



Memorandum

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: John Anderson, Planning Manager, (801) 535-7214, john.anderson@slcgov.com

Date: November 18, 2020

Re: Kensington Tower Design Review Time Extension Request

ACTION REQUIRED: Vote on granting a one-year time extension for Design Review approval for the Kensington Tower at approximately 75 E. 200 S.

RECOMMENDATION: Grant a one-year time extension for Design Review approval for the Kensington Tower at approximately 75 E. 200 S., which would expire on November 13, 2020.

BACKGROUND/DISCUSSION: The Kensington Tower at approximately 75 E. 200 S. received Design Review approval (PLNPCM2019-00786) from the Planning Commission on November 13, 2019. The Planning Commission approved modifications to both the height and the setbacks. The applicant has indicated that due to the economic impacts of the COVID-19 pandemic that more time is needed to move forward with the project (see Attachment A).

The proposed structure will have 40 floors with a maximum height of approximately 448 feet. The uses within the building will consist primarily of multi-family residential and accessory spaces (i.e. lobby, pool area, terraces, roof top terrace, storage, parking) and will also feature a retail space of 1,664 square feet on the ground floor 200 South facade. The total number of units proposed is 376.

The subject parcels are within the D-1 (Central Business District) and require a minimum height of 100 feet and maximum height of 375 feet for corner structures. Through the Design Review process the minimum and maximum heights may be modified. The petitioner requested to increase the height of a section of the structure fronting on State Street to a height of 448 feet and a rear portion of the structure to be 83 feet in height. A setback adjustment was also requested for the ground floor in limited areas on the south and east facades for parking access as well as outdoor dining space along 200 South.

The Zoning Ordinance states that Design Review approvals expire in one year “unless a building permit has been issued or complete building plans have been submitted to the division of building

services and licensing.” The applicant has not submitted complete building plans to the Building Services Division and has not obtained any building permits for work on the development at this time. As such, they must request an extension to maintain the original approval. The hearing is being held five days after the original approval would expire but the applicants submitted an application prior to the expiration date providing time to move forward with the request.

The Planning Commission may grant extensions for the Design Review approval for up to one additional year. An extension would push the expiration of the Design Review to November 13, 2021. If the extension is approved, the applicant will need to obtain a building permit or submit complete building plans to Building Services before that date, or else request another extension.

ATTACHMENTS:

[A. Time Extension Request Letter](#)

[B. Original Record of Decision Letter](#)

[C. Original Staff Report](#)

ATTACHMENT A: TIME EXTENSION REQUEST LETTER



October 23, 2020

Mr. John Anderson

Planning Manager
Planning Division
Community and Neighborhoods
Salt Lake City Corporation

Dear Mr. Anderson:

This letter is to act as a formal request for an extension of approval for our project located at 200 S. State Street currently known as the Kensington Tower.

We received approval for our project from the Salt Lake City Planning Commission last November 14th, however due to the pandemic we have delayed the start of our project until summer of 2021. We restarted our design process after a delay from March to August and have engaged in socially distanced meetings primarily on zoom which slowed our process down a bit. Accordingly, we respectfully request an extension of our approval from the Planning Commission.

Please let me know if you require any additional information from either the owners or Emir Tursic of HKS, our project architect.

Cordially,

Steve Brown
Owners Representative

ATTACHMENT B: 2019 RECORD OF DECISION



November 14, 2019

Emir Tursic
90 South 400 West
Salt Lake City, UT 84101

RE: Record of Decision for Petition PLNPCM2019-00786: Kensington Tower at approximately 75 East 200 South, 69 East 200 South, and 160 South State Street.

Dear Tursic:

On November 13, 2019, the Planning Commission approved your Design Review request for property at approximately 75 East 200 South, 69 East 200 South, and 160 South State Street.

The decision of the Planning Commission was based on the information contained in the staff report, the project details provided by you, testimony from the public, and the discussion of the Planning Commission. Copies of this information may be found at <http://www.slcdocs.com/Planning/Planning%20Commission/2019/00786StaffReport.pdf>.

The decision considers the general purpose of the zoning ordinance as well as the purpose of the zoning district where the proposal is located. The purpose of the applicable zoning district is as follows:

The purpose of the D-1 central business district is to provide for commercial and economic development within Salt Lake City's most urban and intense areas. A broad range of uses, including very high density housing, are intended to foster a twenty four (24) hour activity environment consistent with the area's function as the business, office, retail, entertainment, cultural and tourist center of the region. Development is intended to be very intense with high lot coverage and large buildings that are placed close together while being oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape and preserving the urban nature of the downtown area. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban design, pedestrian amenities and land use control.

The purpose of the Design Review is stated in 21A.59.010:

The purpose of the design review chapter is to: a) establish a process and standards of review for minor modifications to applicable design standards, and b) ensure high quality outcomes for larger developments that have a significant impact on the City. The intent of the process to review applications for minor modifications to applicable design standards is to allow some flexibility in how the design standards are administered by recognizing that this title cannot anticipate all development issues that may arise. The intent of the process to review larger developments is to verify new developments are compatible with their surroundings, impacts to public infrastructure and public spaces are addressed, and that new development helps achieve development goals outlined in

the adopted master plans of the City as identified in the purpose statements of each zoning district.

The decision of the Planning Commission is located on the Planning Division's website at: <http://www.slcdocs.com/Planning/Planning%20Commission/2019/PC.08.14.19ROD.pdf>

The minutes of the meeting are tentatively scheduled to be adopted on August 28, 2019. Copies of the adopted minutes will be posted on the Planning Division's website the day after they are adopted at: <https://www.slc.gov/planning/public-meetings/planning-commission-agendas-minutes/>

The Record of Decision is provided to you indicating the date action was taken to approve the request, the 10 day appeal period, and to what body an appeal can be made.

Approvals for Design Review **expire in 12 months** of the date of this Record of Decision unless a building permit has been issued or complete building plans have been submitted to the division of building services and licensing within that period or unless a longer time is requested and granted by the Planning Commission. Extension requests must be submitted prior to expiration of the approval.

There is a 10-day appeal period in which any affected party can appeal the Planning Commission's decision. This appeal period is required in the City's Zoning Ordinance and allows time for any affected party to protest the decision, if they so choose. The appeal would be heard by the Administrative Hearing Officer. Any appeal, including the filing fee, must be submitted by the close of business on **November 25, 2019**.

If you have any questions, please contact me at (801) 535-7706 or chris.lee@slcgov.com. It was a pleasure working with you.

Sincerely,



Christopher Lee
Principal Planner

cc: File

ATTACHMENT C: ORIGINAL STAFF REPORT



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Chris Lee, 801-535-7706
Date: November 7, 2019
Re: PLNPCM2019-00786 – Kensington Tower Design Review

Design Review

PROPERTY ADDRESS: 75 East 200 South, 69 East 200 South, and 160 South State Street

PARCEL ID: 16-06-151-016, 16-06-151-015, 16-06-151-022

MASTER PLAN: Downtown

ZONING DISTRICT: D-1 (Central Business District)

REQUEST: Emir Tursic of HKS Architecture, on behalf of 200 South LLC, has initiated a Design Review petition for height and setback adjustments to a proposed building currently known as Kensington Tower on three parcels (75 E 200 S, 160 S State, 69 E 200 S) at the northwest corner of State Street and 200 South. The subject parcels are in the D-1 (Central Business District) zone which allows for adjustments to the 100' (minimum) and 375' (maximum) height limits and the 5' front and corner maximum setbacks via Design Review. The Planning Commission has final decision making authority for Design Reviews.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the Design Review petition as proposed, subject to compliance with all applicable regulations.

ATTACHMENTS:

- A. Vicinity and Zoning Maps
- B. Site Photos
- C. Application
- D. Design Review Narrative
- E. Analysis of Standards
- F. Public Process and Comments
- G. Department Review Comments

PROJECT DESCRIPTION:

Overview

As illustrated on the following map, the site of the proposed development consists of three parcels on a prominent corner at the intersection of State Street and 200 South. Current uses on the three parcels include a Carl's Jr. fast food restaurant, surface parking, and a large billboard. The parcels will need to

be consolidated prior to pulling building permits and starting construction activities. All calculations and analysis within this report are based upon the combined subject parcels. Together they have a total land area of approximately .6859 acres (29,878 square feet) and are located within the D-1 (Central Business District) zone.



 Subject Area

Building Specifications

The proposed structure currently known as Kensington Tower will have 40 floors (including the rooftop terrace) with a total building area across all floors of 689,306 square feet. The maximum height of the building will be 447' 9". The uses within the building will consist primarily of apartments and accessory spaces (i.e. lobby, pool area, terraces, roof top terrace, storage, parking, etc.) but will also feature a retail space of 1,664 square feet on the ground floor 200 South facade. The total number of units as currently proposed is 376, including the following types and number of each: studio (37); 1 bedroom (227); 2 bedroom (108); 3 bedrooms (4).



Height, Massing, and Design

If approved and built to the submitted specifications, this would be the tallest building in Salt Lake City topping out at 447' 9". Accordingly, as illustrated by the building rendering in the previous section, the massing and design of the structure have been carefully considered to minimize the visual impact of the additional height maximize development of the site and interact well with neighboring structures. This is crucial because the D-1 zone allows for maximum building heights of 375' and minimum heights of 100' without going through the Design Review process and meeting specific criteria as outlined in [Attachment E](#).

Street Level

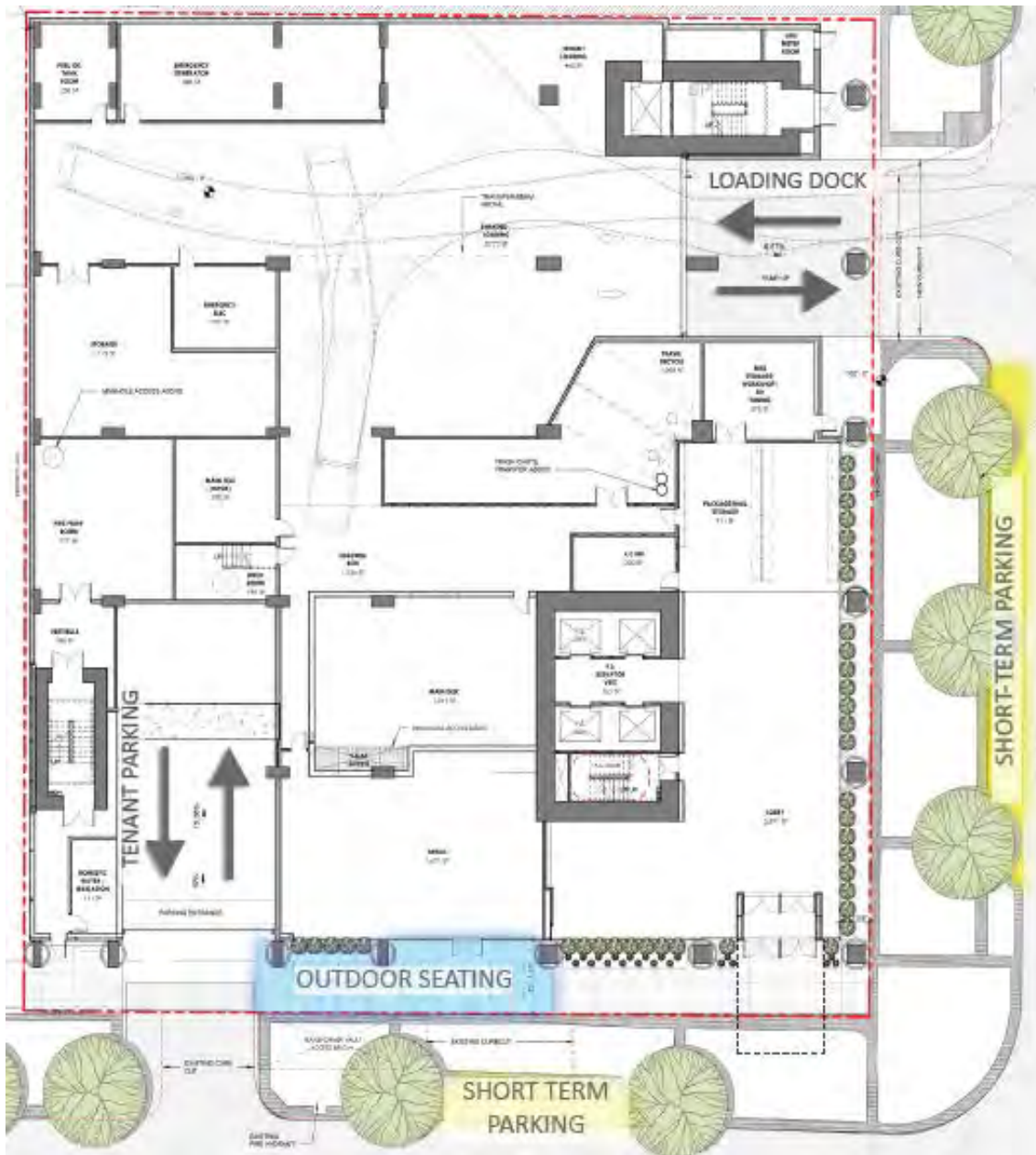
The street level design creates a transparent and open atmosphere primarily through the use of glass. As seen in these renderings, white piers supporting the building structure will be located along the State Street and 200 S facades interspersed by large areas of double height glass that allow for views into the lobby and retail areas of the structure. Views of the State Street and 200 South façade are shown below:



Parking

The minimum number of off street parking stalls required for this development is 188 (1/2 parking stall for each unit). Non-residential uses in the D-1 zone require no off street parking as long as the floor area is less than 10,000 square feet which is the case for the retail space in this project. The minimum number of stalls equals the maximum in the D-1 zone. In response, they are utilizing transportation demand strategies to increase the total number to 233 stalls. All of the parking will be accommodated within the structure. Tenant parking will be accessible from 200 South near the western end of the façade with the driveway ramping automobiles up to the parking levels located on floors 2-7.

The service entrance is located at the northern end of the State Street façade. It will primarily provide access to the loading dock for service vehicles (deliveries, trash pickup, mechanical, plumbing, etc.). The area accessible via the service entrance is located only on the ground floor.

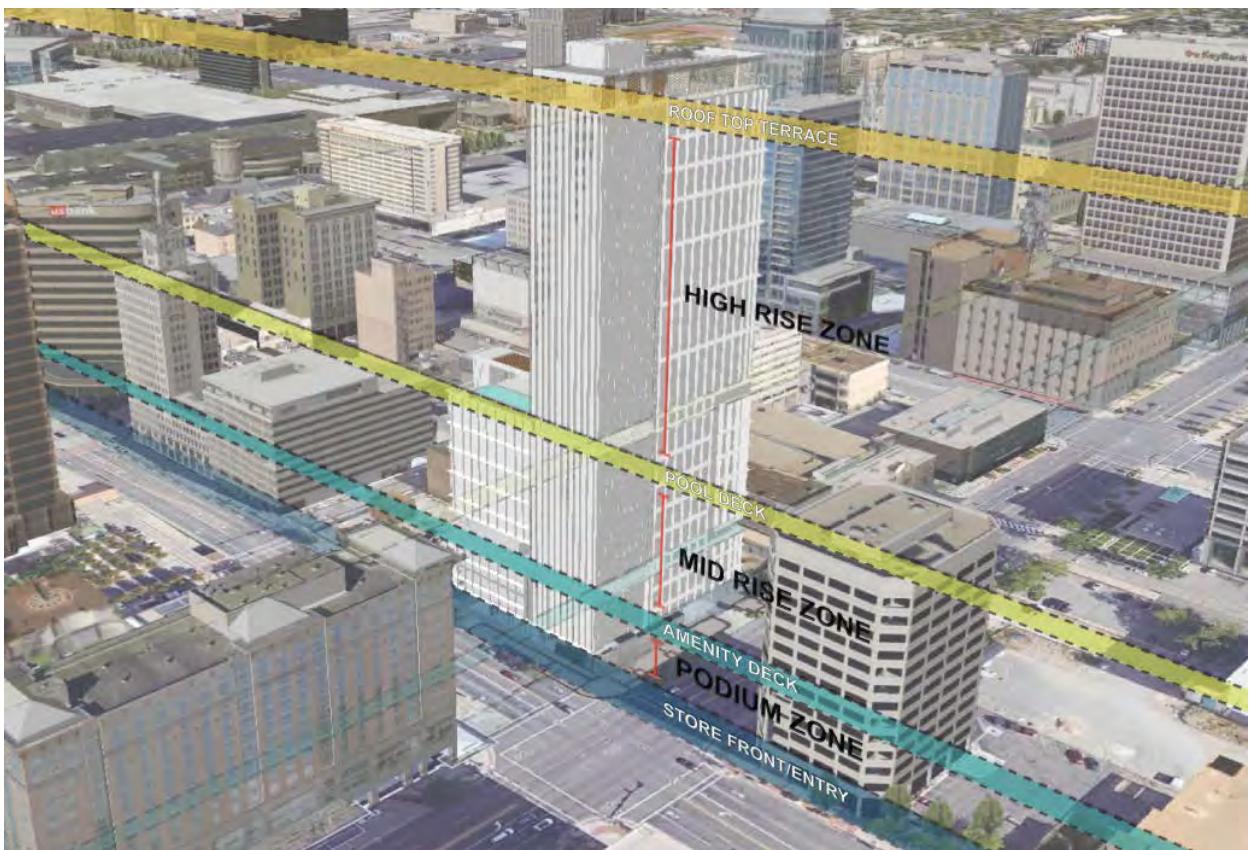


Building Sections

The proposed structure is unique in that it is seeking both a height increase and a decrease for different parts of the building. The structure is designed to include separation of the vertical elements of the structure into three distinct masses to attenuate the visual height and “heaviness” of the structure by opening it up into separate sections rather than being a monolithic form. The tallest section reaching 447’ 9” runs north from the corner along State Street. The midrise segment is located to the west along 200 South and has a height of 229’ 11” with the pool canopy reaching up to 250’ 11”. The third element is located behind the other two in the middle of the block and has a maximum height of 83’.

Design and Material Variation

Various design elements serve to build on the separation of the vertical masses to open up the building further and encourage compatible visual interaction to neighboring structures. The eighth level features an outdoor amenity deck along 200 South that wraps around the corner onto the State Street façade which serves to visually break up the structure at that point and creates the break between the “podium zone” and the “mid-rise zone” referenced in the rendering. Below the eighth level amenity deck, the windows along State Street and a small portion of 200 South are two stories in height which serves to contrast it to the parking structure openings on the same levels along 200 South. The windows above the amenities deck are a more traditional shape which create a glass wall effect common to modern high rises that is moderated along the remainder of the State Street façade by utilizing the two story windows.

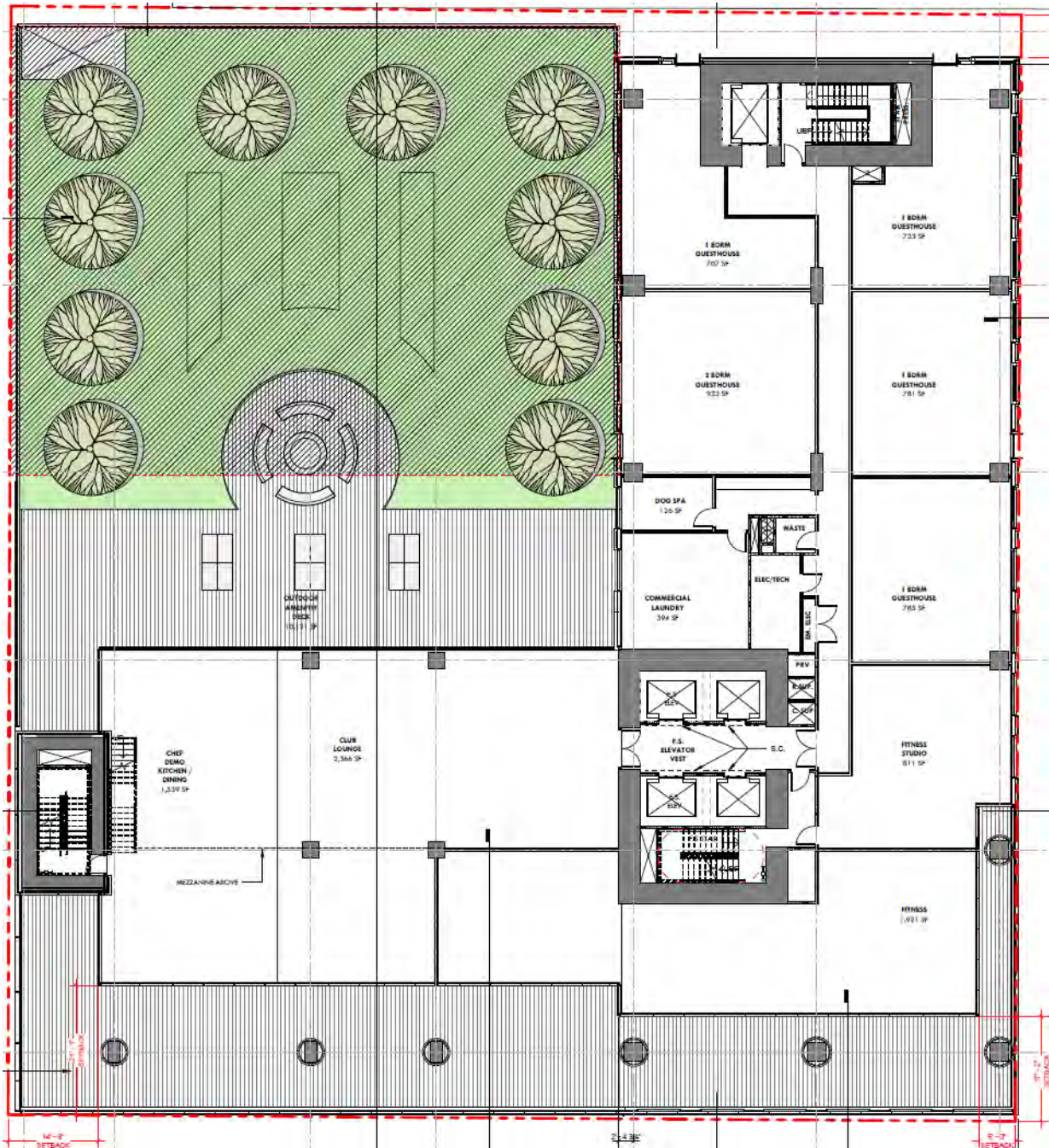


Level 8 Plaza and Setbacks

Besides the amenity deck already discussed, other crucial design elements happen on level 8. The first of those is related to height. Level 8 sits atop the six story parking structure which is, in turn, atop the two story street level. It features an expansive plaza in the northwest corner behind the State

Street and 200 South sections that rise above it. This is the previously mentioned element of the structure that has a maximum height of 83'. The D-1 zone stipulates a minimum height of 100' so the height of this portion of the proposed structure must be approved via Design Review. However, both the State Street and 200 South portions continue skyward with some adjustments.

The other major proposed modification to the Zoning Ordinance is to the building setback itself. On this level, building setbacks along the full extent of the southern and western facades and a small portion of the eastern façade are all increased as illustrated on the following rendering. The setbacks of 14' 8" (west façade), 21' 1" and 17' 2" (south façade), and 6' (east façade) serve to trim mass and reduce the visual height of the structure as in increases in height above level 8. Setbacks greater than 5' must also be approved through Design Review.



Level 22 Rooftop

The top of the 200 South section of the building reaches a height of 229' 11" on level 22 and features a swimming pool in the southwest corner. It serves to once again moderate the structure massing by providing a counterpoint to the much taller building section adjacent to State Street. The visual break created by the rooftop is carried around the corner to the State Street façade by a distinct window treatment for the spa/wellness center that is located within that part of the structure.

Building Crown

The crown of the building is at the top of the section facing State Street. The roof measures 412' in height with an elevator shaft and mechanical equipment in the center of the façade rising up almost another 36'. The rooftop will be utilized as another outdoor amenities area with an expansive balcony wrapping around the elevator and mechanical elements that is capped with a roof to protect the open air space from the elements. That serves as a light cap to the building which reduces the visual height and is mirrored in the pool canopy found atop the midrise section. It also serves as a distinct architectural feature by creating a unique roof line which adds interest to the downtown skyline.



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. Building Height Adjustments
2. Setbacks
3. State Street Driveway Width
4. Midblock Walkway
5. Vehicular Access to Abutting Properties
6. Development Potential Utilizing Existing Standards

Consideration 1 - Building Height

As previously mentioned, different elements of this building will have a maximum height of 447' 9" and a minimum height of 83' which both exceed the maximum (375') and minimum (100') height standards for corner buildings in the D-1 zone. Adjustments to the height standards can only be permitted via the Design Review process. An extensive review has been completed to evaluate the petition and determine whether the project meets the [Design Review standards](#). As indicated there, as well as in the Building Specifications section of this report, Planning Staff is of the opinion that the building design has addressed the required standards to reduce the visual height of the building through the use of setbacks, material changes, outdoor balconies and plazas, and vertical division of the building massing. It will add to the downtown skyline due to the unique and dynamic design.

The portion of the structure that only reaches a maximum height of 83' is located at the northwest corner which is located behind the elements facing State Street and 200 South. That location on the interior of the block will likely not be viewable to a pedestrian on State Street due to the proximity of the abutting buildings. Views of it from 200 South would only occur from a substantial distance beyond the western edge of the structure. Future development on the vacant parcel of land located at midblock at the corner of 200 South and Regent Street would further impede views of that portion of the structure. Given the limited visibility and the overall design of the rest of the structure, Planning Staff is of the opinion that the height reduction will not cause detrimental effects.

Consideration 2 - Setbacks

The other primary reason for this Design Review petition is to adjust setback requirements. The front and corner side yard setbacks in the D-1 zone are a maximum of 5' with modifications allowed via Design Review. At ground level, the setbacks along State Street vary from 5' 8" at the southeast corner to 10' 7" at the northeast corner while those along 200 South range from 12' 9" at the southwest corner to 13' 10" at the southeast corner. The parking and service entrances are set back a bit further to accommodate the site distance triangle standards to increase pedestrian safety. The applicant seeks to increase the maximum ground level setbacks to provide more sidewalk space to enhance the pedestrian experience and enliven the area. This is particularly true of the planned retail space along 200 South where they are planning to locate a restaurant with outdoor seating.

As explained in detail in the Building Specifications section, the structure will be setback on the western (14' 8"), southern (21' 1" and 17' 2"), and a small portion of the eastern (6') facades. Said setbacks will continue to the top of the building along those facades. This design element also serves to reduce heavy vertical massing and reduce the visual height of the structure.

Consideration 3 – State Street Driveway Width

Standards for off street parking stipulate that driveways shall not exceed 30' in width. The parking entrance on 200 South meets that standard being 26' 8" in width. However, the service entrance on State Street is 34' 4". The applicant reported that it was initially designed with a narrower width but was widened per a request by UDOT after an initial review of the plan. Planning Staff encourages the applicant to work with UDOT to reduce the width to the maximum D-1 standard.

Consideration 4 – Vehicular Access to Abutting Properties

After the early notifications were sent to nearby property owners and businesses, Planning Staff received an email from a lawyer representing the owner of the two parcels directly to the north of the subject parcels. He stated that there was a prescriptive easement across the current parking lot utilized by the owners and clients of the businesses (smoke shop and pawn shop) that he represents to access parking behind said businesses.

Planning Staff replied to the email inquiry by stating that these are civil issues that must be resolved between the private parties. The applicant reports that as of now, it has not been fully resolved. This

is mentioned only for informational purposes. The applicant has opted to move forward with this petition having been informed that if significant changes need to be made to the building to accommodate vehicle access to the neighboring parcels, he may have to go through this Design Review process again. The applicant contends that even if access needs to be provided, it could be accomplished by providing an opening in the wall at the western end of the north façade that will be able to accommodate vehicles to pass through the building from the State Street driveway access to the rear parking areas of the abutting parcels.

Consideration 5 – Development Potential Utilizing Existing Standards

Consideration of development potential of the subject parcel if only the underlying D-1 zoning standards were utilized is an important exercise when reviewing the Design Review petition. The most significant modification to the design would be the overall height of the structure. The portions of the structure that exceed the maximum building height of 375' in the D-1 zone would have to be redesigned to meet that standard which would reduce the height of the structure approximately 73'. Modifications to the design could impact the feasibility of the construction of the project.

The height reduction from 100' down to 83' for the portion of the building located at the northwest corner of the structure would also be eliminated. There would likely be some design changes to accommodate that height increase but given the limited visibility from the street for that portion of the building, it would not be readily apparent to the general public.

A very significant difference involves setbacks. The requested adjustment to increase the maximum setback at the ground level along both State Street and 200 South from 5' would also be eliminated which would create a narrower sidewalk areas along those streets and potentially lessen the street level activities that could occur there such as outdoor dining. The proposed setbacks for higher levels of the building would also be eliminated which would render the structure more bulky with less visual interest. The structure could be built right up to all property lines which would allow for a monolithic structure on the entire property rising up to 375' in height.

DISCUSSION:

The proposed development generally satisfies the Design Review standards. It is located in a dynamic downtown location with extensive commercial and residential uses. The proposed design recognizes and interacts well with neighboring buildings through massing, material changes, and outdoor balconies and plazas. It incorporates additional height in a sophisticated way that serves to lighten the structure and make it less imposing. The proposed structures is compatible with the neighborhood in regards to massing and height. It will enliven the site by eliminating a fast food restaurant with extensive surface parking, and a large billboard by replacing it with 376 new dwelling units and a ground floor restaurant. As discussed in depth previously in this report, as well as in the [Analysis of Standards](#) attachment, the proposed development meets the Design Review standards. As such, staff recommends approval of this petition.

NEXT STEPS:

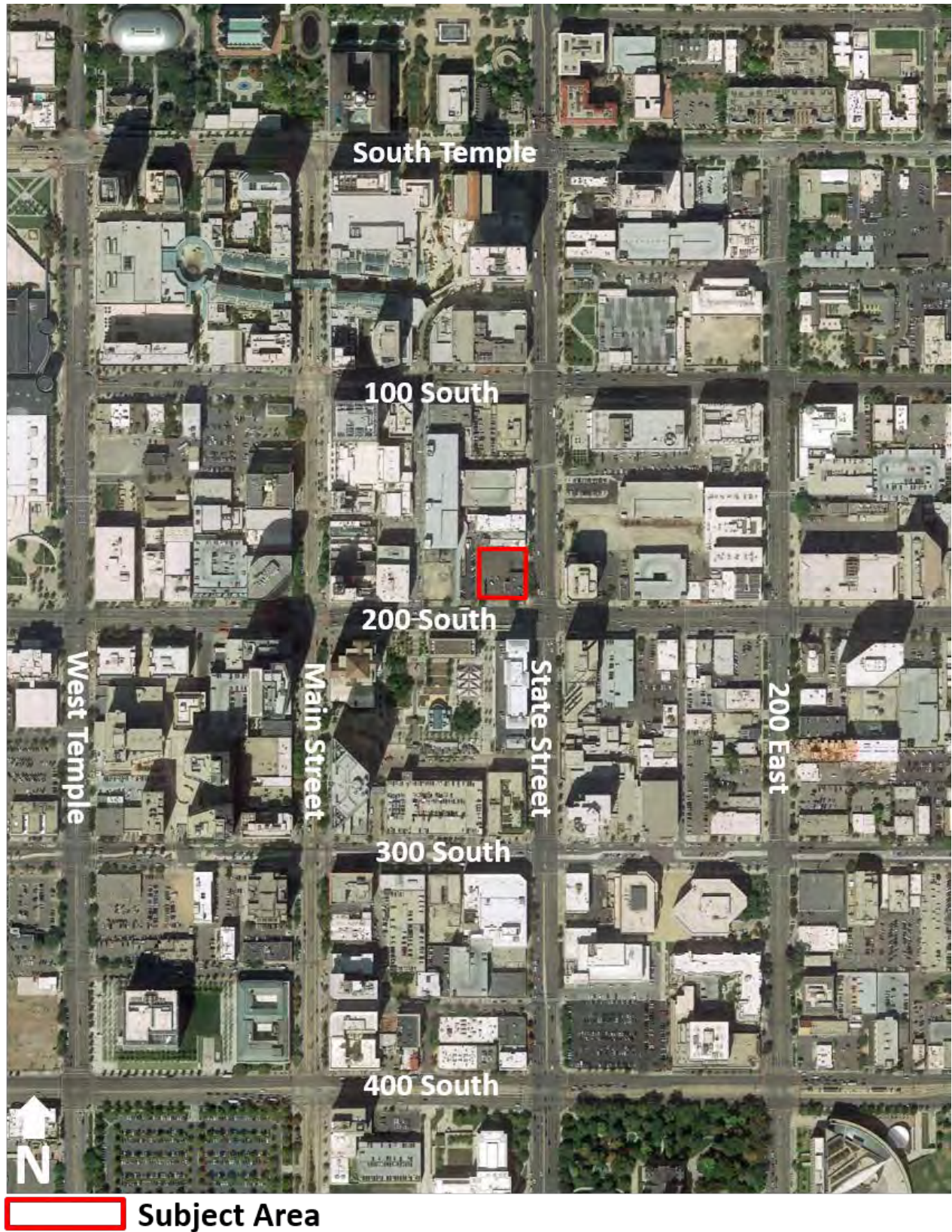
Design Review Approval

If the Design Review is approved, the applicant may proceed with the project after meeting all of the conditions required by City departments and the Planning Commission to obtain all necessary building permits.

Design Review Denial

If the Design Review is denied, the applicant could obtain required building permits as long as the development plan is adjusted to comply with the regulations of the D-1 zoning district.

ATTACHMENT A: VICINITY AND ZONING MAPS





ATTACHMENT B: SITE PHOTOS



Looking west towards the project site



Looking southwest towards the project site with Gallivan Center and Neighboring Buildings



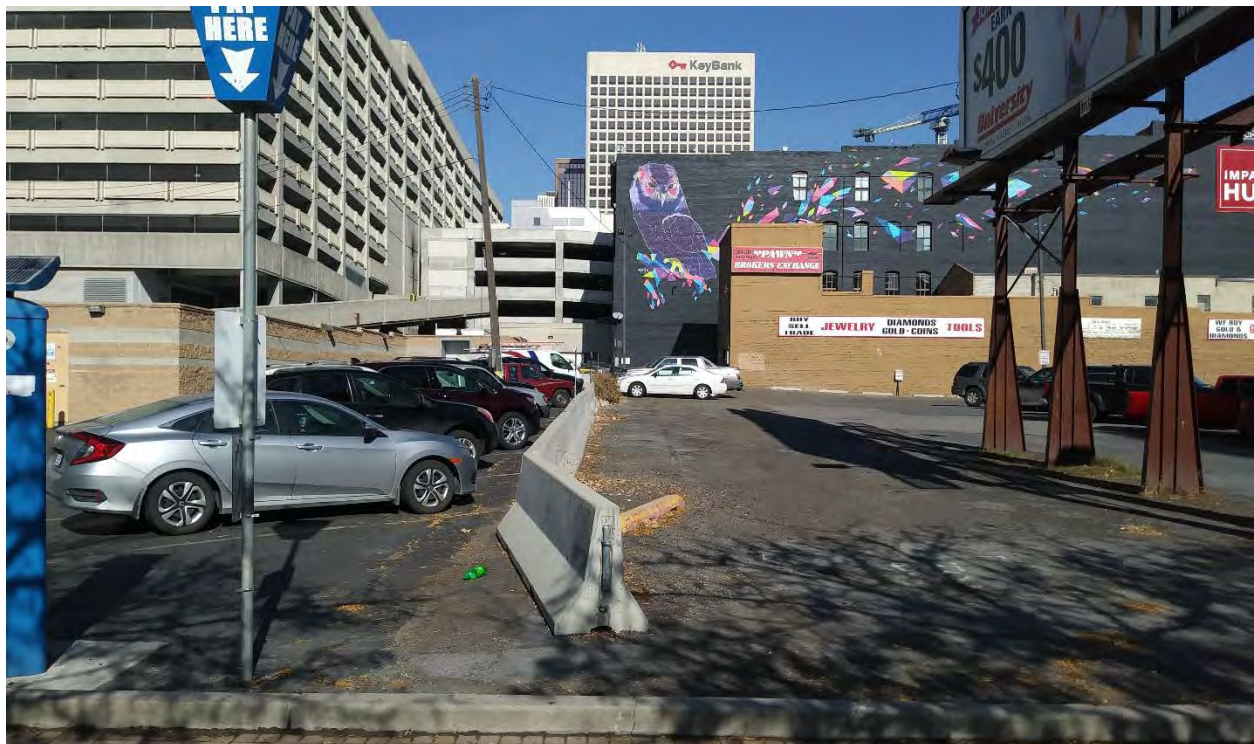
Looking North towards the project site



Abutting Buildings to the North



Looking East with Maverick Building in the Background



Looking North along the Western Property Line



Billboard on the Project Site

ATTACHMENT C: APPLICATION



Design Review

SALT LAKE CITY PLANNING

OFFICE USE ONLY

Project #:	Received By:	Date Received:	Zoning:
PCNPCM2019-00786	A. Anglin	8/22/19	D-1
Project Name: Kensington Tower			

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: Building Height Increase; Building Height Reduction; Setback Increase			
Address of Subject Property: 75 East 200 South			
Name of Applicant: Emir Tursic		Phone: 435.602.1722	
Address of Applicant: 90 S. 400 West			
E-mail of Applicant: etursic@hksinc.com		Cell/Fax: 801.556.5947	
Applicant's Interest in Subject Property:			
Owner	Contractor	<input checked="" type="checkbox"/> Architect	Other:
Name of Property Owner (if different from applicant): 200 South, LLC.			
E-mail of Property Owner: elewis@snocru.com		Phone: 435.602.1722	
➔ 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:	Date:
	8/22/2019

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 checked="" 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 Site Plan Requirements 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.59.060) in written narrative, graphics, images, and relevant calculations. |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

ET 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.



SALT LAKE CITY CORPORATION

Buzz Center

451 South State Street, Room 215 Phone: (801) 535-7700
P.O. Box 145471 Fax : (801) 535-7750
Salt Lake City, Utah 84114

Date: Aug 22, 2019

HKS

PLANNING COMMISSION

90 SOUT 400 WEST
SALT LAKE CITY, UT 84101

Project Name: KENSINGTON TOWER

Project Address: 75 E 200 S

Detailed Description:



* P L N P C M 2 0 1 9 - 0 0 7 8 6 *

Description	Qty	Dept	C Ctr	Obj	Amount		
					Invoice	Paid	Due
Invoice Number: 1630927							
Filing Fee	1	06	00900	125131	\$776.00	\$0.00	\$776.00
Postage	89	06	00900	1890	\$43.61	\$0.00	\$43.61
Total for invoice 1630927					\$819.61	\$0.00	\$819.61
Total for PLNPCM2019-00786					\$819.61	\$0.00	\$819.61

OFFICE USE ONLY
Intake By: AA1589

CAP ID #
PLNPCM2019-00786
Total Due: \$819.61



www.slcpermits.com



* P L N P C M 2 0 1 9 - 0 0 7 8 6 *

Treasurer's Office
Rcpt# 13110293
PL PLNPCM2019-00786
\$819.61 8/22/2019

Please Keep This
Box Clear

ATTACHMENT D: DESIGN REVIEW NARRATIVE



CONTENTS

PROJECT DESCRIPTION	5
A. ZONING AND MASTERPLAN COMPATIBILITY	7
B. DEVELOPMENT ORIENTATON	11
C. STREET FACADE	13
D. BUILDING MASSING	15
E. BUILDING HEIGHT	19
F. PARKING, ON-SITE CIRCULATION AND SERVICE AREAS	25
G. SIGNAGE	27
H EXTERIOR LIGHTING	29
J. STREETScape DESIGN	31
K. UTILITIES DESIGN	33



SOUTH VIEW



WEST VIEW



EAST VIEW



NORTH VIEW

PROJECT DESCRIPTION

Poised to become one of Salt Lake City’s most coveted addresses, the Kensington Tower will revolutionize downtown living in Salt Lake City while expanding the Downtown skyline. At nearly 680,000 square feet and 39 floors of luxury apartments, communal amenities and private parking, the new downtown icon will exceed 400 feet in height and capture views of the Wasatch Mountains, the Great Salt Lake and Downtown skyline. The preliminary program includes approximately 380 units composed of studios, one and two-bedroom apartments, which then will be crowned with two levels of exclusive penthouse units. The residential program will be complemented with over 40,000 square feet of communal amenities on three different floors that will create a unique vertical urban community.

The first amenity level is located atop of the six-level parking structure and includes an outdoor urban park adjacent to a generous club house with hosting facilities overlooking Galivan Center. A full-service fitness center will overlook the State Street corner while the remainder of this level will contain guesthouses for tenants’ out of town visitors. A work lounge with conference rooms, high-speed internet and audio-visual equipment will be located on the mezzanine level above, giving the tenants the choice to work and facilitate meetings from home. A rooftop pool adjacent to a spa and wellness center, featuring private lockers and treatment rooms, will be located on Level 22. The penthouse residents will have access to an exclusive sky lounge located on level 39. The amenity program will be topped off with a 4,000 square foot roof terrace with panoramic views of the Salt Lake valley and Wasatch Front.

The extensive amenity program will be complemented with an unparalleled service support that will include a 24-hour concierge, package delivery, dry cleaning services, pet spa and other services that will make the urban living experience convenient and uniquely luxurious. Kensington Tower will set the stage for a live / work / play concept and will rival other major metropolitan areas across the country, helping Salt Lake City recruit new professional talent and attract top companies to Utah. Upon completion, Kensington Tower will greatly enhance commercial and economic development within the civic core, as well as the broader Salt Lake region.

In addition to creating an exclusive, urban community and a contemporary lifestyle, the Kensington Tower will be an exemplar steward of the environment. The project will seek to minimize its carbon footprint through responsible design, construction and operations and address sensitive environmental issues specific to our region such as air quality. Kensington Tower will promote alternative forms of transportation such as electric vehicle and bicycle share programs while providing code required parking in a six- story, above grade parking structure. The project will explore the feasibility of photovoltaic vertical fins with the goal to produce enough solar energy for lighting in

all public and communal areas. The project will seek LEED Gold Certification for the design and construction phases and explore WELL Building standards to enhance the health and well-being of its residents.

The high-rise is anticipated to be a post tensioned concrete structure with a single lateral force resisting system. The single lateral system constructed of multiple concrete cores will pursue a performance-based design that will improve the life safety of the building occupants while minimizing building damage in a seismic event. The exterior cladding will be a combination of a glass curtain systems framed with stone and GFRC panels. The south facing façades will be clad with a floor to ceiling glass wall to capture breathtaking views of the Salt Lake Valley and the Wasatch Front. The remainder of the façade will be clad in a variation of stone and GFRC panels with deeply recessed windows that will create a residential character and reduce the perceived scale of the building. The high-rise will be topped with a unique open rooftop expression that will be distinct on the downtown skyline.



A. ZONING AND MASTERPLAN COMPATIBILITY

The project is located in the D-1 Central Business District zoned for commercial and economic development with a broad range of uses including high-density housing. The district purpose statement encourages intense developments with large buildings and high lot coverage with a strong emphasis on street activation, pedestrian activity and safe and attractive streetscape to preserve the urban nature of the downtown area.

The Downtown Plan designates the Salt Lake downtown as the premier center for sustainable urban living, commerce, and cultural life with a variety of housing options to meet the diverse needs of the region, improve downtown livability and attract and retain skilled workers. The master plan envisions the Central Business District as a growing residential community for those seeking the ultimate urban experience within a walking distance from the financial district, Main Street shopping and Downtown Art's District.

Kensington Tower will provide a very high density, luxury rental product in the heart of Salt Lake City downtown and the Central Business District that currently does not exist in our market. Additionally, the project will embrace best practices for urban residential development by providing extensive outdoor amenities and services that will make the downtown living very convenient. The communal amenities will create a strong sense of community and identity with a strong relationship to the adjacent streets. The unique housing options, amenities and services offered will improve downtown livability and attract new professional talent, which in turn will foster economic and commercial development in accordance with the district's purpose statement.

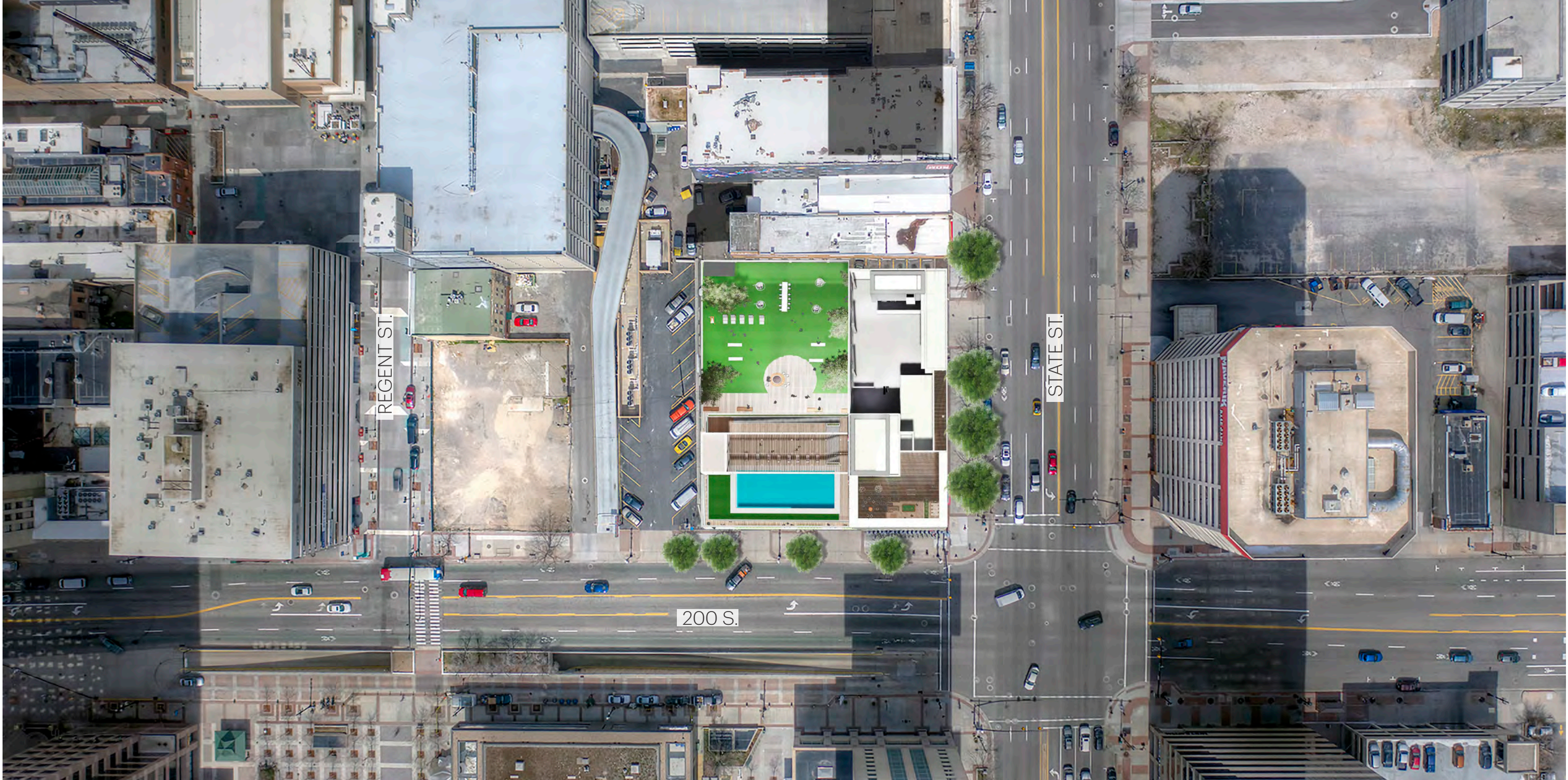
The project will comply with the D-1 general regulations including allowable uses, lot sizes, parking restrictions and location of services, and will be subject to D-1 block corners and Main Street retail core regulations. The project will replace an existing fast food restaurant and a surface parking lot with a high-rise tower and full-lot coverage that will prominently address the major street corner, meeting the intent of the D-1 Special Controls over block corners and corner buildings.

Kensington Tower will expand the high-rise core identified in the Downtown Plan and add a missing corner piece at one of the major downtown intersections. The massing of the building will reinforce the existing downtown pyramidal urban form in the Central Building District while transitioning the building massing and height to its immediate context. The high-rise portion of the building along State Street will reinforce the street edge and one of the major view corridors to the State Capitol. Lastly, the building will expand and refine the downtown skyline with a distinct rooftop expression.

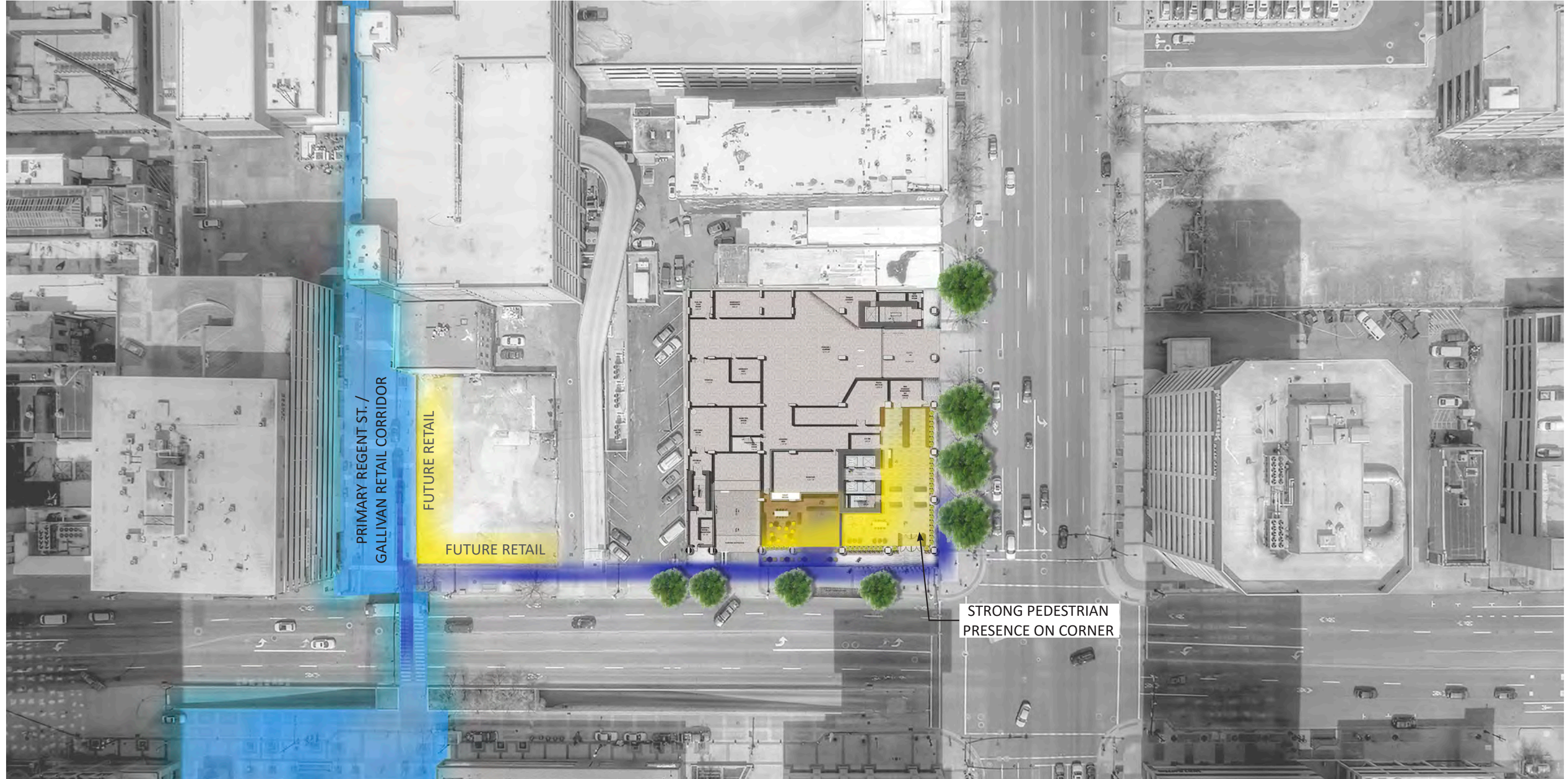
In order to meet high-density and complex programmatic requirements on a constrained site and modulate the building massing to relate to its context, the project is seeking additional building height for the high-rise tower and building height reduction for the low-rise parking structure. The project is seeking increased yard requirements on the ground level for service and parking entrances and outdoor seating. In addition to the general compliance with the zoning code and adopted master plan intent described in this section, the project will demonstrate compliance with all applicable standards required for design review in accordance with the Zoning Ordinance 21.A.59.050.



EXISTING AERIAL VIEW



PROPOSED FUTURE AERIAL VIEW



B. DEVELOPMENT ORIENTATION

The project will take advantage of its prominent corner location and curb appeal by placing active ground level uses along State Street and 200 South. The programming of the ground level with a two-story lobby and commercial retail with a high level of transparency, will activate both street frontages, improve streetscape and enhance pedestrian activity and safety. In addition to the street level, Kensington Tower’s communal balconies and amenities will have a direct connection to the street and will elevate street activity to the low-rise, mid-rise and high-rise levels enhancing the urban nature of the downtown and its skyline.

The primary building entrance will be located at the building corner to highlight its presence, while the two-story lobby will extend along State Street. A lobby lounge and a street retail will wrap the corner to continue pedestrian activity on 200 South. The pedestrian interest and interaction along 200 South will be further enhanced by the outdoor retail seating with the direct visual connection to the street and Galivan Plaza. The strong street presence and activity will create a pedestrian and retail connection along 200 South that will encourage pedestrian flow from State Street to Main Street and recently completed Block 70 cultural core and retail on Regent Street. Once the adjacent Regent Street Hotel site is developed, there will be a potential for a continuous street retail frontage from State Street all the way to City Creek.

The service and parking entrances will be located at the far north and west end away from the street corner in accordance with the zoning regulations. Both entrances will be secured and concealed with overhead coiling doors keeping the service and parking functions out of public sight. The parking portion of the building will be elevated above the street, behind the high-rise massing and stretch from 200 South to the north. The parking façade on 200 South will be integrated into the low-rise façade to conceal parked vehicles, internal circulation and vehicle lighting onto the adjacent properties.

The building envelope on the upper levels will follow the property lines along both streets very closely while the ground level façade will be strategically set back to conceal service and parking entrances, increase pedestrian safety and provide outdoor seating for the street retail.





C. STREET FACADE

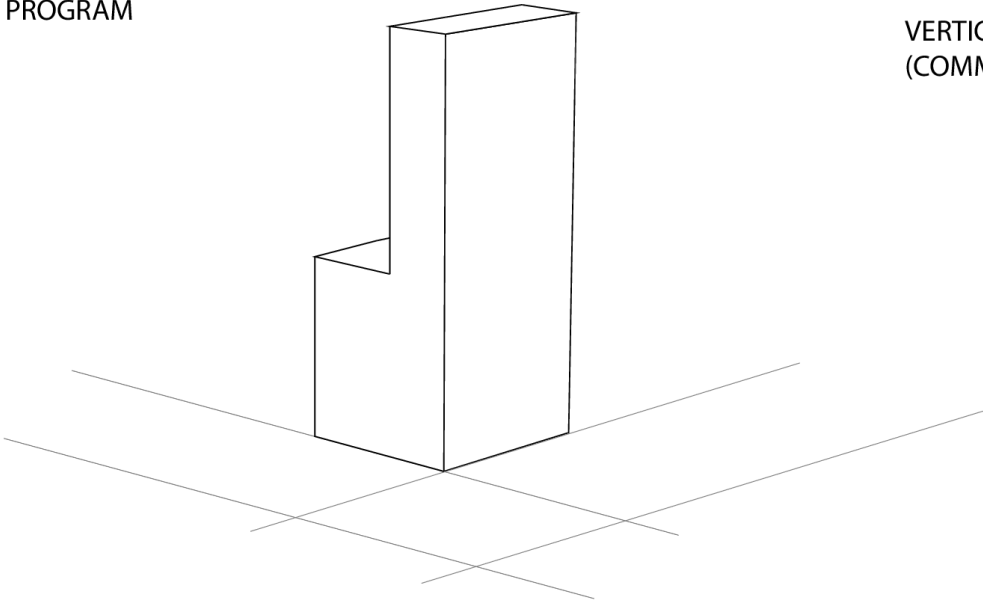
In addition to active ground level uses described in the previous section, the massing of the building base and street façade will be articulated to relate to human scale while facilitating pedestrian interest and interaction. The entire lobby, including the mail room, will feature two-story floor to ceiling glass framed by stone columns. This will create a storefront rhythm and scale at the ground level and reduce the perceived length of the building in the north south direction. The storefront articulation with a stone signage band, stone base and two-story windows will continue along the lobby lounge and retail along 200 South. The corner building entrance will be announced with a cantilevered canopy that will extend over the sidewalk. The street façade along 200 South will be set back for outdoor seating, providing a continuous street canopy and shelter for pedestrians on rainy and snowy days.

The street level activation will extend vertically up the height of the building base. The base façade will be articulated with two story high windows to reduce its apparent height and transition the building to the street level and human scale. A bronze metal band will extend along the State Street and 200 South facades through the two-story windows concealing the edge of structural floor while tying the base horizontally. A glass corner will provide lower level units uninterrupted views of State Street, further activating the street corner.

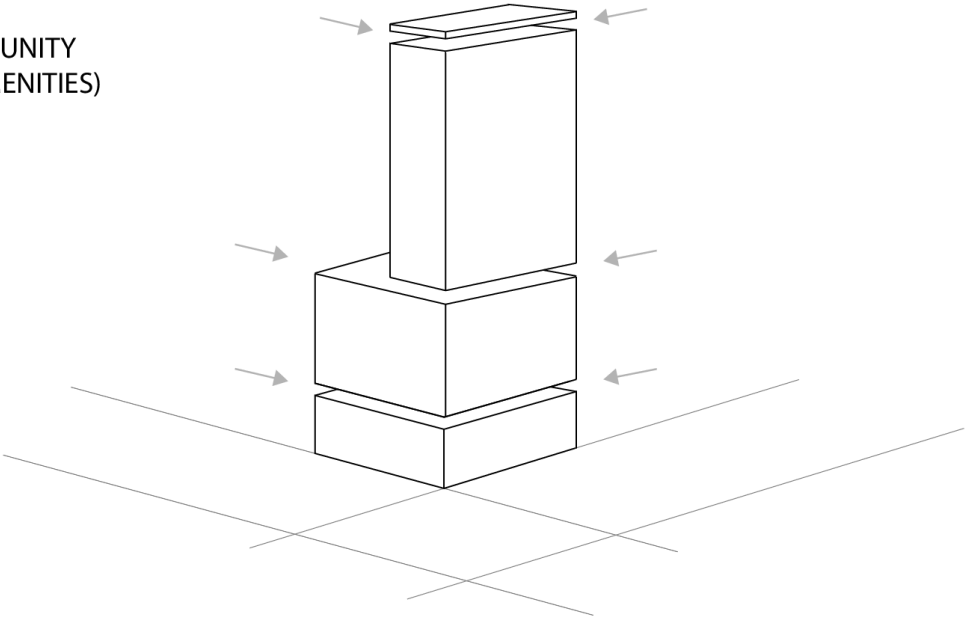
The base will be topped with the first amenity level and a continuous terrace that will connect to the indoor amenities with fully operable walls. The full-service fitness center will wrap the street corner with the operable glass wall to the outdoor terrace that will be used to expand the fitness footprint and classes in the summer months. The amenity level and the terrace will continue along 200 South over the parking structure with direct connection to the club house and hosting facilities. In addition to facilitating indoor/outdoor events in the club house, the terrace will overlook the Gallivan Center providing premium seating for its summer events. This will allow tenants to fully connect to the urban context while contributing to the street and corner activation.



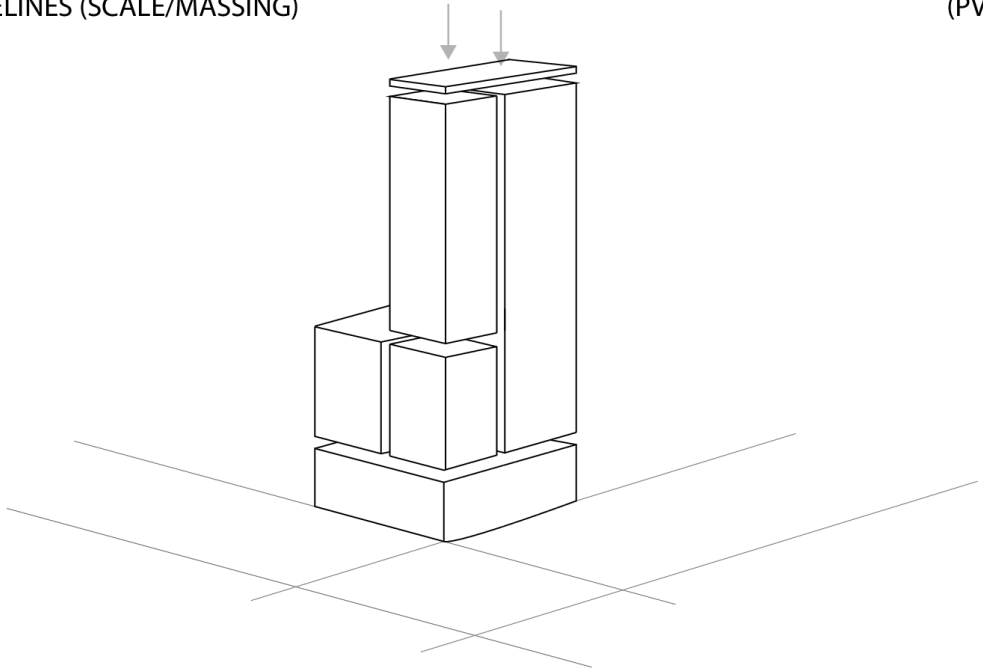
SITE + PROGRAM



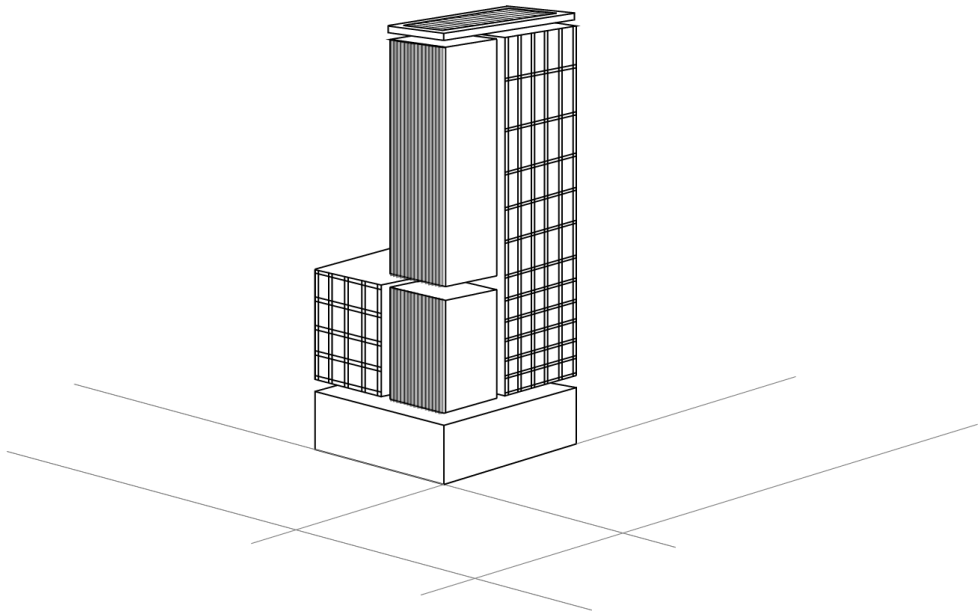
VERTICAL COMMUNITY
(COMMUNAL AMENITIES)



PLANNED DEVELOPMENT DESIGN
GUIDELINES (SCALE/MASSING)



PERFORMANCE/SUSTAINABILITY
(PV GLASS/FINS)



D. BUILDING MASSING

While the massing of the building is largely influenced by its constrained site and program, the siting of the building and its vertical modulation are a direct response to its urban context. The deliberate placement of the high-rise tower addresses the prominent street corner while moving the tallest portion of the building away from the lower existing and future context. The mid-rise portion of the building relates to the anticipated scale of the future development to the west while the seven-story low-rise transitions the building scale to the existing buildings to the northwest and the street level.

In addition to the placement of the basic massing elements with distinct heights that relate to their immediate neighbors, the vertical massing of the building is further modulated by communal terraces and amenities. Aside from evoking a sense of urban community and elevating the street level activation, the communal amenities create horizontal reveals in the building massing that relate to the height of the surrounding low-rise, mid-rise and high-rise context as demonstrated on the diagrams and street perspectives.

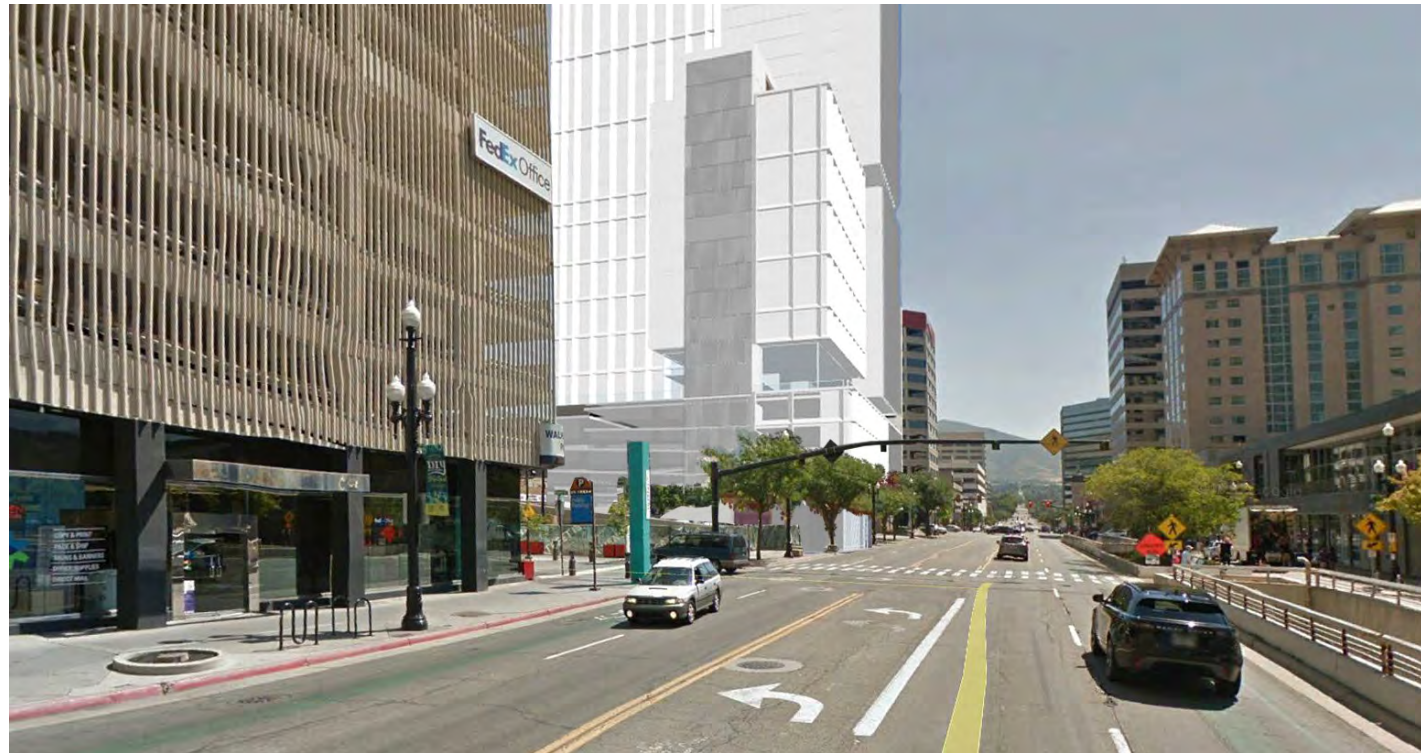
The seven-story low-rise sits on top of the glassy base and is articulated by two-story windows to reduce its perceived height while relating to the street level and human scale. The multi-story windows are framed by vertical and horizontal stone panels which continue onto the adjacent parking structure to screen parked vehicles and internal circulation. The low-rise is topped by the first amenity level that creates a horizontal reveal in the building massing while clearly defining the low-rise terminus.

The mid-rise massing rises above the lowest amenity level on the south-west portion of the site and creates a transition between the high-rise tower and mid-block scale. It is largely glass articulated with vertical fins to reduce its perceived width. The mid-rise massing is intentionally set back relative to the adjacent high-rise tower to reduce the overall building mass and width along 200 South. The mid-rise extends to the next amenity level with a pool deck and wellness center terraces that create the next horizontal reveal carried through the high-rise tower to visually reduce its height.

The high-rise massing extends along State Street and is broken down vertically by the glass curtain wall that emerges out of the stone façade to modulate tower's perceived length in the north south direction. While the south glass façade is articulated with vertical glass fins that relate to the adjacent mid-rise façade, the east and west façades are modulated with deeply recessed multi-story windows. The varying window proportions help reduce the perceived tower's height and width while evoking residential character. In addition, the window proportions and solid-to void ratio echo the facades of the surrounding historic buildings relating to the overall neighborhood character. The vertical and horizontal proportions of the tower are

further articulated and refined with Juliette balconies, metal panel belt and horizontal and vertical emphases to relate to its surrounding context.





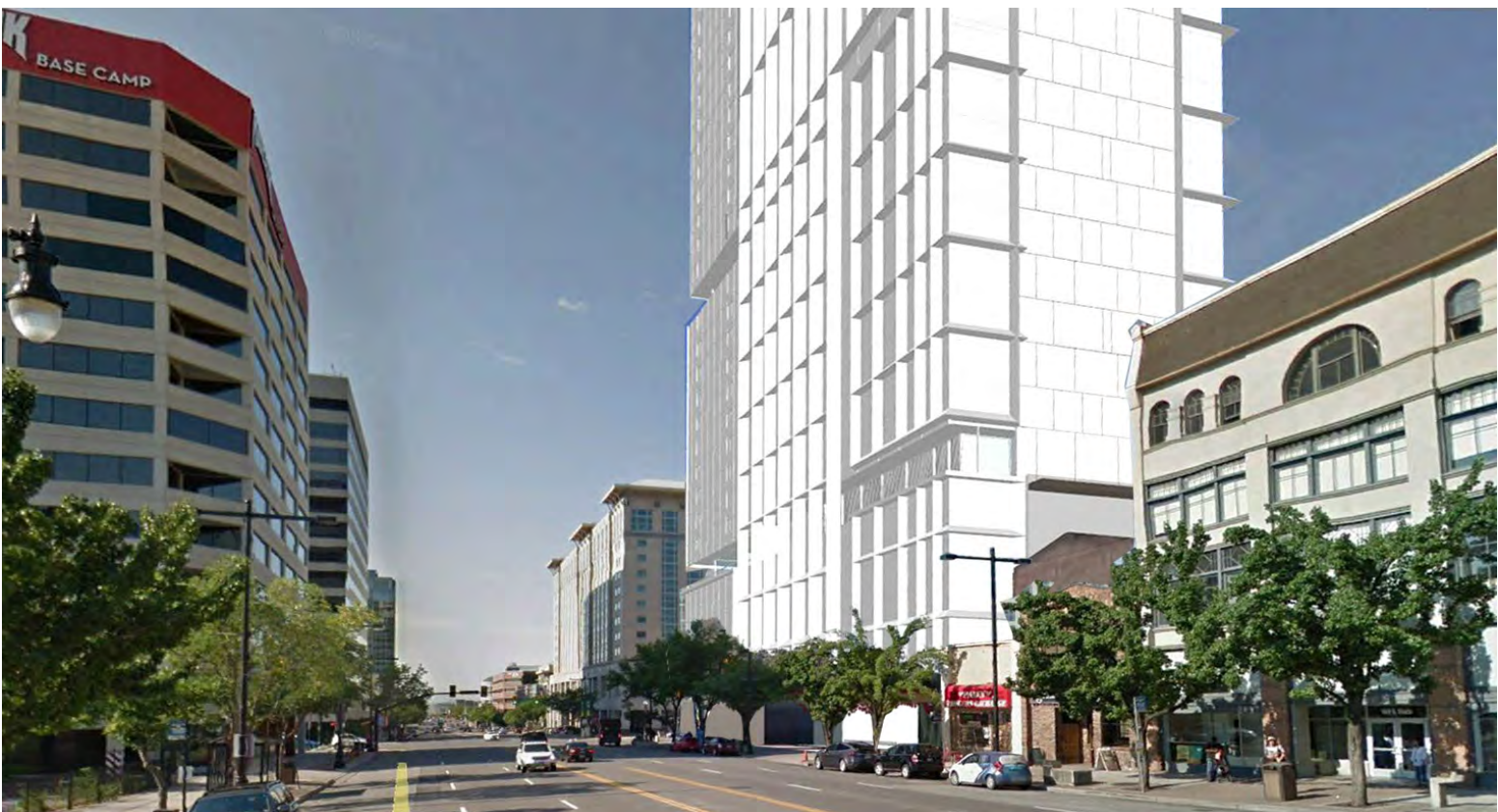
SOUTHWEST 200 SOUTH PERSPECTIVE



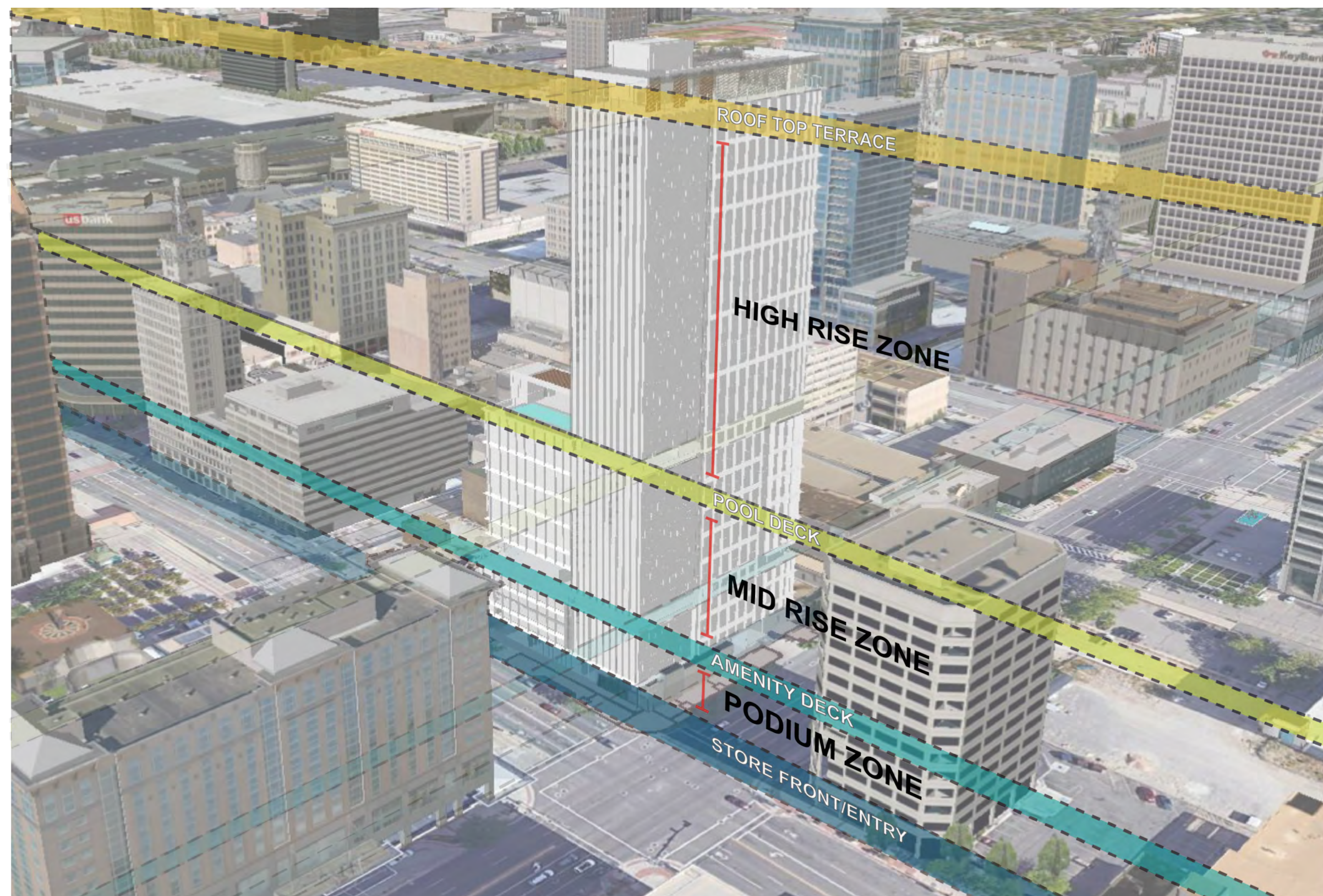
SOUTHEAST STATE STREET PERSPECTIVE



NORTHEAST 200 SOUTH PERSPECTIVE



NORTHEAST STATE STREET PERSPECTIVE



CONTEXT MASSING DIAGRAM



EXISTING CONTEXT TO THE SOUTH



EXISTING CONTEXT TO THE WEST



EXISTING CONTEXT TO THE NORTH



EXISTING CONTEXT TO THE EAST

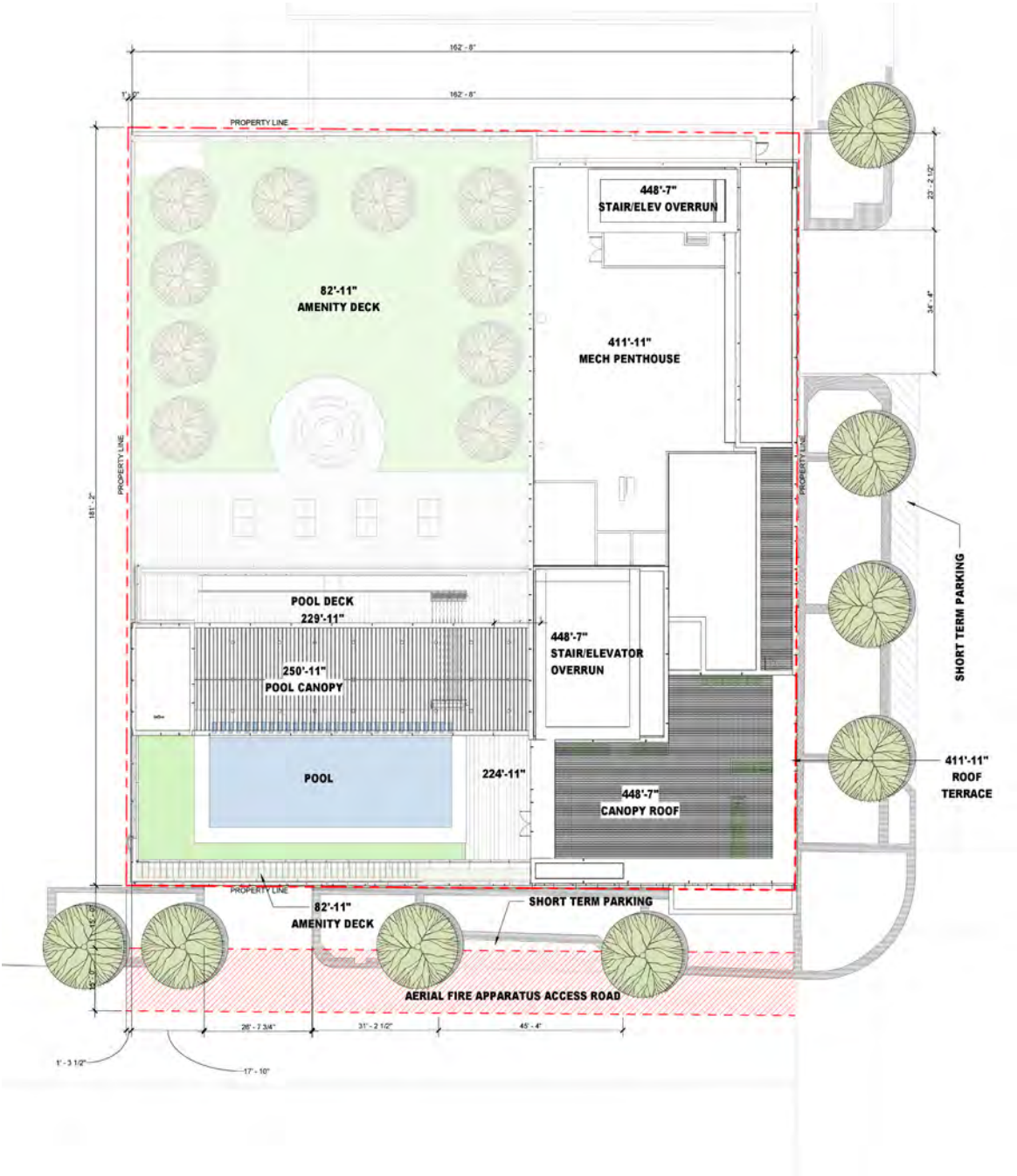
E. BUILDING HEIGHT

High-density and full lot coverage requirements combined with the complex project program and massing that relates to the scale of its diverse context, requires the building height increase for the maximum allowable height and building height reduction for the minimum allowable height for corner buildings. The high-rise tower is seeking a building increase from 375'-0" to 412'-00" feet plus additional 36'-0" for the high-speed elevator overrun and mechanical penthouse equipment. The low-rise portion of the building, located behind the high-rise and mid-rise building, is seeking a building height reduction from 100'-0" to 83'-0". The building height modifications will allow the project to better relate to its immediate context and human scale while making a distinct expression on the city skyline.

As described in the previous section, the basic building massing will be divided in three elements with distinct building heights that will define the building base, mid-rise and high-rise. The siting of the three elements will follow the existing development pattern by placing the tallest portion of the building along State Street while reducing the height and scale of the mid and low-rise portions to be compatible with the existing and future mid-block development. The building massing and modulation will minimize shadow impact on the surrounding context as demonstrated on the shadow studies.

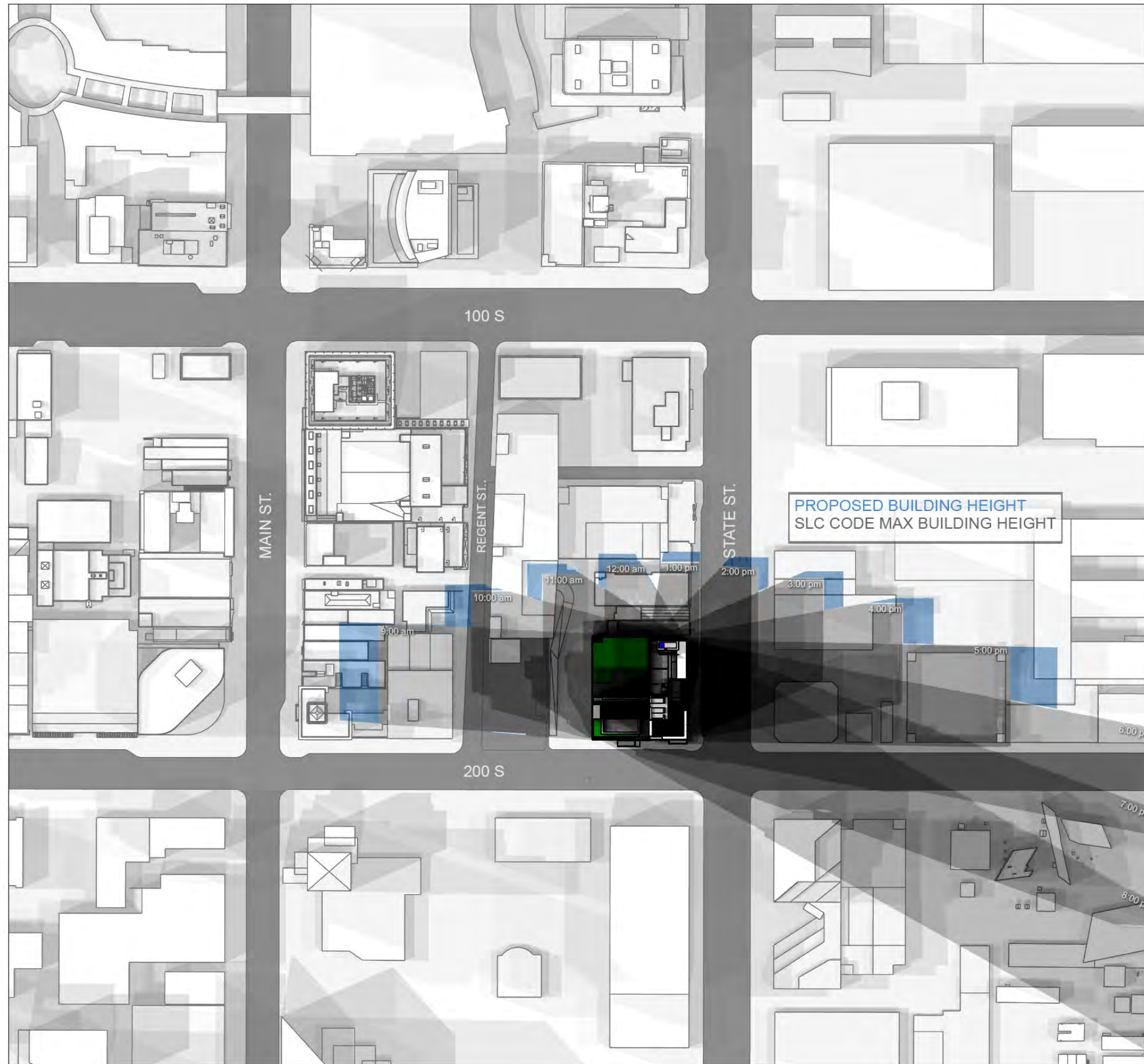
The horizontal modulation of the individual building sections created by communal terraces and outdoor amenities, will further reduce the vertical height of the building and improve relationship to the surrounding context while providing wind breaks above the street level. The façade articulation, described in the previous section, will reduce the perceived height and width of the building to help it relate to the existing context and human scale.

Each section of the building will have clearly defined rooflines with occupied and activated rooftops. The northwest portion of the low-rise is covered with an urban park that will provide a more compelling roof landscape, reduced solar heat gain, and reduced stormwater runoff. The mid-rise roof is occupied by an outdoor pool and terrace with a floating canopy reinforcing the mid-rise terminus. The tower massing is be topped with a clearly distinguished yet integrated rooftop expression with a series of floating rooflines and void volumes that soften the tower massing on the city skyline while concealing the elevator overruns and the mechanical penthouse.

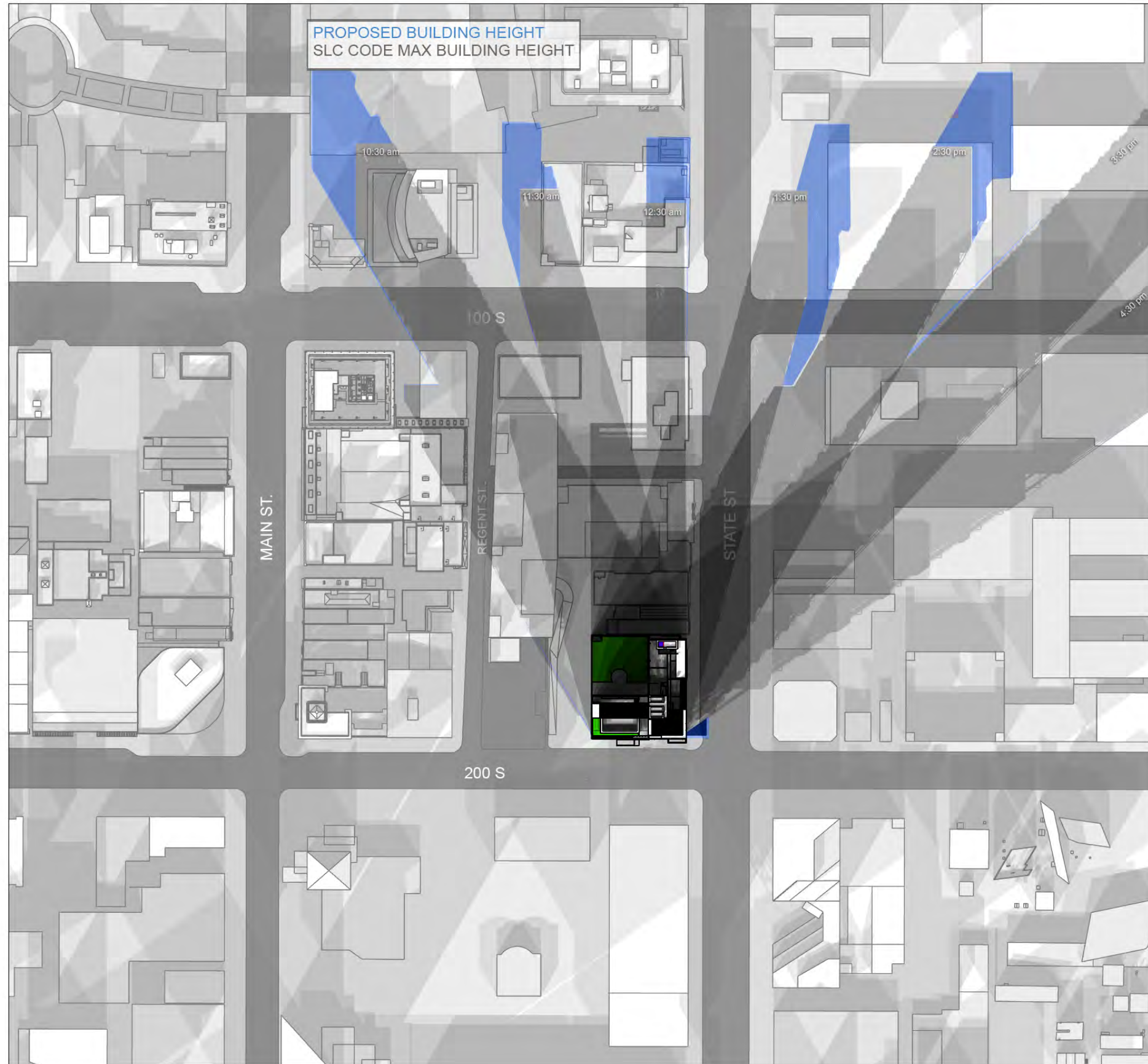




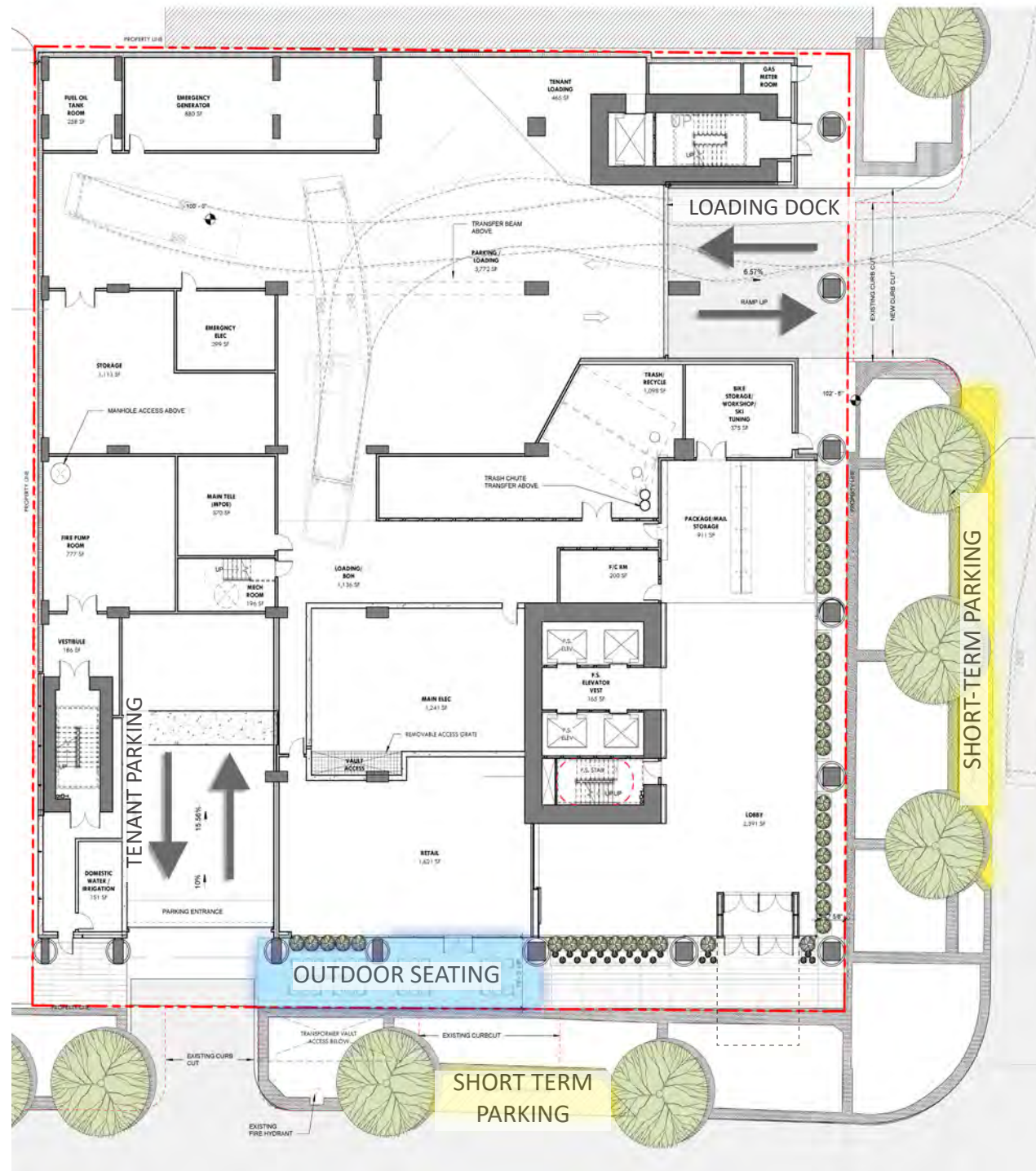




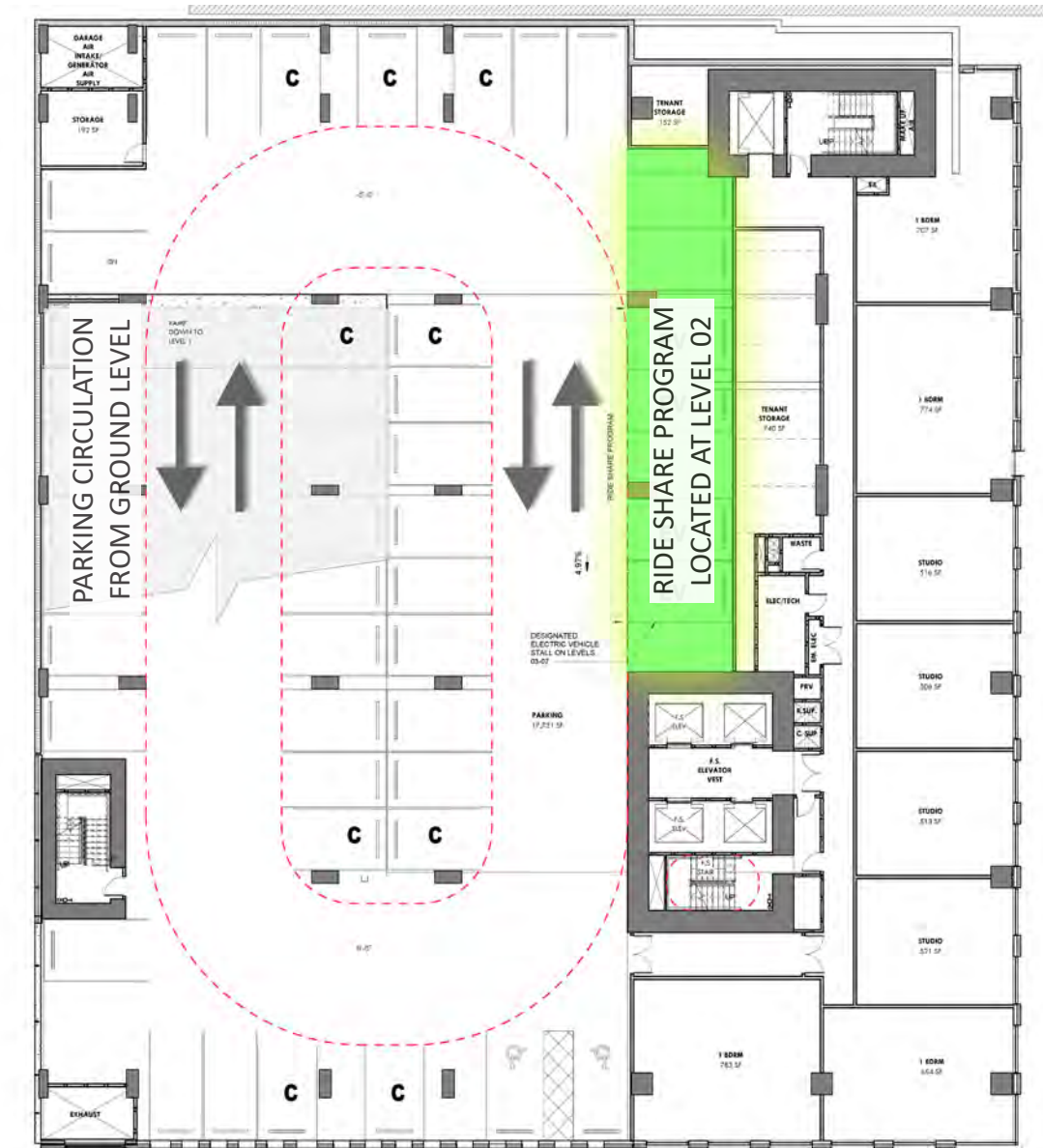
SHADOW STUDY - SUMMER SOLSTICE



SHADOW STUDY - WINTER SOLSTICE



GROUND LEVEL



PARKING LEVEL

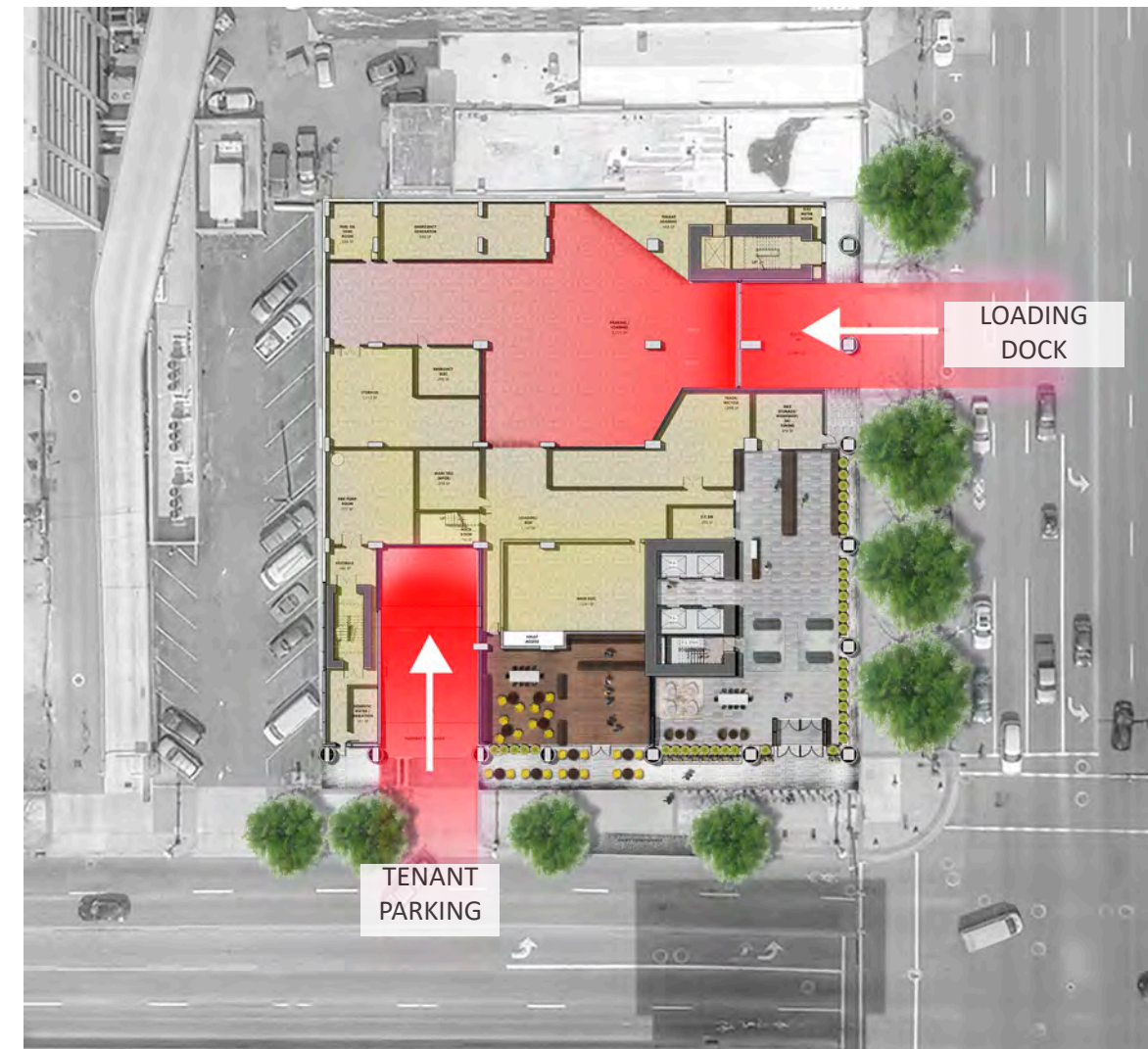
F. PARKING, ON-SITE CIRCULATION AND SERVICE AREAS

As noted in section B, the service and parking entrances will be located at the far north and west end, away from the street corner in accordance with the zoning regulations. The service entrance will be utilized for the moving trucks and garbage pick-up while the garage entrance will provide access to secured tenant parking on the upper levels. Both entrances will be secured and concealed with overhead coiling doors keeping the service and parking functions secured and out of public sight. The proposed entrances have been reviewed with Salt Lake City Transportation and Utah Department of Transportation to verify their compliance with their respective safety and regulation standards and will require deeper setbacks for pedestrian safety.

The service area located behind the lobby and retail will provide three different loading and unloading areas strategically located in accordance with their use. While the tenant loading dock will be immediately next to the service elevator at the north elevator core, the garbage and recycling pick up will be adjacent to the trash and recycling rooms. The third-party retail will have its own loading dock close to its service entrance which can also be used for occasional deliveries to the main lobby. In addition to the dedicated loading docks, the service area will provide truck maneuvering space allowing all service circulation to be contained within the building enclosure. As the service entrance is located on State Street and under the jurisdiction of the Utah Department of Transportation, the team has met with UDOT to review and confirm it compliance and required separation from the intersection.

In an effort to mitigate the impact of other daily deliveries and frequent rideshares on the flow of traffic, the project is proposing to convert the existing metered stalls on State Street to a short-term freight and vehicle parking. Additionally, the project is proposing a secondary short-term parking on 200 South near the main entrance to mitigate traffic congestion at the major intersection. The team has reviewed the proposed parking and curb cut changes with the Salt Lake City Transportation Department.

While the transformer vault is anticipated to go below grade based on our experience with other downtown projects, the emergency generator will be in the service area away from public sight to maximize street level activation. Majority of the mechanical equipment will be located and screened in the mechanical penthouse that will be integrated into the overall rooftop expression. The fresh air supply and exhaust for residences will be collected and distributed internally which will allow the outside air to be tempered and filtered while removing mechanical loads from the building exterior.





EAST BASE SIGNAGE



SOUTH BASE SIGNAGE

G. SIGNAGE

While the final signage design will be deferred, the design review package identifies proposed placement of major building signs at the street and rooftop level. The ground level signage will identify the main building entrance, retail, as well as parking and service entrances that will be integrated into the top horizontal signage band of the building base. The rooftop building sign will be integrated into the top roof enclosure signifying the building identity on the city skyline.

All signs will be coordinated with the outdoor landscape, lighting, projections and awnings to maximize their visibility and legibility while complying with the Salt Lake City Signage Ordinance. The street level signage proposes three flat signs on 200 South and two flat signs on State Street that will be well under the allowable sign area based on their respective store frontage. Additional signage may be required by Utah Department of Transportation and Salt Lake City Transportation for the parking and service entries. The building identification sign will be attached to the solid wall of the rooftop enclosure and will not exceed 10'0" in height.



BUILDING SIGNAGE



H. EXTERIOR LIGHTING

While the final lighting design will be deferred and submitted with the building permit set, the design review package conveys the overall architectural lighting intent. The street lighting will be provided in accordance with the Salt Lake City Lighting Master Plan as indicated on the civil site plan. The light poles on State Street will match the existing fixtures while light poles on 200 South will specify the Asparagus poles as indicated in the Lighting Master Plan. The building base will be adequately illuminated to provide pedestrian safety and comfort while maintaining the allowable lighting levels within and beyond the property.

In concept, the exterior lighting will complement the architectural design and highlight its massing, articulation and key features. The exterior lighting will illuminate building's communal amenity levels and exterior terraces that define the overall building massing as shown on the night rendering. Additionally, the rooftop cornice and rooflines will receive special attention to maintain building's prominent skyline presence at night.

The exterior lighting will be coordinated with the location of major signs and landscape features including the outdoor swimming pool. All exterior lighting will be designed for adjustable, low-level illumination to minimize glare, light trespassing and night sky pollution. Lastly, the exterior lighting will maintain the overall intensity and character of the immediate neighborhood and Salt Lake Downtown.

J. STREETSCAPE DESIGN

The constrained site footprint and complex ground level program will minimize the streetscape scope. Due to the size of the project and limited construction staging area, the project anticipates removing and replacing all existing trees along State Street and 200 South frontages in accordance with City's urban forestry guidelines. The sidewalk paving will also be replaced in accordance with the design standards for D-1 Central Business District as shown on the civil site plan.

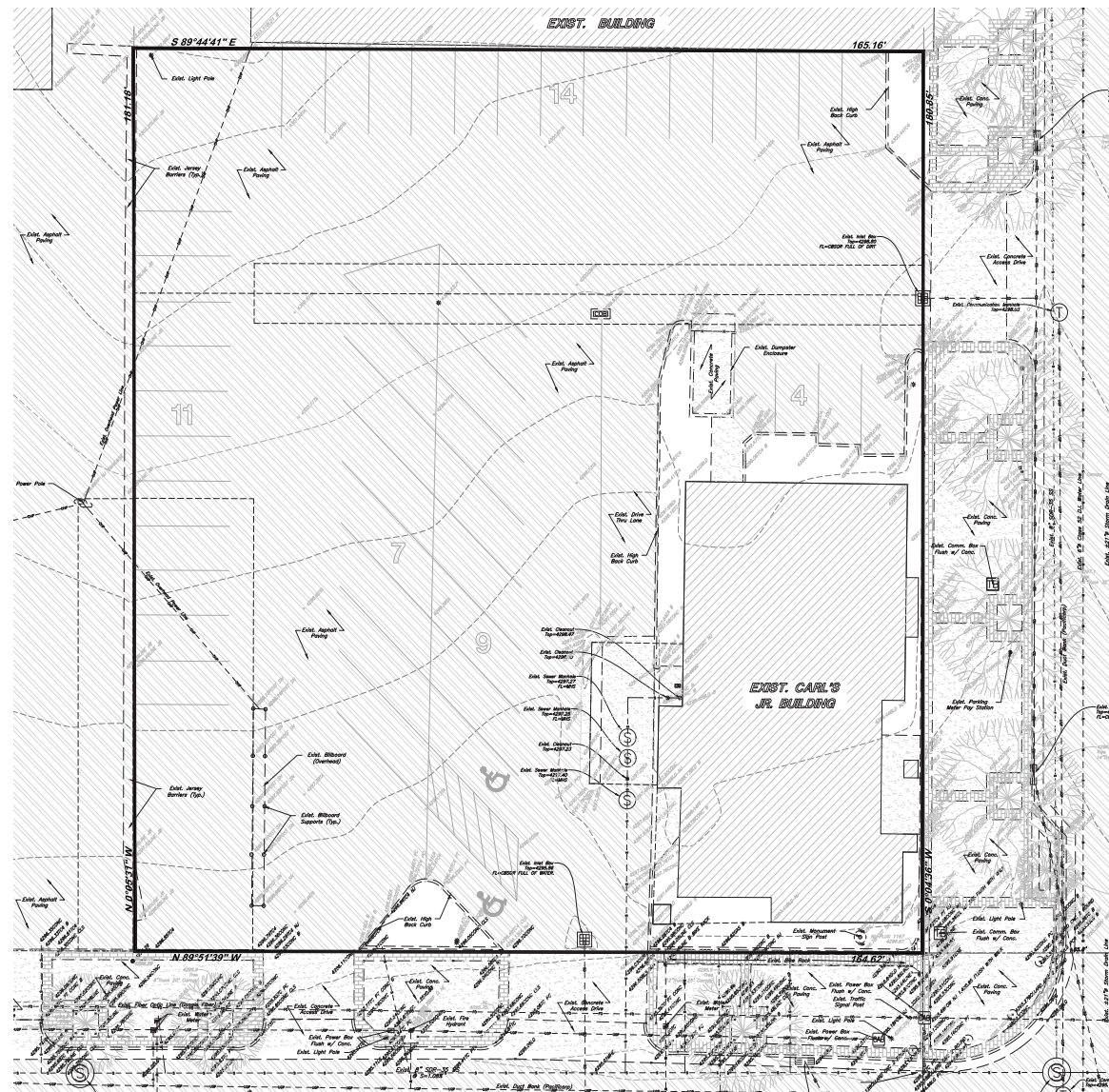
In areas where the building footprint is setback from the property line, such as the retail outdoor seating area, the paving material will be differentiated as shown on the architectural ground level plan. The final material selection will balance its immediate relationship to the adjacent sidewalk paving, exterior building palette and the interior flooring. The service and parking entrances will require more durable materials with higher compressive strength to support vehicular and truck traffic and loads.



K. UTILITIES DESIGN

SITE LOCATION

The proposed Kensington Tower site is located at the northwest corner of the intersection of 200 South and State Street. Currently, there are three parcels totaling 0.69 acres which make up the entirety of the site. These parcels are 16-06-151-022 (0.19 acre), 16-06-151-016 (0.45 acre) and 16-06-151-015 (0.05 acres). An existing Carl's Jr. restaurant and surface parking lot currently occupy the site.



UTILITY SERVICES

The following is a summary of existing utilities adjacent to the site which currently service the existing restaurant pad as well as the required system enhancements necessary to accommodate the change in use.

Domestic/Fire Water: Salt Lake City's Central Business District contains a network of double mains on either side of their gridded street network. Currently, an existing 8" water main runs beneath the westernmost southbound travel lane beneath State Street on the east side of the proposed development and a 6" main runs beneath the northern eastbound travel lane beneath 200 South Street on the south side of the project. Each of these mains are cast iron lines that are over 100 years old. Since State Street is a UDOT right of way, any utility line connected into the lines running beneath State Street are required to be bored. The current design intent is to avoid connections into State Street unless absolutely necessary. Current plans show the existing service laterals extending off the 6" line beneath 200 South to be demolished along with a 420 lineal foot section of 6" main from the cross at State Street to the intersection of Regent Street on the west side of the project.

A new 12" diameter Class 52 Ductile Iron waterline will need to be installed along the south side of project to replace the 6" section of line that will be removed. Total length of new 12" main line is approximately 450 lineal feet. This is a State of Utah and Salt Lake City Public Utilities Development Code driven requirement. Any new commercial development within the downtown districts require existing waterlines be upsized to 12" lines. A new 6" domestic waterline lateral and compound meter and precast concrete meter vault are planned to extend from this new section of 12" main into the building near the southwest side of the project. Additionally, the height of the building classifies it as a 'super high-rise' building. International Building Code requires two (2) fire line laterals provide fire water from the main to the fire water storage tank and fire pump. In order to meet this requirement, two new 8" fire line laterals will extend into the fire riser room from the new section of 12" main and will be separated with an isolation valve on the main line. This would allow the fire riser to be fed from the east (State Street) and west (Regent Street) in the event one of these sections were unavailable. Backflow prevention for both the domestic laterals and fire line laterals will occur on their respective risers within the building.

Secondary/Irrigation Water: Individual pressurized irrigation/secondary water systems are fed from the domestic water distribution system discussed above. Any new irrigation points of connection will be connected to the new section of 12" main line,

metered and run through a backflow preventor.

Sanitary Sewer: Similar to the water lines, the sanitary sewer conveyance lines run north to south beneath State Street and west to east beneath 200 South Street. An existing 8" vitrified clay pipe parallels the existing 6" water line on the south side of the project. This line will not be sufficient to convey the anticipated flows generated from the tower and will need to be removed/replaced along the entire length of the southern property frontage. The current plans show this existing 8" main being removed and replaced with a new 12" DR-35 PVC line from State Street to the west boundary of the project. Multiple points of connection to this line are anticipated from the differing functions of the building. The first of these lines is anticipated to be a new 12" trunk line which conveys wastewater flows from the at grade and above grade tower levels 1-38. The second line is anticipated to be a 4" line that conveys wastewater flows created in the below dock area and level 1 parking area. The last of the wastewater lines is anticipated to collect both grease waste and sanitary waste from the restaurant/retail tenant on Level 1. These flows will be combined after being run through a grease interceptor and sampling manhole and connect into the 12" main beneath 200 South.

Storm Water: Storm water generated from the site will consist entirely of roof drainage, since the entire site falls beneath a roof of the building. This rain water will be collected and discharged into an existing 21" storm drain trunk line located in 200 South. Since the site is less than 1 acre, on-site detention will not be required, however storm water will need to be run through a sand/oil separator prior to discharge.

Natural Gas: An existing Dominion Energy 4" plastic natural gas line runs beneath the 200 South sidewalk on the south side of the project and beneath the State Street sidewalk on the east side of the project. It is anticipated the project will be fed from this existing main line. Demand calculations will need to be provided to Dominion Energy in order for them to analyze current capacity and determine whether or not this project will warrant and increase in pressure or line size.

UTILITY PIPING MATERIALS

Utility piping materials will be specified to meet the following criteria:

Fire/Domestic Mains & Service Laterals:

- 1"-2" domestic service laterals – Tyke 'K' Copper pipe.
- 4"-12" fire/domestic main lines – AWWA Class 52 Ductile Iron pipe. Neptune or Census
- 6" compound meter with bypass in precast concrete vault.

Hydrants & Fittings:

- Dry barrel type with a minimum working pressure of 175 psi (1205 KPa). Ductile iron elbows and tees with resilient wedge screw-type gate valves.

Sanitary Sewer:

- 4"-15" sewer pipe to be ASTM D3034, Type PSM, SDR-35 PVC sewer pipe (green color).

Storm Drainage:

- 10" diameter pipes or smaller (roof drains) - ASTM D3034, Type PSM, SDR-35 PVC pipe (white color).
- 12"-15" pipes – concrete pipe, ASTM C14, Class 2
- 18" diameter pipes or larger – reinforced concrete pipe, ASTM C76, Class III
- Type I/II precast concrete inlet/junction boxes with H20 rated steel grates.

ATTACHMENT E: ANALYSIS OF STANDARDS

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	Finding	Rationale
<p>Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	Complies	<ol style="list-style-type: none"> 1. The proposed structure is primarily oriented to State Street and 200 South. The primary entrances face the public sidewalk on those streets. 2. The applicant is petitioning for setbacks greater than 5'. However, the building will still be located close to the sidewalk with the increased space used to foster more activity at ground level such as outdoor seating for the planned restaurant. It is in line with the development patterns in the downtown neighborhood. 3. The parking is located within the building.
<p>Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces. 	Complies	<ol style="list-style-type: none"> 1. The building will have extensive glass and detailing at the pedestrian level. Active uses including a commercial element (a restaurant) and lobby space will be located on the ground floor and will be readily visible and inviting to pedestrians on the sidewalk. 2. The proposed project maximizes the transparency of the ground floor street-facing facades by including full length transparent store-front windows on the ground floor which has a ceiling height of 20 feet. 3. The glass surfaces of both street facades are broken up by well-designed support columns and changes in coloration and signage above the glass. 4. The restaurant will have an outdoor dining area that provides a direct connection to the outdoor spaces. The outdoor plazas located on levels 8 and 22 will also have a visual connection to the street.

<p>Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan. 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The existing development pattern directly adjacent to the subject parcels does not reflect the heights allowed within the D-1 zone but does reflect the goals of providing a diverse commercial area with buildings adjacent to one another as well as to sidewalks making them easily accessible to pedestrians. The overall proposed height will be compatible with taller buildings throughout the zone while the variation of height and massing relates well to the older, and much shorter, buildings directly to the north. 2. The proposed structure modulates well to relate to both the human scale of pedestrians as well as to the abutting two story buildings to the north, and others within the vicinity. The ground floor level is two stories with floor to ceiling glass walls on the sidewalk facades punctuated by white pillars and overhangs above entrances. That creates a human centric space and also interacts well with the buildings to the north as the ground floor articulation is of similar height. 3. The thoughtful inclusion of secondary elements in the design of the structure serves to modulate the tower and orient it toward other buildings in the area. For example: <ul style="list-style-type: none"> - The amenity deck on level 8 creates a strong articulation across the mass of the entire building and corresponds well to more historic buildings along State Street further to the north such the Impact Hub. - The pool level (22) is the top of the roof of the massing element along 200 South and continues a horizontal visual change along the State Street portion. It relates well to neighboring buildings such as the Walker Center, the Maverik Building, and the Marriott.
--	-----------------	---

		<ul style="list-style-type: none"> - The next major façade change is on the Penthouse Level (38). It, Level 39, and the roof terrace create an open and airy feel at the top of the tower where it achieves maximum height and will be counted among the tallest buildings in the city. <p>4. See #1</p>
<p>Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	Complies	<p>The State Street building façade is approximately 181' in length and the façade on 200 South is approximately 163'. Therefore, this is not applicable but the structure would still meet it as explained in the previous standard.</p>
<p>If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30"); 2. A mixture of areas that provide seasonal shade; 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted; 4. Water features or public art; 5. Outdoor dining areas; and 6. Other amenities not listed above that provide a public benefit. 	Complies	<p>This is not applicable because privately owned private space is not required in the D-1 zone. However, the developer is providing a restaurant on the ground floor with outdoor seating as well as extensive amenities for the building occupants which incorporate many of the listed elements. Street trees will be installed along the frontages of State St. and 200 South.</p>
<p>Building height shall be modified to relate to human scale and minimize negative impacts.</p> <p>In downtown and in the CSHBD Sugar</p>	Complies	<ol style="list-style-type: none"> 1. Human Scale <ol style="list-style-type: none"> a. Please see <i>Large Building Masses</i> section. The varying massing components of the structure, as well as the open

<p>House Business District, building height shall contribute to a distinctive city skyline.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: <ol style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. 3. Cornices and rooflines: <ol style="list-style-type: none"> 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 		<p>penthouse and roof terrace levels effectively function as stepbacks.</p> <ol style="list-style-type: none"> b. The building has distinct base, middle, and top elements as illustrated by the amenity deck, pool, and penthouse on levels 8, 22, and 38. Additionally, the design incorporates a distinct roof top design which reduces the visual weight of the structure and provides visual interest. <ol style="list-style-type: none"> 2. Negative Impacts <ol style="list-style-type: none"> a. The building is modulated horizontally by the various elements described in the <i>Large Building Masses</i> section. The vertical modulation is even more explicit by the way the building is broken up into sections. The tallest section along State Street reaches a maximum height of 447' 9", while the section along 200 South is 224' 11", and the parking section hidden mostly in the middle of the block, except for the portion on 200 South, is only 83'. b. The building massing has been broken up into three distinct elements as illustrated in 2a. c. The horizontal reveals that define the low-rise, mid-rise, and high-rise massing will provide wind breaks above the ground level. 3. Cornices and Rooflines <ol style="list-style-type: none"> a. The roof terrace area serves as an appropriate "capstone" to the building. It complements the design and provides an elegant treatment of the extra height required by elevator and mechanical equipment. It is also generally open which serves to "lighten" the visual aspect of the building. b. The roof form just discussed is distinct in its design but remains complimentary to others within the vicinity.
--	--	--

the stormwater system.		c. The roof terrace level is an accessible roof deck that will incorporate a multitude of amenities for residents including landscaping, lounging areas, tables, a fire pit, games, etc. It is a visually compelling feature that adds to the building design. It should serve to reduce solar gain by providing a “second” roof above the top penthouse and allow for cooling by the air circulating in the open area.
Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.		The tenant parking driveway is located on 200 South, while the service entrance is located on State Street. The plan calls for sufficient setbacks and incorporates the site distance triangle to provide for safe interactions with pedestrians and other vehicles.
Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)	Complies	Trash service, mechanical equipment, storage areas, and loading docks are located on the interior of the first floor of the building. They will be fully screened by the garage doors.
Signage shall emphasize the pedestrian/mass transit orientation. 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts.	Complies	1. The building includes signage on the ground level located above the glass walls that are the featured design element on the street facades above the main building entrances. 2. All signs incorporate lighting at appropriate levels. 3. There should be no conflicts with landscaping.

<p>Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. 		<ol style="list-style-type: none"> 1. The street lighting will be provided in accordance with the Salt Lake City Lighting Master Plan as indicated on the civil site plan. The light poles on State Street will match the existing fixtures while light poles on 200 South will specify the Asparagus poles as indicated in the Lighting Master Plan. 2. The building base will be adequately illuminated to provide pedestrian safety and comfort while maintaining the allowable lighting levels. All exterior lighting will be designed for adjustable, low-level illumination to minimize glare, light trespassing and night sky pollution. Lastly, the exterior lighting will maintain the overall intensity and character of the immediate neighborhood and Salt Lake Downtown. 3. The exterior lighting will complement the architectural design and highlight its massing, articulation and key features. It will illuminate building's communal amenity levels and exterior terraces that define the overall building massing. Additionally, the rooftop cornice and rooflines will receive special attention to maintain the building's prominent skyline presence at night. The exterior lighting will be coordinated with the location of major signs and landscape
<p>Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with 		<ol style="list-style-type: none"> 1. Due to the limited landscape scope on the ground level, the project anticipates removing and replacing all existing trees along State Street and 200 South frontages in accordance with City's urban forestry guidelines. New trees will be planted along State Street and 200 South frontages as shown on the site plan. 2. In areas where the building footprint

<p>trees approved by the city's urban forester.</p> <p>2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:</p> <ul style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles. 		<p>is setback from the property line, such as the retail outdoor seating area, the paving material will be differentiated as shown on the architectural ground level plan. The final material selection will balance its immediate relationship to the adjacent sidewalk paving, character of the neighborhood and durability. The service and parking entrances will require more durable materials with higher compressive strength to support vehicular and truck traffic and loads.</p>
--	--	---

ATTACHMENT F: PUBLIC PROCESS AND COMMENTS

Notice of Application to the Downtown Community Council and Downtown Alliance:

A notice of application was sent to the Downtown Community Council Chairperson, Thomas Merrill, and the Executive Director of the Downtown Alliance, Dee Brewer, on September 6, 2019. They were given 45 days to respond with any concerns, or request staff to meet with them and discuss the proposed text amendment. There were no responses or comments from either group.

Notification of Application to Building Owners and Residents:

An early notice of application was sent to owners and residents of buildings within a 300' radius of the subject parcels on September 9, 2019 to let them know about the submitted petition.

Notice of the Planning Commission Public Hearing:

Notice of the public hearing scheduled for November 13, 2019 were mailed and posted on November 1, 2019.

Public Input:

No public input was received.

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Transportation (Michael Barry)

The parking calculations appear to be acceptable, however, it states that there will a number of "compact" parking spaces. The city does not recognize "compact" spaces; it's a one size fits all approach. The project will need to provide ADA, EV and bicycle parking.

Zoning (Alan Michelsen)

D-1 Zoning District with Downtown Main St Core Overlay. This proposal is for approximately 680,000 SF and 39 floors of luxury apartments an above grade parking structure. Conditional Building and Site Design review is required for increased building height and an increase in the maximum 5 feet setback at the ground level to accommodate parking/service entrances and outdoor dining. The building will exceed the 375-foot maximum height allowed for block corners in the D-1 zone. The proposed building height is 412 feet plus an additional 36 feet for a high-speed elevator and mechanical equipment penthouse.

1. Parking calculations shall be calculated and documented on the plans and show compliance with the minimum, maximum and increase-beyond-the-maximum parking provisions of Chapter 21A.44.
 - a) Using table 21A.44.020.G.2 for the D-1 district minimum, tabulate the minimum required residential parking at ½ space per dwelling unit and the commercial parking at no spaces required for the first 25,000 square feet of usable commercial floor area and with 1 space per 1,000 square feet of usable commercial floor area thereafter. Note: Parking for residential circulation areas and residential amenity floor area is included as part of the multi-family use—not the commercial floor area.
 - b) Using table 21A.44.030.G.1, document the maximum parking for residential use by using the multi-family category in table 21A.44.030.G.1 (calculated at a rate of 2 spaces for each dwelling unit with 2 or more bedrooms, and 1 space for each dwelling unit with 1 bedroom). Calculate the maximum commercial parking requirement using table 21A.44.030.H.2 at a rate of one parking space per 1,000 square feet of usable gross commercial floor area.
 - c) As per 21A.50.C.3.b, calculate and document the allowable increase-beyond-the-maximum by doubling the allowed minimum parking in the use specific table 21A.0300.G.1 for multi-family, retail, office, etc.
 - d) Documents the total parking provided (not to exceed the allowable increase-beyond the maximum).
 - e) Documents compliance with one major and one minor transportation demand management strategy as per 21A.44.050.C.4.
 - f) Document required and provided number of accessible parking stalls as per 21A.44.020.D.
 - g) Document required and provided number of bicycles stalls as per 21A.44.050.B.3.
 - h) Document required and provided number of electric vehicle parking stalls at a rate of 1 EV stall per 25 residential parking stalls provided as per 21A.44.050.B.2.
 - i) Document the required number of loading berths as per 21A.44.080.
2. See chapter 21A.44 for parking and maneuvering dimensional requirements. Please note that compact parking stalls that do not meet the minimum dimensional requirements for parking and maneuvering shall not be counted toward meeting the minimum parking demand but are counted toward compliance with district maximum parking requirements.
3. The project will require lot consolidation of 3 separate parcels (160 S State, 69 E 200 S, and 75 E 200 S).
4. A demolition permit will be required for the removal of the existing restaurant (see 18.64 for demolition provisions).

5. This project will seek LEED Gold Certification. Any questions about the process need to be directed to Ken Anderson at 801-535-6624.
6. See 21A.36.250 for demolition and new construction waste management plan requirements. The Demolition and New Construction Waste Management Plans shall be filed by email to the Streets and Sanitation Division at constructionrecycling@slcgov.com at the time of application for permit. Questions regarding the waste management plans may be directed to David Johnston at 801-535-6984.
7. See 21A.36.250 for a permanent recycling collection station.
8. See 21A.30.020 for the general and specific regulations for the D-1 District and 21A.37.060 for the D-1 district specific design standards for the D-1 District.
9. Any public way encroachments will need to be discussed with the SLC Real Estate Division in Room 425 at 451 S. State Street. Phone 801-535-7133.
10. Public way encroachment or improvements in the State Street ROW will require UDOT approval.
11. See 21A.48 for all landscaping requirements.

Engineering (Scott Weiler)

Engineering has no objections to the proposed building heights. It is obvious that there has been much design already by the civil engineer. It appears that a sewer bypass will be needed during the replacement of the existing sewer main in 200 South. Prior to performing any work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor, who has insurance, and a performance bond for the value of the public improvements on file with my office.

Fire (Ted Itchon)

There are two different Applications for Alternative Means and Methods. The first one would be for Section 503.1.1 which would be for fire department access to use an additional automatic fire sprinkler density of 0.05 GPM /sq. ft. for the fire sprinkler design. The second is for Appendix D105. For aerial apparatus access to use the construction type for the requirements of section D105 and the subsection.

Public Utilities (Jason Draper)

No comments.

Building (Steven Collett)

No comments.