



# Staff Report

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission  
From: Casey Stewart; 801-535-6260  
Date: April 16, 2020 (for April 22, 2020 hearing)  
Re: **PLNPCM2019-00902** Design Review for Gale Street Apartments/Mixed Use project  
**PLNSUB2019-01196** Planned Development for Gale Street Apartments/Mixed Use project

## GALE STREET APARTMENTS / MIXED-USE DESIGN REVIEW & PLANNED DEVELOPMENT

### PROPERTY ADDRESS / PARCEL ID: 13 properties

520, 522, 526, 538, 550, and 568 South 300 West  
322 and 326 West 600 South  
555 and 559 South 400 West  
529, 533 and 539 South Gale St.

15-01-451-005, -006, -007, -008, -009, -010  
15-01-451-011, -012  
15-01-378-025, -026  
15-01-451-001, -002, -003

**MASTER PLAN:** Downtown (Grand Boulevards District); Central Community (The Gateway Specific Plan)  
**ZONING DISTRICT:** D-2 (Downtown Support District) and CG (General Commercial)

**REQUEST:** Approval of the Design Review and Planned Development petitions for a proposed 5-building mixed-use development that includes modifications to specified design standards and zoning standards. Standards proposed for modification include building height, building length, building materials, glass content, exterior door spacing, blank wall length, parking, and ground floor use. The Planning Commission has final authority for the Design Review and Planned Development applications.

**RECOMMENDATION:** Based on the testimony, plans presented and the following findings, staff recommends the Planning Commission approve Design Review petition PLNPCM2019-00902 and Planned Development petition PLNSUB2019-01196 subject to conditions.

1. Prior to issuance of a permit for project construction, the applicant shall consolidate and adjust the lots to match the site plan proposed.
2. The applicant shall provide at least two elements from the following, in the plaza area west of Building 4: public art, a water feature, outdoor dining areas, sitting space for at least 24, or five additional 2-inch caliper trees.

### ATTACHMENTS:

- |  |   |
|--|---|
| A. <a href="#">Vicinity Maps</a>                         | D. <a href="#">Applicant's Project Description</a>            |
| B. <a href="#">Site, Landscape, &amp; Lighting Plans</a> | E. <a href="#">Existing Conditions &amp; Photographs</a>      |
| C. Building Elevations                                   | F. <a href="#">Analysis of Standards –Design Review</a>       |
| 1. <a href="#">Building 1</a>                            | G. <a href="#">Analysis of Standards -Planned Development</a> |
| 2. <a href="#">Building 2</a>                            | H. <a href="#">Department Comments</a>                        |
| 3. <a href="#">Building 3</a>                            | I. <a href="#">Public Process and Comments</a>                |
| 4. <a href="#">Building 4</a>                            |   |
| 5. <a href="#">Building 5</a>                            |   |
| 6. <a href="#">Overall Project Renderings</a>            |   |

### PROJECT DESCRIPTION:

The proposal is a large redevelopment project consisting of constructing five new buildings to include residential, retail, and commercial uses on a portion of the block bounded by 500 and 600 South and 300 and 400 West streets. It will

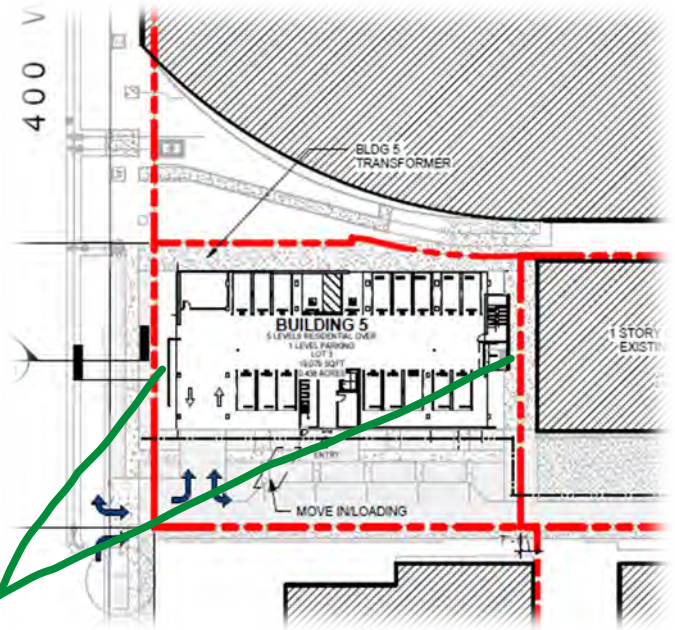
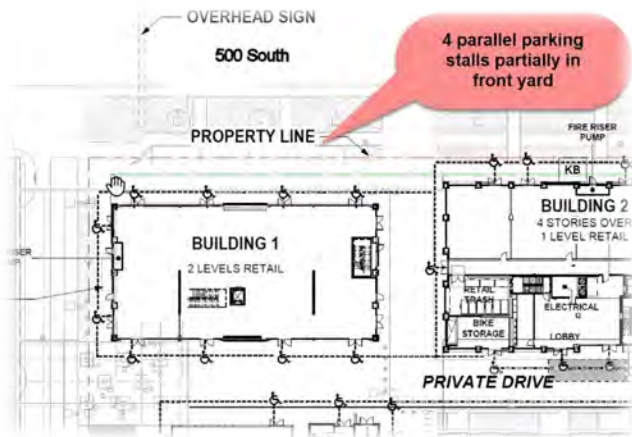
The project will include pedestrian plaza space of 52,000 sq ft on ground level, for the public and patrons. Additionally, 34,000 sq ft of private plaza area will be available to residents and their guests via roof decks and outdoor activity areas. Indoors the project will provide 24,900 SF of indoor residential amenity space. With a variety of unit types and sizes, ranging from 385 SF micro-units to 2,030 SF 3-bedroom units, the project will offer housing to the downtown area for all demographics from single working residents to small families. The development places a large emphasis on pedestrian interaction using plazas, sitting areas, landscaping, woonerfs, and art works.

The site plan illustrates the layout of the 500 South Commercial Center. It is bounded by 400 West to the west, 300 West to the east, 500 South to the north, and 600 South to the south. The plan features five buildings labeled Bldg 1 through Bldg 5. Bldg 1 and Bldg 2 are located in the northern section, while Bldg 3, Bldg 4, and Bldg 5 are in the southern section. The plan also shows existing parking lots, property lines, and various utility markers such as overhead storage, signs, and transformers. The buildings are color-coded: Bldg 1 and Bldg 2 are yellow, Bldg 3 is green, Bldg 4 is blue, and Bldg 5 is orange. The plan includes detailed annotations for each building, including room names like 'RETAIL 3-1', 'RETAIL 3-2', 'RETAIL 4-1', 'RETAIL 4-2', 'RETAIL 4-3', 'RETAIL 4-4', 'RETAIL 4-5', 'RETAIL 4-6', 'RETAIL 4-7', 'RETAIL 4-8', 'RETAIL 4-9', 'RETAIL 4-10', 'RETAIL 4-11', 'RETAIL 4-12', 'RETAIL 4-13', 'RETAIL 4-14', 'RETAIL 4-15', 'RETAIL 4-16', 'RETAIL 4-17', 'RETAIL 4-18', 'RETAIL 4-19', 'RETAIL 4-20', 'RETAIL 4-21', 'RETAIL 4-22', 'RETAIL 4-23', 'RETAIL 4-24', 'RETAIL 4-25', 'RETAIL 4-26', 'RETAIL 4-27', 'RETAIL 4-28', 'RETAIL 4-29', 'RETAIL 4-30', 'RETAIL 4-31', 'RETAIL 4-32', 'RETAIL 4-33', 'RETAIL 4-34', 'RETAIL 4-35', 'RETAIL 4-36', 'RETAIL 4-37', 'RETAIL 4-38', 'RETAIL 4-39', 'RETAIL 4-40', 'RETAIL 4-41', 'RETAIL 4-42', 'RETAIL 4-43', 'RETAIL 4-44', 'RETAIL 4-45', 'RETAIL 4-46', 'RETAIL 4-47', 'RETAIL 4-48', 'RETAIL 4-49', 'RETAIL 4-50', 'RETAIL 4-51', 'RETAIL 4-52', 'RETAIL 4-53', 'RETAIL 4-54', 'RETAIL 4-55', 'RETAIL 4-56', 'RETAIL 4-57', 'RETAIL 4-58', 'RETAIL 4-59', 'RETAIL 4-60', 'RETAIL 4-61', 'RETAIL 4-62', 'RETAIL 4-63', 'RETAIL 4-64', 'RETAIL 4-65', 'RETAIL 4-66', 'RETAIL 4-67', 'RETAIL 4-68', 'RETAIL 4-69', 'RETAIL 4-70', 'RETAIL 4-71', 'RETAIL 4-72', 'RETAIL 4-73', 'RETAIL 4-74', 'RETAIL 4-75', 'RETAIL 4-76', 'RETAIL 4-77', 'RETAIL 4-78', 'RETAIL 4-79', 'RETAIL 4-80', 'RETAIL 4-81', 'RETAIL 4-82', 'RETAIL 4-83', 'RETAIL 4-84', 'RETAIL 4-85', 'RETAIL 4-86', 'RETAIL 4-87', 'RETAIL 4-88', 'RETAIL 4-89', 'RETAIL 4-90', 'RETAIL 4-91', 'RETAIL 4-92', 'RETAIL 4-93', 'RETAIL 4-94', 'RETAIL 4-95', 'RETAIL 4-96', 'RETAIL 4-97', 'RETAIL 4-98', 'RETAIL 4-99', 'RETAIL 4-100'. The plan also shows existing structures like '1 STORY COMMERCIAL EXISTING BUILDING' and '1 STORY COMMERCIAL EXISTING BUILDING'. The plan includes various utility markers such as 'OVERHEAD STORAGE', 'SIGN 1 - EXISTING', 'SIGN 2 - EXISTING', 'SIGN 3 - EXISTING', 'SIGN 4 - EXISTING', 'SIGN 5 - EXISTING', 'SIGN 6 - EXISTING', 'SIGN 7 - EXISTING', 'SIGN 8 - EXISTING', 'SIGN 9 - EXISTING', 'SIGN 10 - EXISTING', 'SIGN 11 - EXISTING', 'SIGN 12 - EXISTING', 'SIGN 13 - EXISTING', 'SIGN 14 - EXISTING', 'SIGN 15 - EXISTING', 'SIGN 16 - EXISTING', 'SIGN 17 - EXISTING', 'SIGN 18 - EXISTING', 'SIGN 19 - EXISTING', 'SIGN 20 - EXISTING', 'SIGN 21 - EXISTING', 'SIGN 22 - EXISTING', 'SIGN 23 - EXISTING', 'SIGN 24 - EXISTING', 'SIGN 25 - EXISTING', 'SIGN 26 - EXISTING', 'SIGN 27 - EXISTING', 'SIGN 28 - EXISTING', 'SIGN 29 - EXISTING', 'SIGN 30 - EXISTING', 'SIGN 31 - EXISTING', 'SIGN 32 - EXISTING', 'SIGN 33 - EXISTING', 'SIGN 34 - EXISTING', 'SIGN 35 - EXISTING', 'SIGN 36 - EXISTING', 'SIGN 37 - EXISTING', 'SIGN 38 - EXISTING', 'SIGN 39 - EXISTING', 'SIGN 40 - EXISTING', 'SIGN 41 - EXISTING', 'SIGN 42 - EXISTING', 'SIGN 43 - EXISTING', 'SIGN 44 - EXISTING', 'SIGN 45 - EXISTING', 'SIGN 46 - EXISTING', 'SIGN 47 - EXISTING', 'SIGN 48 - EXISTING', 'SIGN 49 - EXISTING', 'SIGN 50 - EXISTING', 'SIGN 51 - EXISTING', 'SIGN 52 - EXISTING', 'SIGN 53 - EXISTING', 'SIGN 54 - EXISTING', 'SIGN 55 - EXISTING', 'SIGN 56 - EXISTING', 'SIGN 57 - EXISTING', 'SIGN 58 - EXISTING', 'SIGN 59 - EXISTING', 'SIGN 60 - EXISTING', 'SIGN 61 - EXISTING', 'SIGN 62 - EXISTING', 'SIGN 63 - EXISTING', 'SIGN 64 - EXISTING', 'SIGN 65 - EXISTING', 'SIGN 66 - EXISTING', 'SIGN 67 - EXISTING', 'SIGN 68 - EXISTING', 'SIGN 69 - EXISTING', 'SIGN 70 - EXISTING', 'SIGN 71 - EXISTING', 'SIGN 72 - EXISTING', 'SIGN 73 - EXISTING', 'SIGN 74 - EXISTING', 'SIGN 75 - EXISTING', 'SIGN 76 - EXISTING', 'SIGN 77 - EXISTING', 'SIGN 78 - EXISTING', 'SIGN 79 - EXISTING', 'SIGN 80 - EXISTING', 'SIGN 81 - EXISTING', 'SIGN 82 - EXISTING', 'SIGN 83 - EXISTING', 'SIGN 84 - EXISTING', 'SIGN 85 - EXISTING', 'SIGN 86 - EXISTING', 'SIGN 87 - EXISTING', 'SIGN 88 - EXISTING', 'SIGN 89 - EXISTING', 'SIGN 90 - EXISTING', 'SIGN 91 - EXISTING', 'SIGN 92 - EXISTING', 'SIGN 93 - EXISTING', 'SIGN 94 - EXISTING', 'SIGN 95 - EXISTING', 'SIGN 96 - EXISTING', 'SIGN 97 - EXISTING', 'SIGN 98 - EXISTING', 'SIGN 99 - EXISTING', 'SIGN 100 - EXISTING'. The plan also shows various utility markers such as 'BLOK 12 & 13 TRANSFORMER', 'BLOK 14 TRANSFORMER', 'BLOK 15 TRANSFORMER', 'BLOK 16 TRANSFORMER', 'BLOK 17 TRANSFORMER', 'BLOK 18 TRANSFORMER', 'BLOK 19 TRANSFORMER', 'BLOK 20 TRANSFORMER', 'BLOK 21 TRANSFORMER', 'BLOK 22 TRANSFORMER', 'BLOK 23 TRANSFORMER', 'BLOK 24 TRANSFORMER', 'BLOK 25 TRANSFORMER', 'BLOK 26 TRANSFORMER', 'BLOK 27 TRANSFORMER', 'BLOK 28 TRANSFORMER', 'BLOK 29 TRANSFORMER', 'BLOK 30 TRANSFORMER', 'BLOK 31 TRANSFORMER', 'BLOK 32 TRANSFORMER', 'BLOK 33 TRANSFORMER', 'BLOK 34 TRANSFORMER', 'BLOK 35 TRANSFORMER', 'BLOK 36 TRANSFORMER', 'BLOK 37 TRANSFORMER', 'BLOK 38 TRANSFORMER', 'BLOK 39 TRANSFORMER', 'BLOK 40 TRANSFORMER', 'BLOK 41 TRANSFORMER', 'BLOK 42 TRANSFORMER', 'BLOK 43 TRANSFORMER', 'BLOK 44 TRANSFORMER', 'BLOK 45 TRANSFORMER', 'BLOK 46 TRANSFORMER', 'BLOK 47 TRANSFORMER', 'BLOK 48 TRANSFORMER', 'BLOK 49 TRANSFORMER', 'BLOK 50 TRANSFORMER', 'BLOK 51 TRANSFORMER', 'BLOK 52 TRANSFORMER', 'BLOK 53 TRANSFORMER', 'BLOK 54 TRANSFORMER', 'BLOK 55 TRANSFORMER', 'BLOK 56 TRANSFORMER', 'BLOK 57 TRANSFORMER', 'BLOK 58 TRANSFORMER', 'BLOK 59 TRANSFORMER', 'BLOK 60 TRANSFORMER', 'BLOK 61 TRANSFORMER', 'BLOK 62 TRANSFORMER', 'BLOK 63 TRANSFORMER', 'BLOK 64 TRANSFORMER', 'BLOK 65 TRANSFORMER', 'BLOK 66 TRANSFORMER', 'BLOK 67 TRANSFORMER', 'BLOK 68 TRANSFORMER', 'BLOK 69 TRANSFORMER', 'BLOK 70 TRANSFORMER', 'BLOK 71 TRANSFORMER', 'BLOK 72 TRANSFORMER', 'BLOK 73 TRANSFORMER', 'BLOK 74 TRANSFORMER', 'BLOK 75 TRANSFORMER', 'BLOK 76 TRANSFORMER', 'BLOK 77 TRANSFORMER', 'BLOK 78 TRANSFORMER', 'BLOK 79 TRANSFORMER', 'BLOK 80 TRANSFORMER', 'BLOK 81 TRANSFORMER', 'BLOK 82 TRANSFORMER', 'BLOK 83 TRANSFORMER', 'BLOK 84 TRANSFORMER', 'BLOK 85 TRANSFORMER', 'BLOK 86 TRANSFORMER', 'BLOK 87 TRANSFORMER', 'BLOK 88 TRANSFORMER', 'BLOK 89 TRANSFORMER', 'BLOK 90 TRANSFORMER', 'BLOK 91 TRANSFORMER', 'BLOK 92 TRANSFORMER', 'BLOK 93 TRANSFORMER', 'BLOK 94 TRANSFORMER', 'BLOK 95 TRANSFORMER', 'BLOK 96 TRANSFORMER', 'BLOK 97 TRANSFORMER', 'BLOK 98 TRANSFORMER', 'BLOK 99 TRANSFORMER', 'BLOK 100 TRANSFORMER'. The plan also shows various utility markers such as 'BLOK 101 TRANSFORMER', 'BLOK 102 TRANSFORMER', 'BLOK 103 TRANSFORMER', 'BLOK 104 TRANSFORMER', 'BLOK 105 TRANSFORMER', 'BLOK 106 TRANSFORMER', 'BLOK 107 TRANSFORMER', 'BLOK 108 TRANSFORMER', 'BLOK 109 TRANSFORMER', 'BLOK 110 TRANSFORMER', 'BLOK 111 TRANSFORMER', 'BLOK 112 TRANSFORMER', 'BLOK 113 TRANSFORMER', 'BLOK 114 TRANSFORMER', 'BLOK 115 TRANSFORMER', 'BLOK 116 TRANSFORMER', 'BLOK 117 TRANSFORMER', 'BLOK 118 TRANSFORMER', 'BLOK 119 TRANSFORMER', 'BLOK 120 TRANSFORMER', 'BLOK 121 TRANSFORMER', 'BLOK 122 TRANSFORMER', 'BLOK 123 TRANSFORMER', 'BLOK 124 TRANSFORMER', 'BLOK 125 TRANSFORMER', 'BLOK 126 TRANSFORMER', 'BLOK 127 TRANSFORMER', 'BLOK 128 TRANSFORMER', 'BLOK 129 TRANSFORMER', 'BLOK 130 TRANSFORMER', 'BLOK 131 TRANSFORMER', 'BLOK 132 TRANSFORMER', 'BLOK 133 TRANSFORMER', 'BLOK 134 TRANSFORMER', 'BLOK 135 TRANSFORMER', 'BLOK 136 TRANSFORMER', 'BLOK 137 TRANSFORMER', 'BLOK 138 TRANSFORMER', 'BLOK 139 TRANSFORMER', 'BLOK 140 TRANSFORMER', 'BLOK 141 TRANSFORMER', 'BLOK 142 TRANSFORMER', 'BLOK 143 TRANSFORMER', 'BLOK 144 TRANSFORMER', 'BLOK 145 TRANSFORMER', 'BLOK 146 TRANSFORMER', 'BLOK 147 TRANSFORMER', 'BLOK 148 TRANSFORMER', 'BLOK 149 TRANSFORMER', 'BLOK 150 TRANSFORMER', 'BLOK 151 TRANSFORMER', 'BLOK 152 TRANSFORMER', 'BLOK 153 TRANSFORMER', 'BLOK 154 TRANSFORMER', 'BLOK 155 TRANSFORMER', 'BLOK 156 TRANSFORMER', 'BLOK 157 TRANSFORMER', 'BLOK 158 TRANSFORMER', 'BLOK 159 TRANSFORMER', 'BLOK 160 TRANSFORMER', 'BLOK 161 TRANSFORMER', 'BLOK 162 TRANSFORMER', 'BLOK 163 TRANSFORMER', 'BLOK 164 TRANSFORMER', 'BLOK 165 TRANSFORMER', 'BLOK 166 TRANSFORMER', 'BLOK 167 TRANSFORMER', 'BLOK 168 TRANSFORMER', 'BLOK 169 TRANSFORMER', 'BLOK 170 TRANSFORMER', 'BLOK 171 TRANSFORMER', 'BLOK 172 TRANSFORMER', 'BLOK 173 TRANSFORMER', 'BLOK 174



Buildings 2, 3, and 4 are the buildings primarily addressed by the Design Review application.

Building 1, below, is not proposed for any modifications to design elements, thus is not subject to the Design Review process or standards. However, building 1 does have two zoning modifications that require review via the planned development process, front building setback and front yard landscaping/parking.



Building 5, see image at right, is only subject to Design Review specifically for building height up to 68 feet (regulation is 60 feet), and thus is only subject to the Design Review standard directly applicable to building height, 21A.59.050.G. This is specifically addressed in the review analysis of standard G in [Attachment F](#). The reduced front and rear yard building setbacks related to building 5 are considered as part of the planned development process.

**Parking:** The proposal will utilize permitted off-site parking via parking agreements to accommodate parking for the project as a whole. This specifically affects building 5, which has some of its required parking on its lot and some in the parking garage off-site on the eastern half of the block where parking is provided for buildings 1-4. The parking stalls provided for the entire project satisfy code requirements for minimum and maximum parking. This is partly achieved by the applicant's use of city-prescribed "transportation demand management" strategies, including interior secured long-term bike storage, a development that facilitates tele-commuting, on-site gym facilities, on-site restaurants, and unbundled parking stalls that are available for rent or purchase to residents or tenants.

Most of the parking is within enclosed garages that are part of the principal buildings. There is a small area directly in front of building 1 on 500 South that will include a vehicle pull through and 4 parallel parking stalls as surface parking ([site map](#)). This is one of the modifications through the planned development process. The D-2 zone does not require a front yard but if one is provided, it must be landscaped, and furthermore, parking is prohibited in the front yard. Staff has no objections to this modification based on the minimal number of stalls, the point that building 1 is the smallest building of the project and will be accessed the least comparatively, and that it acts similar to on-street parking (the stalls are partially within the 500 South right-of-way).

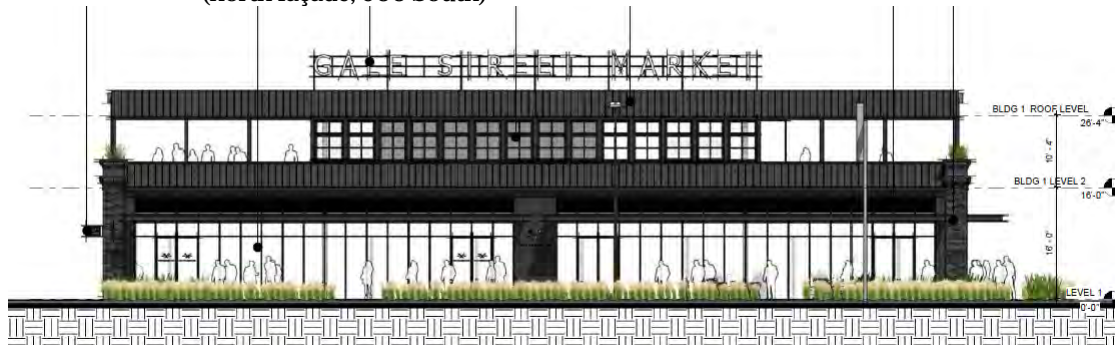
**Design Modifications:** The applicant is requesting modifications to a handful of design and zoning requirements, which require review via the Design Review and Planned Development processes. Modifications requested are identified by building, or lot, in the table that follows:

	Key points	Modification	Regulation
Building 1	Retail only, 2 stories, 4 parking stalls in front along 500 South, 11,000 sq ft.	Front setback: 21 ft on 500 South front Front yard landscaping: partially landscaped due to 4 parking stalls in front yard	Max front setback: 10 feet Front yard, if provided, must be landscaped; no parking in front yard
Building 2	Residential/retail, 33 units, 6 stories, 40 parking stalls (4 compact)	Front setback: 11 ft on 500 South front, 13.5 ft on 300 West front Building height: 81 ft	Max front setback: 10 ft Height of 65 to 120 ft by Design Review

	Key points	Modification	Regulation
Building 3	Residential/retail, 271 units, 7 stories, 226 parking stalls (69 compact)	Building height: 85 ft Building entrance spacing: 79 ft with no entrance Building length: 244 ft	Height of 65 to 120 ft by Design Review Entrance spacing: entrances every 50 ft Max building length: 200 ft
Building 4	Residential/retail, 203 units, 7 stories, 128 parking stalls (25 compact)	Front setback: 13 ft on 300 West front, 25 ft on 600 South front Building height: 85 ft Glass on ground floor: 31% Blank wall length: 16 ft (east façade) Building length: 236 ft (east façade), 293 ft (south façade) Ground floor use: approx. 70% of building length Building entrance spacing: 117 ft with no entrance	Max front setback: 10 ft Height of 65 to 120 ft by Design Review Min glass: 40% Max blank wall length: 15 ft Max building length: 200 ft Ground floor use: 75% uses other than parking Entrance spacing: entrances every 50 ft
Building 5	Residential, 73 units, 5 stories, 18 parking stalls on site (40 stalls in parking garage on main project lot)	0 ft on 400 West front 5 ft rear yard setback Building height: 68 ft	10 ft minimum (CG zone) 10 ft minimum rear yard (CG zone) Height of 60 to 90 ft by Design Review
Lots	13 lots combined into 3 lots. One lot for buildings 1-4; a second lot for building 5, and; a third lot for an existing building to remain. ( <a href="#">site map</a> )	Creation of a lot without frontage along a public street. The subject lot would be adjacent to and east of the lot for building 5. The subject lot would front Gale Street (private alley with public access easement) and could also be accessed from 400 West through the building 5 lot. It will be occupied by an existing building which is proposed for renovation.	All lots shall have frontage along a public street

### Building-specific design items (responding to the modifications):

**BUILDING 1:** Refer to previous discussion in “parking”.  
(north façade, 500 South)



**BUILDING 2:** The additional building height (81 feet, rather than 65 feet as permitted) does not cause any negative impacts and is well designed for human scale. It is designed with very classic proportions and includes a distinct ground floor base with retail space utilizing storefront windows, canopies over the entrances, clerestory windows, and distinct brick detailing that delineates the base while relating it to the human scale. The center portion of Building 2 has 12-foot stories and repeats the window design and brick pattern throughout. The top of the building has a traditional cornice featuring additional brick detailing.

The street facing facades will all have glass exceeding the amount required and include retail uses along the full length of the building facing the streets. It uses brick detailing with large storefront windows at the ground level. Outdoor seating areas will be located adjacent to the public way on 500 South and 300 West. These combined aspects more than adequately facilitate pedestrian interest.

- It is a narrow building that compliments the horizontal nature of the adjacent Buildings 1 and 3.
- It will have a flat roofline in a very traditional form.
- It will include a 1,435 square foot roof deck that will provide visual interest at the roofline.



(Building 2 below, east façade, 300 West)



(north façade, 500 South)



**BUILDING 3:** The building has numerous vertical breaks and modulations, reducing the visual impact of the additional height (85 feet in height, up from the permitted 65 feet). It is a modern design and includes a distinct ground floor base that includes retail space at the corners and residential units in the center portion. Ground floor windows extend to the 2<sup>nd</sup> level, creating significant visibility and pedestrian activity.

It is designed with a base, body and cap and includes a stepback beginning at the 3<sup>rd</sup> floor, strengthening its human scale. The body is modulated to reduce the overall visual width and height. Balconies on all levels above the ground floor also contribute to the break in the massing and relation to human scale.

The ground floor uses adjacent to the public way are residential units, qualifying it for reduced glass content down to 25%; the proposal is 35% which still achieves the intent of the design standard for pedestrian engagement while allowing for privacy for the units. The façade also includes murals to increase visual interest.

The east side of Building 3 will be 244' long but the façade has numerous vertical breaks, material changes, color changes, and articulation with inset windows and balconies to reduce the mass.

It has a flat roof lines of varying heights for the different building sections. This variance is cohesive with the various building sections and materials of building 3.

It will include 1,200 square feet of roof deck area at the northwest corner on the top floor and green roof sections at the 2<sup>nd</sup> level on the facades along 300 West and Gale Street.

(Building 3 below, east façade, 300 West)



**BUILDING 4:** Building 4 has a more modern and angular shape, but the base of the building is clearly defined through the use of unique composite materials and window patterns that only used on the first level. Like Building 2, the ground level has large windows and canopies over building entries that help relate it to the pedestrian scale. An additional layer of banding has been added to the large windows to further accentuate the pedestrian scale. Balconies and window reveals help modulate the building.

The center section of Building 4 uses repetition of material and window design to create a cohesive building body. The top of the building is formed by the angular rooflines which are pulled downwards towards the corners of the building. The overall effect helps bring the height of the building down to a more human scale.

The ground floor facing the street of Building 4 will have 16 residential units, the primary residential entry to the building, and a 1,660 square foot retail space along 600 South. Active uses will represent approximately 1,025 of the 1,255 linear feet of the street facing façade, or nearly 82%. Additionally, beyond the space for the parking garage entry, the entirety of the façade facing Gale Street (private) has active uses including retail and commercial space. It has large windows for the residential units with horizontal banding, clerestory windows, and canopy features over the entries. These combined aspects more than adequately facilitate pedestrian interest.

The east side of Building 4 will be 236' long and the south will be just under 293' long however much has been done to break up the façade and help the building to read as shorter masses. Along the east façade the upper floors are separated into two distinct masses with separate shapes and rooflines. They are further differentiated with two different colors of stucco. The windows will be slightly recessed, balconies will protrude, and breaks in the building will create articulation. On the ground floor, unit entries and canopies will help create additional breaks in the façade. A canopy has been placed at the building lobby to denote the entrance and to create additional visual interest.

A similar theme is carried to the south façade of Building 4, however the material change and separation of masses is even greater. The western portion of the south façade switches to a composite material with a wood like appearance and the separation between the building sections is even greater. Along the ground floor, a large landscaped "ramp" representing tectonic plates will occupy about 100' of the building length. The ramp will create a visual break in the building through its form and with native landscaping. Staff feels the design elements that have been incorporated justify the additional building length.

Building 4 includes modulation in that it is designed to read as two separate buildings. There is no connection to the two portions of the building above level 3. Additionally, the sloped rooflines pull down to relate the building to scale of surrounding buildings. The building includes several vertical breaks with gaps and angles that help the overall mass to feel smaller. The roofline is intended to mimic mountains and to lower the overall appearance of height for the building. Both rooflines create a sense of cohesiveness with their overall building form and for the site in general.

Building 4 will include a 1,559 square foot roof deck in addition to the open-air plaza, pool, and amenity area that will be provided on level three of the building.

(Building 4 below, east façade, 300 West)





(Building 4 below, south façade, 600 South)



**BUILDING 5:** Building 5 is subject to only this standard of the Design Review chapter because height is the only base zoning element eligible for design review specifically addressed in the CG regulations. The building is solely a multi-family use and is simpler in its architecture yet uses a variety of materials and textures to add visual interest. The top parapet of the building will be a perforated, corrugated metal to soften the visual transition to the sky and offer a different emphasis at top than the other buildings in the development. The top floor also has a “cut out” patio area on the south side to break up the visual impact. The building includes a few vertical breaks and modulations for different portions of the building to break up the massing and mitigate the additional height.

Building 5 has a flat roofline defined by a perforated metal parapet. The coincides with the use of different patterns of corrugated metal used as siding on the building intended to create different shadow forms, an intentional design feature of this building. It also has a roof deck on south façade which is accessible for residents and includes gathering areas and planters to reduce solar gain and reduce some water from entering the stormwater system.

(Building 5 below, west façade, 400 West)



(south façade)



**Ground Utility Boxes** ([site map](#)): The project will have substantial power needs. The applicant has been working with Rocky Mountain Power on plans to bury the powerlines on site. There are three key locations where ground mounted utility boxes are proposed and they are all within the project’s property boundary but adjacent to the public sidewalk. The locations are permitted per the zoning ordinance since they are within the buildable area, but the locations have impacted the front facades of the building, resulting in modifications to spacing of building entrances and amount of ground floor glass.

The transformer located adjacent to Building 2 sits off 300 West within the outdoor seating area of the commercial space. The transformer is 6’ wide, 4’6” deep, and 3’10” tall. Surrounding the transformer will be moveable outdoor seating that will sit just off an 8’0” public sidewalk. Further screening will be provided by an 8’0” landscape park strip with low hedging and larger trees. The transformer will be wrapped in a landscape hedge graphic.

The transformers located adjacent to Building 3 sit off 300 West within an outdoor setback created mid building elevation. The transformers sit in front of the larger graphic art locations that will be visible from 300 West and will remain as a key design feature. The transformers will sit adjacent to an 8’0” public sidewalk and will be further screened by an 8’0” landscape



park strip with low hedging and larger trees. To further conceal, the transformers will be wrapped in a graphic art wrap (design to be determined).

The transformers located adjacent to Building 4 sit off 600 South within an outdoor setback created to absorb the existing billboard maintenance easement. The transformers sit at the base of a prominent design feature where the landscape will be folding out of the ground plane drawing your eye from a pedestrian scale up to the podium amenity deck. The transformers will sit adjacent to an 8'0" public sidewalk and will be further screened by a 16'0" landscape park strip with low hedging and larger trees. To further conceal, the transformers will be wrapped in a hedge graphic. ([site map](#))

*Building 2, corner of 500 S and 300 W*



*Building 3, 300 West*



*Below: Building 4 with street trees / without street trees to aid visualization, 600 South*



**Billboards ([site map](#)):** The project site contains two existing billboards (seven billboards on the entire block), which will remain. The two billboards impact buildings 2 and 4. The city would prefer the billboards removed but cannot force that and the billboard owners, separate from the property owners, have leases restricting what can be done to the signs. Therefore, the billboards will remain unaltered (see graphics on next page)

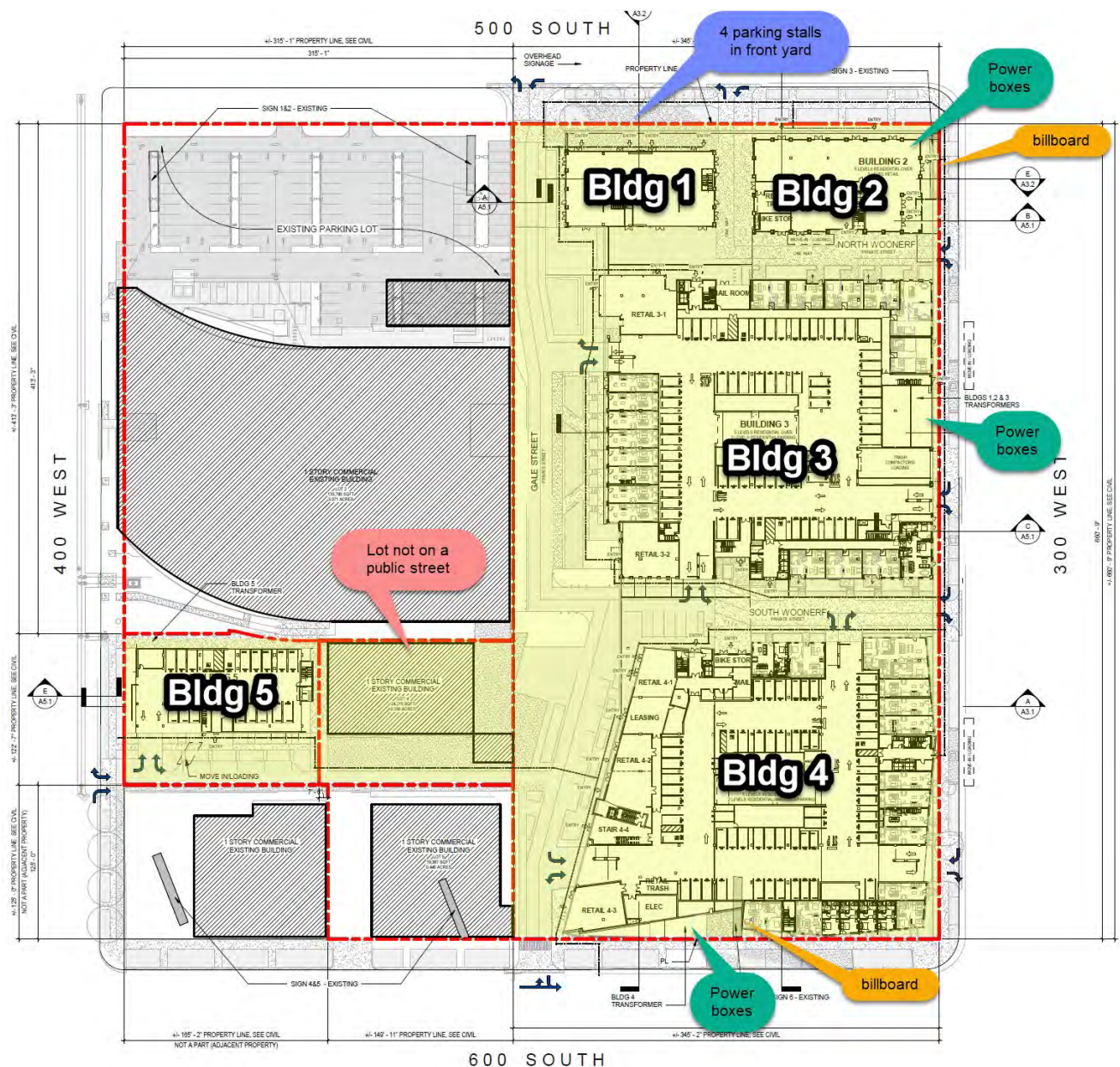
*600 South billboard*



*300 West billboard*







## KEY CONSIDERATIONS:

The key issues listed below have been identified through the analysis of the project and department review comments.

### 1) Buildings with multiple “front” facades

The project includes multiple buildings, all of which have at least 3 sides that front a public or private street. While this means more mid-block connections throughout the project, it also makes it difficult to design the entire portion of all street-facing facades to comply with the applicable design standards. It means service and utility areas for the buildings are difficult to completely hide from public view. This situation is the reason for some of the key design modifications requested including but not limited to: building length, building entrance spacing, ground floor glass, maximum building setback, blank wall length, and ground floor use percentage.

Furthermore, the existing billboards and the ground-mounted utility boxes require safe and adequate maintenance access for the billboard owner and Rocky Mountain Power. Staff supports the modifications tied to the multiple façade circumstances and applicant’s attempts to mitigate their impacts.

## **2) Large site creates opportunity**

A unique aspect of the project is the amount of land included with this project, creating an opportunity for a cohesive and connected development wherein the buildings are designed to complement and distinguish each other. This allows thoughtful implementation of pedestrian spaces in conjunction with efficient automobile access and community-supporting uses. A good range of housing options are being provided, offering the chance for a community to develop within and around this project and block. With this opportunity and the large development proposed, staff recognizes some modifications to strict application of the zoning code will be necessary to achieve the purposes of the zoning districts and goals of the master plans and city-wide plans that affect this site.

## **3) Master Plan compliance**

The project is in an area of the city that was formerly light industrial, not quite “downtown” yet close enough to support downtown and serves as a major vehicle entrance to the city. This city entrance is notorious for the number of billboards and has been neglected for the last 20+ years as buildings have become obsolete. The proposal offers much in the way of an opportunity to implement several master plan goals described in the next paragraph.

The project is within the “Grand Boulevards” plan area designated by the Downtown Master Plan. The first sentence of the Grand Boulevards plan states that it’s *“a major point of arrival to the downtown by car and is suitably designed to welcome and excite visitors.”* The proposal is architecturally cohesive and designed to welcome and engage visitors. *“Mid-rise buildings, large street trees, and iconic lighting”* will be used to create a unique *“urban environment.”* The Grand Boulevards plan also calls for *“unsightly elements, such as large power lines and billboards, [to be] relocated, consolidated or enhanced.”* The applicant states that existing powerlines adjacent to the site will be buried, achieving a key element of the Grand Boulevards plan. Also, the existing billboards have been incorporated into the project’s design to make them less visually obtrusive to passersby.

Another aim of the Grand Boulevards Community Plan is to *“provide residential, innovation and research development, and additional office development in an urban development pattern...”* as well as fostering *“innovation... collaboration and entrepreneurship... [and] A diverse range of companies in various sectors.”* The proposal intends to provide a wide variety of housing options and retail spaces to attract and serve those who will be employed by the surrounding office, industrial, and other commercial uses in the vicinity.

## **4) Zoning district purpose**

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

The development will include significant amounts of residential, retail and other commercial uses near the public sidewalks and streets of 500 and 600 South, 300 and 400 West, and the private alley to be developed into Gale Street. Several mid-block, pedestrian-friendly alleyways will facilitate pedestrian access into and among the development. Hard- and soft-scape landscaping will be included to slow vehicular traffic and to promote a safe and interactive pedestrian experience. A public plaza and various gathering spaces will be included throughout the site.

The CG zoning districts purpose is *“...to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users.”*



The only building of the project that lies within the CG Zone is Building 5, along 400 West. This building will support “economic development opportunit[y]” by providing residential units intended for young/single employees of businesses in a near the project and others in the downtown area. The units are very small, providing a more affordable housing option to those who want to live in the neighborhood and encourage more pedestrian- and bike-oriented commuting.

### **5) Compliance with the City’s Urban Design Elements manual**

#### **Height, Scale, and Character of Buildings**

Height, scale, and character have been considered in the project’s design, taking into consideration allowed heights in nearby zoning districts, massing, shadows, and scale to create a desirable neighborhood and project.

- Materiality draws from the historic warehouses surrounding the site. Various brick and wood enhanced materials, rich in texture, add to the district’s character and enhance the pedestrian experience.
- Parking is interior to the development via underground and structure parking, out of site, adding to the pedestrian quality of the project.

#### **Mixed-Use Developments**

The proposed project will be a mixed-use project integrating residential, commercial, retail, and open space. Elements and actions necessary for successful mixed use:

- Urban residential quality is achieved via design features such as balconies, operable windows, large amounts of glazing at the ground level, human-scaled architectural features, and quality building materials such as brick, wood, and stucco facades.
- Residential entries are separate from the commercial uses creating a clear distinction between a place of living and a place of business.
- Residential and visitor parking is positioned to allow for ease of use between residential parking needs and commercial visitor parking needs. Multiple entry locations allow for ease of access.
- Clear circulation will be provided for both the automobile and the pedestrian to ensure safety for both modes of transportation.
- Green spaces and gathering spaces are provided to soften the project’s environment.
- Mechanical and building equipment, trash storage bins, utility boxes, meters and parking lots have been planned and designed to be screened from the main public right of way or incorporated into the site and buildings to reduce the impact to the pedestrian experience.
- Required service doors, loading docks, waste pick up areas and equipment as much as possible, have been located away from and screened from street-frontage and pedestrian-oriented uses.
- Awnings, canopies, and building massing provide for incorporated advertising and graphic zones on the buildings.

#### **Street as Elements of Open Space**

Policy Concepts: Public and private spaces are designed to contribute to the project’s open space needs.

- The two “woonerfs” add connectivity to the development, promoting walkability between blocks and uses.
- Surrounding streets will receive a uniform landscape treatment creating a consistent streetscape.
- Landscaped parking strips and front yards will incorporate plantings and active residential stoops, and distinct commercial zones, creating active open space uses along building frontages.

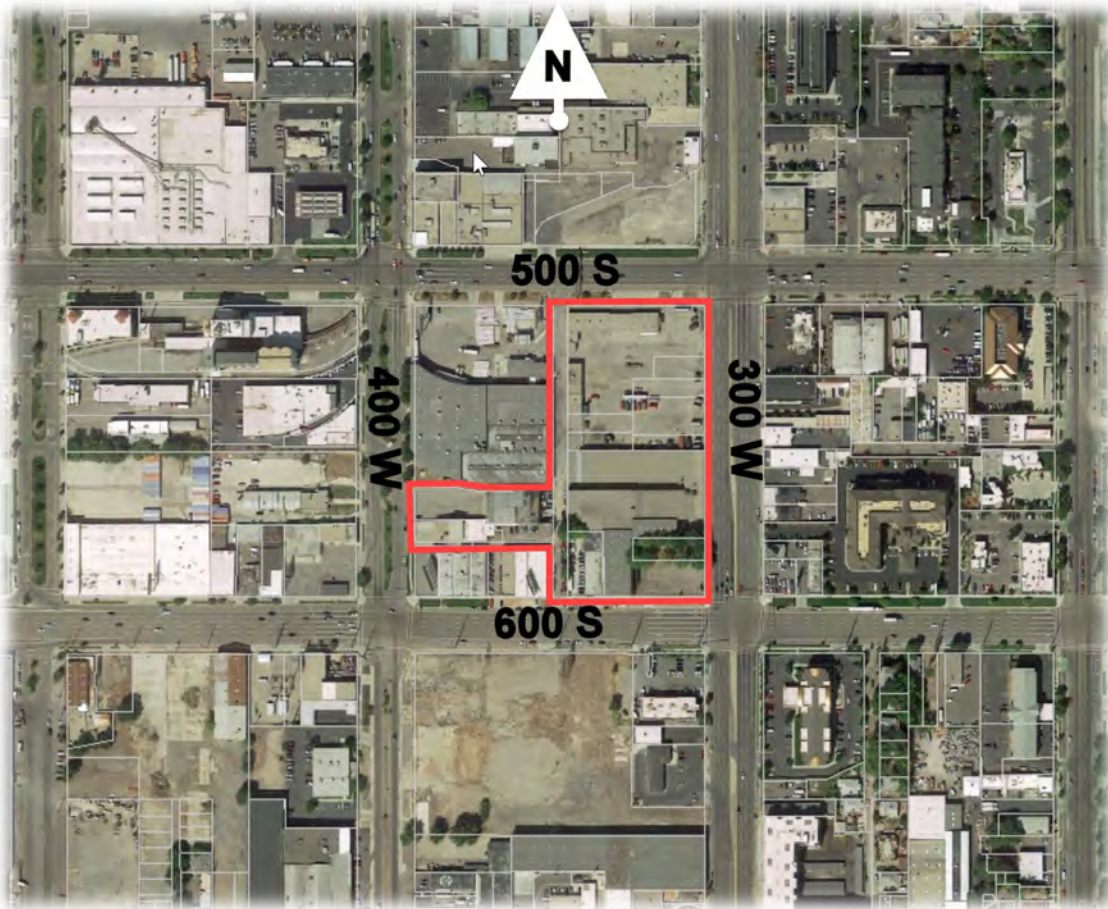
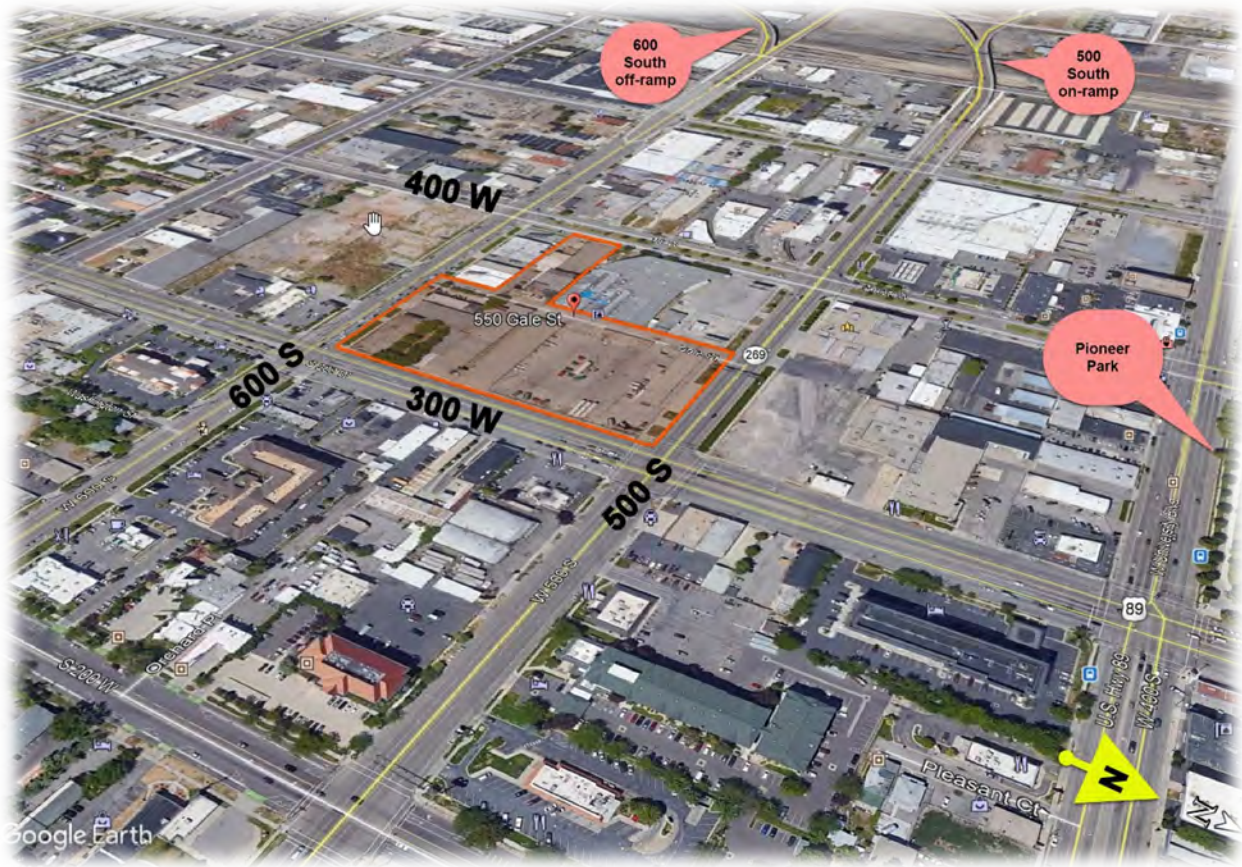
### **DISCUSSION:**

In general, the proposal is well-designed and satisfies the design standards for approval, and the modifications requested have solid reasoning for justification and still achieve an enhanced development. The buildings are designed with ground levels that focus on and engage the pedestrian while still allowing adequate vehicle access given its proximity to a major arterial into/out of the city. It will implement numerous master plan goals and have positive affect for the area.

### **NEXT STEPS:**

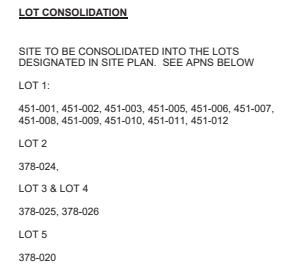
The planning commission has the final decision for both applications. If the entire proposal is approved, the applicant may proceed with the project and obtain all necessary permits. If denied the applicant would still be able to develop the project but subject to complying with all zoning and design requirements of the D-2 and CG zoning districts.

## **ATTACHMENT A: Vicinity Maps**





**ATTACHMENT B: Site, Landscape & Lighting Plans**

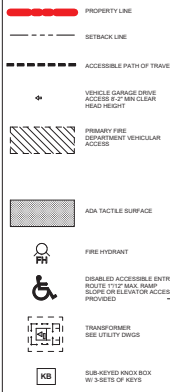
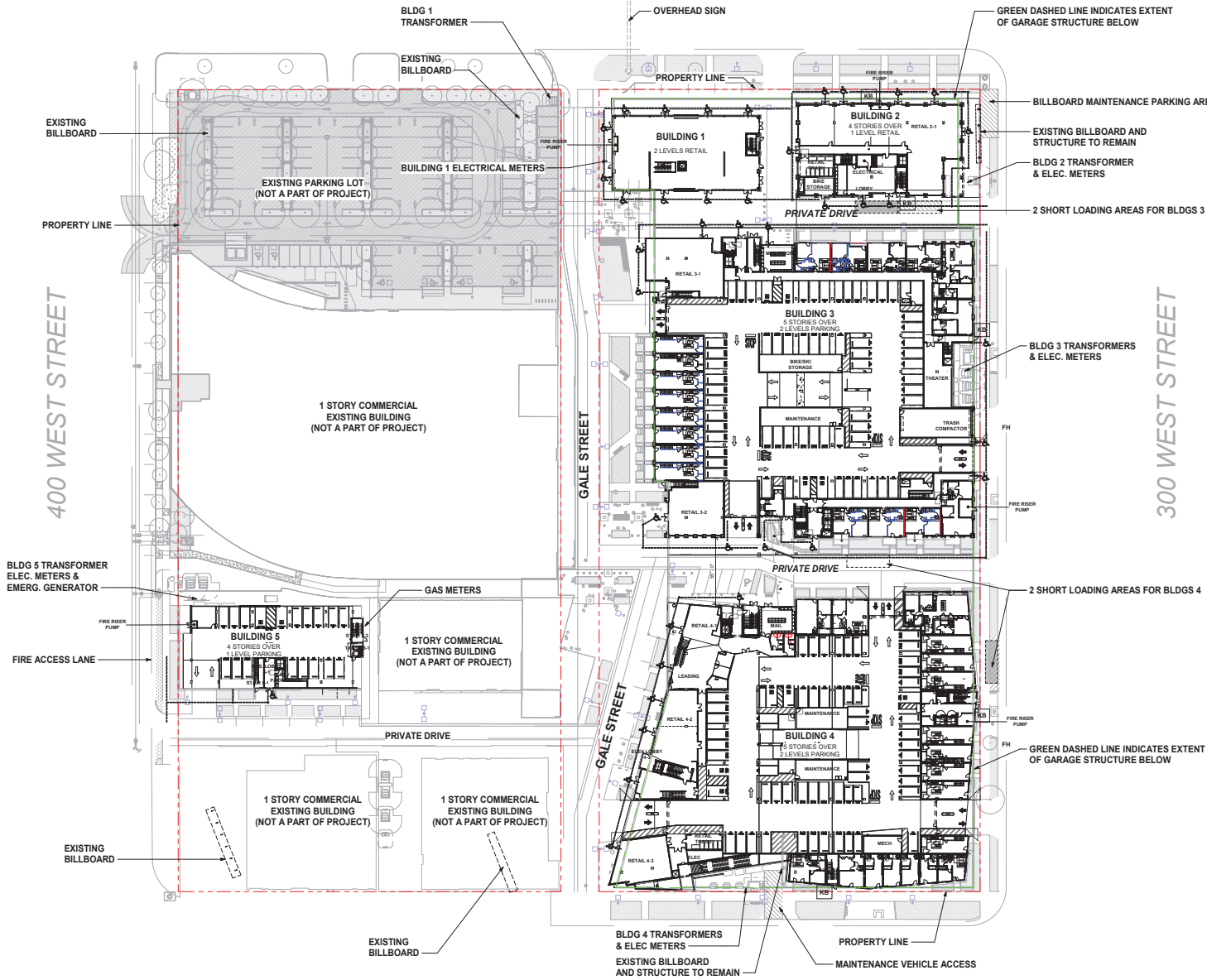


500 SOUTH STREET

400 WEST STREET

300 WEST STREET

600 SOUTH STREET



- SCALE PLAN NOTES**
1. FOR UNIT COUNT AND MIX REFERENCE SHEET GEN-1.0
  2. FOR PARKING COUNT REFERENCE SHEET GEN-1.0
  3. FOR NUMBER OF PARKING SPACES AND PARKING RATIOS REFERENCE SHEET GEN-1.0
  4. FOR SITE SIZE (ACRES) REFERENCE SHEET GEN-1.0
  5. THE SITE PLAN IS PREPARED USING INFORMATION PROVIDED BY THE CIVIL ENGINEER AND THE LANDSCAPE ARCHITECT. THE DRAWING IS INTENDED TO PROVIDE INFORMATION REGARDING ARCHITECTURAL ELEMENTS OF BUILDING.
  6. REFER TO CIVIL ENGINEERING AND LANDSCAPE ARCHITECTURE DRAWINGS FOR INFORMATION PERTAINING TO THE DEVELOPMENT OF THE SITE WORK SURROUNDING BUILDINGS. THIS WOULD INCLUDE HORIZONTAL AND VERTICAL DIMENSION CONTROL, SETBACKS, GRADING AND ELEVATION, LANDSCAPE AT GRADE AND THE POSSIBLE SITE ACCESSIBILITY AND OTHER SITE DEVELOPMENT INFORMATION.
  7. SETBACK DIMENSIONS INDICATED ARE FOR REFERENCE ONLY. REFER TO CIVIL PLANS FOR PRECISE HORIZONTAL CONTROL INFORMATION.
  8. SEE CIVIL ENGINEERING AND LANDSCAPE DRAWINGS FOR COMPLETE SITE INFORMATION.
  9. FOR FIRE DEPARTMENT POINT OF CONNECTION REFER TO CIVIL ENGINEERING DRAWINGS.
  10. REFER TO THE PROJECT GEOTECHNICAL REPORT FOR ADDITIONAL SITE REQUIREMENTS.
  11. REFER TO ELECTRICAL CONSULTANT DOCUMENTS FOR MAP SITE WORK INCLUDING LOCATION AND SIZES OF TRANSFORMERS.

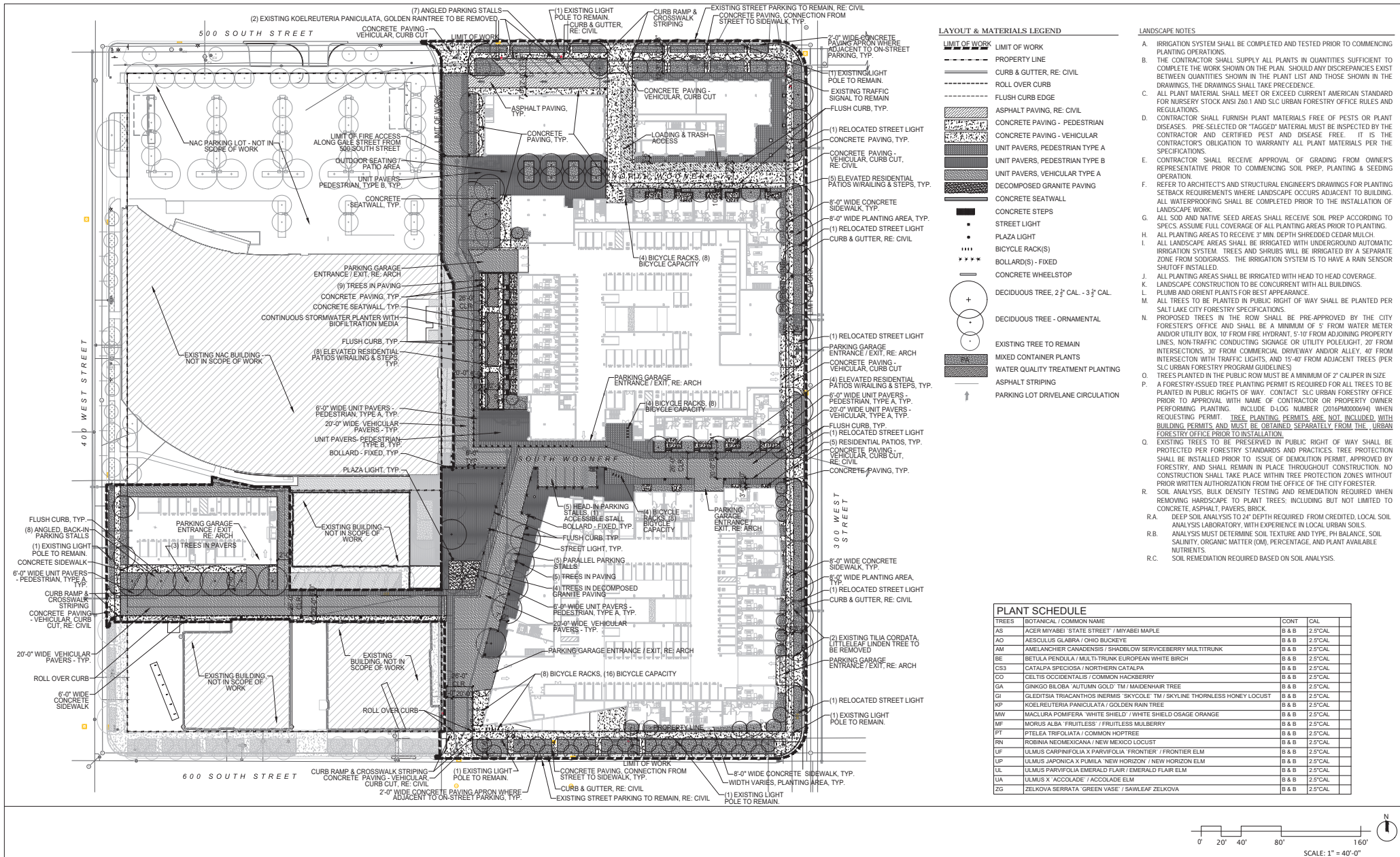
GALE STREET APARTMENTS

SITE PLAN  
A-01.1

PROJECT NUMBER  
18-10188

MVE















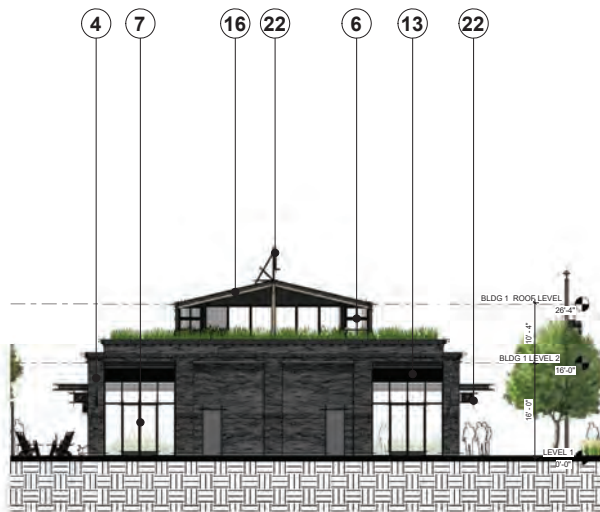




## **ATTACHMENT C: Building Elevations**

**C 1: Building 1**

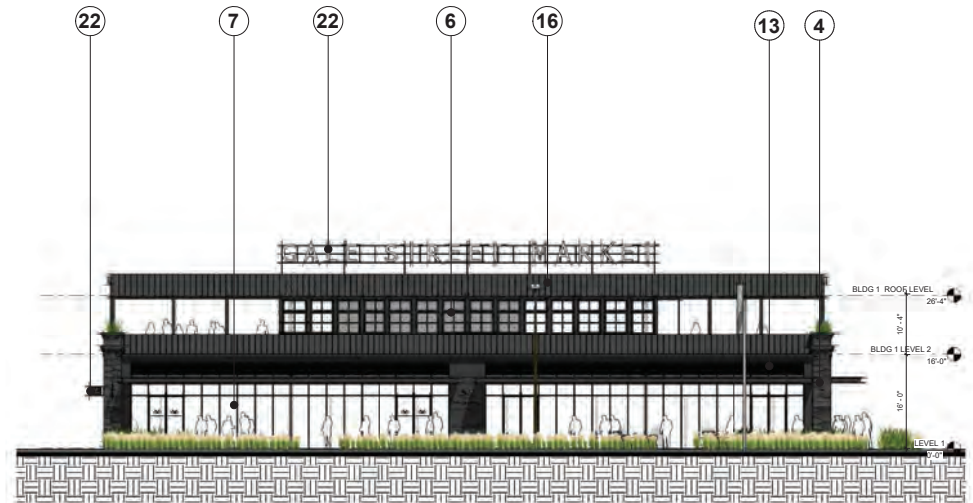




EAST BLDG 1

1" = 10'-0"

2



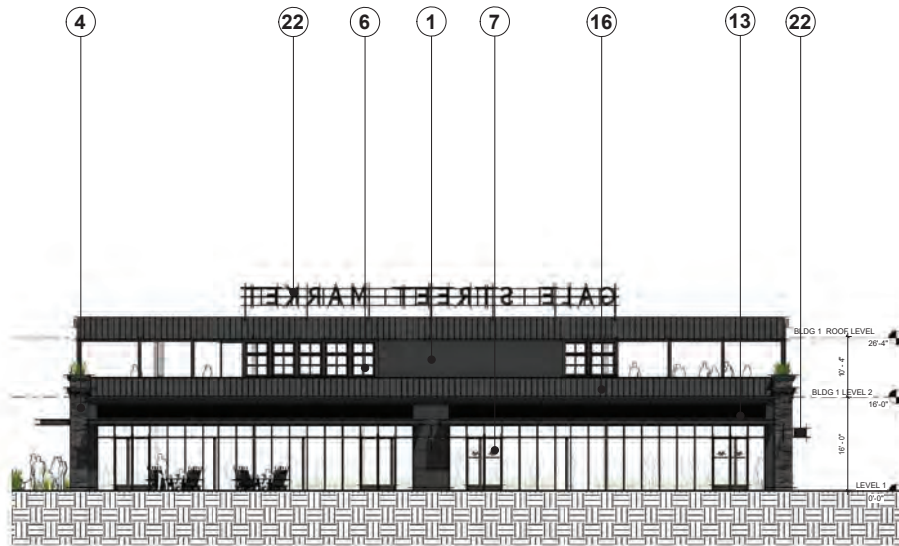
NORTH BLDG 1

1" = 10'-0"

1



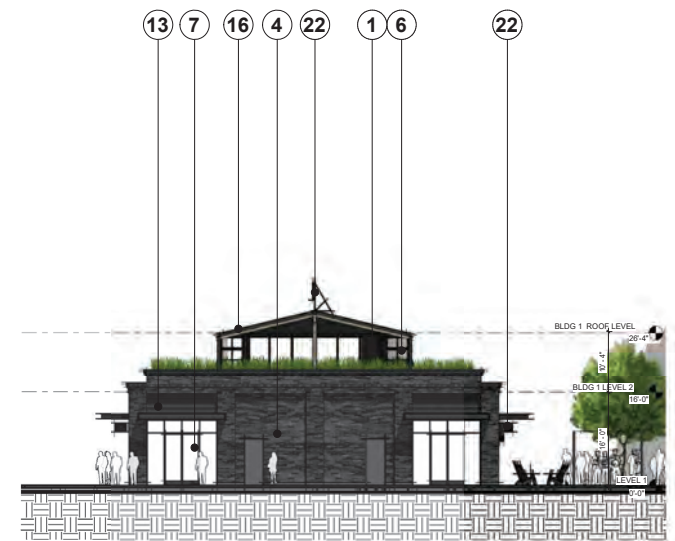
- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ㉒ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉓ CORRUGATED METAL SIDING |            |



SOUTH BLDG 1

1" = 10'-0"

2



WEST BLDG 1

1" = 10'-0"

1



① STUCCO - DARK GRAY

② STUCCO - WHITE

③ BRICK - RED

④ BRICK - GRAY 1

⑤ BRICK - GRAY 2

⑥ WINDOW SYSTEM  
(ANODIZED ALUMINUM)

⑦ LOW-E GLAZING SYSTEM  
(CLEAR, UN-TINTED GLASS)

⑧ METAL RAILING

⑨ GLASS RAILING

⑩ SIDING - DARK GRAY

⑪ BILLBOARD

⑫ BRICK - GRAY 3

⑬ METAL LOUVER

⑭ CONCRETE

⑮ STUCCO - BROWN

⑯ METAL ROOFING

⑰ SKYLIGHT WINDOW

⑱ COMPOSITE PANEL

⑲ DECORATIVE CMU

⑳ CORRUGATED METAL SIDING

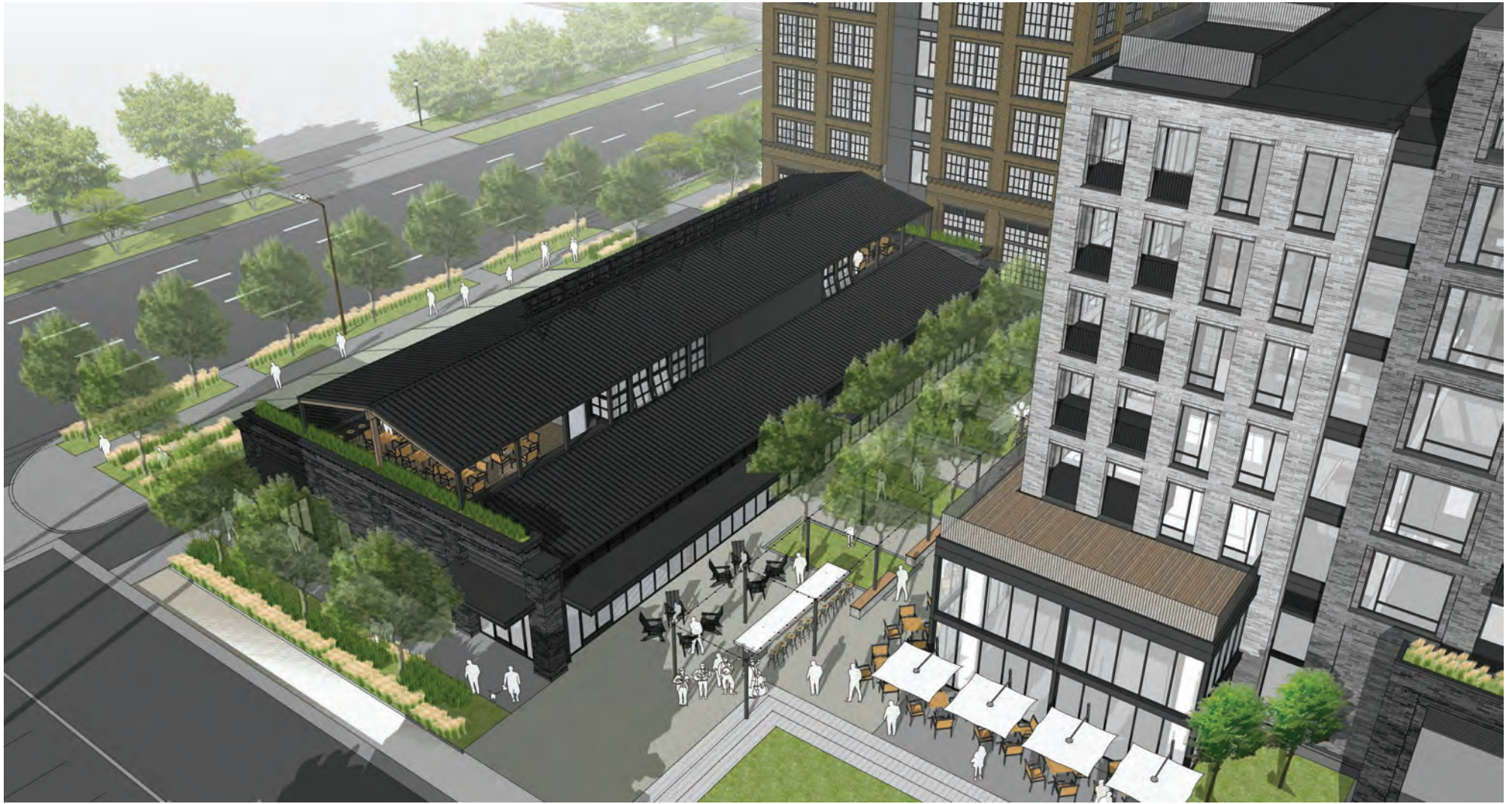
㉑ ART WALL

㉒ SIGNAGE

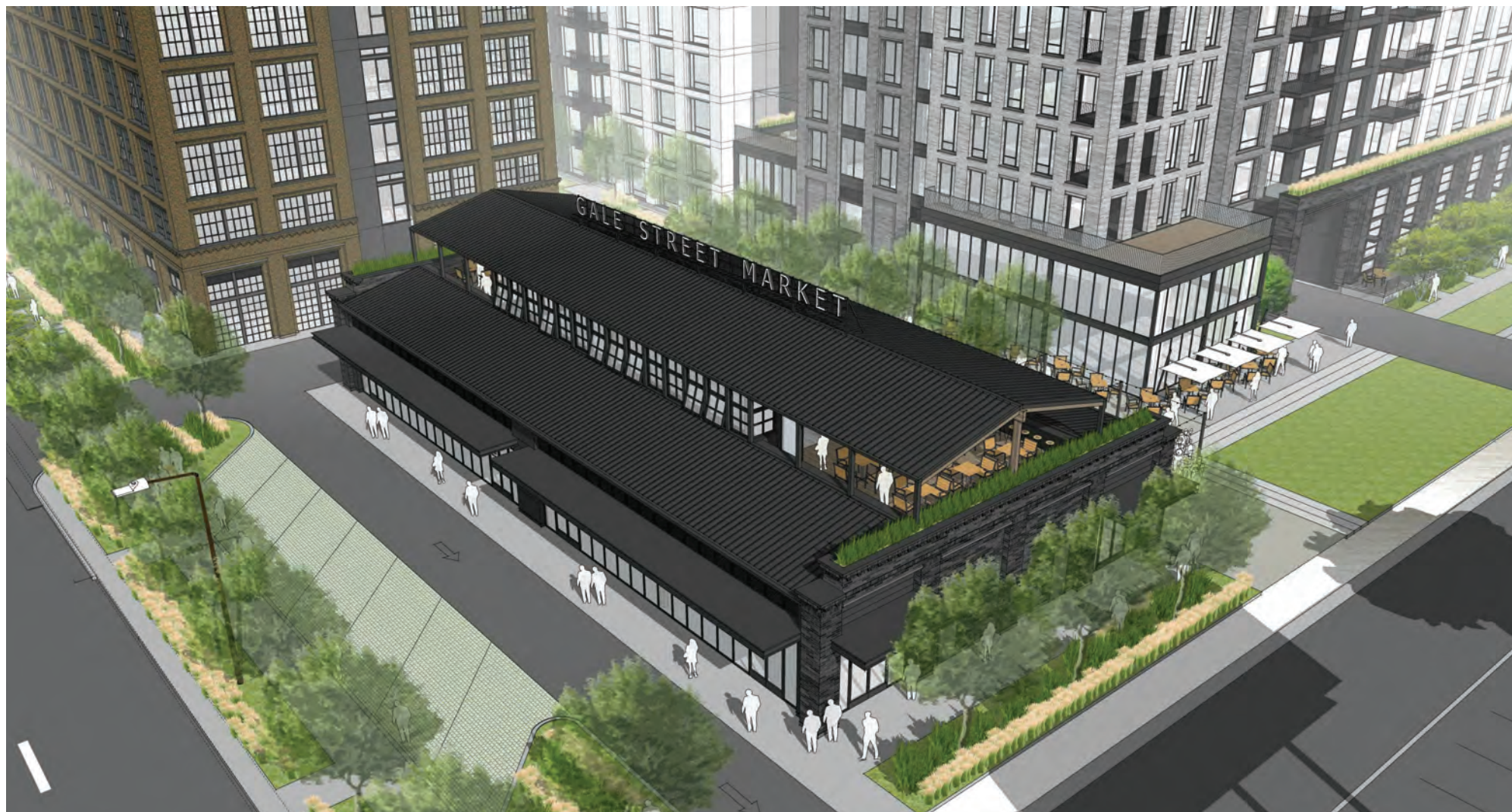
















## **ATTACHMENT C: Building Elevations**

**C 2: Building 2**





EAST BLDG 2 1" = 10'-0" 2



NORTH BLDG 2 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |



SOUTH BLDG 2 1" = 10'-0" 2



WEST BLDG 2 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ㉒ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉓ CORRUGATED METAL SIDING |            |









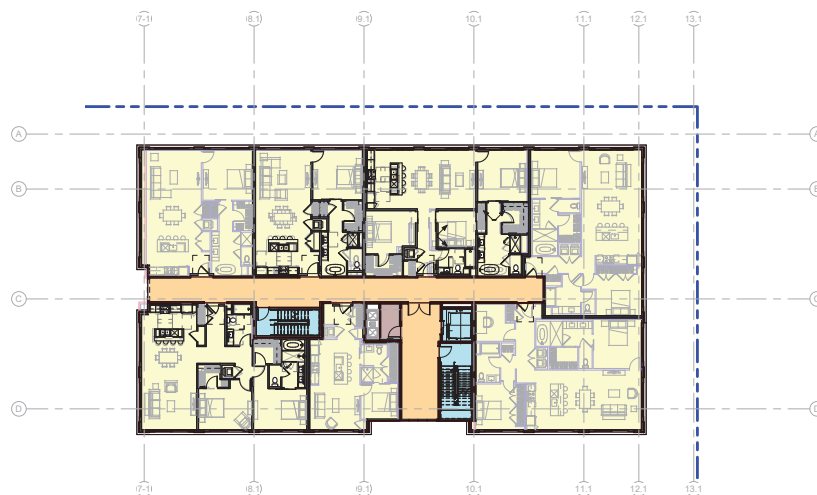












BLDG 2 LEVEL 2

**UNIT COUNT - LEVEL 2:**

BUILDING 2		
UNIT A20	1 BD / 1 BA	1
UNIT A20_1	1 BD / 1 BA	1
UNIT B20	2 BD / 2 BA + DEN	1
UNIT B21	3 BD / 2 BA	1
UNIT B22	2 BD / 2 BA	1
UNIT B39	2 BD / 2 BA	1
UNIT S3	1 BD / 1 BA	1
		7

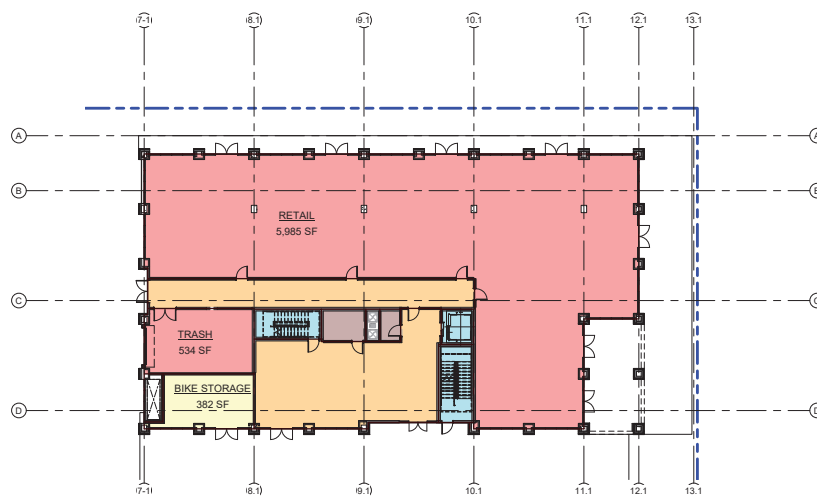
**RETAIL SF:**

BUILDING 2	
RETAIL	5,985 SF

**PARKING PROVIDED - BASEMENT:**

BLDG. 2	
ACCESSIBLE - VAN	1
COMPACT	2
COMPACT TANDEM	8
STANDARD	54
	65

\* MINUS COMPACT FROM TOTAL 55



BLDG 2 LEVEL 1

- AMENITY
- BALCONY & DECK
- CORRIDOR & LOBBY
- GARAGE
- MEP/UTILITY
- RESIDENTIAL
- RETAIL/COMMERCIAL
- VERTICAL CIRCULATION



## **ATTACHMENT C: Building Elevations**

**C 3: Building 3**





EAST BLDG 3 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |

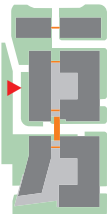


① STUCCO - DARK GRAY	⑤ BRICK - GRAY 2	⑨ GLASS RAILING	⑬ METAL LOUVER	⑰ SKYLIGHT WINDOW	⑲ ART WALL
② STUCCO - WHITE	⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)	⑩ SIDING - DARK GRAY	⑭ CONCRETE	⑱ COMPOSITE PANEL	⑳ SIGNAGE
③ BRICK - RED	⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS)	⑪ BILLBOARD	⑮ STUCCO - BROWN	⑲ DECORATIVE CMU	
④ BRICK - GRAY 1	⑧ METAL RAILING	⑫ BRICK - GRAY 3	⑯ METAL ROOFING	⑳ CORRUGATED METAL SIDING	





WEST BLDG 3 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |



NORTH BLDG 3 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |









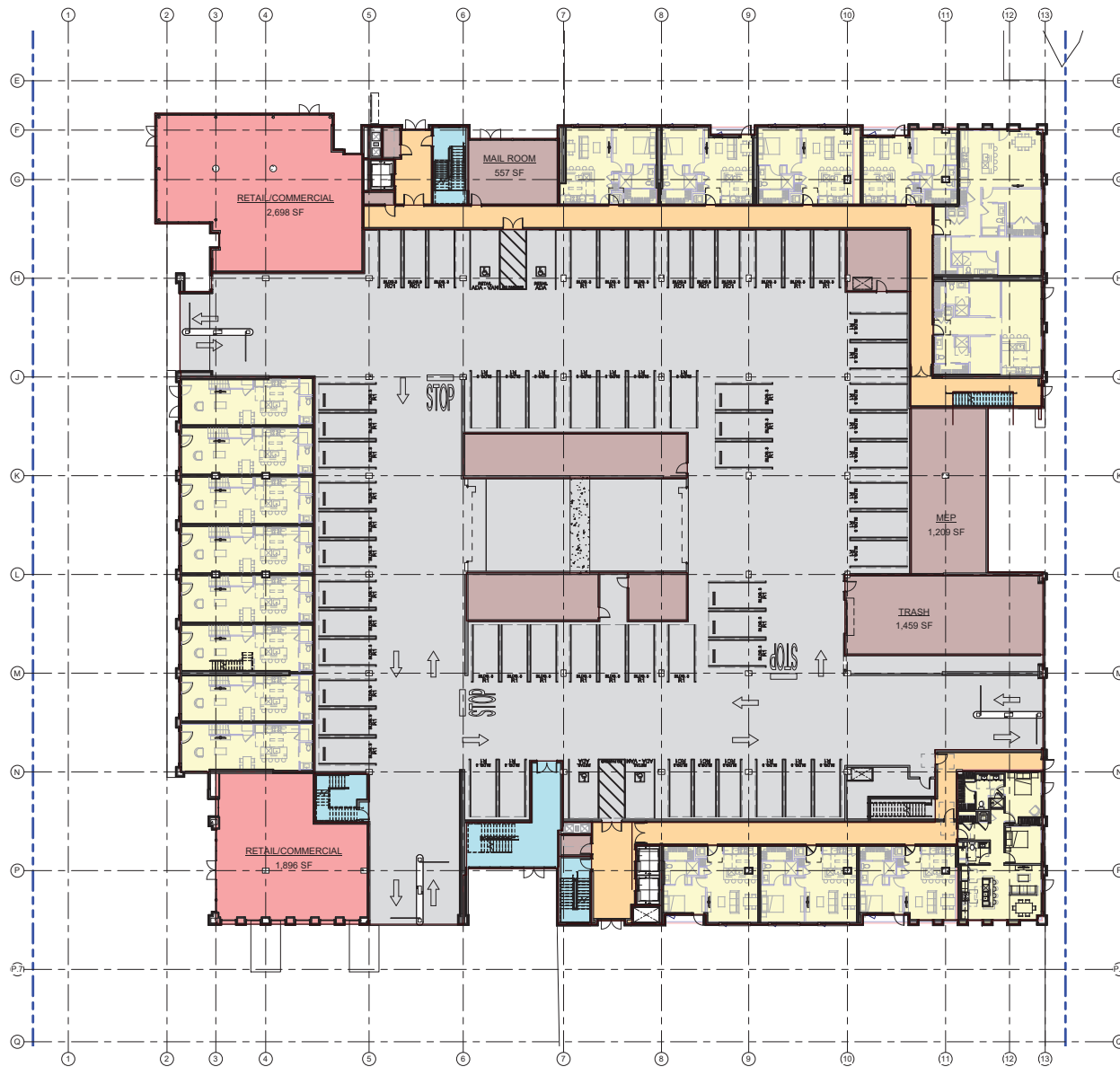












#### UNIT COUNT:

BUILDING 3		
UNIT A7	1 BD / 1 BA	7
UNIT B1-2	2 BD / 2 BA	1
UNIT B6	2 BD / 2 BA	1
UNIT B11-1	2 BD / 2 BA	1
UNIT TH2	1 BD / 1.5 BA TH	8
		18

#### RETAIL SF:

BUILDING 3	
RETAIL/COMMERCIAL	1,896 SF
RETAIL/COMMERCIAL	2,698 SF
TOTAL: 2	4,594 SF

#### PARKING PROVIDED:

RETAIL - VAN ADA	2
RETAIL - ADA	2
RETAIL COMPACT	8
RETAIL	52
	64

\* MINUS COMPACT FROM TOTAL 56



- AMENITY
- BALCONY & DECK
- CORRIDOR & LOBBY
- GARAGE
- MEP/UTILITY
- RESIDENTIAL
- RETAIL/COMMERCIAL
- VERTICAL CIRCULATION



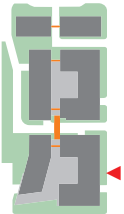
## **ATTACHMENT C: Building Elevations**

**C 4: Building 4**





EAST BLDG 4 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |



① STUCCO - DARK GRAY

② STUCCO - WHITE

③ BRICK - RED

④ BRICK - GRAY 1

⑤ BRICK - GRAY 2

⑥ WINDOW SYSTEM  
(ANODIZED ALUMINUM)

⑦ LOW-E GLAZING SYSTEM  
(CLEAR, UN-TINTED GLASS)

⑧ METAL RAILING

⑨ GLASS RAILING

⑩ SIDING - DARK GRAY

⑪ BILLBOARD

⑫ BRICK - GRAY 3

⑬ METAL LOUVER

⑭ CONCRETE

⑮ STUCCO - BROWN

⑯ METAL ROOFING

⑰ SKYLIGHT WINDOW

⑱ COMPOSITE PANEL

⑲ DECORATIVE CMU

⑳ CORRUGATED METAL SIDING

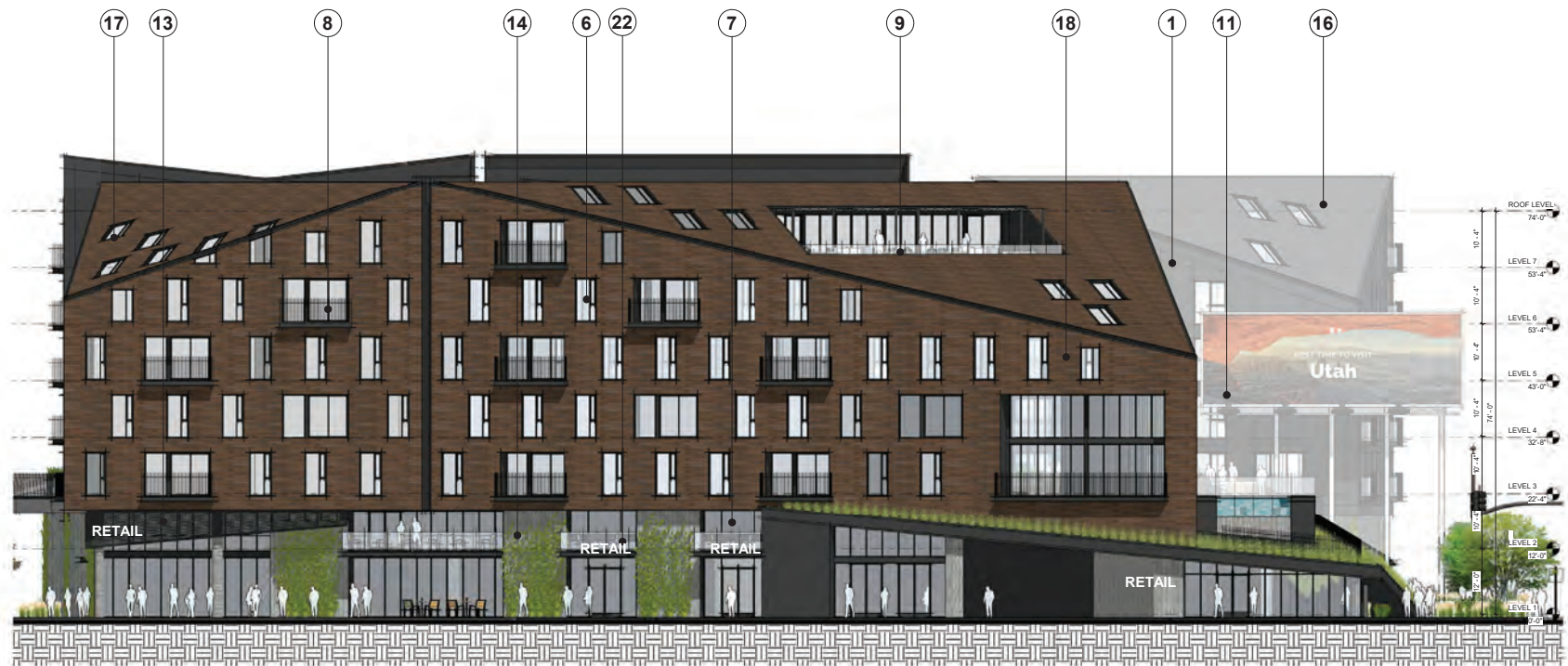
㉑ ART WALL

㉒ SIGNAGE





- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ㉒ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉓ CORRUGATED METAL SIDING |            |



WEST BLDG 4 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑲ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ⑳ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ⑳ CORRUGATED METAL SIDING |            |

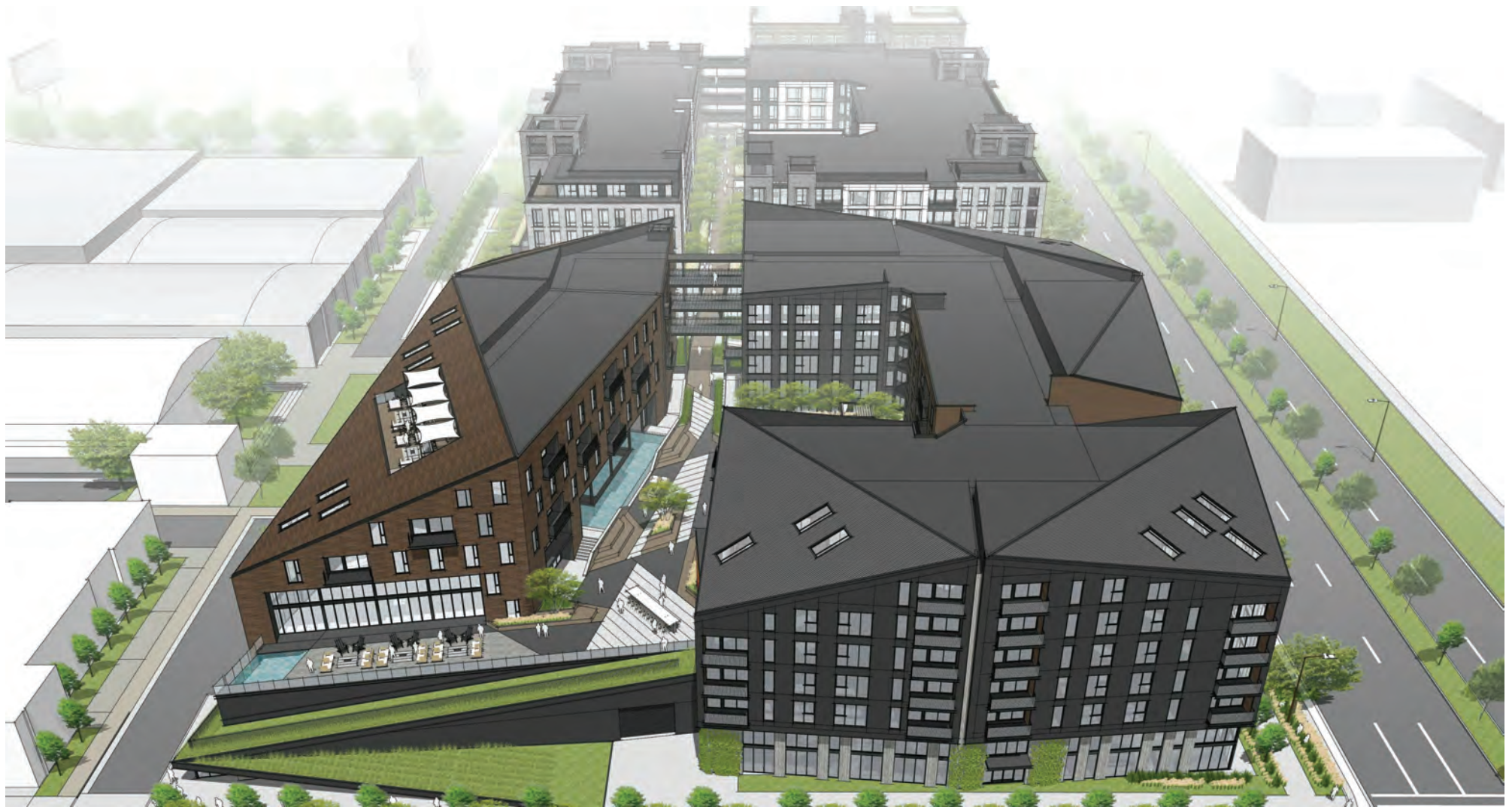
















#### UNIT COUNT:

BUILDING 4		
UNIT A13	1 BD / 1 BA	1
UNIT A13-1	1 BD / 1 BA	1
UNIT A13-2	1 BD / 1 BA	1
UNIT A14	1 BD / 1 BA	2
UNIT C1-1	3 BD / 3 BA	1
UNIT S2-1	STUDIO / 1BA	4
UNIT TH2-1	1 BD / 1.5 BA TH	8
		18

#### AMENITIES SF:

BUILDING 4	
LEASING	1,336 SF
OFFICE	103 SF
RESTROOM	142 SF
	1,581 SF

#### RETAIL SF:

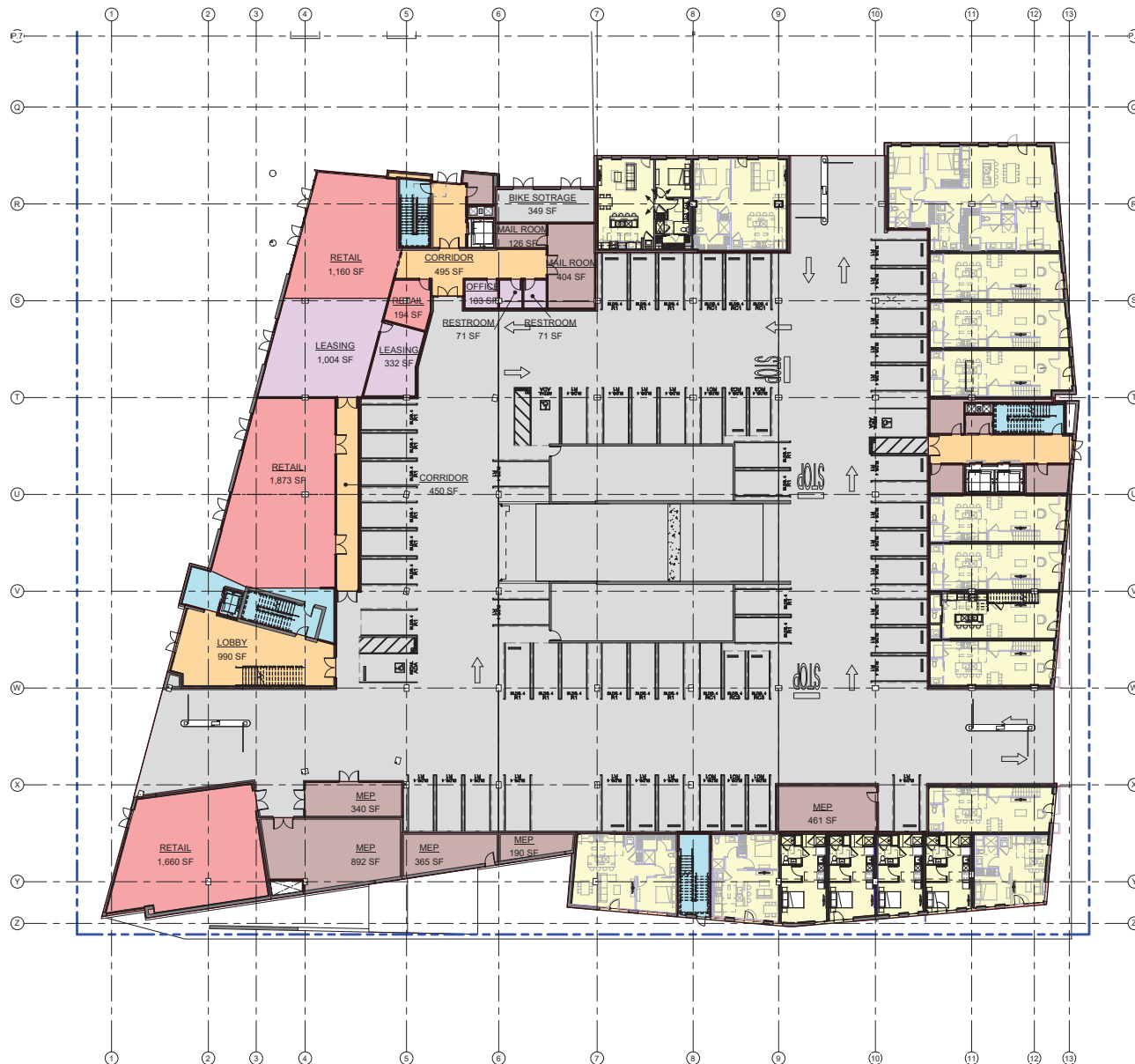
BUILDING 4	
RETAIL	4,887 SF

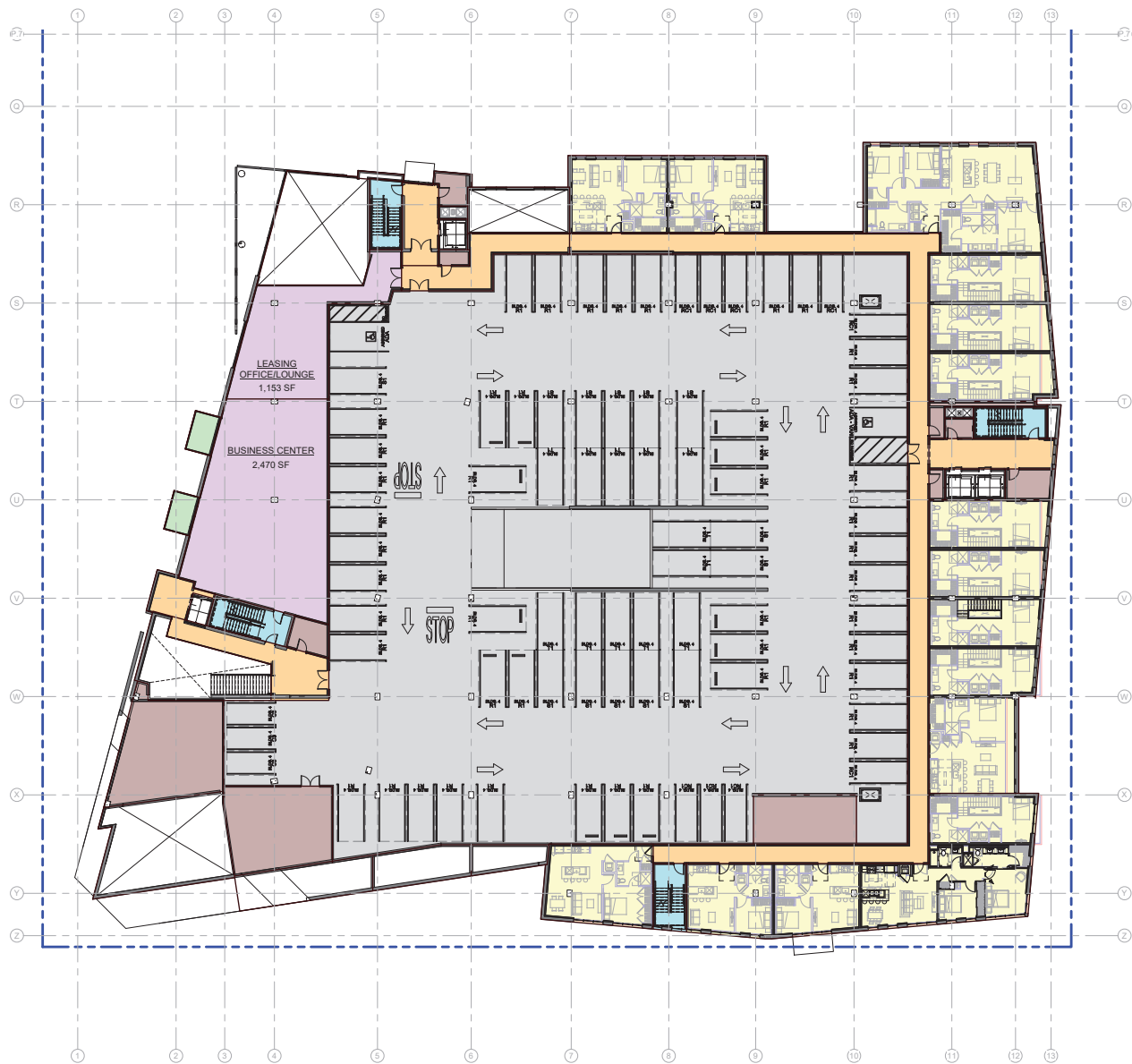
#### PARKING PROVIDED:

RETAIL - ADA	3
RETAIL COMPACT	8
RETAIL	46
COMPACT	4
	61

\* MINUS COMPACT FROM TOTAL 53

AMENITY
BALCONY & DECK
CORRIDOR & LOBBY
GARAGE
MEP/UTILITY
RESIDENTIAL
RETAIL/COMMERCIAL
VERTICAL CIRCULATION





#### UNIT COUNT:

BUILDING 4		
UNIT A7	1 BD / 1 BA	3
UNIT A15	1 BD / 1 BA	2
UNIT A16	1 BD / 1 BA	1
UNIT B36	2 BD / 2 BA	1
UNIT C1	3 BD / 2 BA	1
		8

#### BALCONY & DECKS SF:

BUILDING 4	
PRIVATE DECK	198 SF
	198 SF

#### AMENITIES SF:

BUILDING 4	
BUSINESS CENTER	2,470 SF
LEASING OFFICE/LOUNGE	1,153 SF
TOTAL	3,623 SF

#### PARKING PROVIDED :

STANDARD TANDEM	12
STANDARD	13
RETAIL COMPACT	9
RETAIL	46
COMPACT	3
ACCESSIBLE - VAN	1
ACCESSIBLE - STANDARD	1
	85

\* MINUS COMPACT FROM TOTAL 73







#### UNIT COUNT:

BUILDING 4		
UNIT A1	1 BD / 1 BA	2
UNIT A1-1	1 BD / 1 BA	1
UNIT A2	1 BD / 1 BA	4
UNIT A3	1 BD / 1 BA	4
UNIT A5	1 BD / 1 BA	3
UNIT A6	1 BD / 1 BA	5
UNIT A17	1 BD / 1 BA	1
UNIT B1	2 BD / 2 BA	1
UNIT B1-1	2 BD / 2 BA	1
UNIT B1-3	2 BD / 2 BA	1
UNIT B7-1	2 BD / 2 BA	1
UNIT B7-2	2 BD / 2 BA	1
UNIT B12	2 BD / 2 BA	1
UNIT S1	STUDIO / 1BA	4
		30

#### BALCONY & DECKS SF:

BUILDING 4	
PRIVATE DECK	1,411 SF
	1,411 SF

#### AMENITIES SF:

BUILDING 4	
CLUBROOM	3,479 SF
FITNESS	5,604 SF
MEN RR	238 SF
POOL DECK	3,131 SF
WOMEN RR	216 SF
	12,667 SF

- AMENITY
- BALCONY & DECK
- CORRIDOR & LOBBY
- GARAGE
- MEP/UTILITY
- RESIDENTIAL
- RETAIL/COMMERCIAL
- VERTICAL CIRCULATION



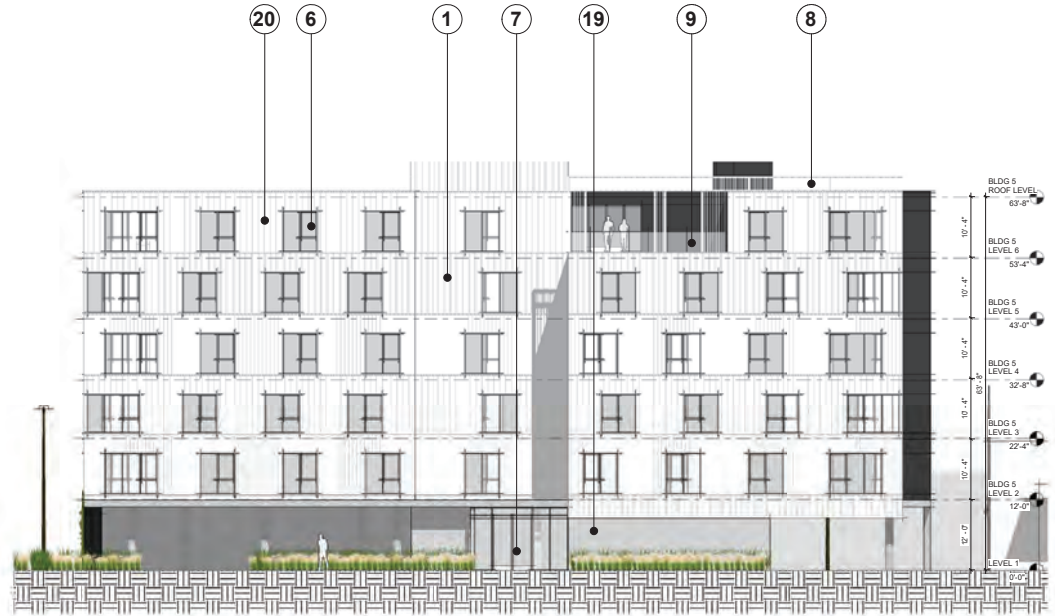
## **ATTACHMENT C: Building Elevations**

**C 5: Building 5**

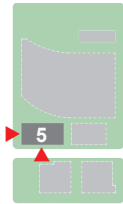




WEST BLDG 5 1" = 10'-0" 1



SOUTH BLDG 5 1" = 10'-0" 2



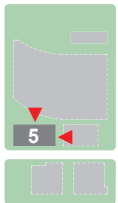
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|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ⑲ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉒ CORRUGATED METAL SIDING |            |



EAST BLDG 5 1" = 10'-0" 2



NORTH BLDG 5 1" = 10'-0" 1



- |                      |   |                      |                  |                           |            |
|----------------------|---|----------------------|------------------|---------------------------|------------|
| ① STUCCO - DARK GRAY | ⑤ BRICK - GRAY 2                                | ⑨ GLASS RAILING      | ⑬ METAL LOUVER   | ⑰ SKYLIGHT WINDOW         | ⑳ ART WALL |
| ② STUCCO - WHITE     | ⑥ WINDOW SYSTEM (ANODIZED ALUMINUM)             | ⑩ SIDING - DARK GRAY | ⑭ CONCRETE       | ⑱ COMPOSITE PANEL         | ㉑ SIGNAGE  |
| ③ BRICK - RED        | ⑦ LOW-E GLAZING SYSTEM (CLEAR, UN-TINTED GLASS) | ⑪ BILLBOARD          | ⑮ STUCCO - BROWN | ㉒ DECORATIVE CMU          |            |
| ④ BRICK - GRAY 1     | ⑧ METAL RAILING                                 | ⑫ BRICK - GRAY 3     | ⑯ METAL ROOFING  | ㉓ CORRUGATED METAL SIDING |            |

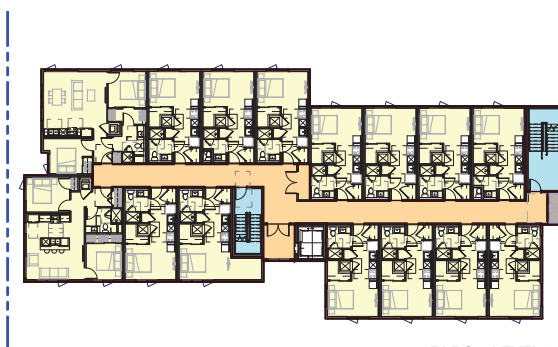








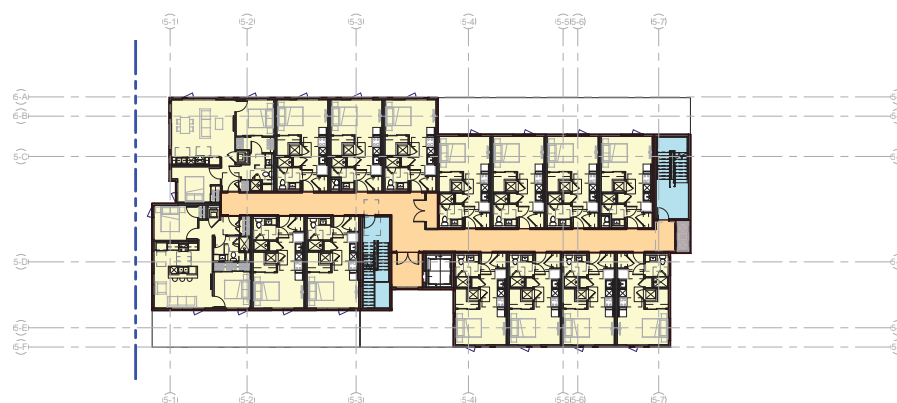




BLDG 5 LEVEL 3

**UNIT COUNT - LEVEL 3:**

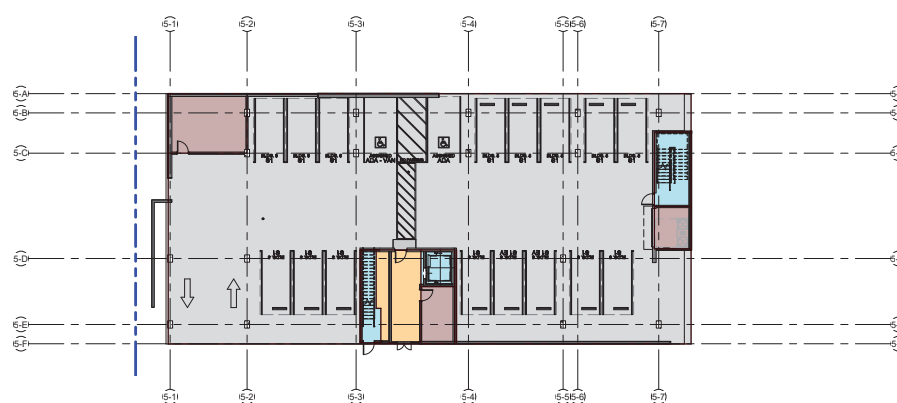
BUILDING 5		
UNIT B0	2 BD / 1 BA	1
UNIT B0_1	2 BD / 1 BA	1
UNIT S2	STUDIO / 1BA	13
		15



BLDG 5 LEVEL 2

**UNIT COUNT - LEVEL 2:**

BUILDING 5		
UNIT B0	2 BD / 1 BA	1
UNIT B0_1	2 BD / 1 BA	1
UNIT S2	STUDIO / 1BA	13
		15



BLDG 5 LEVEL 1

**PARKING PROVIDED:**

STANDARD	14
ELECTRIC VEHICLE	2
ACCESSIBLE - VAN	1
ACCESSIBLE - STANDARD	1
	18

- AMENITY
- BALCONY & DECK
- CORRIDOR & LOBBY
- GARAGE
- MEP/UTILITY
- RESIDENTIAL
- RETAIL/COMMERCIAL
- VERTICAL CIRCULATION





## **ATTACHMENT C: Building Elevations**

**C 6: Overall Project Renderings**

## Building 2 – Picture Facing Southwest from 500 South & 300 West





Buildings 1-3 – Picture Facing South from 500 South





## Buildings 1-4 – Picture Facing Southeast from 500 South





Buildings 3-4 – Picture Facing Northeast from Gale Street





## Buildings 2 & 3 – Picture Facing West from 300 West





Buildings 3 & 4 – Picture Facing Northeast from 600 South

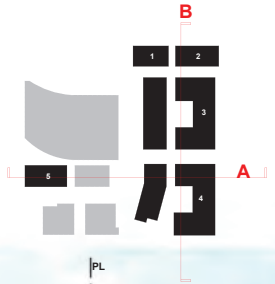




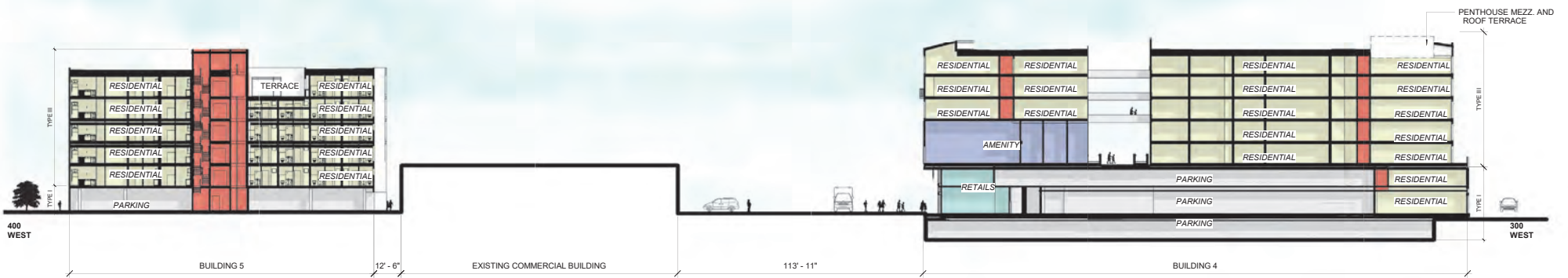
## Building 4 – Picture Facing East from Gale Street



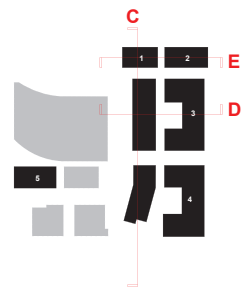




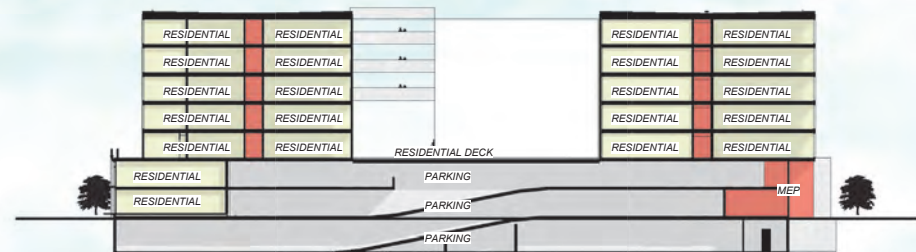
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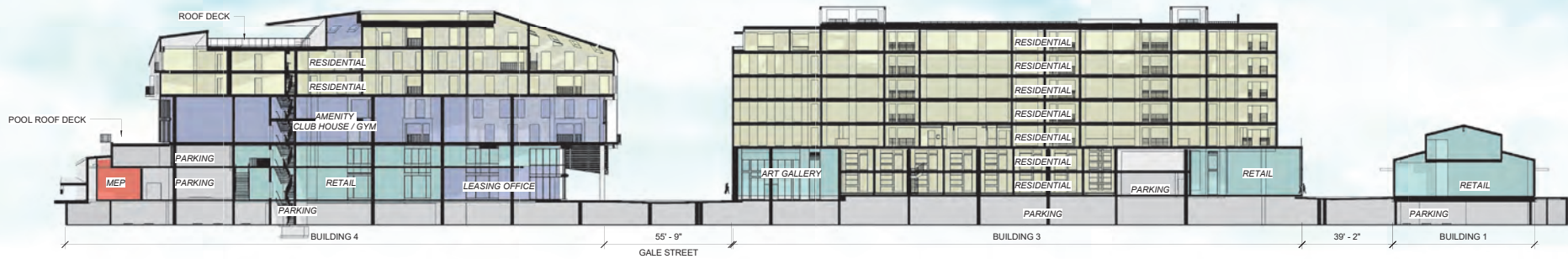
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SECTION E 3/64" = 1'-0" E



SECTION D 3/64" = 1'-0" D



SECTION C 3/64" = 1'-0" C



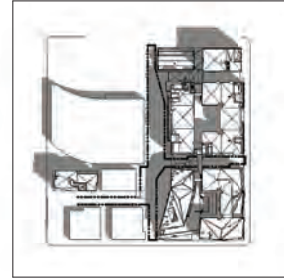
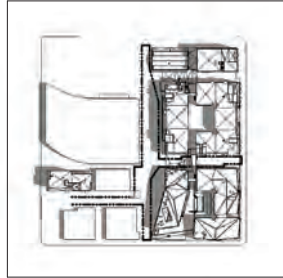
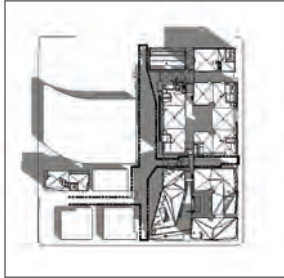
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MAR. 20

SUMMER SOLSTICE  
JUN. 21

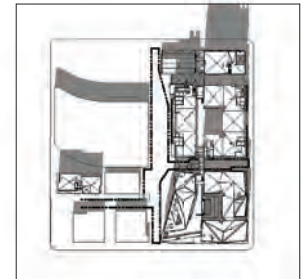
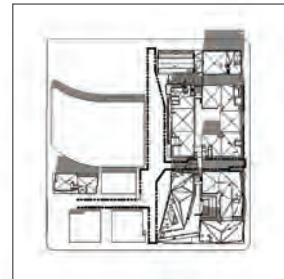
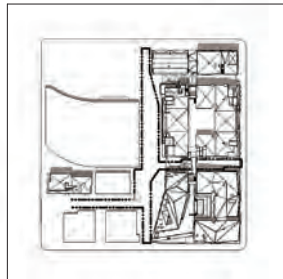
FALL EQUINOX  
SEP. 22

WINTER SOLSTICE  
DEC. 21

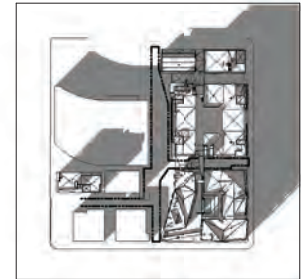
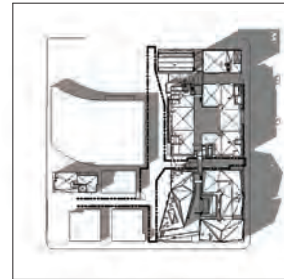
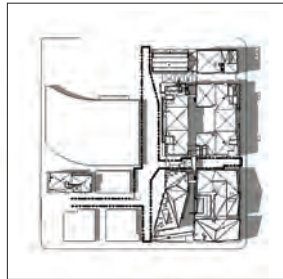
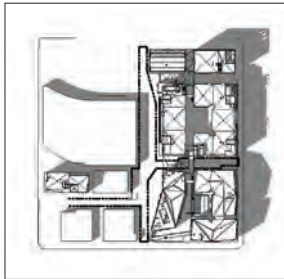
9:00 AM



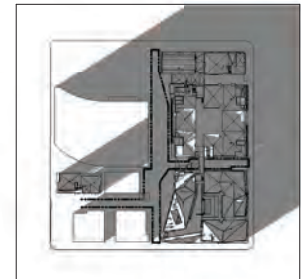
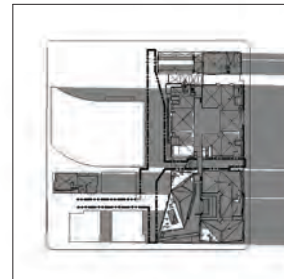
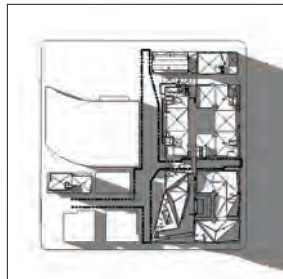
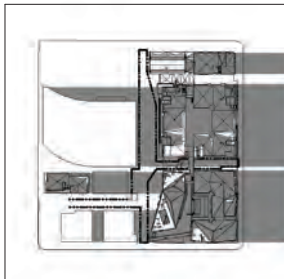
12:00 PM



3:00 PM



6:00 PM



## **ATTACHMENT D: Applicant's Project Description**





Planning Division  
451 S State Street, Room 215  
Salt Lake City, UT 84111

**Subject: Gale Street Apartments Design Review Narrative – Buildings 1-4**

## Summary

BCG Holdings, QFactor, and Lowe Property Group, along with Bridge Investment Group as the primary capital partner, have purchased the majority of the city block between 300 and 400 West and 500 and 600 South, which many refer to as the Newspaper Agency Corp. block (NAC block), and approximately half of the city block to the north known as the A&Z block. The goal for these blocks is to create a walkable urban neighborhood complete with a variety of residential living opportunities and amenities, a wide array of retailers, and a mix of office and work spaces, all surrounding truly walkable streets and plazas.

BCG Holdings and QFactor are leading the adaptive reuse of several existing buildings on the blocks into creative office and retail, as well as leading the development of a potential ground up office building on the A&Z block. Lowe Property Group is leading the development of the mixed-use portions of the blocks. The following Design Review application for the Gale Street Apartments, submitted by Lowe Property Group, is for the mixed-use component of the properties.

The Gale Street Apartments, designed by MVE Architects, represents the mixed-use portion of the larger development with five total buildings. Four of the buildings are located on the eastern half of the NAC block, as separated by Gale Street, and one building is located on the western half with frontage on 400 West. The portion of the project included in this application will total approximately 581 Class A multifamily units with 27,366 SF of retail space.

MVE has designed thoughtful and iconic architecture that is unique and stands out from typical designs, which tend to blend together. The buildings include unique exterior materials, window systems, roof lines, bridges, and many other features that will add visual interest as tens of thousands of people pass by when entering and exiting the city on a daily basis.

The Gale Street Apartments will include over 83,000 SF of mid-block crossings and plaza space with over 52,000 SF solely dedicated to the pedestrian, roughly 34,395 SF of private outdoor plaza space, four rooftop decks, four mid-block crossings, and over 24,900 SF of indoor residential amenity space.

With a wide variety of unit types and sizes, ranging from attainable 385 SF units to large and spacious 2,030 SF townhome units, the Gale Street Apartments will offer much needed housing to

l o w e   p r o p e r t y   g r o u p

2319 S FOOTHILL DRIVE, SUITE 265

SALT LAKE CITY, UT 84109

801 582-3188

WWW.LOWEPROP.COM

the downtown area and will cater to all demographics from single working residents to small families. The various retail spaces will provide goods and services to the many residents of the Gale Street Apartments community, as well as to the employees of existing and future office, retail and industrial land uses in and near the project, creating a truly walkable urban neighborhood.

Also included in this application, Gale Street is the private street that runs north and south through the middle of the block. Gale Street is intended to be a curbless European style street, complete with plazas, gathering areas, and a mix of retail, office and residential units lining the street.

Buildings 1-4 are located on the eastern half of the NAC block and are entirely in the Downtown Support District (D-2), while Building 5 sits in the General Commercial District (CG) on the western half. Being in different zoning districts, Buildings 1-4 and Building 5 will have to adhere to different zoning requirements and design standards; however, they will function as a collective mixed-use community.

Building 1 will be comprised of roughly 7,444 SF of ground floor retail, fronting along 500 South with a 3,923 SF rooftop lounge. Immediately east of Building 1 is Building 2, which will be five stories of luxury multifamily over ground floor retail, located on the corner of 500 South and 300 West. Building 2 will include 33 luxury units with a clubroom and a rooftop deck, and 5,985 SF of ground floor retail.

Directly south of Buildings 1 and 2, Building 3 will contain five stories of residential units over two stories of interior parking, wrapped by additional residential units and retail/commercial space. In total, Building 3 will have roughly 272 multifamily units and 4,594 SF of retail/commercial space. Building 3 is also planned to have a 7,000+ SF outdoor garden and gathering space, and a rooftop clubroom and deck.

On the southeast corner of the NAC block, Building 4 will consist of five levels of multifamily over two stories of interior parking, along with additional amenity spaces. Similar to Building 3, Building 4's interior parking will be wrapped by residential and retail/commercial uses. In addition to 203 multifamily units, Building 4 will have a large leasing office, 4,887 SF of retail/commercial space, a massive business center and lounge, a 5,604 SF fitness space, a 3,479 SF clubroom, a year-round indoor/outdoor pool, a rooftop deck, and several other resident amenities.

Building 5 will be the lone residential building on the western half of the NAC block, and will consist of five levels of residential totaling 73 units over one level of parking. This building will primarily be comprised of smaller attainable units. On the top level of this building, we have proposed a roughly 757 SF outdoor amenity.



In order to provide ample parking for the residents, employees and consumers who will be frequenting the NAC block, we have proposed a subterranean parking level spanning the entire eastern half of the block with 437 stalls (332 standard sized stalls) dedicated to the residential units in the development. The parking level will run beneath Buildings 1-4 and will have direct access to said buildings. A portion of this subterranean parking level will also serve as additional parking for Building 5 residents. In addition to the 437 below grade stalls, 327 stalls (272 standard sized stalls) are planned in two levels of above grade parking, which will be available to the general public and available for residents, retailers, and office users to purchase passes on a limited basis. A portion of this above ground parking will also function to supplement the parking needs of the existing adaptive reuse portions of the NAC block.

With applicant's grand vision of the overall NAC block in mind, including the Gale Street Apartments development, the subsequent sections of this narrative focus on the Downtown Support District portion of the Gale Street Apartments project (Buildings 1-4). A separate narrative has been prepared to address the Gale Street Apartments' General Commercial portion (Building 5).

## **Zoning - Downtown Support District (D-2 Zone) Purpose Statement and Design Standards**

Per Section 21A.30.030 of the zoning code, the purpose of the D-2 Zone is *"...to provide an area that fosters the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District. Development within the D-2 Downtown Support Commercial District is intended to be less intensive than that of the Central Business District, with high lot coverage and buildings placed close to the sidewalk. This district is appropriate in areas where supported by applicable master plans. Design standards are intended to promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape."*

Buildings 1-4 of the Gale Street Apartments project fulfills the D-2 "Purpose Statement" in every way. The Gale Street Apartments are part of a larger development/redevelopment plan of the NAC block and the former A&Z Produce buildings, directly north of the NAC block, which has been designed to create *"...a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District."* The larger development plan will include large quantities of adaptive-reuse office, industrial, and retail space, in addition to the Gale Street Apartments' residential and other commercial uses. Specifically, the Gale Street Apartments project will provide high quality housing and retail services for a growing Central Business District in downtown Salt Lake City.

Buildings 1-4 will have “*high lot coverage and buildings placed close to the sidewalk,*” and they will “*promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape.*” As you can see from renderings in the attached package, the Gale Street Apartments abut sidewalks on 500 and 600 South and 300 West, creating high visibility and easy access to the passersby. Furthermore, several mid-block, pedestrian-friendly alleyways and sky bridges have been thoughtfully placed into the design to facilitate efficient pedestrian activity. Tasteful hard- and soft-scape landscaping will be included to slow any vehicular traffic and to promote a very safe and interactive pedestrian experience.

Furthermore, Gale Street has been designed by Wenk Associates, a world-class urban landscape designer to be a pedestrian-first, curbside European-style street, complete with public plaza and gathering spaces.

Per Section 21A.30.030, Buildings 1-4 adhere to the recently revised D-2 zoning standards as follows:

- A. Purpose Statement – This is explained above.
- B. Uses – This project adheres to the various allowable uses as set forth in Section 21A.30.030
- C. Lot Size Requirements – Not applicable
- D. Maximum Building Height - Since several of the buildings exceed the 65’ standard allowable height, we are requesting their respective heights be approved in this application. The D-2 code allows building heights up to 120’ upon design review and approval. A more thorough explanation of the requested height variance is detailed in the “Requested Variances” section below.
- E. Minimum Yard Requirements – Buildings 1-4 adhere to all setbacks and other yard requirements.
- F. Landscape Yard Requirements – Front and corner side yards will be maintained as a landscaped yard with high quality landscape architecture.
- G. Parking Lot Setbacks – There will be no front or corner side yard parking on the property. All surface level parking will be located at building interiors, hidden from public view.
- H. Mid-block Walkways – The architect has incorporated several mid-block walkways, including all that are specified in the master plan. These mid-block walkways will go above and beyond the minimum width (10’) and unobstructed path (6’) requirements.
- I. Ground Floor Uses – The majority of the project’s parking has been intentionally located underground or at building interiors to create active use spaces (office, retail, and residential).
- J. Existing Vehicle Sales – Not applicable.



Per the newly amended Subsection 21A.37.060.D, Buildings 1-4 adhere as follows:

## D-2 Standard Chart

Standard (Code Section)	D-2 Standard	Building 1 Proposed	Building 2 Proposed	Building 3 Proposed	Building 4 Proposed
Ground floor use (%) (21A.37.050.A.1)	75	100%	100% (North) 100% (East)	91%	88% (East) 74% (South)
Ground floor use + visual interest (%) (21A.37.050.A.2)	60/25	n/a	n/a	n/a	n/a
Building materials: ground floor (%) (21A.37.050.B.1)	80	84%	86% (North) 91% (East)	100%	100% (East) 100% (South)
Building materials: upper floors (%) (21A.37.050.B.2)	50	64%	61% (North) 61% (East)	56%	63% (East) 66% (South)
Glass: ground floor (%) (21A.37.050.C.1)	40	40%	51% (North) 59% (East)	35%	46% (East) 31% (South)
Glass: upper floors (%) (21A.37.050.C.2)	25	36%	39% (North) 39% (East)	44%	37% (East) 34% (South)
Building entrances (feet) (21A.37.050.D)	50	39' max.	30' max. (North) 30' max. (East)	78'-10"	44'-5" (East) <50'-0" (South)
Blank wall: maximum length (feet) (21A.37.050.E)	15	<15'	<15' (North) <15' (East)	<15'	15'-10" (East) <15' (South)
Street facing façade: maximum length (feet) (21A.37.050.F)	200	123'-2"	151'-2" (North) 78'-5" (East)	243'-9"	236'-0" (East) 292'-11" (South)
Upper floor step back (feet) (21A.37.050.G)	n/a	n/a	n/a	n/a	n/a
Lighting: exterior (21A.37.050.H)	X	X	X	X	X
Lighting: parking lot (21A.37.050.I)	X	X	n/a	n/a	X
Screening of mechanical equipment (21A.37.050.J)	X	X	X	X	X
Screening of service areas (21A.37.050.K)	X	X	X	X	X
Ground floor residential entrances (21A.37.050.L)	n/a	n/a	n/a	n/a	n/a
Parking garages or structures (21A.37.050.M)	X	X	X	X	X

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Please see the “*Requested Variances*” section below for a summary of the requested modifications from the recently amended Subsection 21A.37.060.D for this project.

Per the recently revised signage requirements in Section 21A.46.110.B of the code, please refer to the revised CBSD Plan Set included in this application for information about Building 1-4’s proposed signage locations. The site’s block signage is intended to be diverse in style to reflect the distinctive character of each building. For this reason, there is no block-wide neighborhood signage family anticipated at this time. Roadway signage at the north and south ends of Gale Street will match SLC City standard street signage.

## **Requested Variances**

### **Building Height:**

As mentioned above, several of Gale Street Apartment’s buildings need to be approved for additional height per their respective zoning codes. Building’s 2-4, which are located in the D-2 Zone, exceed 65’ in height, which means they must obtain height approval through the design review process. These buildings are between 65’ and 75’, all well below the D-2’s 120’ maximum allowable height.

The architect has taken great care to vary the heights of the buildings to adhere to the design review standards in Section 21A.59.050, and to create a distinct and aesthetically pleasing skyline. We seek approval of Buildings 2-4’s height variances as part of this application.

### **Parking:**

Ownership is proposing 586 total standardized parking stalls for Buildings 1-4’s parking structure, exclusive of Building 5’s parking, which is more than the minimum required count and less than the maximum allowable count per Section 21A.44 of the zoning code. Per Section 21A.44.050(c)’s “*Transportation Demand Strategies*,” Buildings 1-4 can double their minimum parking count by adhering to at least one major and one minor transportation demand strategy. The maximum parking count can then be calculated from this new minimum. Applying this, Buildings 1-4 could increase their maximum allowable parking to 610 total stalls.

Ownership will be eligible to increase the maximum allowable spaces for Buildings 1-4 by incorporating the following major and minor transportation demand strategies:

- Major Transportation Demand Strategies:

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- (1) Over 50% of the project's required bicycle stall count will be in the form of secured long-term bicycle storage for residents, employees, and patrons.
- (4) Building 4 will have a 2,400+ SF business center for residents to enjoy, which will encourage telecommuting.
- (6) Building 4 will have a 5,600+ SF fitness facility for resident and employee use.
- (7) Several on-site restaurants are planned in the various retail locations throughout the community.
- Minor Transportation Demand Strategies:
  - (1) There are several covered/secure bicycle parking locations in the proposed plan.
  - (3) There will likely be one or multiple approved bicycle sharing programs at the property.
  - (5) There will be some unbundled parking for residents to rent independently of a residential unit or nonresidential space.

Furthermore, in an effort to create a truly walkable and pedestrian friendly community, ownership has located the majority of Building 1-4's parking below ground to make room for varying uses (office, retail, and residential) on the ground floor. Above ground parking areas will be mostly concealed from public view and will be surrounded by active uses per the design review standards.

The current parking plan is to have the 437 underground stalls (332 standard sized stalls) assigned to the residential portions of buildings 2-4 on Lot 1, with a portion available to residents of Building 5 as needed. The rest of the stalls on levels 1 and 2 (309 total stalls and 254 standard sized stalls, exclusive of Building 5's parking count) are intended to partially serve the various office and retail uses on the block (over 100,000 SF of commercial space), the public spaces, guest parking, general public parking, and to a limited extent they will be made available for residents to rent passes separately.

Given the above, we ask that owner's proposed parking plan be approved as set forth in this application.

**Modifications from Subsection 21A.37.060.D (see "D-2 Standard Chart" above)**

**Glass: ground floor (%)** – The D-2 requirement is that the street-facing ground floor have at least 40% glass. However, Standard 21A.37.050.C.1.c states that the minimum glass requirement can be reduced by 15% if the street facing façade on the ground floor has residential uses.

- **Building 3** – Building 3's eastern ground floor glass percentage is roughly 35% and meets the standard because the uses along this façade are residential.

- **Building 4** – Building 4’s southern ground floor glass percentage is roughly 31%. This is largely due to a portion of the façade that has a unique winding landscape element which we believe meets the intent of the code to provide interesting and unique architecture at the pedestrian level.

**Building entrances (feet)** – The D-2 requirement is that any street-facing ground floor shall have at least one operable building entrance and a maximum of 50’ between additional operable entrances along the same façade.

- **Building 3** – The eastern ground floor façade has several operable entrances along with a large garage entrance. The maximum distance of façade without an entrance is roughly 78’-10”, which is the portion of the façade that spans across the large vehicle entrance and multiple large art murals. We believe the plan as proposed is justified since ground floor uses along the façade are primarily residential units with their own private entrances as well as an opening into the garage for vehicle access. Additional entrances are unnecessary, and we feel that the project is meeting the intent of the code.
- **Building 4** – Building 4’s southern façade has a maximum building entrance distance of less than 50’, which meets the D-2 standard. We have excluded the western half of the southern façade from this calculation since it’s made up of a unique winding landscape element, which is concealing the building’s interior mechanical systems, and therefore should not be considered a true ground floor façade. We feel Building 4’s southern façade meets the intent of the code and that additional entrances are unnecessary.

**Street facing façade: maximum length (feet)** – Per the D-2 standard, the maximum length of any street facing façade is 200’.

- **Building’s 3 & 4** - Buildings 3-4 exceed the maximum street-facing façade length of 200’. Building 3 exceeds the standard by 43’9” on its eastern façade and Building 4 exceeds it by 36’0” on its eastern façade and 92’11” on its southern façade. The length of these facades is necessary to improve the overall layout and efficiency of their respective buildings, as well as the project in its entirety. With the attention-grabbing scale of these buildings, which is rare in this market, the project’s award-winning architect has made efforts to mitigate and minimize the visual impact of these longer façades by including midblock drives and walkways, differentiated façades and setbacks, and fenestration detail. Overall, the architect has created a world class design that goes above and beyond what is typically seen in this market. As part of this application, we seek approval of this variance in façade length.



**Blank wall: maximum length (feet)** – Per the D-2 standard, the maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15’.

- **Building 4** – Building 4’s eastern façade exceeds the maximum blank wall distance by a mere 0’10” (see location highlighted in red below). This minor variance is influenced by Building 4’s interior layout, which is highly efficient, and we feel it should be granted considering the overall façade meets the intent of the code. Building 4’s southern façade meets the D-2’s maximum standard of 15’ when excluding the winding landscape element portion. As mentioned previously the switchback landscape element is not a true building façade, however, it’s a big part of the overall southern façade aesthetic. Applicant’s plan is to include some additional texturing to break up the blank wall effect as needed and within reason.



## Grand Boulevards Community Plan

Since the Gale Street Apartments are located between 500 and 600 South, the entire project lies within the “Grand Boulevards” community district. With an owner/developer who currently resides in Salt Lake City and who has a vested interest in the long-term success of the City, you

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would be hard pressed to find a project that more closely captures the Grand Boulevards community vision.

The first sentence of the Grand Boulevards plan states that it's *"a major point of arrival to the downtown by car and is suitably designed to welcome and excite visitors."* The Gale Street Apartments will *"welcome and excite visitors"* by providing state of the art architecture from an award-winning architectural firm based in Southern California. *"Mid-rise buildings, large street trees, and iconic lighting"* will be used to create a unique *"urban environment."* The Grand Boulevards plan also calls for *"unsightly elements, such as large power lines and billboards, [to be] relocated, consolidated or enhanced."* As can be seen in this application's renderings, the architect has creatively incorporated existing billboards into the project's design to make billboards much more aesthetically pleasing to passersby.

Another aim of the Grand Boulevards Community Plan is to *"provide residential, innovation and research development, and additional office development in an urban development pattern..."* as well as fostering *"innovation... collaboration and entrepreneurship... [and] A diverse range of companies in various sectors."* As mentioned above, the Gale Street Apartments will provide a wide variety of housing options and retail spaces to attract and serve those who will be employed by the many other office, co-working, industrial, and other commercial uses of the larger NAC block development. In total, the NAC block will provide a mix of office, retail and residential spaces.

Below is a list of the Grand Boulevards Community Plan initiatives and how Gale Street Apartments will fulfill them:

***"Provides Housing Choice":***

- *"Utilize interior streets and walkways for townhouse development to activate interiors of blocks while keeping main streets commercial."*
  - The project will have several mid-block walkways designed to facilitate pedestrian interaction and activity, as well as to provide access to the project's townhomes. 500 and 600 South will also have large quantities of retail space.
- *"Encourage development of/Create incentives for family housing, as part of identifiable neighborhood areas, in ground-oriented or low-rise dense developments and close to open space, schools, childcare centers, community facilities and other amenities designed for children; and smaller suites should be in towers and/or in spaces above busy commercial areas."*
  - Gale Street Apartments will have several townhomes and larger unit sizes, which will appeal to families with children. The buildings will have many shared



amenities and will provide a great deal of interactive open space for residents to enjoy.

***“Is Prosperous”:***

- *“Establish a business incubator focused on science and technology as part of an innovation district.”*
  - Gale Street Apartments will support the science and technology tenants of the adaptive-reuse office and industrial spaces on the NAC block and in the surrounding area.

***“Is Rich in Arts & Culture”:***

- *“Develop a theme monument or landmark within the Boulevard District.”*
  - The project will have lots of open community spaces, which are planned to include a variety of artistic features from painted murals to iconic monuments. Aside from that, ownership’s aim is to make Gale Street Apartments a monument/landmark in and of itself through its unique and unparalleled architecture.

***“Is Welcoming and Safe”:***

- *“Incorporate public art to ensure these areas are welcoming and truly grand.”*
  - As mentioned above, the project will incorporate a significant amount of public art and will create a pedestrian friendly and safe environment.

***“Is Beautiful”:***

- *“Commit to burying powerlines along major streets and corridors, particularly at entrances to the downtown.”*
  - There are various unsightly powerlines crisscrossing the property which will be buried as part of this development.

## **Standards for Design Review (21A.59.050)**

Per Section 21A.59.050 of the zoning code, the Gale Street Apartments project must *“demonstrate how the proposed project complies with each standard for design review.”* Below is an outline of how this project will comply with each design review standard:

- A. As explained above, Buildings 1-4 of the Gale Street Apartments project comply with the intent of the D-2 zoning district purpose statements. They also incorporate the intent of the Grand Boulevard Community Plan.
- B. Buildings 1-4 will be oriented to the “Grand Boulevards” of 500 and 600 South, creating high visibility and making them easily accessible to passersby.
  - 1. Primary entrances will be located on 300 West and 500 or 600 South. Secondary entrances will be from the interior of the block.
  - 2. Buildings 1-4 will be located close to their respective public sidewalks, creating a pedestrian-oriented development.
  - 3. Building’s 1-4 will have a mix of interior and subterranean parking, largely hidden from public view.
- C. None of the Gale Street Apartments’ buildings have the same architectural style, but they were carefully and tastefully coordinated to compliment one another. Buildings 1-4, each with their own unique and beautiful design, include sufficient quantities of detailing and glass to facilitate pedestrian interest and interaction.
  - 1. Large quantities of retail and other active space have been purposefully located at or near the public sidewalk for higher visibility and greater public interaction.
  - 2. By and large, the ground floor level of the project has a high volume of glass to maximize transparency to passersby.
  - 3. The project integrates continuous detailed building facades with glazing along the first floor providing a pedestrian scape and scale along the main public right-of-ways. In addition to the above, glazing will be carried a full two (2) stories along much of the first floor of several of the buildings to allow visibility and light in and out of the building.
  - 4. The buildings have been designed and oriented in such a way as to create strong visual connections with passersby. As much as possible, patios and other active spaces have been made visible to the busy “Grand Boulevards”.
- D. Glazing, fenestration relief, alcoves, site furniture and landscaping patterns (hard and soft scape) provide a pedestrian emphasized ground floor.
  - 1. Building scale, massing, step-backs, and vertical emphasis have been carefully coordinated with existing and anticipated buildings to improve the aesthetic of the city skyline.
  - 2. The project’s award-winning architect created a thoughtful balance of vertical and horizontal emphasis throughout the entirety of the project.
  - 3. Balconies, porches, bridges, and other fenestration have been tastefully incorporated into each building’s design, maintaining a fair balance between modern and historical design throughout the project.



4. The project's scale and solid-to-void ratio of windows and doors is appropriate for the area.
- E. Building's 3-4 have facades that exceed 200'. Because of this, and as evidenced by the renderings in this application, they incorporate breaks in the façade, as well as material and massing changes.
- F. The project will include the following elements in its' privately-owned public spaces:
  1. At least one sitting space for each 250 SF of plaza space. The seating will be a minimum of 16" in height and 30" in width. Any ledge benches incorporated will have a minimum depth of 30".
  2. There will be a variety of areas with seasonal shade.
  3. There will be several instances of public art and potentially some water features as well.
  4. There will be several outdoor dining areas for the various retail locations.
  5. The project has a proposed art gallery, which would be open to the public for enjoyment. There are likely to be additional amenities for the public's benefit as plans move further along.
- G. As mentioned above, Buildings 1-4 have been carefully designed and coordinated to create a distinctive City skyline.
  1. The buildings have been designed with stepbacks and other vertical elements to provide scale and to relate well to each other and to other buildings in the area.
  2. Negative impacts are reduced or eliminated by building modulation and varying of building massing thus creating ideal outdoor spaces for public activation and interaction.
  3. The architect has done a masterful job of creating a distinctive skyline for this project by incorporating unique rooftop slopes, decks and other rooftop elements. Furthermore, the architect has incorporated several above-ground green spaces throughout the project.
- H. Buildings 1-4's parking areas have been designed to make ingress and egress as safe and efficient as possible. Furthermore, several skybridges are proposed throughout the project to allow for seamless pedestrian access between buildings.
- I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks will be removed from public view as much as possible.
- J. Commercial/wayfinding signage and lighting will be carefully coordinated with the building designs and surrounding landscaping, with emphasis on creating an unparalleled pedestrian experience.
- K. The project's lighting will create a comfortable and safe pedestrian environment in accordance with the Salt Lake City Lighting Master Plan. The lighting will be carefully designed to minimize its effects on surrounding properties and the sky.

L. The following streetscape improvements will be provided:

1. One street tree for each 30' of property street frontage, in accordance with the City's urban forestry guidelines. Any trees removed will be replaced with additional trees approved by Urban Forestry.
2. As demonstrated in the attached renderings, hardscape will be utilized to differentiate privately-owned public spaces from other public spaces and will adhere to applicable design standards. Specifically, most of the privately-owned public spaces will incorporate upgraded materials such as pavers and artificial turf. Permitted materials for privately-owned public spaces shall meet the following standards:
  - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
  - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
  - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
  - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
  - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
  - f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

As demonstrated above, the Gale Street Apartments project seeks to create a pedestrian-friendly development that encourages a high level of community interaction and efficient modes of transportation to all residents. Per the Design Review Standards explained above, it's our opinion that Buildings 1-4 embody the intent of the code. We are confident that the design elements mentioned above, including the requested variances, will make Gale Street Apartments a project we all can be proud of.

Ben and Alex Lowe

President  
Lowe Property Group

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## Images of Existing Site



Overhead view of NAC block, separated by Gale Street.



View of Gale Street from 600 S, looking north.

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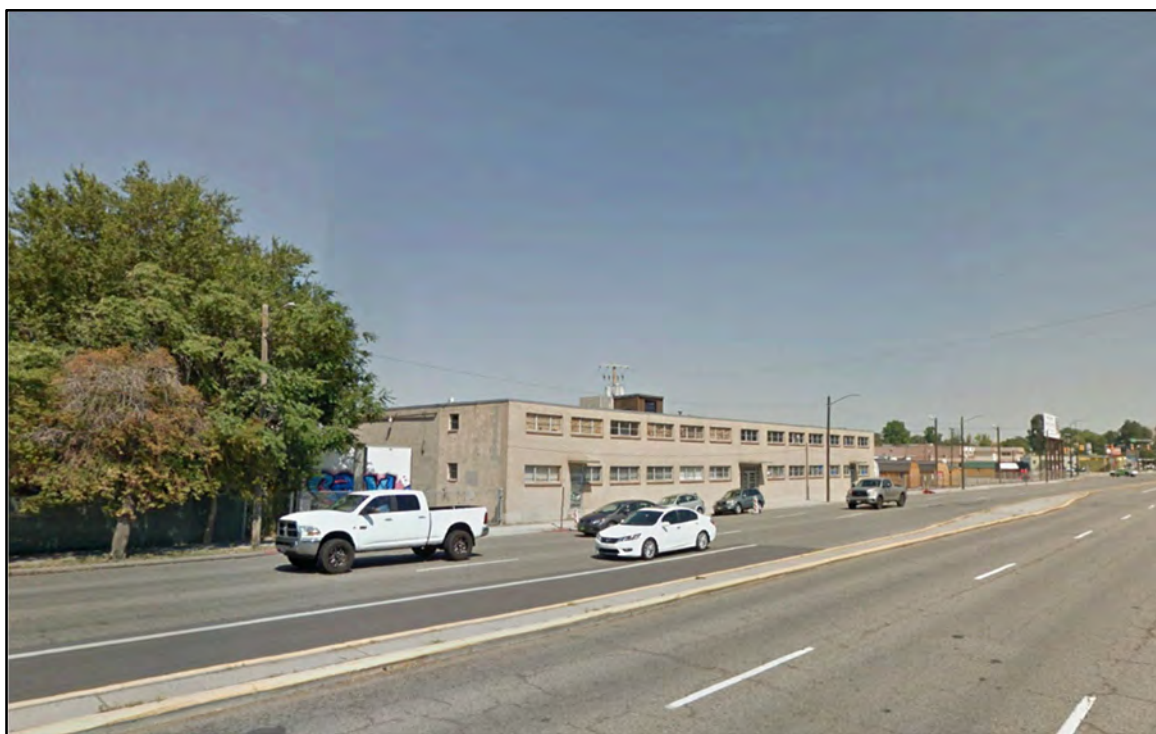
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View of SE corner of NAC block, looking NW.



View from 300 W, looking NW.

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View from 300 W & 500 S intersection, looking SW.



View from 500 S, looking down Gale Street to the south.

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## Images of Site Surroundings

Facing South from Site



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Facing East from Site



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**Facing North from Site**



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Planning Division  
451 S State Street, Room 215  
Salt Lake City, UT 84111

**Subject: Gale Street Apartments Design Review Narrative – Building 5**

## Summary

BCG Holdings, QFactor, and Lowe Property Group, along with Bridge Investment Group as the primary capital partner, have purchased the majority of the city block between 300 and 400 West and 500 and 600 South, which many refer to as the Newspaper Agency Corp. block (NAC block), and approximately half of the city block to the north known as the A&Z block. The goal for these blocks is to create a walkable urban neighborhood complete with a variety of residential living opportunities and amenities, a wide array of retailers, and a mix of office and work spaces, all surrounding truly walkable streets and plazas.

BCG Holdings and QFactor are leading the adaptive reuse of several existing buildings on the blocks into creative office and retail, as well as leading the development of a potential ground up office building on the A&Z block. Lowe Property Group is leading the development of the mixed-use portions of the blocks. The following Design Review application for the Gale Street Apartments, submitted by Lowe Property Group, is for the mixed-use component of the properties.

The Gale Street Apartments, designed by MVE Architects, represents the mixed-use portion of the larger development with five total buildings. Four of the buildings are located on the eastern half of the NAC block, as separated by Gale Street, and one building is located on the western half with frontage on 400 West. The portion of the project included in this application will total approximately 581 Class A multifamily units with 27,366 SF of ground floor retail space.

MVE has designed thoughtful and iconic architecture that is unique and stands out from typical designs, which tend to blend together. The buildings include unique exterior materials, window systems, roof lines, bridges, and many other features that will add visual interest as tens of thousands of people pass by when entering and exiting the city on a daily basis.

The Gale Street Apartments will include over 83,000 SF of mid-block crossings and plaza space with over 52,000 SF solely dedicated to the pedestrian, roughly 34,395 SF of private outdoor plaza space, four rooftop decks, four mid-block crossings, and over 24,900 SF of indoor residential amenity space.

With a wide variety of unit types and sizes, ranging from attainable 385 SF units to large and spacious 2,030 SF townhome units, the Gale Street Apartments will offer much needed housing to

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the downtown area and will cater to all demographics from single working residents to small families. The ground floor retail spaces will provide goods and services to the many residents of the Gale Street Apartments community, as well as to the employees of existing and future office, retail and industrial land uses in and near the project, creating a truly walkable urban neighborhood.

Also included in this application, Gale Street is the private street that runs north and south through the middle of the block. Gale Street is intended to be a curbless European style street, complete with plazas, gathering areas, and a mix of retail, office and residential units lining the street.

Buildings 1-4 are located on the eastern half of the NAC block and are entirely in the Downtown Support District (D-2), while Building 5 sits in the General Commercial District (CG) on the western half. Being in different zoning districts, Buildings 1-4 and Building 5 will have to adhere to different zoning requirements and design standards; however, they will function as a collective mixed-use community.

Building 1 will be comprised of roughly 7,444 SF of ground floor retail, fronting along 500 South with a 3,923 sf rooftop lounge. Immediately east of Building 1 is Building 2, which will be five stories of luxury multifamily over ground floor retail, located on the corner of 500 South and 300 West. Building 2 will include 33 luxury units with a clubroom and a rooftop deck, and roughly 5,985 SF of ground floor retail.

Directly south of Buildings 1 and 2, Building 3 will contain five stories of residential units over two stories of interior parking, wrapped by additional residential units and retail/commercial space. In total, Building 3 will have roughly 272 multifamily units and 4,594 SF of retail/commercial space. Building 3 is also planned to have a 7,000+ SF outdoor garden and gathering space, and a rooftop clubroom and deck.

On the southeast corner of the NAC block, Building 4 will consist of five levels of multifamily over two stories of interior parking, along with additional amenity spaces. Similar to Building 3, Building 4's interior parking will be wrapped by residential and retail/commercial uses. In addition to 203 multifamily units, Building 4 will have a large leasing office, 4,887 SF of retail/commercial space, a massive business center and lounge, a 5,604 SF fitness space, a 3,479 SF clubroom, a year-round indoor/outdoor pool, a rooftop deck, and several other resident amenities.

Building 5 will be the lone residential building on the western half of the NAC block, and will consist of five levels of residential totaling 73 units over one level of parking. This building will primarily be comprised of smaller attainable units. On the top level of this building, we have proposed a roughly 757 SF outdoor amenity.



In order to provide ample parking for the residents, employees and consumers who will be frequenting the NAC block, we have proposed a subterranean parking level spanning the entire eastern half of the block with 437 stalls (332 standard sized stalls) dedicated to the residential units in the development. The parking level will run beneath Buildings 1-4 and will have direct access to said buildings. A portion of this subterranean parking level will also serve as additional parking for Building 5 residents. In addition to the 437 below grade stalls, 327 stalls (272 standard sized stalls) are planned in two levels of above grade parking, which will be available to the general public and available for residents, retailers, and office users to purchase passes on a limited basis. A portion of this above ground parking will also function to supplement the parking needs of the existing adaptive reuse portions of the NAC block.

With applicant's grand vision of the overall NAC block in mind, including the Gale Street Apartments development, the subsequent sections of this narrative focus on the General Commercial District portion of the Gale Street Apartments project (Building 5). A separate narrative has been prepared to address the Gale Street Apartments' Downtown Support District portion (Buildings 1-4).

Additionally, a Planned Development Application has been prepared for Building 5 and this narrative should serve as supplementary information for it.

## **Zoning – General Commercial District (CG Zone) Purpose Statement and Design Standards**

*Per Section 21A.26.070 of the zoning code, the CG Zone's purpose is "...to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users."*

The only building of Gale Street Apartments that lies within the CG Zone is Building 5. This building will support "*economic development opportunit[y]*" by providing a large quantity of high-quality attainable units. As part of the greater NAC block development, the existing buildings surrounding Building 5 are planned to receive major improvements and renovations, creating high-quality office, co-working, and industrial spaces. Building 5's small units will be the perfect

residential product for many young/single employees of these businesses and others in the downtown area. Because these units are very small, they will provide a more affordable housing option to those who want to live on the NAC block. These units will appeal to those who identify with the growing urban minimalist trend, which encourages more pedestrian- and bike-oriented commuting. This building will contribute to *“a safe and aesthetically pleasing commercial environment.”*

Per Section 21A.30.030, Building 5 adheres to the CG zoning standards as follows:

- A. Purpose Statement – This is explained above.
- B. Uses – This project adheres to the various allowable uses as set forth in Section 21A.33.030.
- C. Minimum Lot Size – Building 5’s lot size is greater than 10,000 SF and has a width greater than 60’.
- D. Minimum Yard Requirements – Ownership is requesting a variance from the 10’ minimum front yard requirement, as will be explained in the “Requested Variances” section below. The lot will have a minimum 10’ rear yard.
- E. Landscape Yard Requirements – As is applicable, any front landscaped yard will conform to Section 21A.48.090.
- F. Maximum Height - Since Building 5 is 63’8” in height and exceeds the maximum allowable height of 60’, we are requesting approval of Building 5’s height as set forth in this application. Section 21A.30.030 explains that an additional 30’ in height can be granted through the design review process. A more thorough explanation of the height variance request is detailed in the “Requested Variances” section below.

## Requested Variances

### Building Height:

As mentioned above, Gale Street Apartments’ Building 5 needs to be approved for additional height per the CG zoning code.

Building 5 is a mere 3’8” over the CG’s standard maximum height of 60’, and well below the absolute maximum allowable height of 90’. The architect has taken great care to vary the heights of the buildings to adhere to the design review standards in Section 21A.59.050, and to create a distinct and aesthetically pleasing skyline. We seek approval of Building 5’s height variance as part of this application.



## **Parking:**

Per the CG zoning code and Section 21A.44, Building 5 is supposed to have a minimum of 39 total off-street parking stalls; however, we are seeking a variance for 18 total stalls. Ownership believes this variance is justified since the remaining required stalls are being provided in the parking garage on the east side of the block.

Given the above, we ask that Building 5's proposed parking plan be approved as set forth in this application. As an aside, ownership plans to address this request in a separate Planned Development application as well.

## **Building 5 Setback**

Applicant's proposed design for Building 5 does not comply with the CG Zone's minimum yard requirements per Section 21A.30.030(d). Instead of having a minimum 10' front yard setback, Building 5 abuts the 400 West lot line. This was done intentionally by the architect to improve the overall layout and aesthetic of Building 5 in relation to the existing surrounding buildings, as well as the greater NAC project as a whole.

The remainder of the block will be built to a 0'0" front setback, including the already existing structures within the CG zone. Additionally, the NAC building, which is directly adjacent to Building 5, has a 0'0" setback. Adhering to the 10' minimum requirement would cause Building 5 to be less contextual and to not fit in with the character of the remainder of the block. Therefore, we are requesting a variance on the 10' front setback and asking for a 0'0" front setback to be put into place.

Ownership also plans to address this setback request in a separate Planned Development application.

## **Grand Boulevards Community Plan**

Since the Gale Street Apartments are located between 500 and 600 South, the entire project lies within the "Grand Boulevards" community district. With an owner/developer who currently resides in Salt Lake City and who has a vested interest in the long-term success of the City, you would be hard pressed to find a project that more closely captures the Grand Boulevards community vision.

The first sentence of the Grand Boulevards plan states that it's "*a major point of arrival to the downtown by car and is suitably designed to welcome and excite visitors.*" The Gale Street Apartments will "*welcome and excite visitors*" by providing state of the art architecture from an

award-winning architectural firm based in Southern California. *“Mid-rise buildings, large street trees, and iconic lighting”* will be used to create a unique *“urban environment.”* The Grand Boulevards plan also calls for *“unsightly elements, such as large power lines and billboards, [to be] relocated, consolidated or enhanced.”* As can be seen in this application’s renderings, the architect has creatively incorporated existing billboards into the project’s design to make billboards much more aesthetically pleasing to passersby.

Another aim of the Grand Boulevards Community Plan is to *“provide residential, innovation and research development, and additional office development in an urban development pattern...”* as well as fostering *“innovation... collaboration and entrepreneurship... [and] A diverse range of companies in various sectors.”* As mentioned above, the Gale Street Apartments will provide a wide variety of housing options and retail spaces to attract and serve those who will be employed by the many other office, co-working, industrial, and other commercial uses of the larger NAC block development. In total, the NAC block will provide a mix of office, retail and residential spaces.

Below is a list of the Grand Boulevards Community Plan initiatives and how Gale Street Apartments will fulfill them:

***“Provides Housing Choice”:***

- *“Utilize interior streets and walkways for townhouse development to activate interiors of blocks while keeping main streets commercial.”*
  - The project will have several mid-block walkways designed to facilitate pedestrian interaction and activity, as well as to provide access to the project’s townhomes. 500 and 600 South will also have large quantities of retail space.
- *“Encourage development of/Create incentives for family housing, as part of identifiable neighborhood areas, in ground-oriented or low-rise dense developments and close to open space, schools, childcare centers, community facilities and other amenities designed for children; and smaller suites should be in towers and/or in spaces above busy commercial areas.”*
  - Gale Street Apartments will have several townhomes and larger unit sizes, which will appeal to families with children. The buildings will have many shared amenities and will provide a great deal of interactive open space for residents to enjoy.

***“Is Prosperous”:***



- *“Establish a business incubator focused on science and technology as part of an innovation district.”*
  - Gale Street Apartments will support the science and technology tenants of the adaptive-reuse office and industrial spaces on the NAC block and in the surrounding area.

***“Is Rich in Arts & Culture”:***

- *“Develop a theme monument or landmark within the Boulevard District.”*
  - The project will have lots of open community spaces, which are planned to include a variety of artistic features from painted murals to iconic monuments. Aside from that, ownership’s aim is to make Gale Street Apartments a monument/landmark in and of itself through its unique and unparalleled architecture.

***“Is Welcoming and Safe”:***

- *“Incorporate public art to ensure these areas are welcoming and truly grand.”*
  - As mentioned above, the project will incorporate a significant amount of public art and will create a pedestrian friendly and safe environment.

***“Is Beautiful”:***

- *“Commit to burying powerlines along major streets and corridors, particularly at entrances to the downtown.”*
  - There are various unsightly powerlines crisscrossing the property which will be buried as part of this development.

## **Standards for Design Review (21A.59.050)**

Per Section 21A.59.050 of the zoning code, the Gale Street Apartments project must *“demonstrate how the proposed project complies with each standard for design review.”* Below is an outline of how this project will comply with each design review standard:

- A. As explained above, Building 5 of the project complies with the intent of the CG zoning district purpose statement. It also incorporates the intent of the Grand Boulevard Community Plan.
- B. Because of the narrowness of the building, we are proposing Building 5 be oriented towards the midblock drive and sidewalk to the south. This is necessary to maximize the efficient use of the building’s space and to make Building 5 feel like an intentional piece of the greater Gale Street Apartments project rather than an afterthought. Aided by signage and

landscape elements, along with a large upper level stepback along a portion of its southern façade, Building 5 will be highly visible, well defined, and easily accessible to passersby, which in our opinion meets the intent of this standard.

1. As explained above, due to the narrowness of the building we are proposing the primary entrance be located towards the midblock pedestrian sidewalk and in close proximity to the public sidewalk on 400 West. The upper level stepback along the building's southern façade will clearly indicate to passersby the location of the building's main entrance.
  2. Building 5 will be located close to the public sidewalk, creating a pedestrian-oriented development.
  3. Building 5 will be predominantly interior parked, largely hidden from public view.
- C. Building 5 has sufficient quantities of detailing and glass to facilitate pedestrian interest and interaction.
1. Aside from a residential lobby, which is easily accessible from the public sidewalk, Building 5 does not have active ground floor uses.
  2. As much as possible, Building 5 will maximize transparency of the ground floor lobby to passersby.
  3. Sign bands, articulation, and architectural detail will be used at the ground floor level to attract attention from passersby.
  4. The building's midblock plaza and landscape spaces have been designed and oriented in such a way as to create strong visual connections with passersby.
- D. Glazing, fenestration relief, and landscaping patterns (hard and soft scape) provide a pedestrian emphasized ground floor.
1. Building scale, massing, and vertical emphasis has been carefully coordinated with existing and anticipated buildings to improve the aesthetic of the city skyline as well as the pedestrian experience.
  2. The project's award-winning architect created a thoughtful balance of vertical and horizontal emphasis throughout the entirety of the project.
  3. Secondary elements have been tastefully incorporated into the building's design, maintaining a fair balance between modern and historical design.
  4. The building's scale and solid-to-void ratio of windows and doors is appropriate for the area. Windows have intentionally been staggered throughout the building's façade to increase the visual pattern and appeal of the façade.
- E. Building 5 does not have facades that exceed 200'.
- F. The project will include the following elements in its' privately-owned public spaces:
1. At least one sitting space for each 250 SF of plaza space. The seating will be a minimum of 16" in height and 30" in width. Any ledge benches incorporated will have a minimum depth of 30".



2. Ownership plans to provide a variety of areas with seasonal shade.
  3. Throughout the larger Gale Street Apartments project, there will be several instances of public art.
  4. Throughout the larger Gale Street Apartments project, there will be several outdoor dining areas for the various retail locations. Building 5 does not have any retail space.
  5. The Gale Street Apartments project has a proposed art gallery, which would be open to the public for enjoyment. There are likely to be additional amenities for the public's benefit as plans move further along.
- G. As mentioned above, the Gale Street Apartments' buildings have been carefully designed and coordinated to create a distinctive City skyline.
1. Building 5 has been designed with stepbacks and other vertical elements to provide scale and to relate well to each other and to other buildings in the area.
  2. Negative impacts are reduced or eliminated by building modulation and varying of building massing thus creating ideal outdoor spaces for public activation and interaction.
  3. The architect has done a masterful job of creating a distinctive skyline for this project by incorporating unique rooftop slopes, decks and other rooftop elements.
- H. Building 5's interior parking structure has been designed to make ingress and egress as safe and efficient as possible. Furthermore, pedestrian access between the parking structure, surrounding buildings, and the public sidewalk is seamless.
- I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks will be removed from public view as much as possible.
- J. Commercial/wayfinding signage and lighting will be carefully coordinated with the building designs and surrounding landscaping, with emphasis on creating an unparalleled pedestrian experience.
- K. The project's lighting will create a comfortable and safe pedestrian environment in accordance with the Salt Lake City Lighting Master Plan. The lighting will be carefully designed to minimize its effects on surrounding properties and the sky.
- L. The following streetscape improvements will be provided:
1. One street tree for each 30' of property street frontage, in accordance with the City's urban forestry guidelines. Any trees removed will be replaced with additional trees approved by Urban Forestry.
  2. As demonstrated in the attached renderings, hardscape will be utilized to differentiate privately-owned public spaces from other public spaces and will adhere to applicable design standards. Specifically, most of the privately-owned public spaces will incorporate upgraded materials such as pavers and artificial turf.

Permitted materials for privately-owned public spaces shall meet the following standards:

- a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
- b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
- c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
- d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
- e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
- f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

As demonstrated above, the Gale Street Apartments project seeks to create a pedestrian-friendly development that encourages a high level of community interaction and efficient modes of transportation to all residents. It's our belief that Building 5 meets the intent of the design review standards and functions as an integral piece of the greater Gale Street Apartments redevelopment plan. We are confident that the design elements mentioned above, including the requested variances, will make Gale Street Apartments a project we all can be proud of.

Ben and Alex Lowe

President  
Lowe Property Group

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## Images of Existing Site



Overhead view of NAC block, separated by Gale Street.



View from 400 W, looking east at Building 5's future location.

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## Images of Site Surrounding

Facing West from Building 5 Location



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Planning Division  
451 S State Street, Room 215  
Salt Lake City, UT 84111

**Subject: Gale Street Apartments Planned Development Narrative – Building 5**

**Project Description**

BCG Holdings, QFactor, and Lowe Property Group, along with Bridge Investment Group as the primary capital partner, have purchased the majority of the city block between 300 and 400 West and 500 and 600 South, which many refer to as the Newspaper Agency Corp. block (NAC block), and approximately half of the city block to the north known as the A&Z block. The goal for these blocks is to create a walkable urban neighborhood complete with a variety of residential living opportunities and amenities, a wide array of retailers, and a mix of office and work spaces, all surrounding truly walkable streets and plazas.

BCG Holdings and QFactor are leading the adaptive reuse of several existing buildings on the blocks into creative office and retail, as well as leading the development of a potential ground up office building on the A&Z block. Lowe Property Group is leading the development of the mixed-use portions of the blocks, which will include roughly 581 multifamily units and 27,366 SF of prime retail space. The following Planned Development application for Building 5 of the Gale Street Apartments, submitted by Lowe Property Group, is part of the mixed-use component of the project.

The Gale Street Apartments, which is five total buildings designed by MVE Architects, represents the mixed-use portion of the larger NAC block development. Buildings 1-4 are located on the eastern half of the NAC block, as separated by Gale Street, and Building 5 is located on the western half with frontage on 400 West. Because Building 5 requires a parking reduction and deviations from the General Commercial District (CG zone) setback and height requirements, it must receive Planned Development approval. Therefore, this Planned Development application is specifically focused on Building 5 of the project.

For both Building 5 and the Gale Street Apartments as a whole, MVE has designed thoughtful and iconic architecture that is unique and stands out from typical designs, which tend to blend together. The buildings include unique exterior materials, window systems, roof lines, bridges, and many other features that will add visual interest as tens of thousands of people pass by when entering and exiting the city on a daily basis.

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Building 5 itself is a unique and modern structure that meshes well with the historic buildings that surround it. As the lone residential building on the western half of the NAC block, the five-story structure rises above its neighbors and provides balance to the mixed-use buildings on the eastern half of the block. With facades comprised of corrugated metal, dark gray stucco, and high volumes of glass, Building 5 will complement the industrial and office uses on its half of the block.

Building 5 will consist of 73 units over one level of parking, which will have 18 spaces. This building will primarily be comprised of smaller attainable units, which will be a popular residential product for young single professionals who work at the NAC block and surrounding areas. On the top level of this building, we have proposed a roughly 757 SF outdoor amenity with views of the mountains and surrounding area. Since Building 5 sits in the CG zone on the western half of the NAC block, it will have to adhere to different zoning requirements and design standards than Buildings 1-4. However, Building 5 and Buildings 1-4 will function as a collective mixed-use community.

With only small – attainable – units in Building 5, we don't anticipate high demand for parking. This is because Building 5's target resident will be young single professionals who work in the area and are likely to use alternative forms of transportation such as scooters, bikes, and mass transit. The CG Purpose Statement supports this approach as it states, *"Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third."* However, if parking demand is greater than anticipated, residents of Building 5 will be able to lease parking spaces from the large underground parking structure on the eastern half of the NAC block.

With applicant's grand vision of the overall NAC block in mind, including the Gale Street Apartments development as a whole and Building 5 individually, the subsequent sections of this narrative focus on required information for Building 5's Planned Development application. A separate "Design Review" narrative for Building 5 has been prepared as part of the Gale Street Apartments Design Review application, to address the CG Zone requirements for Building 5. Building 5's Design Review narrative should supplement this application.

## **Planned Development Information**

**Demonstrate how your project meets the purpose and objectives of a planned development as stated in 21A.55.010 of the Planned Development ordinance:**

The Planned Development Purpose Statement says, *"A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which*



*the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve city goals identified in adopted master plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.”*

Building 5 will certainly be a far more “*efficient use of land and resources... [AND] will result in a more enhanced product*” than what’s currently located at the site. Currently, the site is a dilapidated industrial office building and parking lot, which doesn’t rise more than two stories above ground level. Our proposed plan will have a beautiful five-story residential structure with interior parking that provides attainable units for those who want to live and work in the area.

When considered with surrounding building uses, Building 5 contributes to a neighborhood that epitomizes the intent of the CG Zone’s Purpose Statement as explained in Section 21A.26.070 of the zoning code. For specifics about how it “*implements the purpose statement of the zoning district in which the project is located,*” please refer to Building 5’s design review narrative.

Building 5 “*incorporates special development characteristics that help to achieve city goals identified in [its’] adopted master plan.*” The entire Gale Street Apartments project, including Building 5, is located within the Grand Boulevards Community Plan. Consistent with this community plan, Building 5 will contribute to the neighborhood in large part by providing housing choice by providing smaller and more affordable units. For additional detail about how Building 5 helps adhere to the adopted master plan, please refer to Building 5’s design review narrative.

Not only does Building 5 adhere to the Planned Development Purpose Statement, it also achieves several of the “*planned development objectives*” listed in Section 21A.55.010 of the code. Per the code, a planned development “*seeks to achieve at least one or any combination*” of objectives A-F. Below is how Building 5 will satisfy this requirement:

- A. **Open Space and Natural Lands** – This is not applicable for Building 5.
- B. **Historic Preservation** – Because of the unique and historic nature of the existing buildings on the western half of the NAC block, applicant’s partnership group decided to preserve and modernize the best of them rather than replacing them with ground up developments. The partnership felt, however, that the overall character of the area would be enhanced greatly by replacing the unsightly Paxton Production Tools building, which currently occupies Building 5’s site, with a modern structure that blends well with the surrounding

historic buildings. Applicant believes that this is achieved with Building 5's proposed design.

- C. **Housing** – With a high density of attainable units, Building 5 will provide a much needed housing type that is lacking in the area. These attainable units will make it so many of the young, single, working class can afford to live in the area.
- D. **Mobility** – The Gale Street Apartment project as a whole will add several new mid-block drives and walkways to the NAC block, which will attract and encourage more pedestrian friendly transportation. More specifically, the Building 5 development will create a mid-block walkway.
- E. **Sustainability** – Building 5 will be designed so that it allows for a significant reduction in energy usage as compared with other buildings of a similar type.
- F. **Master Plan Implementation** – As explained above and in Building 5's design review narrative, Building 5 primarily contributes to the Grand Boulevards Community Plan by providing housing choice. Additionally, it will beautify the area by burying existing powerlines, which is encouraged by the master plan.

**Demonstrate how your project meets the Standards for Planned Developments as stated in 21A.55.050 of the Planned Development ordinance:**

- A. **Planned Development Objectives** – The first part of Subsection (A) of Section 21A.55.050 asks how the project meets the Planned Development Purpose Statement. This is explained in detail above and in Building 5's Design Review Narrative. The second part of Subsection (A) asks about why the requested modifications from the zoning code are necessary. Modifications from the CG Zoning code are necessary to produce the perfect addition to the neighborhood, which is embodied in Building 5. The requested modifications are slight, but important. The first variance is to reduce the minimum front yard setback from 10' to 0'. The remainder of the NAC block, including the existing buildings, is built to a 0' setback. The second variance is an increase in height by a mere 3'8", which is necessary to achieve a more efficient and quality building. Without this variance, either the interior parking or the residential unit heights would be negatively impacted. There is also a rooftop deck that is enhanced by the increase in height. The third and final variance is a reduction of the minimum required parking count. Adhering to the required parking count would force a reduction in the number of units thus reducing land use efficiency. Furthermore, the reduced parking count will help encourage a more pedestrian oriented community, which is a focus of the master plan. The additional required stalls are being provided in the large underground parking structure on the eastern half of the NAC block.



- B. Master Plan Compatibility** – As mentioned above and explained in Building 5’s Design Review Narrative, the proposed planned development is consistent with the Grand Boulevards Community Plan.
- C. Design and Compatibility** - Building 5 is compatible with the area it’s located in, and as explained above in subsection (A) of this section, the current proposed design will achieve a more enhanced product than is possible through strict application of the CG zoning code. The compatibility of Building 5 within the area is best demonstrated by how it was thoughtfully calculated into the overall NAC block development plan and was not left as an afterthought. Rather than leaving the site in its current condition, which is an eyesore and would not fit with the character of the overall development plan, applicant and MVE worked together to create a unique design that fits with the area. Not only will Building 5 provide a very different housing option than what’s currently available in the area, it will also help balance out the mixed-use portions on the eastern half of the block and it will mesh well with the industrial/office portions on the western half.
1. The scale, mass, and intensity of Building 5’s proposed design is perfectly in line with the current neighborhood and the overall plan for the NAC block.
  2. The building orientation and materials were thoughtfully designed so that Building 5 integrates well with surrounding buildings and the overall NAC block. Additionally, with street trees and buried powerlines, Building 5 is an enhancement to the block and will “*welcome and excite visitors*” as mentioned in the Grand Boulevards Community Plan.
  3. The proposed 0’ front lot setback for Building 5 helps maintain the visual character of the neighborhood as current and future buildings are also built to a 0’ setback. With the proposed design, there will be minimal negative privacy and noise impacts, adequate sight line to streets and drives, and sufficient space for amenities and maintenance.
  4. The proposed ground floor level has ample transparency, access, and architectural detailing to foster pedestrian interest and interaction. The design team has carefully incorporated landscape elements to soften the ground floor visual and combat the “concrete jungle” effect that the site currently has.
  5. The lighting has been methodically placed to contribute to a safe environment as well as to create visual interest to passersby.
  6. Dumpsters, loading docks, and service areas are screened from public view.
  7. Parking areas are both screened and buffered from adjacent uses as they are located in the interior of the structure.
- D. Landscaping** - The design team has done a masterful job of incorporating hard- and soft-scape elements that will enhance the pedestrian experience.

1. Mature native trees are planned along the public right-of-way as well as the mid-block drive.
  2. Currently, the site does not have any existing landscape buffers for neighboring buildings. The proposed plan includes landscape buffers.
  3. The proposed landscaping will lessen potential visual impacts.
  4. The proposed landscaping is appropriate for the size and scale of the structure.
- E. **Mobility** – Building 5 will support citywide transportation goals and promote safe and efficient traffic circulation. The nature of the proposed building and its requested parking variance will encourage future residents to use alternative means of transportation such as bikes, scooters, and mass transit options. The mid-block drive to the south of the building will contribute to efficient pedestrian and vehicular access throughout the NAC block.
1. Drive access to 400 West will not negatively impact the safety, purpose and character of the street.
  2. As previously mentioned, the site design encourages a wide variety of transportation options.
  3. The site design promotes and enables access to adjacent uses by implementing a pedestrian path and vehicular drive to the interior of the block, for public use.
  4. The proposed design has adequate emergency vehicle access.
  5. The proposed loading and service areas are located at the interior of the structure, which minimizes the impact to the surrounding area.
- F. **Existing Site Features** – The only site feature worth preserving is the alleyway on the south side of the site. This will be greatly enhanced by the proposed design.
- G. **Utilities** – The utilities of Building 5 and the greater NAC block development will be a great improvement to the area as old utility lines will be upgraded and modernized.

**Describe the plan for long term maintenance of all private infrastructure as stated in 21A.55.110 of the Planned Development ordinance:**

Maintenance of Building 5's private infrastructure will be fairly straight-forward and quite minimal. Because the proposed building will take up most of the site, the majority of the maintenance will be related to Building 5's structure. The remaining areas to maintain are the proposed soft-scape plants and trees, and the pedestrian and vehicular portions of the mid-block drive. Applicant's equity partner, Bridge Investment Group, has a property management arm that will likely be managing the building and site for the foreseeable future. Bridge's on-site maintenance staff will be tasked with caring for the proposed structure and grounds. This will include repairing and conducting preventative maintenance on all improvements at the site, as well as executing tasks such as snow removal and grounds upkeep. Since Bridge's on-site management team has a vested interest in the quality and performance of the project, they are doubly incentivized to maintain the property at a high level. Furthermore, applicant's history of in-depth



oversight of each property they own will further ensure long-term quality maintenance of the planned development.

## **Conclusion**

As demonstrated above and in the Gale Street Apartments plan set, Building 5 is an integral piece of the Gale Street Apartments project and the overall NAC block redevelopment plan. Building 5 will help create a pedestrian-friendly development that encourages a high level of community interaction and efficient modes of transportation to all residents. It's our belief that Building 5 meets the intent of the planned development review standards and will be a tremendous enhancement to the neighborhood. We are confident that the design elements mentioned above, including the requested variances, will make Gale Street Apartments a project we all can be proud of.

Please supplement this planned development narrative with the Gale Street Apartments design review application that has already been submitted to the city. The design review application has a narrative for Building 5 as well as a separate narrative for Buildings 1-4. Also, please refer to the plans and elevations attached to this application. If you have any questions or comments, please don't hesitate to reach out.

Ben and Alex Lowe

Lowe Property Group

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## Images of Existing Site



Overhead view of NAC block, separated by Gale Street.



View from 400 W, looking east at Building 5's future location.

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## Images of Site Surrounding

Facing West from Building 5 Location



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March 19<sup>th</sup>, 2020

Planning Division  
451 S State Street, Room 215  
Salt Lake City, UT 84111

Subject: Post District – Major and Minor Parking Demand Strategies

Dear Planning Division:

The purpose of this letter is to outline each our proposed “major” and “minor” transportation demand strategies for the Post District (formerly Gale Street Apartments) project in downtown Salt Lake City. Per Subsection 21A.44.050(c) of the SLC Zoning Code, we are proposing to implement the following transportation demand strategies:

#### Major Transportation Demand Strategies

- The Post District will have at least 50% of its total required bicycle parking provided in the form of secured long term bicycle parking located inside of buildings and made available to residents, employees or patrons of the development. Please see “*Bike Parking Locations Exhibit*” and “*Exhibit K – Bike & Height Responses*” for proposed bike storage/parking locations and totals.
- The project has a proposed 2,470 SF business center (located on level 1 of Building 4) for resident use, which will encourage telecommuting.
- Post District has a proposed 7,900+ SF dedicated fitness facility (located on levels 2-3 of Building 4) for resident and employee use, which goes far above and beyond the transportation demand strategy requirement of 400 SF.
- We are proposing over 27,000 SF of retail space, much of which is planned to house restaurant and food related tenants, which will serve residents, employees, and the Salt Lake community at large.

#### Minor Transportation Demand Strategies

- Most of the project’s bike parking will be covered and secure.
- Post District is planned to have multiple bike share programs located throughout the project. See “*Bike Parking Locations Exhibit*” for proposed bike share locations.
- The project will have unbundled parking provisions for a portion of its parking spaces, which can be leased by residents or commercial tenants independently of a residential unit or nonresidential space

Per Subsection 21A.44.050(c)(3)(b), Post District can double its minimum required parking amount, and thus increase its maximum allowable number of parking stalls, as long as it “*fulfills at least one (1) of the major transportation demand management strategies and one (1) of the minor transportation demand management strategies listed in this subsection.*” As shown above

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and in the corresponding exhibits, Post District has proposed a multiplicity of major and minor transportation demand strategies, which will help accomplish the zoning code's goal of promoting more efficient and environmentally friendly modes of transportation.

We are excited to implement these transportation demand strategies, which will help facilitate a more transit oriented and pedestrian friendly community. If you have any additional comments or questions, please don't hesitate to reach out.

Sincerely,

Alex Lowe  
Principal

Ben Lowe  
Principal

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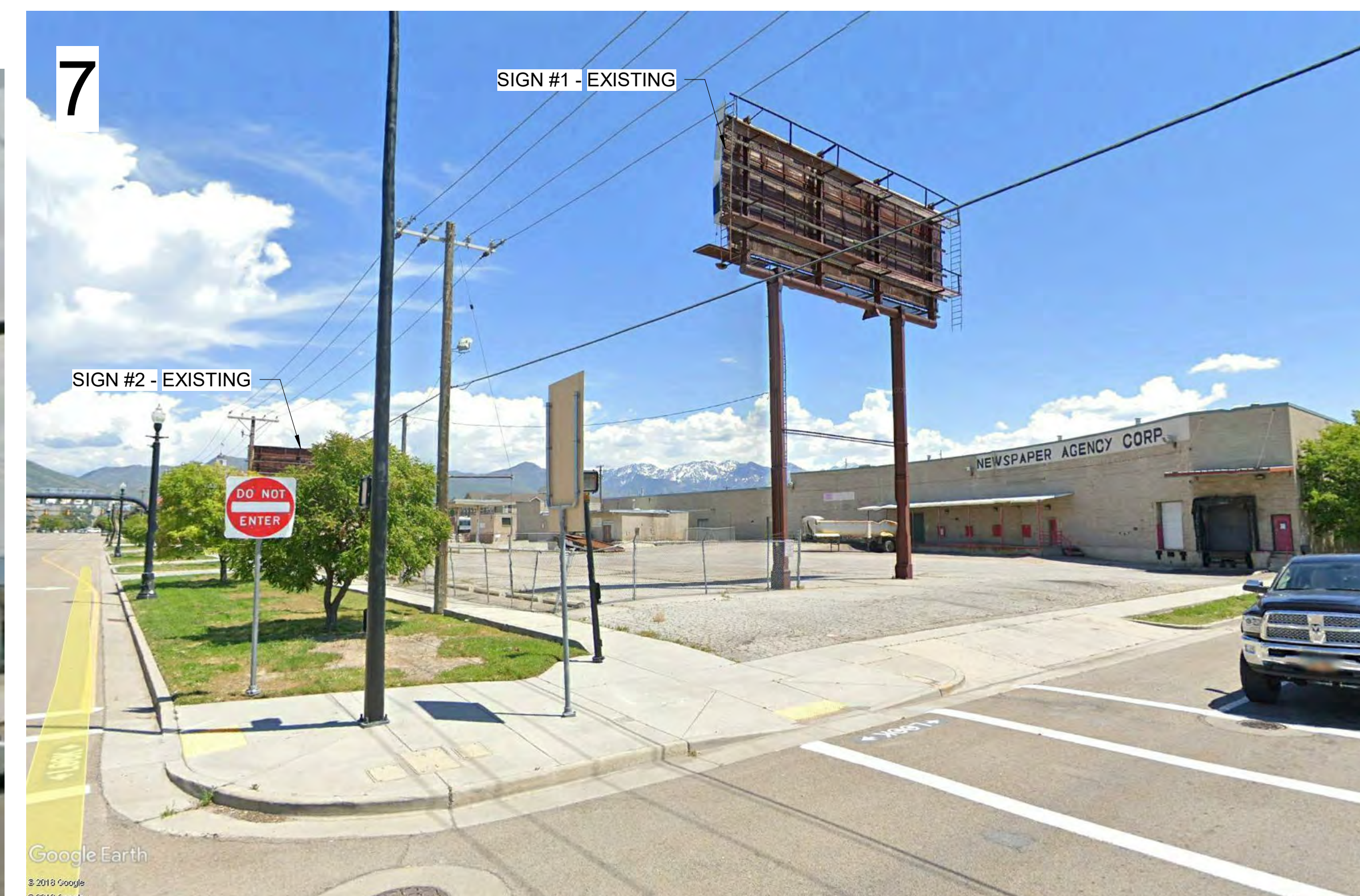
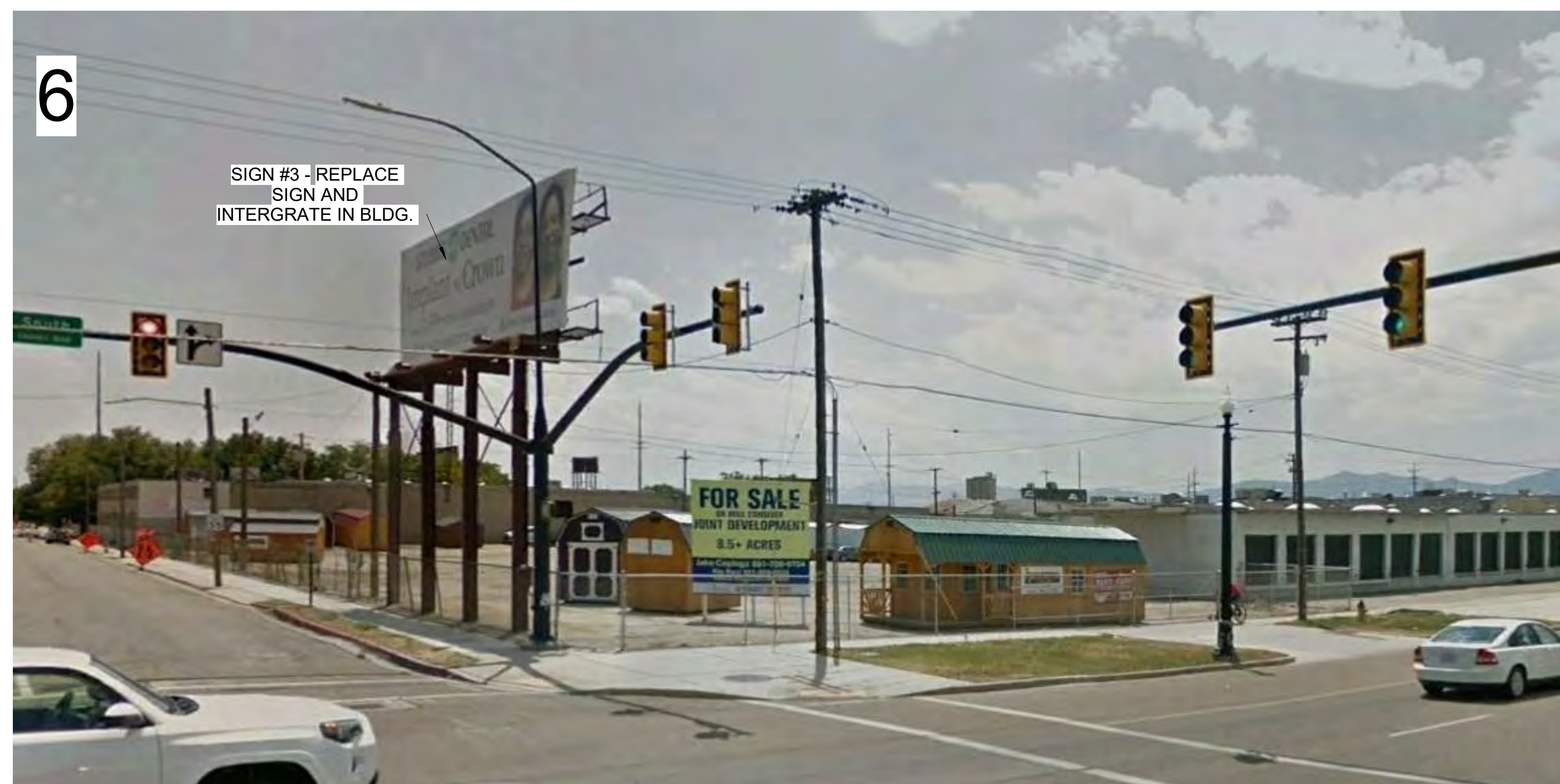
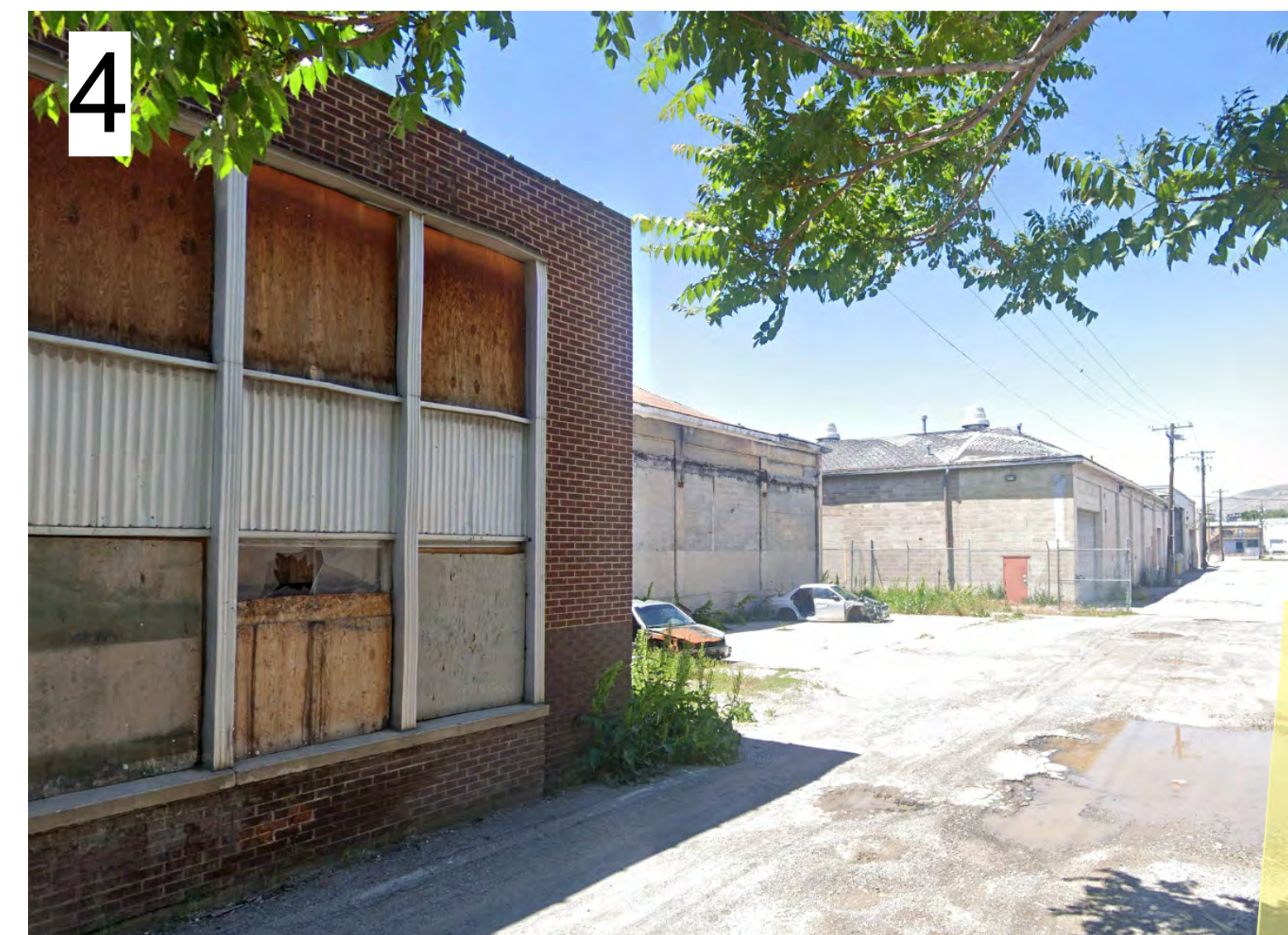
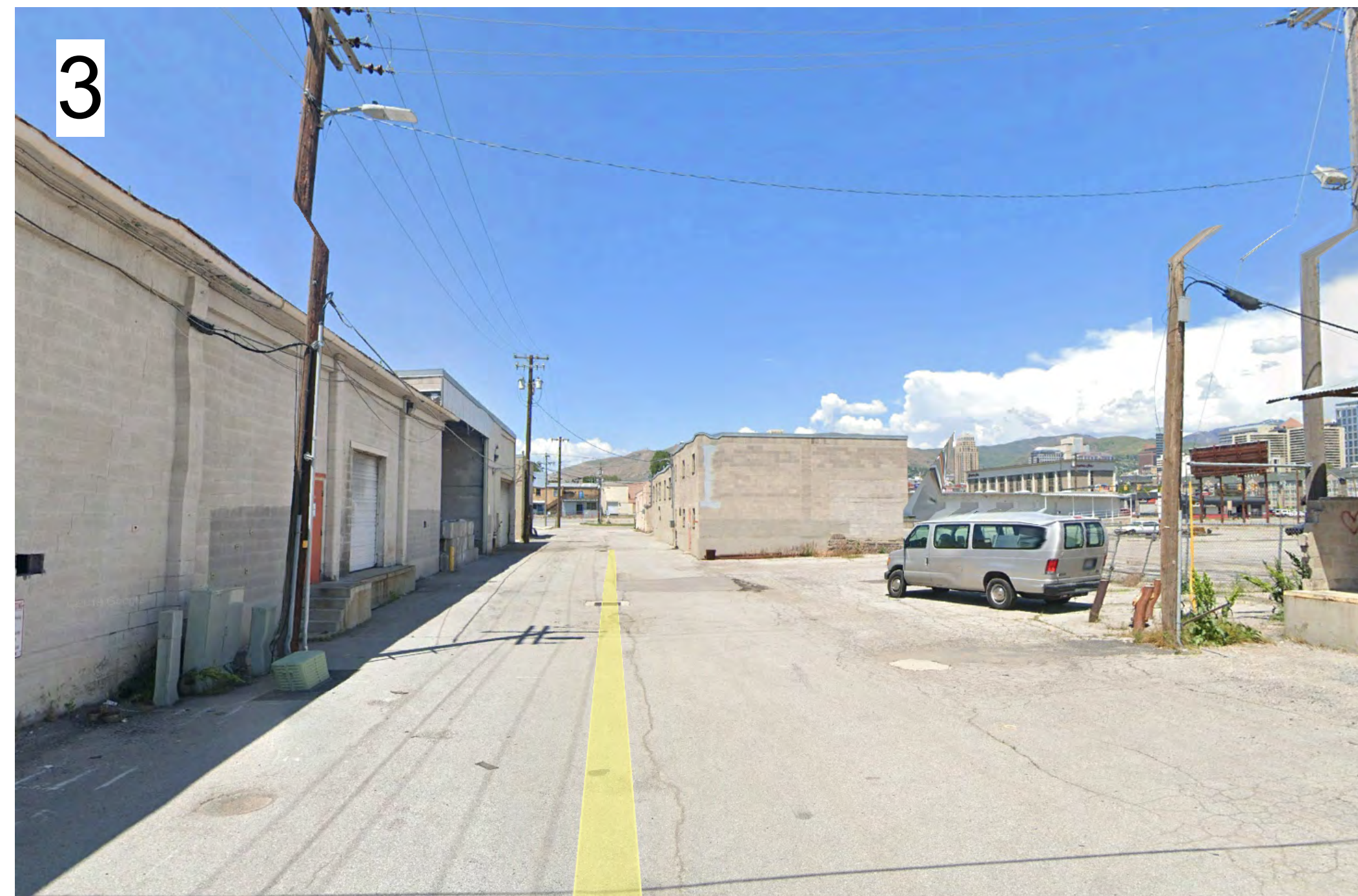
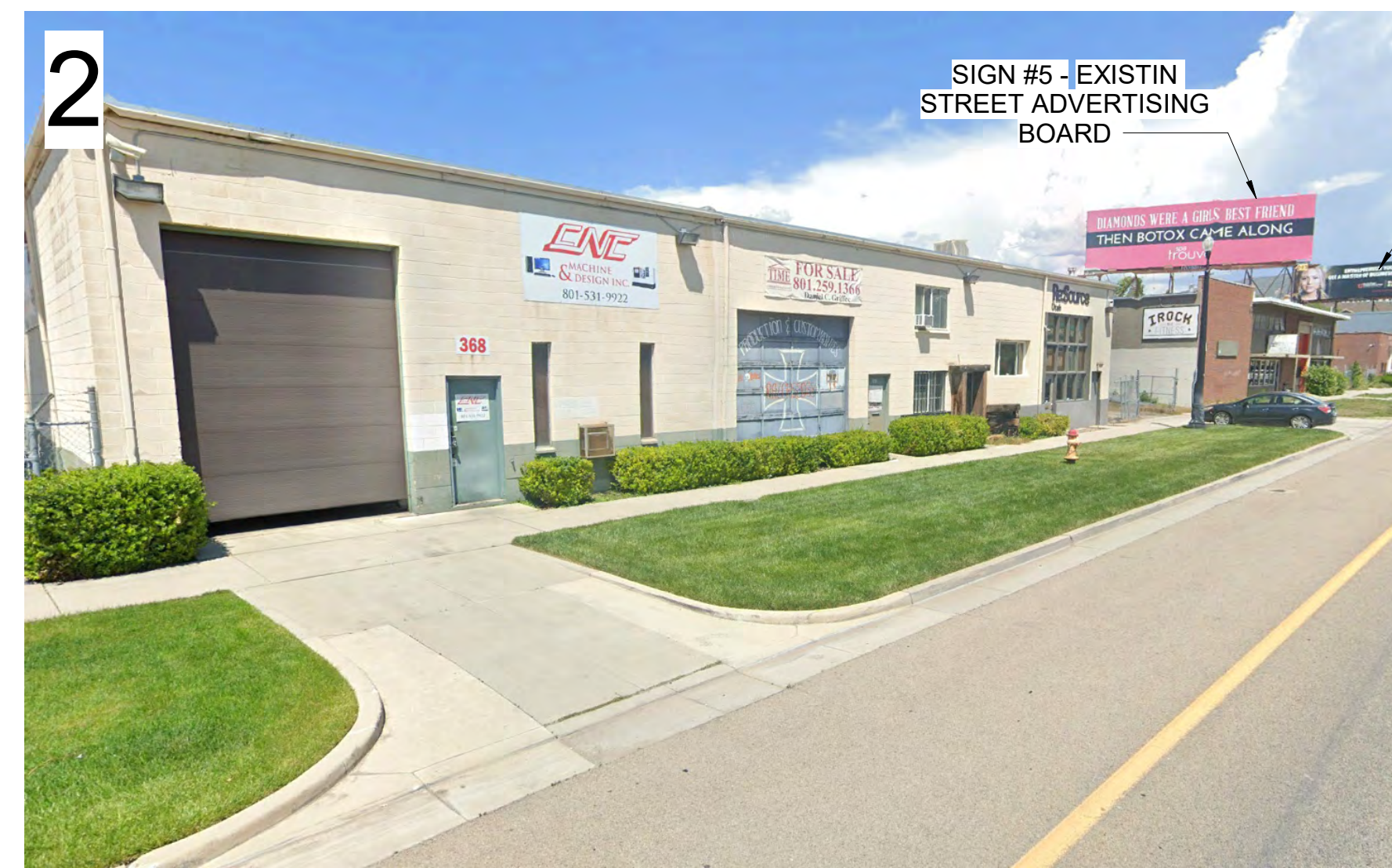
## **ATTACHMENT E: Existing Conditions & Photographs**

The project site consists of a generally level block with multiple light industrial buildings/uses and vacant lots. Two freestanding billboards are located at the corner of 500 S/300 W and 600 S/300 W which will remain. Gale Street, a private alley, bisects the block north and south.

The site is bounded on the north by 500 South and on the south by 600 South, both of which are major vehicular arterials and gateways to the city.

The block is surrounded by either CG or D-2 zoning districts with light industrial or retail uses.







## **ATTACHMENT F: Analysis of Standards – Design Review**

**21a.59.060: 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:

### Design Review Standards

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

COMPLIES

See "Key Considerations" of this report for discussion of zoning district purposes, master plan guidelines, and urban design elements.

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

- 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).**
- 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development**
- 3. Parking shall be located within, behind, or to the side of buildings.**

COMPLIES

All proposed buildings are oriented to both the public way and the private mid-block streets that they front, with entrances on all building facades (all four sides for buildings 1, 2, 3, and 4) that front a street or pedestrian way. With the exception of the 4 stalls in front of building 1, parking areas are underground and within the development thereby limiting their impacts on the public way.

The surrounding area of this project is slowly developing from an industrial to more urban area. The existing development pattern is not very dense, and portions of existing buildings are often not built close to the sidewalk. The proposed development will be sited close to the sidewalk to engage the pedestrian and will more closely comply with the desired development patterns for the neighborhood as described in the Downtown Master Plan and the city's Urban Design Element.

All parking for the project will be provided in a shared parking structure spanning the eastern half of the block and located underground and at ground level but completely within or surrounded by the multiple buildings proposed, except the 4 stalls in front of building 1. A portion of the required parking for building 5 will be provided at ground level but within the footprint of the building. The parking areas will be sufficiently surrounded by residential, retail uses, and commercial uses or otherwise screened from public view.

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

- 1. Locate active ground floor uses at or near the public sidewalk.**
- 2. Maximize transparency of ground floor facades.**
- 3. Use or reinterpret traditional storefront elements like sign bands, clerestory 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

See discussion of each building in "Project Description".

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



1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.
2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.

COMPLIES

See discussion of each building in "Project Description".

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

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

COMPLIES

See discussion of each building in "Project Description".

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

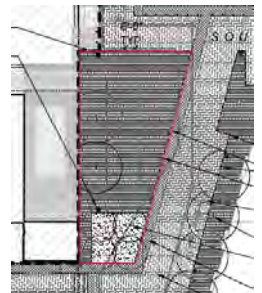
1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
2. A mixture of areas that provide seasonal shade;
3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
4. Water features or public art;
5. Outdoor dining areas; and
6. Other amenities not listed above that provide a public benefit.

COMPLIES

The project includes several privately-owned public spaces, and will include the following amenities among them:

- At least one sitting space, on average, for each 250 SF of plaza space. The seating will be a minimum of 16" in height and 30" in width. Any ledge benches incorporated will have a minimum depth of 30".
- There will be a variety of areas with seasonal shade.
- There will be several instances of public art and potentially some water features as well.
- There will be several outdoor dining areas for the various retail locations.
- The project has a proposed art gallery, which would be open to the public.

The largest of these areas is most central to the overall development and is located directly across Gale Street to the west of Building 4. That space is approximately 6,000 square feet. At this point not a lot of detail has been provided related to its design or intended use. The plaza will primarily be surfaced with pedestrian type masonry pavers but will have a section that uses decomposed granite. Six trees are shown on the plans that will provide seasonal shade. The space will be delineated with bollards and will have plaza lighting. In order to help activate and beautify the plaza, Staff recommends that the plaza include at least two elements from the following: public art, a water feature, outdoor dining areas, sitting space for at least 24, or five additional 2" caliper trees.



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

**1. Human scale:**

- a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.**
- b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.**

COMPLIES

See discussion of each building in "Project Description".

**2. Negative impacts:**

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

COMPLIES

See discussion of each building in "Project Description".

- 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.**

COMPLIES

A full shadow analysis has been provided on sheet AO.4 of the site plans. The additionally requested building heights for buildings 2, 3 and 4, will impact the public way with shade along 300 West primarily, and the impact will be in the evening year-round and for longer periods during the winter season. The tallest building on site will be 85 feet, which is not considered a tall building downtown. A positive impact occurs with buildings 3 and 4, which have outdoor plazas and activity areas on the upper floors that will be shaded from the hot evening sun in the summer by the separated building forms. The additional height for building 5 (8 feet) will have minimal impact to the public way along 400 West, the adjacent street, due to it's east-west orientation and relatively low height. The multiple mid-block pedestrian and vehicle ways will allow light and shade to filter through the site throughout the day.

- 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.**

COMPLIES

The tallest buildings of the development, buildings 3 and 4, are 25 feet taller than the building height allowed by right in the D-2 zone. The buildings are not anticipated to generate additional wind at the ground level. Building 4 includes various angles and wide third story private plaza space that should allow the wind to pass without funneling.

**3. Cornices and rooflines:**

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

COMPLIES

See discussion of each building in "Project Description".

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

COMPLIES

The surrounding area is transitioning from industrial to more urban building forms. Most of the existing rooflines on the block are flat and cannot be seen from public view. Each proposed building's roofline is designed to complement the others on the site, while demonstrating differences for purpose of variety.

**c. Green Roof and Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.**

COMPLIES

See discussion of each building in "Project Description".

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

COMPLIES

Structured and underground parking will be provided for the site. Gale Street (private) and other interior streets will have curbless designs and will utilize pavers to help the area be more pedestrian friendly. Bollards, changes in materials, and landscape features will help create a safe environment for pedestrians.

**I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)**

COMPLIES

The waste, mechanical equipment and storage areas for the development will be interior to the buildings at ground level and often within the parking structure of the site, out of public view. The loading/move in/out docks will be located as follows:

Buildings 1 and 2: the north woonerf/alley, interior to the development, minimal public view

Buildings 3 and 4: curbside along 300 West, in full public view

Building 5: interior to the development, near the main pedestrian entrance, minimal public view

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

**1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.**

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

As described above, signage is proposed for retail entrances mainly and will often include lighting and canopies at the same locations.

**3. Coordinate sign location with landscaping to avoid conflicts.**

COMPLIES

Signage for the project is primarily for the proposed retail spaces and would be located directly above the entrances to those spaces, near ground level, focusing on the pedestrian orientation. The project plans indicate areas/bands for potential signage. Alternatively, projecting signs or awning signs could be provided for an individual business. In either case, the signage would be clearly articulated from the face of the building.

No commercial freestanding signage has been proposed on site, however directional signs and way-finding signs are likely and will be coordinated with the landscaping per the applicant's project description. The existing billboards are to remain



on site and will be surrounded with landscaping and building elements, without blocking required viewsheds to the billboards.

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

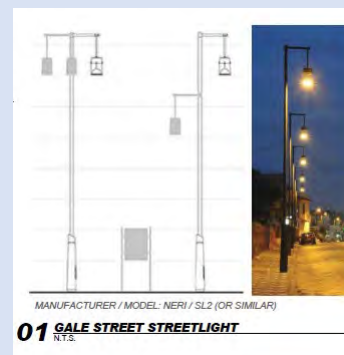
- 1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan.**
- 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.**
- 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.**

**COMPLIES**



Existing streetlights adjacent to the project area are to remain but be upgraded by the developer to meet current City standards. On-site lighting is to be provided within each of the plaza areas and will be directed downward to reduce glare and light trespass.

Decorative streetlights will be provided along Gale Street and will be designed to cast light out over a broader area, but they will not shine directly into residential units or be up lit directly to the sky.



Additional pedestrian lighting will be placed throughout the project area and along the woonerfs. Each light style is decorative and downlit.



The lighting provided will provide a cohesive feel throughout the development and will create a safe and comfortable pedestrian experience. Additional lighting will be provided to accent landscape features. Specific plans for lighting the exterior buildings have not yet been submitted but it will be ensured that they are used to highlight architectural features without violating dark sky principles.

**L. Streetscape improvements shall be provided as follows:**

- 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.**

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## COMPLIES

Street trees for the development have been provided on the site plan and are spaced no more than 30' apart. A list of trees to be used on the site has been provided and is consistent with Urban Forestry standards, but the species for each location on the plan has not been indicated on landscape plans. This will be done as part of the final site approval.

**2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:**

- a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.**
- b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.**
- c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).**
- d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.**
- e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.**
- f. Asphalt shall be limited to vehicle drive aisles.**

## COMPLIES

Privately-owned public spaces at ground level in the project are shown to be hardscaped with pavers predominantly. All pavers will be able to be individually replaced if they are damaged and have porous seams which will allow water to percolate into the ground and to recharge the water table.

The extensive use of pavers and other landscape materials will create a cohesive design throughout the project that will enhance the pedestrian experience within the site. The materials will be found in the areas of outdoor dining, benches, raised planter walls, shaded plazas, and other areas that will support the access and comfort for all people.

Asphalt and concrete are proposed for vehicle drive aisles where vehicles will travel more frequently.

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**ATTACHMENT G: Analysis of Standards –Planned Development**



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

The portions of this project being reviewed through the planned development process are:

- Front yard landscaping/parking in front of building 1
- Exceeding the maximum building setback of 10 feet in the D-2 zoning district – buildings 1, 2, and 4
- Reduced front and rear building setbacks for building 5 in the CG zoning district
- Creating a lot that does not front a public street

#### Standard

**A. Planned Development Objectives:** The planned development shall meet the purpose statement for a planned development (Section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.

COMPLIES

The proposal satisfies three objectives: housing (C), mobility (D), and master plan implementation (F):

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

*The proposal includes housing that is not commonly found in the existing neighborhood and will help build and strengthen the neighborhood as it transitions from industrial to a mixed-use and pedestrian focus.*

*D. Mobility: Enhances accessibility and mobility:*

*1. Creating new interior block walkway connections that connect through a block ....*

*The proposal creates four new interior block walkway connections.*

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

*1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character defining features.*

The project implements specific development and design objectives of the Downtown plan as noted with more detail in the next review standard "B".

**B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.**

COMPLIES

See discussion of master plan policies in "Key Considerations" earlier in this report.

**C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the planning commission should consider:**

COMPLIES

More specifics are provided below.

<b>C1</b>	<p><b>Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;</b></p> <p>The larger neighborhood is experiencing development growth with significant mixed-use projects consisting of new construction and restoration of warehouse/industrial buildings. The project is part of a redevelopment plan for an entire block and the scale (height, expanse), mass, and intensity are being set by the development itself, however, those parameters are compatible with other developments occurring on neighboring blocks.</p>
<b>C2</b>	<p><b>Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;</b></p> <p><i>Building Orientation</i> The proposed buildings are compatible with the neighborhood development pattern and will greatly improve the underutilized parcel. All proposed buildings are oriented to both the public way and the private mid-block streets that they front, with entrances on all building facades (all four sides for buildings 1, 2, 3, and 4) that front a street or pedestrian way.</p> <p>The proposed development will be sited close to the sidewalk to engage the pedestrian and will more closely comply with the desired development patterns for the neighborhood as described in the Downtown Master Plan and the city's Urban Design Element.</p> <p><i>Building Materials</i> The proposed buildings utilize materials of brick, concrete, metal, stucco (EIFS), and composite siding and panels. These are common siding materials in modern construction and similar to materials used on both mixed-use, multi-family, and commercial projects. The materials are compatible with the industrial past of the neighborhood.</p>
<b>C3</b>	<p><b>Whether building setbacks along the perimeter of the development:</b></p> <ul style="list-style-type: none"><li><b>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</b></li><li><b>b. Provide sufficient space for private amenities.</b></li><li><b>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</b></li><li><b>d. Provide adequate sight lines to streets, driveways and sidewalks.</b></li><li><b>e. Provide sufficient space for maintenance.</b></li></ul> <p>The buildings have been sited for excellent pedestrian access to and through the project, while allowing vehicles to access near the perimeter areas, to avoid pedestrian/vehicle conflict as much as possible. Private amenities are offered in abundance and all throughout the site. Sight lines to the many sidewalks and driveways are very visible and conducive to pedestrian safety. The project maintenance needs have adequate space for access.</p>

<b>C4</b>	<b>Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;</b> The development as a whole places a large emphasis on pedestrian interaction through the use of significant ground floor glass, plazas, woonerfs, art works, wide sidewalks and gathering spaces. The design includes changes in materials, balconies, changes in depth, and windows to facilitate pedestrian interest.
<b>C5</b>	<b>Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;</b> The proposal indicates all lighting will be downlit and pedestrian oriented, resulting in minimal impacts to surrounding properties.
<b>C6</b>	<b>Whether dumpsters, loading docks and/or service areas are appropriately screened; and</b> The dumpsters will be contained within the buildings, and service areas are screened or located out of public view.
<b>C7</b>	<b>Whether parking areas are appropriately buffered from adjacent uses.</b> Parking is within enclosed garages that are part of the principal buildings and shielded from adjacent uses. The minimal surface parking in front of building 1 is partially in the 500 South right-of-way but is buffered by the park strip and landscaping between the parking area and the street. This surface parking area does not impact adjacent uses.
<b>D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:</b>  COMPLIES	
<b>D1</b>	<b>Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;</b> No native trees exist on the periphery. Tree installation will be coordinated with the city's urban forestry department.
<b>D2</b>	<b>Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;</b> The block contains minimal amounts of vegetation given its industrial past, and none of it provides buffering benefits.
<b>D3</b>	<b>Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and</b> Proposed landscaping will be provided in accordance with landscaping requirements and will include grass, ornamental grasses, perennial flowers, shrubs, and trees along Gale Street through the center of the project.
<b>D4</b>	<b>Whether proposed landscaping is appropriate for the scale of the development.</b> The proposed landscaping is appropriate for the development, will greatly enhance the site for the neighborhood, improve storm water flow and groundwater infiltration, and will provide a positive pedestrian experience around and through the site.
<b>E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the planning commission should consider:</b>  COMPLIES See below for specific criteria.	
<b>E1</b>	<b>Whether drive access to local streets will negatively impact the safety, purpose and character of the street;</b> This is not applicable to the project as the various drive accesses are to arterial streets, not local streets.
<b>E2</b>	<b>Whether the site design considers safe circulation for a range of transportation options including:</b> <b>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</b> <b>b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and</b> <b>c. Minimizing conflicts between different transportation modes;</b>



	The pedestrian environment received significant attention by the developer, with interior streets that include bollards, surface changes, landscape features, and slow speeds for safety. Bicycle traffic will flow easily through the site. Vehicle access to the parking garages is placed near the perimeter of the site to allow quick access and reduce the potential for conflicts interior to the project.
<b>E3</b>	<b>Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;</b> The site will include multiple mid-block connections, both pedestrian and vehicular, to promote connectivity through the site and to adjacent uses.
<b>E4</b>	<b>Whether the proposed design provides adequate emergency vehicle access; and</b> The design allows for adequate emergency vehicle access into the site using the interior streets; however, fire access will be primarily from the perimeter, using public streets, and partially into the site with designated fire lanes. This plan is adequate for access safety of the occupants and visitors of the site.
<b>E5</b>	<b>Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.</b> The waste, mechanical equipment and storage areas for the development will be interior to the buildings at ground level and often within the parking structure of the site, out of public view. The loading/move in/out docks will be located as follows:  Buildings 1 and 2: the north woonerf/alley, interior to the development, minimal public view Buildings 3 and 4: curbside along 300 West, in full public view Building 5: interior to the development, near the main pedestrian entrance, minimal public view
<b>F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.</b>  COMPLIES No existing unique natural or built features on site contribute to the character of the neighborhood or the environment.	
<b>G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.</b>  COMPLIES Public facilities may be required to be upgraded for any new development and the applicant would be responsible for those upgrades. The sheer size of the project creates a longer timeline for coordinating the public utilities to and through the site and the applicant is working closely with the Public Utilities Department to ensure adequate facilities.	

## **ATTACHMENT H: Department Comments**

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### **Public Utilities** (Jason Draper):

Additional drawings, reports and information will be required for building permit. Changes to the planned development plans may be required to meet city standards, ordinances or practices or site conditions.

There are several water and sewer services to be capped as part of the building permit.

There will be off-site improvements required for the water and sewer system. Demands for the water and sewer for the entire site should be submitted for modeling. These improvements will be part of the building permit process. Demands should be included with the design review and planned development.

All improvements must meet SLCDPU policies, standards, and ordinances.

Demolition review and approval will be required. Plans must include water, sewer, storm and street lighting.

Easements will be required for any public water and sewer mains in Gale Street. If public mains are to be abandoned, property management will require assessment for these mains.

Culinary and fire lines may not be connected and must have their own connections.

The property owners or commercial association will be required to maintain all private and shared utilities.

### **Engineering** (Scott Weiler):

This city block which contains the old NAC Building, is bounded by 500 South, 300 West, 600 South and 400 West, and is being called by multiple names including: The Boulevards, The Post District and Gale Street Apartments.

It is my understanding that Gale Street will remain a private street and not be dedicated as public right-of-way. Consequently, SLC Engineering does not need to review the design of Gale Street.

It is my understanding that a preliminary plat will be required to revise/consolidate the lots on this block. The public way improvements that are proposed and will be associated with the development of this block include: 12" water mains in 300 West and 400 West, relocation of curb & gutter in 300 West, replacement of sidewalks on 500 South and 300 West and street lights. I anticipate that a final plat will be required by SLC Planning due to the substantial amount of public improvements. This will also require the subdivider to execute a Subdivision Improvement Construction Agreement and post a security device for the estimated value of the public improvements associated with the final plat. The Subdivision Improvement Construction Agreement must be executed before the final plat is recorded. A generic copy of the Subdivision Improvement Construction Agreement can be emailed to the applicant if requested.

**Transportation** (Mike Barry): Parking requirements are met (updated per building permit review BLD2020-01886)

### **Zoning** (Alan Michelsen):

A subdivision application shall be completed through the SLC Planning Division.

Design Review (petition PLNPCM2019-00902) is required for approval of additional building height and any exceptions to the design standards in Chapter 21A.37

As per section 21A.30.030.E.1 the maximum building setback is 10 feet. Buildings 1 and 2 and a portion of building 4 exceed the maximum 10 feet setback and will require approval as a planned development.

Pursuant to 21A.48.050, for increasing parking beyond the maximum, show on the plans and/or provide documentation for one major and one minor transportation demand management strategy.

Pursuant to the 'Design Standards' found in chapter 37, provide plans, calculations, dimensions and documentation as necessary to show (in the building permit set of plans) that you are in compliance with all required design standards for the D-2 zone for all four buildings. Any modifications to the design standards will need to be addressed through the Design Review process subject to the requirements of chapter 21A.59. Please be advised that failure to fully address all the design standards during the design review process may delay issuance of the building permit.

Future landscape plans will require the following additional information:

See section 21A.48.060.E and show compliance with the parking strip ground surface treatment.

Provide landscape summary data indicating the numbers, dimensions and areas in the following classifications:

Total square feet of the parking strip area for each street frontage and total percentage of living ground cover (33%) and total percentage of the combination of all paving materials, gravel, rocks, boulders, not to exceed 67% for each street frontage

**Fire** (Ted Itchon):

Applicant is working on getting approval for Alternate Means and Methods for fire protection, regarding fire sprinklers instead of fire truck access. (email communication with applicant)

**Building Division** (Christopher Todd): No Building Code issues with the submitted Design Review.

**Police:** (No comments)

**Sustainability** (Vicki Bennet):

In reviewing this application, the number of electric vehicle parking stalls is simply the minimum number required – 1:25. I recommend that as part of the negotiation to reduce parking, the number of EV stalls be at least doubled. The residents of such a high-density urban community will likely have a large number of EVs, and it is much easier for the stalls to be put in during the construction phase. A simple row of 110 outlets that have enough amperage would be sufficient, so owners could charge their vehicles overnight. **[staff clarification: a reduction in parking is not requested and the development provides more EV stalls than is required. C. Stewart]**



# **ATTACHMENT I: Public Process and Comments**

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

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

**January 14, 2020:** Notice of application and request for comments sent to the Downtown and Central Ninth Community Councils and other recognized organizations per city ordinance.

**February 20, 2020:** Staff held an open house at the city library, main branch, 5-7 pm.

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

- Notices mailed on April 10, 2020
- Property posted on April 12, 2020
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites April 10, 2020

### **COMMENTS**

The Downtown Community Council commented verbally in support of the project, no concerns. No comments were received from the Central Ninth Community Council. Two people attended the open house and verbally commented in support of the project. No other public comments were received before this report was published.