



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Nannette Larsen, Senior Planner, 385-386-2761 or nannette.larsen@slcgov.com

Date: October 13, 2021

Re: PLNPCM2021-00168; PLNPCM2021-00167 – Neighborhood Industry Design Review & Planned Development

NEIGHBORHOOD INDUSTRY –DESIGN REVIEW & PLANNED DEVELOPMENT

Property Address: 439 West 600 South
Parcel IDs: 1512127001-006; 1501379003; 1501379007; 1501379009
Zoning District: CG (General Commercial)
Master Plan: Central Community

REQUEST: Neighborhood Industry Parking Structure Design Review and Planned Development located at approximately 430 West 600 South. Jesse Dean with Q Factor, representing the property owner, is requesting Planned Development and Design Review approval to build a parking structure at the above listed address. The parking structure would accommodate 976 stalls to serve adjacent existing and future uses. The applicant is requesting a Planned Development for a reduction in the minimum lot width requirement along 700 South. A Design Review is also requested to increase the allowable building height from 60 feet to 90 feet.

PROJECT OVERVIEW

	building entrances, parking lot
Design Standards Met	lighting
Design Standards Modified	building height
Ground Floor Uses	commercial retail/parking
Upper Floor Uses	parking
Building Height Proposed	90'
Building Height by Right	60'
Planned Development Modification	lot width
Req. Lot Width	60'
Proposed Lot Width	26'

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

1. A preliminary subdivision is approved and recorded with the county prior to the issuance of the building permit.

2. A walkway be included from the subject site and the property to the east along the north façade of the proposed building.
3. Off-site parking, shared parking, and leased parking agreements shall meet the parking requirements for the various future projects.

ATTACHMENTS:

- A. [Applicant Submittal and Information](#)
- B. [Site Plan](#)
- C. [Building Elevations](#)
- D. [Exterior Building Materials](#)
- E. [Site Photos](#)
- F. [CG District Standards](#)
- G. [Design Review Standards](#)
- H. [Planned Development Standards](#)
- I. [Department Comments](#)
- J. [Public Process and Comments](#)

PROJECT DESCRIPTION & SITE CONTEXT:

Salt Lake City has received a request from Jesse Dean with Q Factor, for the approval of additional building height through a Design Review. The request also includes a reduction in the lot width that is required in the CG (General Commercial) zoning district through a Planned Development. The request is to facilitate a redevelopment of the site and to construct a commercial and parking structure development. The proposed redevelopment is part of a larger project that encompasses over half of a city block between 600 and 700 South and 500 and 400 West. This project is proposed to include four other structures and a bisecting privately owned Elder Court, a two-lane street. Also proposed on the half block is an east/west pedestrian path that will connect 500 West to the proposed Elder Court and another pedestrian path to the north of the subject structure to connect Elder Court to the properties to the east.

The structure under review for a Planned Development and Design Review is a commercial parking structure that will consist of approximately 12,000 square feet of commercial space on the ground floor, facing Elder Court and a sidewalk; and, 976 parking stalls that will service the proposed surrounding redevelopment. The parking



Figure 1. Neighborhood Industry Site Location

structure will service the Industry SLC offices to the west with approximately 680 stalls, a future residential development with approximately 300 stalls, and a restaurant with 10 stalls. Off-site parking and commercial parking are permitted uses in the CG district. In order to service the future and current redevelopment of the site and to provide enough parking that is required in the CG district the applicant is requesting additional building height for the parking structure. The CG district allows a building height maximum of 60'. Additional building height may be requested through a Design Review up to 30' additional feet, the full possible height is being requested for a 90' structure.

Modifications for the required lot width in the CG district is also being requested. The CG district requires a minimum lot width of 60', this is to ensure there is sufficient frontage and that the building can be serviced from the street. The proposed site will have a 26' frontage on 700 South, however the site will allow for access from Elder Court, a proposed private street. A modification for required lot width is possible through a Planned Development if the proposal meets the standards of a Planned Development.

The subject site is presently vacant. At one time the development of the site included warehouses and outdoor storage. As the structure and site was vacated the site slowly came to disrepair. Elder Court is an existing private street alleyway that is also in disorder and is currently inaccessible. This alley is presently approximately 20' in width and ends midblock. The proposed redevelopment of the larger site area would widen and extend this alley, which will become a private street through a preliminary subdivision. The properties to the east of the site are also being redeveloped or are currently in use as office or commercial types of uses. The applicant has been working with these property owners to ensure compatibility between the proposed redevelopment sites.



Figure 2: Neighborhood Industry Parking Structure Rendering

Because this site is located with the CG (General Commercial) zoning district there are fewer design standards and overall zoning standards than other districts in the City. This is because the CG district is a district that provides for an environment for a larger variety of commercial uses. The only design standards required in the CG district are:

- At least one operable building entrance on the ground floor per street facing façade.
- If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to 16' in height.

The proposed project meets both of these standards.

The extent of the modifications the applicant is requesting necessitates review by the Planning Commission. In making a decision for the Design Review and Planned Development the Planning Commission should consider whether the proposal meets the standards in Section 21A.59.050 and

21A.55.050 of the zoning code; the standards of review may be found in this Staff Report as Attachment F and G.

KEY CONSIDERATIONS:

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

1. Consistency with Applicable Master Plan Policies
2. Consistency with the Zoning District and Lot Width Modification
3. Design Standards and Modification to Building Height

Consideration 1 – Consistency with Applicable Master Plan Policies

The subject properties are located within the Downtown Master Plan. The Downtown Master Plan was adopted by City Council in 2016 and lays out the goals and initiatives in the Downtown area to guide development and redevelopment to support the values of that community. The proposed project meets a number of goals and policies included in the Downtown Master Plan. This includes providing a mid-block street and a mid-block walkway where there was not an improved mid-block street or pedestrian path before. Also, part of the Transportation section of the plan is included as goal 4 that, *“a simple public parking system that balances the city’s role as the economic center of the State supports small and large retailers, and supports the restaurant, cultural and night life of the city”* is encouraged. The proposed Neighborhood Industry project meets this goal by allowing for parking in this area that is presently heavily auto oriented, it also does this while placing the parking structure mid-block so that the surrounded uses will have direct access to the structure while removing parking that fronts along a public street. This meets an initiative within the transportation section of the Downtown Master Plan as well – it is encouraged that, *“parking structures should be wrapped by buildings instead of having frontage on public streets”*.

The site is within both the Grand Boulevard and the Granary Districts. Both of these districts have their own initiatives and neighborhood goals. Mid-rise buildings in both the Grand Boulevard and Granary Districts are appropriate. First, the Grand Boulevard District is considered a corridor, *“designed to transition vehicles from highway speeds to an integrated, urban environment”*. A parking structure at this location is appropriate as the site is within the Grand Boulevard District which is located just off of one of Salt Lake City’s major freeway off-ramps that accesses the downtown area. Providing a parking structure in this location allows commuters to access parking just off of the off-ramp. The Granary District initiatives encourage redevelopment and development that establishes employment in the area. The larger Neighborhood Industry project on this block will meet this initiative. While the Neighborhood Industry Parking Structure will provide some commercial spaces that will facilitate employment in this area the larger parking structure will not. However, in the CG district all redevelopment within this district has minimum parking standards that are required, permitted a parking structure mid-block will allow the surrounding site to redevelop while providing parking removed from the public street.

The project site is also within the Downtown in Motion plan. This plan was adopted in 2008 and is the Downtown’s area transportation plan. The plan encourages transit types development, it also acknowledges the importance of providing sufficient parking to service those who commute to the downtown area, especially where transit options are currently limited. Because of this the Downtown in Motion Plan emphasizes the importance of, *“new zoning policies that foster the development of*

convenient off-street parking for visitors". The Downtown in Motion Plan also encourages an expansion of the mid-block street system in the downtown area to not only breakup large city blocks, but also increase accessibility to these mid-block areas.

Finally, Plan Salt Lake is a citywide plan that was adopted in 2015; it is a 25-year plan that establishes a citywide vision to guide future growth to meet the needs of its residents and businesses. Plan Salt Lake encourages redevelopment where public infrastructure is available and where it supports a mix of land uses. The subject site is within proximity to sufficient infrastructure to service the commercial space as well as sufficient access to street and future and existing commercial and office uses to serve the proposed Neighborhood Industry Parking Structure. Plan Salt Lake also encourages the promotion of, *"infill and redevelopment of underutilized land"*. The Neighborhood Industry parking structure project is a redevelopment project in an area that is prepared for redevelopment and which has existing infrastructure to support the type and density of the proposed use. In addition to encouraging infill and redevelopment of underutilized land is the initiative that the proposed Neighborhood Industry parking structure helps fulfill is preservation by *"Retain(ing) areas and structures of historic and architectural value"*. The proposal meets this Plan Salt Lake initiative as well by helping to preserve existing industrial structures by encouraging mid-block parking on vacant land, rather than necessitating parking in some of these more historic sites and potentially demolish historic industrial structures.

Consideration 2 – Consistency with the Zoning District and Frontage Modifications

The Neighborhood Industry Parking Structure project requires a Planned Development as the applicant is requesting a reduction in lot width in the CG zone. The CG district is generally located in areas within proximity to arterial streets, the 600 South corridor is a major arterial street that is very heavily trafficked. The purpose of the CG district is to allow for a mix of land uses from residential and office to heavy commercial and warehousing and low intensity manufacturing.

Because this is the purpose of the CG district, a greater diversity of uses and located within proximity to arterial streets, the lot width minimum of 60' is required in the district. This is to ensure proper and efficient access to the site. The minimum lot width, when measured from the front yard setback, is 60' – the proposed Neighborhood Industry is providing a 26' lot width at the front yard setback from the front lot line. The front lot line is considered to be the property line along 700 South. The configuration of the site plan meets the intent of this standard as the proposed Neighborhood Industry parking structure will front on Elder Court, a proposed private street that will be accessible to the public.

All other zoning standards are being met and no further modification to the site plan is being proposed through a Planned Development review.

It is staff's opinion that the purpose of the General Commercial (CG) zoning district is being maintained and that the standards for Planned Development are being met per further review in attachment G of this report.



Figure 3: Overall Site Plan

Consideration 3 – Design Standards and Modifications to Building Height

Design Standards required in the CG district are generally limited. There are only two design standards specific to the CG zone, these include:

- At least one operable building entrance on the ground floor per street facing façade.
- If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to 16' in height.

The Neighborhood Industry parking structure meets both standards.

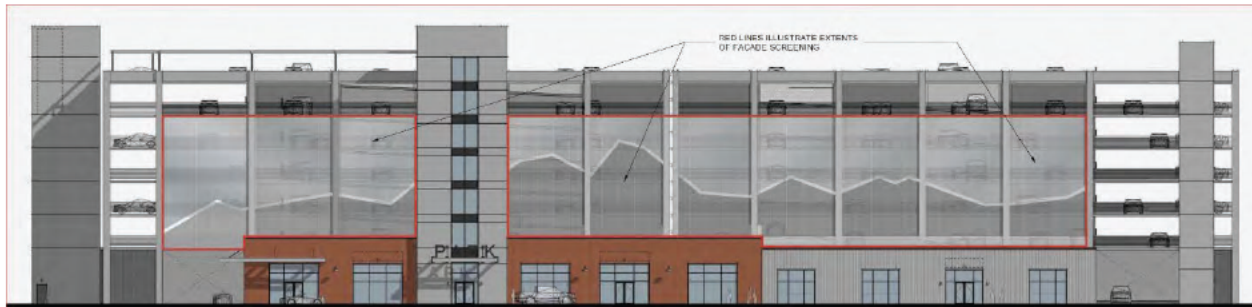


Figure 4: West Elevation Neighborhood Industry Parking Structure

The CG district permits a building height of 60' by right. The district permits additional building height of 30' if the criteria for a Design Review is met, and if additional standards in the CG zone are met. These additional CG zone building height standards include:

- The increase in building height will result in improved site layout and amenities.
- And, if additional floors are approved, increased landscaping shall be provided in the amount of 10% of the area of the additional floors. This additional landscaping may include landscape yards, landscape buffer yards, interior landscaping.

The additional 10% landscaping that is required per additional floor allowed with the additional building height is located to the west of the parking structure. This landscaping includes a plaza area near the front of the commercial portion of the structure, a pedestrian walkway to the north façade of the building where the elevators are located, and the park strip in front of the parking structure on Elder Court.

The other criteria listed in the CG district for additional building height is that the, “*increase in building height will result in improved site layout and amenities*”. The Neighborhood Industry project improves on the overall design and layout that is required in the CG district. These improvements include:

- Durable building materials
- Artistic screening on the parking structure
- Active ground floor uses
- Improved landscaping
- Mural located on blank wall faces
- Multiple commercial entrances facing Elder Court
- A greater void-to-wall ratio than required
- Building step back from Elder Court
- and, The sloped surfaces of the parking structure are not visible from the public street



Figure 5: Neighborhood Industry View from 700 South

The improved site layout and additional design elements far exceed those required in the CG district. Also, it's been found that intent of the CG zoning district the provisions of addition building height, and the intent of the design standards are being met. The proposed Neighborhood Industry parking

structure project and the larger plans for the city block appear to improve accessibility, design, pedestrian interaction, and the human scale of the area.

DISCUSSION:

The proposed Neighborhood Industry Parking Structure redevelopment will meet the intent of the CG (General Commercial) zoning district and other applicable master plans by providing required parking for future uses on the larger city block and providing a mid-block street and pedestrian paths that breakup large mostly vacant blocks. The Neighborhood Industry project meets and far exceeds the design standards in the CG district and the requested modification to the lot width is sufficiently mitigated through other design elements proposed. Overall, the proposed Neighborhood Industry Parking Structure project is a much-improved building design and site layout with the requested modification than if the Zoning Code were strictly enforced.

NEXT STEPS:

Design Review and Planned Development Approval

If the design review is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits. A Preliminary Subdivision to consolidate the properties included in the project area is needed prior to the building permit being issued to begin construction on the site.

Design Review and Planned Development Denial

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

ATTACHMENT A: APPLICANT SUBMITTAL AND INFORMATION

Planning Counter
415 S State Street, Room 215
Salt Lake City, UT 84111

Subject: INDUSTRY Neighborhood Parking Structure Design Review

Updated 8/20/2021 – changes shown in red

Overview

Q Factor and BCG Holdings, along with Catalyst Investments as the primary capital partner, currently control over 5 acres of former industrial land between 400 and 500 West and 600 and 700 South. Located in the heart of Salt Lake City's Granary District, this underutilized site is called INDUSTRY Neighborhood. INDUSTRY Neighborhood is envisioned as a dense, mixed-use series of developments anchored by the adaptive-reuse INDUSTRY SLC creative office project (BLD2018-11509). INDUSTRY SLC phase one is already complete with 180,000 SF of office space currently occupied with another 110,000 SF anticipated to be complete in Q3 2022.

INDUSTRY Neighborhood builds on the 2016 Downtown Master Plan's vision of "a district where historic grit and modern refinement meet". Master planned by Q Factor, BCG Holdings, and Denver based architecture firms SA+R and Wenk, the underutilized and currently vacant land serves as a prime opportunity for thoughtful infill development. INDUSTRY Neighborhood will include over 950 parking spaces and over 400 units of mixed-income residential housing in addition to neighborhood retail and other amenities. The following Design Review application is for the INDUSTRY Neighborhood Parking Structure, which will be the initial project for this burgeoning part of Salt Lake City's Granary District.

Project Description

The INDUSTRY Neighborhood Parking Structure is an approximate 976 stall garage with 12,250 sf ground floor commercial space designed by Engine 8 Architects out of Denver. This project represents a key initial milestone in providing the parking necessary to accommodate INDUSTRY SLC's ultimate buildout of the 300,000 SF adaptive reuse building. The structure will also serve to provide parking for several other projects in the neighborhood, including a workforce housing development directly to the North, market rate housing to the Southwest, and the adaptive reuse project currently being entitled and developed by Lake Union Partners and the Evo Group directly to the East.

Providing a thoroughfare for the parking structure and future developments, the private Elder Court right-of-way is envisioned as a walkable, shared street with activated public spaces and future retail. The former industrial alley will also act to pull vehicular traffic away from the portion of 500 West located between 600 and 700 South, which is anticipated to be a linear park taking advantage of the over 128' of crumbling asphalt to provide needed activated space for the public.

Given the poor soils, high water table, and flood plain conditions of the INDUSTRY Neighborhood site, the INDUSTRY Neighborhood Parking Structure will be an open parking garage constructed above grade and include seven stories and two elevator cores. The construction type selected will be I-B post tension decks with NFPA 13 sprinkler protection throughout RE: IBC 406.5.3, allowing the structure to be considered mixed-use. Vertical circulation cores are to be 2HR fire rated cast-in-place concrete construction. The elevator and stair core on the North side of the project is anticipated to be shared with the workforce housing, eliminating the need to build additional parking and aiding the team's desire to bring an affordable product to the neighborhood.

The material pallet for the proposed parking structure acknowledges the industrial grit of the surrounding site. Brick and corrugated metal exterior cladding are used to designate the commercial space and are further accentuated with steel framed canopies over primary entrance ways. The steel frame motif is repeated on level 7 of the parking structure via an open canopy structure that caps the building and provides a framework to support photovoltaics. The glazing used throughout the project references a warehouse style mullion spacing.

The parking structure is naturally ventilated from level 2 and above, therefore the exterior enclosure system for the parking levels is designed around striking the balance between adequate open area and a quality aesthetic. To do this a mix of exposed cast-in-place concrete vehicle barriers, CMU, and perforated metal panel screening is used.

Given that the INDUSTRY Neighborhood parking structure is in the General Commercial District (CG Zone), this project will require planned development approval, which will be submitted for concurrently with this Design Review application. The Planned Development application intends to address the parking structure's location within the interior of the current block and setback requirements.

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 INDUSTRY Neighborhood Parking Structure achieves the purpose statement of the CG Zone in the following ways:

“...provides economic development opportunities through a mix of land uses...”

The INDUSTRY Neighborhood parking structure will provide the code required parking for several projects in the district, maximizing the developable footprint of each site and promoting a structure that is utilized 24/7. The 300,000 SF INDUSTRY SLC adaptive reuse project and Granary Campus adaptive reuse project (Lake Union Partners) will both utilize the garage, eliminating the need for “project specific” parking that would otherwise be surface lots. The parking structure will also serve 300 units of mixed-income residential housing in addition to neighborhood retail. Furthermore, the INDUSTRY Neighborhood parking structure is providing approximately 12,250 sf of ground floor commercial space along the new private drive.

“Safe, convenient and inviting connections...”

The INDUSTRY Neighborhood Parking Structure will include the Elder Court midblock connection, connecting 600 and 700 South, creating a new pedestrian corridor with a blend of engaging hard and softscape improvements in an area with limited shade and greenways. Elder court will include a master utility plan, including upgraded water, sewer and storm drains for both current and anticipated future use.

“Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third ...”

The INDUSTRY Neighborhood parking structure is intentionally placed on the interior of new midblock private right-of-way, maximizing the current street frontage along 500 West, 600 South, and 700 South for mixed-use residential and retail projects. This supports the hierarchy of access and contributes to *“a safe and aesthetically pleasing commercial environment.”*

REQUESTED VARIANCES

Setbacks

Modifications from the CG Zoning code are necessary to produce a parking structure located in the interior of a block and eliminates a more suburban setback. By reducing the minimum front yard setback from 10' to 0', and the rear yard setback from 10' to 5', the project will be able to maximize infill potential.

Further, the eliminated setback requirements allow for a more dense, urban district that is occurring from downtown to the Southwest into the Granary District.

Building Height

The second variance will be an increase in height from 60' to 72'-6" to the top of the highest occupied deck which is necessary to achieve the efficiency, density and quality of the

structure. Without this variance, the parking structure would take up a larger development footprint and minimize the buildable SF of the future multifamily project directly to the North. The maximum building height proposed will be 89'-6" at the enclosed vertical circulation cores, to comply with a maximum building height of 90'-0".

ZONING – GENERAL COMMERCIAL DISTRICT (CG ZONE) PURPOSE STATEMENT AND DESIGN STANDARDS

Per Section 21A.59.050 of the zoning code, the Industry Neighborhood Parking Structure 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, INDUSTRY Neighborhood Parking Structure complies with the intent of the CG Zoning district purpose statement.

B. *"Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot."* The new structure is not adjacent to the public sidewalks at 600S or 700S, however the new private drive Elder Court will serve to provide pedestrian and vehicular connection to the midblock project site. The proposed parking structure is oriented to this proposed drive and sidewalk, with commercial activation along Elder Court, and primary entrances located on the west side of the site via landscaped pedestrian access ways.

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

The primary program of this project is a parking structure, however as mentioned in the project description 12,250 sf of commercial space will activate the ground floor along Elder Court. The commercial use will be designed to maximize transparency and pedestrian interaction through storefront glazing bays and canopies.

The parking structure is naturally ventilated and as such there will not be an abundance of glazing used on the building elevations above level 2, however the primary circulation core will feature a 7 story window wall system at the lobby spaces at each floor.

The primary circulation core is located directly off the sidewalk through a blend of soft and hardscaped habitable zones for an inviting and intuitive pedestrian access points. The heavy use of landscape berms, crushed rock beds with large boulder compositions, and seating areas in front of the building also serve to reinforce the visual connection to the street and outdoor spaces.

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

The building scale, massing, and vertical emphasis has been carefully considered to coordinate with the anticipated buildings of the INDUSTRY NEIGHBORHOOD, as well with the aesthetic of the existing buildings, such as the adaptive reuse creative office project.

The scale of the parking structure fits within the site context as it relates to the future eight story housing development directly to the north via a shared circulation core. The

diminished height of the parking structure gives hierarchy to the proposed housing development while maintaining an appropriate prominence as a standalone building.

The massing of the structure has been designed around the pedestrian experience and human scale. The one-story commercial space along Elder acts as a transition between the 7-story garage and the pedestrian way and occupies over 75% of the west facade. The commercial bar breaks down the massing not only with height, but with a 26' jog in plan that pulls the pedestrian even further from the main mass of the parking structure.

The architectural design of the parking structure beyond the commercial spaces modulates the building massing by first examining the two basic components of the parking structure: vehicular and pedestrian circulation. The pedestrian entrances and vertical circulation cores are differentiated with material change and distinguishable volumes that break up the larger mass of the vehicular ramps and parking levels.

The parking level facades are articulated by a series of columns, which project beyond the vehicle barrier and slab edge, reading as a continuous vertical element. These elements occur in a 28' rhythm, creating a relatable scale on all elevations of the building. To further promote visual interest along Elder Court, portions of the north and west facade will be treated with a painted graphic on the concrete vehicle barriers. The vehicular barriers themselves maintain a relatable height of 3'6" above finished floor, allowing for generous unrestricted openings. A final layer of facade treatment within the bays is a perforated metal screening on the north and west which introduces a level of privacy and interest.

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

The method to impart a relatable building scale to the structure as indicated in the section above is also used to address this design standard that addresses building facades that exceed a combined contiguous building length of over 200 feet.

The parking structure is 365'-6" in length on the east and west facade, and 156' on the north and south. On the west (primary) facade the 1-story commercial space is differentiated from the parking structure with a 26' jog in plan towards Elder Court. This results in a distinct 275 linear foot section of commercial space on the ground floor. This commercial bar is further bisected into a 165' and 110' section by means of a 2' jog in plan, material change from brick to metal paneling, and a 4' height difference between those segments. The primary circulation core further breaks up this facade with a change in building materiality, height, and glazing.

Beyond the commercial space, the parking structure on the east and west facade uses the same strategy described in the section above to break the contiguous building length. The columns are set proud of the vehicle barriers and slab edge to create vertical plane changes articulated every 28' on the column grid. Within those vertical bays, material changes are introduced with a mixture of CMU infill of the parking structure and metal screening.

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

The landscaped areas along Elder Court will include the following elements in its privately-owned public spaces:

1. At least one sitting space for each two hundred fifty (250) square feet. 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”). The seating will be rectangular and square monolithic reclaimed concrete or distressed, bespoke, cast in place concrete benches dot the site. Square concrete light bollards will complement the seating and the industrial vibe of the site.
2. Ownership plans to provide a mixture of areas that provide seasonal shade. This is achieved via large organically shaped and bermed planting beds that will undulate in and out of a crushed rock base. Within the planting beds large 40’ blue green evergreen trees will run along the west of the building with a dense mix of low-growing native and water-wise plant species. Large boulders will punctuate the space and add visual interest.
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. Six large blue-green evergreen trees are to be provided which will meet the 1 per 800 SF requirement.
4. A metal powder coated blue bike rack and trash receptacle will be provided along Elder Court near the primary pedestrian entrance to the structure.

G. *“Building height shall be modified to relate to human scale and minimize negative impacts.”*

As previously stated, the building height is addressed by creating a step in the building volume with the commercial component, the design of vertical elements and careful massing to provide appropriate scale to the surrounding context, and by designing within the parameters of relatable human scale.

“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.

The base of the building is distinguished with the massing of the ground floor commercial space, and the use of brick and vertical corrugated metal siding. The middle of the building is associated with a light transparency and layering aesthetic. Punched metal panels dominate the west façade between levels 2-6, and are layered with vehicular cable barriers. The top of the building refers back to the solid composition of the ground floor with a solid cast in place vehicle barrier. A decorative trellis caps the building and provides connectivity between the central circulation core and the future housing development to the north.

The Negative impact of the structure is reduced by pulling the building away from Elder Court and allowing landscaping to buffer the structure from the public way. The landscaped areas also create a series of outdoor spaces for public activation and interaction. The horizontal roof plane of the parking structure is broken up by the circulation cores, and a steel canopy structure thus creating visual interest.

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.”*

The parking structure is designed to make ingress and egress as safe and efficient as possible. The pedestrian access between the parking structure, landscaped areas, and surrounding buildings is seamless. At the two locations where the pedestrian walk crosses the vehicular drives to the garage, hierarchy is given to the pedestrian path with consistent and unbroken paving material and level grade. The drives will ramp up to meet the pedestrian path, thereby also building in a vehicle slowing mechanism that will contribute to user safety.

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.”*

Waste and recycling containers, mechanical equipment, storage areas, and loading areas will be removed from the public view as much as possible.

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

Commercial / wayfinding signage and lighting will be carefully coordinated with the building design and surrounding landscaping with an emphasis of creating a comfortable and safe environment.

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

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 selected to minimize its effects on the surrounding properties and the sky.

L. The following streetscape improvements provided are as follows:

1. One street tree 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. These will be medium sized trees, approximately 30’ tall clumped in pairs with an understory of clumped blue gramma grass.
2. As per the landscape plan, hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces and will adhere to the 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.

Conclusion

As demonstrated above and in the existing INDUSTRY SLC entitled and permitted set, Q Factor and BCG Holdings intend to deliver another high-quality project that will contribute to the quickly growing Granary District neighborhood. The INDUSTRY Neighborhood parking structure will help provide key parking spaces for the new office users and future apartment projects. The Elder Court private drive will create a pedestrian friendly midblock that encourages efficient modes of transportation for the future workforce, residents and visitors in the neighborhood.

As previously stated, the INDUSTRY Neighborhood parking structure Design Review application will be run in tandem with a Planned Development application for the same project. We are confident that the design elements above, including the requested variances will make this a project we can all be proud of.

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



DRAWING INDEX

01	PROJECT COVER
02	SITE CONTEXT
03	SCOPE PLANS
04	EXISTING SITE
05	SITE PLAN
06	FLOOR PLANS
07	ELEVATIONS
08	ELEVATIONS
09	SECTION
10	LANDSCAPE PLAN
11	LANDSCAPE CALCULATIONS PLAN
12	LIGHTING CONCEPT PLAN
13	PHASING PLAN
14	SOLAR DIAGRAMS
15	SOLAR DIAGRAMS
16	FACADE SCREEN ELEMENT
17	PEDESTRIAN VIEWS
18	3D VIEWS
19	3D VIEWS
20	3D VIEWS
21	3D VIEWS
22	3D VIEWS
23	3D VIEWS

PROJECT TEAM

Owner / Applicant
QFactor LLC
Contact: Jesse Dean
650 South 500, Suite 277
Salt Lake City, UT
801.518.7583

Structural Engineer
Kimley-Horn & Associates, Inc.
Contact: Ben Henderson
4582 S. Ute Street, Ste 1500
Denver CO 80237
303.228.2335

Code Consultant
Jensen Hughes
Contact: Marcel Proulx
10170 Church Ranch Way, Suite 200
Westminster CO 80021
303.439.0485

Architect
Engine 8
Contact: Mike Zimski
3001 Brighton Blvd, Suite 513
Denver CO 80216
720.452.1500

M&P Engineer
MEP Engineering
Contact: Grace Zaldar-Ede
6402 S. Troy Circle, Ste 100
Centennial CO 80111
720.541.6302

Electrical Engineer
Helix Electric
Contact: Andy Bedora
3076 E Sunset Rd, Suite 9
Las Vegas NV 89120
702.732.4396

Envelope Consultant
PIE Consulting
Contact: Jeff Crowe
6275 Joyce Drive, Suite 200
Arvada CO 80403
203.984.3371

Civil Engineer
McNeil Engineering
Contact: Ted Dicks
8610 South Sandy Parkway, Suite 200
Sandy Utah 84070
801.984.2941

Landscape Architect
McNeil Engineering
Contact: Scott Schoonover
8610 South Sandy Parkway, Suite 200
Sandy Utah 84070
801.225.7700

Elevator Consultant
Lerch Bates
Contact: Stephanie Wickman
9789 S. Meridian Blvd, Suite 450
Englewood CO 80112
303.723.7978

engine **QFactor**

ISSUED: 2021.08.20

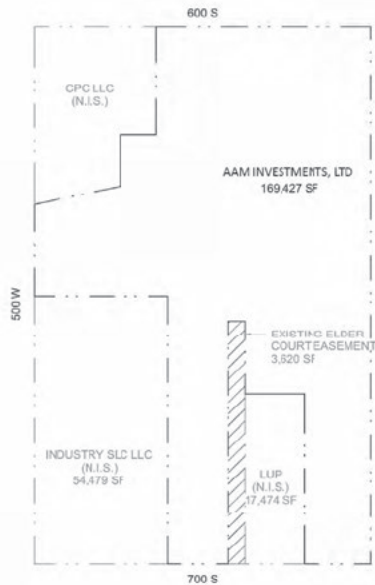
PROJECT COVER

01

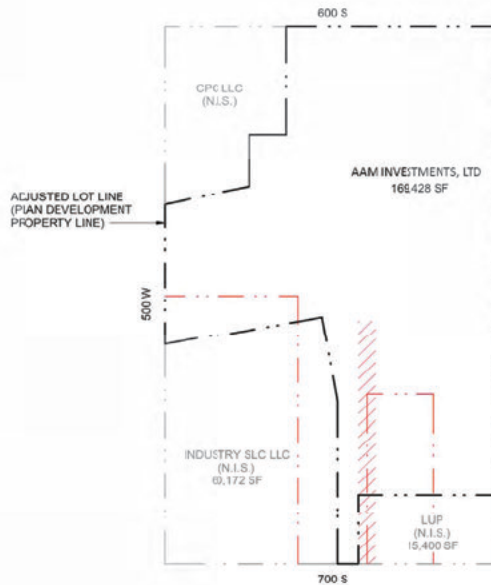
INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101

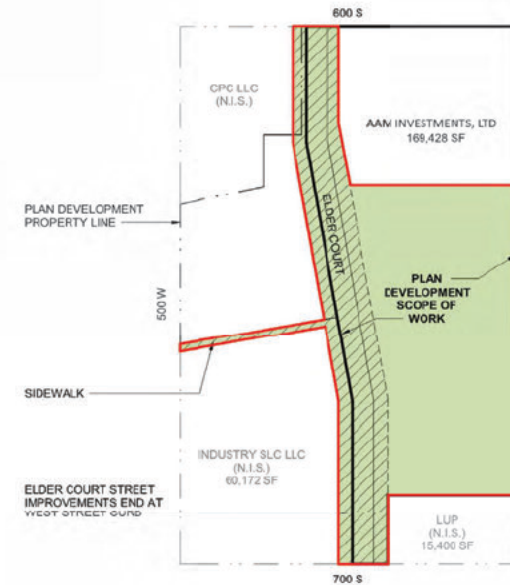


EXISTING SITE



LOT LINE ADJUSTMENT

- NOTE: SEPARATE PRELIMINARY PLAT APPLICATION TO BE SUBMITTED.
- REPOSITION EXISTING LUP LOT
 - ADJUST NORTH BOUNDARY OF INDUSTRY SLC LLC LOT
 - ADJUST INDUSTRIAL STEEL CO INC LOT TO MATCH
 - EXISTING PRIVATE ELDER COURT EASEMENT TO BE RELOCATED AS PART OF PRELIMINARY PLAT

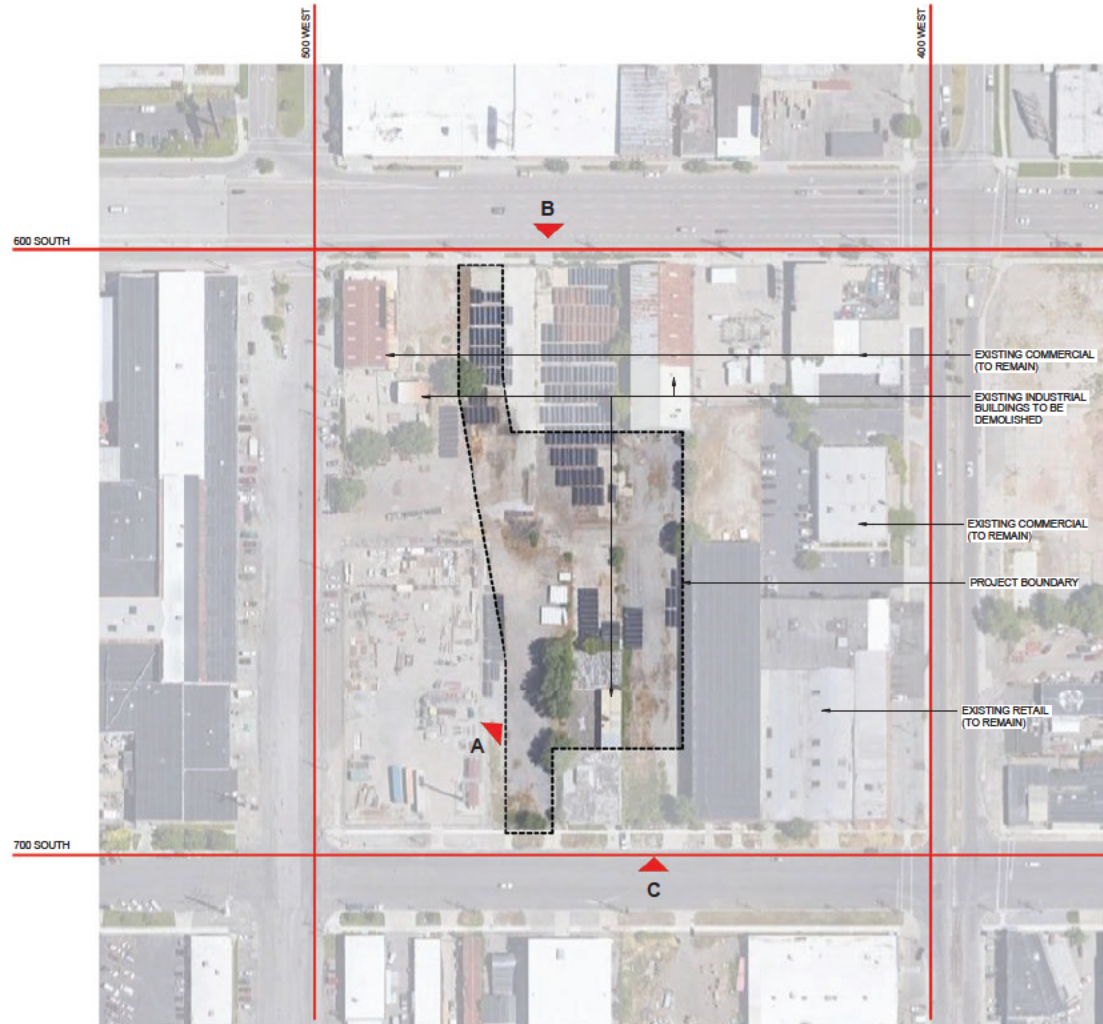


SCOPE OF PLAN DEVELOPMENT

- PROVIDE ELDER COURT EASEMENT THROUGH ADJACENT LOTS
- PROVIDE SIDEWALK CONNECTION BETWEEN 500 W AND ELDER COURT

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



A. AERIAL PHOTO LOOKING NORTH EAST



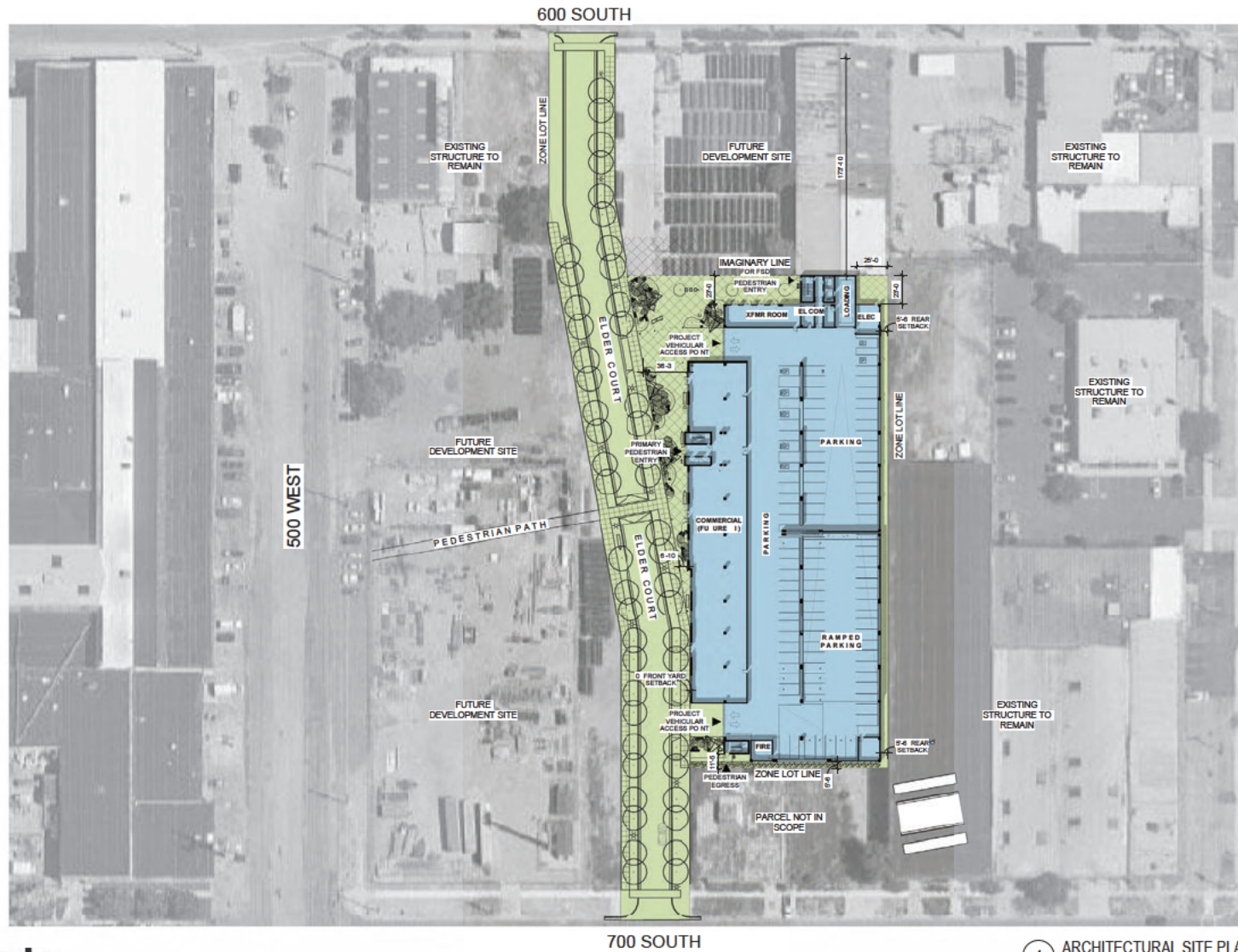
B. VIEW FROM 600 S



C. VIEW FROM 700 S

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



CG GENERAL DISTRICT SETBACKS:

1. Front Yard: Ten feet (10')
2. Corner Side Yard: Ten feet (10')
3. Interior Side Yard: None required.
4. Rear Yard: Ten feet (10')

REQUESTED VARIANCE

1. Rear Yard: 5'-6"
2. Front Yard: 0'-0"

1 ARCHITECTURAL SITE PLAN
1"=40'



ISSUED: 2021.08.20

SITE PLAN

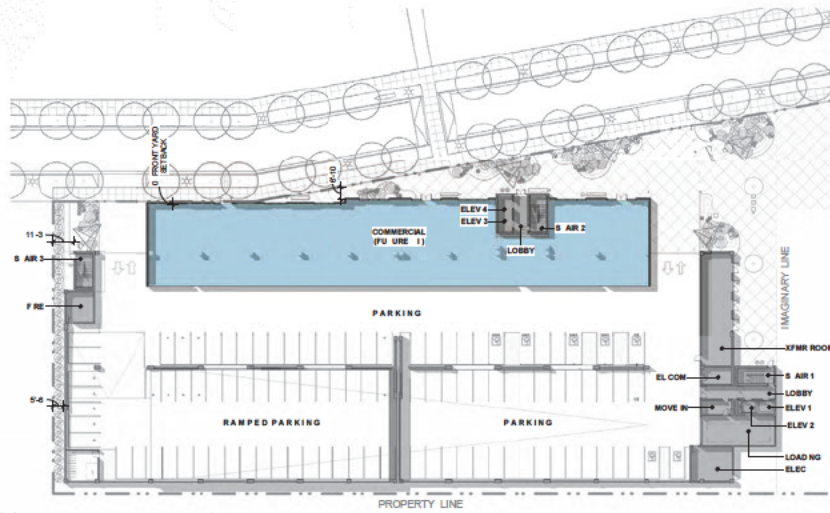
05

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

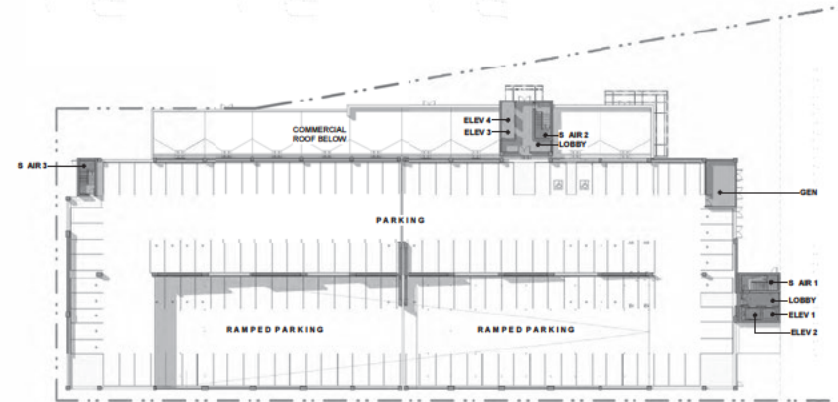
engine QFactor

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

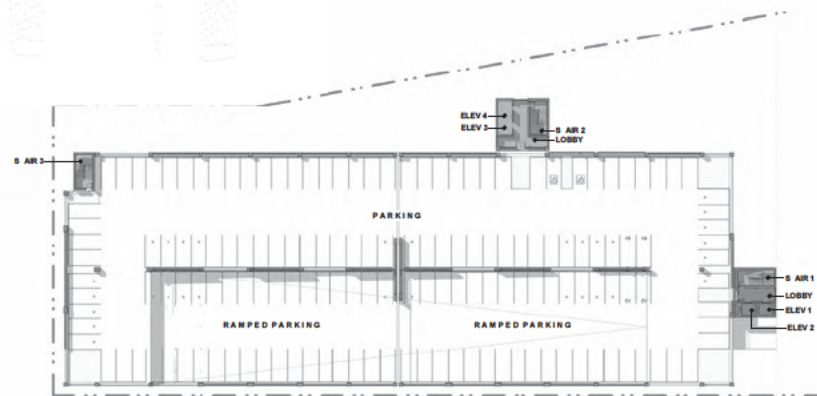
461 W 600 S, SALT LAKE CITY, UT 84101



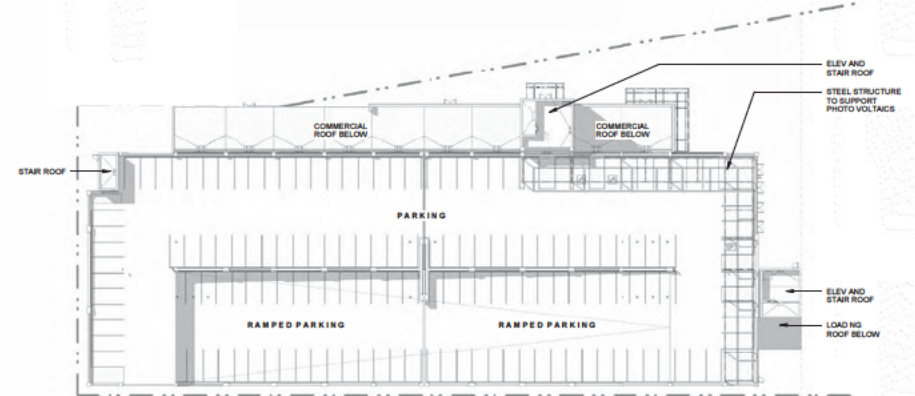
1 LVL 1 PLAN
1/2" = 1' 0"



2 LVL 2 PLAN
1/2" = 1' 0"



3 LVL 3-7 PLAN
1/2" = 1' 0"



4 ROOF PLAN
1/2" = 1' 0"

engine **QFactor**

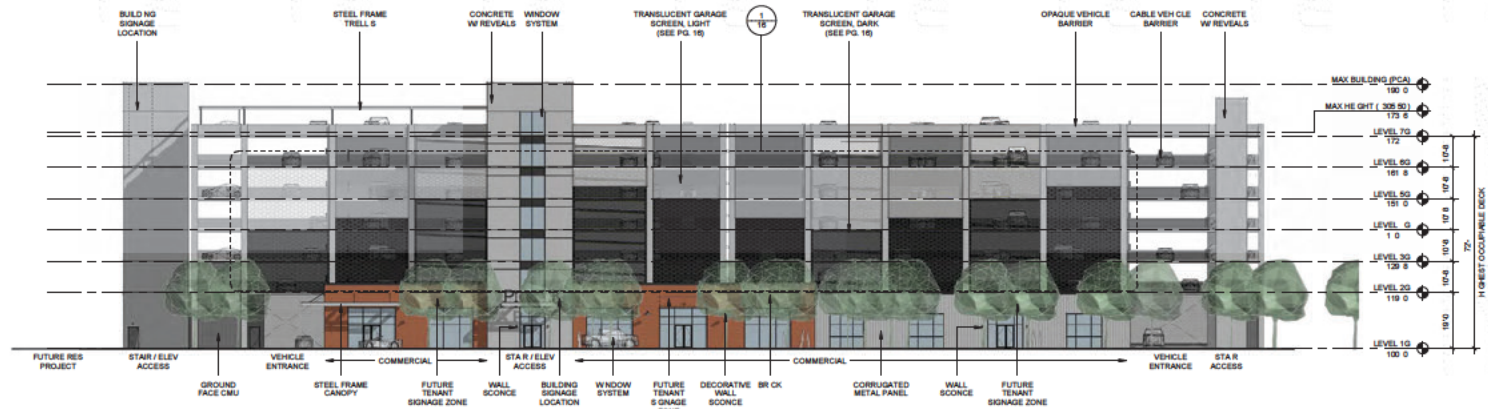
ISSUED: 2021.08.20
FLOOR PLANS

06

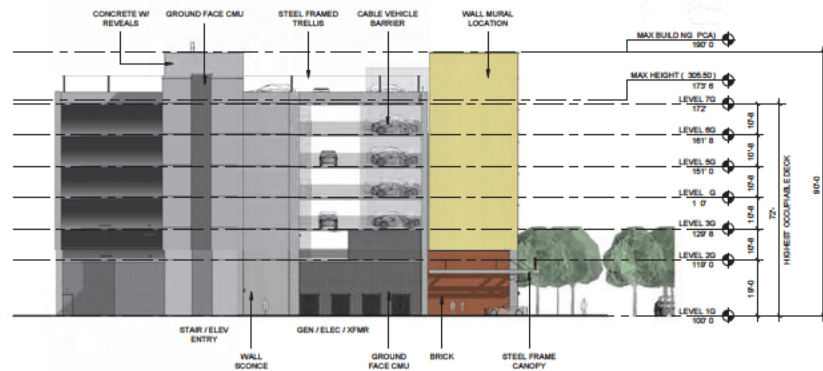
INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

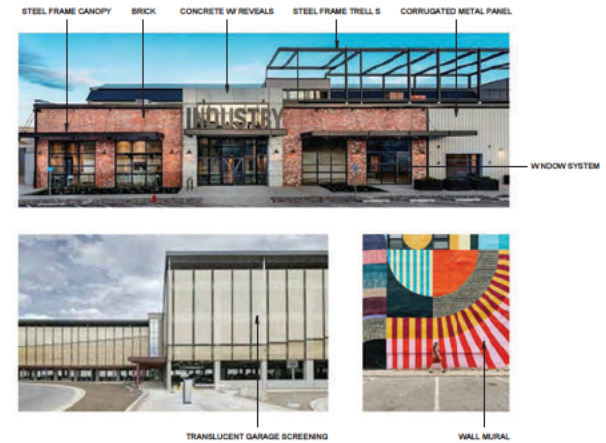
461 W 600 S, SALT LAKE CITY, UT 84101



1 WEST ELEVATION
1"=20'



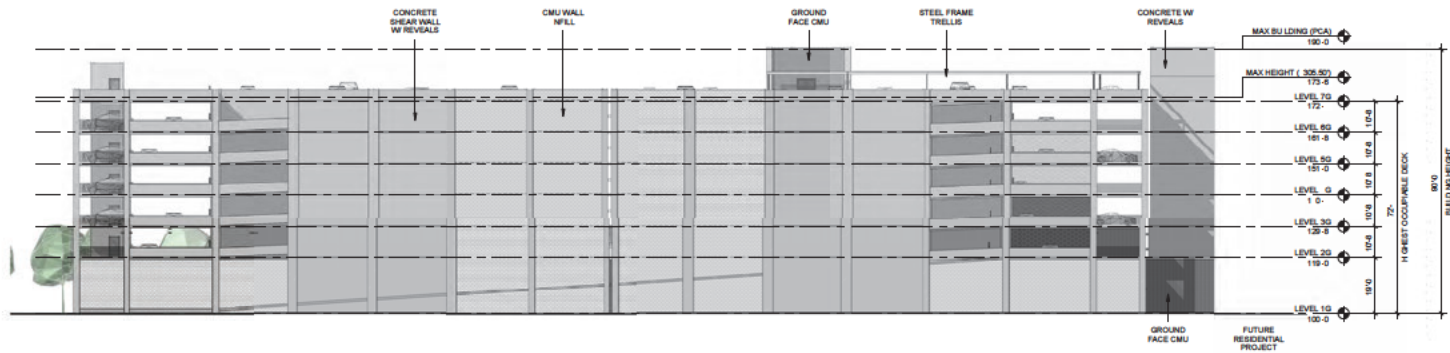
2 NORTH ELEVATION
1"=20'



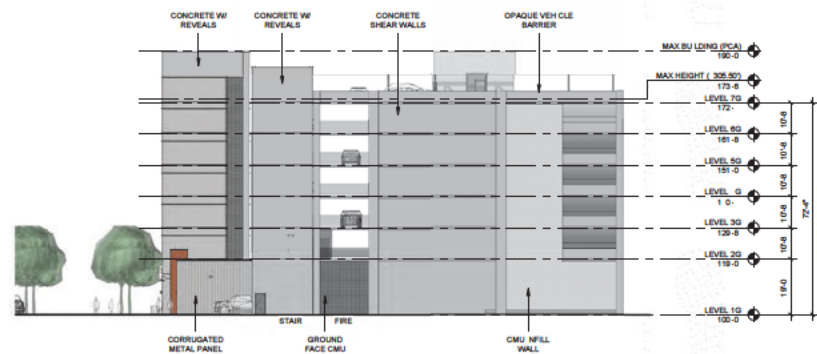
3 MATERIAL PRECEDENT IMAGES
12"=1'

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



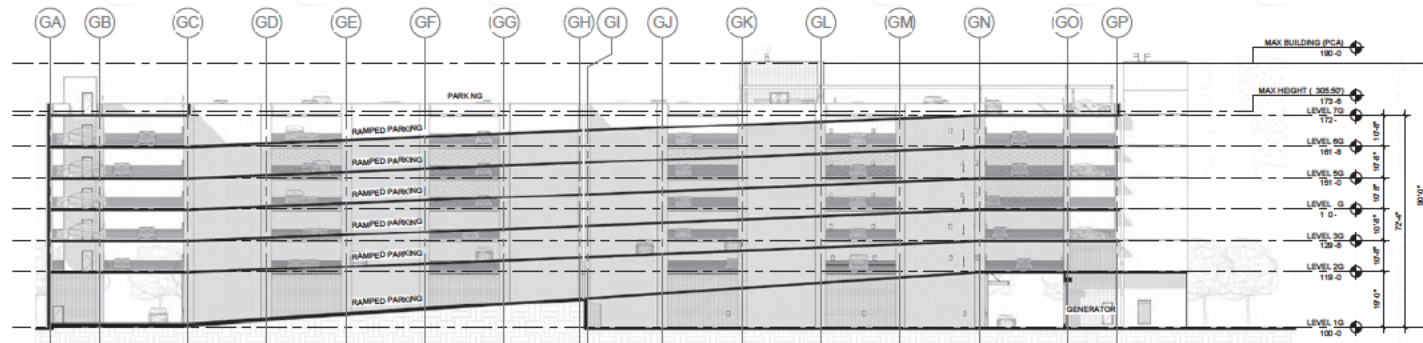
1 EAST ELEVATION
1"=20'-0"



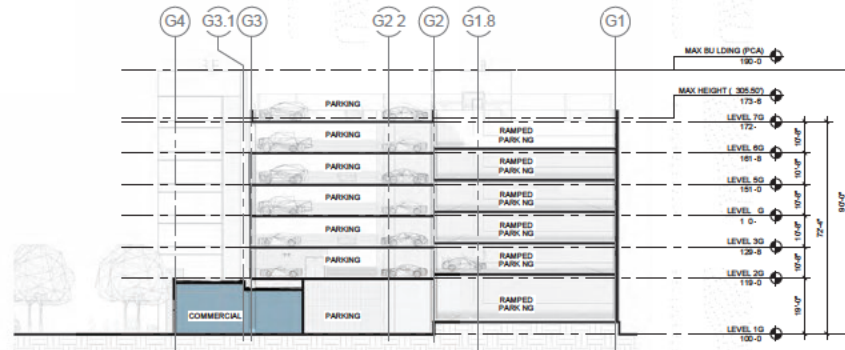
2 SOUTH ELEVATION
1"=20'-0"

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



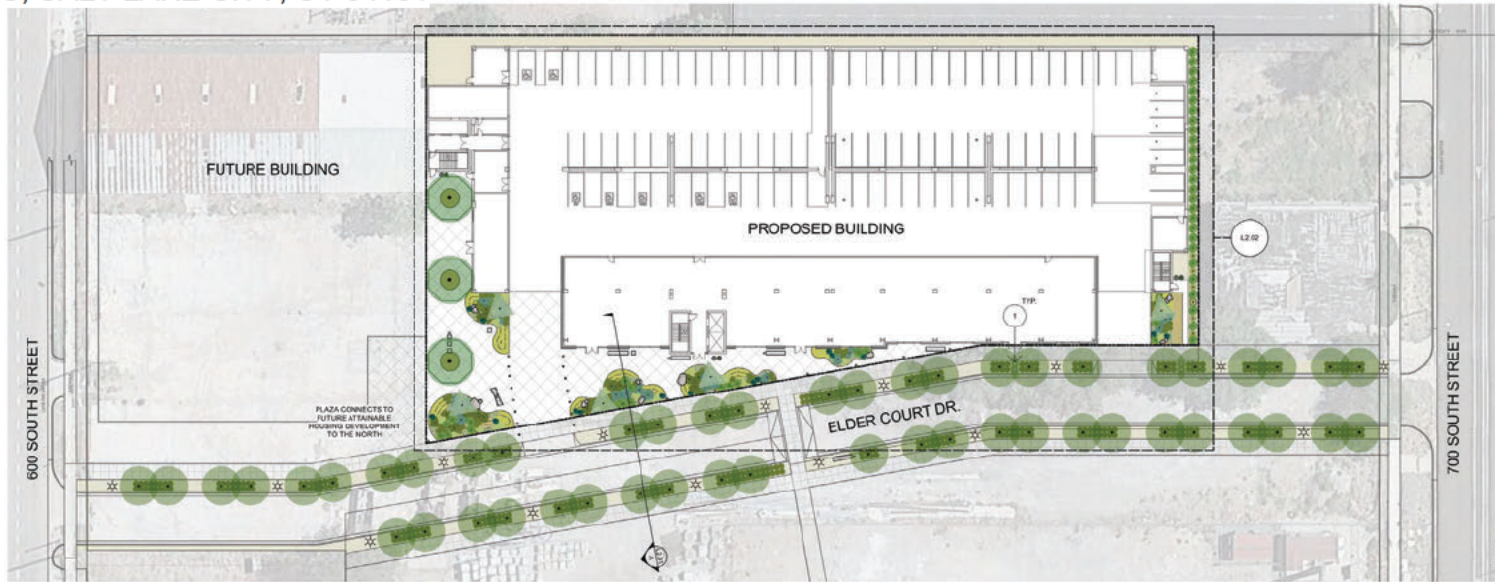
1. N/S BUILDING SECTION
1" = 20'-0"



1. E/S BUILDING SECTION
1" = 20'-0"

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101

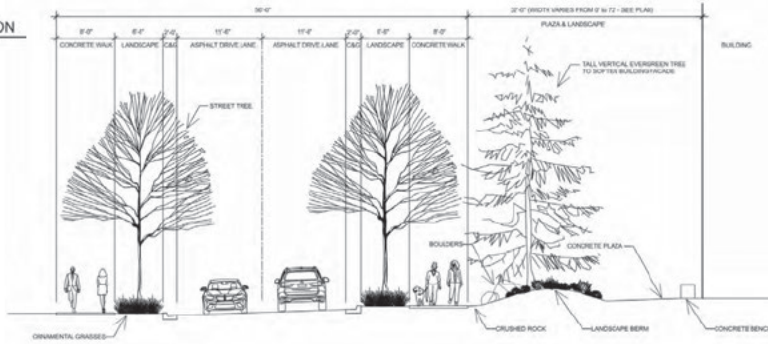


LANDSCAPE SCHEDULE - ELDER COURT

SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	SIZE	DETAIL
DECIDUOUS TREES					
	30	BRYANT MAPLE	ACER GRANDIDENTATUM	12" CAL.	DLS-01
ORNAMENTAL GRASSES					
	422	BLUE GRAMA GRASS	BOUTELOUA GRACILIS	5 GAL.	ALS-01
SYMBOL	QTY.	DESCRIPTION	INSTRUCTIONS	SIZE	SOURCE
CRUSHED ROCK	7,743 SF	"SOUTH TOWN" CRUSHED ROCK	INSTALLED A MINIMUM 2" DEEP. INSTALL OVER DEWETTS & 4.1 WEED BARRIER FABRIC. CRUSHED ROCK SHALL BE FREE OF DIRT & OTHER FOREIGN DEBRIS.	3/4" DIAMETER	STAKER & HANSON COMMERCE (R) 819-689 OR APPROVED EQUIV.

ELDER COURT DRIVE SECTION

SCALE: 1/8" = 1'-0"



PLANTING NOTES

- PLANT TOTALS ARE FOR CONVENIENCE ONLY AND ARE NOT GUARANTEED. VERIFY AMOUNTS SHOWN ON CONTRACT DOCUMENTS. ALL PLANTING INDICATED ON CONTRACT DOCUMENTS IS REQUIRED UNLESS INDICATED OTHERWISE.
- PLANT COMMON NAMES ARE SHOWN AS A REFERENCE ONLY. USE COMPLETE BOTANICAL NAMES WHEN PURCHASING ALL PLANT MATERIAL.
- IMPORT AND INSTALL TOPSOIL AS NEEDED TO FILL ALL PLANTING AREAS. SUBMIT TEST BY LICENSED LABORATORY TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. TOPSOIL USED IN LANDSCAPED AREAS SHALL BE WEED FREE, FERTILE, LOOSE, FRIABLE SOIL MEETING THE FOLLOWING CRITERIA:
 - CHEMICAL CHARACTERISTICS:
 - SOLUBLE SALTS: LESS THAN 3.0 MMH/SCM.
 - PH: 5.5 TO 6.5
 - PODZOLIC ABSORPTION RATIO (SAR): LESS THAN 6.5
 - ORGANIC MATTER: GREATER THAN ONE PERCENT
 - PHYSICAL CHARACTERISTICS:
 - GRADATION IS DEFINED BY USDA TRIANGLE OF PHYSICAL CHARACTERISTICS AS MEASURED BY HYDROMETER.
 - SAND: 15 TO 65 PERCENT
 - SILT: 10 TO 65 PERCENT
 - CLAY: 5 TO 35 PERCENT
 - CLEAN AND FREE FROM TOXIC MINERALS AND CHEMICALS, VOLATILE WEEDS, ROCKS LARGER THAN OR EQUAL TO 1-1/2 INCH (38 MM) IN ANY DIMENSION, AND OTHER UNDESIRABLE MATERIALS.
 - SOIL:
 - SOIL SHALL NOT CONTAIN MORE THAN FIVE (5) PERCENT BY VOLUME OF ROCKS MEASURING OVER 1/4 INCH (6 MM) IN LARGEST SIZE.
 - SOIL SHALL BE TOPSOIL IN NATURE.
 - SOIL RESEMBLING ROAD BASE OR OTHER LIKE MATERIALS ARE NOT ACCEPTABLE.
- INSTALL A MINIMUM DEPTH OF 3 INCHES TOPSOIL IN LAWN AND GROUND COVER PLANTING AREAS. NO TOPSOIL REQUIRED IN TREE AND SHRUB PLANTING AREAS OR NATIVE GRASS, SHRUB, OR TREE AREAS AS LONG AS WHAT IS IN PLACE IS NOT EXCESSIVELY ROCKY OR OTHERWISE UNFAVORABLE TO HEALTHY PLANT GROWTH. IF IT IS UNFAVORABLE, INSTALL A MINIMUM DEPTH OF 12 INCHES PROVIDE NO LESS THAN QUANTITY REQUIRED TO ACHIEVE TOLERANCES OUTLINED IN PLANTING NOTE 5. INSTALLER OF THIS SECTION IS RESPONSIBLE FOR PROVIDING SUFFICIENT TOPSOIL MATERIAL.
- FINISH TOPSOIL GRADE OF PLANTING AREAS BEFORE PLANTING AND AFTER ADDITION OF SOIL ADDITIVES SHALL BE SPECIFIED DISTANCES BELOW TOP OF ADJACENT PAVEMENT IF ANY ARE:
 - SEEDS AREAS ONE INCH BELOW
 - SHRUB AREAS 2 INCHES BELOW
 - TREE AND SHRUB AREAS (NOT INDIVIDUAL TREES) 4 INCHES BELOW
- RUNE THE FINISH GRADE OF THE TOPSOIL WITHIN THE PLANTING AREAS TO REMOVE CLODS, ROCKS, WEEDS, ROOTS, DEBRIS OR OTHER MATERIAL 1/12" OR MORE IN ANY DIMENSION. GRADE AND SHAPE LANDSCAPE AREA TO BRING SURFACE TO TRUE UNIFORM PLAIN FREE FROM IRREGULARITIES AND TO PROVIDE PROPER SLOPE FOR DRAINAGE.
- PLANTS SHALL CONFORM TO REQUIREMENTS OF THE PLANT SCHEDULE AND TO THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION / AMERICAN NATIONAL STANDARDS INSTITUTE ANLA / ANSI Z601.1-2004 / AMERICAN STANDARD FOR NURSERY STOCK.
- PLANT MATERIAL QUALITY:
 - PLANTS SHALL BE SOUND, HEALTHY, VIGOROUS, FREE FROM PLANT DISEASE, INSECT PESTS OR THEIR EGGS, NODDUS, TENDRILS, AND MORE HEALTHY, NORMAL ROOT SYSTEMS. CONTAINER STOCK SHALL BE WELL ESTABLISHED AND FREE OF EXCESSIVE ROOT SOUND CONDITIONS.
 - DO NOT PRUNE PLANTS OR TOP TREES PRIOR TO DELIVERY.
 - PLANT MATERIALS SHALL BE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AS TO SIZE, HEALTH, QUALITY, AND CHARACTER.
 - BAKE ROOT TREES ARE NOT ACCEPTABLE.
 - PROVIDE PLANT MATERIALS FROM LICENSED NURSERY OR GROWER.

REFERENCE NOTES

- PRE-CAST CONCRETE PAVERS, 24" X 36"



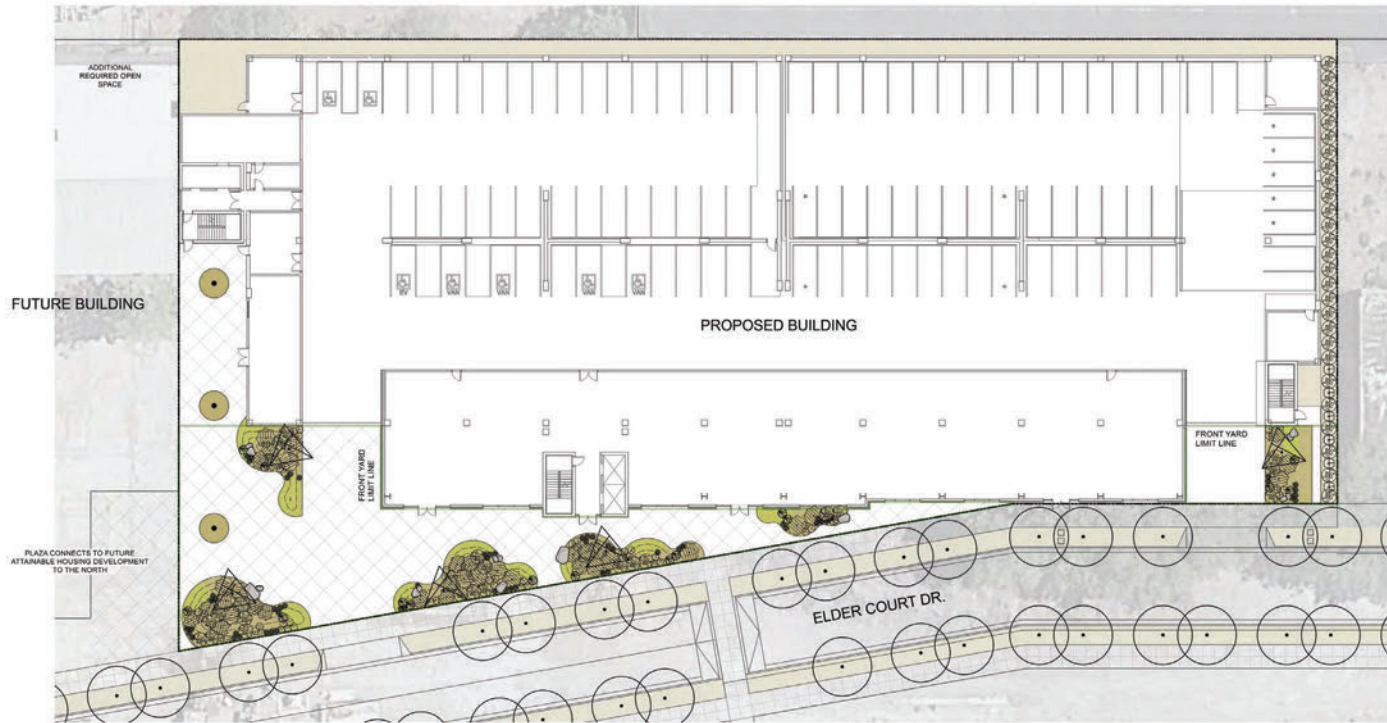
ISSUED: 2021.08.20
LANDSCAPE PLAN

10

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



LANDSCAPE SUMMARY DATA TABLE

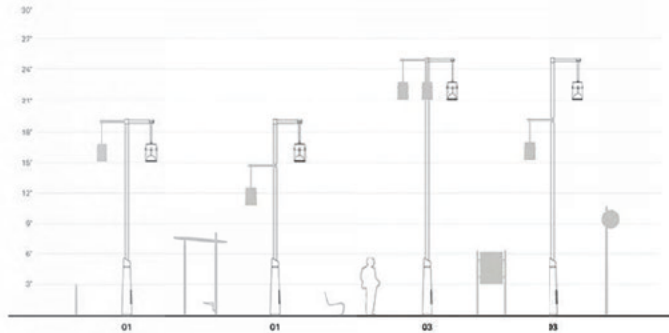
SALT LAKE CITY, UT		
ON-SITE LANDSCAPING & BUFFERS		
ZONED AS		CO
TOTAL AREA ON-SITE		65,487 S.F.
	REQUIRED	PROVIDED
PARKING GARAGE:		
OPEN SPACE AREA ON-SITE:		
FRONT YARD - 10 MIN. WIDTH	388 L.F. X 10' = 3,880 S.F.	9,873 S.F.
SOFTSCAPE - LANDSCAPE AREAS		3,064 S.F.
HARDSCAPE - PLAZAS, WALKS & DRIVES		6,809 S.F.
SOFTSCAPE - INCREASE IN AREA DUE TO BERMS		191 S.F.
PLANT COVERAGE - 33.33% MIN. REQUIRED	10,164 X 33.33% = 3,388 S.F.	33.33%
REAR YARD - 0 MIN. WIDTH	387 L.F. X 0' = 1,838 S.F.	2,813 S.F.
SOUTH SIDE YARD - 0 MIN. WIDTH	0 S.F.	884 S.F.
NORTH SIDE YARD - 0 MIN. WIDTH	0 S.F.	2,888 S.F.
SOFTSCAPE - LANDSCAPE AREAS		740 S.F.
HARDSCAPE - PLAZA		1,388 S.F.
INCREASED LANDSCAPE DUE TO ADDED BUILDING HEIGHT ABOVE 40' - 30% AREA OF ADDITIONAL FLOORS	30% X 48,116 S.F. = 4,612 X 2 = 9,224 S.F.	
TOTALS	15,349 S.F. = 23.7%	16,049 S.F. = 24.7%
ELDER COURT:		
FRONT YARD TREES - 1 PER 30 L.F. OF STREET FRONTAGE	376 L.F. / 30 = 12	18
PLANT COVERAGE	33% MIN.	33%



ISSUED: 2021.08.20
LANDSCAPE CALCULATIONS PLAN

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

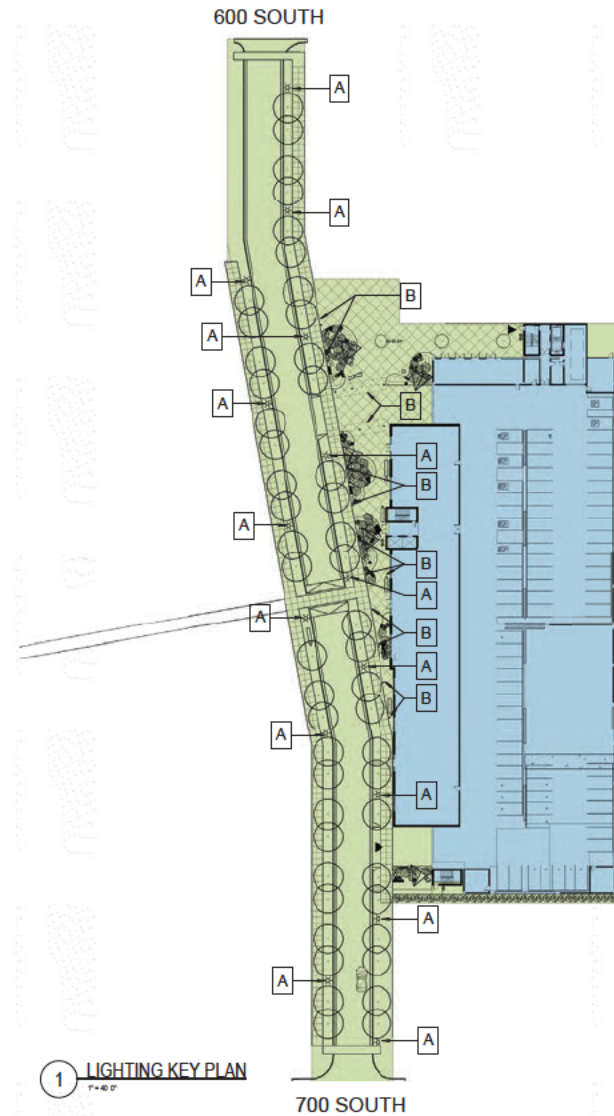
461 W 600 S, SALT LAKE CITY, UT 84101



A. Street Light
Manufacturer: Neri
Type: Chara



B. Bollard Light
Manufacturer: Vibia
Type: Break LED



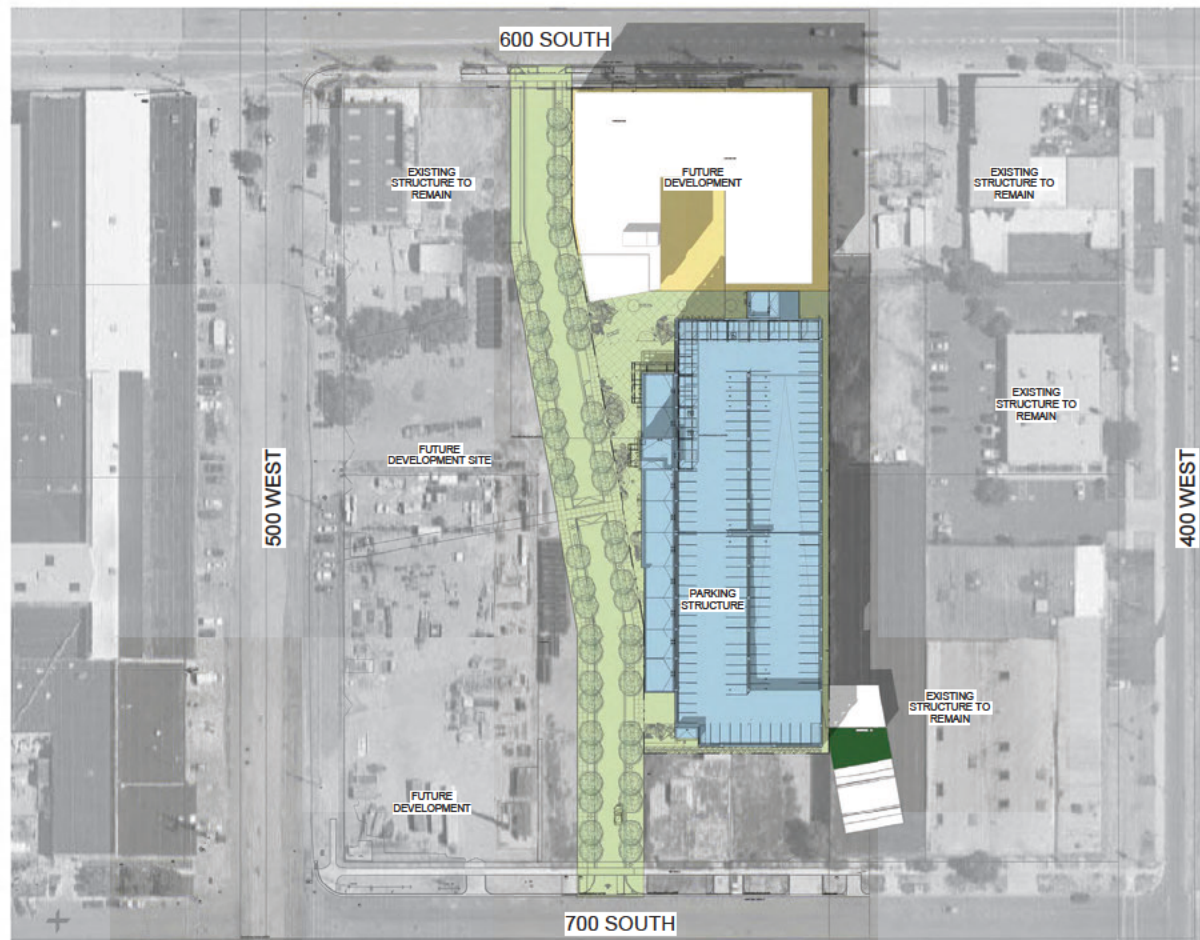
1 LIGHTING KEY PLAN
1" = 40'



ISSUED: 2021.08.20
LIGHTING CONCEPT PLAN

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



PHASING LEGEND

NEW PROJECT:	
FUTURE DEVELOPMENT:	
ELDER COURT:	

1 PHASING PLAN
7" = 100'



ISSUED: 2021.08.20

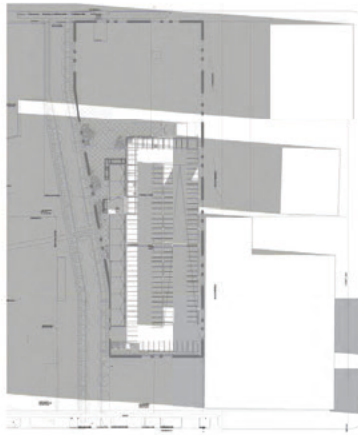
PHASING PLAN

13

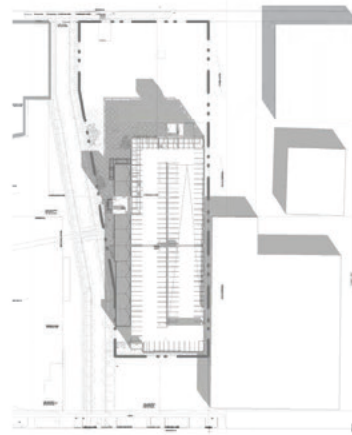
INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

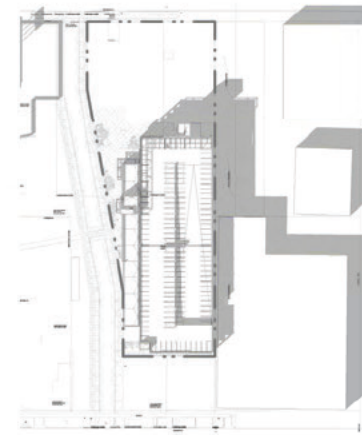
461 W 600 S, SALT LAKE CITY, UT 84101



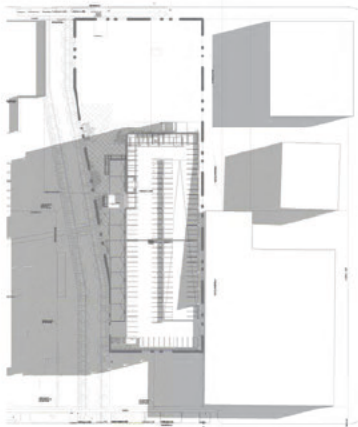
SOLAR STUDY 3/19 @ 8AM



SOLAR STUDY 3/19 @ 12PM



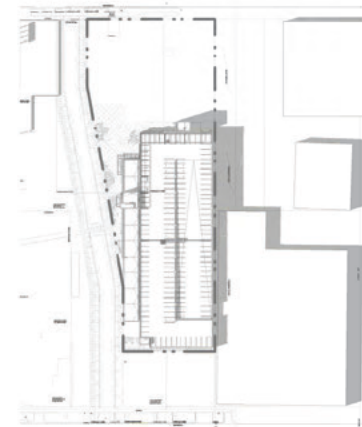
SOLAR STUDY 3/19 @ 4PM



SOLAR STUDY 6/21 @ 8AM



SOLAR STUDY 6/21 @ 12PM



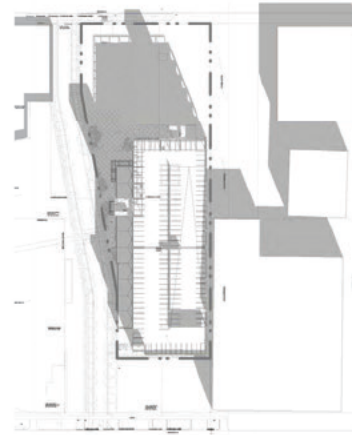
SOLAR STUDY 6/21 @ 4PM

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

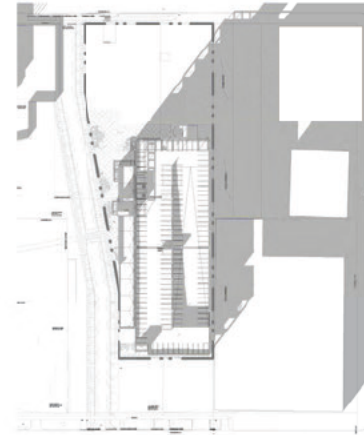
461 W 600 S, SALT LAKE CITY, UT 84101



SOLAR STUDY 12/21 @ 8AM



SOLAR STUDY 12/21 @ 12PM



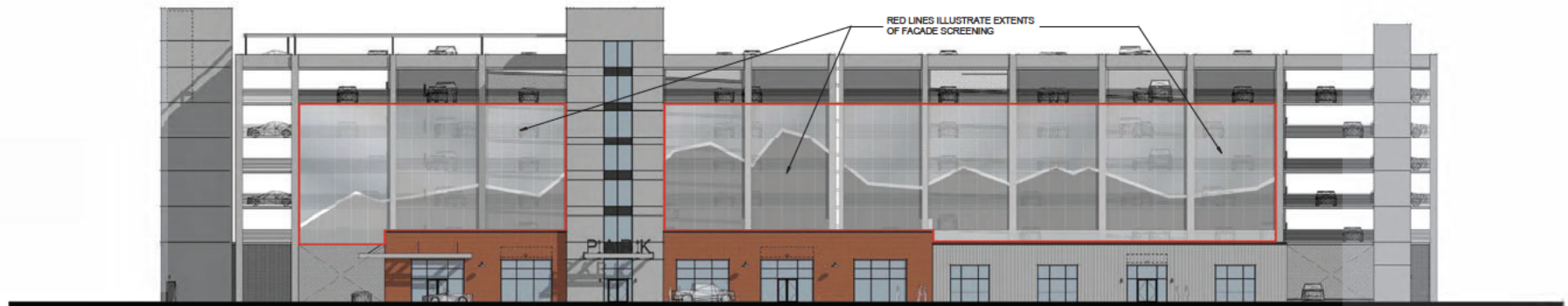
SOLAR STUDY 12/21 @ 4PM

8/20/2021 12:35:27 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt



INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



Overall Elevation

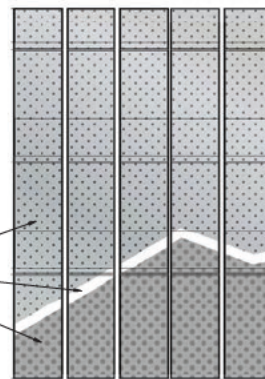


STYLE A



STYLE B

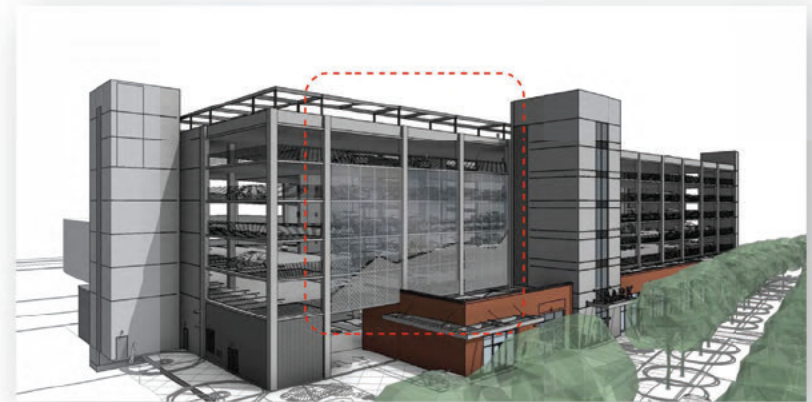
EMBED IN SLAB
EDGE TO SUPPORT
SCREENING
PERFORATED
SCREEN PANEL ON
METAL FRAME



PERFORATED
METAL SCREEN
PANEL, STYLE A
OPENING IN
SCREEN PANEL
PERFORATED
METAL SCREEN
PANEL, STYLE B

Bay Panel Detail

NOTE
WHILE SIZE AND LOCATION OF SCREENING
ARE ESTABLISHED, FINAL APPEARANCE
OF FACADE SCREENING "GRAPHIC" TO BE
DETERMINED AT LATER DATE.



Partial mockup

engine **QFactor**

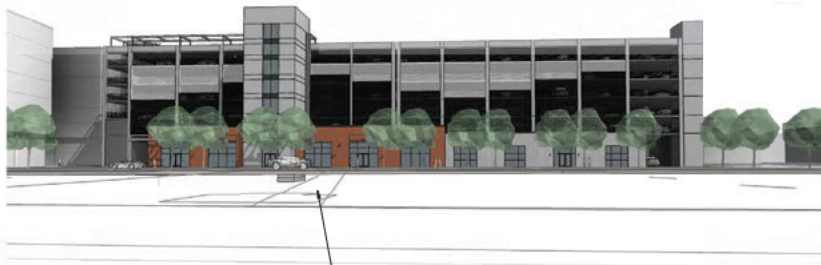
ISSUED: 2021.08.20
FACADE SCREEN ELEMENT

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101

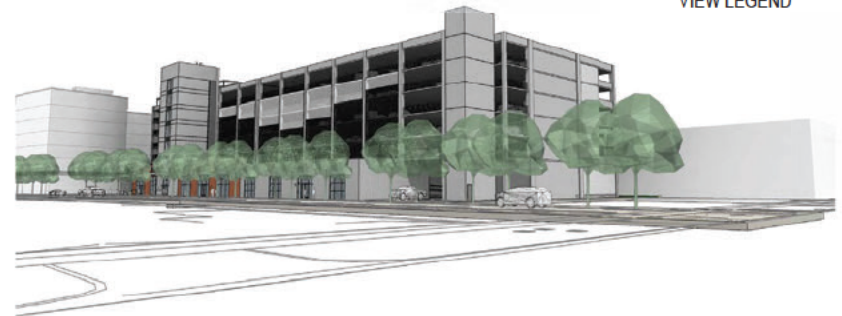


1 PED VIEW - ELDER COURT

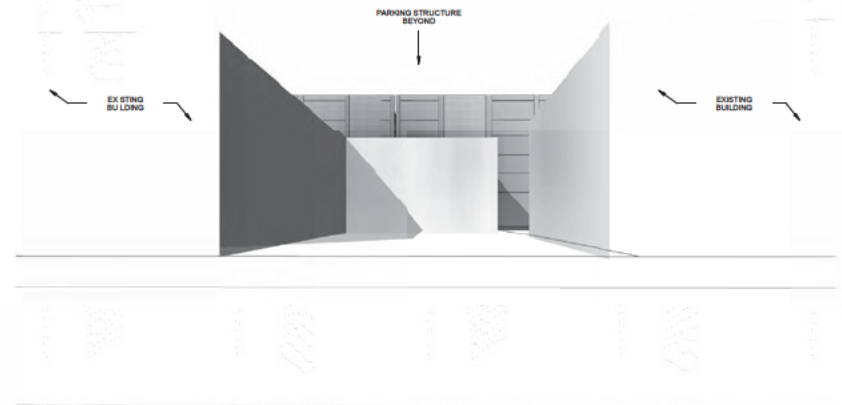


APPROXIMATE LOCATION OF PROPOSED
PEDESTRIAN CONNECT NO TO
EXISTING INDUSTRY OFFICE PROJECT

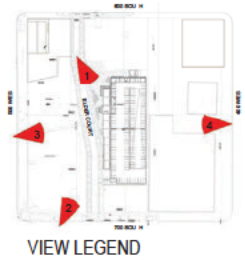
4 PED VIEW - 500 W



2 PED VIEW - 700 S

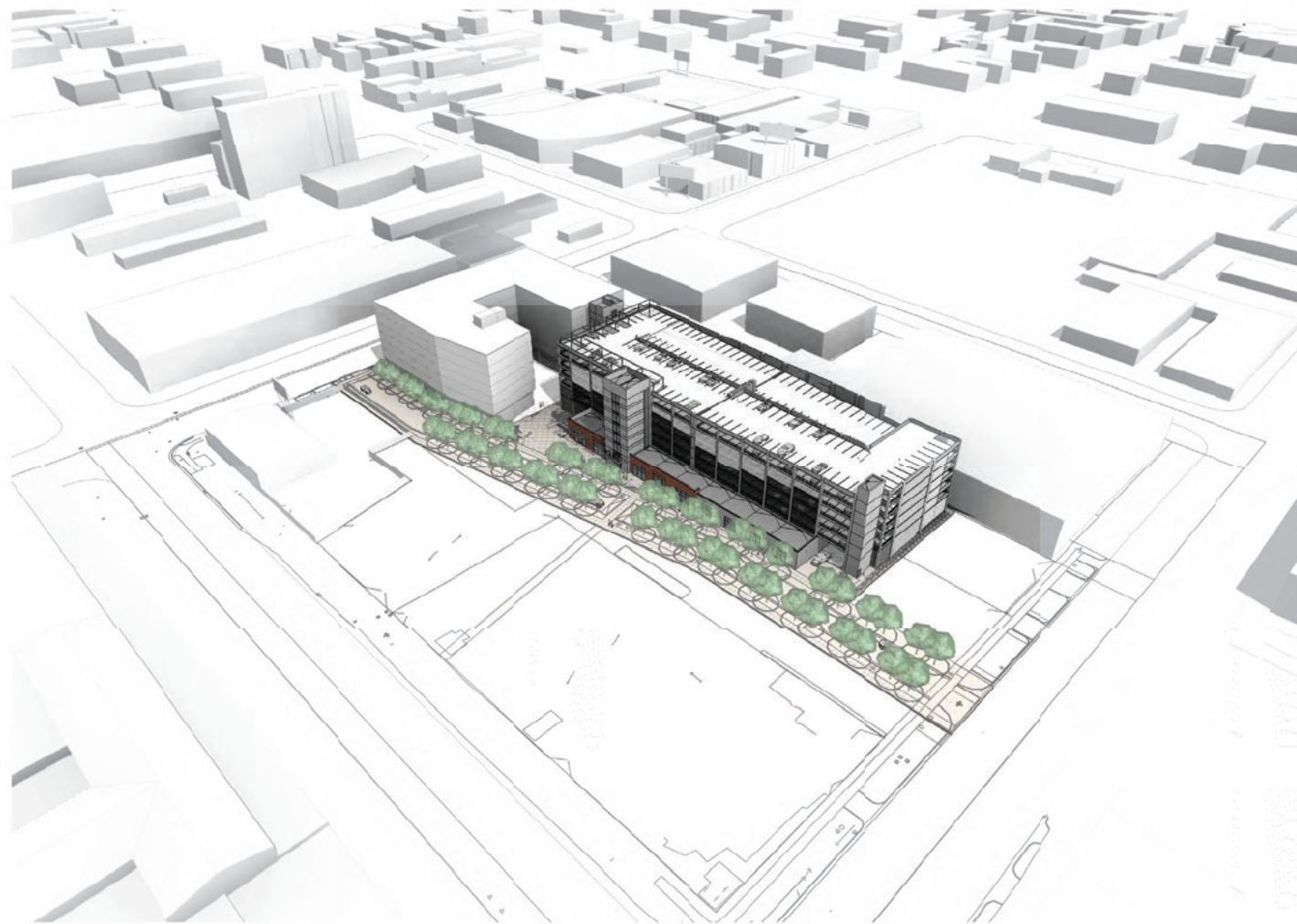


3 PED VIEW - 400 W



INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:36:15 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

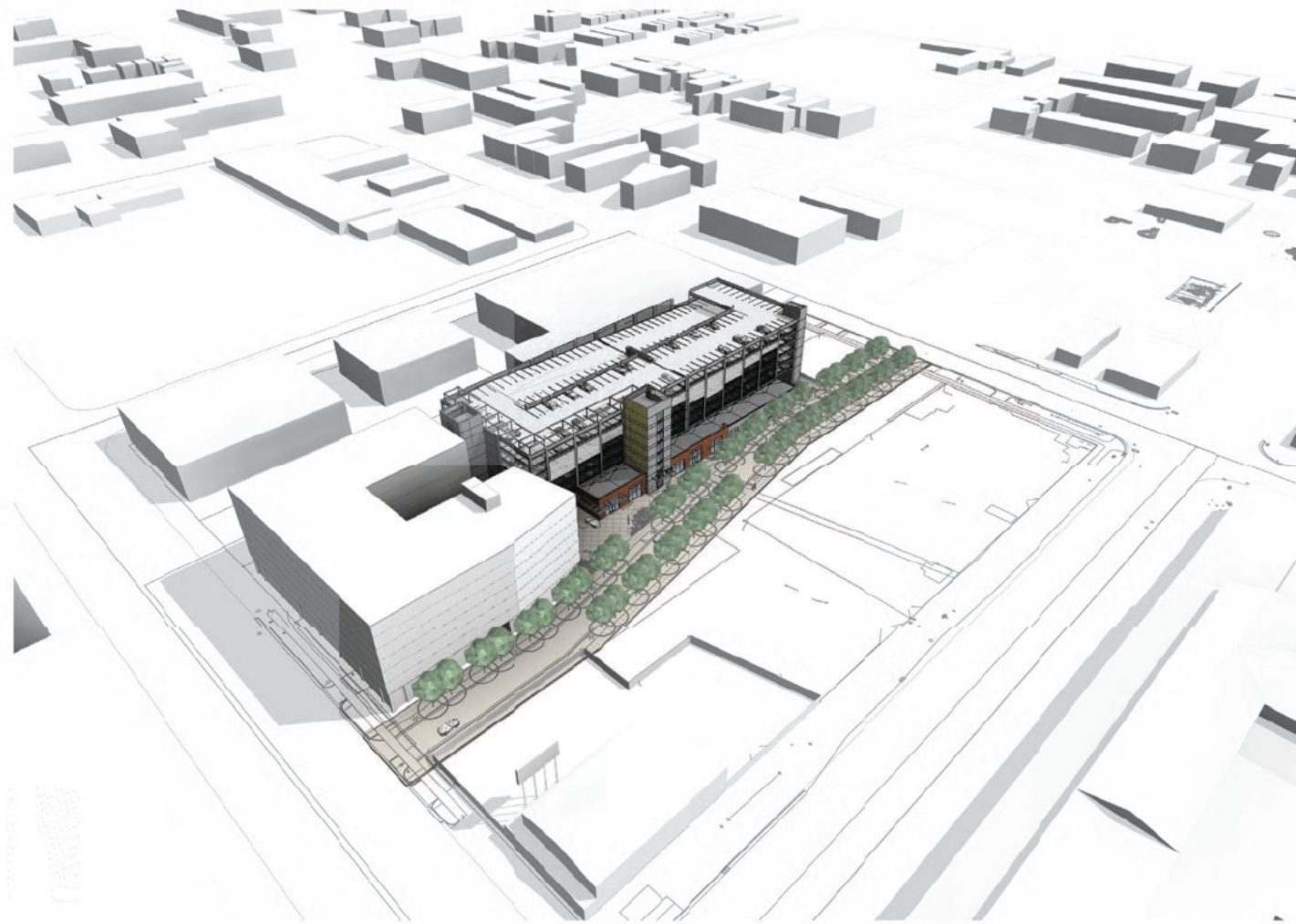
ISSUED: 2021.08.20
3D VIEWS

18

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:35:32 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

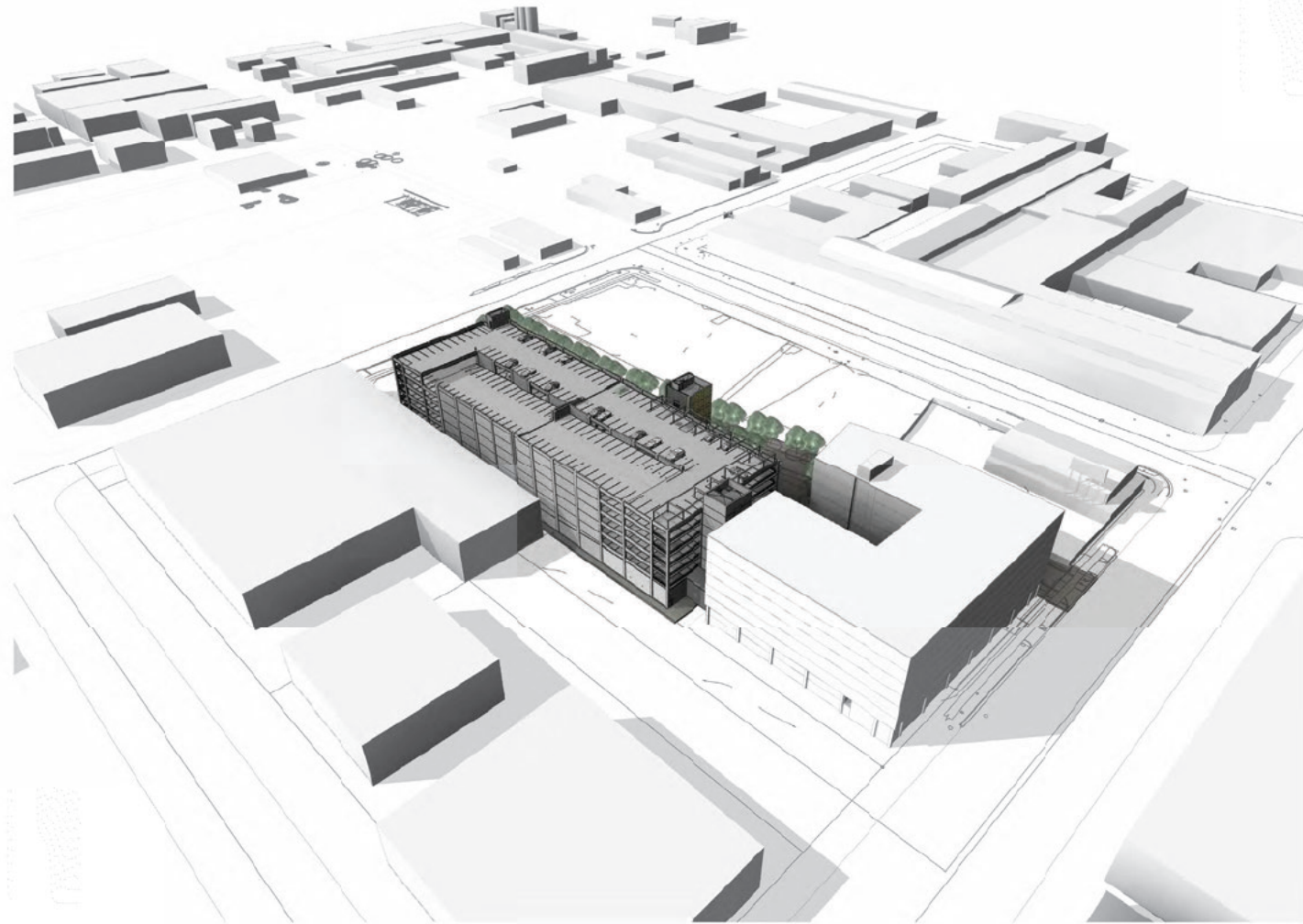
ISSUED: 2021.08.20
3D VIEWS

19

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:35:50 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

ISSUED: 2021.08.20

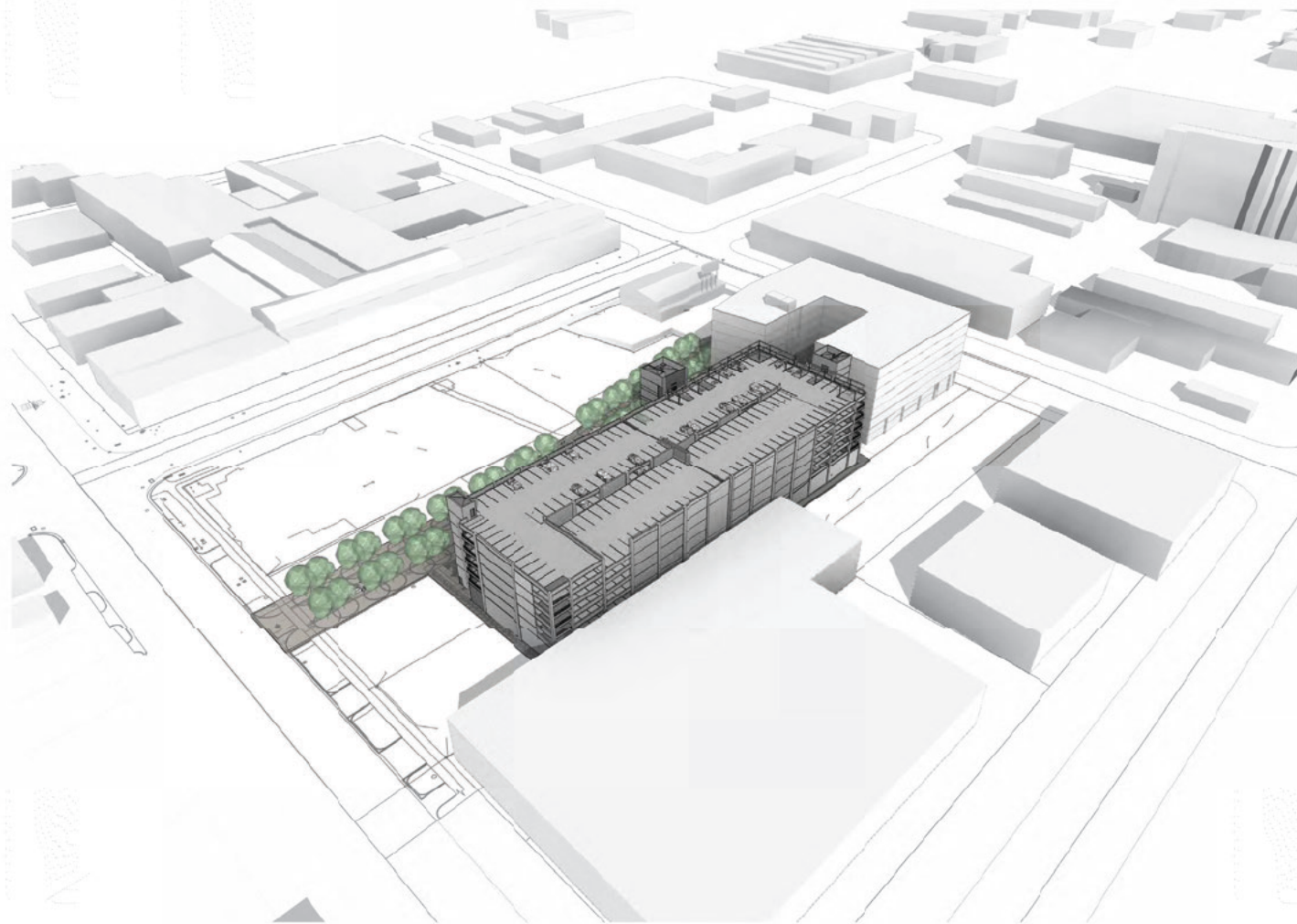
3D VIEWS

20

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:07 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

ISSUED: 2021.08.20

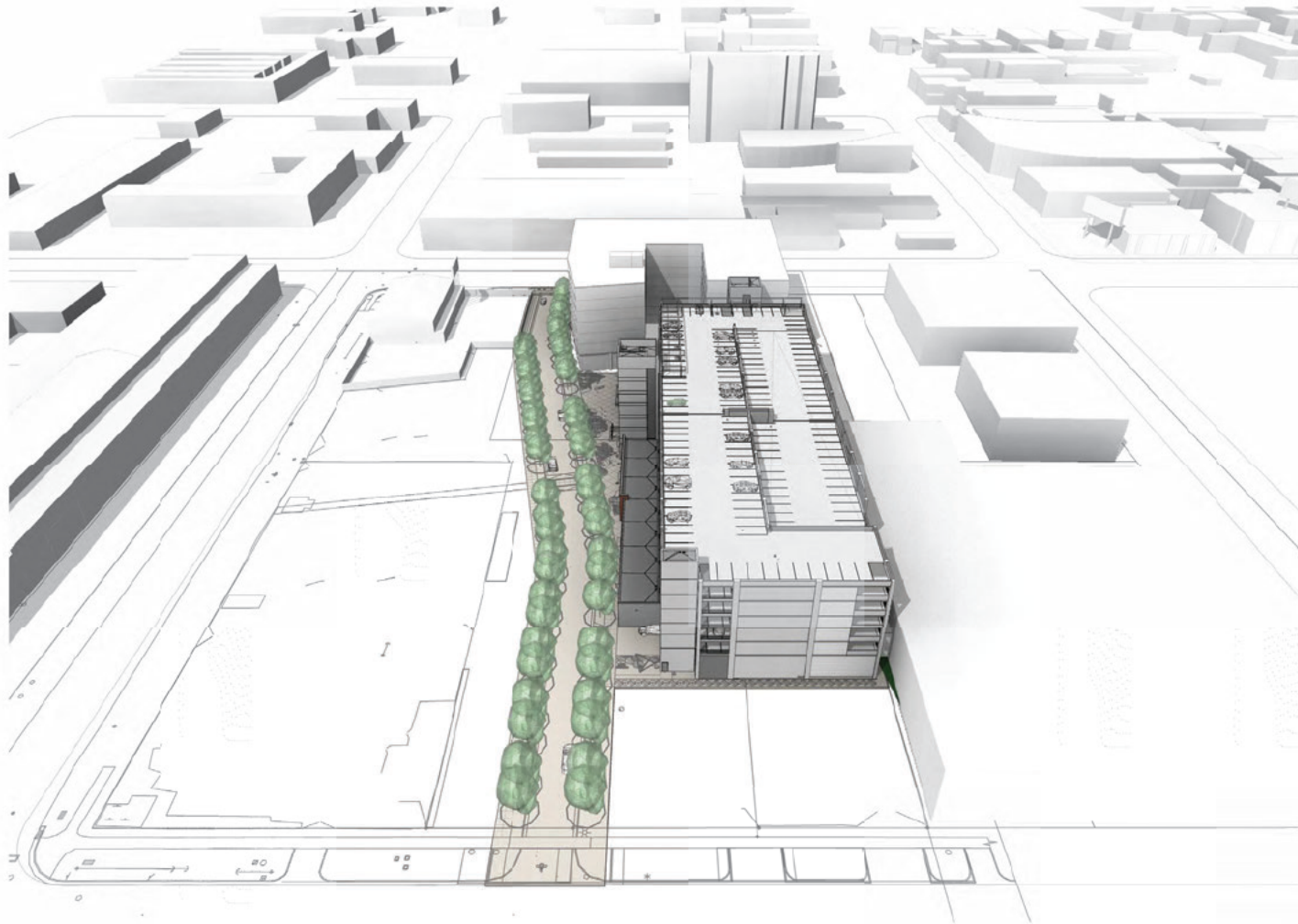
3D VIEWS

21

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:23 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

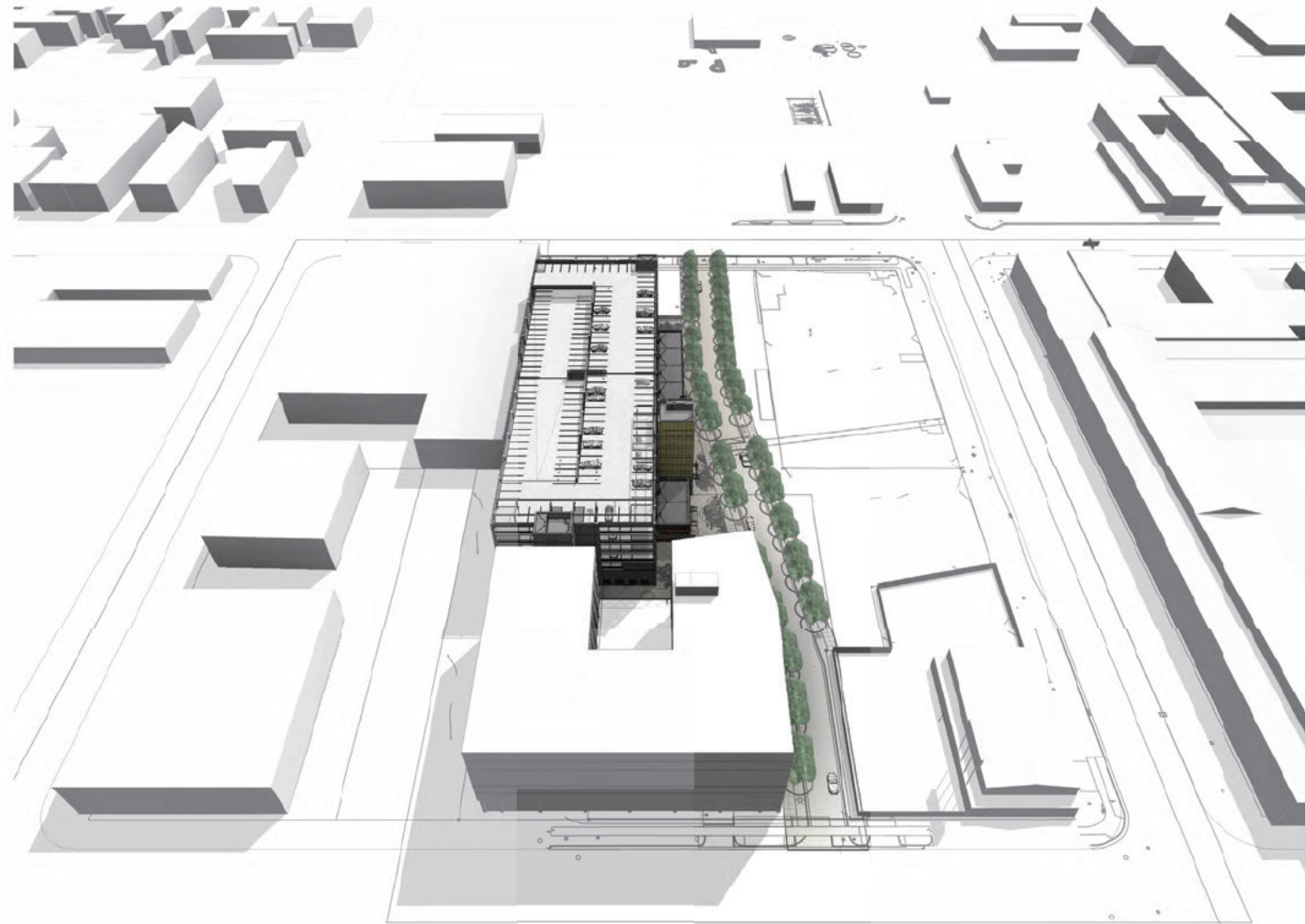
ISSUED: 2021.08.20
3D VIEWS

22

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

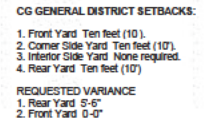
461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:40 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

ATTACHMENT B: SITE PLAN

461 W 600 S, SALT LAKE CITY, UT 84101

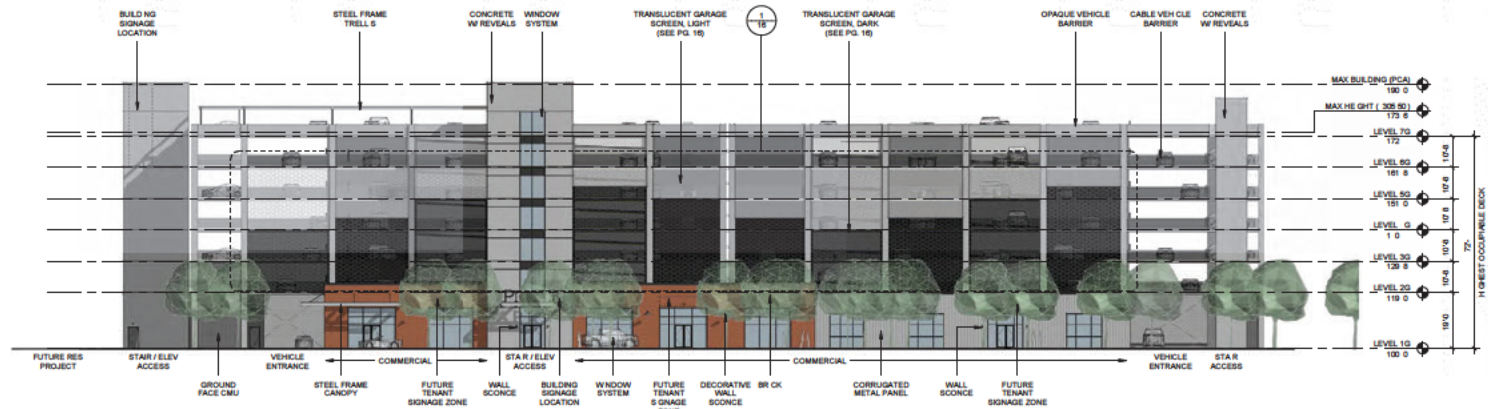


ISSUED: 2021.08.20
SITE PLAN
05

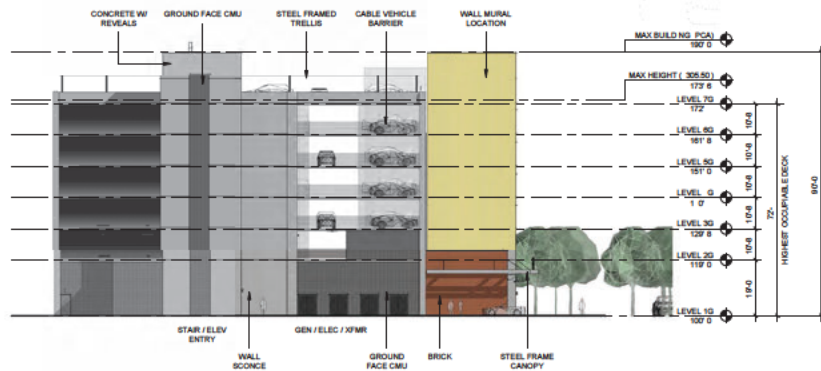
ATTACHMENT C: BUILDING ELEVATIONS

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

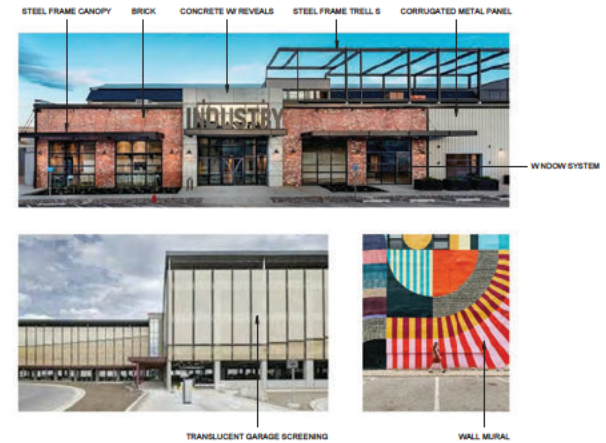
461 W 600 S, SALT LAKE CITY, UT 84101



1 WEST ELEVATION
1"=20'



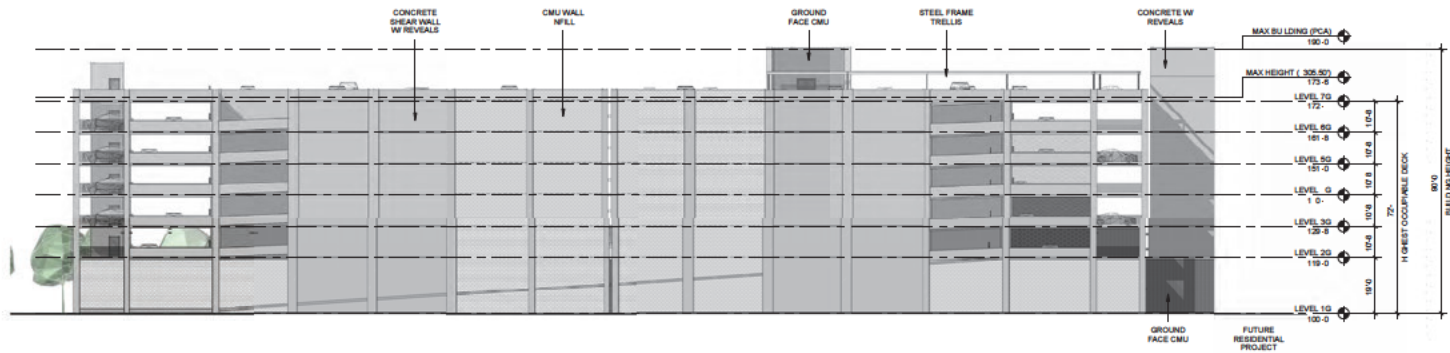
2 NORTH ELEVATION
1"=20'



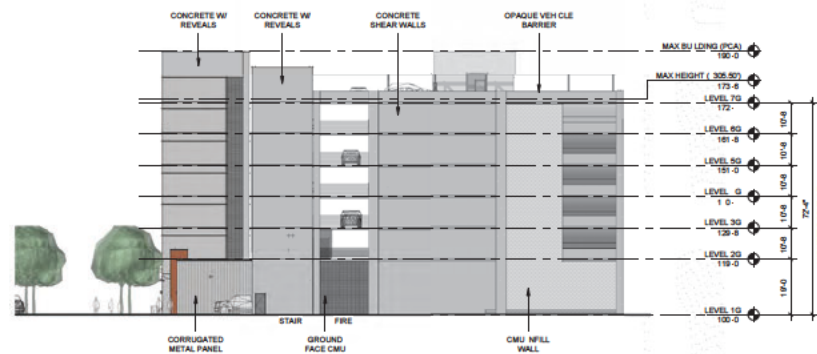
3 MATERIAL PRECEDENT IMAGES
12"=1'

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



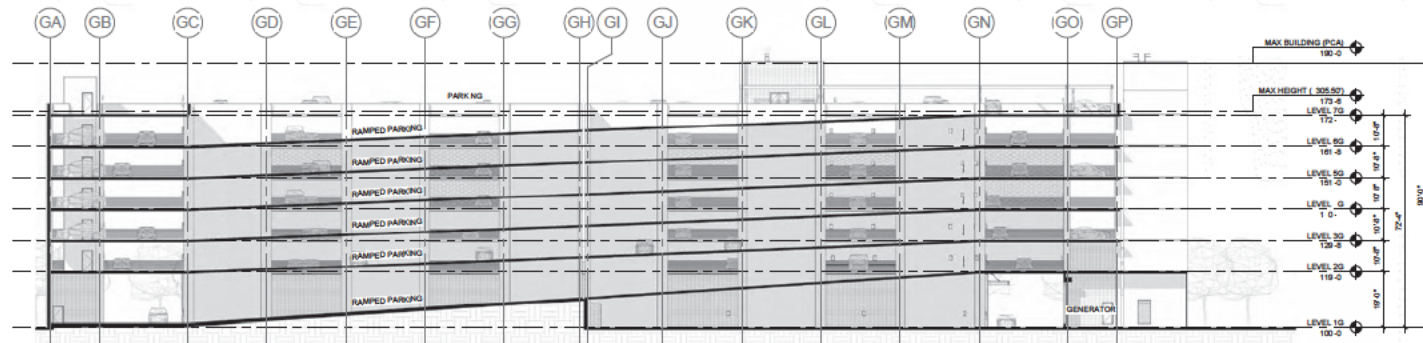
1 EAST ELEVATION
1"=20'-0"



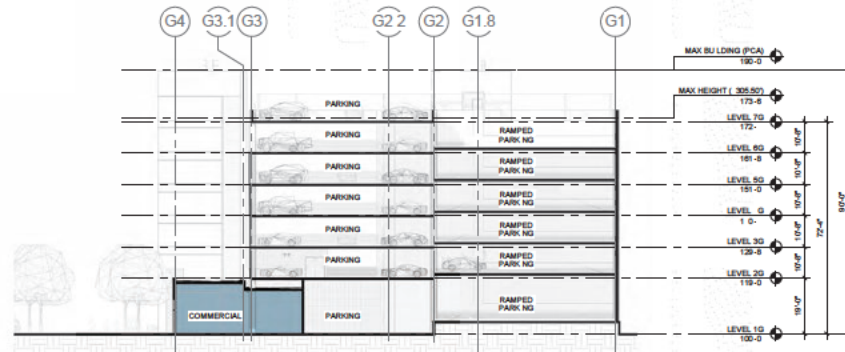
2 SOUTH ELEVATION
1"=20'-0"

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



1. N/S BUILDING SECTION
1" = 20'-0"



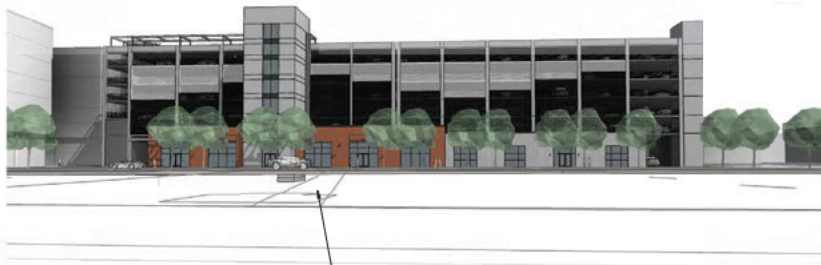
1. E/S BUILDING SECTION
1" = 20'-0"

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



1 PED VIEW - ELDER COURT

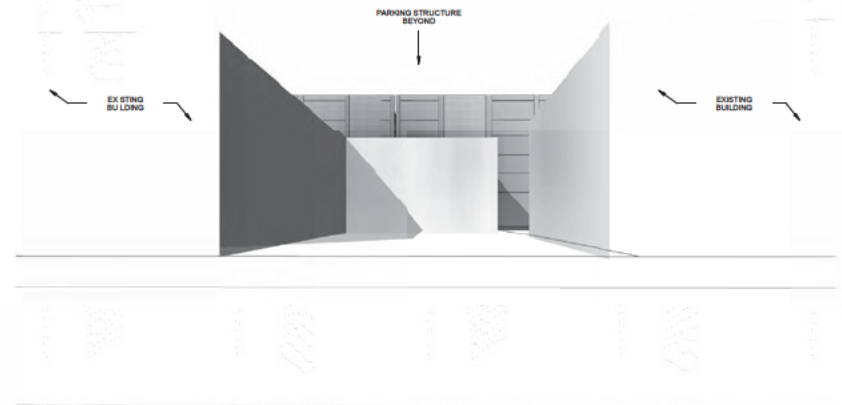


APPROXIMATE LOCATION OF PROPOSED
PEDESTRIAN CONNECT NO TO
EXISTING INDUSTRY OFFICE PROJECT

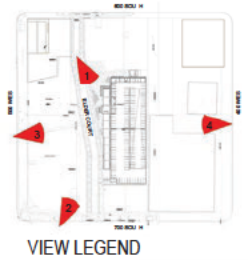
4 PED VIEW - 500 W



2 PED VIEW - 700 S



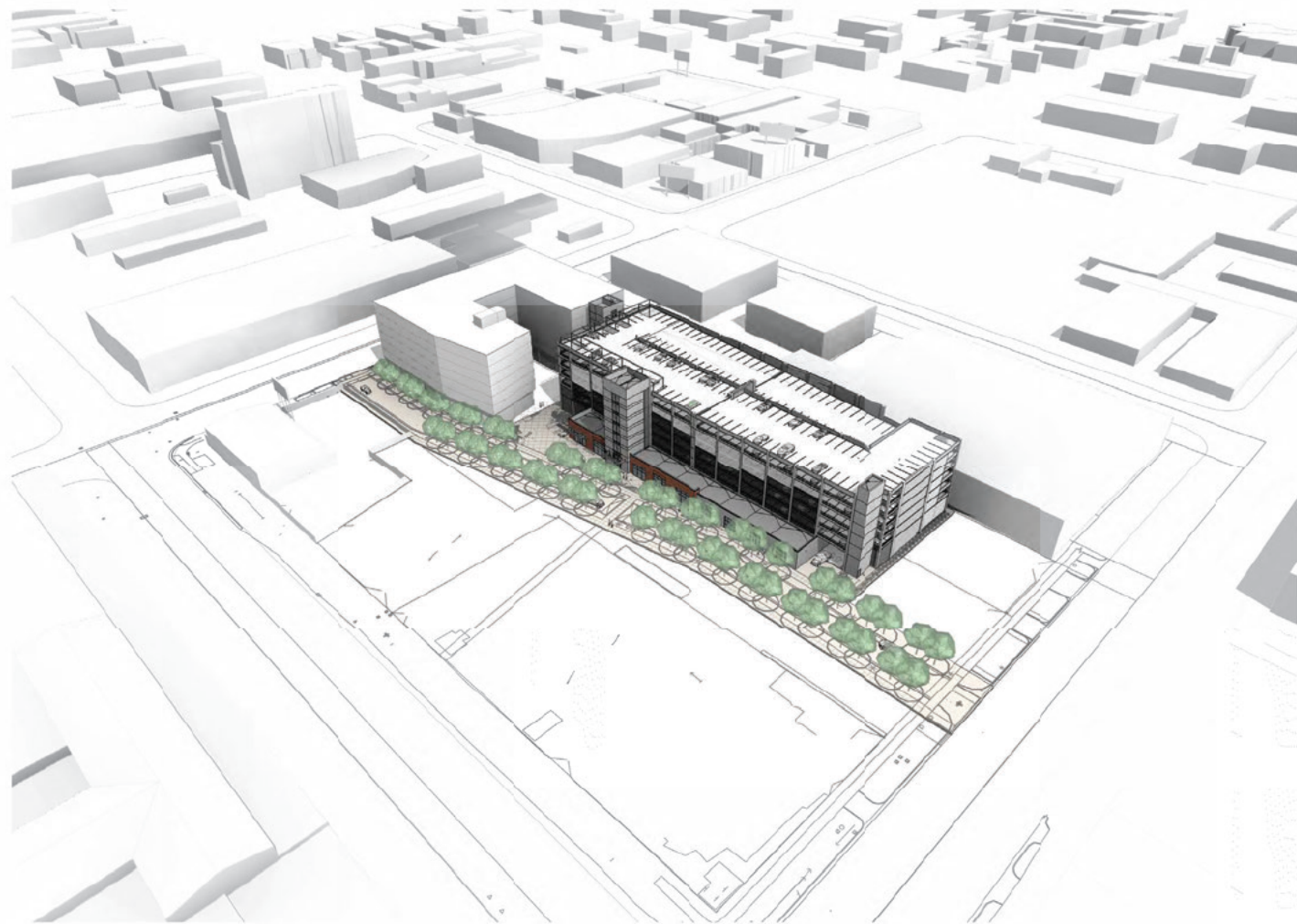
3 PED VIEW - 400 W



VIEW LEGEND

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:36:15 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

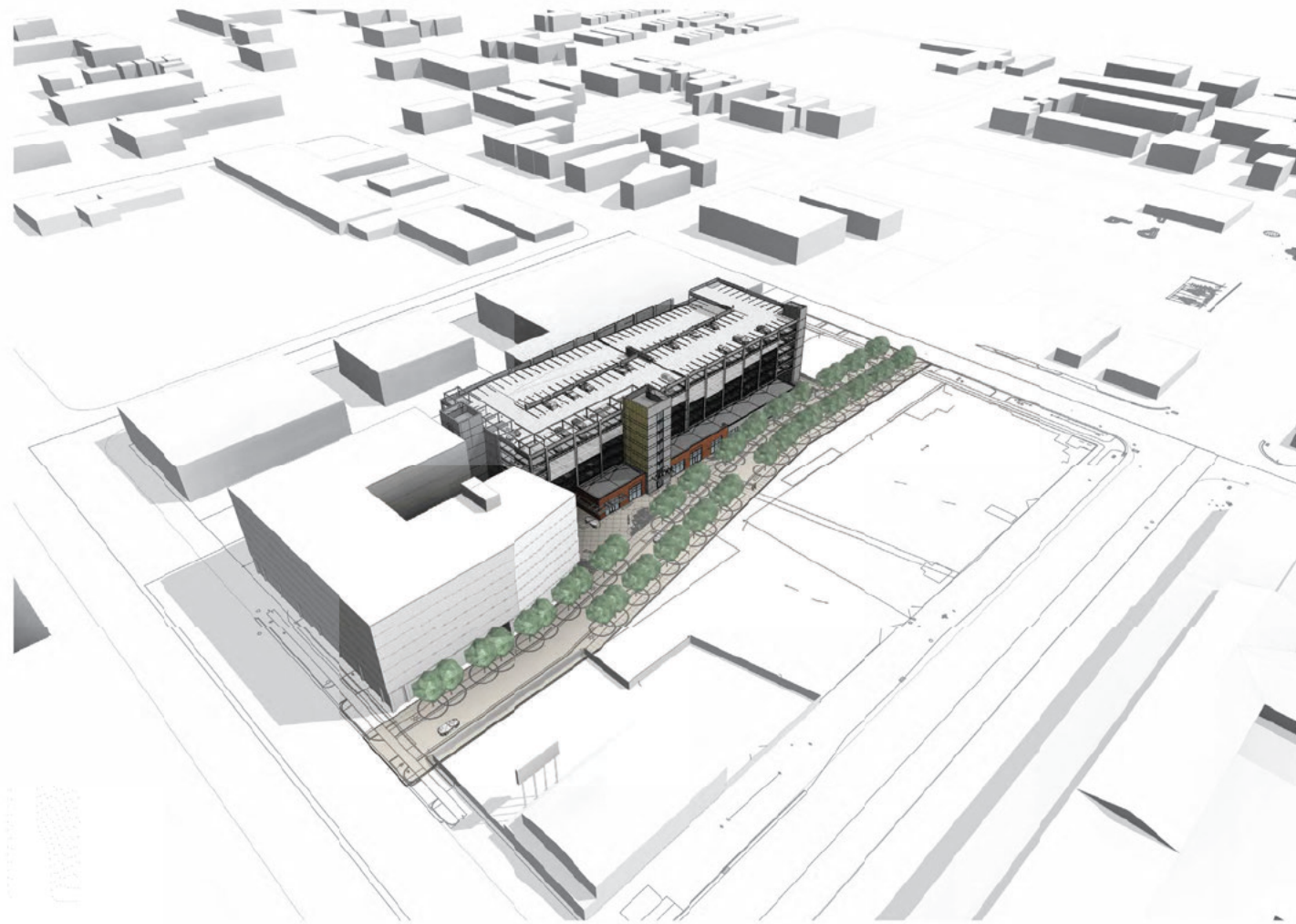
ISSUED: 2021.08.20
3D VIEWS

18

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:35:32 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

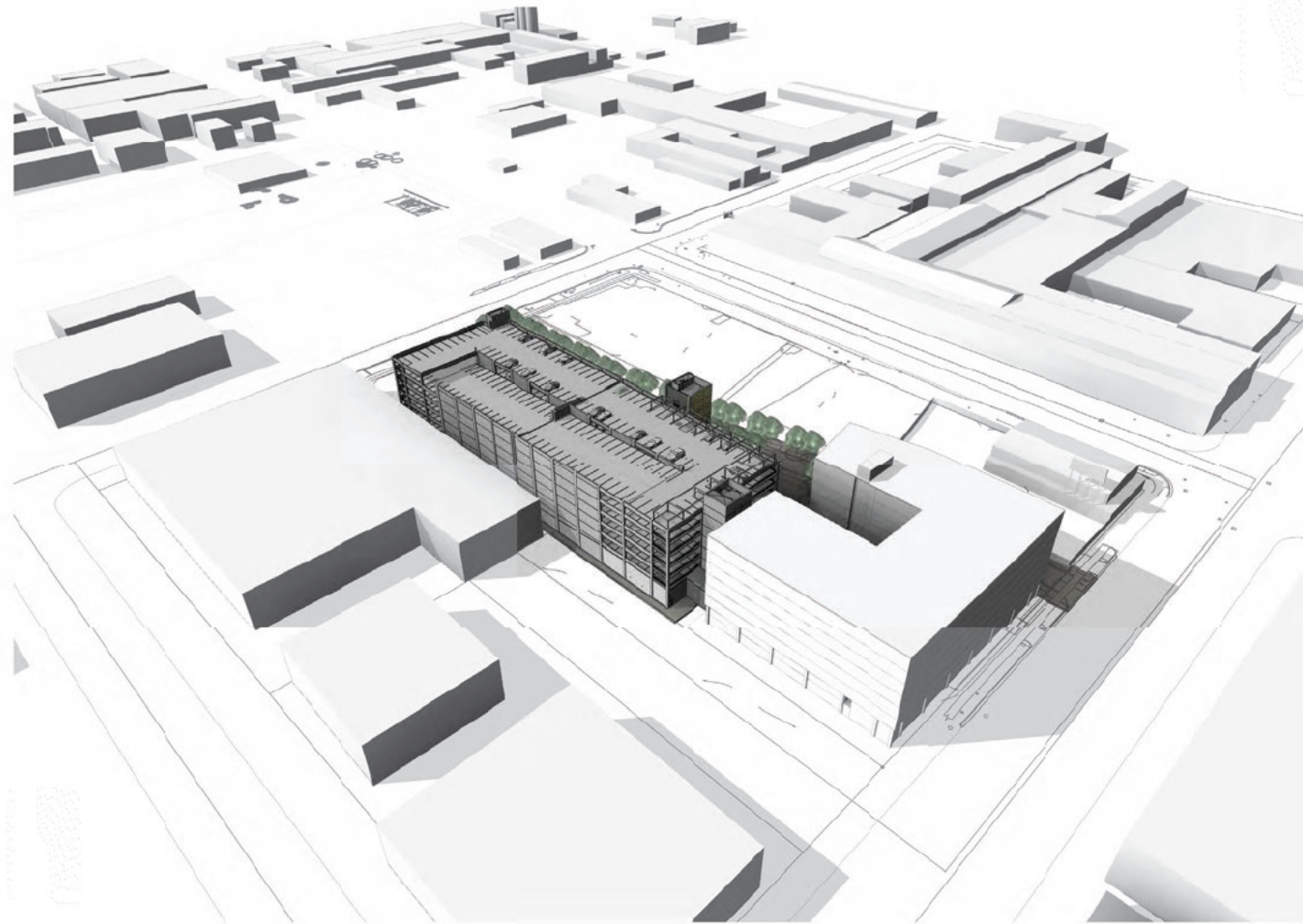
ISSUED: 2021.08.20
3D VIEWS

19

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:35:50 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

ISSUED: 2021.08.20

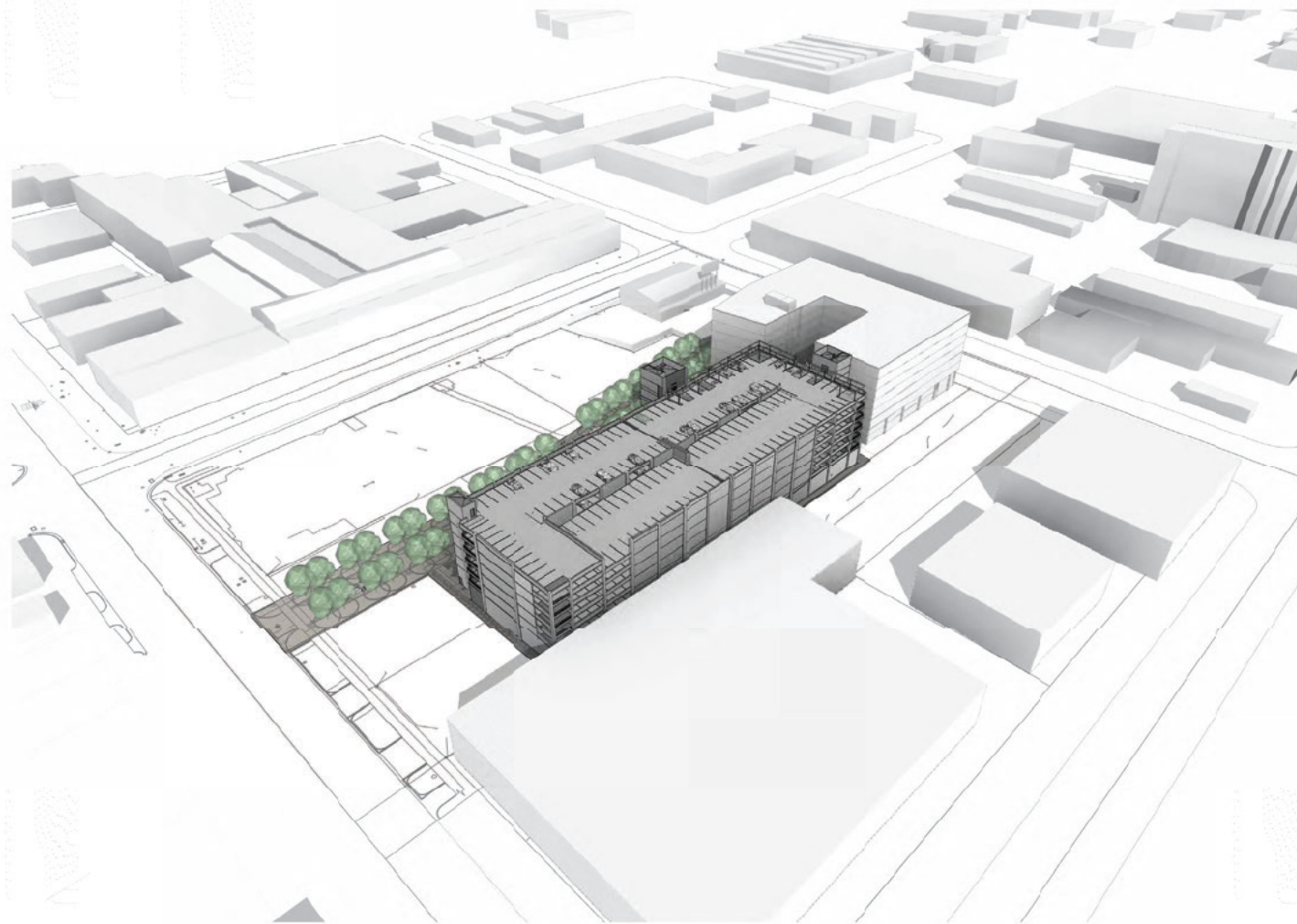
3D VIEWS

20

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:07 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

ISSUED: 2021.08.20

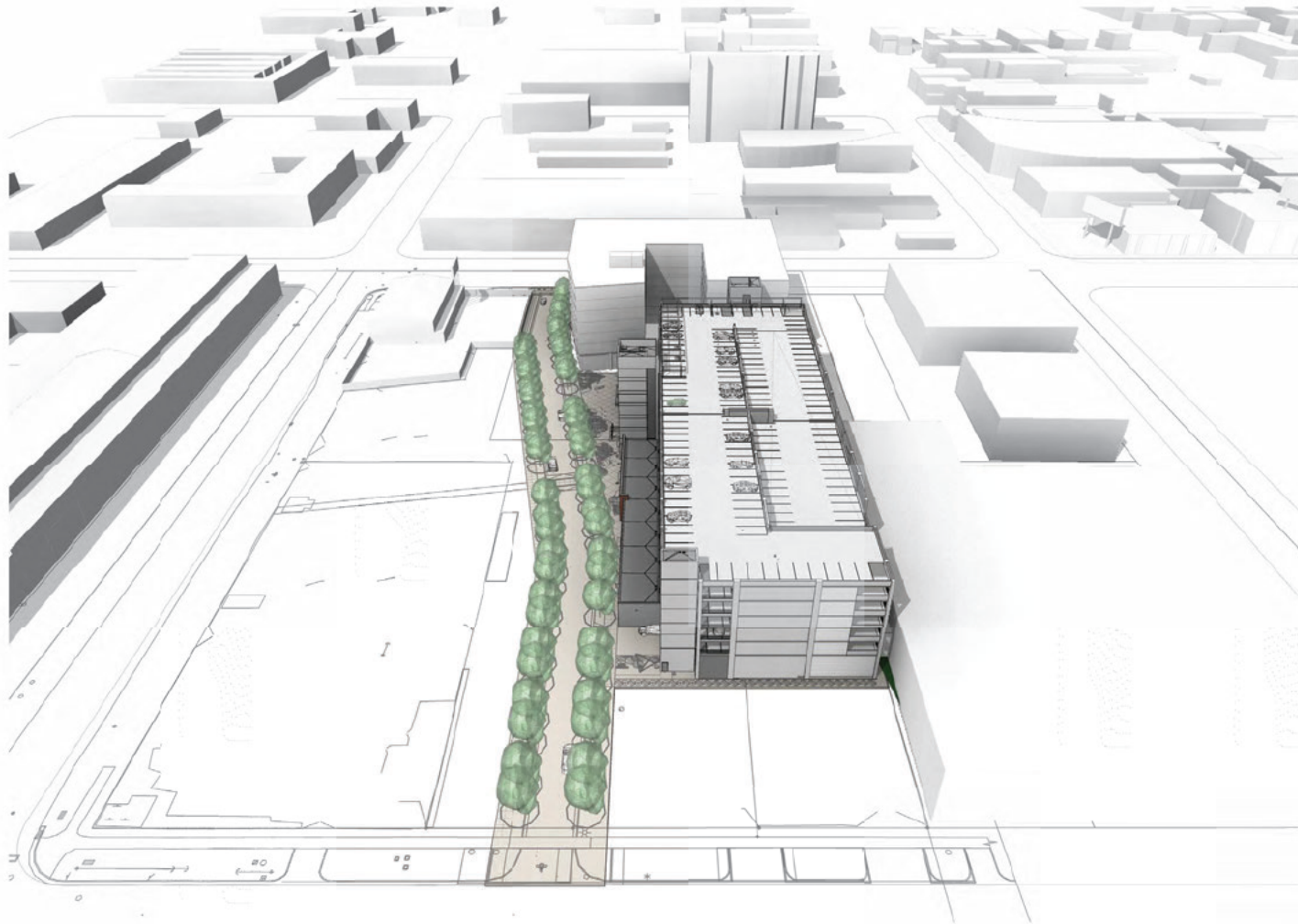
3D VIEWS

21

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:23 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

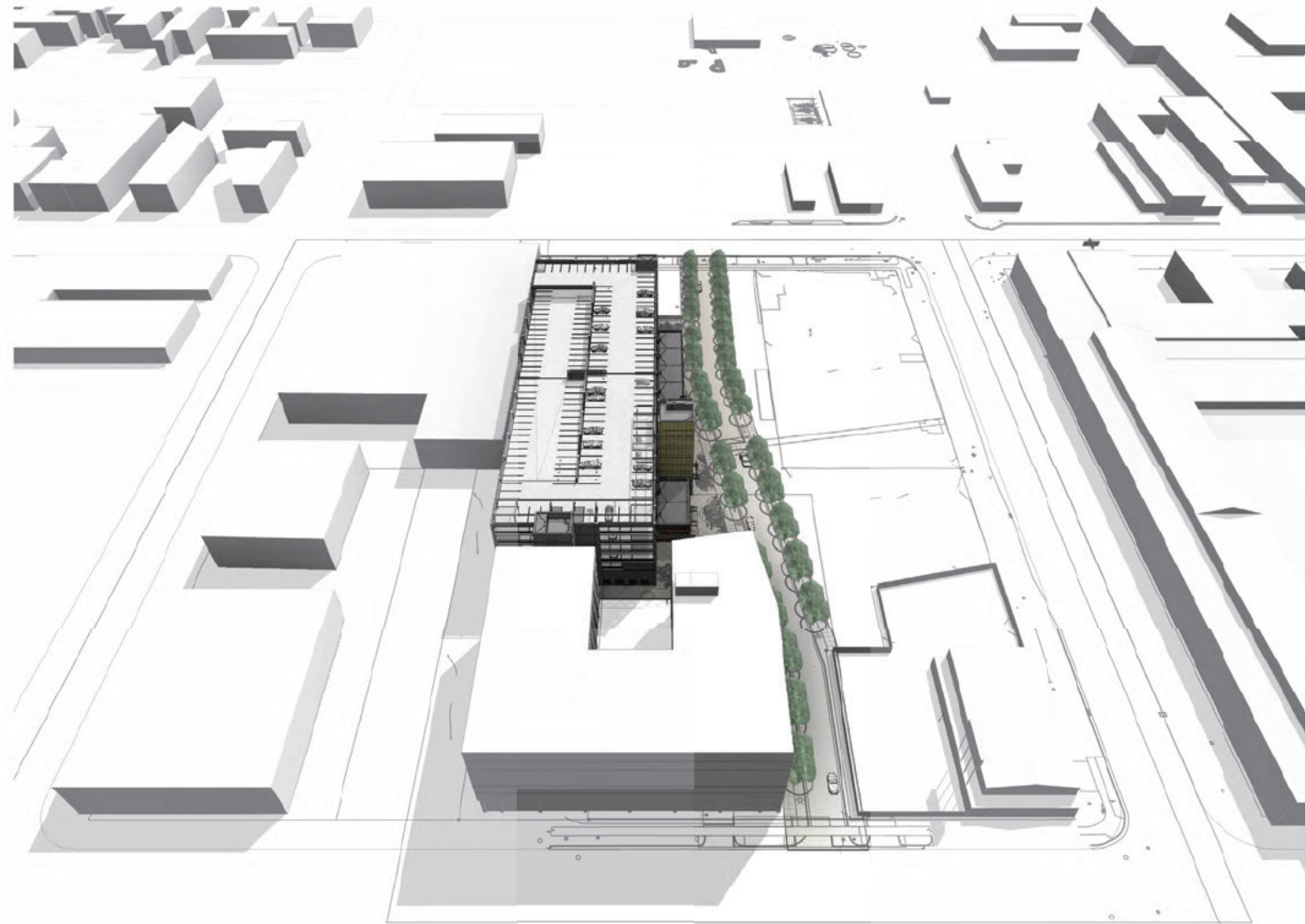
ISSUED: 2021.08.20
3D VIEWS

22

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



8/20/2021 12:37:40 PM BIM 360://INDUSTRY NEIGHBORHOOD PARKING STRUCTURE/006 SLC Block 26 Garage (2021).rvt

engine **QFactor**

ISSUED: 2021.08.20
3D VIEWS

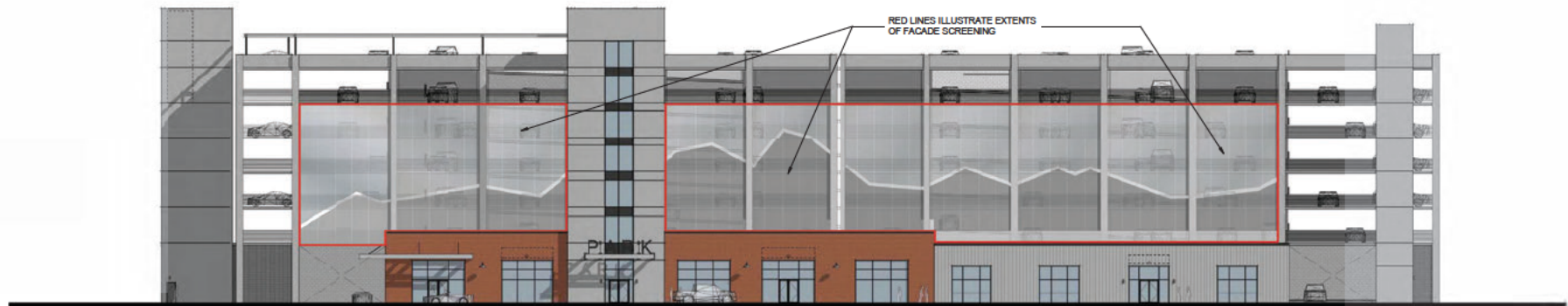
23

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE (SLC)

ATTACHMENT D: EXTERIOR BUILDING MATERIALS

INDUSTRY NEIGHBORHOOD PARKING STRUCTURE

461 W 600 S, SALT LAKE CITY, UT 84101



Overall Elevation

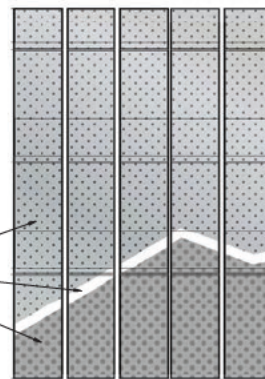


STYLE A



STYLE B

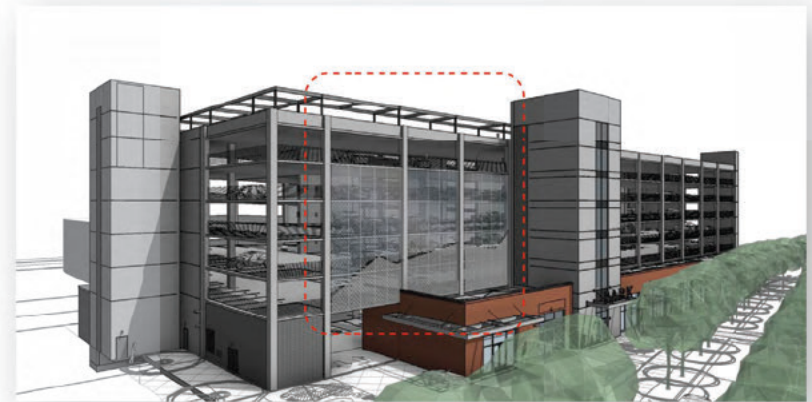
EMBED IN SLAB
EDGE TO SUPPORT
SCREENING
PERFORATED
SCREEN PANEL ON
METAL FRAME



PERFORATED
METAL SCREEN
PANEL, STYLE A
OPENING IN
SCREEN PANEL
PERFORATED
METAL SCREEN
PANEL, STYLE B

Bay Panel Detail

NOTE
WHILE SIZE AND LOCATION OF SCREENING
ARE ESTABLISHED, FINAL APPEARANCE
OF FACADE SCREENING "GRAPHIC" TO BE
DETERMINED AT LATER DATE.



Partial mockup

engine **QFactor**

ISSUED: 2021.08.20
FACADE SCREEN ELEMENT

ATTACHMENT E: SITE PHOTOS



View of Site, North Perspective from 700 South



View of Site, South/East Perspective from 600 South



View of Site, East Perspective from 600 South

ATTACHMENT F: CG ZONING STANDARDS ANALYSIS

CG (General Commercial)

Purpose Statement: The purpose of the CG General Commercial District 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.

Zoning Ordinance Standards for CG zone (21A.26.070)			
Standard	Requirement	Proposed	Finding
Minimum Lot Size	10,000 sq ft	43,116 sq ft	Complies
Minimum Lot Width	60'	27'	Requested Modification
Front Yard Setback	10'	10"	Complies
Corner Side yard Setback	10'	n/a	Complies
Interior Side Yard Setback	0'	0'	Complies
Rear Yard Setback	10'	10'	Complies
Buffer Yards	N/A	Buffer yards are not required as the surrounding properties are within the same zoning district.	Complies
Maximum Building Height	60' an additional 30' is possible through a Design Review in accordance with the provision of: the increased height will result in improved site layout and amenities. And, if additional floors are approved, increased landscaping shall be provided over and above that which is normally required for landscape yards, landscape buffer yards, and parking lot perimeter and interior landscaping. The amount of increased landscaping shall be equal to ten percent (10%) of the area of the additional floors.	Additional building height is requested. As reviewed in Key Consideration 3, the proposed neighborhood industry parking structure site results in a much improved site layout and building design by complying with other design elements that improve the appearance of the proposed parking structure. Additional 10% landscaping per additional building floor is being provided through the installation of a pedestrian plaza and additional landscaping than what is required in the underlying zoning district.	Complies

ATTACHMENT G: DESIGN REVIEW STANDARDS ANALYSIS

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

Standard	Rationale	Finding
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.	The property is in the General Commercial zoning district. The CG district allows for a mix of land uses near arterial streets. The proposed use is appropriate in the CG district as it provides for parking off a heavily trafficked street (600 South) while providing required parking for future development setback from the public streets.	Complies
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 patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings.	The proposed Neighborhood Industry structure will be oriented to a private street that will be accessible to the public. All primary entrances will be oriented to Elder Court and the parking will be setback from the street and behind a commercial ground floor use.	Complies
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.	The proposed building will face a private street, Elder Court. The active ground floor uses will face the private street and abutting sidewalk that will be available to the public. The commercial ground floor portion of the structure will allow visibility from the sidewalk sufficiently to facilitate pedestrian interest. Building articulation and architectural detail in the form of entrance awnings and projecting wayfinding signs also further pedestrian interaction from Elder Court.	Complies

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.	The landscaping area and pedestrian plaza is located adjacent to Elder Court and will be directly visible from the private street.	
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.	<p>The maximum height that is allowed by right in the CG district is 60'. The proposed additional height is 90'. This additional building height allows for two additional floors on the building. These additional floors will be dedicated to parking within the parking structure.</p> <p>The front façade of the building that faces Elder Court is a single story that will house commercial uses. This portion of the building is located close to the sidewalk with sufficient fenestration to improve pedestrian interaction. The larger parking structure, and the portion of the structure with the additional height will be stepped back. This step back approximately 26' from the sidewalk along Elder Court. This step back reduces the perceived height of the structure and the façade along Elder Court is oriented to the pedestrian.</p>	Complies
E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes.	The CG district does not have a street facing façade length maximum.	Not Applicable
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;	Plaza space is not a required design element of the site in the CG district. However, a plaza space will be provided in front of the commercial portion of the proposed structure, this space will be surrounded by landscaping and will comprise of cement pavers. These amenities will be available for use by future residential development adjacent to the site.	Not Applicable

3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
4. Water features or public art;
5. Outdoor dining areas; and
6. Other amenities not listed above that provide a public benefit.

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

1. Human scale:
 - a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
 - b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
2. Negative impacts:
 - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
 - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
 - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:
 - a. Shape and define rooflines to be cohesive with the building's overall form and composition.
 - b. Include roof forms that complement the rooflines of surrounding buildings.
 - c. Green roof and roof deck: Include a green roof and/or accessible roof deck to support a more visually compelling

As discussed in Key Consideration 3 the front façade of the building that faces Elder Court utilize certain design elements that create a more pedestrian scale proposal. These elements include: an increase in building fenestration, the building step back from Elder Court, and artistic elements integrated into the building with a mural on the north side and artistic screening that faces Elder Court. The artistic screening on the west façade also helps to create a sense of a base, middle, and top and helps in reducing the perceived height of the building.

Page 14 in the applicant's final submittal is a shadow plan. The proposed additional building will not unduly impact the properties outside of the boundaries of the larger Neighborhood Industry Development. The property to the north will be the most impacted by the proposed Neighborhood Industry parking structure additional height. Overall the summer months the impact will be minimal, however during winter months the area to the north of the building will have almost total shade during the window. However, this area is proposed as a pedestrian pathway rather than a plaza area. The pedestrian pathway, which is included as a condition of approval in this staff report, will connect Elder Court to the properties to the east.

Because the Neighborhood Industry parking structure is located mid-block the impacts to the street scape and existing built environment as seen from the street will be minimal.

Complies

roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.		
H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.	The proposed parking structure will have two accesses from Elder Court. A south ingress/egress and a north ingress/egress. Both vehicle accesses will be setback from Elder Court and will use the same paving system as the rest of the plaza area, which further reduces the perceived vehicle-oriented design. This setback allows for greater pedestrian visibility for those accessing the garage.	Complies
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure.	All mechanical equipment, storage areas, service bays, and refuse containers will be located within the building and completely screened from the street.	Complies
J. Signage shall emphasize the pedestrian/mass transit orientation. <ol style="list-style-type: none"> 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts. 	The majority of the proposed signage on the building is located on the first floor and is directed to the pedestrian. All of the signage on the first floor is also placed near an entrance to the building. There is also sufficient wayfinding signage into the parking structure entrance. The signage proposed on the taller parking structure is facing Elder Court and will display the development name.	Complies
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto 	<p>As shown on page 12 of the final submittal from the applicant, the pedestrian plaza and path along Elder Court will be sufficiently lit for pedestrian use. These street lights will be low-level and directed toward the pedestrian use.</p> <p>The larger parking structure will be minimally lit, the majority of the structures lighting will be focused on the commercial uses that front Elder</p>	Complies

<p>adjacent properties and uplighting directly to the sky.</p> <p>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</p>	<p>Court. All of this light will be oriented to the pedestrian.</p> <p>Uplighting on the site will be avoided.</p>
<p>L. Streetscape improvements shall be provided as follows:</p> <p>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.</p> <p>2. Hardscape (paving material) shall be utilized to differentiate privately owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:</p> <p>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.</p> <p>b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.</p> <p>c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).</p> <p>d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.</p> <p>e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.</p>	<p>The proposed landscaping plan meets the landscaping standards in this district. Sufficient number of street trees are proposed along Elder Court that front the subject site.</p> <p>While the proposed Elder Court will be a private street the applicant has still differentiated between the street hardscape and the area that serves the proposed Neighborhood Industry parking structure. The sidewalk along Elder Court will be pored concrete while the plaza and pedestrian path in front of proposed structure will be concrete pavers. Both of these materials are considered durable and withstand wear well.</p> <p>The concrete pavers will allow for rainwater to infiltrate the soil below the plaza, thereby reducing stormwater on this site. The drive aisles will also be constructed of concrete pavers; these areas will be separated by lit bollards.</p> <p>Complies</p>

f. Asphalt shall be limited to vehicle drive
aisles.

ATTACHMENT H: PLANNED DEVELOPMENT STANDARDS

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

Standard	Rationale	Finding
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.	<p>The Neighborhood Industry project meets the purpose statement of the Planned Development by complying with objective D in regard to Mobility in that it enhances accessibility of a large city block.</p> <p>Objective D states that the project must create a new interior block walkway that connects through a block and improves connectivity to transit or the bicycle network. The proposed Neighborhood Industry Parking Structure meets this objective. Elder Court, a private street, currently dead ends midblock and is fenced off prohibiting access from 700 South. With the proposed redevelopment of the site and by allowing modification to the lot width it permits the extension of Elder Court from 700 South to 600 South that creates a mid-block sidewalk and bicycle access. Further, the larger development will also allow for east/west pedestrian access from Elder Court to 500 West and from Elder Court to the properties to the east of the site. These mid-block sidewalks and pedestrian paths result in the improve pedestrian and bicycle connectivity in the community.</p>	Complies
B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or	As discussed in the Key Consideration 1 of this Staff Report it has been found that the proposed Neighborhood Industry parking structure development will meet the master plans which are applicable to the site, this includes the	Complies

small area master plan that is applicable to the site where the planned development will be located.		Downtown Master Plan, the Downtown in Motion plan, and the citywide Plan Salt Lake.	
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:		Because the subject site is located mid-block strict enforcement of the required lot width maximum would require that the proposed structure is located on a public street and increase its visibility. Allowing the proposed modification allows for the vehicle and pedestrian access through the block, improves the project's compatibility with the surrounding community, and places future required parking within a block that will be surrounding with buildings to as to inhibit the view of the structure.	Complies
C1	Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	The current configuration of the site is vacant and unimproved. The properties to the east are generally one- or two-story structures that front on 400 West. The proposed parking structure is part of a larger redevelopment of the west half of the city block. The future redevelopment of the site will be similar in intensity as the proposed parking structure; the proposed structure will serve the proposed future development as well as the development to the east.	
C2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	The majority of the building's veneer will be durable materials that will uphold well in Salt Lake City's diverse climate. The proposed materials are compatible in this community and complies with the Granary District's described as, " <i>historic grit and modern refinement</i> ", in the Downtown Master Plan. The proposed configuration and use is compliant to the Downtown Master Plan as the master plan encourages the Granary District's transition from, " <i>primarily industrial uses and warehouse buildings and is repurposed for creative industries and supports office, retail, and restaurants</i> ".	
C3	Whether building setbacks along the perimeter of the development:	The proposed setback for the commercial parking structure meets the standards in the CG zoning district. The proposed setback are sufficient for access along the perimeter of the structure and	

	<p>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</p> <p>b. Provide sufficient space for private amenities.</p> <p>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</p> <p>d. Provide adequate sight lines to streets, driveways and sidewalks.</p> <p>e. Provide sufficient space for maintenance.</p>	are compatible to the proposed future redevelopment of the surrounding sites and the subject site.	
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	The primary elevations provide ground floor transparency and architectural detailing. The parking structure portion of the building is setback from the private street and will be located behind a commercial area of the building. The commercial portion will facilitate pedestrian interest and interaction through fenestration, building entrances, landscaping, and a plaza that exceeds the standards in the CG district.	
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	The lighting will be directed towards the interior of the development.	
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Dumpsters will be fully screened and will be located on the interior of the building.	
C7	Whether parking areas are appropriately buffered from adjacent uses.	The parking structure will be located mid-block, away from public street, and is further buffered from a private street through setbacks and located behind a commercial portion of the building.	

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:		The existing site does not have any maintained landscaping. The presently configuration of the site is vacant and unimproved with no existing landscaping.	Complying
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	There are no mature trees located on the site nor along the periphery of the property.	
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	There is no existing landscaping on the site.	
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	The proposed location and design of landscaping will be oriented to those using the plaza or from the sidewalk on Elder Court. It is not expected that a reduction in the required lot width from 700 South will impact the visual or access of the site.	
D4	Whether proposed landscaping is appropriate for the scale of the development.	The proposed new private street will be fully landscaped. The proposed landscaping plan meets the CG district's landscaping standards and the additional landscaping required with additional building height. The proposed landscaping is appropriate for the scale of the development.	
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:		As reviewed in Key Consideration 1 of this report, the proposed Neighborhood Industry project meets the goals and intent of the Downtown in motion plan and the goals of the transportation section of the Downtown Master Plan.	Complies
E1	Whether drive access to local streets will negatively impact the	Vehicle access to the site has been reviewed by both the Transportation and Fire Departments and the proposed access to the proposed private street meets the department standards.	

	safety, purpose and character of the street;		
E2	<p>Whether the site design considers safe circulation for a range of transportation options including:</p> <p>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</p> <p>b. bicycle facilities and connections where appropriate, and orientation to transit where available; and</p> <p>c. Minimizing conflicts between different transportation modes;</p>	<p>Even through the majority of the proposed project is occupied by parking, consideration of different modes of transportation has been considered in the overall design of the building and site.</p> <p>Separation between vehicles and pedestrians and bicycles have been achieved through the placement of the access to the parking structure from Elder Court. This access has also be separated from the pedestrian are though lit bollards.</p> <p>Sufficient and easily accessible pedestrian and bicycle paths have been included in the site plan. These areas are fully landscaped that ensure visibility from vehicles accesses the parking structure and from Elder Court. Further, as a recommended condition of approval for the Planned Development and Design Review is that a pedestrian walkway is created to the north of the proposed parking structure that links the subject site to the properties located to the east.</p>	
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	The proposed private street, Elder Court, improves access to the city block and creates an environment off the busy 600 South public street while creating a more human scale layout.	
E4	Whether the proposed design provides adequate emergency vehicle access; and	There is sufficient access around the periphery of the building to facility emergency vehicle access.	
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Loading and services areas are adequate for the site, it is not expected that the loading and service areas will impact the surrounding sites.	
F. Existing Site Features: The proposed planned development preserves natural and built features		The site is currently vacant and unimproved. The proposed Neighborhood Industry structure will contribute to the building environment of the neighborhood by facilitating further commercial	Complies

that significantly contribute to the character of the neighborhood and/or environment.	and office development in the area and by providing durable and similar materials that contribute to the character of the neighborhood.	
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	The Public Utilities Department has reviewed the project and finds that they are able to provide all necessary services for this proposed project.	Complies

ATTACHMENT I: DEPARTMENT COMMENTS

Transportation Review: (Michael Barry, Michael.barry@slcgov.com)

- No comment provided

Building Review: (Todd Christopher, todd.christopher@slcgov.com)

- Comment regarding a building crossing property lines. Resolved in later submittals.

Engineering Review: (Scott Weiler, scott.weiler@slcgov.com)

- No objections

Public Utilities Review: (Jason Draper, Jason.draper@slcgov.com)

- No objections on the Planned Development and Design Review requests.
- All new development will need to meet SLCDPU standards, policies, and ordinances.
- There is an existing public sewer main that will need to be abandoned as part of this development. Capital cost reimbursement and easement vacation may be required.
- Additional offsite utility improvements may be required including water main upgrades. Fire demand should be provided as soon as possible.
- Stormwater quality treatment will be required - green infrastructure is encouraged and may be required. Raingardens, stormwater planters, green roofs, etc.
- Stormwater Detention will be required.

Zoning Review: (Alan Hardman, alan.hardman@slcgov.com)

- The proposed parking structure is necessary for the redevelopment of the neighborhood by Industry SLC and Q Factor to meet the parking demands of their various existing and proposed building projects. A Preliminary and a Final Subdivision plat must be approved and recorded. Off-site parking, shared parking and leased parking agreements will be required to meet the parking requirements for their various projects.

Fire Review: (Ted Itchon, ted.itchon@slcgov.com)

- The structure requires Two fire department access. One is the access from IFC Section 503.1.1 and the other D105. The proposed road "Elder Court" needs to comply with the International Fire Code Sections. It appears from the illustration that they want to have an open parking structure. Even with that the structure will have to be provided with automatic fire sprinkler system.

ATTACHMENT J: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

PUBLIC PROCESS AND INPUT

Timeline

- The applications were submitted on February 28th, 2021. At the time of the initial submittal notices to the Community Council and early notification mailing were sent out. However, the process was put on hold while property information was obtained. Once the applicant was able to submit again notices were sent out again.
- Notice of the proposal and request for input was provided to the Ball Park and the Downtown Community Councils as well as the Downtown Alliance on July 15th, 2021.
 - No comments were received from any organization notified there were no requests by the notified Community Councils to meet with Planning Staff or the applicant to discuss the applications.
- An online open house was held July 26th through August 30th. Mailings were sent out July 26th, 2021 notifying property owners and residents within 300' of all four corners of the project site.
 - Two public comments were received that are attached to this staff report.
- Public notice of the Planning Commission hearing was mailed October 1st, 2021 to property owners and residents within 300' of the subject site.
- A public notice sign was posted on both frontages of the subject site on October 1st, 2021. No further public comments were received before this report was finalized.

Larsen, Nannette

From: Jack Weis [REDACTED]
Sent: Sunday, August 1, 2021 5:48 PM
To: Larsen, Nannette
Subject: (EXTERNAL) Neighborhood Industry Parking Structure

Follow Up Flag: Follow up
Flag Status: Flagged

It seems like a good idea on the whole (not that you should stop someone from using his property as he sees fit even if it wasn't, so long as it doesn't have a huge negative effect on the rest of us) - it's close to the Rio Grande Depot (when the trains finally get rerouted there!) and the intermodal hub so people could park here and then transfer to trax / frontrunner. Making those sorts of transfers easy is the only way we're going to get mass transit working in this city in our lifetimes.

Make sure the trees in front are BIG because this thing, while a good idea, is going to look awful, especially with the reduced setbacks.

Also what kind of name is "neighborhood industry?" I realize this is an industrial part of the city, but...neighborhood industry, as opposed to statewide industry or national industry? I'm rather confused. Hopefully it's just some internal planning commission thing.

Regards,
Jack Weis

Larsen, Nannette

From: Heather Knowlton [REDACTED]
Sent: Monday, August 9, 2021 5:22 PM
To: Larsen, Nannette
Subject: (EXTERNAL) Setbacks...

Hi Ms. Larsen,

I'm commenting on the proposed parking structure for 600 West.

This is my neighborhood no we have tried to make progress in making it livable and less of a concrete jungle. I strongly oppose reducing any setbacks...front or back that the developer is requesting. The Granary is a great place to live but I request you all be thoughtful about what the neighborhood will look like in 10-20 years if you've eliminated most of the space, such as setbacks...that could contain trees.

I also object to the increase in parking spaces.

Please voice my opinion.

I love living here but want my quality of life improved...not ruined by just more concrete.

Thank you,

Heather Knowlton

Sent from my iPad