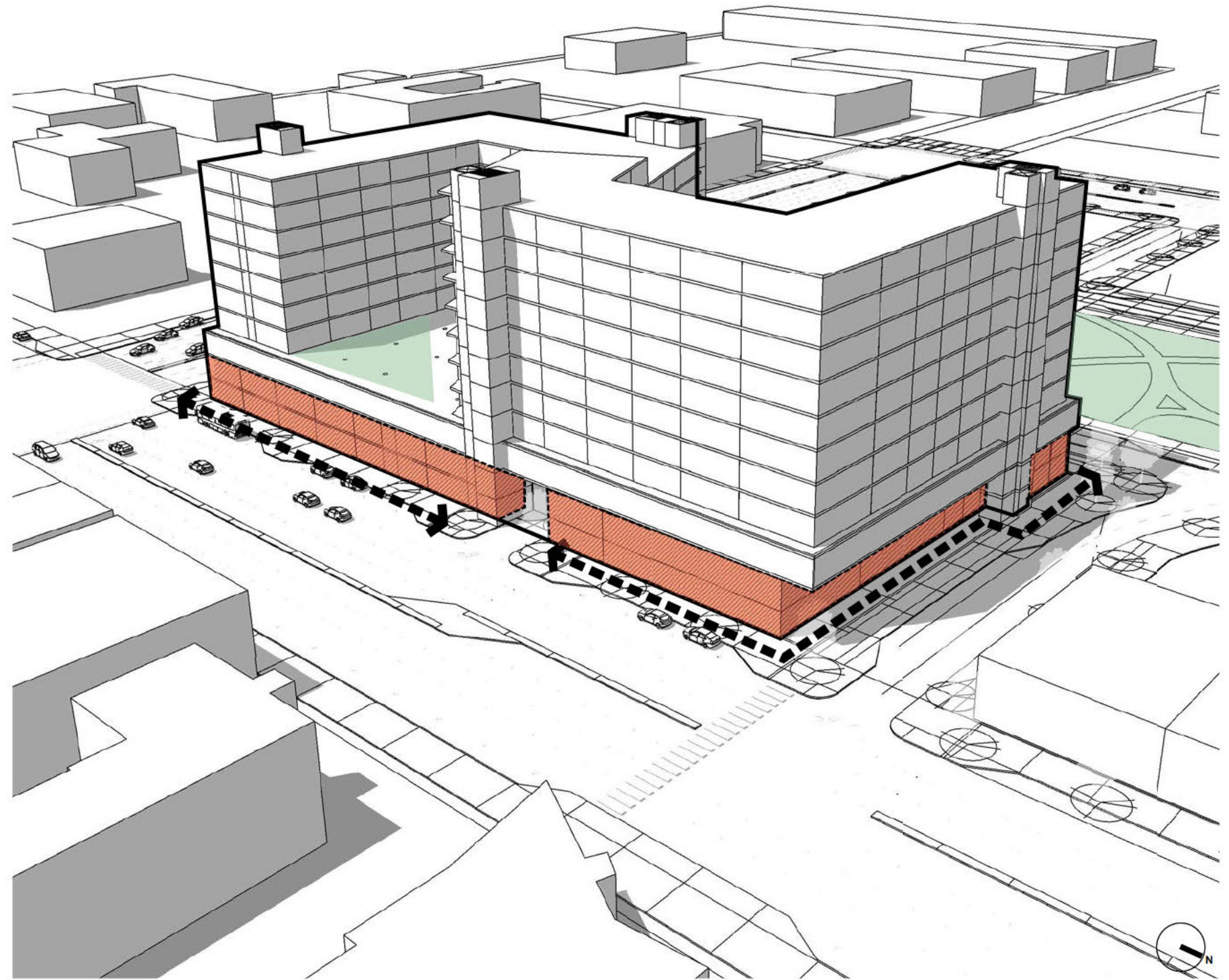






## 04. ACTIVATE THE EDGES

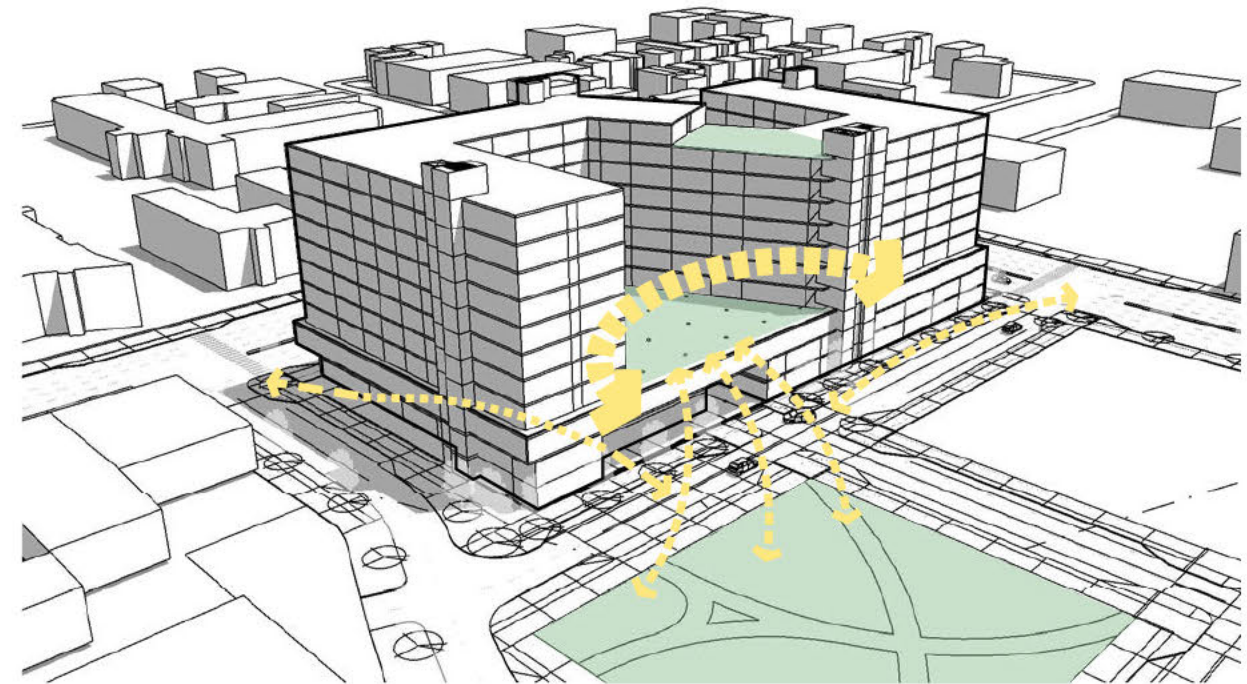
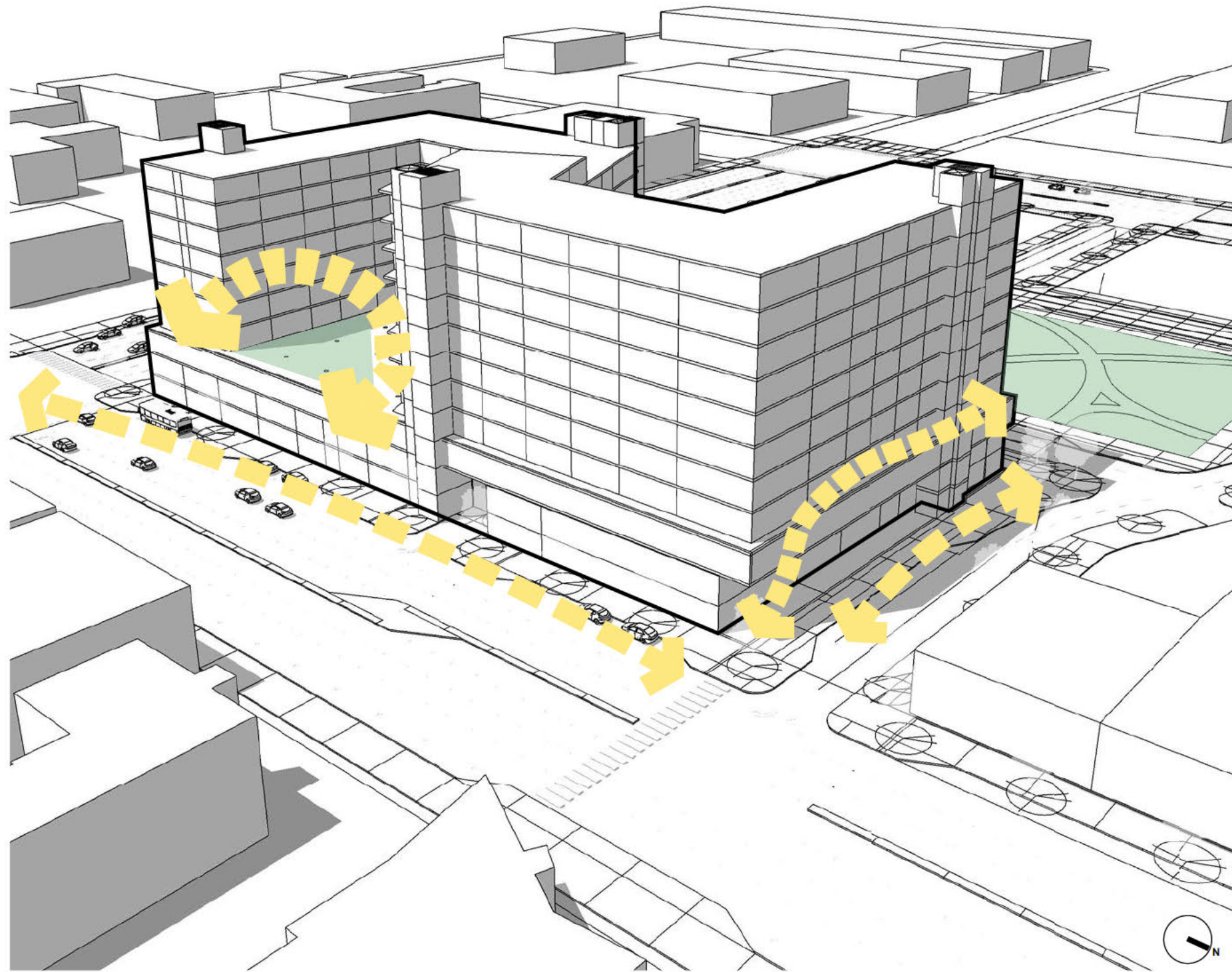
ENERGIZE THE STREET SCAPE WITH A  
GENEROUS, MIXED-USE GROUND  
FLOOR.





05.  
BE  
WELCOMING

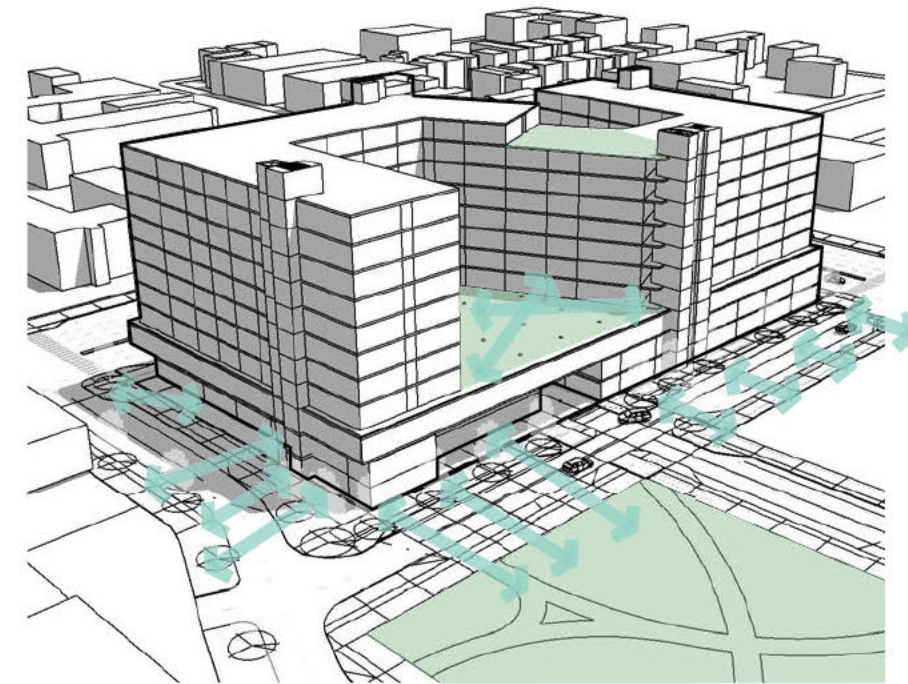
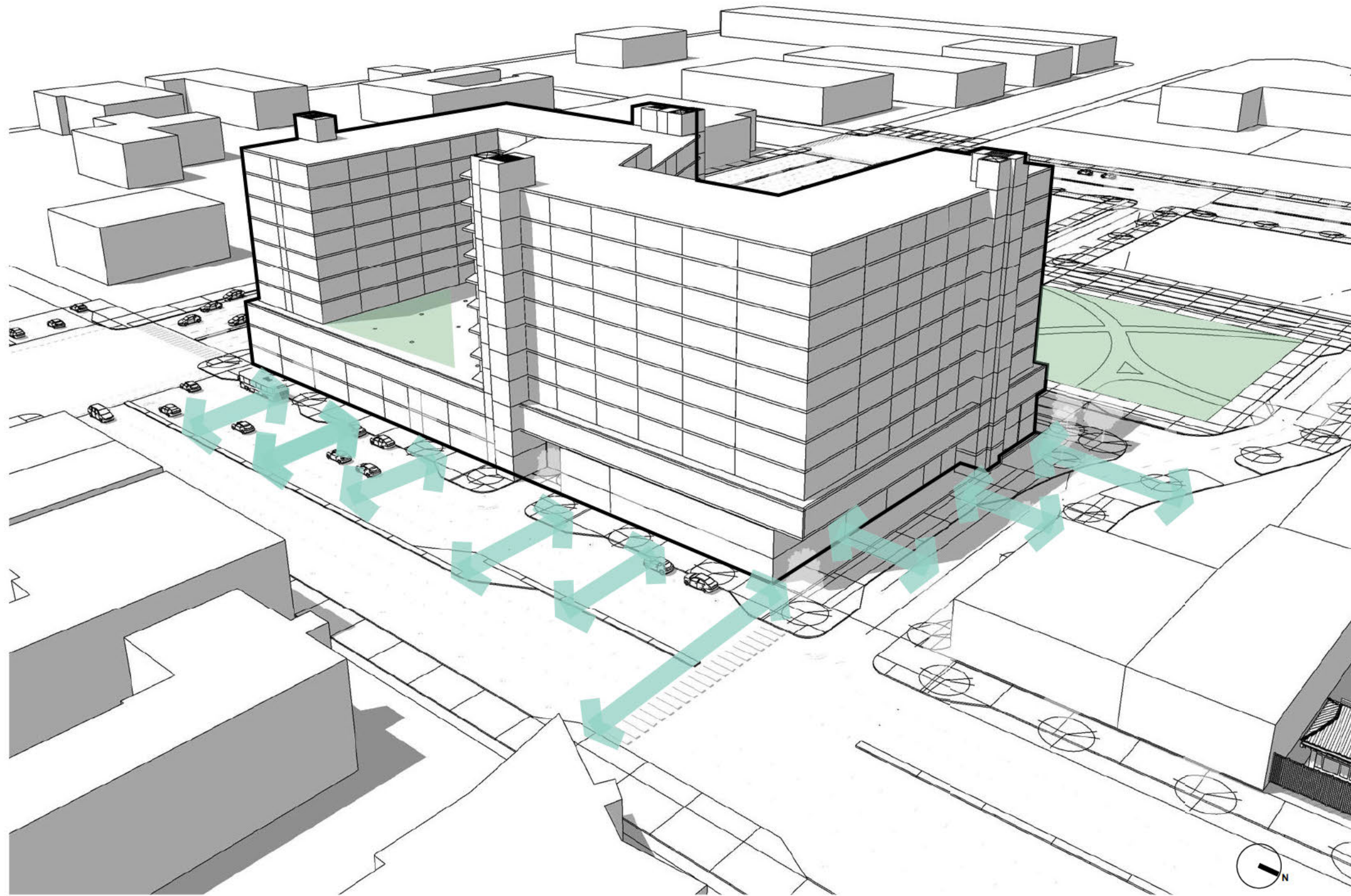
SET A POSITIVE TONE WITH A BRIGHT,  
ENGAGING ENTRYWAY.



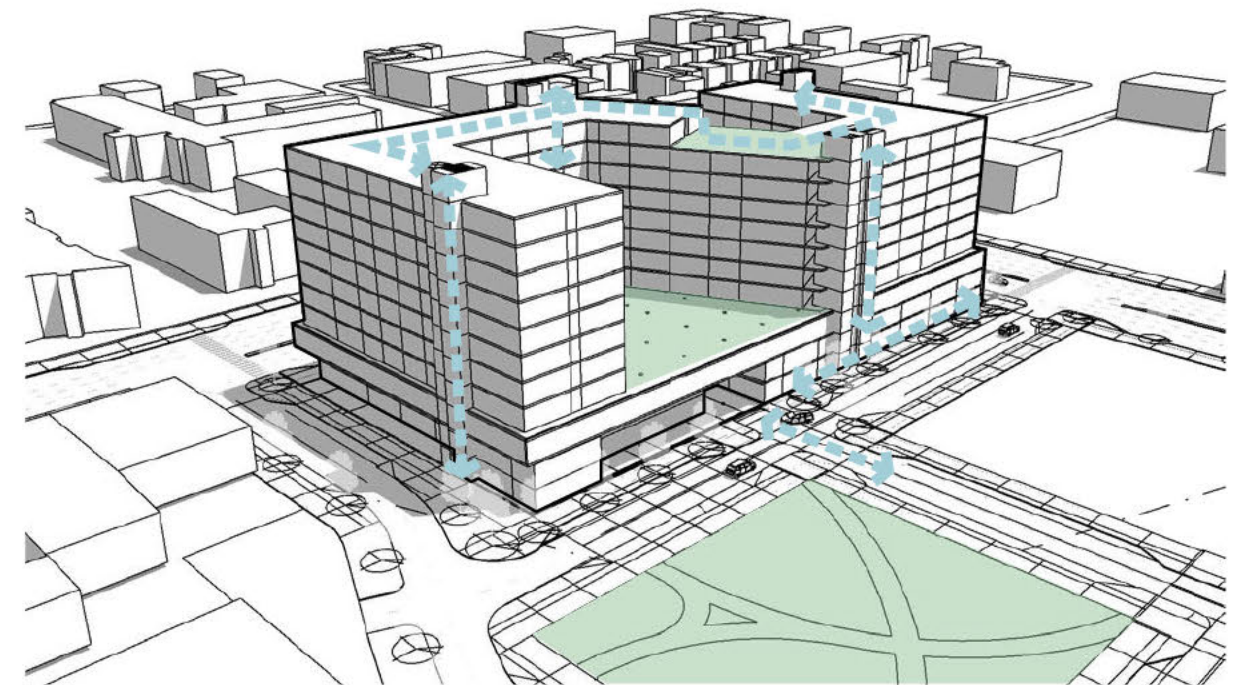
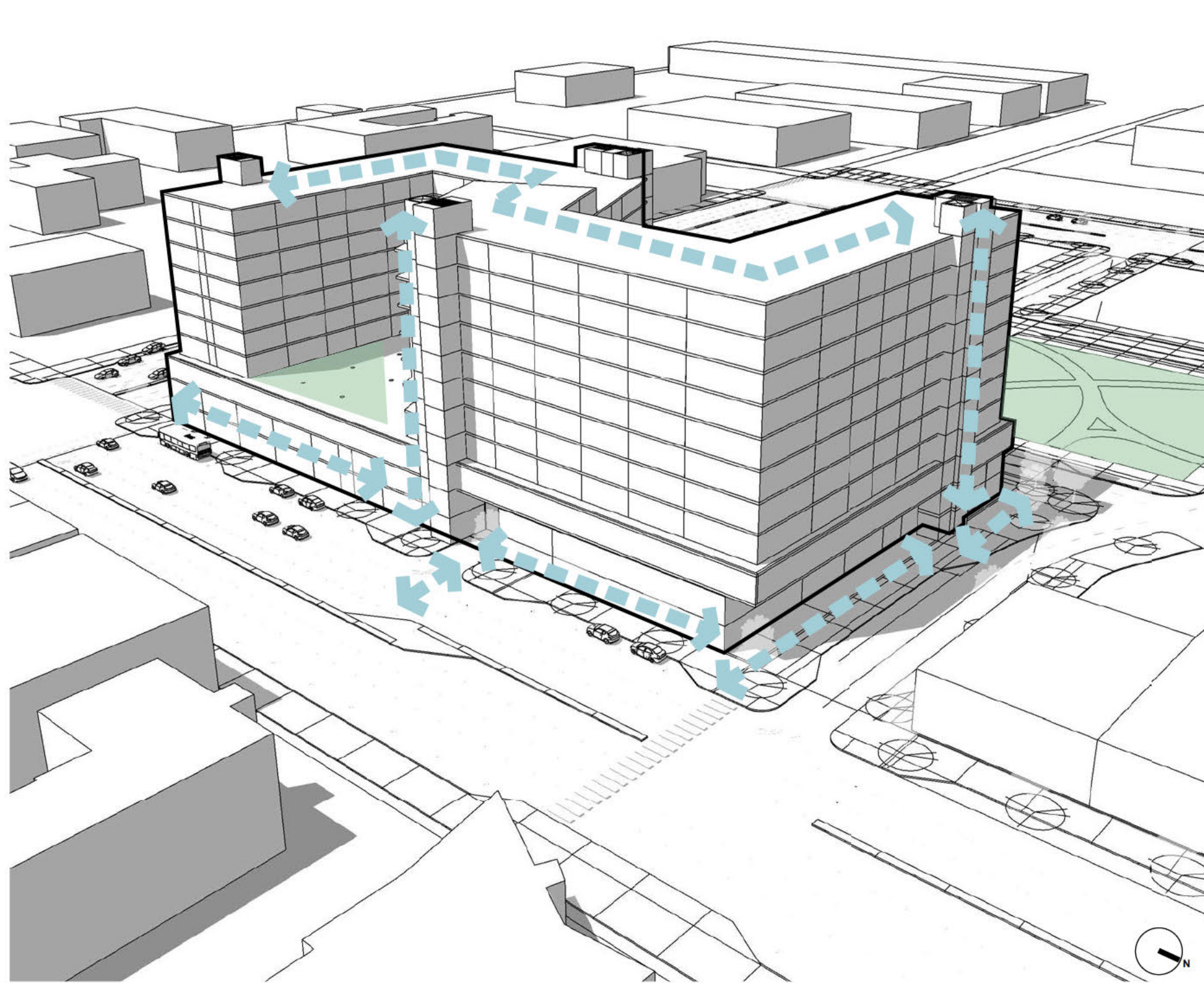


## 06. CULTIVATE CONNECTIONS

PLACE COMPATIBLE USES TOGETHER  
TO ADD CONVENIENCE AND SUPPORT  
SOCIAL ENCOUNTERS.



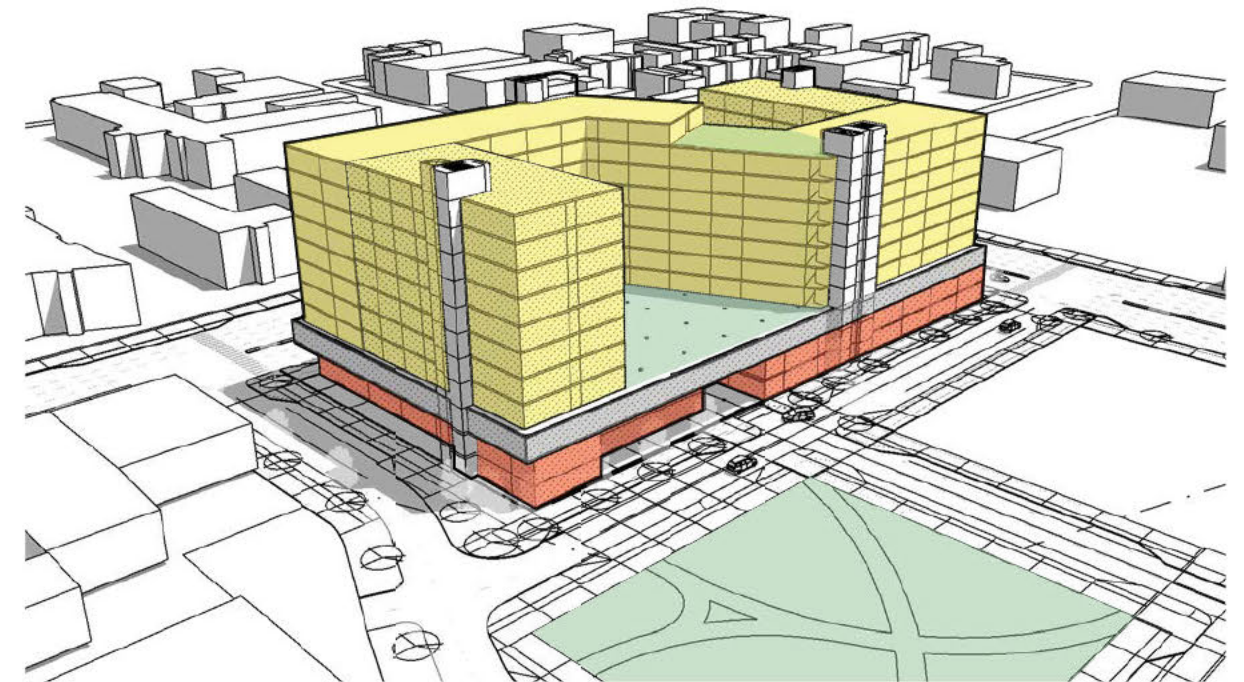
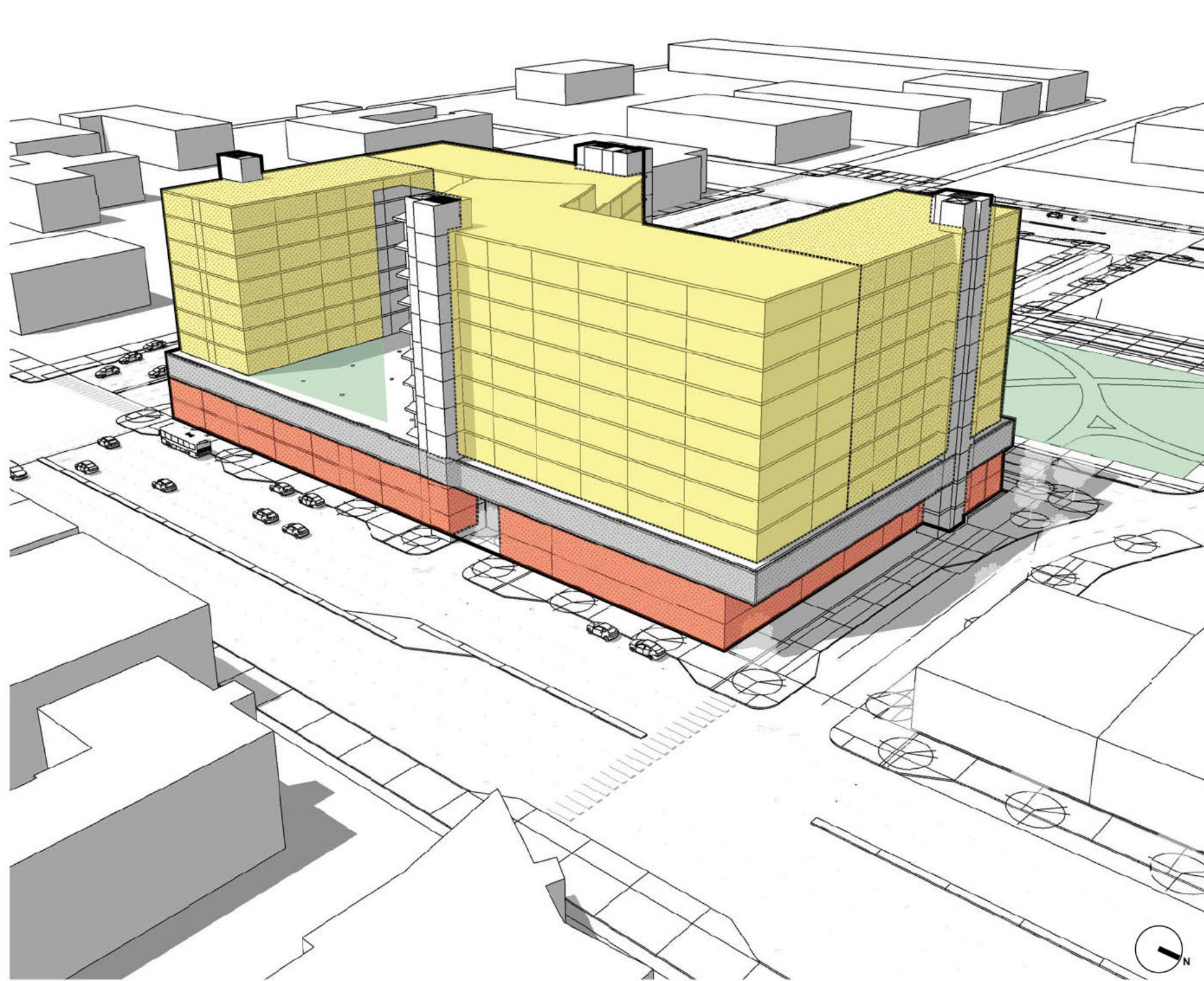




## 07 ENLIGHTENED CIRCULATION

BRING LIGHT AND FRESH AIR INTO  
HALLWAYS AND STAIRS - CONNECT  
WITH NATURE AND ENCOURAGE  
WALKING.

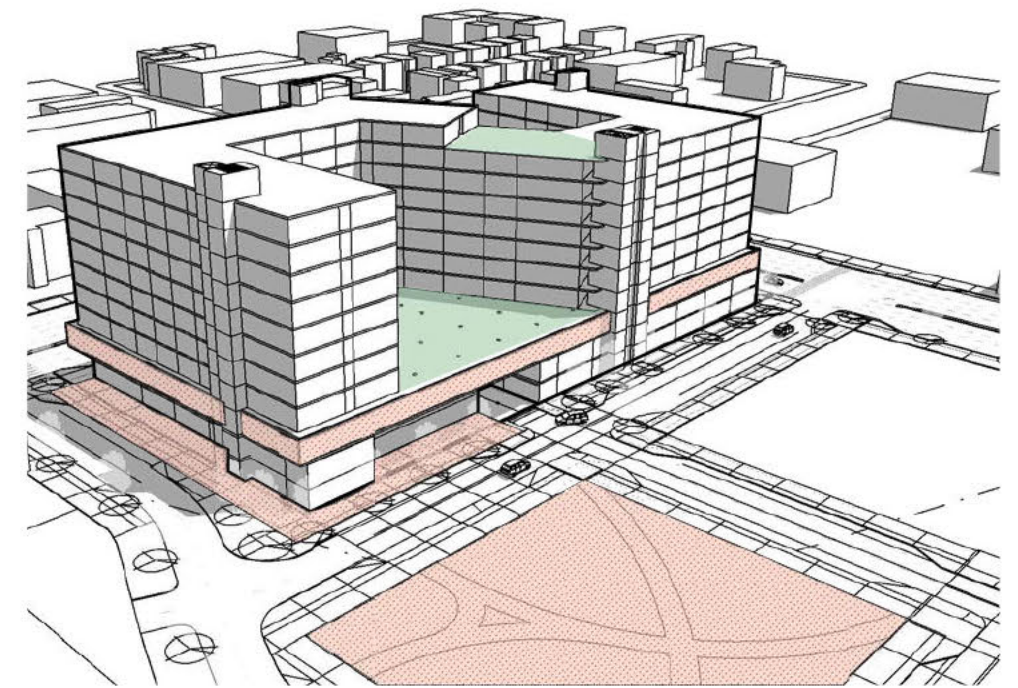
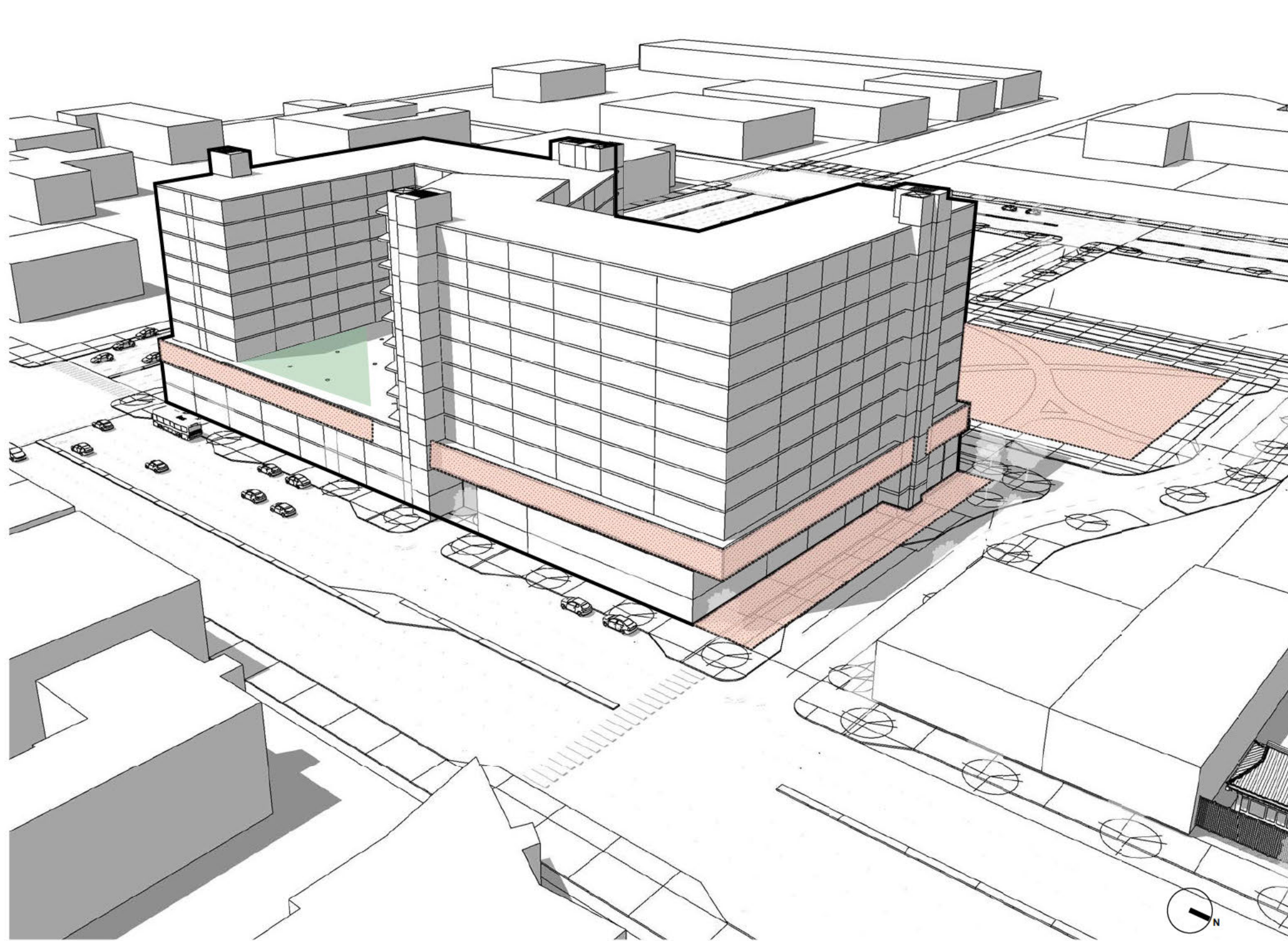




## 08 GET PERSONAL

ECHO THE CHARACTER OF THE  
COMMUNITY. LISTEN TO WHAT IS  
AROUND YOU.



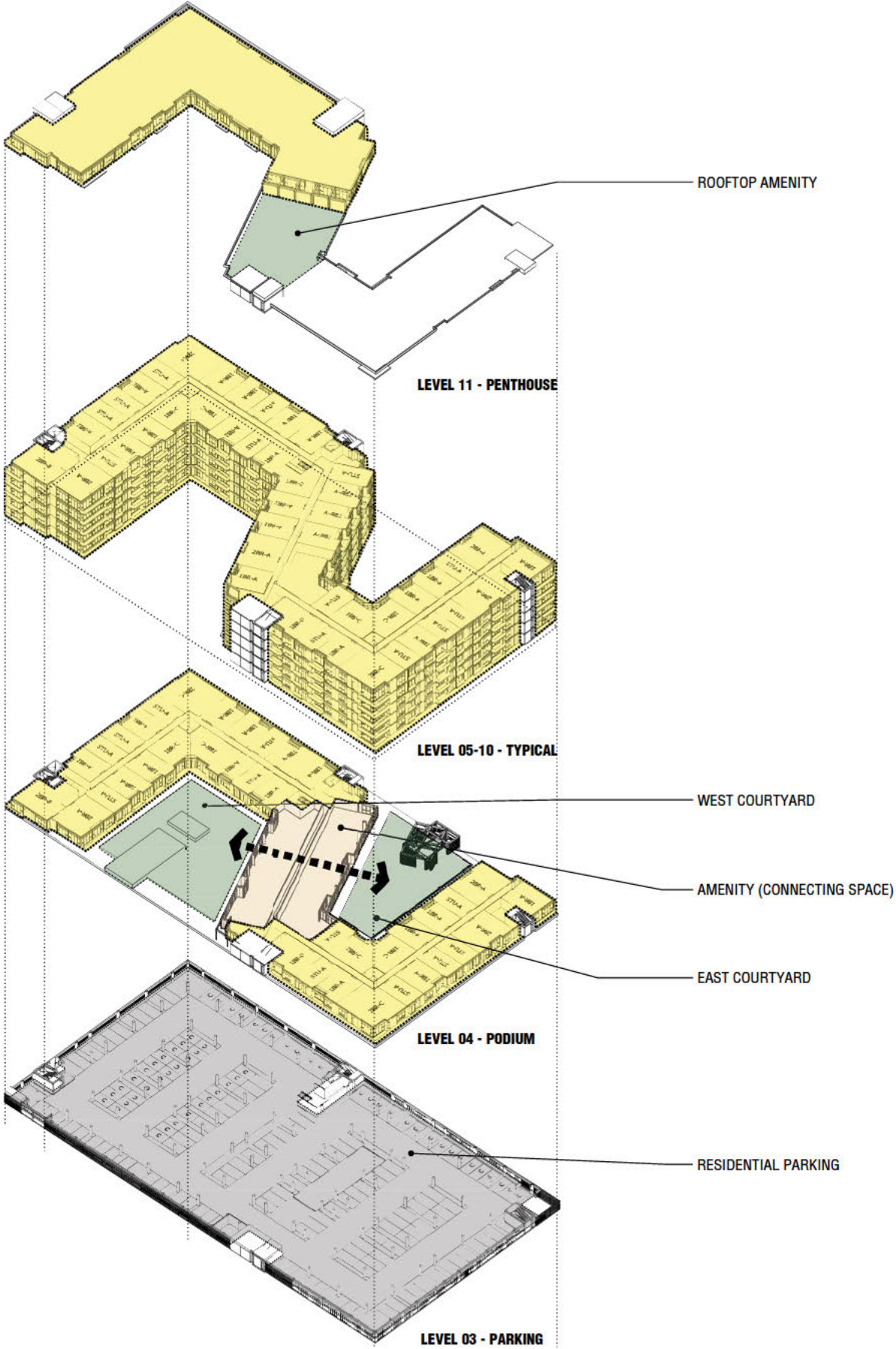
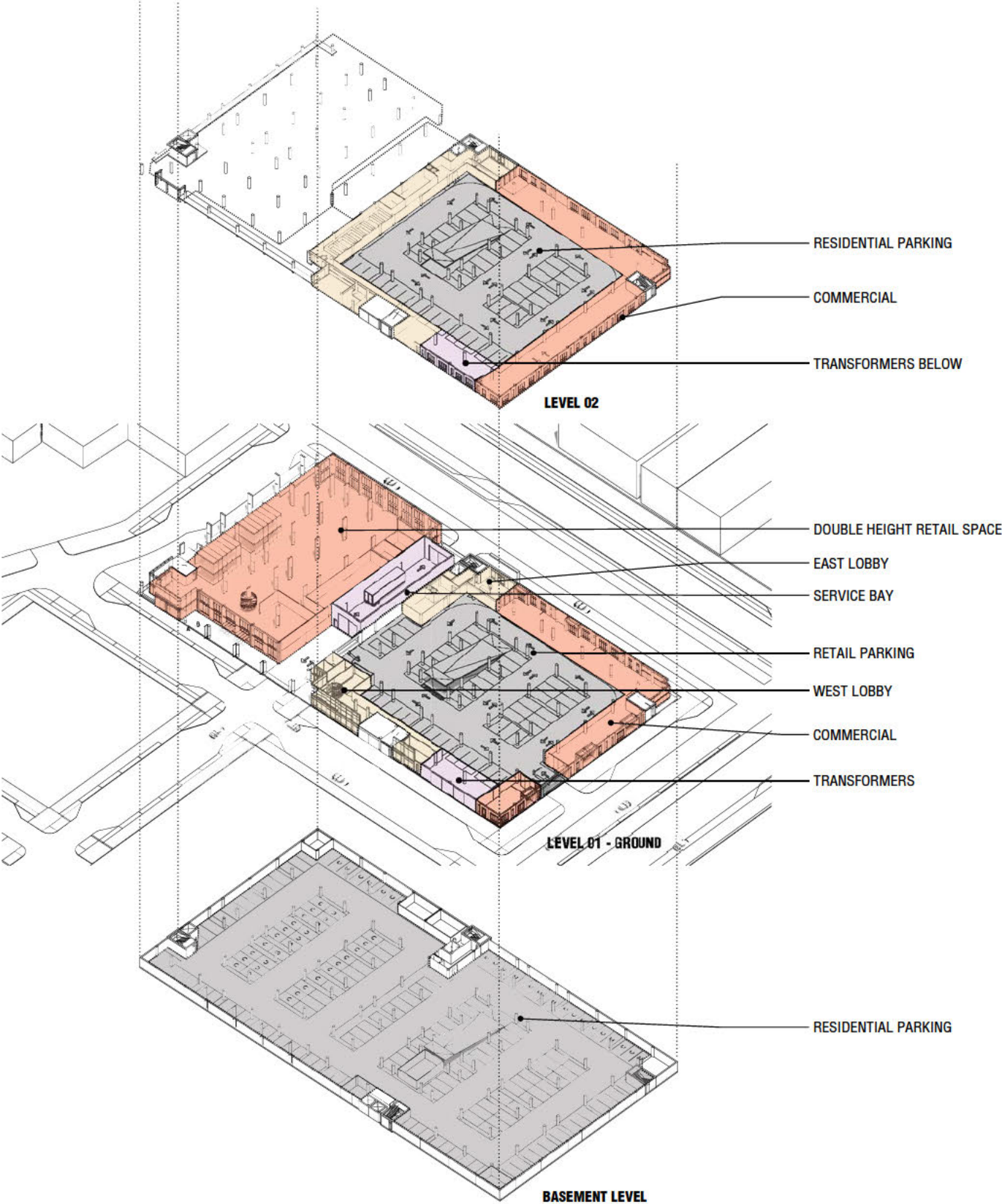


## 09. ART FOR ALL

REFLECT THE CHARACTER OF THE  
COMMUNITY AND OFFER  
OPPORTUNITIES FOR EXPRESSION.

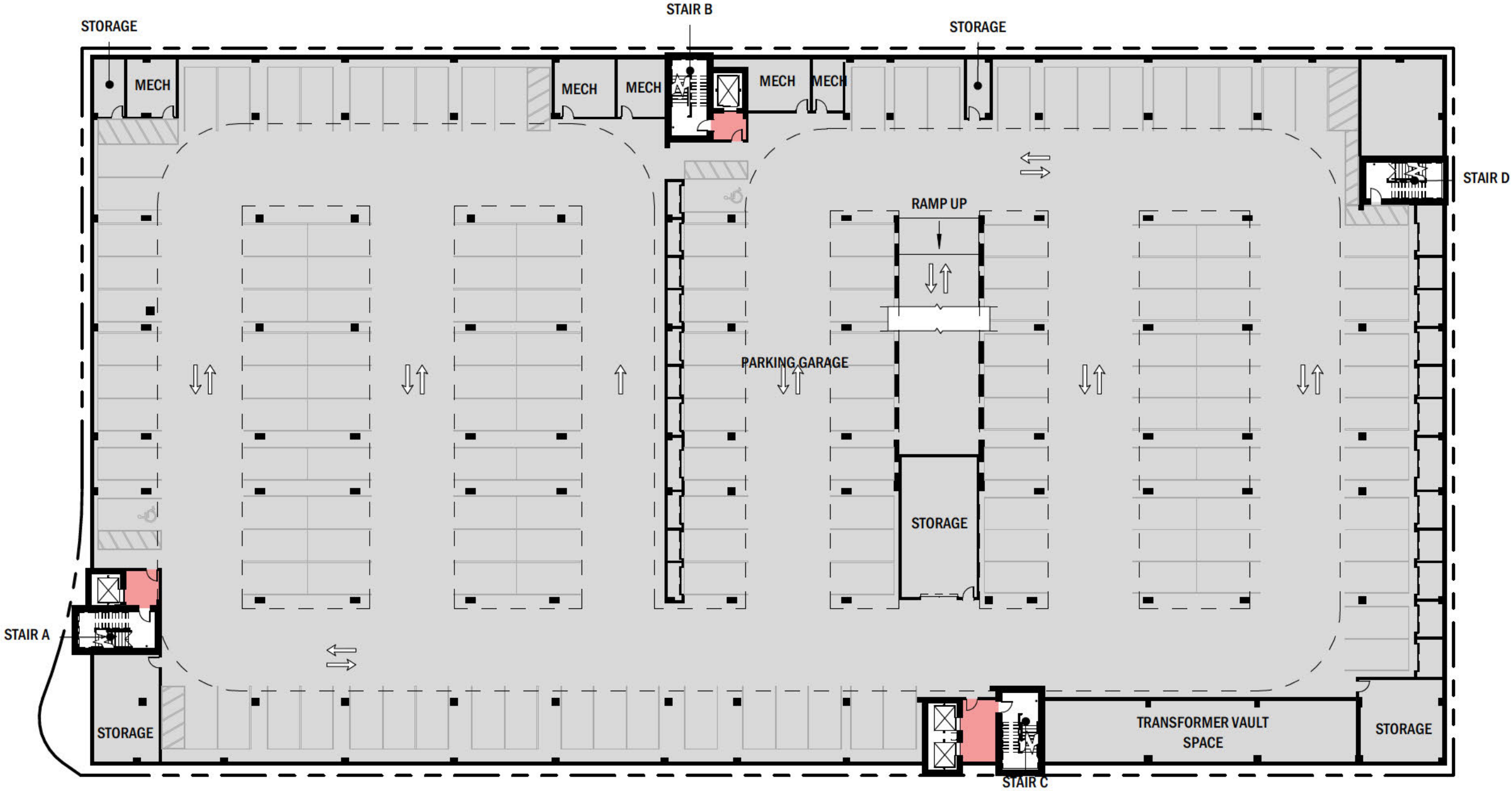


# EXPLODED AXON | BUILDING LAYOUT





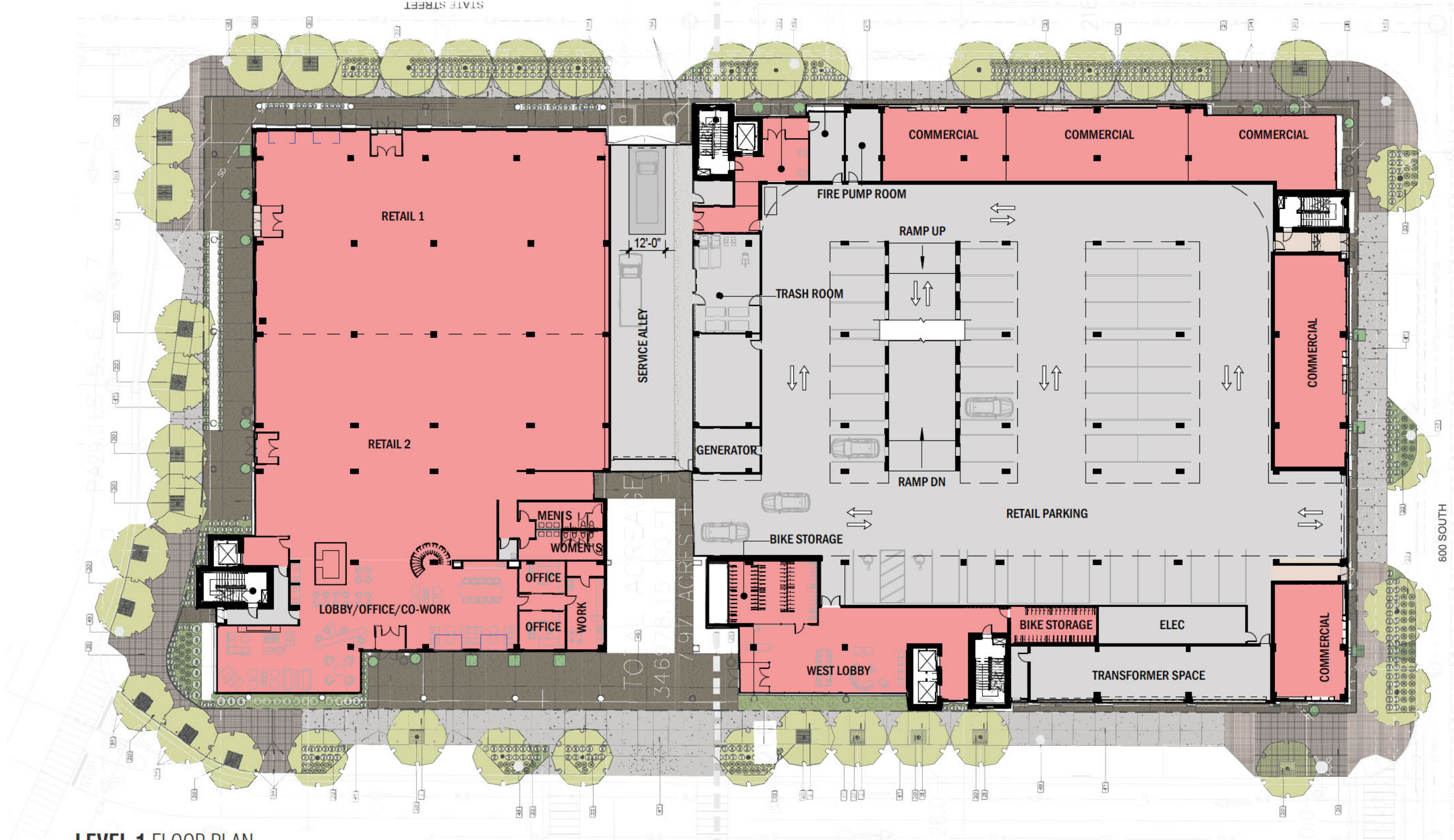
# LEVEL B1 - BASEMENT PLAN | BUILDING LAYOUT



LEVEL B1 BASEMENT PLAN



LEVEL 01 - FLOOR PLAN | BUILDING LAYOUT

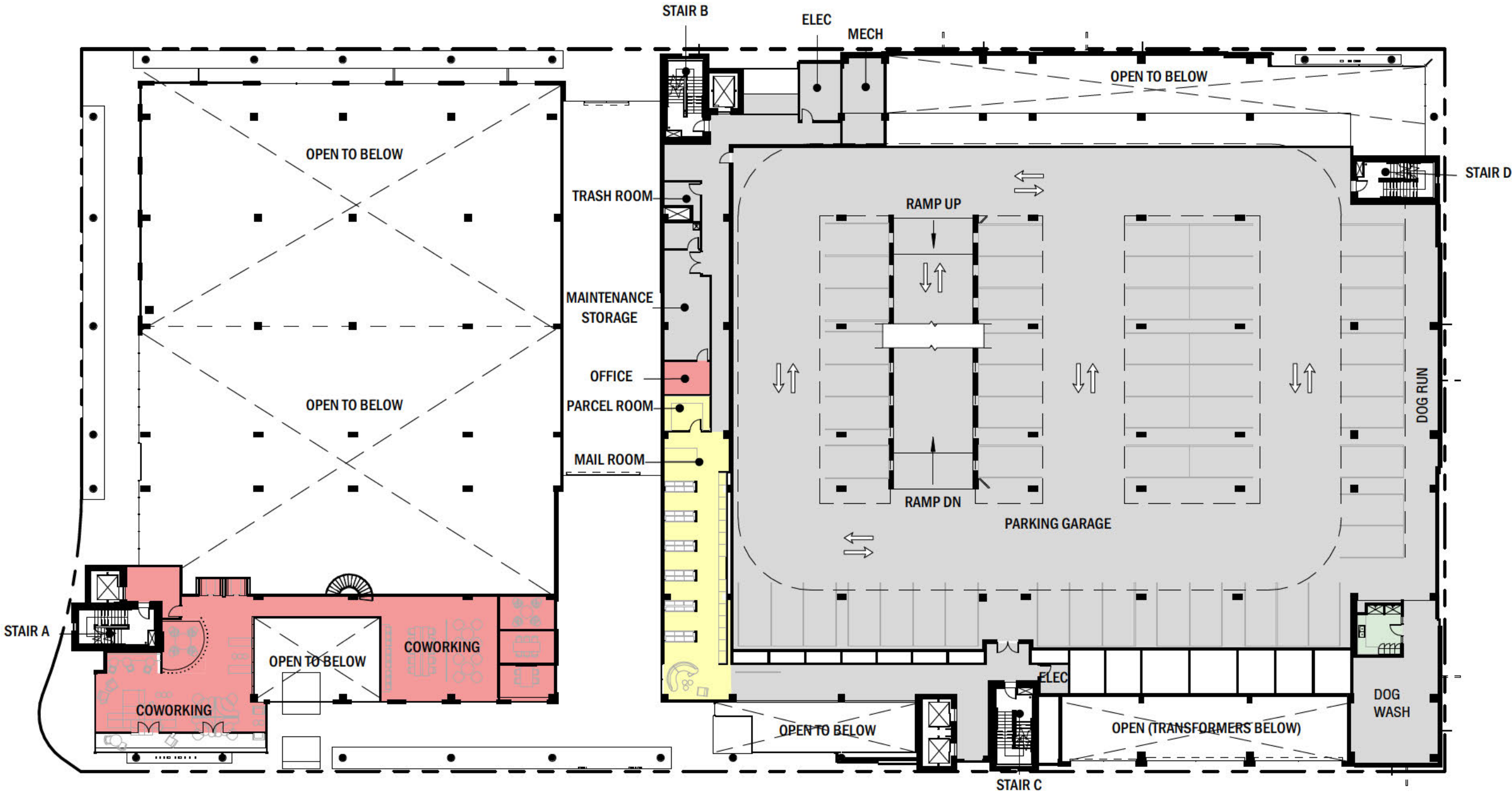


LEVEL 1 FLOOR PLAN





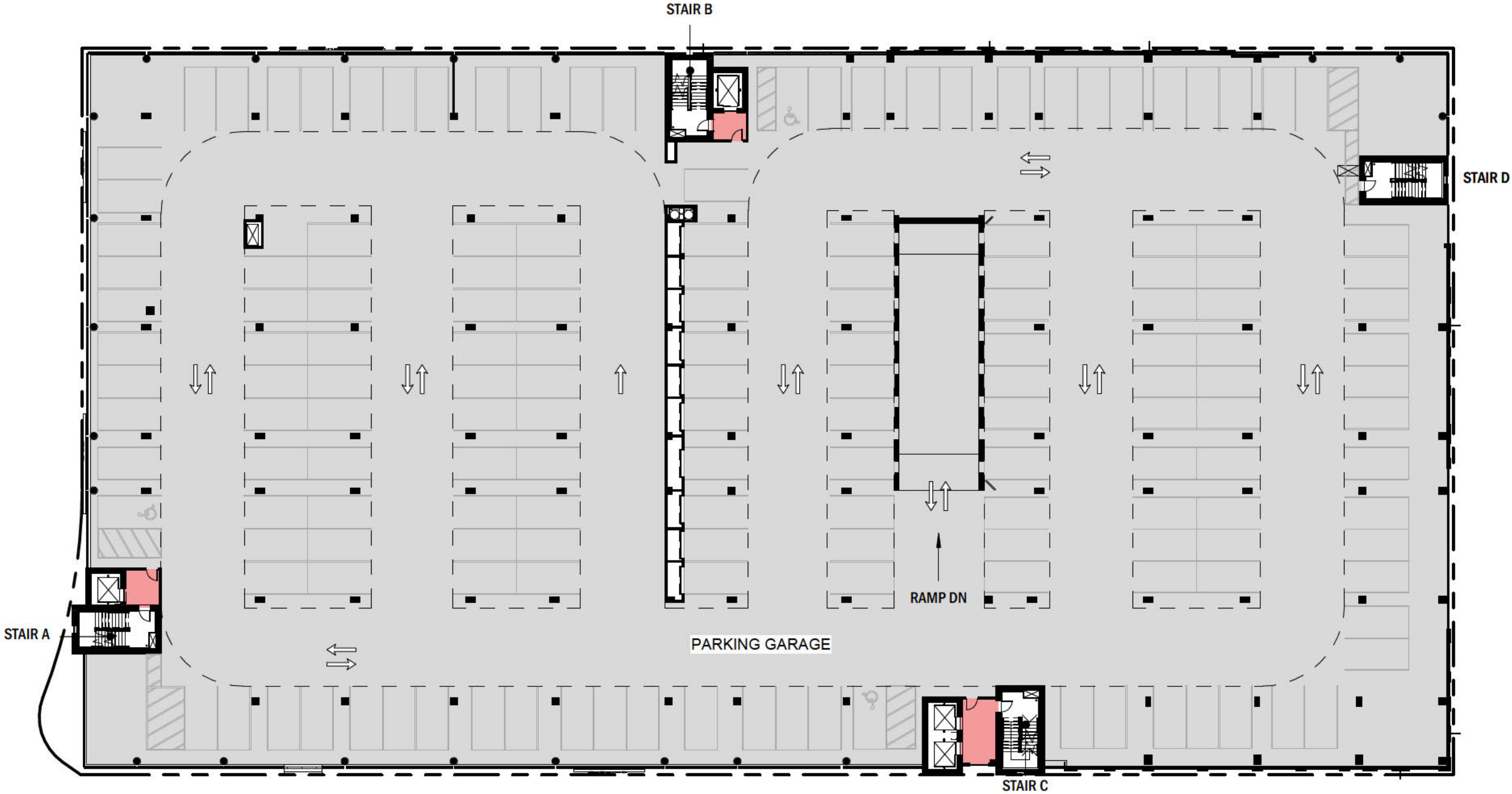
LEVEL 02 - FLOOR PLAN | BUILDING LAYOUT



LEVEL 2 FLOOR PLAN



LEVEL 03 - FLOOR PLAN | BUILDING LAYOUT



LEVEL 3 FLOOR PLAN





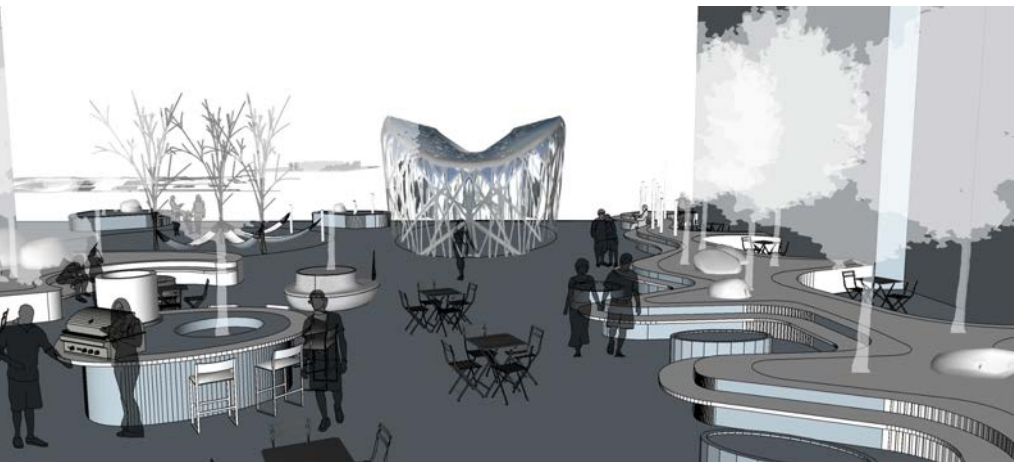
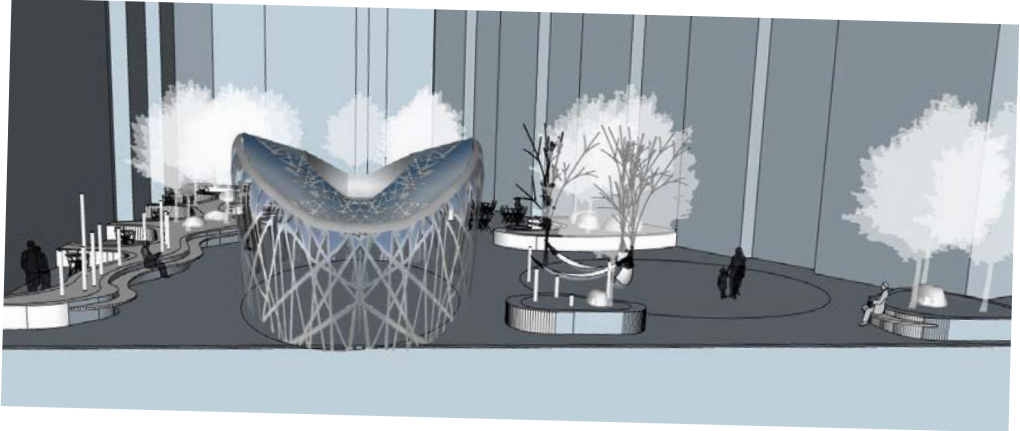
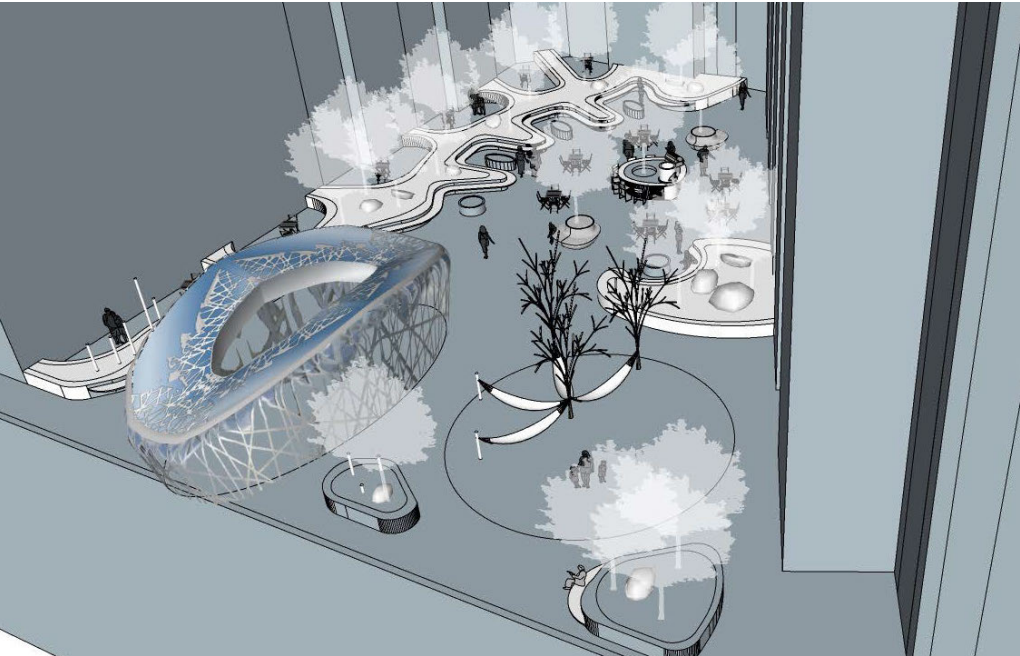
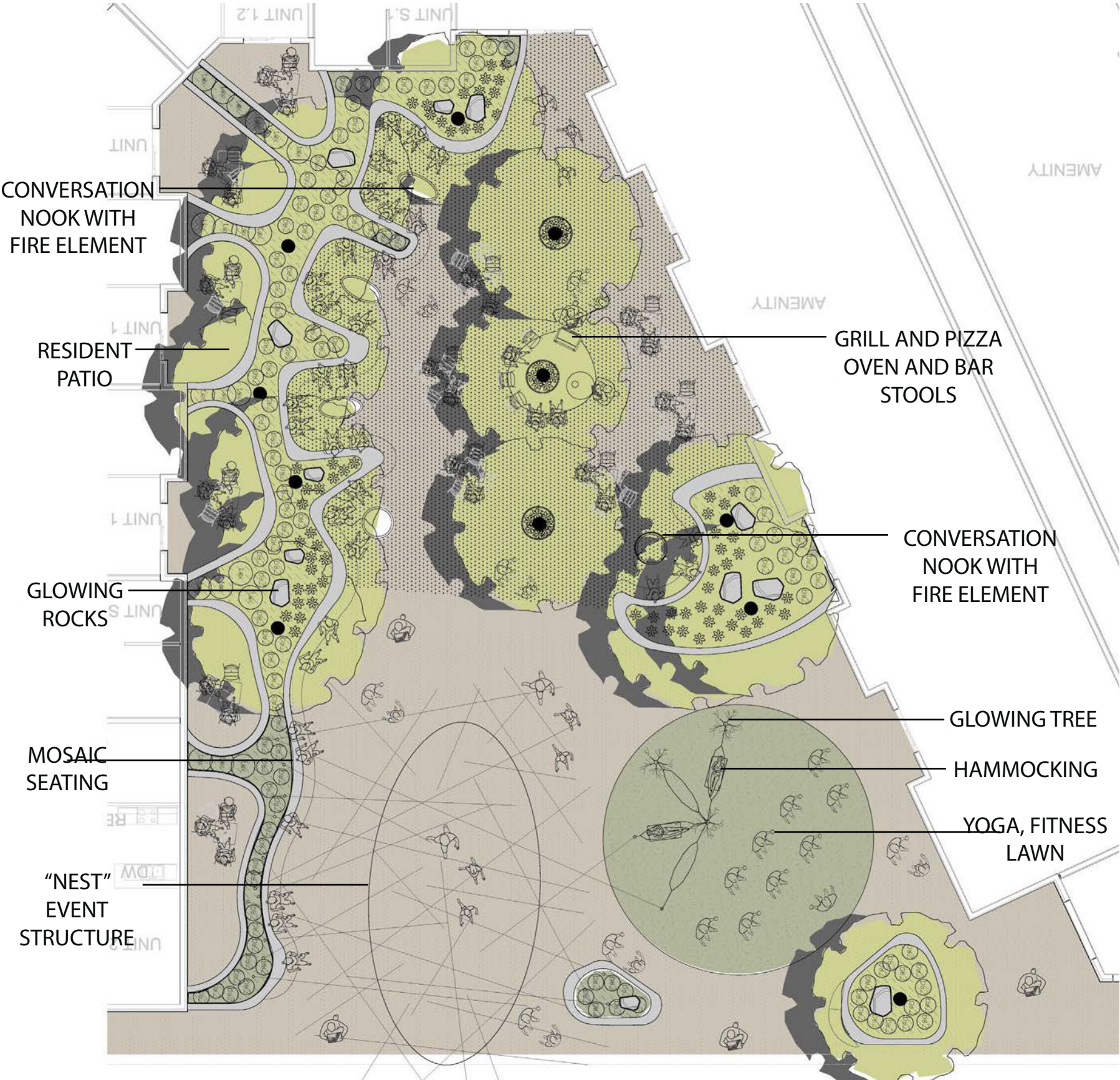


LEVEL 4 FLOOR PLAN



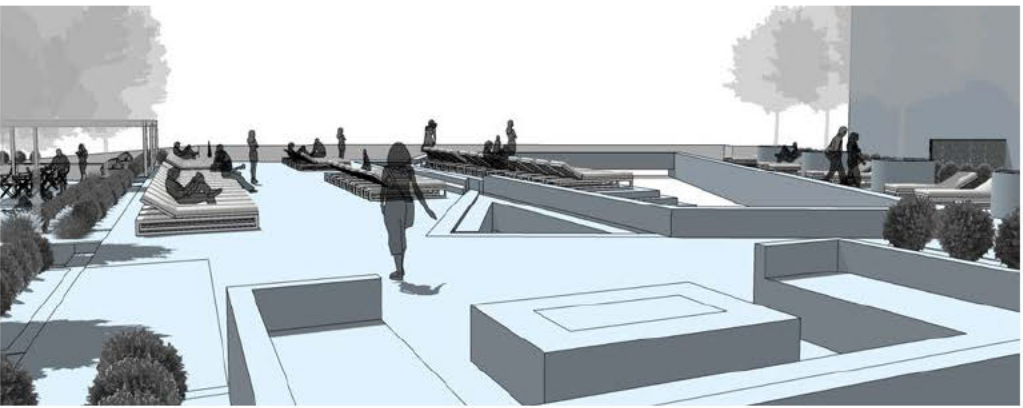
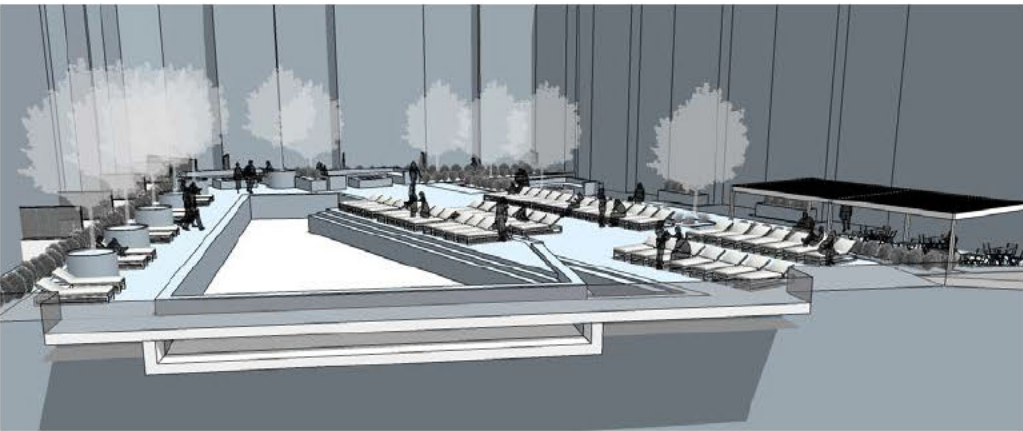
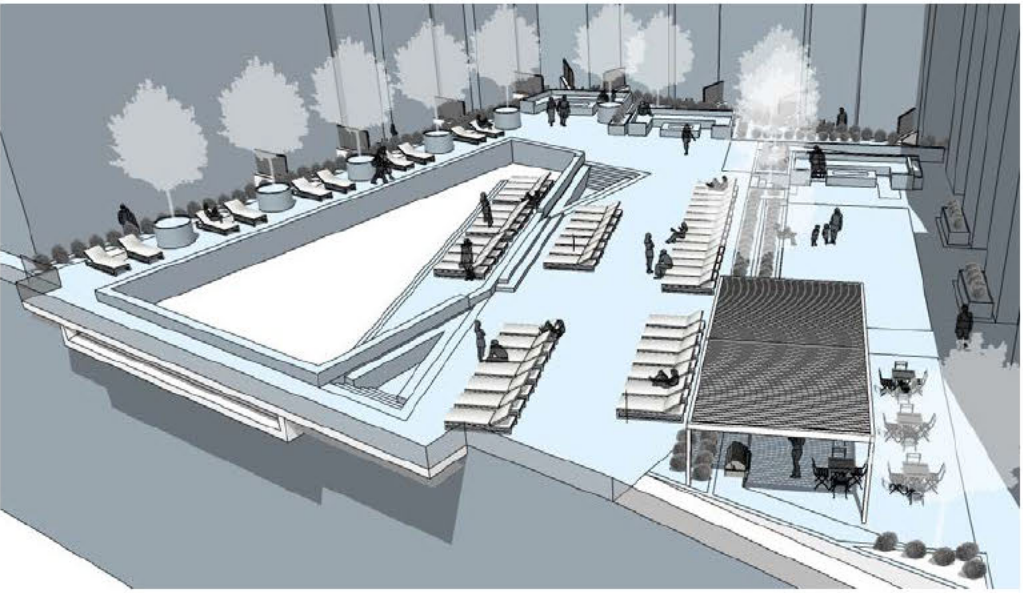
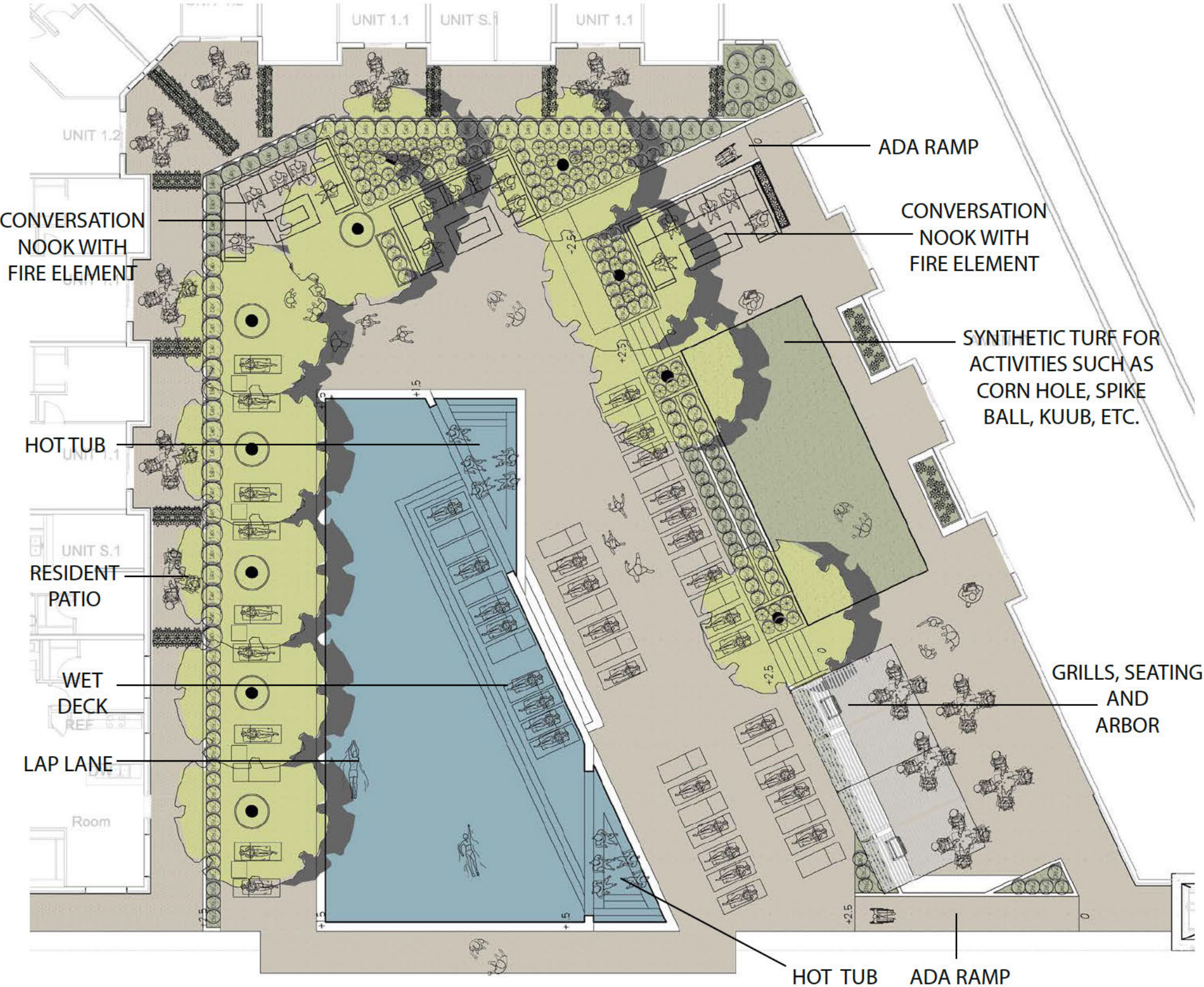


LEVEL 04 EAST - LANDSCAPE PLAN | BUILDING LAYOUT





LEVEL 04 WEST - LANDSCAPE PLAN | BUILDING LAYOUT





LEVEL 05 - FLOOR PLAN | BUILDING LAYOUT



LEVEL 5 FLOOR PLAN





## LEVEL 06-10 - FLOOR PLAN | BUILDING LAYOUT



## LEVEL 6-10 FLOOR PLAN





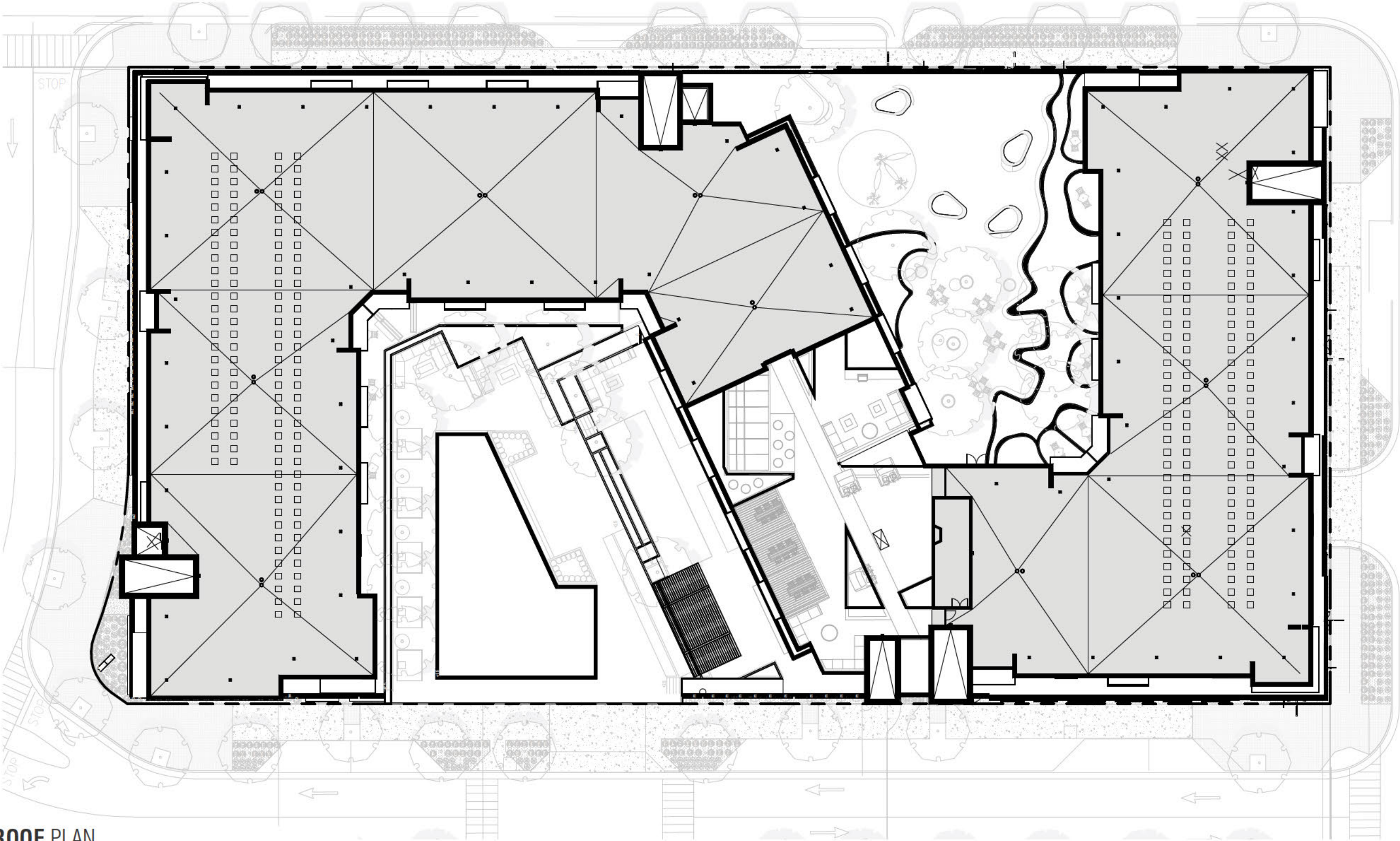
LEVEL 11 - FLOOR PLAN | BUILDING LAYOUT



LEVEL 11 FLOOR PLAN







ROOF PLAN

0' 16' 32' 64'



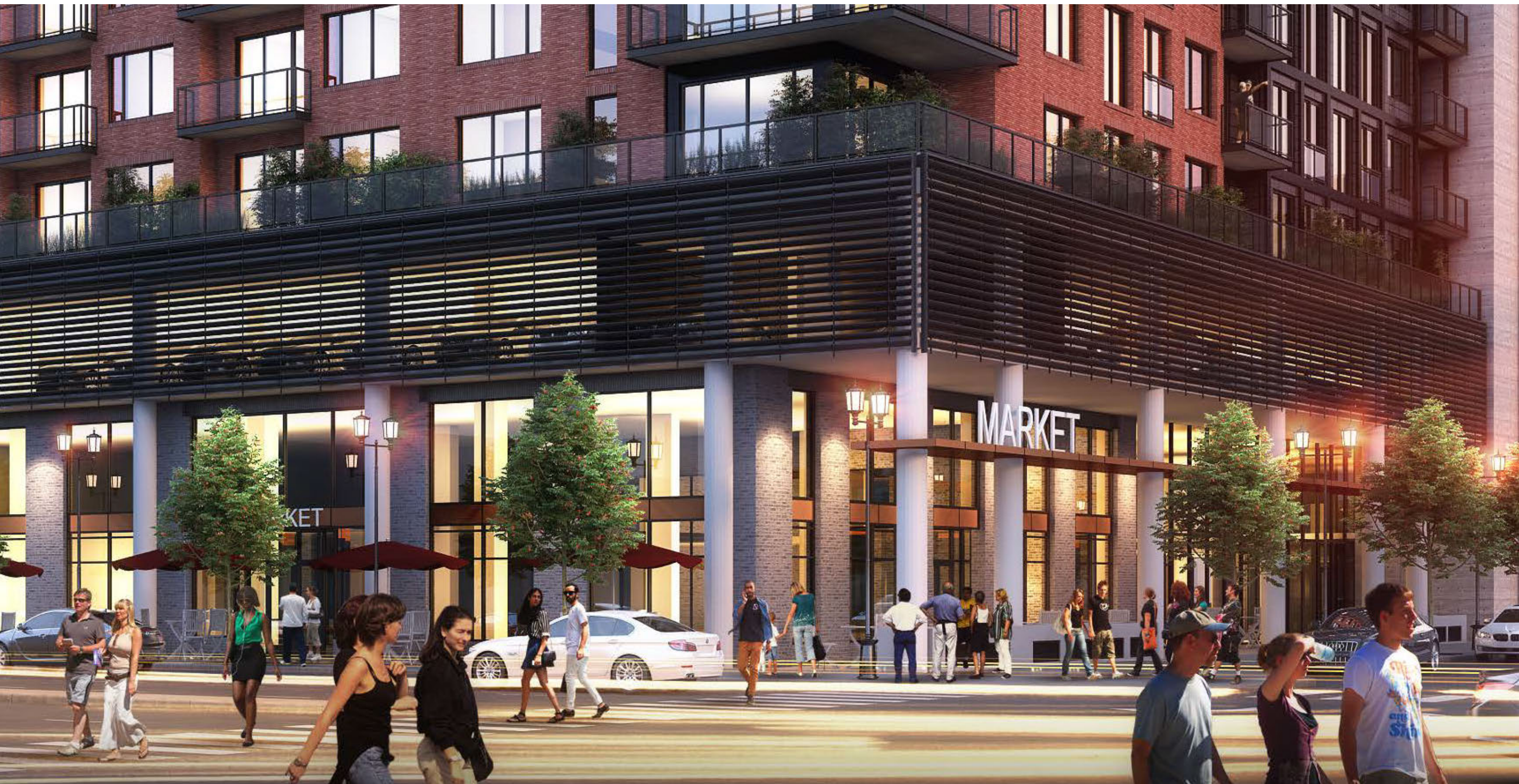


NORTHEAST PERSPECTIVE | EXTERIOR DESIGN



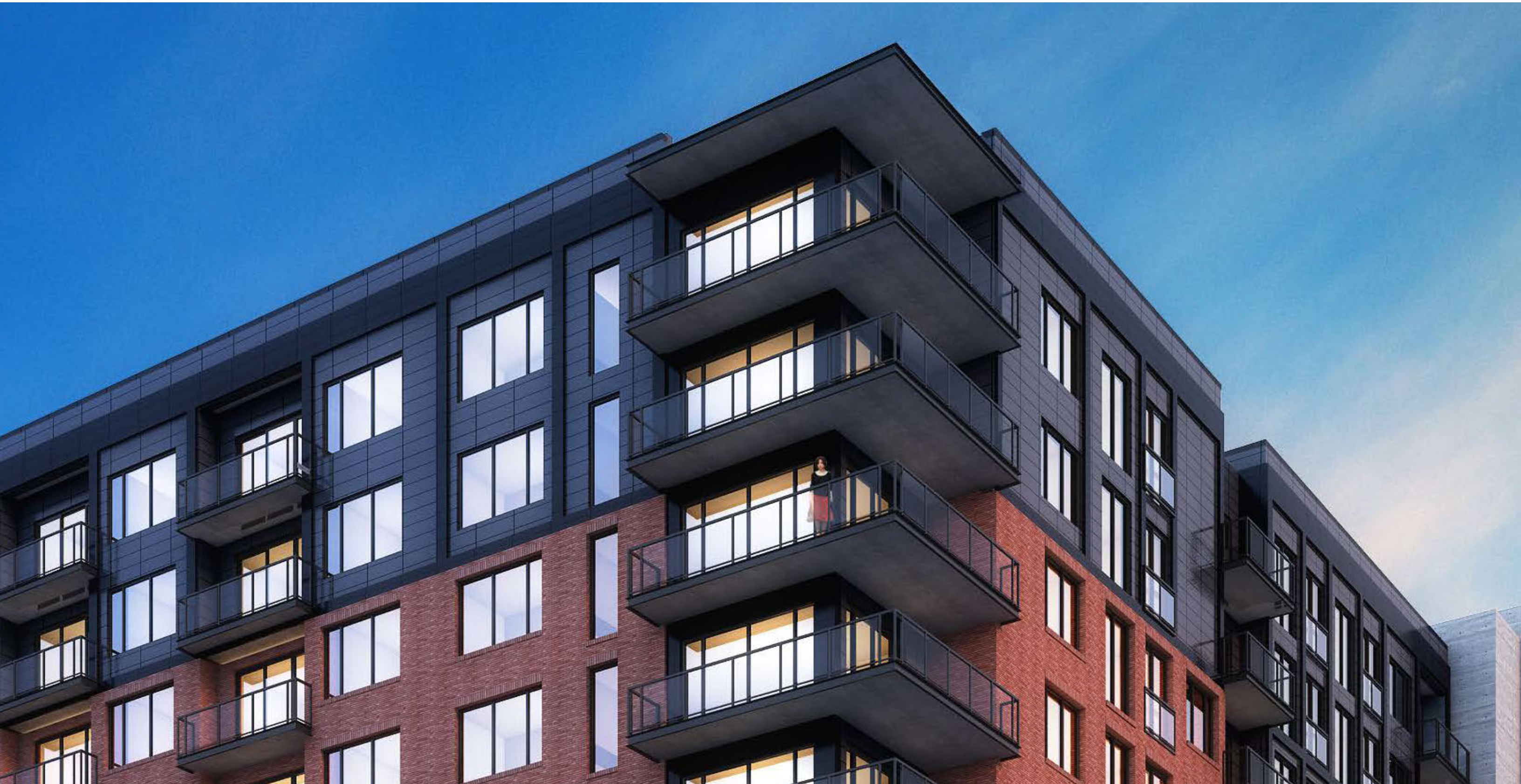


# NORTHEAST STREET CORNER | EXTERIOR DESIGN





# NORTHWEST FACADE CORNER | EXTERIOR DESIGN





# SOUTHEAST PERSPECTIVE | EXTERIOR DESIGN

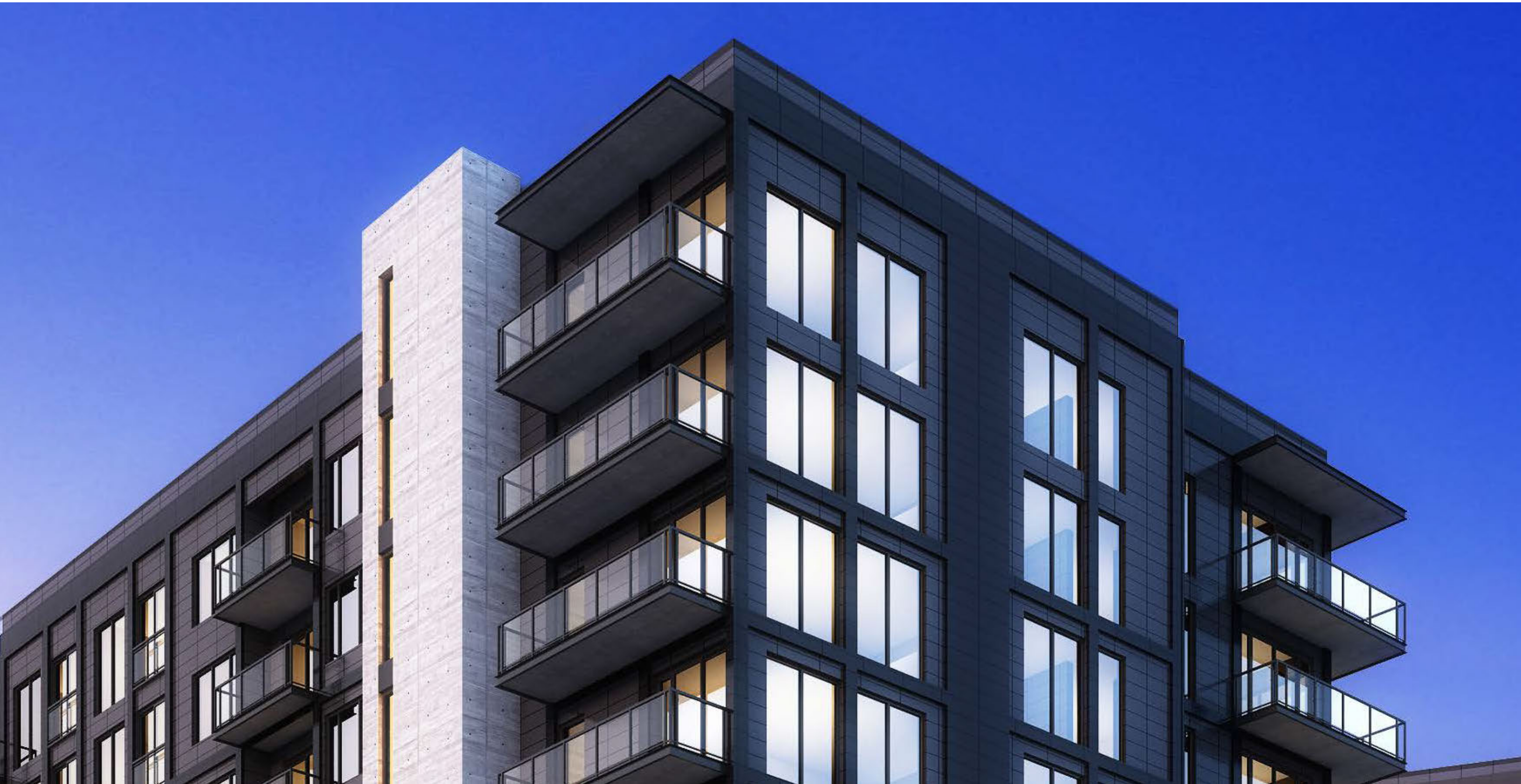




SOUTHEAST STREET CORNER | **EXTERIOR DESIGN**











[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



## WEST PERSPECTIVE | EXTERIOR DESIGN



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



SOUTHWEST PERSPECTIVE | **EXTERIOR DESIGN**



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



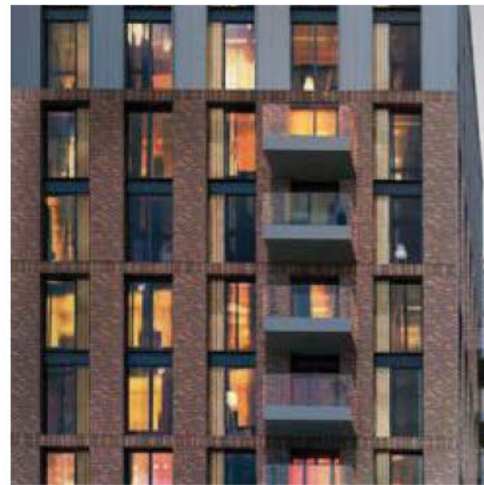
# MATERIAL PALETTE | EXTERIOR DESIGN



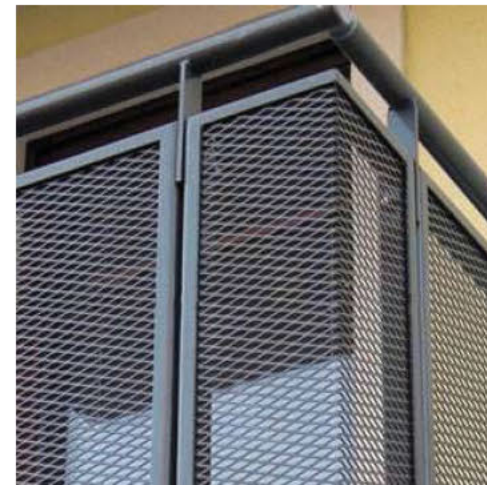
EXPOSED CONCRETE  
STRUCTURAL CORE CAST  
IN PLACE WITH TEXTURED  
FORM-LINER



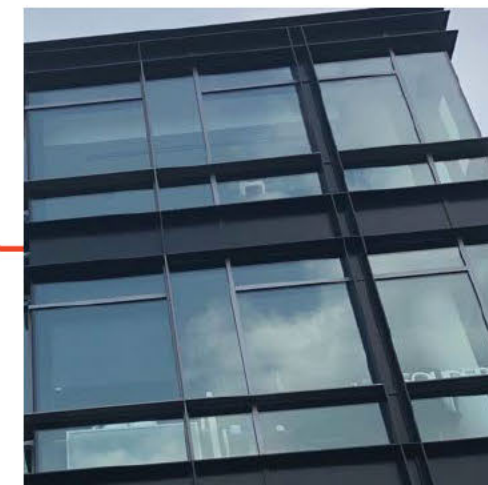
LIGHT GRAY COLOR  
MODULAR BRICK  
MASONRY OVER PAINTED  
STOREFRONT



TERRA-COTTA COLOR  
THIN BRICK MASONRY



PAINTED STEEL C-CHANNEL  
SUPPORT AT BALCONY  
PERIMETER WITH MESH  
PANEL GUARDRAIL



DARK METAL PANEL  
W/ INTEGRAL REVEALS

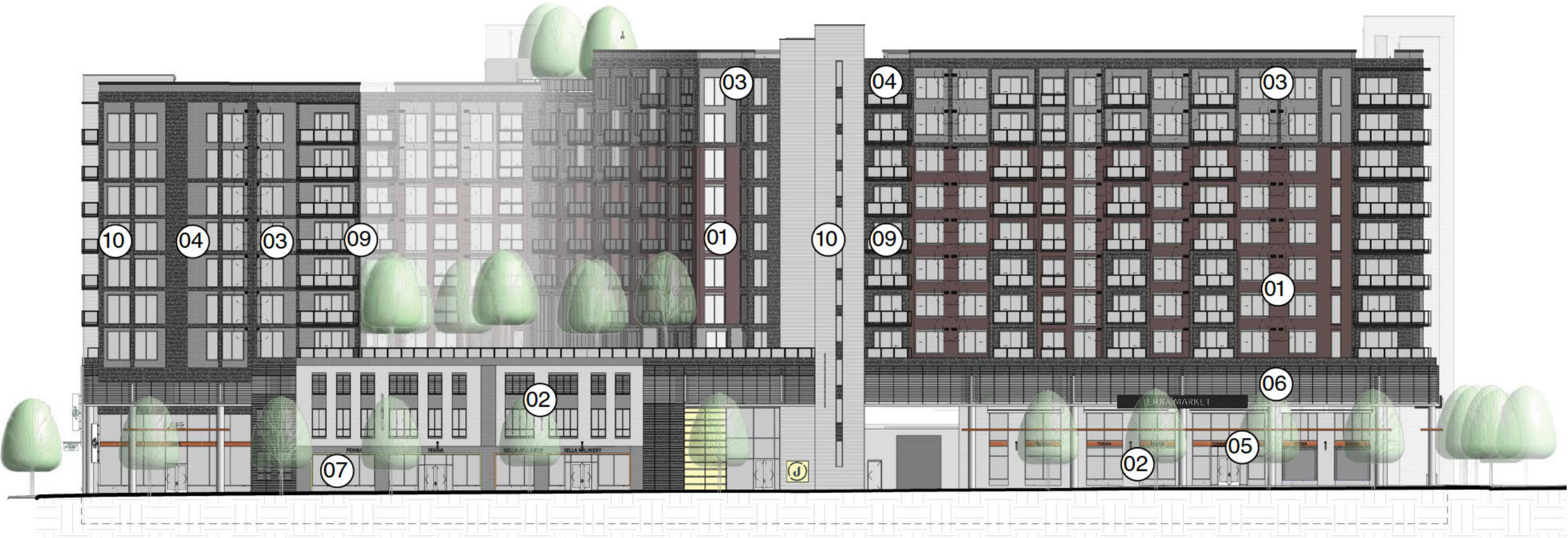


PAINTED CORRUGATED PERFORATED  
METAL PARKING GARAGE SCREEN

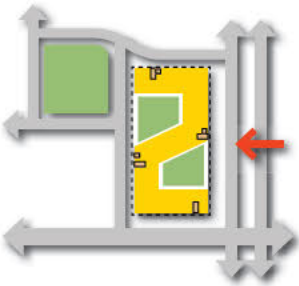


LIGHT WITH STOREFRONT  
GLAZING



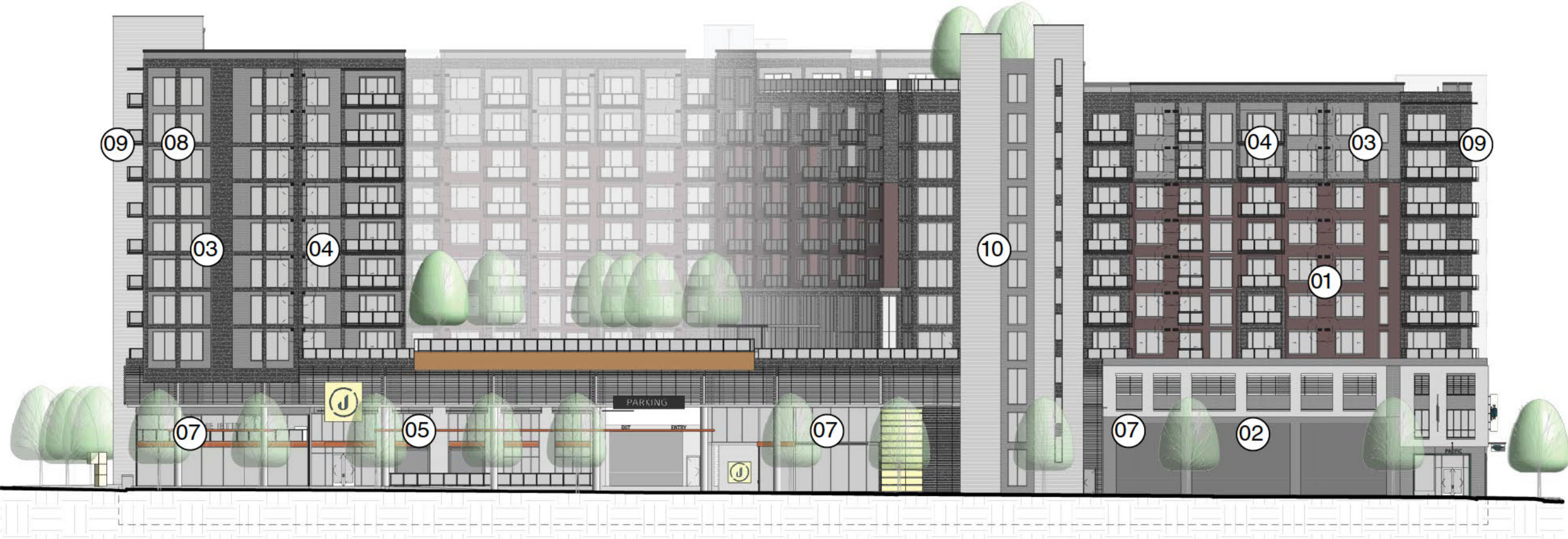


EAST ELEVATION (STATE STREET)

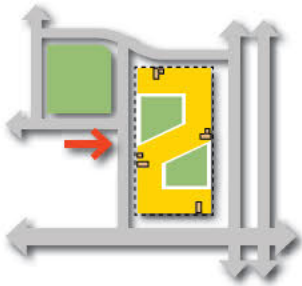


01 TERRA COTTA MASONRY	04 GRAY METAL PANEL	07 DARK ALUMINUM STOREFRONT	10 FORM-LINER TEXTURED CONCRETE CORES
02 LIGHT GRAY MASONRY	05 ACCENT COLOR METAL FASCIA	08 ALUMINUM WINDOW SYSTEM	
03 DARK GRAY METAL PANEL	06 PAINTED CORRUGATED PERFORATED METAL SCREEN	09 BALCONY WITH MESH PANEL GUARDRAIL	





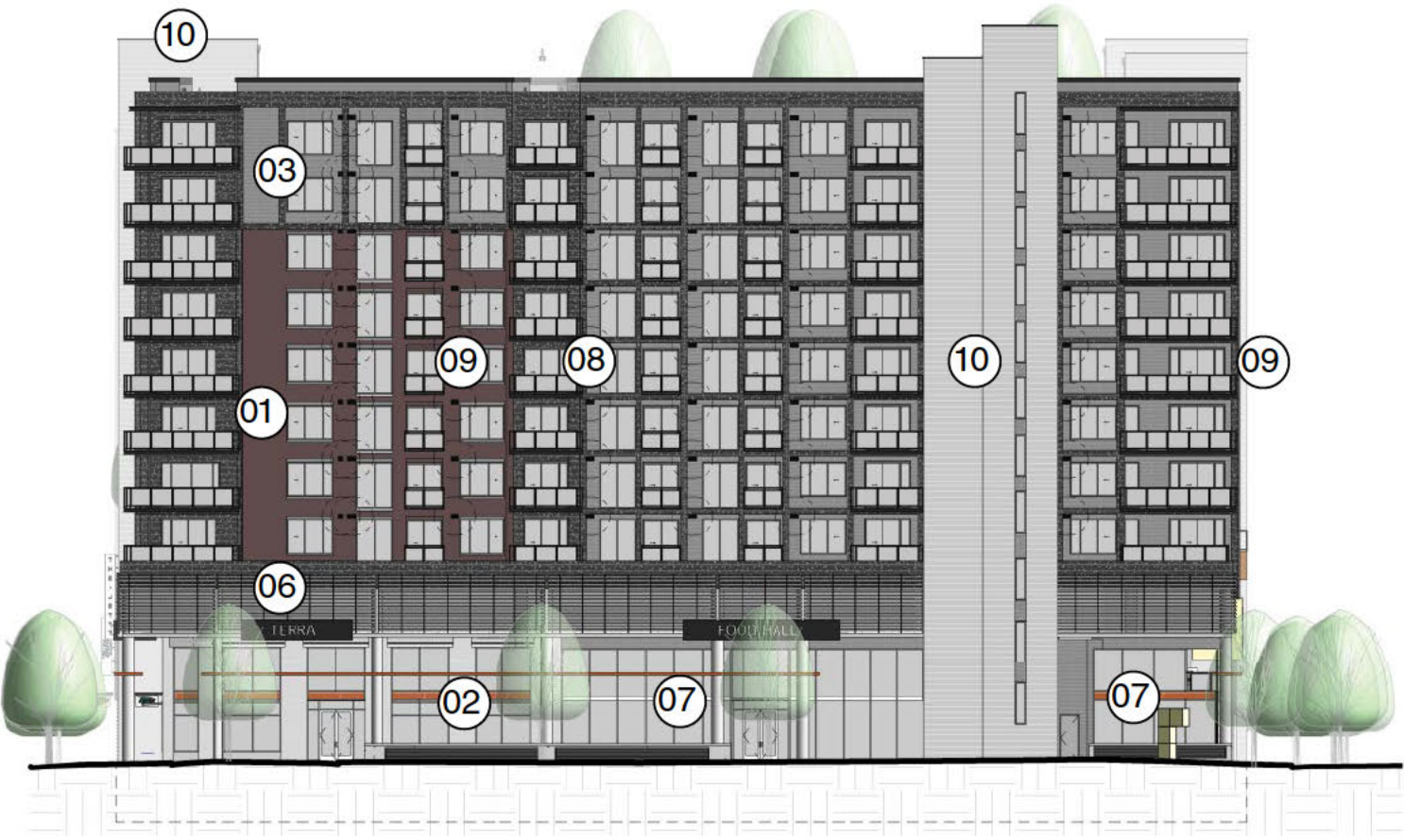
WEST ELEVATION (NEW STREET B)



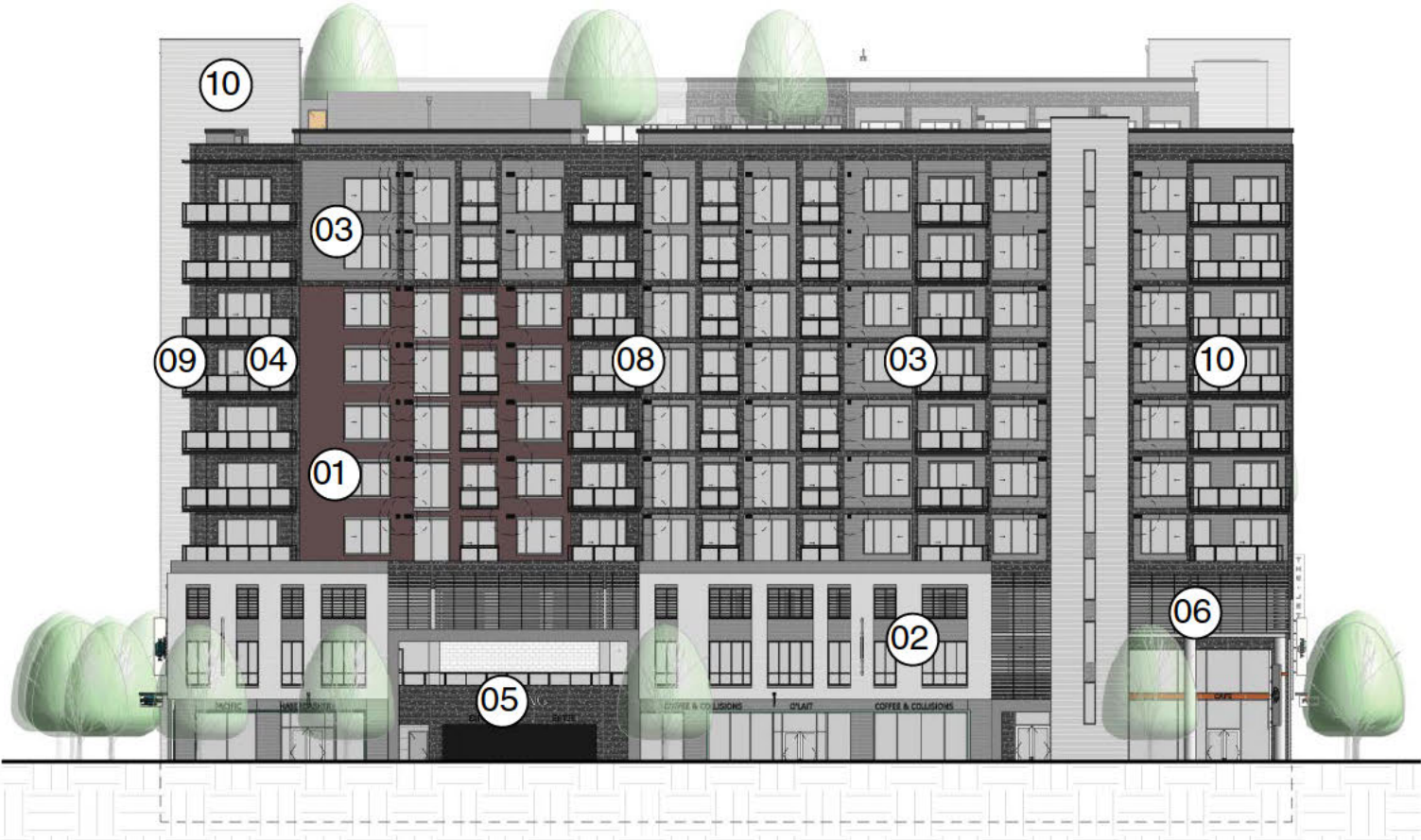
01	TERRA COTTA MASONRY	04	GRAY METAL PANEL	07	DARK ALUMINUM STOREFRONT	10	FORM-LINER TEXTURED CONCRETE CORES
02	LIGHT GRAY MASONRY	05	ACCENT COLOR METAL FASCIA	08	ALUMINUM WINDOW SYSTEM		
03	DARK GRAY METAL PANEL	06	PAINTED CORRUGATED PERFORATED METAL SCREEN	09	BALCONY WITH MESH PANEL GUARDRAIL		



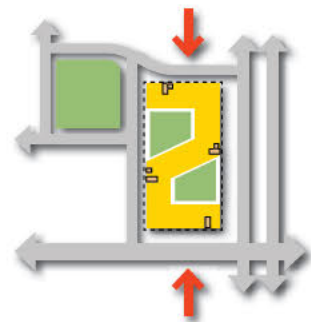
# NORTH & SOUTH ELEVATIONS | EXTERIOR DESIGN



NORTH ELEVATION (NEW STREET A)



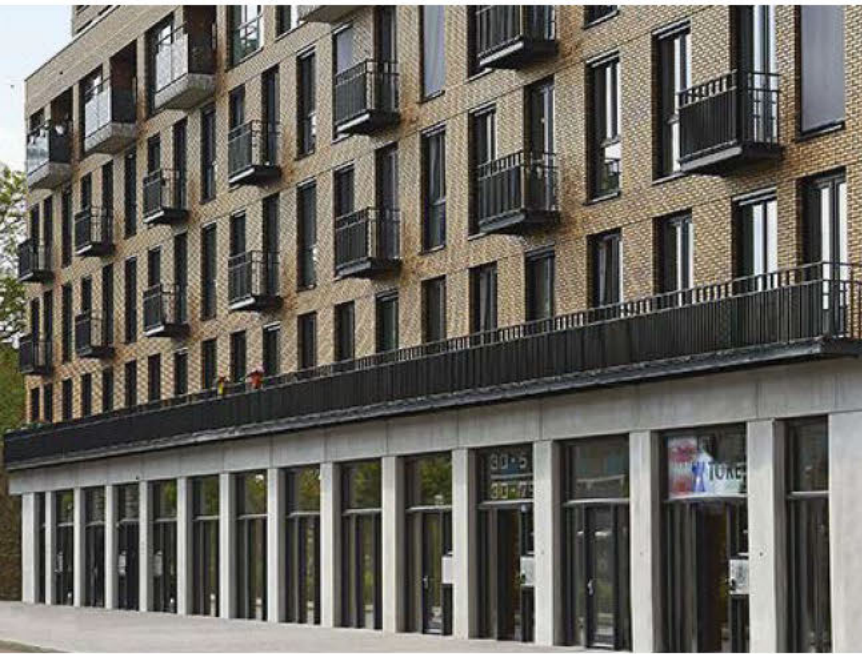
SOUTH ELEVATION (800 SOUTH)



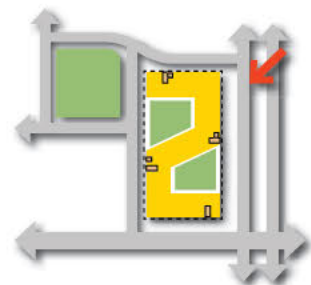
01 TERRA COTTA MASONRY	04 GRAY METAL PANEL	07 DARK ALUMINUM STOREFRONT	10 FORM-LINER TEXTURED CONCRETE CORES
02 LIGHT GRAY MASONRY	05 ACCENT COLOR METAL FASCIA	08 ALUMINUM WINDOW SYSTEM	
03 DARK GRAY METAL PANEL	06 PAINTED CORRUGATED PERFORATED METAL SCREEN	09 BALCONY WITH MESH PANEL GUARDRAIL	



# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



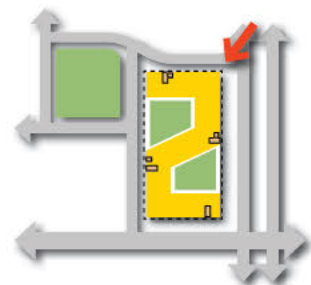
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|--|-----------------------|
| ① RETAIL STOREFRONT                          | ④ SIGNAGE OPPORTUNITY |
| ② PAINTED CORRUGATED PERFORATED METAL SCREEN | ⑤ SERVICE DRIVE       |
| ③ RESIDENTIAL TERRACE                        | ⑥ OUTDOOR DINING      |



# PLINTH LEVEL VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020]

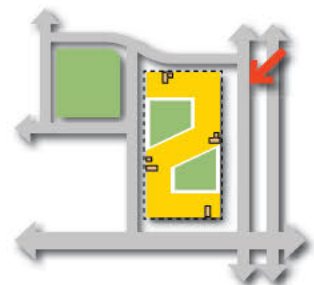




# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



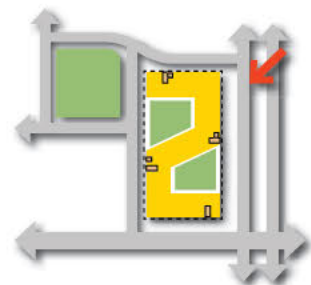
- |  |                       |
|--|-----------------------|
| ① RETAIL STOREFRONT                          | ④ SIGNAGE OPPORTUNITY |
| ② PAINTED CORRUGATED PERFORATED METAL SCREEN | ⑤ SERVICE DRIVE       |
| ③ RESIDENTIAL TERRACE                        | ⑥ OUTDOOR DINING      |



# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



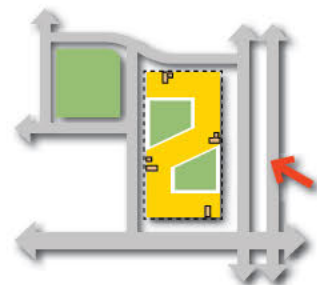
- |  |                       |
|--|-----------------------|
| ① EAST RESIDENTIAL ENTRY                         | ④ SIGNAGE OPPORTUNITY |
| ② PAINTED CORRUGATED PERFORATED METAL SCREEN     | ⑤ SERVICE DRIVE       |
| ③ PERFORATED SERVICE DRIVE WALL & DOORS WITH ART | ⑥ OUTDOOR DINING      |



# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



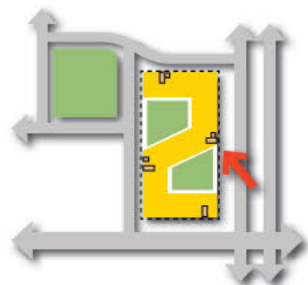
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|--------------------------|-------------------------|----------------------------|
| ① EAST RESIDENTIAL ENTRY | ④ COMMERCIAL SPACE      | ⑦ BACK-LIT FROSTED GLAZING |
| ② PARKING GARAGE SCREEN  | ⑤ SERVICE DRIVE         | ⑧ SIGNAGE OPPORTUNITY      |
| ③ RESIDENTIAL TERRACE    | ⑥ EXPOSED CONCRETE CORE |                            |



# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



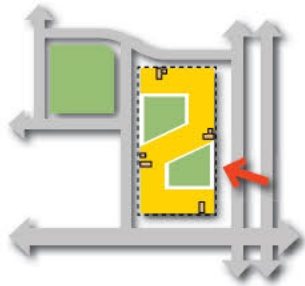
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|--------------------------|---------------------------|-------------------------|
| ① EAST RESIDENTIAL ENTRY | ④ COMMERCIAL ENTRY RECESS | ⑦ EXPOSED CONCRETE CORE |
| ② STREET TREES           | ⑤ COMMERCIAL SPACE        |                         |
| ③ PARKING GARAGE SCREEN  | ⑥ SERVICE DRIVE           |                         |



PLINTH LEVEL VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020]



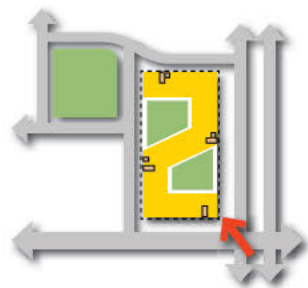
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| 01 EAST LOBBY ENTRY      | 04 SERVICE DRIVE EXIT | 07 EXPOSED CONCRETE CORE |
| 02 EAST AMENITY DECK     | 05 COMMERCIAL SPACE   |                          |
| 03 PARKING GARAGE SCREEN | 06 BIKE PARKING       |                          |



# PLINTH LEVEL VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020]

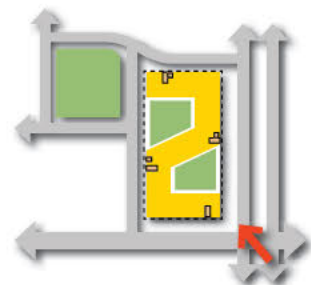




# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



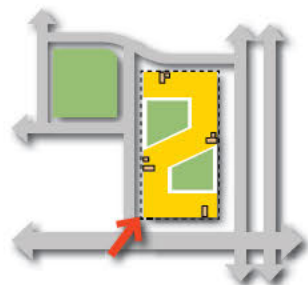
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| ① EAST RESIDENTIAL ENTRY | ④ COMMERCIAL ENTRY | ⑦ EXPOSED CONCRETE CORE |
| ② EAST AMENITY DECK      | ⑤ COMMERCIAL SPACE | ⑧ RESIDENTIAL TERRACE   |
| ③ PARKING GARAGE SCREEN  | ⑥ EGRESS CORRIDOR  |                         |



# PLINTH LEVEL VIEW | USER EXPERIENCE

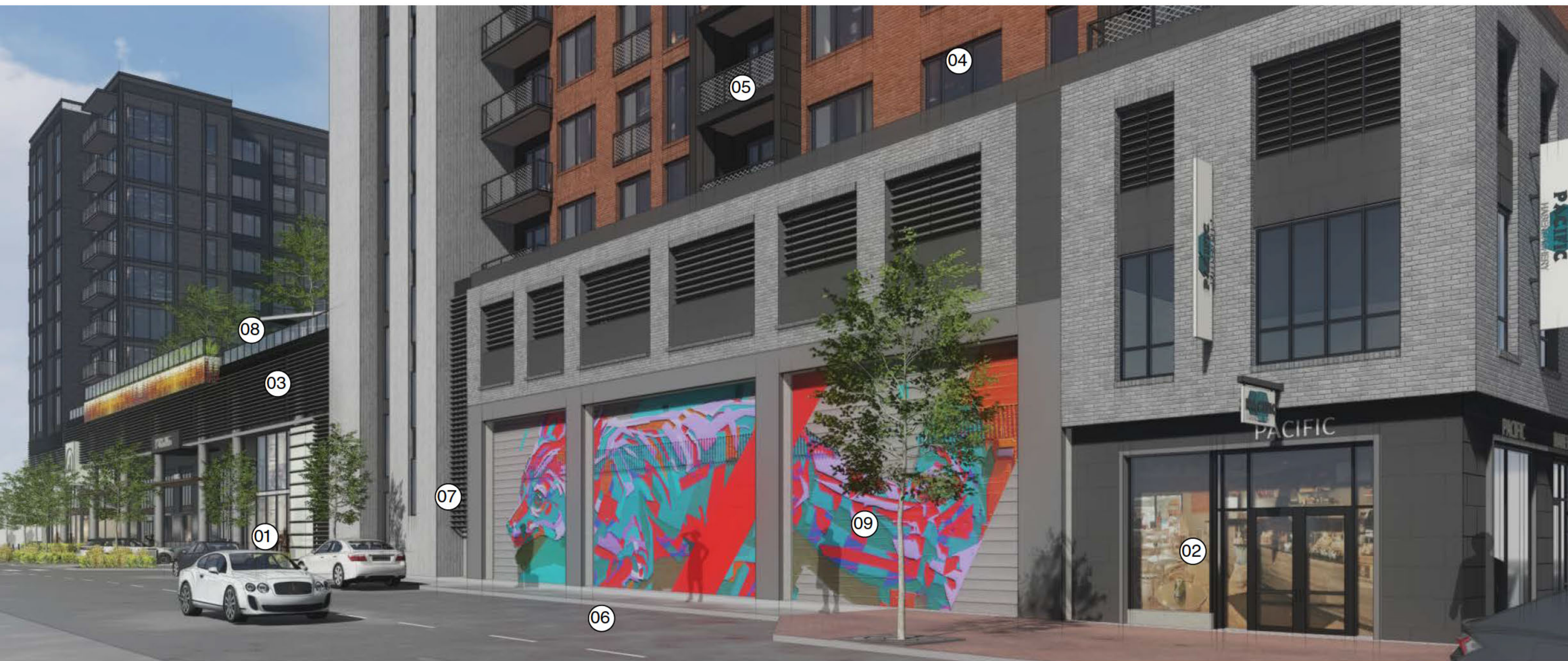


[ Rendering modified as per Planning Commission comments on 09.30.2020]

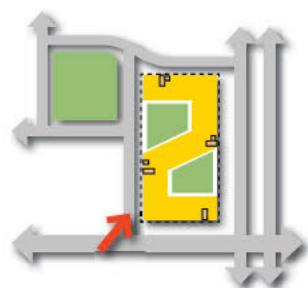




# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



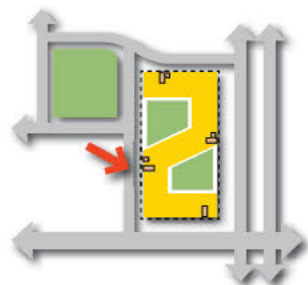
① WEST RESIDENTIAL ENTRY	④ RESIDENTIAL TERRACE	⑦ EXPOSED CONCRETE CORE
② COMMERCIAL SPACE	⑤ RESIDENTIAL BALCONY	⑧ WEST AMENITY DECK
③ PARKING GARAGE SCREEN	⑥ PARALLEL PARKING	⑨ TRANSFORMER DOORS WITH ART OPPORTUNITY



# PEDESTRIAN VIEW | USER EXPERIENCE



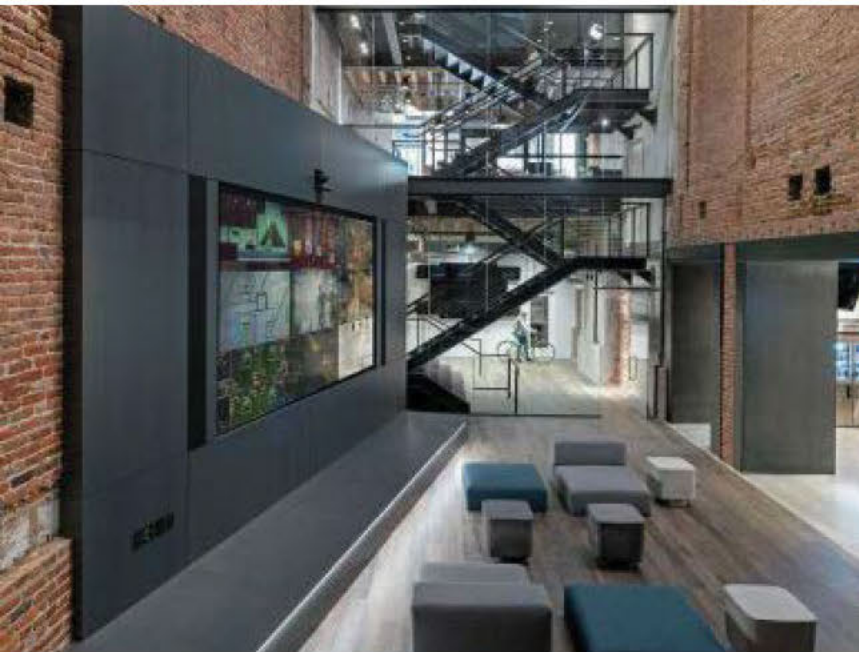
[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



- 01 WEST RESIDENTIAL ENTRY
- 02 TRANSFORMER DOORS WITH ART OPPORTUNITY
- 03 PARKING GARAGE SCREEN
- 04 RESIDENTIAL TERRACE
- 05 RESIDENTIAL BALCONY
- 06 PARALLEL PARKING
- 07 EXPOSED CONCRETE CORE

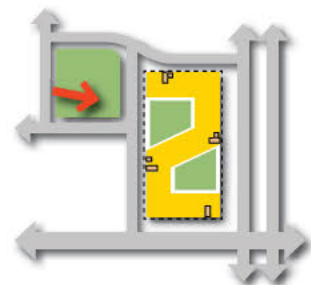


# PEDESTRIAN VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]

- |                          |                           |                         |
|--------------------------|---------------------------|-------------------------|
| ① WEST RESIDENTIAL ENTRY | ④ LEASING LOBBY ENTRY     | ⑦ EXPOSED CONCRETE CORE |
| ② TILED ART WALL         | ⑤ 11TH FLOOR ROOF AMENITY |                         |
| ③ PARKING GARAGE SCREEN  | ⑥ RESIDENTIAL TERRACE     |                         |

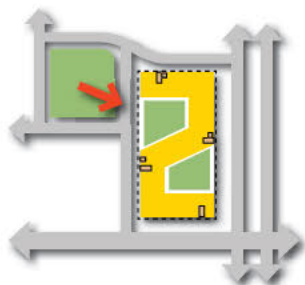




# PLINTH LEVEL VIEW | USER EXPERIENCE



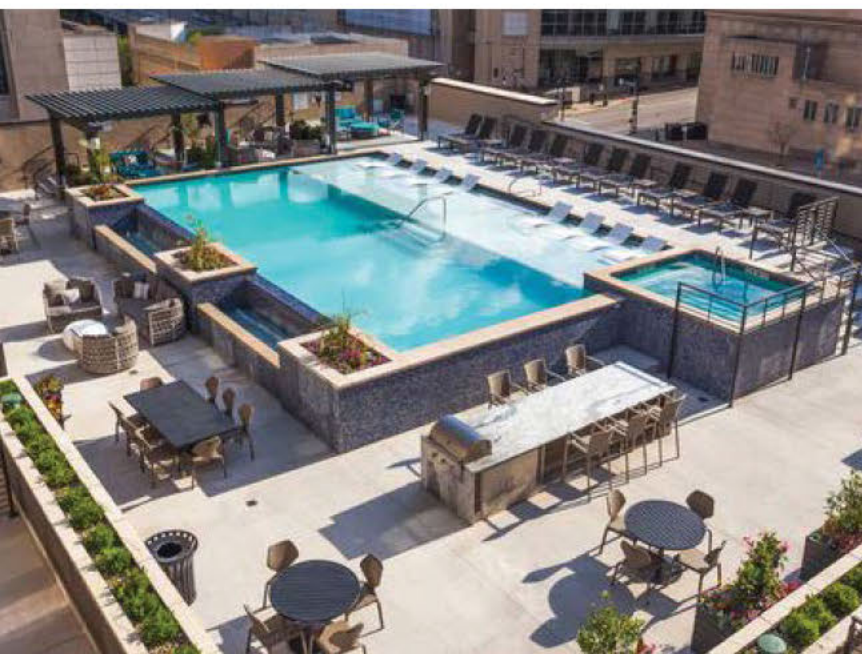
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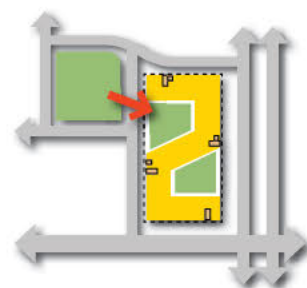
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|--------------------------|---------------------------|--------------------------|
| 01 LEASING LOBBY ENTRY   | 04 RESIDENTIAL TERRACE    | 07 EXPOSED CONCRETE CORE |
| 02 WEST AMENITY DECK     | 05 OUTDOOR DINING/SEATING | 08 RESIDENTIAL AMENITY   |
| 03 PARKING GARAGE SCREEN | 06 PARALLEL PARKING       |                          |



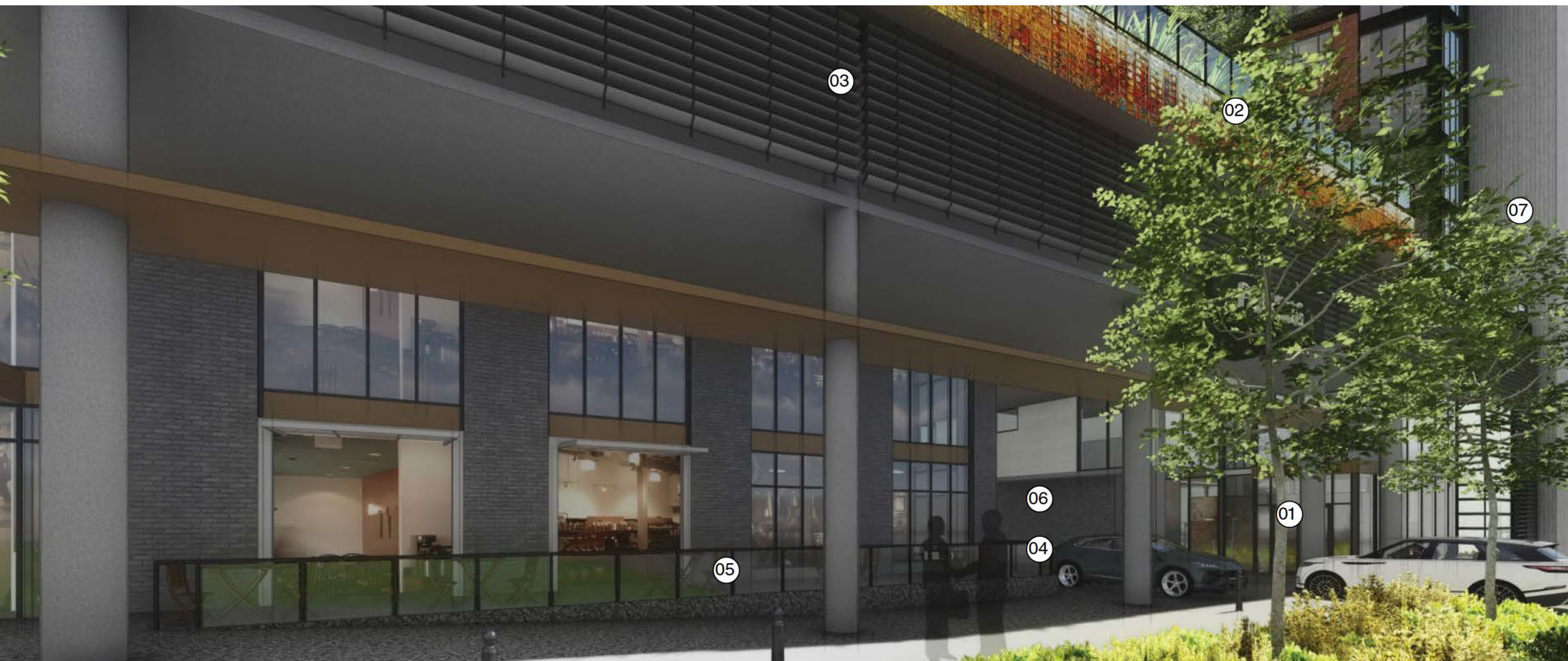
# PLINTH LEVEL VIEW | USER EXPERIENCE



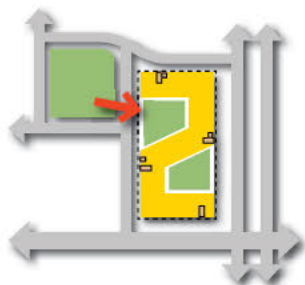
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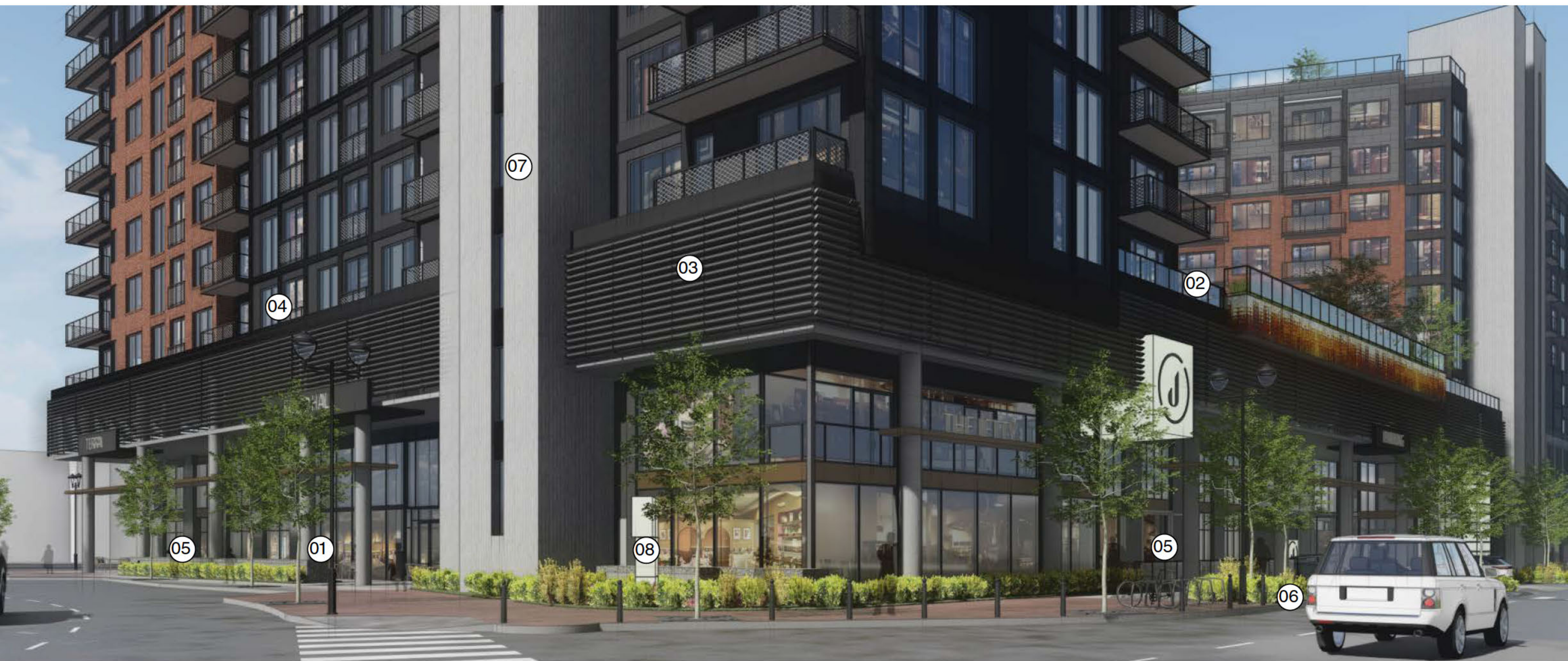


[ Rendering modified as per Planning Commission comments on 09.30.2020]

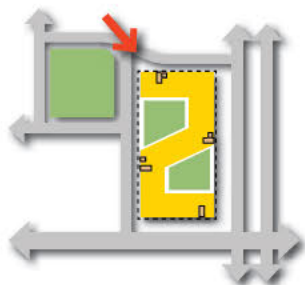


- |                          |                          |                         |
|--------------------------|--------------------------|-------------------------|
| ① WEST RESIDENTIAL ENTRY | ④ SERVICE DRIVE ENTRY    | ⑦ EXPOSED CONCRETE CORE |
| ② WEST AMENITY DECK      | ⑤ OUTDOOR DINING/SEATING |                         |
| ③ PARKING GARAGE SCREEN  | ⑥ PARKING GARAGE ENTRY   |                         |





[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



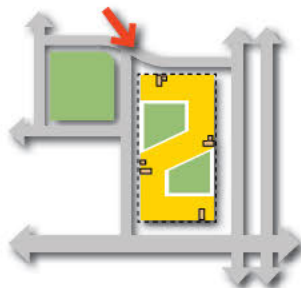
- |                          |                           |                          |
|--------------------------|---------------------------|--------------------------|
| 01 RETAIL ENTRY          | 04 RESIDENTIAL TERRACE    | 07 EXPOSED CONCRETE CORE |
| 02 WEST AMENITY DECK     | 05 OUTDOOR DINING/SEATING | 08 SIGNAGE OPPORTUNITY   |
| 03 PARKING GARAGE SCREEN | 06 PARALLEL PARKING       |                          |



# PLINTH LEVEL VIEW | USER EXPERIENCE



[ Rendering modified as per Planning Commission comments on 09.30.2020]



- |                         |                          |                         |
|-------------------------|--------------------------|-------------------------|
| ① RETAIL ENTRY          | ④ RESIDENTIAL TERRACE    | ⑦ EXPOSED CONCRETE CORE |
| ② WEST AMENITY DECK     | ⑤ OUTDOOR DINING/SEATING |                         |
| ③ PARKING GARAGE SCREEN | ⑥ PARALLEL PARKING       |                         |



SALT LAKE CITY PLANNING AND ZONING REQUIREMENTS:

21A.30.030: D-2 DOWNTOWN SUPPORT DISTRICT:

A. Purpose Statement:  
The purpose of the D-2 Downtown Support Commercial District is to provide an area that fosters the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District. Development within the D-2 Downtown Support Commercial District is intended to be less intensive than that of the Central Business District, with high lot coverage and buildings placed close to the sidewalk. This district is appropriate in areas where supported by applicable master plans. Design standards are intended to promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape.

**- THE PROPOSED REDEVELOPMENT OF THE SEARS BLOCK WAS ENVISIONED FOLLOWING THE CITY'S GUIDELINES, STANDARDS AND STATEMENT OF PURPOSE.**

B. Uses:  
Uses in the D-2 Downtown Support District, as specified in section 21A.33.050, "Table Of Permitted And Conditional Uses For Downtown Districts", of this title, are permitted subject to the general provisions set forth in section 21A.30.010 of this chapter and this section.

**- THE COMBINATION OF USES FOR THE REDEVELOPMENT OF THE SEARS BLOCK WAS CRAFTED WITH THE INTENT OF CREATING COMMUNITY WITH A STRONG SENSE OF PLACE.**

C. Lot Size Requirements:  
No minimum lot area or lot width shall be required.

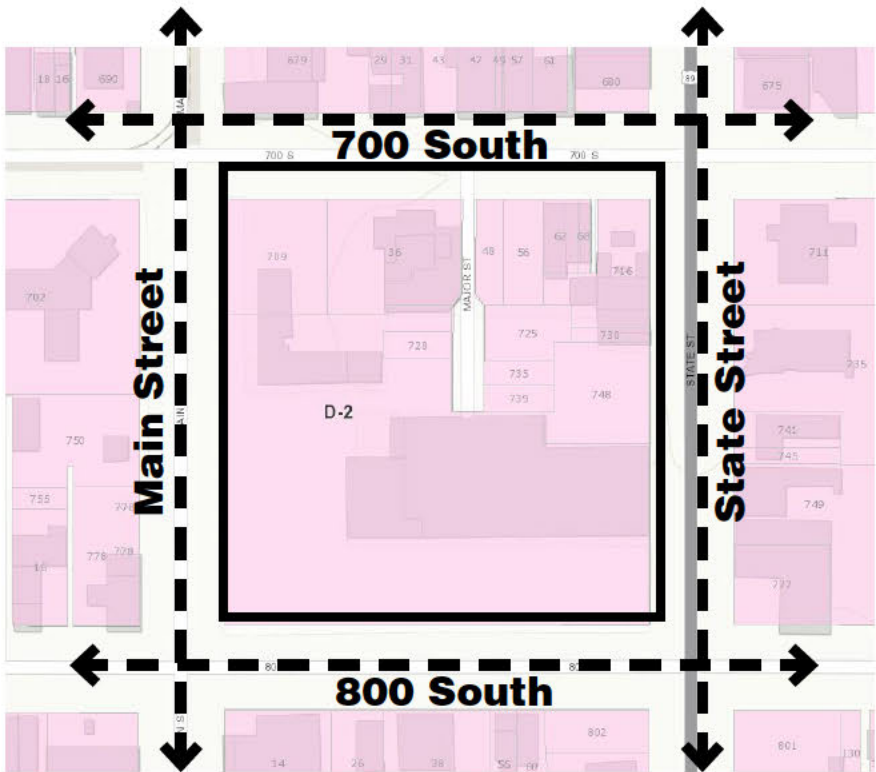
**- THE PROPOSED REDEVELOPMENT OF THE SEARS BUILDING IS BASED ON THE FINE-GRAIN REFINEMENT THAT LOOKS AT THE OVERALL SEARS BLOCK AND INTRODUCES A SERIES OF INTERNAL STREETS CREATING A PARCEL OF APPROXIMATELY 200'X400'.**

D. Maximum Building Height:  
The maximum permitted building height shall not exceed one hundred twenty feet (120') subject to the following review process: Buildings over sixty five

feet (65') in height are subject to design review according to the requirements of chapter 21A.59 of this title.

**- THE PROPOSED MIXED USE PROJECT INTRODUCES PARTS OF THE MASS AT 4 STORIES IN HEIGHT, LOWER THAN 65' ALLOWED. HOWEVER, WITH THE INTENT OF CREATING INTEREST TO THE URBAN SCAPE AND FACILITATE THE OF CREATING A TRULY PEDESTRIAN FOCUSED BUILDING THAT HIDES THE AUTOMOBILE AND THE SERVICE FUNCTIONS, THE BUILDING MASS INCORPORATES BUILDING VOLUMES THAT EXTEND TO THE MAXIMUM ALLOWABLE 120' BUILDING HEIGHT.**

E. Minimum Yard Requirements:  
1. Front And Corner Side Yard:  
There is no minimum setback. The maximum setback is ten feet (10').  
2. Interior Side Yards: No minimum side yard is required except a minimum of fifteen feet (15') side yard is required when the side yard is adjacent to a single or two family residential zoning district.  
3. Rear Yard: No minimum rear yard is required except a minimum of twenty five feet (25') rear yard is required when the rear yard is adjacent to a single or two family residential district.





4. Buffer Yards: Any lot abutting a lot in a residential district shall conform to the buffer yard requirements of Chapter 21A.48 of this title.

**- THE PROPOSED BUILDING GOES TO THE BUILD-TO-LINE AT THE PROPERTY LINE. THE NORTH FAÇADE, FACING SAPA, AND THE WEST FAÇADE FACING A FUTURE CENTRAL PARK ARE RECESSED ON THE GROUND FLOOR TO ALLOW A PROTECTED COLONNADE WITH STOREFRONT TO INCREASE THE TRANSPARENCY AND POROSITY OF THE PEDESTRIAN SIDEWALK EXPERIENCE. THE LIVE-WORK UNITS ARE CONNECTED WITH THE STREET ROW WITH SMALL ENGAGING PORCHES.**

F. Landscape Yard Requirements: If a front or corner side yard is provided, such yard shall be maintained as a landscaped yard. The landscaped yard can take the form of outdoor dining, patio, courtyard or plaza, subject to site plan review approval.

**- INDEED, THE VISION OF HARD/SOFT LANDSCAPING ON THE GROUND LEVEL AROUND THE DIFFERENCE USES WITH WHICH THE BUILDING CONNECTS WITH**

**THE SIDEWALK AND STREETS AROUND THE BLOCK ARE CAREFULLY CHOREOGRAPHED TO INCLUDE STREET LIGHTING (THAT MEETS CITY STANDARDS) AS WELL AS WAYFINDING THE FACILITATES THE NAVIGATION AROUND THE NEIGHBORHOOD AND OUTDOOR DINING SPACE.**

G. Parking Lot Setbacks:

If a front or corner side yard is provided surface parking is prohibited in those areas. Surface parking lots that are not located completely behind the primary structure shall maintain a twenty foot (20') landscaped yard from the front and corner side yard property lines.

**- A COMPLETELY HIDDEN PARKING STRUCTURE IS PROPOSED WITH TWO ACCESS POINTS PLANNED ON THE SOUTH AND WEST SIDES OF THE BUILDING. PARKING FOR COMMERCIAL USES WILL BE ON THE GROUND LEVEL SURROUNDED BY LIVE-WORK UNITS FLANKING THE SIDEWALKS. THE COMMERCIAL PARKING GARAGE IS CONNECTED WITH PEDESTRIAN WALKS TO SURROUNDING STREETS TO SERVE THE GUEST/COSTUMER OF COMMERCIAL USES, AND THE LIVE-WORK FUNCTIONS. RESIDENTIAL PARKING WILL BE**

**LOCATED ON A BASEMENT LEVEL AS WELL AS TWO LEVELS ABOVE THE GROUND FLOOR.**

H. Mid-Block Walkways:

Any new development shall provide a mid-block walkway if a mid-block walkway on the subject property has been identified in a master plan that has been adopted by the city. The following standards apply to the mid-block walkway:

1. The mid-block walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.

2. The mid-block walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

**- THE OVERALL PLAN FOR THE SEARS BLOCK INTRODUCES MID-BLOCK STREET WITH AMPLE SIDEWALKS CONNECTING THE PERIMETER STREETS TO A CENTRAL PARK IN THE MIDDLE OF THE BLOCK.**

I. Ground Floor Uses:

To activate the ground floor of structures, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar

establishments, art galleries, theaters or performing art facilities are required on the ground floor of structures facing State Street, Main Street, 800 South and 900 South.

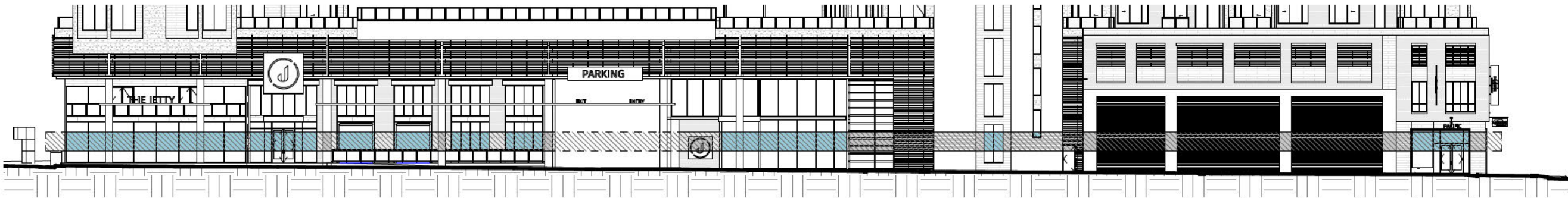
**- WITH THIS FIRST PHASE OF DEVELOPMENT OF THE SEARS BLOCK, THE GROUND LEVEL HAS BEEN CRAFTED TO MEET THE INTENT OF THE CODE BY OPTIMIZING A BLEND OF USES, OUTLINED IN THE CODE, TO ENSURE PEDESTRIAN ACTIVITY, CONNECTIVITY AND URBAN ENERGY IS THIS PART OF TOWN.**



# GLAZING COMPLIANCE DIAGRAM | CODE & ZONING

21A.37.050.C1 GROUND FLOOR GLASS

WALL AREA: 1,698 SF  
GLASS AREA: 791 SF  
PERCENTAGE:  
**46.58%**  
40% MIN REQ'D



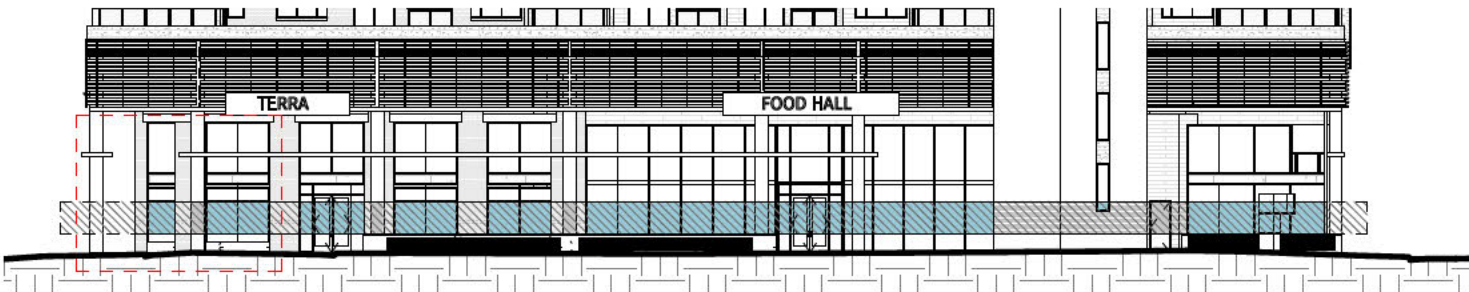
WEST ELEVATION (MAJOR STREET)

WALL AREA: 965 SF  
GLASS AREA: 539 SF  
PERCENTAGE:  
**55.85%**  
40% MIN REQ'D

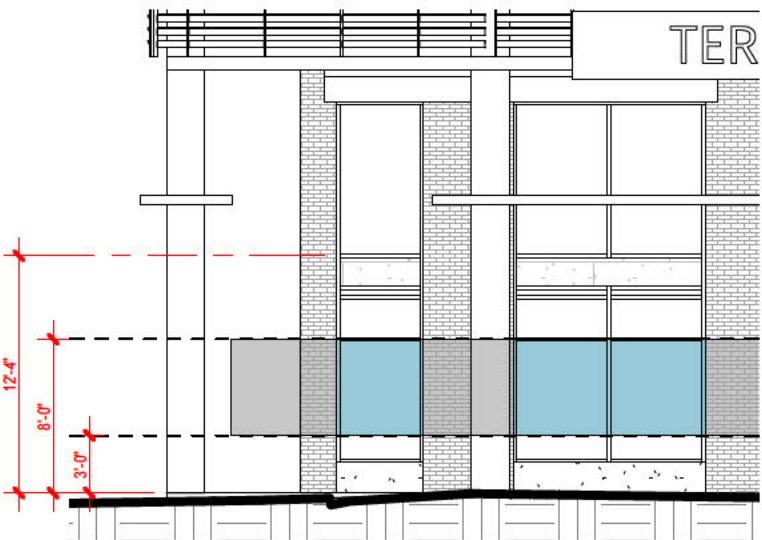


SOUTH ELEVATION (800 SOUTH)

WALL AREA: 930 SF  
GLASS AREA: 651 SF  
PERCENTAGE:  
**70.00%**  
40% MIN REQ'D



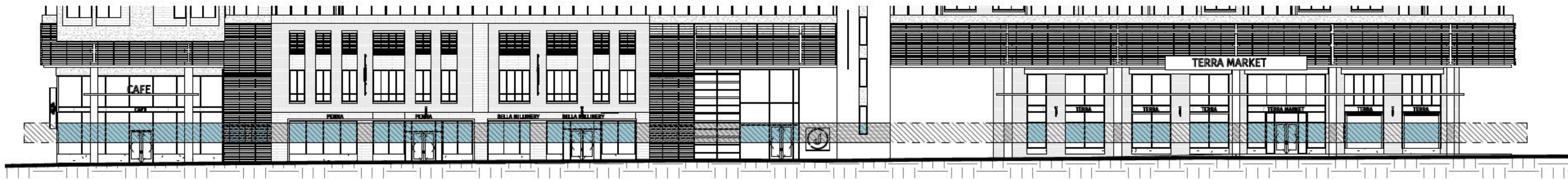
NORTH ELEVATION (LOWEL STREET)



SPECIFIED  
PERCENTAGE  
RANGE (3' TO 8')  
OF THE GROUND  
FLOOR

ENLARGED PARTIAL ELEVATION

WALL AREA: 1,650 SF  
GLASS AREA: 1,090 SF  
PERCENTAGE:  
**66.06%**  
40% MIN REQ'D



EAST ELEVATION (STATE STREET)

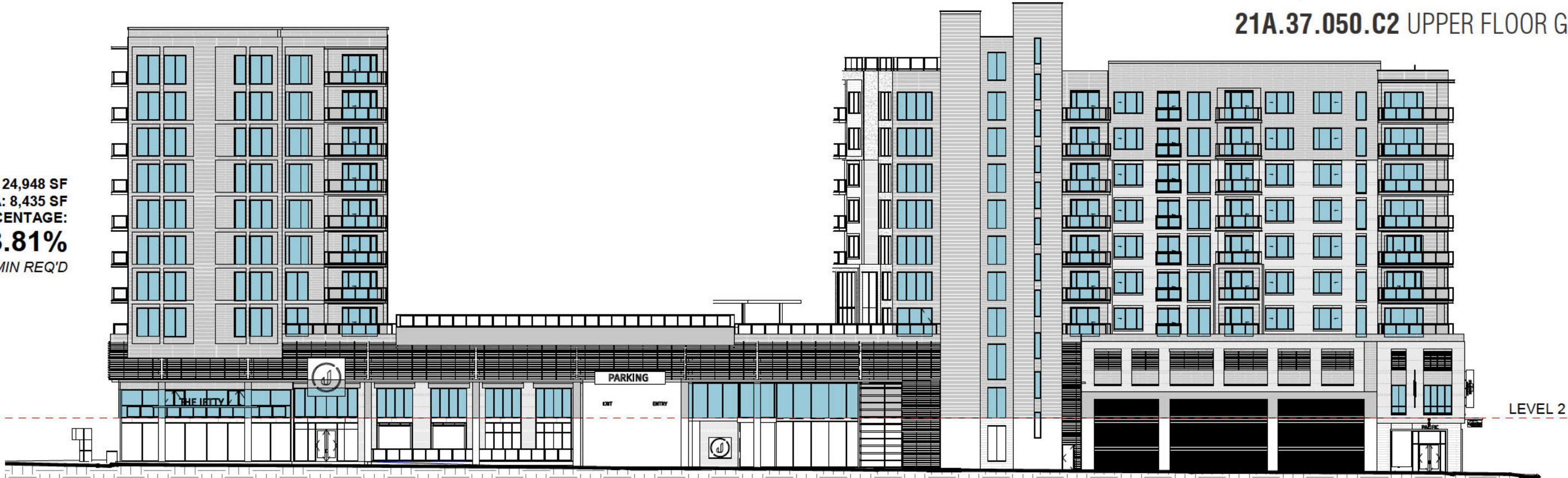




# GLAZING COMPLIANCE DIAGRAM | CODE & ZONING

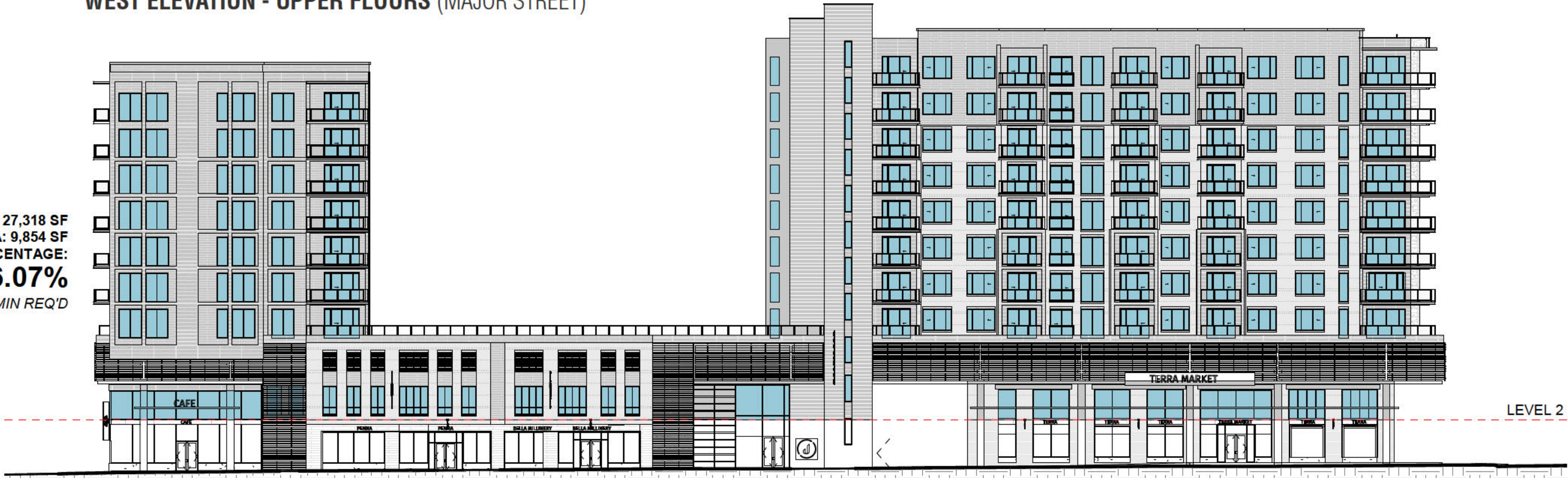
21A.37.050.C2 UPPER FLOOR GLASS

WALL AREA: 24,948 SF  
GLASS AREA: 8,435 SF  
PERCENTAGE:  
**33.81%**  
25% MIN REQ'D



WEST ELEVATION - UPPER FLOORS (MAJOR STREET)

WALL AREA: 27,318 SF  
GLASS AREA: 9,854 SF  
PERCENTAGE:  
**36.07%**  
25% MIN REQ'D



EAST ELEVATION - UPPER FLOORS (STATE STREET)

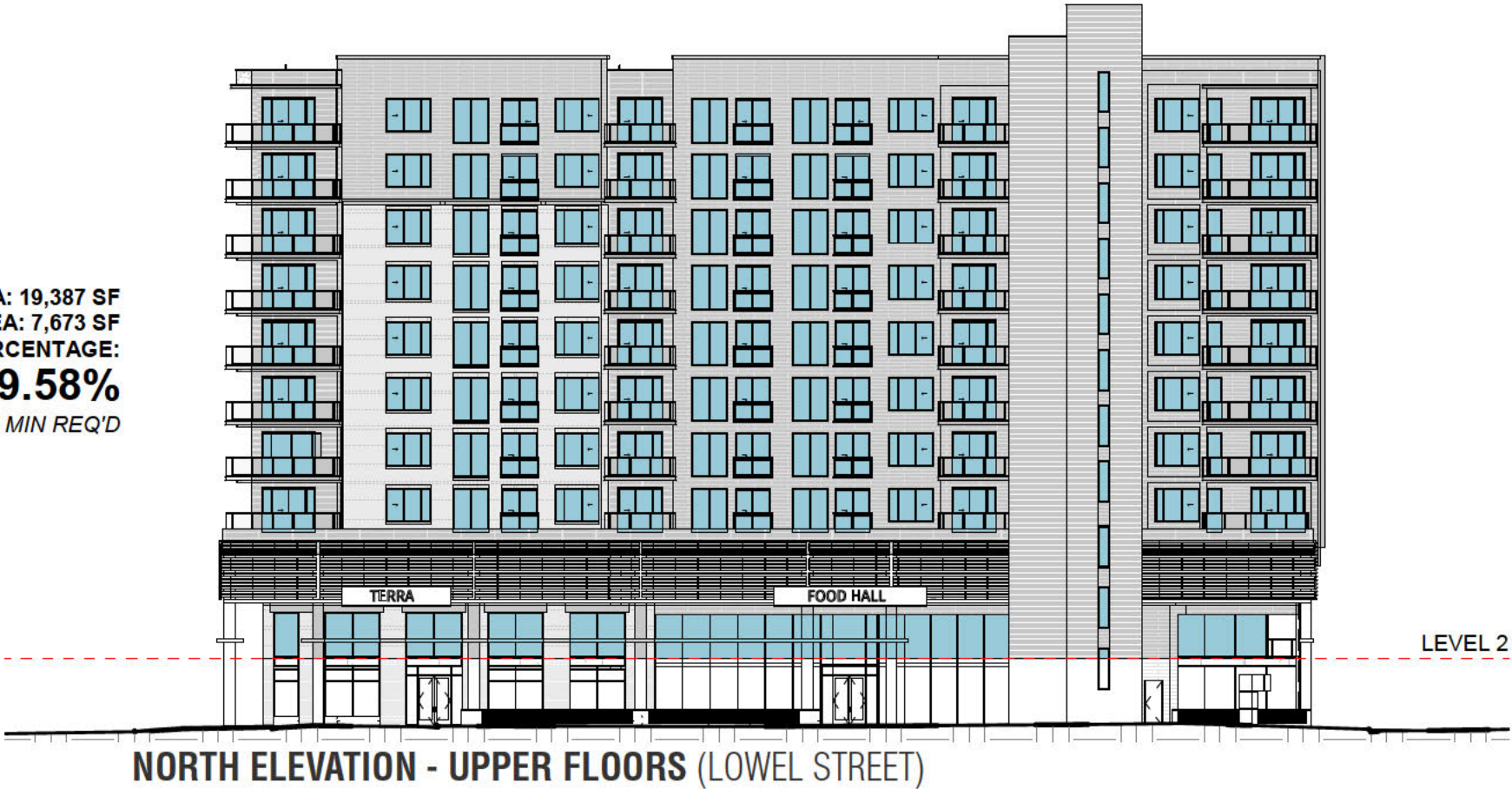




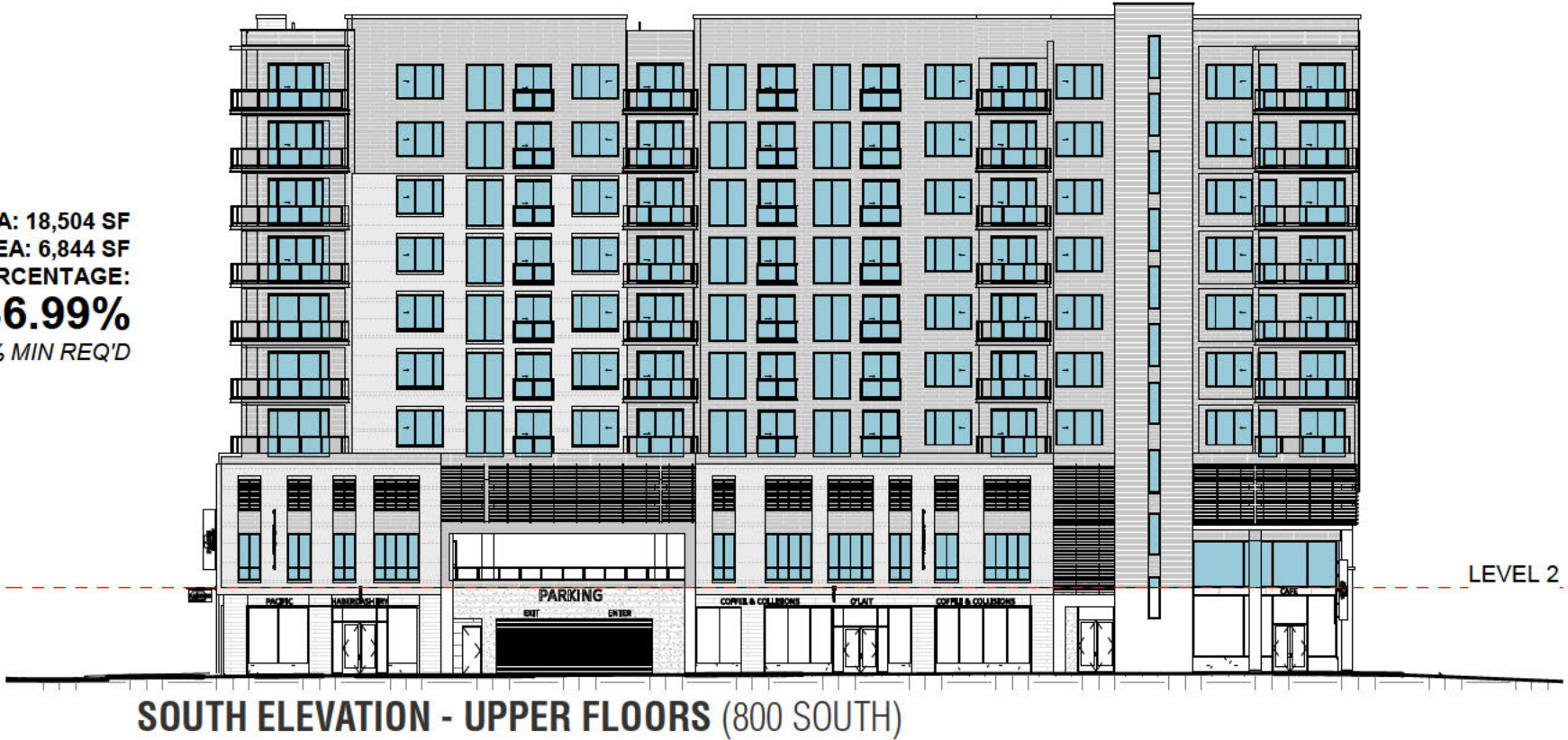
# GLAZING COMPLIANCE DIAGRAM | CODE & ZONING

21A.37.050.C2 UPPER FLOOR GLASS

WALL AREA: 19,387 SF  
GLASS AREA: 7,673 SF  
PERCENTAGE:  
**39.58%**  
*25% MIN REQ'D*



WALL AREA: 18,504 SF  
GLASS AREA: 6,844 SF  
PERCENTAGE:  
**36.99%**  
*25% MIN REQ'D*





# GLAZING COMPLIANCE DIAGRAM | CODE & ZONING

21A.37.050.C2 UPPER FLOOR GLASS



A - SOUTH ELEVATION (NORTH COURTYARD)

WALL AREA: 9,660 SF  
GLASS AREA: 4,320 SF  
PERCENTAGE:  
**44.72%**  
25% MIN REQ'D



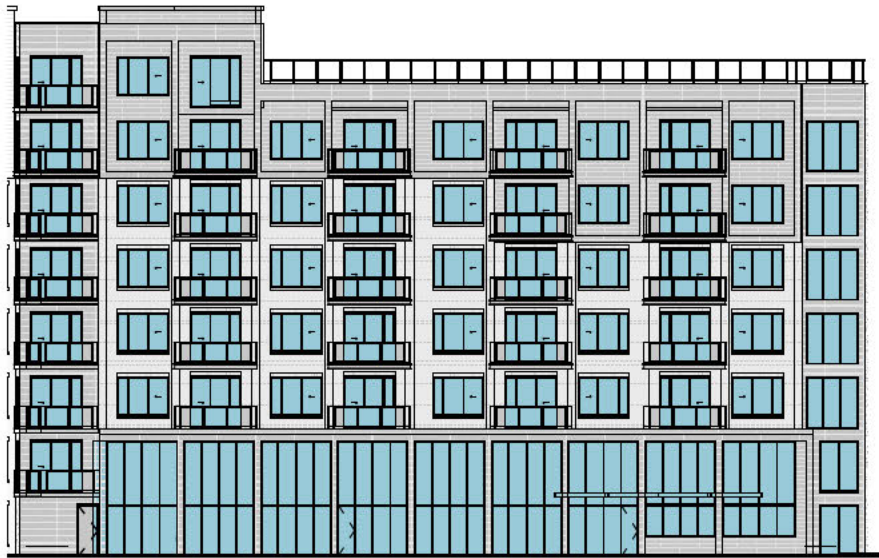
B - SOUTHWEST ELEVATION (NORTH COURTYARD)

WALL AREA: 751 SF  
GLASS AREA: 416 SF  
PERCENTAGE:  
**55.39%**  
25% MIN REQ'D



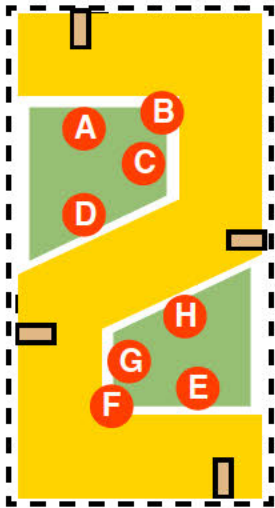
C - WEST ELEVATION (NORTH COURTYARD)

WALL AREA: 7,262 SF  
GLASS AREA: 3,858 SF  
PERCENTAGE:  
**53.13%**  
25% MIN REQ'D



D - NORTHWEST ELEVATION (NORTH COURTYARD)

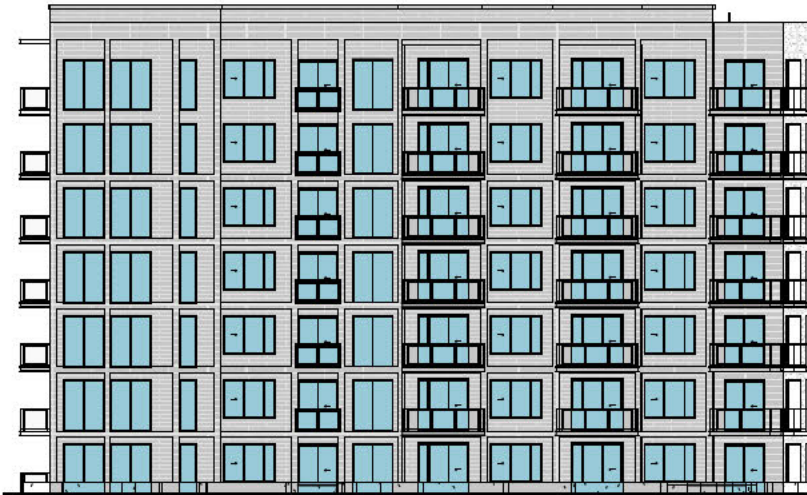
WALL AREA: 10,137 SF  
GLASS AREA: 5,294 SF  
PERCENTAGE:  
**52.22%**  
25% MIN REQ'D





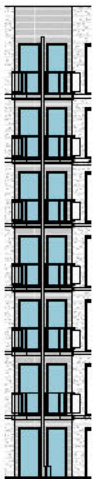
# GLAZING COMPLIANCE DIAGRAM | CODE & ZONING

21A.37.050.C2 UPPER FLOOR GLASS



E - NORTH ELEVATION (SOUTH COURTYARD)

WALL AREA: 8,645 SF  
GLASS AREA: 3,899 SF  
PERCENTAGE:  
**45.10%**  
25% MIN REQ'D



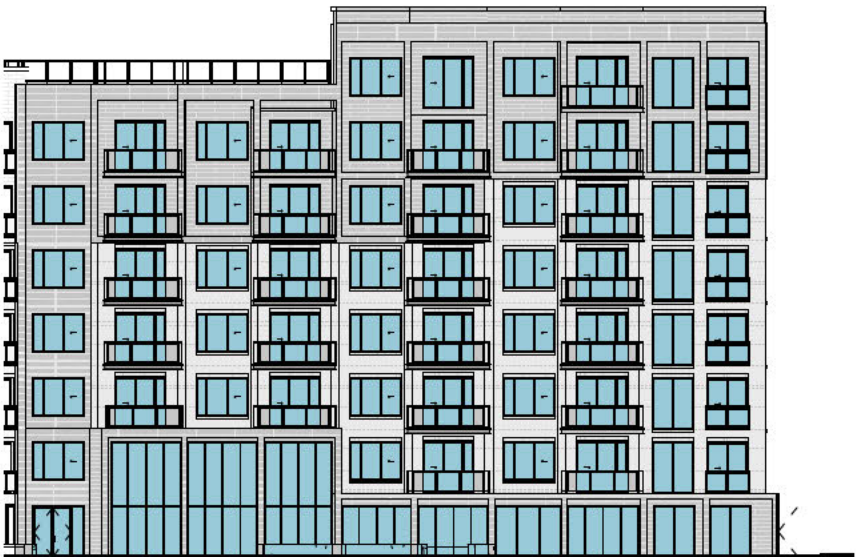
F - NORTHWEST ELEVATION (SOUTH COURTYARD)

WALL AREA: 667 SF  
GLASS AREA: 364 SF  
PERCENTAGE:  
**54.57%**  
25% MIN REQ'D



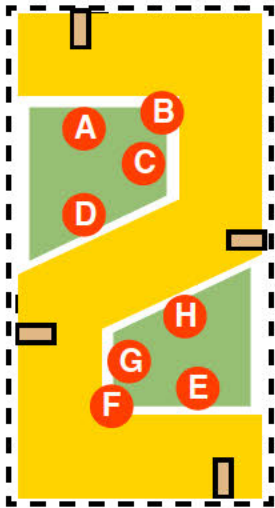
G - EAST ELEVATION (SOUTH COURTYARD)

WALL AREA: 3,806 SF  
GLASS AREA: 1,686 SF  
PERCENTAGE:  
**44.30%**  
25% MIN REQ'D



H - SOUTHEAST ELEVATION (SOUTH COURTYARD)

WALL AREA: 9,422 SF  
GLASS AREA: 4,624 SF  
PERCENTAGE:  
**49.08%**  
25% MIN REQ'D



0' 15' 30' 60'

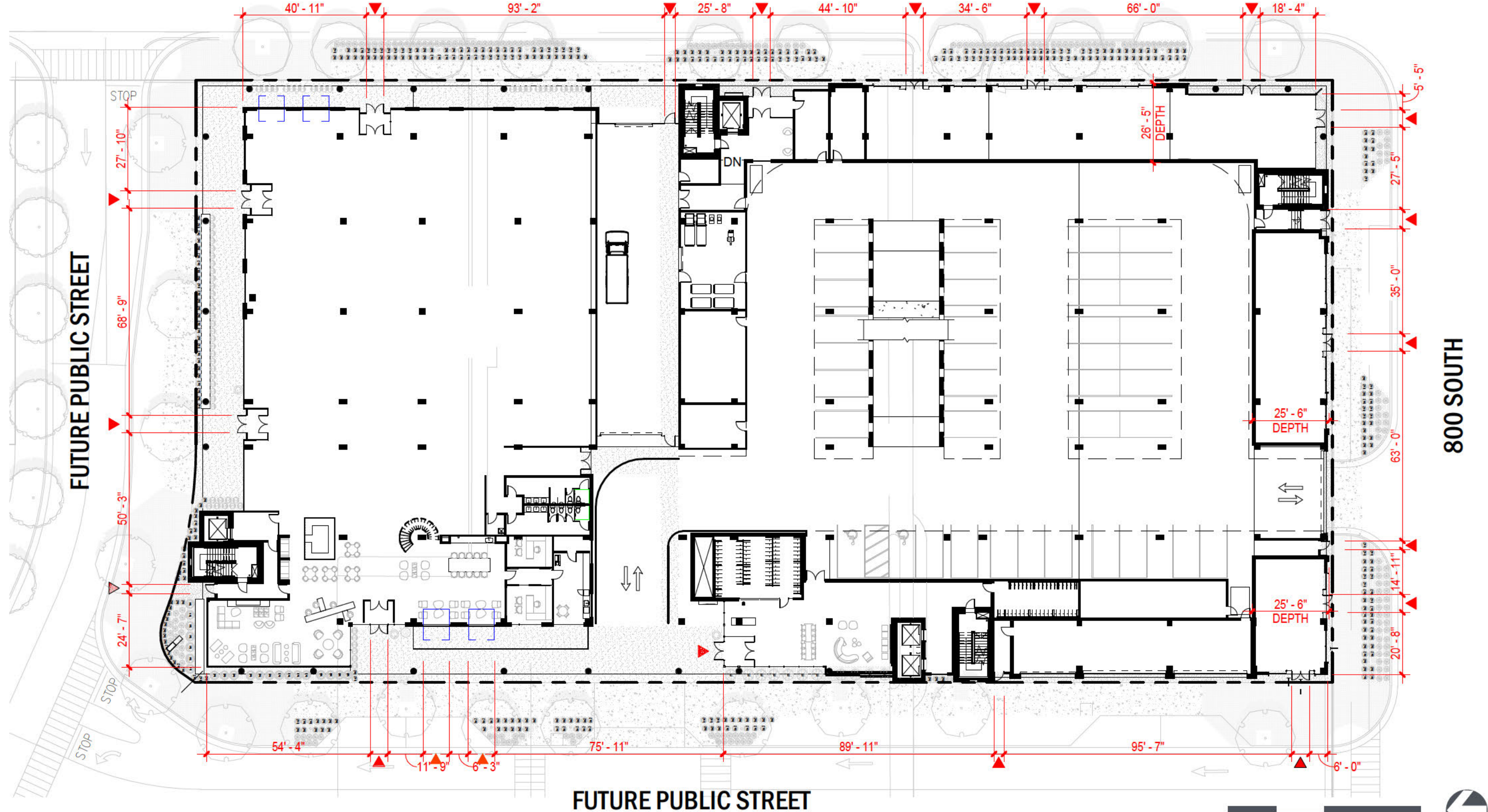
GLASS AREA WALL AREA 80



# LEVEL 01 - BUILDING ENTRIES | CODE & ZONING

21A.37.050.D BUILDING ENTRIES

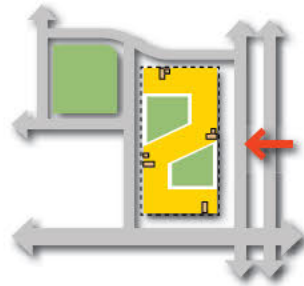
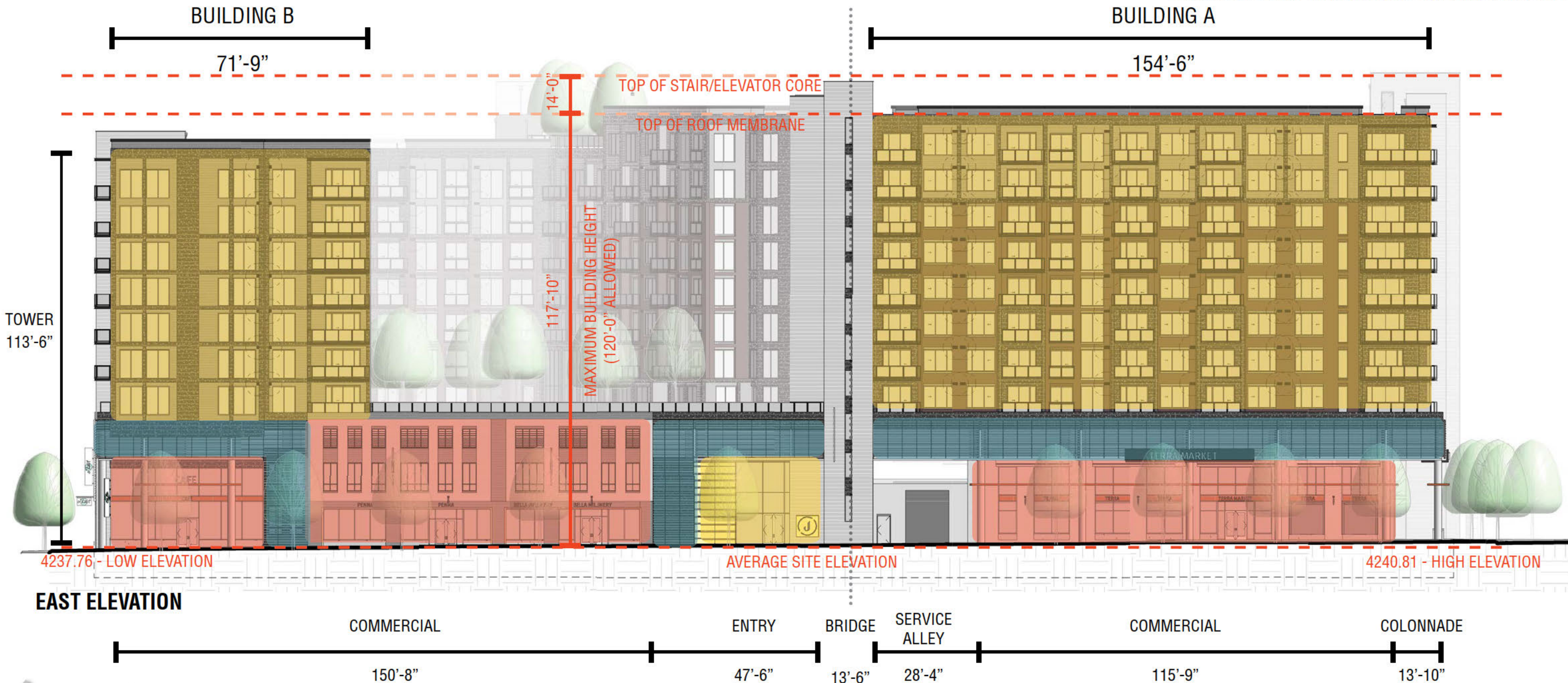
STATE STREET





ELEVATION COMPLIANCE DIAGRAM | **CODE & ZONING**

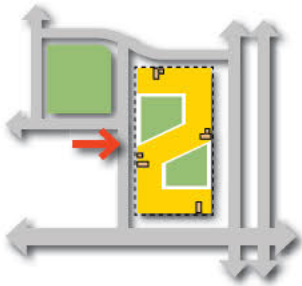
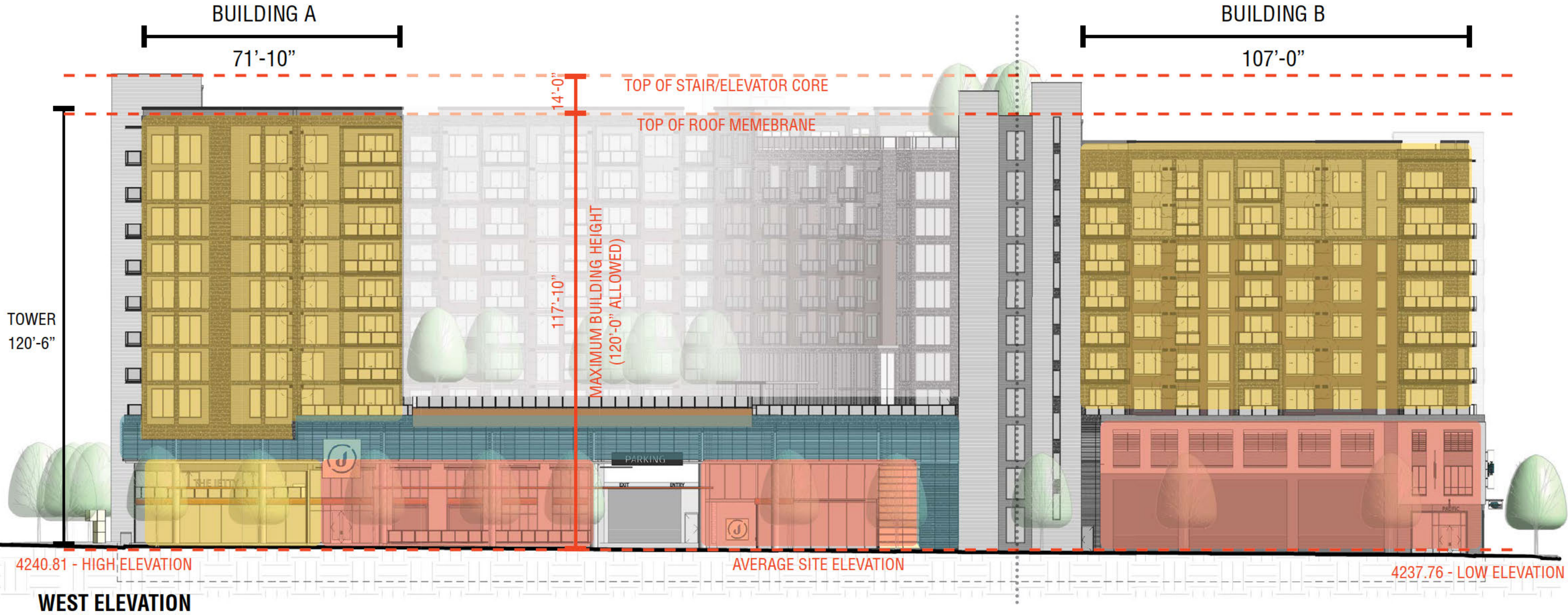
21A.37.050.F MAXIMUM LENGTH OF STREET FACING FACADE  
21A.30.030.D MAXIMUM BUILDING HEIGHT





ELEVATION COMPLIANCE DIAGRAM | **CODE & ZONING**

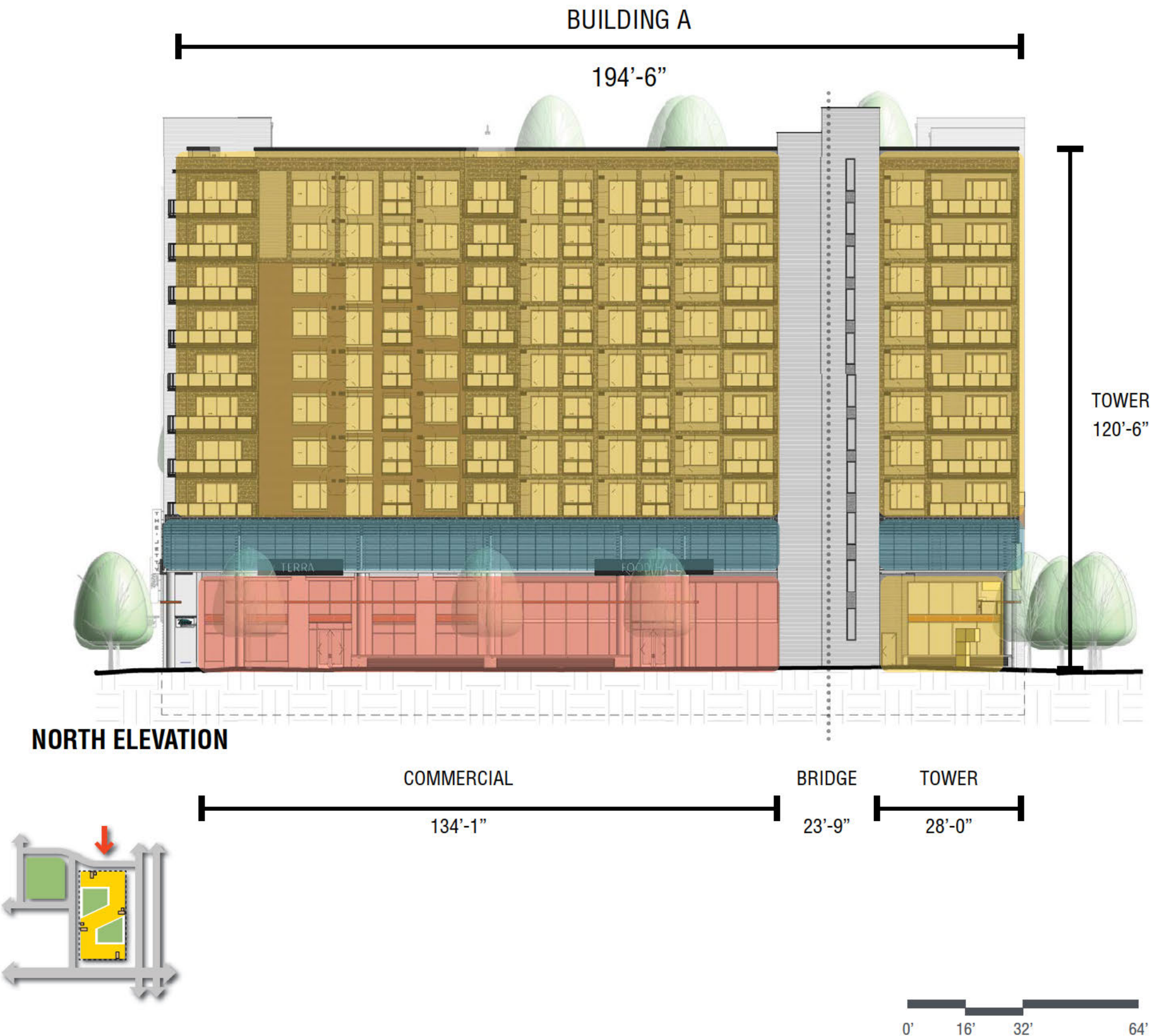
**21A.37.050.F** MAXIMUM LENGTH OF STREET FACING FACADE  
**21A.30.030.D** MAXIMUM BUILDING HEIGHT





# ELEVATION COMPLIANCE DIAGRAM | CODE & ZONING

21A.37.050.F MAXIMUM LENGTH OF STREET FACING FACADE



Standard (Code Section)	District			
	D-1	D-2	D-3	D-4
Ground floor use (%) (21A.37.050A1)		75		75 <sup>3</sup>
Ground floor use + visual interest (%) (21A.37.050A2)		60/25		
Building materials: ground floor (%) (21A.37.050B1)		80	70 <sup>2</sup>	
Building materials: upper floors (%) (21A.37.050B2)		50	70 <sup>2</sup>	
Glass: ground floor (%) (21A.37.050C1)	40/60 <sup>1</sup>	40	40	40
Glass: upper floors (%) (21A.37.050C2)		25		
Building entrances (feet) (21A.37.050D)		50		
Blank wall: maximum length (feet) (21A.37.050E)		15		
Street facing facade: maximum length (feet) (21A.37.050F)		200		
Upper floor step back (feet) (21A.37.050G)				
Lighting: exterior (21A.37.050H)		X		
Lighting: parking lot (21A.37.050I)		X		
Screening of mechanical equipment (21A.37.050J)		X		
Screening of service areas (21A.37.050K)		X		
Ground floor residential entrances (21A.37.050L)				
Parking garages or structures (21A.37.050M)		X		

- Notes:**
- 1. Minimum requirement is 60 percent when project is within the Main Street retail core.
  - 2. In the D-3 Zoning District this percentage applies to all sides of the building, not just the front or street facing facade.
  - 3. This percentage applies only as a requirement as noted in subsection 21A.30.045C7b of this title for projects that are seeking conditional height.



COMPLIANCE DIAGRAM | **CODE & ZONING**

BASE, MIDDLE, & TOP



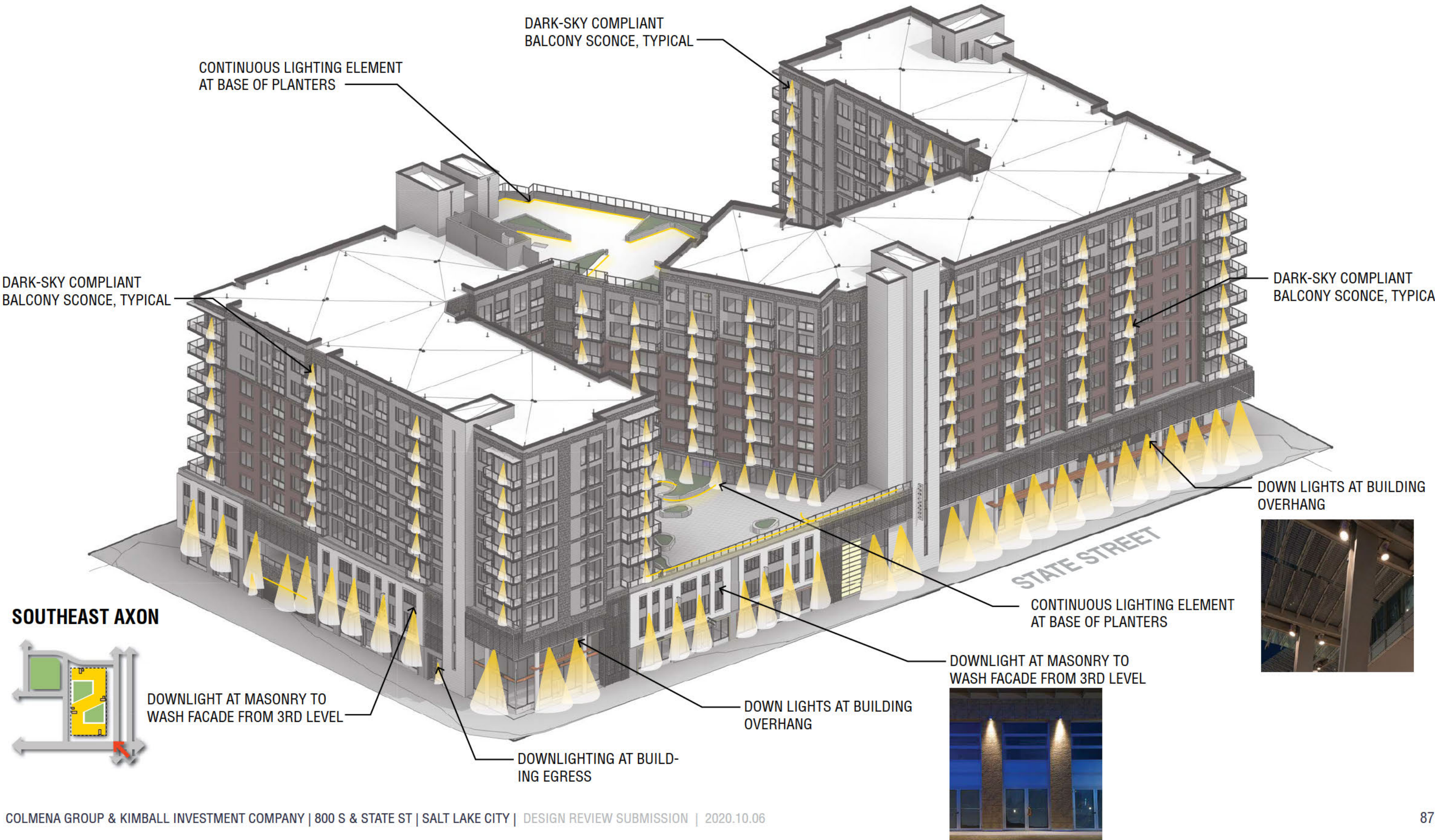


COMPLIANCE DIAGRAM | **CODE & ZONING**  
BASE, MIDDLE, & TOP



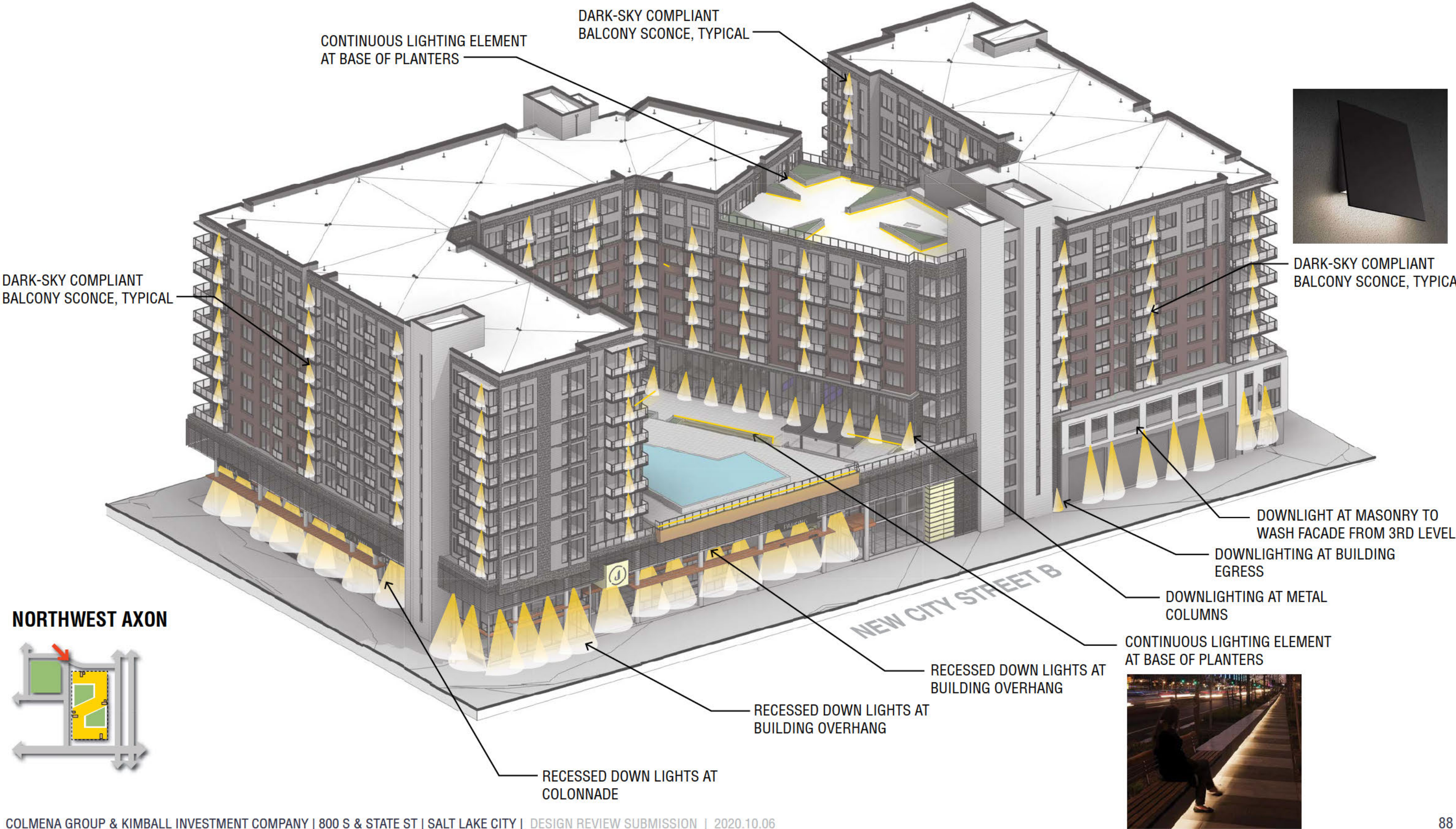


LIGHTING INTENT | **CODE & ZONING**  
21A.37.050.H EXTERIOR LIGHTING





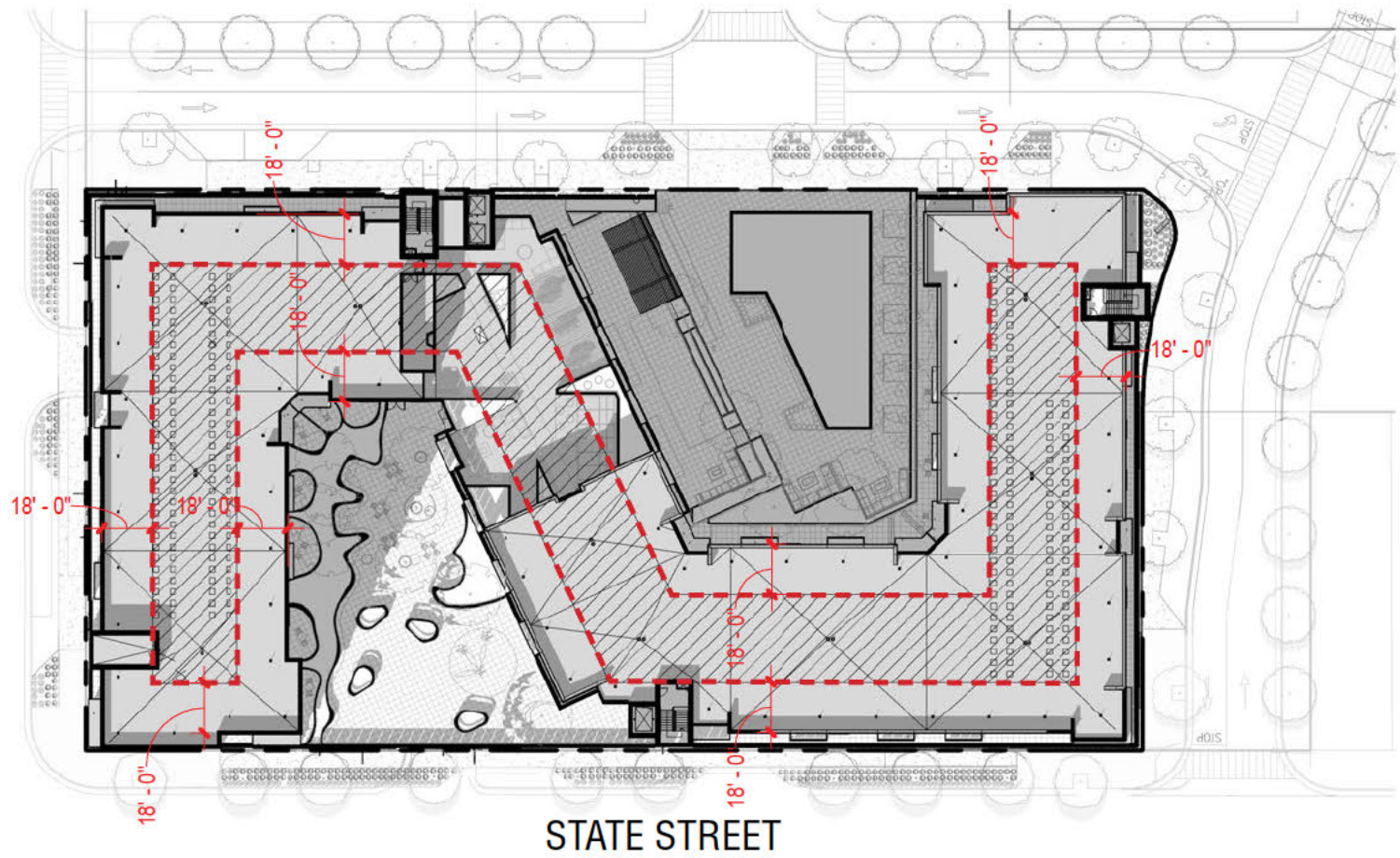
LIGHTING INTENT | **CODE & ZONING**  
21A.37.050.H EXTERIOR LIGHTING





ROOF EQUIPMENT VISIBILITY | **CODE & ZONING**

**21A.37.050.J** SCREENING OF MECHANICAL EQUIPMENT





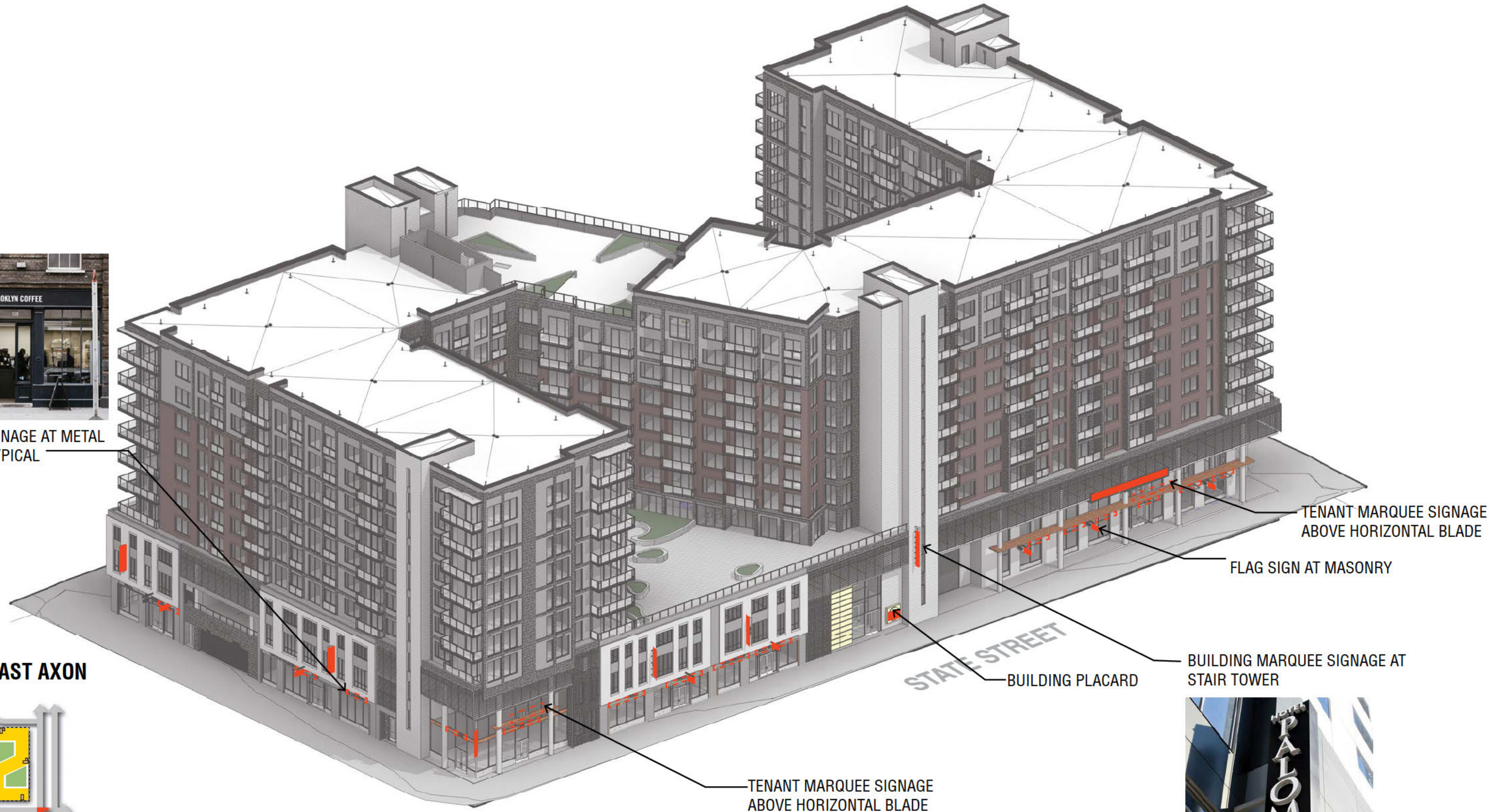
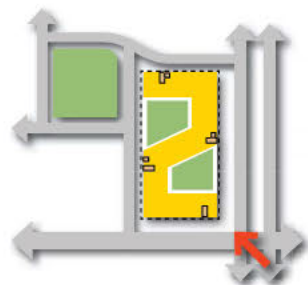
# SIGNAGE OPPORTUNITIES | CODE & ZONING

21A.46.110.B SIGN REGULATIONS FOR THE D-2 DISTRICT



TENANT SIGNAGE AT METAL RETURN, TYPICAL

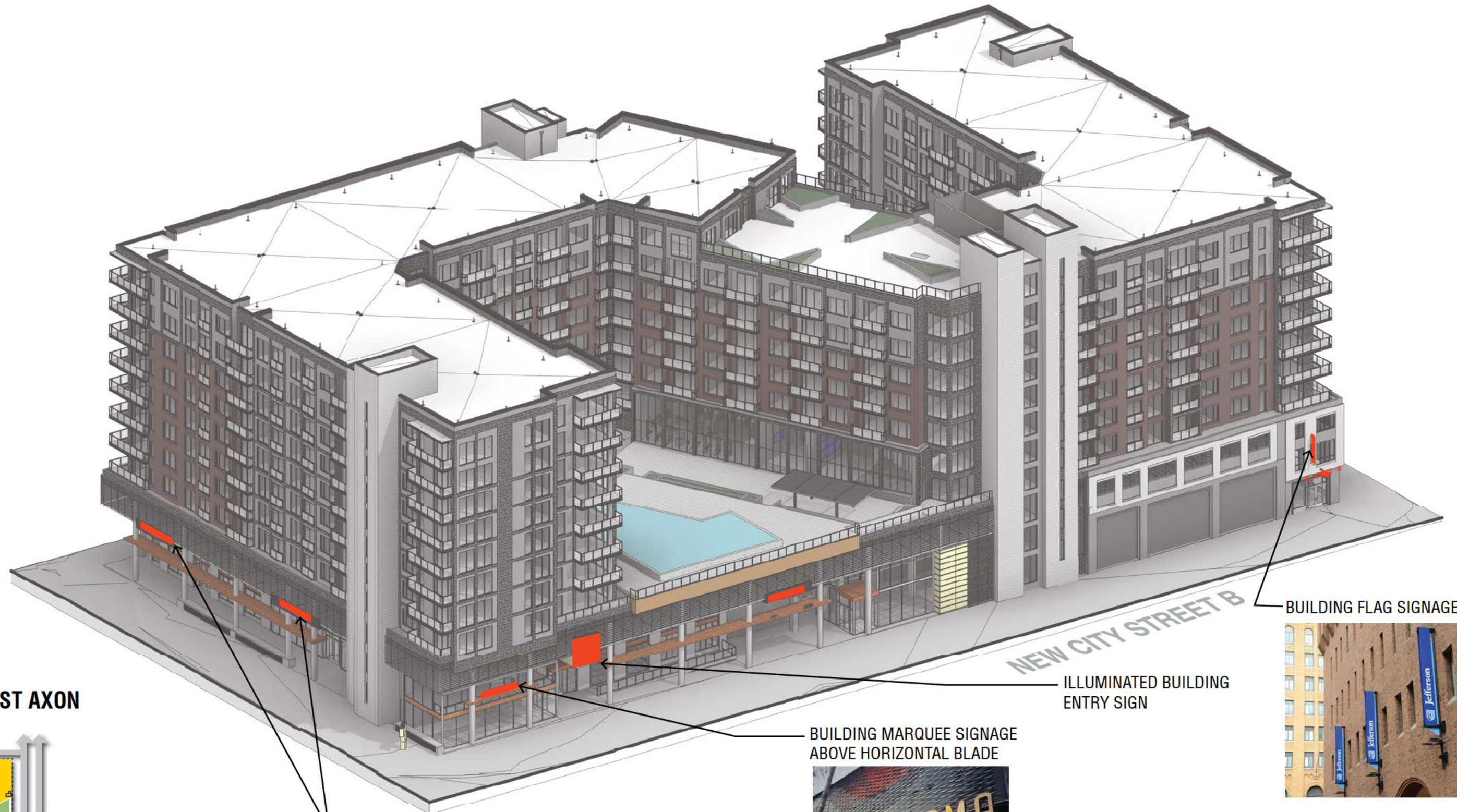
## SOUTHEAST AXON





# SIGNAGE OPPORTUNITIES | **CODE & ZONING**

**21A.46.110.B** SIGN REGULATIONS FOR THE D-2 DISTRICT



BUILDING FLAG SIGNAGE



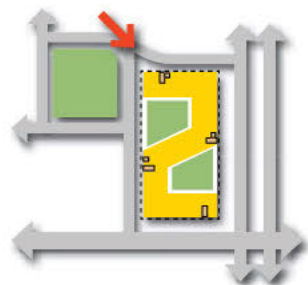
ILLUMINATED BUILDING ENTRY SIGN

BUILDING MARQUEE SIGNAGE ABOVE HORIZONTAL BLADE



TENANT MARQUEE SIGNAGE AT PLINTH

**NORTHWEST AXON**





SLC 21A.37 Design Standards Compatibility/Compliance

<p><b><u>A. Ground Floor Use and Visual Interest</u></b></p> <p>This standard's purpose is to increase the amount of active uses and/or visual interest on the ground floor of a building. There are two (2) options for achieving this, one dealing solely with the amount of ground floor use, and the other combining a lesser amount of ground floor use with increased visual interest in the building facade's design.</p> <p>1. <b>Ground Floor Use Only:</b> This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum portion of the length of any street facing building facade according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. All portions of such ground floor spaces shall extend a <b>minimum of twenty-five feet (25') into the building</b>. Parking may be located behind these spaces.</p> <p>a. For single-family attached uses, the required use depth may be reduced to ten feet (10').</p> <p>b. For single-family or two-family uses, garages occupying up to fifty percent (50%) of the width of the ground floor building facade are exempt from this requirement.</p> <p>c. For all other uses, vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such <b>accessways shall not exceed thirty feet (30') in width</b>. Individual dwelling unit garages do not qualify for this exemption.</p> <p>2. <b>Ground Floor Use And Visual Interest:</b> This option allows for some flexibility in the amount of required ground floor use, but in return requires additional design requirements for the purpose of creating increased visual interest and pedestrian activity where the lower levels of buildings face streets or sidewalks. An applicant utilizing this option <u>must proceed through the design review process</u> for review of the project for determination of the project's compliance with those standards, and in addition, whether it contributes to increased visual interest through a combination of increased building material variety, architectural features, facade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.</p>	<p>1. Ground floor use: The proposed development takes advantage of most of the ground level interaction to the street by creating an interesting storefront interaction that engages the sidewalk with multiple uses including retail storefronts, colonnades with active seating opportunities, and entry porches to the live- work units.</p> <ul style="list-style-type: none"><li>▪ All ground floor uses have a minimum depth of 25' -0"</li><li>▪ Accessways (to service bay and garage entry) are a max. width of 30'-0"</li><li>▪ The retail parking is connected to the public sidewalks at several portals to the building to facilitate the flow to the retail/commercial spaces as well as the live-work units.</li><li>▪ Signage, way finding, and street entourage (seating areas, planter boxes, etc.), are planned to energize the neighborhood experience.</li></ul> <p>2. Visual Interest: The base of the building creates a plinth from the ground level up to the bottom of the 4<sup>th</sup> level amenities spaces. Forming an interesting and energized pedestrian scale, the plinth reinforces the engagement of the building with the street. We are proposing rich materials inclusive of brick masonry, exposed form-lined concrete panels, and transparent storefront windows with many façade changes along the building front to increase the pedestrian interaction with the building.</p>
<p><b><u>B. Building Materials:</u></b></p> <p>1. Ground Floor Building Materials: Other than windows and doors, a minimum amount of the ground floor facade's wall area of any street facing facade shall be clad in durable materials according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor facade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.</p> <p>2. Upper Floor Building Materials: Floors above the ground floor level shall include durable materials on a minimum amount of any street facing building facade of those additional floors according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. Windows and doors are not included in that minimum amount. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the upper floor of a structure.</p>	<p>1. Ground Floor Materials: consist of predominantly brick masonry, textured concrete, and insulated metal panels. To provide more of an open, transparent, and welcoming feel, the retail and the residential common areas (lobbies &amp; leasing) will be tall storefront (aluminum/glass).</p> <p>2. Upper floors will consist of metal panels as well as fiber cement panels and to help ground the building and the use of brick masonry for the residential units will continue above the podium level as major elements and as accents.</p>
<p><b><u>C. Glass:</u></b></p> <p>A. Ground Floor Glass: The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum amount of glass, or within a specified percentage range, between three feet (3') and eight feet (8') above grade according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5'), excluding any glass etching and window signs when installed and permitted in</p>	<p>A. The porosity of the building at the ground levels (1<sup>st</sup> and 2<sup>nd</sup> levels) is intended to increase the visibility of the inside with the goal of bringing the inside out and vice versa. The percentage amount of glazing of the ground floor will be a minimum of 40% as required.</p>



# DESIGN STANDARDS COMPLIANCE | CODE & ZONING

<p>accordance with chapter 21A.46, "Signs", of this title. The Planning Director may approve a modification to ground floor glass requirements if the Planning Director finds:</p> <ol style="list-style-type: none"><li>The requirement would negatively affect the historic character of an existing building.</li><li>The requirement would negatively affect the structural stability of an existing building; or</li><li>The ground level of the building is occupied by residential uses that face the street; in which case the specified minimum glass requirement may be reduced by fifteen percent (15%).</li></ol> <p>B. Upper Floor Glass: Above the first floor of any multi-story building, the surface area of the facade of each floor facing a street must contain a minimum amount of glass according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter.</p>	<p>B. The upper level window wall has a more residential feel, with the articulation of rich punched windows to increase the interest of the building in the upper levels. The percentage amount of glazing on the upper floors will be a minimum of 25%.</p>
<p><b><u>D. Building Entrances:</u></b></p> <p>At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required, at a minimum, at each specified length of street facing building facade according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a forty-five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.</p>	<p>Building entrances are located on all sides of the building (facing all surrounding streets). All entry locations are located on the edge of the property line just inside of the public right of way, which allows direct interaction with the street level. Building entries are dispersed along façade based on the intent of the zoning required spacing but based on programmatic needs in select locations (D-2 zone requires a max distance of 50').</p> <p>A service entry is provided along the west side of the building aligned with the street in front of the future park. The service yard inside the building will act as a one-way alley that disembarks on State Street with a right-out only connection for service vehicles.</p>
<p><b><u>E. Maximum Length of Blank Wall</u></b></p> <p>The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be as specified according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either <u>recessed a minimum of twelve inches (12")</u> or <u>projected a minimum of twelve inches (12")</u>.</p>	<p><b>D-2 Zone, max 15'</b> Street level wall planes allow for a variety of depths (patios/entry/driveway). The use of masonry pilasters also provides play of the façade depth horizontally on the building.</p> <p>For the articulation of entry portals and service yards gates, we are proposing art gates inspired by local artists in the community.</p>
<p><b><u>F. Maximum Length Of Street Facing Facades</u></b></p> <p>No street facing building wall may be longer than specified along a street line according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. A minimum of twenty feet (20') is required between separate buildings when multiple buildings are placed on a single parcel according to subsection <a href="#">21A.36.010B</a>, "One Principal Building Per Lot", of this title. The space between buildings shall include a pedestrian walkway at least five feet (5') wide. <b>D-2 Zone: 200' max</b></p>	<p><b>D-2 Zone max 200'</b> The max length of a continuous wall (without a break in massing) is less than 200' (set at 196').</p> <p>The building façade is broken in elements encouraged by this design standard to help us break the building (horizontal and vertical) mass as well as to allow us to articulate a façade that has the impression of being several buildings. Live/work units to the south of the building maintain a distinct aesthetic from the more typical retail functions of the north section. In addition, we are introducing a through-street that will service as a service alley that will be secured with a recessed decorative metal gate.</p>



<p><b><u>G. Upper Floor Step Back</u></b></p> <p>1. For street facing facades the first full floor, and all additional floors, above thirty feet (30') in height from average finished grade shall be stepped back a minimum horizontal distance from the front line of building, according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter. An alternative to this street facing façade step back requirement may be utilized for buildings limited to forty five feet (45') or less in height by the zoning ordinance: those buildings may provide a four foot (4') minimum depth canopy, roof structure, or balcony that extends from the face of the building toward the street at a height of between twelve feet (12') and fifteen feet (15') above the adjacent sidewalk. Such extension(s) shall extend horizontally parallel to the street for a minimum of fifty percent (50%) of the face of the building and may encroach into a setback as permitted per section <a href="#">21A.36.020</a>, table 21A.36.020B, "Obstructions In Required Yards", of this title.</p> <p>2. For facades facing single- or two-family residential districts, a public trail or public open space the first full floor, and all additional floors, above thirty feet (30') in height from average finished grade shall be stepped back a minimum horizontal distance from the corresponding required yard setback (building line) according to section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter.</p>	<p>This design standard is not applicable at the project location. However, note that the building façade is articulating Upper Floor Step Backs to create interest to the building bulk and mass.</p>
<p><b><u>H. Exterior Lighting</u></b></p> <p>All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.</p>	<p>Exterior lighting will comply with D2 general regulations accentuating the safety of the pedestrian activity around the building and will be careful to maintain the night sky in the context of upper deck amenities. Photometric will be provided during the review process.</p>
<p><b><u>I. Parking Lot Lighting</u></b></p> <p>If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.</p>	<p>All parking garages will be screened from street view. Clear signage and wayfinding will be provided to easily identify the parking garage entries.</p>
<p><b><u>J. Screening Of Mechanical Equipment</u></b></p> <p>All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of siting include on the roof, enclosed or otherwise integrated into the architectural design of the building, or in a rear or side yard area subject to yard location restrictions found in section <a href="#">21A.36.020</a>, table 21A.36.020B, "Obstructions In Required Yards", of this title.</p>	<p>All mechanical equipment is located on the rooftop and are screened from view. Utilities on street level are located behind gates and screened from view.</p>
<p><b><u>K. Screening Of Service Areas</u></b></p> <p><b>Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view.</b> All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened, and in the case of fences and/or masonry walls the height shall not exceed eight feet (8'). Dumpsters must be located a minimum of twenty-five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.</p>	<p>A dedicated and centralized service yard is in the middle of the building acting as an internal alley way. This enclosed service yard will serve both commercial and residential uses (trash, deliveries, move-in, maintenance). The enclosed service yard independently accessed through artistically inspired gates, is planned as one-way traffic, and will be protected, screened, and controlled.</p>
<p><b><u>L. Ground Floor Residential Entrances For Single-Family Dwellings</u></b></p> <p>For the zoning districts listed in section <a href="#">21A.37.060</a>, table 21A.37.060 of this chapter all attached single-family dwellings, townhomes, row houses, and other similar single-family housing types located on the ground floor shall have a <b>primary entrance facing the street</b> for each unit adjacent to a street. Units may have a primary entrance located on a courtyard, mid-block walkway, or other similar area if the street facing facades also have a primary entrance.</p>	<p>(not applicable)</p>



<p><b><u>M. Parking Garages or Structures</u></b></p> <p>The following standards shall apply to parking garages or structures whether stand alone or incorporated into a building:</p> <ol style="list-style-type: none"><li>1. Parking structures shall have an <u>external skin designed</u> to improve visual character when adjacent to a public street or other public space. Examples include heavy gauge metal screen, precast concrete panels; live green or landscaped walls, laminated or safety glass, decorative photovoltaic panels or match the building materials and character of the principal use. The planning director may approve other decorative materials not listed if the materials are in keeping with the decorative nature of the parking structure.</li><li>2. The architectural design of the facades should express the internal function of the structure. Facade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail or public open space.</li><li>3. <u>Internal circulation</u> must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.</li><li>4. Elevator and stairs shall be <u>highlighted architecturally</u> so visitors, internally and externally, can easily access these entry points.</li><li>5. <u>Signage and wayfinding</u> shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structures entrances shall be clearly signed from public streets.</li><li>6. Interior garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white stained ceilings are a good strategy to control light levels on site while improving energy efficiency.</li><li>7. Where a <u>driveway crosses a public sidewalk</u>, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.</li><li>8. The street level facing facades of all parking structures <u>shall be wrapped along</u> all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.</li><li>9. Parking structures shall be designed to minimize vehicle noise and odors on the public realm. <u>Venting and fan locations shall not be located next to public spaces</u> and shall be located as far as possible from adjacent residential land uses.</li></ol>	<ol style="list-style-type: none"><li>1. The garage level 3, the only garage level that comes to the edge of the building, is proposed to be screened as an integral part of the overall architectural concept. It creates a horizontal base/plinth for the residential massing located above (level 4-11).</li><li>2. The screen conceals all vehicular parking spaces, and parking level lighting, as well allows ventilation of the garage and no sloped surfaces shall be visible from the street.</li><li>3. All ramping occurs internally. All garage circulation is internalized</li><li>4. All elevator and stair cores occur along the perimeter of the building and become an identifiable element of the building structure connecting all levels of the building.</li><li>5. Potential locations of building signage are positioned throughout the perimeter of the building (see signage diagram).</li><li>6. Interior garage lighting will be controlled by its intensity as well as by the screening along the perimeter, to prevent glare to the outside.</li><li>7. Driveways that intersect public sidewalks will be clearly marked with distinct colors and patterns and separated by bollards (with integral down-lighting). Driveways will also be raised to the same height as the sidewalks</li><li>8. All street level facades are wrapped by habitable uses (live/work) and public common areas (lobby, lounges, etc.)</li><li>9. All garage levels are naturally and mechanically ventilated as required. The location of air intake for ventilation is on the ground level and exhaust is on the third level perimeter far away from public spaces and placed to prevent short circuiting of the system.</li></ol>
<p><b><u>N. Residential Character In RB District</u></b></p> <ol style="list-style-type: none"><li>1. All roofs shall be pitched and of a hip or gable design except additions or expansions to existing buildings may be of the same roof design as the original building.</li><li>2. The remodeling of residential buildings for retail or office use shall be allowed only if the residential character of the exterior is maintained.</li><li>3. The front building elevation shall contain no more than fifty percent (50%) glass.</li><li>4. Signs shall conform with special sign regulations of chapter 21A.46, "Signs", of this title.</li><li>5. Building orientation shall be to the front or corner side yard; and</li><li>6. Building additions shall consist of materials, color and exterior building design consistent with the existing structure, unless the entire structure is resurfaced.</li></ol>	<p>RB (Residential Business) (not applicable)</p>
<p><b><u>O. Primary Entrance Design In SNB District</u></b></p> <p>Primary entrance design shall consist of at least two (2) of the following design elements at the primary entrance, so that the primary entrance is architecturally prominent and clearly visible from the abutting street.</p> <ol style="list-style-type: none"><li>1. Architectural details such as arches, friezes, tile work, canopies, or awnings.</li><li>2. Integral planters or wing walls that incorporate landscape or seating.</li><li>3. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, or decorative pedestal lights.</li><li>4. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches (8") or architectural or decorative columns.</li><li>5. Recessed entrances that include a minimum step back of two feet (2') from the primary facade and that include glass on the sidewalls. (Ord. 14-19, 2019: Ord. 12-17, 2017)</li></ol>	<p>SNB (Small Neighborhood Business) (not applicable)</p>



# THE SITE

**Overview:**

The phase 1 Sears Block project will consist of site improvements, public road improvements and utility main improvements located at the northwest corner of State Street and 800 South. The site will consist of 1.74 acres which will be almost entirely building. There will also be approximately 1 acre of new public roads, 60 foot road right of way, along the North and West sides of the proposed site. The new public roads will also include water main extensions and some sewer main and storm drain extensions. There will also be a storm drain main extension from the intersection of 700 South and Main Street to the site.

**Site Improvements:**

The proposed building footprint will cover the entire site except for some concrete sidewalk work adjacent to the building, where the building is set back slightly from the property line.

**Public Road Improvements:**

There will be two 66 foot road right of way roads as part of this project. The road running east-west, from State Street, along the north portion of the site will be approximately 280 feet in length. The proposed cross section of the streets is 24 feet of asphalt, 2.5 feet of curb and gutter on each side of the road and the remaining 31 feet will be mostly concrete sidewalk with some sidewalk areas being a more “decorative or distinct” surface. As part of the road improvements, street trees, street signs, pavement markings, ADA ramps and street lights will all be required. The road running North-South, from 800 South Street, along the west portion of the site will be approximately 450 feet in length.

State Street and 800 South road improvements. These two roads are existing and border the site on the east and south sides. On State Street there will be existing drive approaches that will need to

be removed and new curb & gutter and sidewalk installed. All this work will need to be done per UDOT standards and an encroachment permit will be required from UDOT. There will be one new drive approach from State Street and the new public road running along the north side of the site will connect to State Street. It is anticipated that most of the existing sidewalk between existing curb and the site will need to be replaced due to damage during construction of the building. All existing street signs, street lights, utility structures, etc... along State Street will need to be protected/replaced and or relocated as part of this project. 800 South borders the site on the south. There will be one drive approach installed and the new public road running along the west side of the site will connect to 800 South. All work in 800 South will be per Salt Lake City/APWA Standards and Specifications. A permit will be required from SLC Engineering for all work in the road right of way. It is



anticipated that most of the existing sidewalk between existing curb and the site will need to be replaced due to damage during construction of the building. All existing street signs, street lights, utility structures, etc... along 800 South will need to be protected/replaced and or relocated as part of this project.

## **Utility Improvements:**

Utility stubs to the building will consist of two, 8" fire protection lines from an upsized water main in state street. A gate valve on the main, separating the two 8" laterals will be required. It is anticipated that a 6" culinary water lateral, with meter and meter vault will be required. It is anticipated that four 8" sewer laterals will be required. Two of these laterals will require a new sewer manhole installation on an existing main. One will be from an existing sewer manhole and one will be from a sewer main extension that is part of this project and discussed below.

All roof storm water runoff will be collected and discharged to a storm drain lateral provided on the West side of the site that will direct storm water to a regional detention area. The regional storm water detention area is proposed to be an underground storm tech system located just west of the site and the storm water treatment device will also be located there.

## **Utility Main Improvements:**

Water, sewer and storm drain main improvements will be required with this project. Water Mains in State Street and 800 South are existing 6" mains. Along the entire frontage of the property on both roads, it will be required to upsize these mains to 12". All road cuts and repairs, gate valves, thrust block and traffic control needed to complete this work should be included. For the new public roads, an 8" water main will be provided, including fire hydrants.

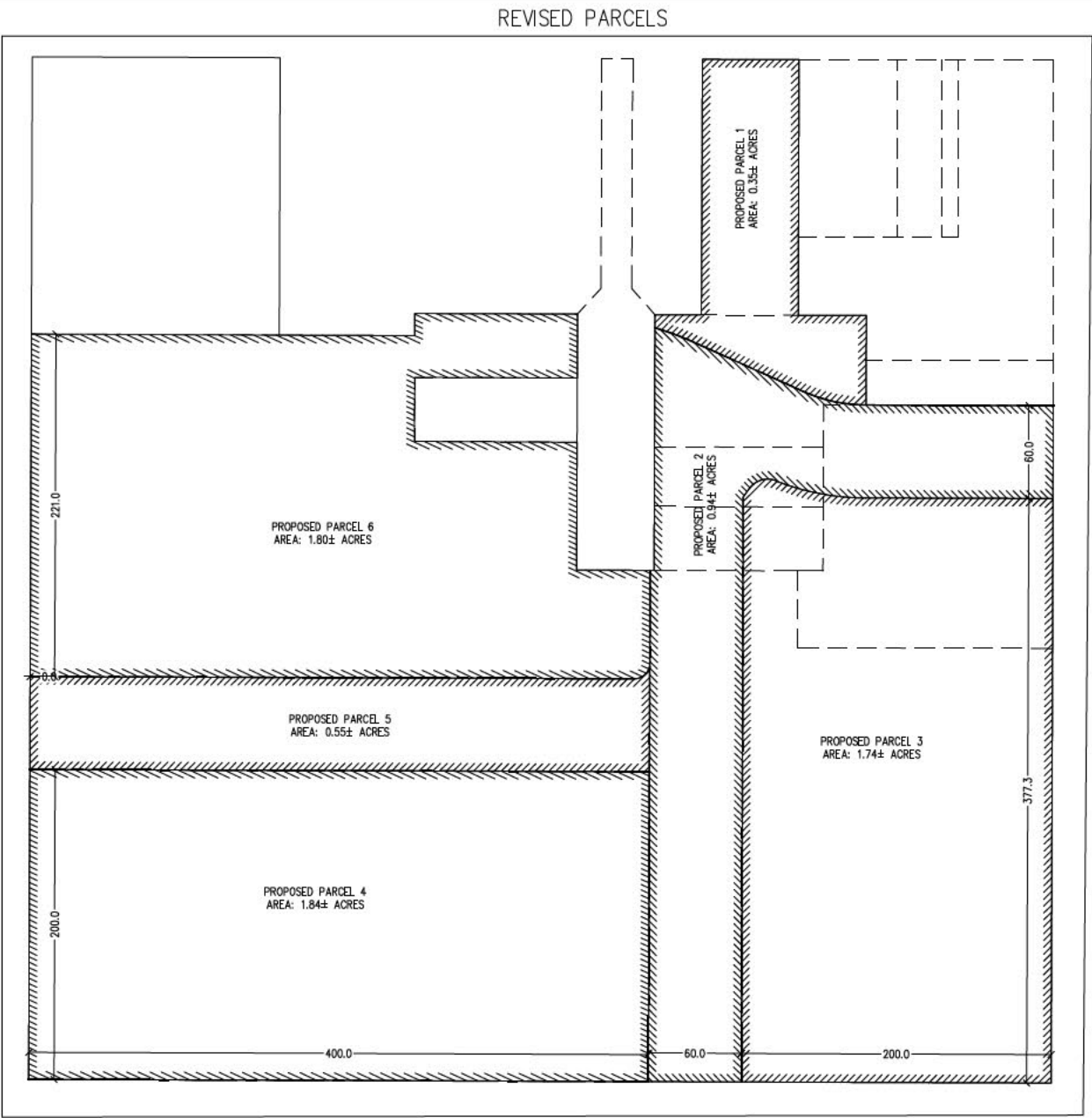
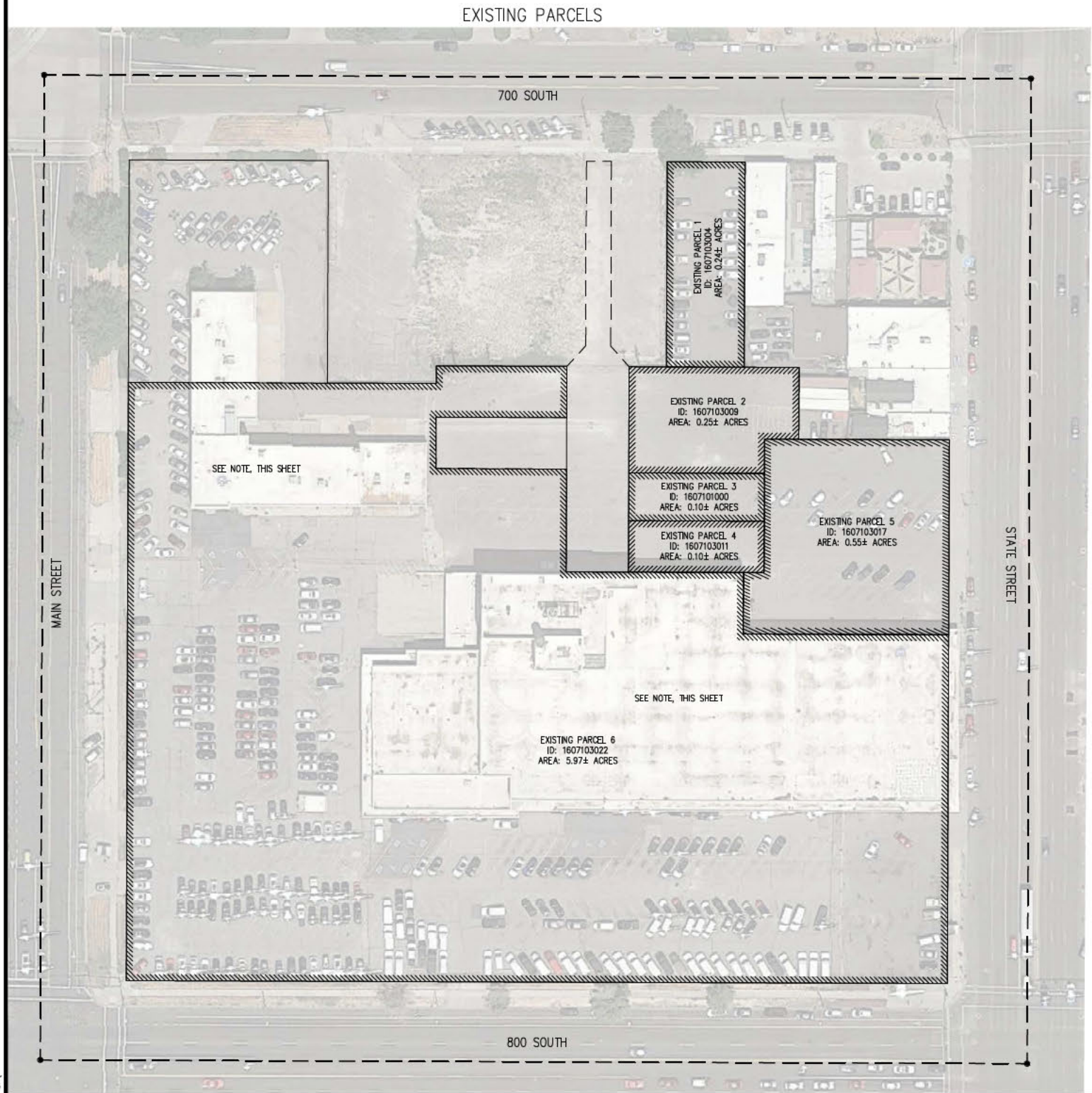
Sewer Main improvements will consist of a new 8" sewer main

running from 800 South, north the majority of the length of the new road. This sewer main will service the proposed building as well as future development to the west of this site. This should include all piping, manholes, laterals and backfill material required to complete this work.

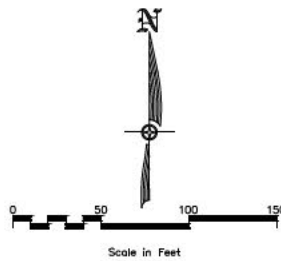
Storm Drain Main improvements will consist of running an 18" RCP pipe from the intersection of 800 South and Main Street, running North in Main Street for approximately 285 feet and then East for approximately 305 feet. It will be required to provide a new storm drain manhole at an existing 30" storm drain main in 800 South and replacing one storm drain structure at that same intersection. Additional manholes will be provided to accommodate future improvements. All road cuts and repairs, storm drain structures, piping, backfill material and traffic control needed to complete this work should be included. At the connection points of the new

roads to State Street and 800 South, both have some storm drain main improvements required to collect storm water runoff from the road.





NOTE:  
AS PART OF PARCEL ADJUSTMENT, DEMOLITION OF THE TWO EXISTING SEARS BUILDINGS WILL BE REQUESTED.



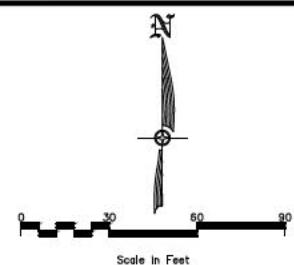
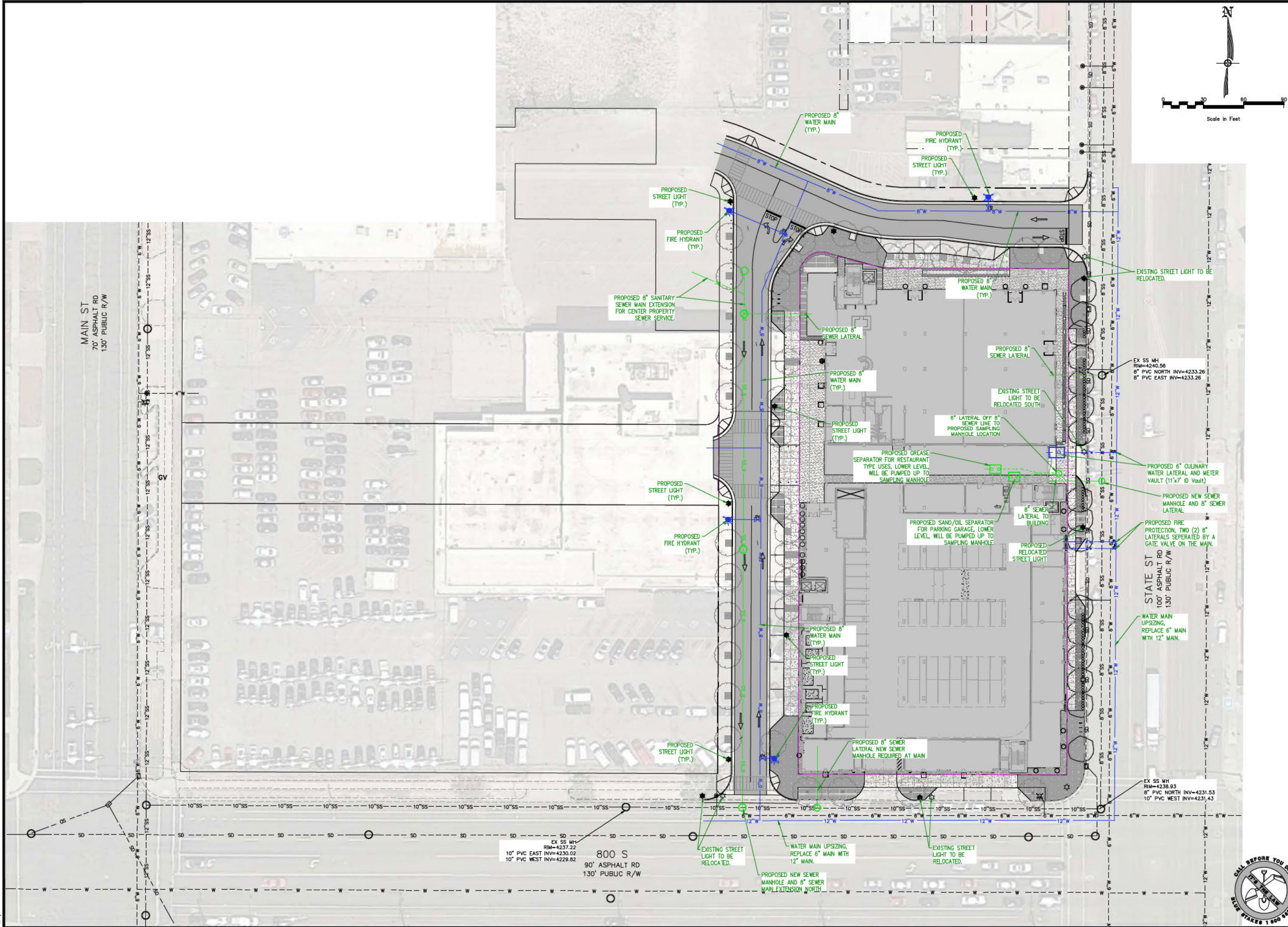












CIVIL ENGINEERING  
SURVEYING

3032 SOUTH 1030 WEST, SUITE 202  
SLC, Utah 84119 — 801-949-6296

DD SET — THE JETTY

750 SOUTH STATE STREET, SLC, UTAH

UTILITY PLAN

PROFESSIONAL ENGINEER  
SCOTT D. THORSEN  
No. 354291  
STATE OF UTAH

SHEET NO.		C3
PROJECT ID	DATE:	
K1019-01	10/06/20	
FILE NAME:	SCALE:	
PRJ-SLS	1"=30'	



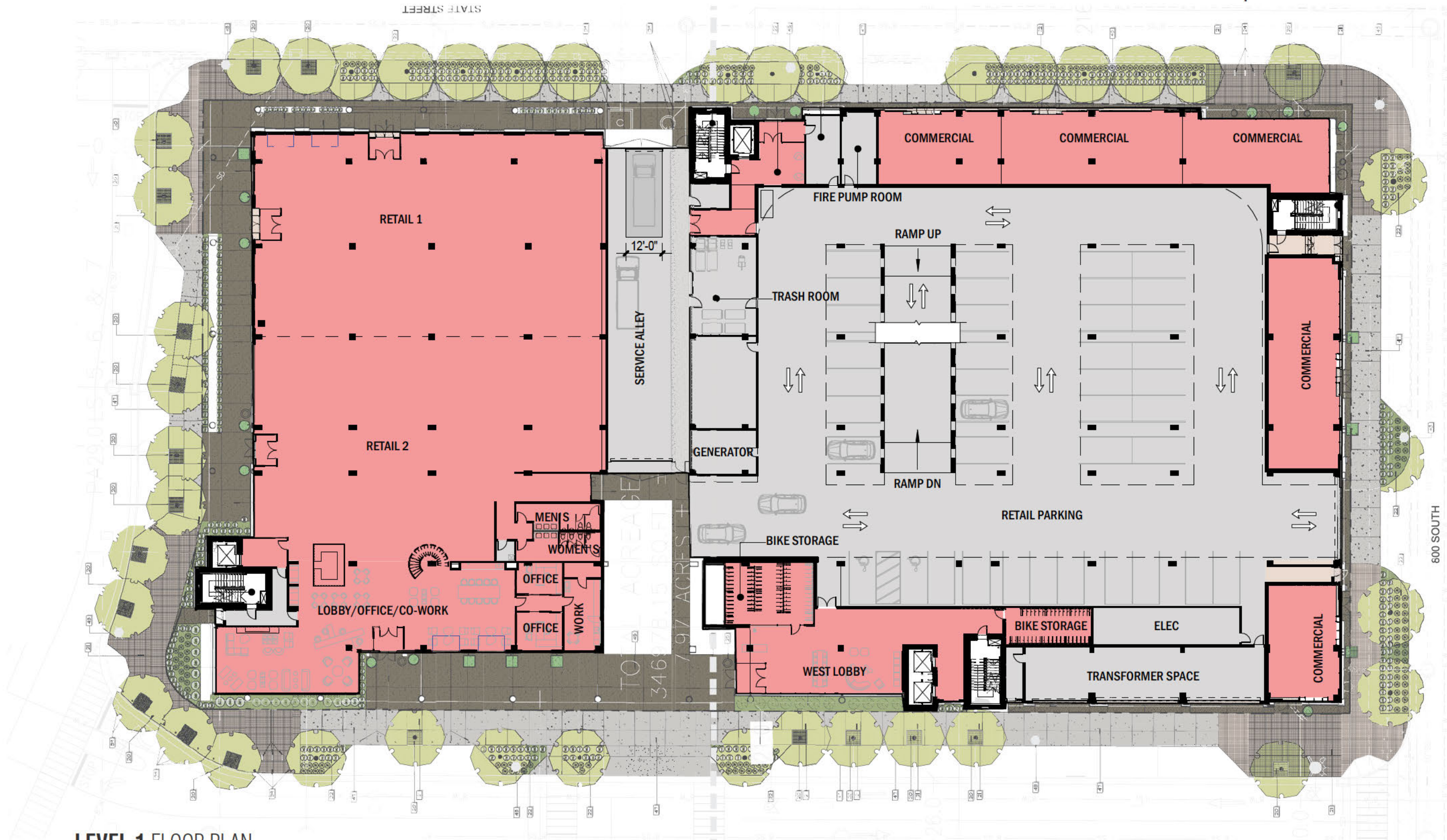


## **ATTACHMENT B: SITE PLAN**

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LEVEL 01 - FLOOR PLAN | BUILDING LAYOUT



LEVEL 1 FLOOR PLAN





## **ATTACHMENT C: BUILDING ELEVATIONS**

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# NORTHEAST PERSPECTIVE | EXTERIOR DESIGN











[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



## WEST PERSPECTIVE | EXTERIOR DESIGN



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



SOUTHWEST PERSPECTIVE | **EXTERIOR DESIGN**



[ Rendering modified as per Planning Commission comments on 09.30.2020 ]



## **ATTACHMENT D: EXTERIOR BUILDING MATERIALS**



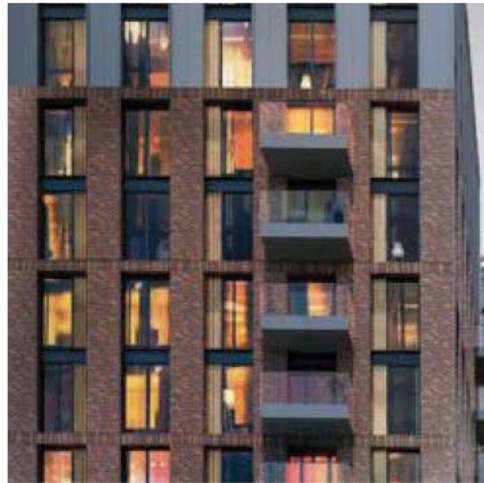
# MATERIAL PALETTE | EXTERIOR DESIGN



EXPOSED CONCRETE  
STRUCTURAL CORE CAST  
IN PLACE WITH TEXTURED  
FORM-LINER



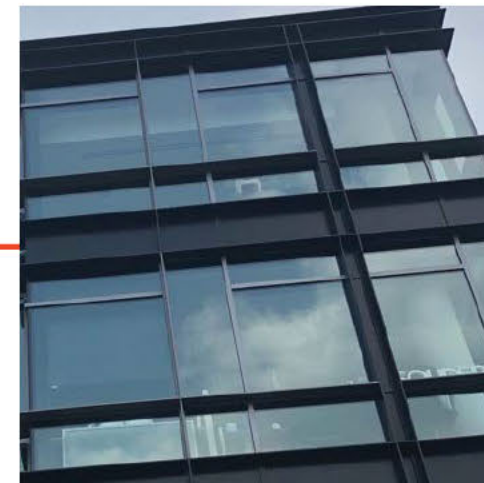
LIGHT GRAY COLOR  
MODULAR BRICK  
MASONRY OVER PAINTED  
STOREFRONT



TERRA-COTTA COLOR  
THIN BRICK MASONRY



PAINTED STEEL C-CHANNEL  
SUPPORT AT BALCONY  
PERIMETER WITH MESH  
PANEL GUARDRAIL



DARK METAL PANEL  
W/ INTEGRAL REVEALS

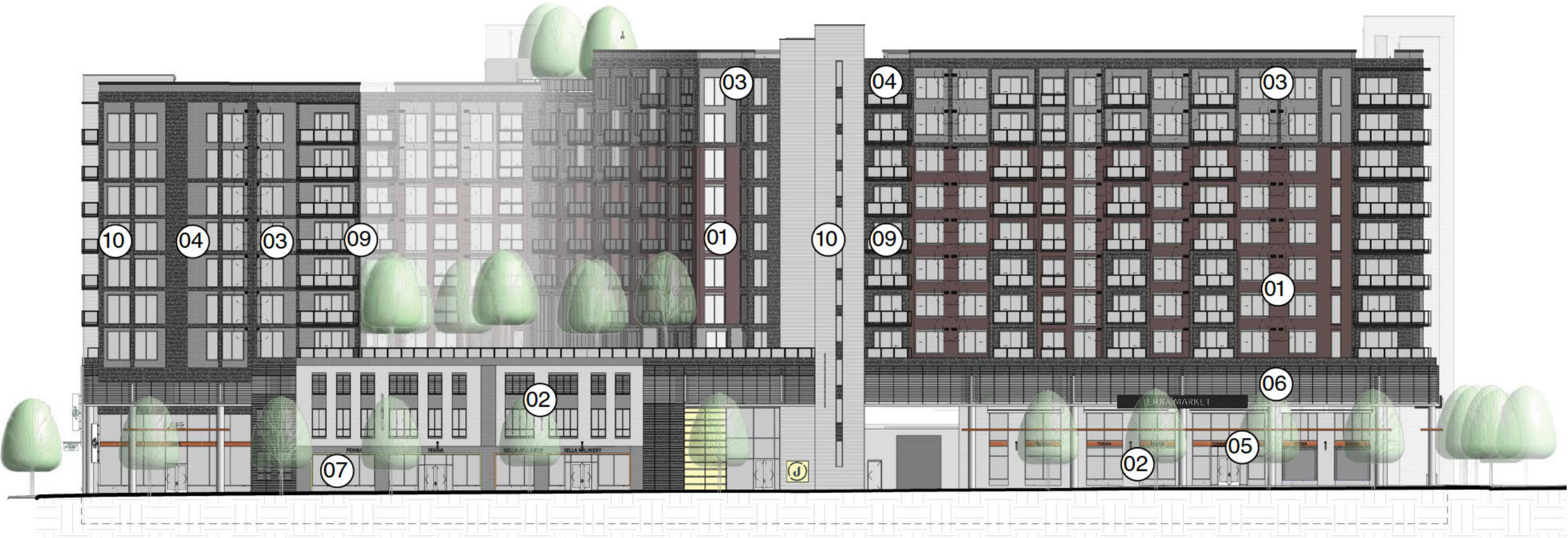


PAINTED CORRUGATED PERFORATED  
METAL PARKING GARAGE SCREEN

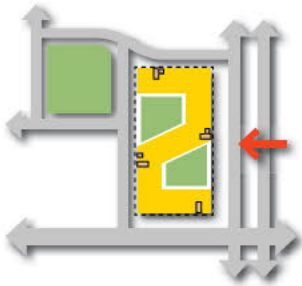


LIGHT WITH STOREFRONT  
GLAZING



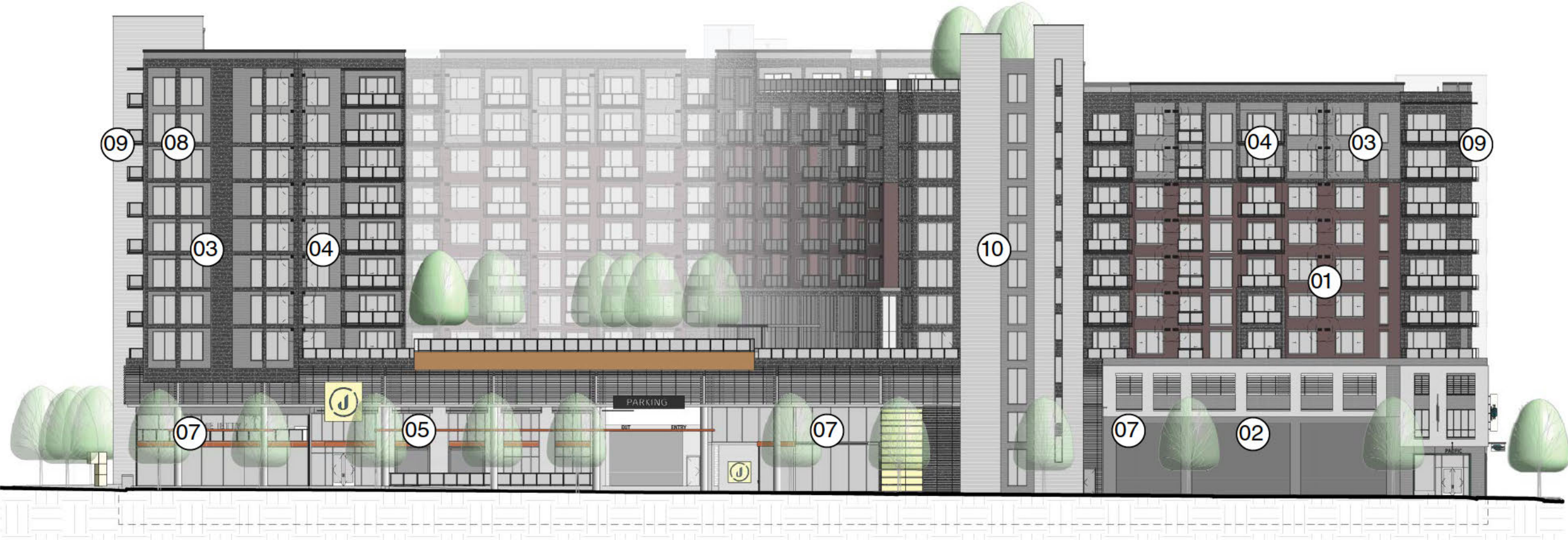


EAST ELEVATION (STATE STREET)

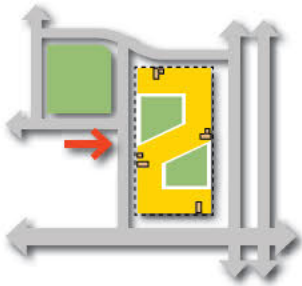


01 TERRA COTTA MASONRY	04 GRAY METAL PANEL	07 DARK ALUMINUM STOREFRONT	10 FORM-LINER TEXTURED CONCRETE CORES
02 LIGHT GRAY MASONRY	05 ACCENT COLOR METAL FASCIA	08 ALUMINUM WINDOW SYSTEM	
03 DARK GRAY METAL PANEL	06 PAINTED CORRUGATED PERFORATED METAL SCREEN	09 BALCONY WITH MESH PANEL GUARDRAIL	





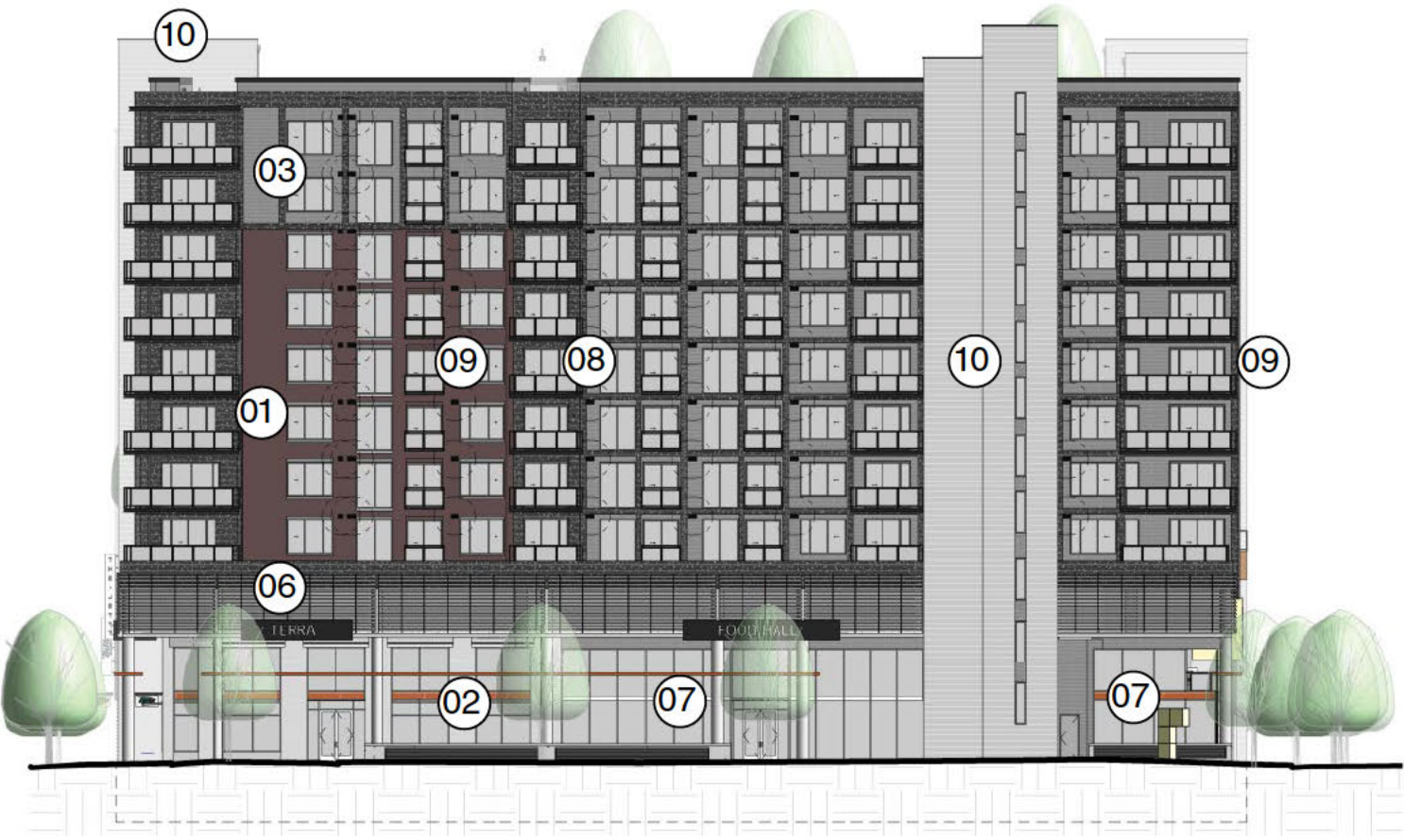
WEST ELEVATION (NEW STREET B)



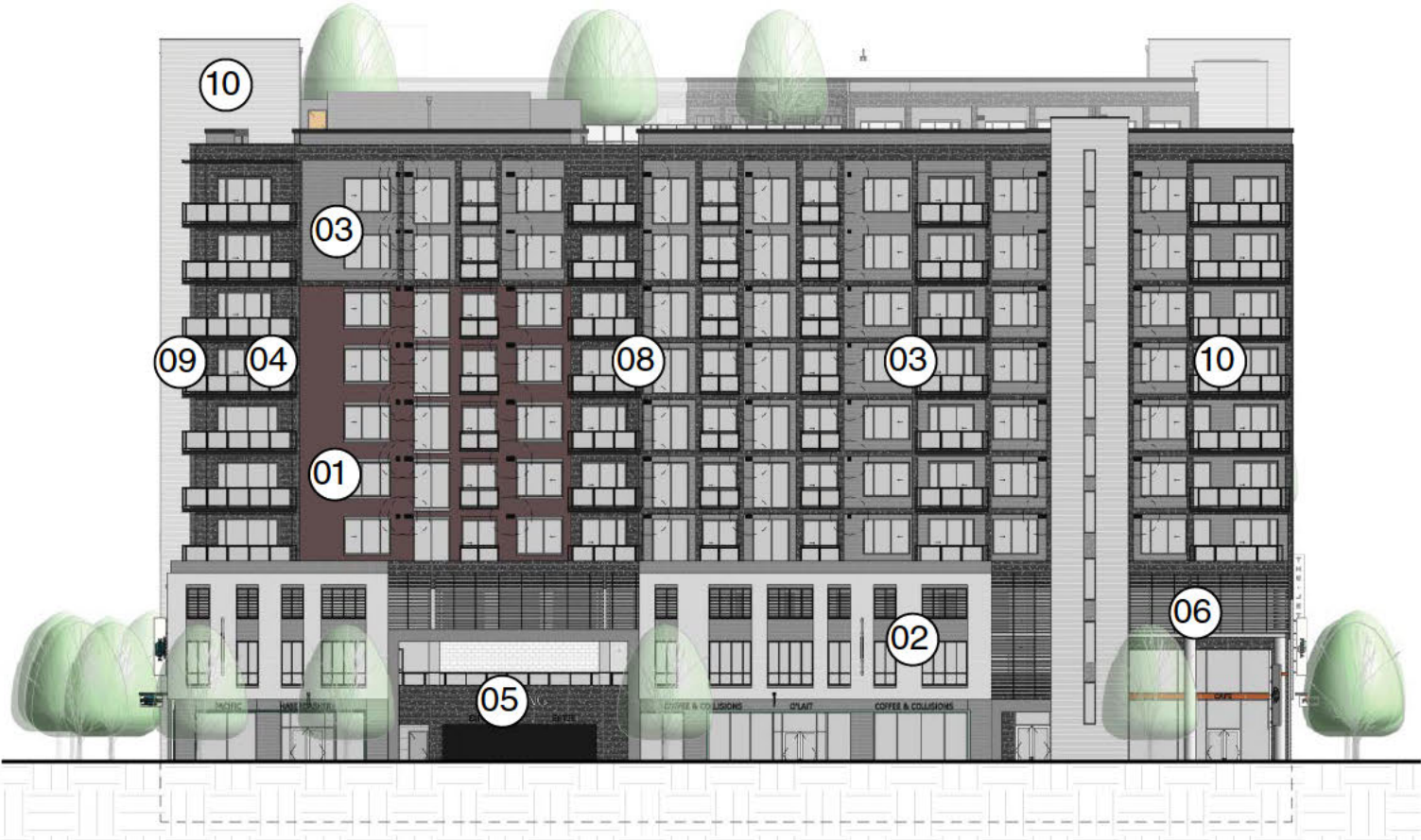
01 TERRA COTTA MASONRY	04 GRAY METAL PANEL	07 DARK ALUMINUM STOREFRONT	10 FORM-LINER TEXTURED CONCRETE CORES
02 LIGHT GRAY MASONRY	05 ACCENT COLOR METAL FASCIA	08 ALUMINUM WINDOW SYSTEM	
03 DARK GRAY METAL PANEL	06 PAINTED CORRUGATED PERFORATED METAL SCREEN	09 BALCONY WITH MESH PANEL GUARDRAIL	



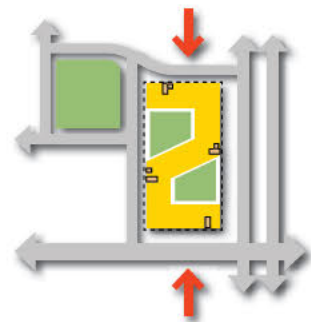
# NORTH & SOUTH ELEVATIONS | EXTERIOR DESIGN



NORTH ELEVATION (NEW STREET A)



SOUTH ELEVATION (800 SOUTH)



01 TERRA COTTA MASONRY	04 GRAY METAL PANEL	07 DARK ALUMINUM STOREFRONT	10 FORM-LINER TEXTURED CONCRETE CORES
02 LIGHT GRAY MASONRY	05 ACCENT COLOR METAL FASCIA	08 ALUMINUM WINDOW SYSTEM	
03 DARK GRAY METAL PANEL	06 PAINTED CORRUGATED PERFORATED METAL SCREEN	09 BALCONY WITH MESH PANEL GUARDRAIL	



## ATTACHMENT E: SITE PHOTOS

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*View of Site, North/West Perspective*



*View of Site, North/East Perspective from State Street*





*View of Site, South/West Perspective from 800 South*



*View of Site, South/East Perspective from 800 South and State Street*



## ATTACHMENT F: D-2 ZONING STANDARDS ANALYSIS

### D-2 (Downtown Support District)

*Purpose Statement: The purpose of the D-2 Downtown Support Commercial District is to provide an area that fosters the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District. Development within the D-2 Downtown Support Commercial District is intended to be less intensive than that of the Central Business District, with high lot coverage and buildings placed close to the sidewalk. This district is appropriate in areas where supported by applicable master plans. Design standards are intended to promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape.*

Zoning Ordinance Standards for D-2 zone (21A.30.030)			
Standard	Requirement	Proposed	Finding
<b>Maximum Building Height</b>	65' (without Design Review); 120' (with Design Review)	120'	<b>Complies if Design Review is Approved</b>
<b>Front/Corner/Side/Rear Yard Setbacks</b>	No minimum setback except a minimum setback of 15'/25' when adjacent to a single or 2-family residential district. Maximum setback is 10'	Not adjacent to a residential zone, 1' setback proposed.	<b>Complies</b>
<b>Buffer Yard</b>	When adjacent to a residential district	Not adjacent to a residential district	<b>Complies</b>
<b>Minimum Lot Area/Width</b>	None required	N/A	<b>Complies</b>
<b>Mid-Block Walkway</b>	None identified on the Master Plan	N/A	<b>Complies</b>
<b>Ground Floor Uses</b>	Retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters or performing art facilities are required on the ground floor of structures facing State Street and 900 South.	Retail establishments are proposed on the ground and first floors.	<b>Complies</b>
<b>Refuse Control</b>	Containers covered and stored within completely enclosed buildings or screened	All refuse containers on the site will be store within the building	<b>Complies</b>
<b>Lighting</b>	On site lighting, including parking lot lighting and illuminated signs, shall be located, directed or designed in such a manner so as not to create glare on adjacent properties.	All on-site lighting will be directed towards illuminating the structure or signage.	<b>Complies</b>



## ATTACHMENT G: DESIGN REVIEW STANDARDS ANALYSIS

**21A.59.050: Standards for Design Review:** In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

Standard	Rationale	Finding
<b>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.</b>	<p>As reviewed previously in this Staff Report, as Key Consideration 1, the proposed 800 S + State development and Design Review modifications meets the intent and purpose of the D-2 zoning district and the Downtown Master Plan the project it is located within.</p> <p>The proposed project also meets the intent of the urban design element of the City. The Salt Lake City "urban design element" document recommends to focus commercial redevelopment along the South State District area. The 800 S + State project will support this objective in that it accommodates an increase in demand by providing commercial and future commercial spaces on the ground floors of the building.</p>	Complies
<b>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</b> 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>Residential entrances, and entrances to the commercial areas, will be located on the ground floor and will face the public sidewalk. The setback of the building will be 1' along State Street and will be built to the property line on the west façade.</p> <p>The proposed parking area will be completely enclosed in the building and commercial land uses will be located on the ground floor facing public right-of-ways.</p>	Complies
<b>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</b> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional	<p>The ground and upper floors of the building meet and exceed the glass requirements in the Design Standards Section 21A.37.060 of Salt Lake City Zoning Code.</p> <p>The colonnade will be readily visible from three streets and seating areas in the colonnades will be placed near public accessible spaces.</p>	Complies



storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.  
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.

**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.
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.

As reviewed in Key Consideration 2, the proposed building mass exceeds the maximum street facing façade length along State Street and the proposed Major Street. Limited redevelopment has occurred in this area, however the surrounding sites are also within the D-2 district and have similar development potential as the proposed project.

The stairwells create a vertical emphasis on the structure which modulates the massing of the building and are used as elements which break up the perceived size of the building. The upper floors will be stepped back 5' from the ground floors and will be designated as green space. These stepbacks will also temper the perceived massing of the building and create a sense of separation.

Balconies, colonnades, upper story green space, and fenestration has be integrated into the design of the building along the excess façade lengths.

As reviewed in Key Consideration 1, the degree of transparency proposed on the building meets the intent of the applicable Master Plan. The fenestration ratio also exceeds the standards in the D-2 zoning district.

**Complies**

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

1. Changes in vertical plane (breaks in façade);
2. Material changes; and
3. Massing changes.

The 800 S + State Street will meet all three of these requirements as reviewed in Key Consideration 1 section of this report. The upper floor step back and material changes from the lower ground floors and the upper building floors will allow for changes in the vertical plans of the building and encourages the perception of different pedestrian experience along the length of the building. Differing massing changes are also proposed between the northern and southern portions of the building it also creates a different perception of the building as a mitigating factor to the excess façade length.

**Complies**

**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

The 800 S + State development is proposed to be built within 1' of the property line and public spaces, excluding the colonnade on the north portion of the building. The colonnade area will include seating areas and will be well shaded with as the upper floor will project closer to the public street.

**Complies**



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

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

1. Human scale:
  - a. Utilize 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 stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
2. Negative impacts:
  - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
  - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
  - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:

The upper floors of the 800 S + State Street building are proposed to be stepped back 5' from the ground floors. The surrounding properties are generally 1 to 2 stories, however, the development potential along State Street and the surrounding properties, the majority of which are within the D-2 zoning district are also eligible through the Design Review process for a building height of up to 120'.

During the Planning Commission work session on September 30<sup>th</sup>, Planning Commission determined that sufficient building articulation and differentiation allow for the delineation of a top, middle, and base.

A shadow analysis is provided in the applicant's submittal. Because the proposed project is located in the Downtown Support district surrounding sites are permitted to build to a similar height as the proposed structure. Further, the expected shadow cast to adjoining neighbors affects the area to the north of the building; the north façade length meets the façade length standard. The West and East facing facades will not be significantly impacted by shadow as these façade will be shaded for the duration of half the day. Because of the intermittent step back of the building staff does not anticipate significant wind impacts to public or private spaces.

A green courtyard is included on the fourth floor of the building which will be accessible to all residences. Further, a green roof area will also be landscaped and be available for resident's use.

**Complies**



- a. Shape and define rooflines to be cohesive with the building's overall form and composition.
- b. Include roof forms that complement the rooflines of surrounding buildings.
- c. Green roof and roof deck:  
Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.

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

A mid-block walkway will be provided just to the north of the proposed development. This mid-block walkway will connect with a mid-block crosswalk across State Street currently being planned with the Life on State corridor plans. Parking will be completely enclosed within the building with parking entrances and exists from Major Street, State Street and 800 South. These access areas will be access controlled and will be separated from the sidewalk in such a way that will allow visibility of vehicles intersecting the sidewalk.

**Complies**

**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.**

All mechanical equipment, storage areas, service bays, and refuse containers will be located within the building and completely screened from the street.

**Complies**

**J. Signage shall emphasize the pedestrian/mass transit orientation.**

- 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.
- 2. Coordinate signage locations with appropriate lighting, awnings, and other projections.
- 3. Coordinate sign location with landscaping to avoid conflicts.

Signage on the building is located on the bottom three floors and is directed to the pedestrian. Signage is proposed along State, Major, 800 South, and the proposed street to the north.

Signage locations and positioning has been coordinated with colonnades, awnings, lighting, and building articulations. Because this site is located in the D-2 district, landscaping is generally limited with the exception of park strip trees along street frontages. Landscaping placement has been accounted for when determining signage location.

**Complies**



<p><b>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</b></p> <ol style="list-style-type: none"> <li>1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.</li> <li>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.</li> <li>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</li> </ol>	<p>Lighting along State Street and Major Streets will be placed along the entire building façade and will provide a well-lit pedestrian route. Upper floors of the building will emphasize balconies. All lighting on the building will be directed downwards to minimize light trespass.</p>	<p><b>Complies</b></p>
<p><b>L. Streetscape improvements shall be provided as follows:</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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"> <li>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.</li> <li>b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.</li> <li>c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).</li> </ol> </li> </ol>	<p>Presently the subject site is underdeveloped and vacant, there are no street trees on the site. As part of Planning Staff's recommendation to the Planning Commission a condition of approval to provide a sufficient number of street trees is required. The D-2 district requires 1 tree is provided for every 30' of property frontage on a public street.</p> <p>All other landscaping standards are being met.</p> <p>Differing paving material will be used to define privately owner spaces from public spaces. All building and paving materials will be durable and withstand a high amount of traffic that is anticipated along this corridor.</p> <p>Differing building materials and colors are proposed on the façade of the 800 S + State development. Contribution to the urban heat island effect will be limited by installing landscaping to mitigate an increase in temperature in urban areas. Additionally, no exterior asphalt is proposed.</p>	<p><b>Complies</b></p>



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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.

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## ATTACHMENT H: DEPARTMENT COMMENTS

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### **Transportation Review:** (Kevin Young, [kevin.young@slcgov.com](mailto:kevin.young@slcgov.com))

- Transportation has no comments regarding the building height. Transportation does not object to the building exceeding the maximum street facing facade length as long as there are no impacts to the transportation system.

### **Building Review:** (Todd Christopher, [todd.christopher@slcgov.com](mailto:todd.christopher@slcgov.com))

- No Building Code concerns with the submitted Design Review documents.

### **Engineering Review:** (Scott Weiler, [scott.weiler@slcgov.com](mailto:scott.weiler@slcgov.com))

- No objections.

### **Public Utilities Review:** (Jason Draper, [jason.draper@slcgov.com](mailto:jason.draper@slcgov.com))

- I have no problems with the proposed height or street facade. They have some outstanding encroachment items but I don't see any problems with this application.

### **Zoning Review:** (Anika Stonick, [anika.stonick@slcgov.com](mailto:anika.stonick@slcgov.com))

- PLNPCM2020-00439, Design Review for “800 So. + State St.,” a building at parcel addressed 754 So. State seeking additional structure height, at property with D-2 zoning designation; no zoning issues with increased height requested (please communicate actual excess height proposed, that is over 65’); other applicable zoning information provided:
- To address district specific requirements of 21A.37 (which appear to be addressed in Design Review Submission) but also those of 21A.30.010 and 21A.30.030 and of 21A.46.110 (or, to seek sign package agreement with Planning, to be shared with Building Services);
- To pursue necessary subdivision applications with the Planning Division, and to seek Planned Development, or other petition processes, if needed;
- To show property lines on site type plans and to address all conditions needing cross access and other agreements (to share recorded versions of with Building Services);
- To seek separate building demolition permits; and, to pay Impact Fees (less exemptions available for demolished buildings/use(s) of those buildings);
- To address and comply with requirements of 21A Zoning, including landscaping requirements (21A.48), required parking and parking design standards (21A.44), and general provisions (21A.36).

### **Fire Review:** (Ted Itchon, [ted.itchon@slcgov.com](mailto:ted.itchon@slcgov.com))

- No comment



# **ATTACHMENT I: PUBLIC PROCESS AND COMMENTS**

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## **Public Notice, Meetings, Comments**

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

### **PUBLIC PROCESS AND INPUT**

#### **Timeline**

- The application was submitted on June 4<sup>th</sup>, 2020.
- Notice of the proposal, and request for input, was provided to the Ball Park, Central 9<sup>th</sup>, Central City, and Downtown Community Councils on June 24<sup>th</sup>, 2020.
  - Planning Staff received a comment from the Central 9<sup>th</sup> Community Council's Chair recommending denial of the Design Review. The email received is attached to this Staff Report.
  - No other comment was received from the other Community Councils and there were no requests by the notified Community Councils to meet with Planning Staff or the applicant to discussed the Design Review.
- Early Notification mailings were sent out on July 13<sup>th</sup>, 2020 to property owners and residents within 300' of all four corners of the project site.
  - Public comments through email were received by interested parties and are included in this Staff Report.
- An online open house was held August 30<sup>th</sup> through August 27<sup>th</sup>. Mailings were sent out August 7<sup>th</sup>, 2020 notifying property owners and residents within 300' of all four corners of the project site.
- Public notice of the Planning Commission hearing was mailed October 2<sup>nd</sup>, 2020 to property owners and residents within 300' of the subject site.
- A public notice sign was posted on both frontages of the subject site on October 2<sup>nd</sup>, 2020. No further public comments were received before this report was finalized.



**From:** [Jesse Hulse](#)  
**To:** [Larsen, Nannette](#); [Norris, Nick](#)  
**Cc:** [Central 9th](#); [Ballpark](#); [Central City](#); [Downtown](#)  
**Subject:** (EXTERNAL) Central 9th Community Council comment regarding PLNPCM2020-00439  
**Date:** Thursday, August 6, 2020 4:36:52 PM  
**Attachments:** [Mark for Email.jpg](#)

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Nannette Larsen, SLC Planning Commission, Et al.

We are writing to express our opposition to the request by the Colmena Group to allow for additional street facing facade length for the proposed project at 745 S. State St. While we are looking forward to development of this property we do not want that development to come at the cost of sound urban design.

We understand and appreciate the urban design principals that were considered in the recent changes to D-2 Zoning that this project seeks relief from.

Limiting facade length is important for walkability, streetscape imageability, variety, and intricacy - these are some of the urban design determinates that create a human scaled pedestrian experience.

While this project at first glance seems fine, and speeding by in a car, one would not notice, but this facade is relentlessly long.

This makes the journey from 800 South to 700 South feel longer and offer less variety and relief than one would hope for the pedestrian.

Our enormous city blocks need more mid-block connections and attractions, not continuous stretches of single building facade with little in the way of spatial variety.

While we can see that future mid-block connections are planned for the block, they don't mitigate the overly long street facing facade of this portion of the project.

In addition to mid block streets or walkways, we would like to see more spatial articulation than is being provided on this facade.

One way of doing so would be to create street facing plazas or terraces or landscape opportunities, that push into the building facade creating a place for people to pause and gather, allow for additional planting, or serve as an amenity to the uses that will be taking place at the ground level of this building

Our Planning Department had very good reasons along with public input for these requirements to be put into place, and we should absolutely not let them be disregarded by the first major project that wants to challenge them to the detriment of our urban fabric.

We wish this development and it's team well while simultaneously asking you to challenge them, to at the very least, adhere to the requirements of current Zoning, if not exceed them.

Best regards,

**Jesse J Hulse**

Principal, Atlas Architects Inc  
Vice Chair, Central 9th Community Council





[www.atlasarchitects.com](http://www.atlasarchitects.com)





**From:** [Sharen Hauri](#)  
**To:** [Larsen, Nannette](#)  
**Subject:** (EXTERNAL) 800 S + State project comments  
**Date:** Thursday, August 6, 2020 3:27:03 PM

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Hi Nannette,

I am commenting on this project as a resident of Salt Lake City (1016 S Lincoln St). And, I was also a project manager for the Life on State project, and many of my observations are based on that. Please do not consider this a comment from the City of South Salt Lake.

I appreciate the work that has gone into rethinking this site - it will be a great asset to SLC and State St. I respect the work of this developer and know they can do better. Here are my concerns:

1. The long facade is better broken up. The idea of a mid-block street or crossing is a principle that makes most projects more vibrant and accessible. This has been a concern on the streetcar line (in SSL as well) as well as on State St. It is a major concession to ignore the design compromises this creates, but if this is being considered, it should result in better design of the building and the public realm to compensate. This building needs more consideration.
2. The State St facade is pretty bleak and so is the streetscape. Where are the entries? The enhanced streetscape? There should be a much better setback, amenities zone, many more tree and landscaping. This is pretty meager, despite the calls from the Life on State work to make this a people place, and have it make State St a "great street" again. The blank walls are particularly disappointing. Please look at the Life on State Plan to see other recommendations.
3. For a project of this size, the open space is meager. The one plaza that exists is on the north side where it will be cold and unused more than half the year. The southeast corner that has a terrific street life and reputation for street vending has been ignored. And this is the corner where people will cross back and forth to the Food Alley and restaurants to the south. Make it count!!
4. For this project to really welcome bikes and pedestrians, there needs to be more space on the sidewalk for walking, biking, and waiting. Plus bike parking, Uber waiting areas, deliveries. I know the curb still requires coordination, but don't give up on the sidewalk yet.

Thank you and I am always open for more discussion,  
Sharen

--

Sharen Hauri  
Urban Design Director  
City of South Salt Lake



[www.sslc.com](http://www.sslc.com)



**From:** [paul monson](#)  
**To:** [Larsen, Nannette](#)  
**Subject:** (EXTERNAL) 800 S + State St Public Comment  
**Date:** Wednesday, August 26, 2020 4:11:40 PM

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My name is Paul Monson. I live in Salt Lake City and I am very grateful to see infill construction happening on State Street. However, I don't think that this project should be approved as designed. A study was done recently on State Street that suggested that it could become the "Champs-Elysees" of Salt Lake. What is it that makes great streets like that or other similar streets around the world work so well? It's no mystery. They draw people to them because of 3 things: Active retail at the street level, appropriate scale, and beautiful architecture. This proposed building at 800S fails on all three criteria.

First, the Northeast perspective rendering and the floor plan show that the building presents blank walls or residential entrances along State Street rather than open and inviting retail storefronts. This will have a deadening effect to the activity on the street, as we have seen with other similar recent buildings along State Street and 400 S. Second, if the scale of the new buildings on State Street are carefully managed the street will become more than a sum of its parts. It has the potential to become an enormous draw for pedestrians and visitors to downtown, but each new building is critical to making this happen. The scale of this building is too large. 6-8 stories is optimum. Third, State Street deserves a well-designed and beautiful building. It is the primary corridor to the most important building in the State. This proposed building looks worse than even all the other common condo blocks going up on less important streets. There really should be some design guidelines that raise the bar for developers along State Street. It is done in suburban developments all the time -- guidelines that address fenestration, building materials, signage, etc. The best results will be achieved by architecture that is rooted in history with architectural detail and interest rather than the modernist status quo of boring glass boxes. But even modern buildings can work ok if they are designed well. This looks like it was done by a sketch-up draftsman in an afternoon. We can and should do better!

Thank you.

Sincerely,  
Paul Monson  
Salt Lake City Resident



**From:** [Joshua Stewart](#)  
**To:** [Larsen, Nannette](#)  
**Cc:** [Larsen, Jonathan](#); [Dugan, Dan](#); [scheer@arch.utah.edu](mailto:scheer@arch.utah.edu)  
**Subject:** (EXTERNAL) 800+State Street - PLNPCM2020-00439  
**Date:** Wednesday, August 26, 2020 1:49:21 PM

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Dear Planning Commission and Staff,

Since this building is of such an enormous scale and dwarfs any neighboring buildings, improvements to city infrastructure must be a condition of any approval. Park space and the public right of way on State Street and 800 South must be improved to match the scale and intensity of development that will come with it.

- Adjoining State Street and 800 South should be more walkable and bikable to accommodate this large influx of residents. SLC policy is to promote active transportation and reduce air pollution.
- A signalized mid-block crossing somewhere on State between 700 and 800 South should be required as a condition of approval. 800 South needs a signalized midblock crossing as well.
- Sidewalk set back from the traffic lanes, bike lanes, and protected with shade trees and a reduction in the number of vehicle lanes on State Street is warranted as part of the huge residential growth. A condition of approval should be for the developer to work with UDOT and Salt Lake City to have State Street include a painted bike lane, a 12' planting strip with consistent shade trees spaced 25' minimum, and 12' sidewalk. (a good example is 700 South has 28' from back of curb to back of sidewalk with about 18' of planting.) 800 South also needs the same pedestrian and cycling basics.
- The complete block surface infrastructure with the new streets and green space in the middle of the block should be a required condition to be built at the same time as part of any approvals. There are too many apartments taxing the limited open space, sidewalks, trails and parks in this area. This area is in great need of parks specifically for children, elderly and all ages parks. The design of the park internal to the block should be a condition of approval.
- New huge 200 and 300+ unit apartment buildings are ghettoizing our communities rather than building diverse healthy communities with a more diverse unit size mix. 5% three bedroom units should be required. Ground floor units should be required to have doors that face the streets but



could be set back so as to enable some semi-private space for residents to activate the street with planters and chairs and tables and such.

- Large blank concrete or block stair towers for the residential should be internal to the building plan and should not be allowed to front the streets.
- Since aesthetically the building is so monotonous and huge it should not be allowed to exceed the zoning of 65' for height or exceed the block length maximum.
- The building plan should require that lengthy halls be terminated with windows so residents can view natural light and views. It's inhumane to have such long hallways without natural light.
- Taller than 65' will create significant amounts of shade in the winter and snow and ice will build up on sidewalks and streets. It will also block views of adjoining land owners.

Sincerely,

Josh Stewart

Architect

1867 Princeton Ave.

SLC



**From:** [REDACTED]  
**To:** [Larsen, Nannette](#)  
**Cc:** [Paterson, Joel](#)  
**Subject:** (EXTERNAL) FW: 800+ State development/PetitionPLNPCM2020-00439  
**Date:** Wednesday, September 30, 2020 7:16:50 AM

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Hi Nan,

I see that you are the planner who wrote the staff report on this project. Is sending this email the most appropriate to have my views taken into account or do I need to participate in the meeting. My preference would be to have my email shared with the commission.

Thanks for your assistance.

Best regards,

Melissa

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**From:** mbarbanell@comcast.net <mbarbanell@comcast.net>  
**Sent:** Wednesday, September 30, 2020 7:11 AM  
**To:** 'planning.comments@slcgov.com' <planning.comments@slcgov.com>  
**Subject:** 800+ State development/PetitionPLNPCM2020-00439

To whom it may concern,

I do not believe it is appropriate to grant the exemptions for height and mass proposed by the developer. The planning staff writes in its report that “the proposed height, massing, and number of commercial and residential units meets the intent of the Downtown Support district in that it, ‘fosters the development of a sustainable urban neighborhood that accommodate commercial, office, residential and other uses that relate to and support the Central Business District’”.

The design standard states: “Large building masses shall . . . [r]elate building scale and massing to the size and scale of existing and anticipated buildings . . .” This project most certainly does not relate to the size and scale of existing buildings. Permitting the proposal for 800+ South seems patently unfair to the developers of neighboring buildings who complied with SLC’s zoning regulations.

Allowing this variance will open the door to other massive buildings in this as-yet-to-be-developed block. The Planning staff asks you to consider the following question: “When determining whether the subject project relates to the height and scale of adjacent and nearby properties, should the consideration include the redevelopment potential of the adjacent properties?” I believe that you should consider the nearby properties and obviously allowing this large of a building here will set a precedent for these other buildings. It may result in one block of massive buildings in a sea of much smaller buildings. I do not believe this is appropriate.

Another questions staff set for you to consider is “Are the setbacks, material changes, and glazing



sufficient to warrant a 85% increase in the street façade length while still maintaining a rhythm and repetition experience of the pedestrian?” I believe the answer is certainly not. Such a massive building is inconsistent with the surrounding neighborhoods and unnecessary. Further, this standard was barely instituted 18 months ago and to disregard it in this instance seems inappropriate.

Thank you for your consideration,

Melissa Barbanell



**From:** [Megan Townsend](#)  
**To:** [Larsen, Nannette](#)  
**Subject:** (EXTERNAL) Re. Petition Number: PLNPCM2020-00439  
**Date:** Monday, August 24, 2020 3:47:06 PM

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Nannette,

This is public comment for the 800 S State project. I am not sure what abilities the code grants the city in this area, but it would be great to see some of these units as affordable housing. I know the city is doing a lot to increase available affordable housing. This area is well connected by transportation and close to a variety of job opportunities.

If affordable housing is already a component of this and I missed it, please disregard this comment.

Best,

Megan Townsend  
35 W Van Buren Avenue, SLC, UT 84115