Design Review

PROPERTY ADDRESS: 435 E 400 S & 352 S Denver St
PARCEL ID: 16-06-402-017-0000 & 16-06-402-020-0000
MASTER PLAN: CENTRAL COMMUNITY, 400 SOUTH LIVEABLE COMMUNITIES PROJECT
ZONING DISTRICT: TSA-UN-C- Urban Neighborhood, Core Transit Station Area Zoning District
COUNCIL DISTRICT: District 4: Ana Valdemoros

REQUEST:
Gonzalo Calquin of Envision architects, on behalf of the property owner, is seeking Design Review approval for a street-facing building façade longer than 200 feet. The proposed multi-family residential development, located at 435 E 400 S, received administrative approval after meeting the necessary score threshold for new development within Transit Station Area (TSA) districts. However, because the proposed length of the façade facing Denver Street (roughly 280 feet) exceeds 200 feet (per section 21A.37.050.F of the Salt Lake City Zoning Ordinance), Design Review approval from the Planning Commission is required.

RECOMMENDATION:
Based on the information and findings listed in the staff report, it is the Planning Staff’s opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request with the following conditions:

- Final review of the development is delegated to Staff. In addition to showing compliance with zoning regulations not modified through this request, the plans shall show compliance with the following Design Review standards:
  - J (Signage),
  - K (Lighting), and
  - L (Streetscape Improvements).

ATTACHMENTS:
A. Vicinity Map
B. Applicant Submittal
C. Property & Vicinity Photos
D. Zoning & Design Standards
E. Design Review Standards
F. TSA Scorecard
G. Public Process & Comments
H. Department Review Comments
PROJECT DESCRIPTION

This proposal is for a residential market-rate apartment building with 156 residential units at approximately 435 E 400 S, fronting 400 South and Denver Street. Amenities include a pool, gym, rooftop patio, and co-working space. The unit mix consists of 88 studios, 54 one-bedrooms, and 14 two-bedrooms, with a three-story parking garage contained wholly within the building. The ground floor would hold accessory uses serving the residential use, including the leasing office, a lobby, a co-working space, and the mail room.

The proposed 83-foot-tall building would be seven stories and constructed as a type 5 over a type 3 podium structure. The project area currently encompasses two parcels that must be consolidated before building permit approval. A right-of-way easement shared with neighboring properties runs between the two subject parcels and will be required to remain unencumbered by any new development on the site.

Site Conditions and Neighborhood Conditions
A “Beto’s” fast food Mexican restaurant currently occupies the subject property. Also on site is a billboard, which lease ends this year, proposed to be removed before construction. The lease agreement for the billboard has been provided as proof and is included in Attachment B.

The proposed project would sit between two recently-completed residential developments of similar height and design—“The Encore” and “The Quattro.” A Starbucks with a drive-through is nestled between the proposed project and the Encore to the west. The adjacent Trax line provides access to ample nearby amenities for potential residents, including grocery stores, a medical clinic, and a gym. Library Square to the southeast offers public and recreational space nearby.

Building Details

Layout
The subject site sits at the corner of 400 South and Denver Street. The building’s primary façade would face 400 South. Due to the depth of the block and configuration of the subject parcels, the secondary façade facing Denver Street would exceed 200 feet. The proposed layout forms a small “L” shape towards the west. This northwest wing would be visible from 400 South but sits over 200 feet from the street, behind the adjacent property containing the Encore and Starbucks.

To accommodate the right of way that runs through the properties, the proposal includes a covered aisle that offers access to parking within the building and connects to the neighboring Starbucks property. Six public parking spaces would flank the drive aisle near Denver Street. Loading areas and dumpsters are also accessed through this drive aisle.

Shared amenities for the residents are found throughout the proposed building. A pool is located on the third-floor podium on the northwest wing, and the southeast corner of the top floor holds the rooftop patio with views of downtown and the library. The proposed plans can be found in Attachment B.

Materials
The development proposal includes a mix of materials throughout the project. The ground floor façade consists entirely of glass and brick veneer. The upper floors of the street-facing façades would be sided with a mix of fiber cement panels.
and brick veneer, while the interior and rear facades would be lined with white stucco and cement. The color palette includes a combination of white, grays, and varying shades of brown.

**Elevations**

As discussed above, both street-facing facades of the proposed development provide changes in materials that help to break up the building’s overall size. In addition to the material variation, the proposal includes some breaks in the vertical plane. Along 400 S, the front of the building shifts back to accommodate outdoor seating and landscaping. Two sections of the façade are set back along Denver St to break up the building’s mass.

The proposed Denver St façade is broken up into three primary masses. The proposal provides a break between two of these masses above the location of the proposed right-of-way drive aisle. Each section would have a different visual texture thanks to a differentiation in materials and balcony design.

Both ground-floor façades provide adequate visibility into the main floor with long stretches of uninterrupted windows, and the upper floors are amply fenestrated with large windows for each unit. The varying depth, design, and size of the windows on each building mass help to further differentiate each section of the long façade along Denver Street without significantly changing the solid-to-void ratio.
Transportation and Parking

The proposed building is equidistant to two Trax Stations—Library (0.3 miles to the west) and Trolley (0.3 miles east). Both stations are located on the Red Line, which provides direct access to the University of Utah and downtown, where riders can connect to other lines. While transit access is an essential feature of this proposal, it still includes off-street parking. There are two proposed points of entry for the internal parking garage. The first is accessed from 400 South, using the existing curb cut currently serving as Beto’s drive-through exit. Only the lower levels of the garage would be accessed from this point. The second entry (also using an existing curb cut serving Beto’s) would be accessed from Denver Street into the shared right-of-way. Parking on the ground floor would be accessed from the shared right-of-way, while the upper floor entry would be around the corner at the northwest corner of the building. The parking area includes sufficient ADA and electrical charging spaces.

There is no minimum parking requirement for multi-family development projects in a TSA “core” district. The lack of parking minimums is intended to provide housing near transit and encourage fewer vehicle trips by residents for everyday travel. This project includes 123 parking stalls for residents within the internal parking structure and (as noted earlier) 6 public stalls just off Denver Street. While tandem stalls are proposed for the larger units, staff has not included these stalls in the parking count since they are not required and may not be consistently accessible to all residents.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Review Process: Design Review

The applicant has requested Design Review approval for modifications to the following design standards required for new development within the TSA zoning districts:

1. **Maximum building façade length:** [21A.37.050.F](#), which limits street-facing building façades to lengths of 200 feet.

In making a decision for a Design Review, the Planning Commission should consider whether the proposal meets the standards in Section [21A.59.050](#) of the zoning code. As noted at the beginning of that code section, only standards related to the requested modification are considered. The standards of review are found in this report in [Attachment E](#).
KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of this project:
1. TSA Score
2. Requested Modifications
3. Master Plan Compatibility

Consideration 1: TSA Score

This project is located within the TSA-UN-C (Transit Station Area Urban Neighborhood Core District), which requires a TSA Development Review application before any other Planning petition or Building Permit application can be reviewed. Prior to reviewing this request, Planning staff reviewed a TSA Development Review petition for this project. Approval requires projects to meet a certain number of development guidelines (which can be found here). Projects are awarded a development score according to conformance with these guidelines, and those that meet a certain threshold (125 points) are entitled to faster review and administrative approval. This project scored above 125, as seen in Attachment F, and therefore would qualify for administrative approval. However, Design Review approval from the Planning Commission is also required because the façade facing Denver Street is proposed to exceed 200 feet in length.

Consideration 2: Requested Modifications

In addition to standard zoning regulations, such as building setbacks and height, the Zoning Ordinance requires certain design features for new development in the TSA zoning district (see table 21A.37.060.B). One such design feature is a limitation on the length of a building’s façade along a street. The following is the specific design regulation:

**Maximum building façade length (21A.37.050.F):** Street-facing facades are limited to 200 feet in length. The East street-facing façade along Denver Street measures 280 feet in length. The requested modification from the design standard is further described in Attachment B.

The Denver Street façade has three primary masses that break apart the perceived length of this street face. These masses are separated by color, material, and breaks in the vertical plane (setbacks). The rooftop deck to the south helps add a void to the overall plane, while the change in color and material breaks up the façade into four distinct sections. Near the midpoint of the façade, the building is recessed 5 feet over the drive aisle on the upper levels, creating a visual gap between the white and gray sections when viewed from the street. This gap helps create the appearance of two separate buildings from a pedestrian perspective. The northernmost 17 feet of the building is also recessed back, helping to further decrease the perceived length of the façade.
Balconies, metal accents, and window design variations help further break up the façade into smaller sections. Windows along the façade vary in depth, design, and size to help differentiate each section of the long façade along Denver Street with a limited impact on the solid-to-void ratio. The absence of metal accents on certain sections allows them to recede into the background, breaking up the larger masses.

This request to modify must meet the standards as outlined in Attachment E.

<table>
<thead>
<tr>
<th>Consideration 3: Master Plan Compatibility</th>
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<tbody>
<tr>
<td>The proposed development is generally consistent with the adopted policies within the following plans:</td>
</tr>
<tr>
<td>• Plan Salt Lake (2015)</td>
</tr>
<tr>
<td>• Central Community Master Plan (2005)</td>
</tr>
<tr>
<td>• 400 South Livable Communities Plan (2012)</td>
</tr>
</tbody>
</table>

A discussion of the relevant plans and policies can be found below:

**Plan Salt Lake (2015)**

Applicable initiatives from the plan are below:

**Growth:**
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors
- Promote infill and redevelopment of underutilized land
- Accommodate and promote an increase in the City's population

The proposed development will be able to rely on the ample existing infrastructure (including the adjacent Trax Stations) and will not require new public roads or utilities. Additionally, the subject site is currently underutilized and occupied by an auto-centric commercial use—new residential development on sites like this help to limit displacement in established residential neighborhoods.

**Housing:**
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
- Promote high density residential in areas served by transit.

This development would place new high-density residential development immediately adjacent to two Trax stations.

**Transportation and Mobility:**
- Reduce automobile dependency and single-occupancy vehicle trips
- Encourage transit-oriented development

This development will bring significant residential density to a site immediately adjacent to a Trax station and replaces an auto-oriented drive-through business.

**Central Community Master Plan**

The Central Community Master Plan contains four main goals, two of which are:

- Livable Communities and neighborhoods
  The criteria for this goal states that “multi-family housing with mixed land uses in designated areas supports sustainable development within the community.” This multi-family housing project is located within a mixed-use neighborhood with excellent access to public transit, services, and amenities, creating a sustainable community for its residents.

- Pedestrian mobility and accessibility
  This project accomplishes this goal by having a high-density residential project close to two light rail stations and many commercial uses within walking distance of this development. This multi-family project is located within a mix used neighborhood that helps support pedestrian and public transit accessibility and decreases the need for a car for everyday trips.
400 South Livable Communities Project (Transit-Oriented Development)
The 400 South Livable Communities Project, adopted in 2012, is an amendment to the Central Community Master plan focused on Transit Oriented Development (TOD) around the Trax stations along 400 South. Its purpose is to “establish Transit-Oriented Districts that will provide residents with housing, transportation, and employment options at various densities near transit stations” and “Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.”

The plan includes recommendations for the Library, Trolley, and 900 East Stations. The proposed development sits at roughly the midpoint between the Trolley and Library Station areas. For the Trolley Station Area, The plan suggests that new infill development within the core area (which includes the project site) should consist of “…bigger buildings with the most dwelling units and a higher intensity level of commercial space” for the library Station area, the plan also encourages high-density residential development. It also promotes the reduction of “automobile oriented uses such as large surface parking lots [...] and drive through facilities.” This project accomplishes these goals by removing a surface parking lot, the accompanying auto-oriented drive-through business (Beto’s), and replacing it with a high-density residential development.

NEXT STEPS

Approve the Request
If the Design Review is approved, the applicant will be able to submit building permits for the development, and the plans will need to meet any conditions of approval. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met. Modifications beyond those identified as minor modifications in the ordinance would require additional review and approval from the Planning Commission.

Table/Continue the Request
If the Planning Commission tables the Design Review and Planned Development petitions and requests changes to the plan or additional details, the applicant will have the opportunity to make changes to the design and/or further articulate details in order to return to the Planning Commission for further review and a decision on the proposal.

Deny the Request
If the Planning Commission denies the Design Review and Planned Development requests, the applicant will still be able to develop the property by right without the requested modifications. Specifically, the proposal would need to comply with the zoning and design standards listed in this report.
ATTACHMENT A: Vicinity Map

Properties within Project Area - 435 E 400 S
ATTACHMENT B: Applicant Submittal
Contents

01. Project Description (page 03)
02. Neighborhood & Site Analysis (page 04)
03. Design Review Analysis & Exhibits (page 10)
04. Site Plan (page 13)
05. Renderings (page 14)
06. Plans, Elevations & Sections (page 19)
01. Project Description

The 435 E 400 S Development is a residential development located at 435 E 400 S. The project is located between the Quattro and Encore apartment buildings. A restaurant with a drive-through and an office building will be demolished. The building is designed as a 5 over 3 podium structure, common in the TSA zone, with a maximum height of 83’.

The building has frontage on two streets: 400 South, and Denver Street. The non-residential uses of the project will be programmed on the ground-level along these two streets. These uses include the clubhouse, co-working areas, mail/parcel, leasing offices, bike repair/storage, resident lobby.

The project will provide access to the lower (basement) parking from 400 S. Due to existing easements, a drive-way is provided through the project from Denver St. to the adjacent property. The driveway will also provide access to public parking, resident parking, and the upper parking garage.

The project includes a roof-top pool at the podium level. The pool deck will overlook the Starbucks parking lot. A resident rooftop patio is provided on Level 7 which will have South and East views. The project will include 156 residential dwelling units with a mix of studios, one and two bedroom units.

Project Information

- Lot Area: 32,434 SF (0.74 acres)
- TSA-UN-C Zone
- Overall building height: 83'-0"
- Type of construction: 3A (residential) over 1A (concrete levels)
- The project is requesting relief from the 200’ maximum facade length along Denver St. The project complies with all other design standards.
- Residential Units: 156 units
- Parking: 153 residential stalls, 6 public stalls
The proposed project is located at the NW corner of 400 S and Denver St. The south portion of the lot is currently occupied by a small single-story restaurant. The existing building does not meet the criteria for the **TSA-UN-C** zone. The south parcel contains a large billboard which will be demolished as part of the project. The north side of the lot is occupied by a 3-story office building which fronts Denver St.

The 400 S. corridor is between 300 E and 600 E is dominated by podium-style apartment buildings. These include the Block 44, Avia, Mya, Quattro, Tag 343, Aqui 355, Encore, Velo, the Dewitt, Elevate, the Essex, etc. The site benefits from its proximity to TRAX which runs eas-west along University Blvd (400 S.)

**TSA-UN-C Zone**

**Purpose Statement:** The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood.

**Core Area:** The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.
Single-story restaurant on corner of 400 S & Denver St.

Existing ROW connecting starbucks parcel to Denver St.

Office building on North parcel

View from across the street looking NW. Quattro and Encore apartments on either side of property.

View from across the street looking N.
<table>
<thead>
<tr>
<th>STANDARD</th>
<th>REQUIRED %</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground floor use % (21a.37.050a1)</td>
<td>80 %</td>
<td>Complies. 100 % on 400 S. and 86 % on Denver St. See Level 1 Floor Plan.</td>
</tr>
<tr>
<td>Ground floor use and visual interest</td>
<td>60/25</td>
<td>N/A - see above</td>
</tr>
<tr>
<td>Building materials: ground floor</td>
<td>90 %</td>
<td>Complies. 100 % of materials of ground floor are durable on 400 S. And Denver St.</td>
</tr>
<tr>
<td>Building materials: upper floors</td>
<td>60 %</td>
<td>Complies. 85 % of upper materials on Denver St. and 100 % on 400 S.</td>
</tr>
<tr>
<td>Ground Floor Glass (Between 3’-8’)</td>
<td>60 %</td>
<td>Complies. 60 % of glass on Denver St. 74 % of glass on 400 S.</td>
</tr>
<tr>
<td>Upper Floor Glass</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Building Entrances</td>
<td>40’</td>
<td>Complies. Building entrances provided every 40’ +/- at both Denver St. and 400 S.</td>
</tr>
<tr>
<td>Maximum length of blank walls</td>
<td>15’</td>
<td>Complies. See South and East elevations.</td>
</tr>
<tr>
<td><strong>Maximum length of street facing facade</strong></td>
<td>200’</td>
<td>Seeking modification through design review. Denver St. facade is 280’ in length</td>
</tr>
<tr>
<td>Upper floor step back</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Exterior lighting</td>
<td>X</td>
<td>Complies. All lighting will be designed as required by 21A.37.050 &amp; 060</td>
</tr>
<tr>
<td>Parking lot lighting</td>
<td>X</td>
<td>N/A. No residential adjacencies. All lighting will be interior to the parking structure.</td>
</tr>
<tr>
<td>Screening of mechanical equipment</td>
<td>X</td>
<td>All HVAC mechanical equipment will be located on roof or shielded from public view.</td>
</tr>
<tr>
<td>Screening of service areas</td>
<td>X</td>
<td>Trash chute will be screened from street view by building walls. See West and South elevations.</td>
</tr>
<tr>
<td>Ground Floor residential entrances</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
03. Design Review Analysis

The project is requesting relief from the **street facing facade length** design standard. The TSA district has a 200’ maximum length on street-facing facades. The proposed project exceeds the maximum length on Denver St. measuring at 280’.

**Design Review Standards Directly Applicable:**

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.

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

1. Locate active ground floor uses at or near the public sidewalk.
2. Maximize transparency of ground floor facades.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
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.

Design Response:

1. Massing and scale of proposed project is consistent with all the multi-family developments along the 400 S. corridor and the TSA zone.

2. Building is broken down into smaller masses by breaks in the facade, recesses, changes in material. See section E on next page.

3. Horizontal treatments such as recessed balconies, horizontal banding (trim) are used to create shadow lines and changes in the vertical and horizontal plane and add depth to the facades.

4. Window and door sizes are consistent with that of the established character of the surrounding site.
E. Building facades that exceed a combined contiguous building length of two hundred feet (200’) shall include:

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

Design Response:

The proposed building complies with the requirements of section E by:

- Breaking the overall mass of the east elevation into four smaller masses.
- Changes in material (brick, fiber cement paneling, metal accents)
- Changes in the vertical/horizontal planes (recessed balconies, roof top deck (void), horizontal banding (metal trim), recessed entries). The project includes a 5’-0” setback in the elevation on the upper levels that line up with the drive aisle. When viewed from 400 S, this helps the project appear as if there are 2 separate buildings along Denver St.
05. Renderings

Day rendering looking N
Pedestrian perspective from 400 S.
Podium level pool

Overhead perspective of 400 S streetscape

Podium level pool

Drive lane through building
06. Plans, Elevations & Sections

Level 0 (Sub)  
Level 1 (Street)  
Level 2 (Upper Parking)
LEVEL 1 - 100' - 0"

PARAPET - 183' - 0"

BUILDING ENTRANCE

VEHICULAR ACCESS TO LOWER PARKING

BUILDING ENTRANCE

STOOP ENTRY

LEVEL 1 - 100' - 0"

GROUND FLOOR BUILDING MATERIALS

100% OF DURABLE MATERIALS PROVIDED

GLASS BETWEEN 3'-8" = 339 SF

WALL AREA BETWEEN 3'-8" = 460 SF

GROUND FLOOR GLASS 74% PROVIDED

UPPER FLOOR BUILDING MATERIALS

60% OF DURABLE MATERIALS PROVIDED

8,806.7 SF OF DURABLE MATERIALS PROVIDED

3,564 SF/3,564 SF = 100%
LEVEL 1 - 100' - 0"

BUILDING ENTRANCE
STOOP ENTRY AT 400 S.

ACCESSIBLE BUILDING ENTRANCE
TYP. SCONECE (NO UPLIGHTING)
BUILDING ENTRANCE
VEHICULAR ACCESS TO GUEST/MAIN LEVEL PARKING
BUILDING ENTRANCE
BUILDING ENTRANCE
HEDGE TO SCREEN EQUIPMENT
BLANK WALL W/ VERTICAL PLANTING

DENVER STREET

STUCCO AT DECK RECESSED WALLS
FIBER CEMENT PANELING
BRICK VENEER
FIBER CEMENT PANELING
BRICK VENEER
STUCCO AT DECK RECESSED WALLS
FIBER CEMENT PANELING
BRICK VENEER
STUCCO

PARAPET - 183' - 0"

FIBER CEMENT PANELING
GLASS RAILING
BRICK VENEER
STEEL RAILING
STUCCO AT DECK RECESSED WALLS
FIBER CEMENT PANELING
BRICK VENEER
FIBER CEMENT PANELING
STUCCO

UPPER FLOORS BUILDING MATERIALS
60% (7,059 SF) REQUIREMENT FOR DURABLE MATERIALS
11,900 SF OF DURABLE MATERIALS PROVIDED
11,900 SF / 13,978 SF = 82%
BRICK = 5,554 SF
FIBER CEMENT = 5,946 SF
STUCCO = 2,478 SF
WALL AREA = 13,978 SF
(EXCLUDING WINDOWS)

GROUND FLOOR BUILDING MATERIALS
100% OF DURABLE MATERIALS PROVIDED
GLASS BETWEEN 3'-8" = 742.4 SF
WALL AREA BETWEEN 3'-8" = 1,232 SF
GROUND FLOOR GLASS 60% PROVIDED

BRICK VENEER
DARK GRAY/BKACK
BRICK VENEER
LIGHT BROWN/TAN
FIBER CEMENT PANEL - DARK GRAY/BLACK
FIBER CEMENT PANEL - WHITE
STUCCO
METAL ACCENTS/ TRIM
FIBER CEMENT - CEDAR STAIN
ATTENTION: Mr. Harold Will

COMPANY: ______________________________________________________

FAX NO: 463-2606

FROM: Andy Bilanovich

TOTAL PAGES (Including this cover sheet): 4

DATE: 1/9/03 TIME: 1:45 pm

INFORMATION OR SPECIAL INSTRUCTIONS: Here is the revised lease. If you have any questions please call me @ 301-4087. Thanks

Andy

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SUB LEASE AGREEMENT

This Lease Agreement is made and entered into by the undersigned lessor HMI LLC, ("Lessor") and by ROA General, Inc. dba. Reagan Outdoor Advertising, (the "Lessees"). Both Lessor and Lessee acknowledge the receipt and sufficiency of good and valuable consideration and agree as follows:

Lessor does hereby grant, convey and lease to the Lessee and its assigns and successors, the exclusive right to use the following described property for the purpose of erecting, operating, replacing, maintaining and servicing thereon outdoor advertising structures, including such necessary devices, structures, connections, supports and appurtenances and wireless communications equipment ("Sign(s)") as may be desired by Lessee as well as an easement over the following described property for ingress and egress access to the Sign(s) for construction, maintenance and removal. The described property and the easement together constitute the ("Premises"). The initial term of this lease shall be twenty (20) years commencing on or before the 15th day of January, 2003.

The Premises are located in the county of Salt Lake, State of Utah and more particularly described as follows: 435 E 400 South, Salt Lake City, Utah together with ingress and egress to and upon the same and for utilities to the Sign(s). Lessor agrees that Lessee may place on or attach to the instrument, subsequent to execution, a metes and bounds description of the property.

Lessee shall pay rent to Lessor in the amount of $7,200.00 per year, payable monthly with increases equal to two (2) percent every year however, prior to construction and obtaining permits by Lessee, the rental shall be Five Dollars per year. Lessee shall have until July 15, 2003 to construct the sign. If at that time the sign is not constructed, Lessee may commence rental payments or at the option of Lessee, this lease may be terminated with no penalty.

Lessee shall have the option to renew this Lease for an additional term equal to the term specified above. Said option will be defeasible automatically exercised and the new term commenced if Lessee does not give written notice to Lessor of Lessee's intent not to exercise the option at least ninety (90) days prior to the end of the original term. Thereafter, this Lease shall continue in full force on the same terms and conditions for a like successive period or periods unless either party delivers to the other notice of termination at least ninety (90) days prior to the end of the term then existing.

Lessee may terminate this lease by giving written notice of termination and paying a penalty of six (6) months one (1) years three (3) years at any time during the lease term. If the Sign(s) location becomes obstructed so as to lessen the advertising value of any of Lessee's Sign(s) erected on said Premises, or if traffic is diverted or reduced, or if the use of any such Sign(s) is prevented or restricted by law, or if for any reason a building permit for erection or modification is refused, this lease may, at the option of Lessee, be terminated or the rent reduced proportionately to the reduced economic benefit to Lessee while said condition exists. In any of such events Lessee shall refund pro rata any prepaid rental for the unexpired term. Lessor agrees that no such obstruction insofar as the same is within Lessor's control will be permitted or allowed. Lessor authorizes Lessee to trim and cut what tree, bushes, brush as it seems necessary for unobstructed view of its advertising display.

Every Sign placed upon the Premises by or for the benefit of Lessee is a real estate fixture which, nevertheless, remains at all times the propr of the Lessee and Lessee may at any time modify, replace or remove any part of each Sign or any or all Sign(s) in their entirety.

In the event any or all part of the Premises is condemned or sought to be condemned, Lessee shall be entitled, in its sole discretion, to one of the following: a) to contest the condemnation; b) to relocate its Sign(s) on the Premises not acquired; c) to terminate this Lease without penalty to receive compensation for the value of Lessee's leasehold interest and Sign(s) acquired and for the reduced value of Lessee's leasehold interest in Sign(s) not acquired (whether located on the Premises or not) which results from the acquisition; and, e) to recover from the condemnor to the maximum extent otherwise allowable by law. "Condemned" and "condemnation" shall be construed to include any transfer of possession, title or right relating to Premises in favor of or for the benefit of any entity having the power of eminent domain, including, but not limited to, sale or lease. No right of termination set forth anywhere in this Lease may be exercised by or for the benefit of any entity having the power of eminent domain.

If this Lease is terminated by law, or by termination of Lessee's control, from illuminating the Sign(s), Lessor warrants the title of said leasehold and quiet enjoyment of the Premises by Lessee for the term herein mentioned. Lessor warrants that it has authority to execute this Lease. Lessor acknowledges that Lessee has or will be investing time and capital in obtaining regulatory approval for the Sign(s) to be erected and/or maintained on the Premises in the construction and maintenance of the Sign(s), and/or will be incurring good will for the Sign(s) erected and/or maintained on the Premises. Therefore, in the event this lease expires or is terminated, Lessor agrees that he will not for a period of five (5) years subsequent to the date of termination, lease said Premises to or otherwise allow use of the Premises by any other advertiser, other than Lessee, for advertising purposes. Lessor agrees that the terms and conditions of this agreement are confidential and shall not be disclosed to third parties without the written consent of the Lessee. Furthermore, Lessee has the right to record notice of this lease with the county recorder in the county in which the Premises located.
Lessor shall be involved in the initial location of the sign site. Lessor shall have the right to cause the relocation of Lessee’s sign structure(s), and Lessee agrees to relocate its sign structures to another location on the premises, at Lessor’s cost, at any time during the term of this lease if the Lessor is to improve the property by erecting thereon a permanent private, commercial or residential building or improvement (other than landscaping). However, Lessee shall be responsible for obtaining all applicable permits to allow for such relocation and such relocation shall not lessen the value of the existing sign in any way. If Lessee is unable to obtain the necessary permits to relocate the sign for any reason, Lessee shall have the right to remain at the initial location. Lessee shall relocate its sign(s) within sixty (60) days after receipt of a copy of the applicable building permit therefore. If Lessee fails to commence erection of the private, commercial, or residential building or improvement (other than landscaping) within thirty (30) days after Lessee removes its sign(s), Lessee shall again have the right to occupy the same location and maintain advertising signs subject to the provisions and terms of this agreement.

It is expressly understood that neither the Lessor nor Lessee is bound by any stipulations, representations, or agreements not printed or written in this Lease. This Lease integrates all prior representations, agreements and negotiations between the parties.

This agreement shall inure to the benefit of and shall be binding upon the heirs, personal representatives, successors, and assigns of the parties hereto.

Executed this ___ day of ____________, 2002.

LEASOR: HMI LLC

Address: P.O. Box 65727
San Diego, CA 92138

LESSEE: ROA GENERAL, INC. dba REAGAN OUTDOOR ADVERTISING

Accepted ___________________________

Rental checks payable to: HMI LLC

Tax Identification Number: 87-0533726

March 23, 2023
STATE OF UTAH
COUNTY OF .......... ss.

On the ____ day of ____ 2002 personally appeared before me ______ who, by me duly sworn, did say that he is the member of REAGAN OUTDOOR ADVERTISING, that the foregoing instrument was signed in behalf of said corporation by authority of its by-laws, and said corporation executed the same.

My Commission Expires:

Notary Public residing at ______________________

STATE OF UTAH
COUNTY OF .......... ss.

On the ____ day of ____ 2002, personally appeared before me ______ the signer of this foregoing instrument, who duly acknowledged to me that he executed the same.

Notary Public residing at ______________________

My Commission Expires:

STATE OF UTAH
COUNTY OF Salt Lake ss.

On the ___ day of ____ 2002, personally appeared before me ______ who, being by me duly sworn, did say that he is the member of REAGAN OUTDOOR ADVERTISING, that the foregoing instrument was signed in behalf of said corporation by authority of its by-laws, and said corporation executed the same.

Notary Public residing at Salt Lake County

My Commission Expires:

12/4/03

VICKI L. CROCKER
678 East Stony Dr.
Sandy, Utah 84070
My Commission Expires December 4, 2003
State of Utah
ATTACHMENT C: Property & Vicinity Photos

Subject property at corner of 400 S & Denver St

Beto’s Restaurant from 400 South

Beto’s Restaurant and billboard from Starbuck parking lot

Beto’s Restaurant & Billboard

Beto’s Restaurant and billboard from Denver Street
352 Denver St (part of subject site) and neighboring buildings to the north

Aqui 355 (left), TAG 343 (middle), and 352 Denver St (left) from Beto’s parking lot

352 Denver St (left) and Encore Apartments from Starbucks parking lot
ATTACHMENT D: Zoning & Design Standards

TSA Transit Station Area Purpose Statement (21A.26.078.A)
The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed-Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian-oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

Core Area
The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Urban Neighborhood Station
An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

Applicable Zoning Standards

<table>
<thead>
<tr>
<th>Standard</th>
<th>Proposed</th>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area: 2,500 sq. ft.</td>
<td>32,434 SF</td>
<td>Complies</td>
</tr>
<tr>
<td>Minimum Lot Width: 40 ft</td>
<td>91 feet</td>
<td>Complies</td>
</tr>
<tr>
<td>Minimum Building Height: 25’ (for at least 50% of the width of the street facing façade)</td>
<td>83 feet</td>
<td>Complies</td>
</tr>
<tr>
<td>Score &gt;124 eligible for an additional story in heights</td>
<td>The project received a TSA Score greater than 125, so an additional 10 feet of height is permitted.</td>
<td></td>
</tr>
<tr>
<td>Front/Corner Yard Setback – 400 S Minimum:</td>
<td>Minimum: Approximately 55% (50 of the 91-foot-wide yard) of the proposed building would be built up to the 10-foot minimum.</td>
<td>Complies</td>
</tr>
<tr>
<td>Maximum: 20’, but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</td>
<td>Maximum: No part of the front façade is farther than 20 feet from the front property line.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk Requirement: In locations where the sidewalk is not a minimum of 10’ wide, the developer shall install additional sidewalk width, so there is a minimum width of 10’.</td>
<td>Sidewalk Requirement: The proposal includes widening the sidewalk along 400 South to 10 feet.</td>
<td></td>
</tr>
<tr>
<td>Front/Corner Yard Setback – Denver St Minimum: None</td>
<td>At least 75% of the Denver Street-facing façade is within 5 feet of the east property line</td>
<td>Complies</td>
</tr>
<tr>
<td>Maximum: At least 50% of the street-facing building façade shall be within 5’ of the front or corner side property line.</td>
<td>Interior Side Setback: none</td>
<td>No setback proposed</td>
</tr>
<tr>
<td><strong>Rear Yard Setback:</strong> none</td>
<td>No setback proposed</td>
<td><strong>Complies</strong></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------</td>
<td>-------------</td>
</tr>
</tbody>
</table>
| **Open Space:** 1 sq ft per 10 sq ft of lot area, up to 5,000 square feet in core areas | Open Space Required: 3,108 SF  
Open Space Provided:  
Plaza: 680 SF  
Pool Deck: 2,636 SF  
Roof Deck: 1,309 SF  
Total = 4,625 SF | **Complies** |
| Open space areas include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens, and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s). | | |
| **Building Material Limitation:** Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street-facing building facades. EIFS and stucco are allowed for up to ten percent (10%) of the upper-level street-facing facades. | No stucco has been proposed on the ground floor of street-facing façades.  
Less than 10% of the upper stories along Denver Street are proposed to be finished with stucco; no EIFS is proposed. | **Complies** |
| **Landscaping:** At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground-floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard. | The are two sections of the front yard (facing 400 S) that are deeper than 10 feet, and a tree is proposed within 30 feet of each. | **Complies** |
| **Landscaping:** At least 1 shade tree per 30 ft in yards deeper than 10 feet | | |
| **Outdoor Public Space:** At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground-floor residential uses. | Approximately 32% (310 SF out of 980 SF) of the front yard (facing 400 S) would include public open space and outdoor seating. | **Complies** |
| **Entries:** All required building entrances shall include at least one of the features in [21A.26.078.F.2.c](#)  
- An awning or canopy that extends 5’  
- A recessed entrance recessed 5’  
- A covered porch 5’ depth 40’ in size  
- A stoop that is at least 2’ above sidewalk level that includes an awning extends 3’ | **400 S Façade:**  
A stylized staircase leading up to a porch higher than 2 feet from ground level is proposed along this façade. Awnings are also proposed for all entrances.  
**Denver Street Façade:**  
All entrances along Denver Street are recessed at least 5 feet from the façade. | **Complies** |
| **Parking:** No minimum parking requirement.  
Maximum parking: 1 space per dwelling and 3 spaces per 1,000 usable square feet of nonresidential | 129 parking stalls provided  
123 residential (156 dwelling units)  
6 public stalls (roughly 5,000 SF of nonresidential space) | **Complies** |
<p>| <strong>Ground Floor Use Requirement (400 South):</strong> When facing 400 South or North Temple Boulevard, the ground floor use area required by chapter 21A.37 of this title shall be built to accommodate an allowed commercial, institutional, or public use. | While the proposal does not include any commercial, institutional or public use at the ground floor, the ground floor will be designed to accommodate conversion to a Commercial occupancy (as required by building code) in the future, as permitted by <a href="#">21A.26.078.F.(1)&amp;(2)</a>. | <strong>Complies</strong> |</p>
<table>
<thead>
<tr>
<th>Requirement</th>
<th>Standard</th>
<th>Proposed</th>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Floor Use (21A.37.050.A)</td>
<td><strong>Option 1:</strong> Use other than parking must occupy at least 80% of the ground-floor façade length (excluding parking access)</td>
<td>Except for two driveways, the ground floor of the proposed structure would be occupied by active, non-parking uses for the entire length of the 400 S and Denver Street façades.</td>
<td>Complies</td>
</tr>
<tr>
<td>Building Materials, ground floor (21A.37.050.B.1)</td>
<td>At least 90% of street-facing facades must be clad in durable materials (excluding doors and windows)</td>
<td>Excluding windows and driveways, the proposed project would be entirely clad with brick veneer of varying colors.</td>
<td>Complies</td>
</tr>
<tr>
<td>Building Materials, upper floors (21A.37.050.B.2)</td>
<td>At least 60% of street-facing facades must be clad in durable materials (excluding doors and windows)</td>
<td>82% of the upper stories are proposed to be clad with either brick veneer or fiber cement.</td>
<td>Complies</td>
</tr>
<tr>
<td>Glass: ground floor (21A.37.050.C.1)</td>
<td>60% of street-facing façades must have transparent glass</td>
<td>60% on Denver, 66% on 400 S</td>
<td>Complies</td>
</tr>
<tr>
<td>Building Entrances (21A.37.050.D)</td>
<td>Required every 40 feet</td>
<td>All pedestrian entrances are within 40 feet of one another.</td>
<td>Complies</td>
</tr>
<tr>
<td>Blank wall Maximum Length (21A.37.050.E)</td>
<td>15 feet along street-facing facades</td>
<td>The proposal includes a section of wall without doors or windows behind the proposed transformers. To meet this standard, the applicant has proposed vertical planting that will fill up the empty space.</td>
<td>Complies</td>
</tr>
<tr>
<td>Max Length of Street-facing Façade (21A.37.050.F)</td>
<td>200 ft</td>
<td>400 S Façade: 92 feet wide, Denver Street Façade: 280 feet wide</td>
<td>Modification Requested</td>
</tr>
<tr>
<td>Lighting: exterior (21A.37.050.H)</td>
<td>All proposed exterior lighting must be shielded and directed downward.</td>
<td>A lighting plan has not been submitted at this time. However, the proposed renderings illustrate an approximation of the final product, which appears to meet this standard. Staff recommends that the Commission delegate approval of the final lighting plan to staff when complete plans are submitted for building permit review.</td>
<td>Defer to Staff</td>
</tr>
<tr>
<td>Lighting: parking lot (21A.37.050.I)</td>
<td>All lighting for parking lots cannot exceed 16 feet in height and must be directed downward when adjacent to a residential zoning district</td>
<td>All parking is proposed to be located within the structure.</td>
<td>N/A</td>
</tr>
<tr>
<td>Screening of mechanical equipment (21A.37.050.J)</td>
<td>All mechanical equipment must be screened from public view</td>
<td>RMP transformers in the northeast corner are proposed to be screened by landscaping no taller than 6 feet. All other mechanical equipment will not be visible from the public right of way.</td>
<td>Complies</td>
</tr>
<tr>
<td>Screening of service areas (21A.37.050.K)</td>
<td>Screened from public view</td>
<td>Proposed loading areas are within the building along the internal drive.</td>
<td>Complies</td>
</tr>
</tbody>
</table>
ATTACHMENT E: Design Review Standards

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

The Finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

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.

TSA Transit Station Area Purpose Statement (21A.26.078.A): The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed-Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian-oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

Core Area Purpose Statement (21A.26.078.A.1): The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Urban Neighborhood Station Purpose Statement (21A.26.078.B.2): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

Design Standards Purpose Statement (21A.37.010): The design standards identified in this chapter are intended to utilize planning and architecture principles to shape and promote a walkable environment in specific zoning districts, foster place making as a community and economic development tool, protect property values, assist in maintaining the established character of the City, and implementing the City's master plans.

Finding: Complies

Discussion:
The proposed development complies with the intent of the purpose statements found in the various relevant sections of the zoning regulations and design standards (listed above). The proposal also meets the relevant master plans as discussed in Key Consideration 3.

TSA-UN-C District: The proposed development conforms with the intended purpose statement of the TSA District, the corresponding station typology (Urban Neighborhood), and subsection (Core Area). The proposal is designed with transit in mind and is a “comparatively intense land development.” The project utilizes parcels not developed to the same extent as surrounding property. The proposal also “activates the public
realm” by removing two vehicle-oriented uses (a drive-thru restaurant and a billboard) and replacing them with relatively intense residential development with active, ground-floor amenities. As illustrated by the proposal, the development will fit in with the scale of other buildings within the immediate vicinity, including Block 44, Aqui 355, and the Quatro Apartments next door.

**Design Standards:** Except for the façade length standard that is the subject of this request, the proposal meets all the other relevant Design Standards found in 21A.37. It fulfills the intent of these standards by creating an environment where ground-floor, interior uses engage with and transition to the public realm. The windows, landscaping, seating (indoor and outdoor) help to facilitate a positive experience for pedestrians on both Denver Street and 400 South.

**Condition(s):** None

<table>
<thead>
<tr>
<th>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).</td>
</tr>
<tr>
<td>2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.</td>
</tr>
<tr>
<td>3. Parking shall be located within, behind, or to the side of buildings.</td>
</tr>
</tbody>
</table>

**Finding:** Complies

**Discussion:**
1. The design of the entrances and the outdoor features help the building engage with the public realm. The main pedestrian entrance into the lobby is located on 400 South on a raised stoop with outdoor seating. Secondary entrances are located along Denver St every 40 feet along the existing sidewalk. Along Denver Street, the building sits approximately two feet from the property line, with secondary building entrances every 40 feet that open to the sidewalk.
2. The proposed building meets all maximum setbacks and sits close to both 400 South and Denver Street. A minimum setback of 10 feet is required along 400 South, allowing space for outdoor seating and landscaping.
3. All parking is proposed to be located entirely within the building.

**Condition(s):** None

<table>
<thead>
<tr>
<th>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Locate active ground floor uses at or near the public sidewalk.</td>
</tr>
<tr>
<td>2. Maximize transparency of ground floor facades.</td>
</tr>
<tr>
<td>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

**Finding:** Complies

**Discussion:**
1. This project provides shared amenities like co-working and a clubroom on the ground floor to keep the ground floor active and engaging.
2. 75% of the ground floor façade is glass along 400 South, and 60% of the ground floor is glass along the Denver Façade, helping bring pedestrian interest into the building.
3. Metal accents and awnings provide articulation of the ground floor level.
4. The main lobby entrance and a front stoop with outdoor seating and landscaping provide an active streetscape along 400 South.

**Condition(s):** None
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.

**Finding:** Complies

**Discussion:**
1. This project fits in with the mass and scale of neighboring buildings, also residential developments. It matches the adjacent Quattro and Encore apartments’ height, overall mass, and character.
2. While the heights of the separate masses do not change, some changes in color and material from the ground floor to the upper floors offer vertical variation. The section of the upper floors above the drive entry is also set back to provide a change in the vertical plane to further break up the massing.
3. Balconies are built into the planes of the façade, and horizontal metal accents break up the vertical space.
4. Windows and balconies create a consistent pattern of solid-to-void ratio throughout the building that are consistent with surrounding development in the area.

**Condition(s):** None

E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:
1. Changes in vertical/ plane (breaks in facade)
2. Material changes; and
3. Massing changes.

**Finding:** Complies

**Discussion:**
1. After approximately 150 feet of the Denver Street façade, the building is recessed 5 feet over the drive aisle for roughly 33 feet. The building protrudes again after this section to the original plane for the remainder of the façade.
2. The façade is divided into four masses that differ by color, material, and plane. The southernmost section (60 feet in width) is a mix of brick veneer and white cement paneling with a rooftop patio that offers a void in the plane. The materials and colors then change to a 90 feet length of white fiber cement paneling and sand brick veneer with horizontal metal accents. The building is then recessed inward by 5 feet on the upper stories over the bridged drive aisle and changes to a dark brown fiber cement paneling. For the northernmost section, the building remains dark brick veneer on the ground floor and fiber cement on the upper floors. These changes in color and material break up the excessive length of this façade and add interest along this street frontage.
3. The most distinct massing change is the recession of 33 feet over the aisle. The differentiation in color and materials offer the look of differing masses without differing heights or bulks.

**Condition(s):** None
### 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.

**Finding:** Complies

**Discussion:** Parking is located within the structure. All vehicle access points are sufficiently setback to provide adequate space for drivers to see pedestrians while exiting the building.

**Condition(s):** None

---

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

**Finding:** Complies

**Discussion:** All proposed loading and service areas are proposed to be located away from any street-facing façades. No mechanical equipment will be visible from public view.

The proposal includes two transformers to be located at the northeast corner of the property near the termination point of Denver Street. These transformers will be screened with landscaping that will not exceed six feet in height.

**Condition(s):** None

---

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

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

**Finding:** Complies With Conditions

**Discussion:** A specific sign package has not been submitted. Staff is of the opinion that compliance with the sign regulations for the TSA zoning district will result in signage that is consistent with this standard.

**Condition(s):** Delegate approval authority to Planning Staff for all signage.

---

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

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

**Finding:** Complies With Conditions

**Discussion:** While the submitted plans illustrate the intended lighting design for the property, a detailed lighting plan has yet to be provided. Staff recommends that the lighting plan be reviewed during the building permit phase of the project when electrical plans have been submitted to ensure compliance with this standard.

**Condition(s):** Delegate approval authority to Planning Staff for all lighting submitted with Building Permit application.
L. Streetscape improvements shall be provided as follows:

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

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

<table>
<thead>
<tr>
<th>Finding: Complies With Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discussion:</strong> The plans show compliance with the tree requirement and materials that differentiate the public and private space. The submitted plans did not include details showing compliance with the other material standards. Staff will review for compliance when complete plans have been submitted for building permits.</td>
</tr>
<tr>
<td><strong>Condition(s):</strong> Delegate approval authority to Planning Staff for all streetscape improvements submitted with Building Permit application.</td>
</tr>
</tbody>
</table>
## Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>GUIDELINE SECTION</th>
<th>ITEM DESCRIPTION</th>
<th>VALUE</th>
<th>APPLICANT REVIEW</th>
<th>STAFF REVIEW</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>1A. Intensity and Density of Use (Applicable to Core Area Only.)</td>
<td>A project that meets at least one of the following requirements: More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 3 or more.</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>Greater than 50 units per acre</td>
</tr>
<tr>
<td></td>
<td></td>
<td>More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1B. Intensity and Density of Use (Applicable to Transition Area only.)</td>
<td>A project that meets at least one of the following requirements: More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Integrated Mixed of Uses: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:</td>
<td>100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>First-floor uses (leasing area, lobby, coworking area, and mail room) are accessory to multi-family use</td>
</tr>
<tr>
<td></td>
<td></td>
<td>At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A project that includes at least two uses that are different than existing uses on adjacent properties.</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
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</tr>
<tr>
<td></td>
<td>A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:</td>
<td>Areas rated 5 or greater</td>
<td>33% or more of the total dwelling units.</td>
<td>15% or more of the total dwelling units.</td>
<td>50% or more of the existing surface parking lot is covered by new buildings.</td>
<td>A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.</td>
</tr>
<tr>
<td></td>
<td>20% or more of the total dwelling units.</td>
<td>Area rated 3 or greater</td>
<td>20% or more of the total dwelling units.</td>
<td>A minimum of 1000 square feet</td>
<td>35% or more of the existing surface parking lot is covered by new buildings.</td>
<td>A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.</td>
</tr>
<tr>
<td></td>
<td>10% or more of the total dwelling units.</td>
<td></td>
<td></td>
<td>A minimum of 500 Square feet</td>
<td>25% or more of the existing surface parking lot is covered by new buildings.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>33% or more of the total dwelling units.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15% or more of the total dwelling units.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10% or more of the total dwelling units.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 10. Green Building
The following points will be awarded based on the level of LEED certification:

<table>
<thead>
<tr>
<th>Certification</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platinum</td>
<td>50</td>
</tr>
<tr>
<td>Gold</td>
<td>40</td>
</tr>
<tr>
<td>Silver</td>
<td>30</td>
</tr>
</tbody>
</table>

### 11. Energy Efficiency
Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:

1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If the development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source.

2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If the development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source.


4. Geothermal heating and cooling systems

5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.

### 12. 360 Degree Architecture
A project that incorporates architecture features on building facades that are not adjacent to a street:

Architectural detailing is wrapped around all four sides. See guideline document for specific detailing requirements.

Architectural detailing is wrapped around both side facades of a building, but not on the rear façade. See guideline document for specific detailing requirements.

### 13. Historic Preservation
Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district:

- Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.

- National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits

- Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director

- Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.

- Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.
<table>
<thead>
<tr>
<th>Building and Site Design</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Materials</strong></td>
<td>Projects that incorporate high quality, durable and low maintenance building materials:</td>
</tr>
<tr>
<td><strong>Area Development</strong></td>
<td>At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim</td>
</tr>
<tr>
<td></td>
<td>At least 70% of the street facing façades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim</td>
</tr>
<tr>
<td><strong>Guidelines Checklist</strong></td>
<td>See full Design Guideline document for all applicable point details.</td>
</tr>
<tr>
<td><strong>Corner Buildings</strong></td>
<td>Buildings located on the corners of intersecting streets that address both streets:</td>
</tr>
<tr>
<td></td>
<td>When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.</td>
</tr>
<tr>
<td><strong>Roof Design and Use</strong></td>
<td>A project that incorporates a rooftop use:</td>
</tr>
<tr>
<td>(Points may be obtained from both items.)</td>
<td>A rooftop of a building is used as a common space for the building occupants.</td>
</tr>
<tr>
<td></td>
<td>A roof includes at least one of the following design features:</td>
</tr>
<tr>
<td></td>
<td>Two or more sloping planes visible from a public street;</td>
</tr>
<tr>
<td></td>
<td>An arched or barrel vaulted design;</td>
</tr>
<tr>
<td></td>
<td>A distinguishable cornice or parapet;</td>
</tr>
<tr>
<td></td>
<td>Overhangs that are a minimum of 12 inches in depth to create a shadow line.</td>
</tr>
<tr>
<td><strong>Street and Public Spaces</strong></td>
<td>Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces:</td>
</tr>
<tr>
<td><strong>Rooftop</strong></td>
<td>Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 5 feet and include at least 30 square feet of space</td>
</tr>
<tr>
<td><strong>Lighting</strong></td>
<td>A project that includes a lighting plan that accomplishes at least one of the following:</td>
</tr>
<tr>
<td></td>
<td>Casts light from store fronts onto the sidewalk;</td>
</tr>
<tr>
<td></td>
<td>Highlights unique architectural features of a building; or</td>
</tr>
<tr>
<td></td>
<td>Highlights artwork or unique landscape features.</td>
</tr>
<tr>
<td><strong>Signs</strong></td>
<td>Signs that meet the intent of this guideline shall have the following points added to the development score:</td>
</tr>
<tr>
<td></td>
<td>A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign);</td>
</tr>
<tr>
<td></td>
<td>An awning or canopy sign that is integrated into the design of the building.</td>
</tr>
<tr>
<td></td>
<td>A monument sign that is integrated into the site and compatible with the building architecture.</td>
</tr>
<tr>
<td><strong>Public Spaces and Plazas</strong></td>
<td>Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way:</td>
</tr>
<tr>
<td><strong>Public Spaces</strong></td>
<td>A project includes a minimum of 15% of the total lot area.</td>
</tr>
<tr>
<td></td>
<td>A project includes a minimum of 10% of the total lot area.</td>
</tr>
<tr>
<td></td>
<td>A project includes a minimum of 5% of the total lot area.</td>
</tr>
<tr>
<td></td>
<td>A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).</td>
</tr>
</tbody>
</table>
## Transit Station Area Development Guidelines Checklist

*See full Design Guideline document for all applicable point details.*

### Public Spaces

<table>
<thead>
<tr>
<th>Streetscape Amenities</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape:</td>
<td>3</td>
</tr>
<tr>
<td>At least 4 street furnishings</td>
<td>2</td>
</tr>
<tr>
<td>At least 3 street furnishings</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Artwork</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects that include public art in a location where it is readily visible from a public space:</td>
<td>6</td>
</tr>
<tr>
<td>2 points per art piece, up to a maximum of 6 points</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connections and Walkways</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects that include a minimum six foot wide ADA accessible sidewalk through a parking lot that is separated from vehicle drive aisles.</td>
<td>4</td>
</tr>
<tr>
<td>Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.</td>
<td>4</td>
</tr>
</tbody>
</table>

### Circulation

<table>
<thead>
<tr>
<th>Bicycle Amenities</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance:</td>
<td></td>
</tr>
<tr>
<td>(Points may be obtained from multiple items.)</td>
<td>3</td>
</tr>
<tr>
<td>The project includes lockers, changing rooms for cyclists and showers.</td>
<td>6</td>
</tr>
<tr>
<td>The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.</td>
<td></td>
</tr>
<tr>
<td>The project incorporates art into the design of the bicycle amenity.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Access to Transit: A project located within close proximity to a transit station shall have the following number of points added to the development score: (Applies to any TRAX or FrontRunner station platform or any bus stop where three or more separate bus routes come together.)</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project is located within 300 feet, measured along the most direct, legal walking path.</td>
<td>15</td>
</tr>
<tr>
<td>The project is located within 750 feet, measured along the most direct, legal walking path.</td>
<td>10</td>
</tr>
<tr>
<td>The project is located within 1500 feet, measured along the most direct legal walking path.</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Access to Transit: A development that provides transit passes to residents as follows:</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A multi-family residential development that provides transit passes to residents through the City’s transit pass program for a minimum period of three years from the development’s initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.</td>
<td>15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Walkways Interior to the Block</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A development that includes public walkways through the interior of blocks: (To qualify for these points, the walkways cannot be fenced or gated.)</td>
<td></td>
</tr>
<tr>
<td>The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.</td>
<td>30</td>
</tr>
<tr>
<td>The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties.</td>
<td></td>
</tr>
</tbody>
</table>

Library and Trolley Stations are both within 1500 feet of the subject site.
### Parking Structure Design
Parking structures that incorporate the following:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.</td>
<td>25</td>
</tr>
<tr>
<td>75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.</td>
<td>20 20 20</td>
</tr>
<tr>
<td>For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.</td>
<td>25</td>
</tr>
</tbody>
</table>

A significant portion of the facades that would not face a street are proposed to be clad with concrete.

### Alternative Vehicle Parking
Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.</td>
<td>5</td>
</tr>
<tr>
<td>A project includes dedicated parking stalls/equipment for a car sharing program.</td>
<td>3</td>
</tr>
<tr>
<td>A project includes a charging station for electric vehicles: Level 1 Station: 2 pts per stall, max. 6 Level 2 Station: 3 pts per stall, max 9 Level 3 Station: 4 pts per stall, max. 12</td>
<td>12 12 12</td>
</tr>
</tbody>
</table>

The proposal includes 8 electrical vehicle stalls.

### Parking Ratios
Projects that provide parking in the ratios indicated:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential developments with a parking ratio less than 1 stall per unit:</td>
<td>25 25 25</td>
</tr>
<tr>
<td>Residential development with a parking ratio less than 1.25 stall per unit</td>
<td>15</td>
</tr>
<tr>
<td>Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet</td>
<td>20</td>
</tr>
</tbody>
</table>

The proposed development would have a ratio of approximately 0.83. (129 stalls / 156 units)

### Alternative Vehicle Parking
Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle.

<table>
<thead>
<tr>
<th>Requirement</th>
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<tbody>
<tr>
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<tr>
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<td>12 12 12</td>
</tr>
</tbody>
</table>

The proposal includes 8 electrical vehicle stalls.

### Neighborhood Input
Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the open house will be held</td>
<td>10</td>
</tr>
</tbody>
</table>

Projects have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held.

### Approval Process

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Points</th>
<th>Staff Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Commission Review Required</td>
<td>124 points or less</td>
<td>227 158</td>
</tr>
<tr>
<td>Administrative (Staff) Approval</td>
<td>125 points or more</td>
<td></td>
</tr>
</tbody>
</table>
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 since the applications were submitted:

- **December 9, 2022** – The 45-day Notice was sent to the Central City Community Council. The council did not provide comments.
- **December 12, 2022** - Property owners and residents within 300 feet of the development were provided early notification of the proposal.

Notice of the public hearing for the proposal included:

- **March 10, 2023**
  - Public hearing notice sign posted on the property
- **March 9, 2023**
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division listserv

Public Input:

Planning staff did not receive any comments regarding this request as of the day this report was published.
ATTACHMENT H: Department Review Comments

This proposal was reviewed by the following departments. The proposal will need to comply with any requirement identified by a City Department or Division.

**Engineering (Scott Weiler):**
- There are two shared privately-owned right-of-way parcels on the project site. The proposed design should accommodate access for all adjacent properties. However, the applicant should confirm with all other interested parties.
- Denver Street is a private street at this location.
- 400 South is a state highway at this location but prior to performing work behind the curb of 400 South, a licensed contractor must obtain a Permit to Work in the Public Way from SLC Engineering.

**Building (Todd Christopher):**
No comments on this petition. Building Services will review the Building Permit for compliance once it is.

**Fire (Douglas Bateman):**
- Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. May need to apply fir alternate means and methods if maximum distance is exceeded or provide additional access roads.
- Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet and less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet. Fire apparatus access roads with fire hydrants on them shall be 26-feet in width; at a minimum of 20-feet to each side of the hydrant in the direction or road travel.
- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.
- The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet.
- Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds. Denver street is not wide enough at the north end to be a through road and would need to have a turn a round.
- Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. Additional fire hydrants may be necessary dependent on total square footage and required fire flows in accordance with IFC appendix B and C.
- Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.
- Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
- Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.
- Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building.
• Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

• If the highest occupied floor is greater than 75-feet above the lowest level of fire department access it would need to meet high rise requirements in accordance with IBC 403

**Urban Forestry (Rick Nelson):**

Urban Forestry, as per city code requires one street tree to be planted for every 30’ of street frontage. The adjacent parkstrip along Denver St is wide enough to accommodate medium-species trees. I have attached our tree planting requirements for park strip trees and a list of recommended medium species trees for Salt Lake City. There is an established Golden Rain Tree in a sidewalk tree grate along 400 S that Urban Forestry will require to be preserved and protected during all demolition and construction activity. I have attached our Tree Protection and Preservation Policy for review. Any hardscape being replaced as part of this project around future tree grate locations should employ soil cell technology as a way of improving future growth conditions for the trees. (Example: Sylva Cells) Other than these specific issues, Urban Forestry has no concerns with these plans.

*(Note from Planning Staff: UDOT has required the Golden Rain Tree’s removal; 400 South is a State- road. Per UDOT comments, the Golden Rain Tree will be removed.)*

**Utah Department of Transportation (Chris Norlem):**

• I am glad to see the planned removal of the trees in the sidewalk. That will allow the sidewalk to meet the ADA width requirement.

• It looks like the south frontage has a good accessibility ramp from the 400 South sidewalk. They will need to ensure the clear width is at least 36 inches inside of handrail to inside of handrail and that the end of the railing does not encroach on landing width requirements.

• At least one of the public/resident building entrances on the east side need to be accessible from the Denver St sidewalk.

• The adjacent existing public sidewalk to remain must be free from cracks in panels and have no vertical displacements over ¼-inch, or the segment must be replaced by the developer.

• 400 South is a UDOT road. UDOT and Salt Lake City must review and approve work in the 400 South public right-of-way. A UDOT encroachment permit is required for any work in 400 South to the back of the curb, and a City Engineering right-of-way permit is required for work from the back of the curb to the property line. All work in the Denver Street ROW is permitted by City Engineering.

**Salt Lake City Transportation (Jena Carver):**

400 S is a state road. UDOT approval required for access on 400 S. Access must meet SLC driveway standards, including sight distance requirements, in addition to all UDOT requirements.

**Public Utilities (Kristeen Beitel):**

*Design Review comments have been provided to assist in the future development of the property. The following comments are provided for information only and do not provide official project review or approval. Comments are provided to assist in design and development by providing guidance for project requirements.*

• Public Utility permit, connection, survey, and inspection fees will apply.

• All utility design and construction must comply with APWA Standards and SLCDPU Standard Practices.

• All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18” minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12” vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12” vertical separation from any non-sewer utilities.

• Contact SLCDPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.

• Utilities cannot cross property lines without appropriate easements and agreements between property owners.

• Parcels must be consolidated prior to permitting.

• Site utility and grading plans will be required for building permit review. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Grading plans should include arrows directing stormwater away from neighboring property. Please refer to APWA, SLCDPU Standard Practices, and the SLC Design Process Guide.
Submit supporting documents and calculations along with the plans.

- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLC-DPU for review. The public sewer and water system will be modeled with these demands. If the water demand is not adequately delivered by the existing main, then a water main upsizing will be required at the property owner’s expense. The expected maximum daily flow (gpd) from the development will be modeled to determine the impacts on the public sewer system. If one or more sewer lines reaches of the sewer system reach capacity as a result of the development, sewer main upsizing will be required at the property owner’s expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer. A plan and profile of the new main(s) and engineer’s cost estimate must be submitted for review. Design drawings and cost estimate must be stamped and signed by a professional engineer. The property owner is required to bond for the amount of the approved cost estimate.

- One culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.

- Any existing sewer laterals proposed for reuse will require a video inspection prior to permitting reuse.

- Covered parking area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.

- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.

- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP’s) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). This permit was updated with this requirement in June 2021. If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible. Please verify that plans include appropriate treatment measures. Please visit the following websites for guidance with Low Impact Development:

- This project is within the High Profile Construction Area and will require a SWPPP to be submitted for review and approval with the building permit application.

**Sustainability (Debbie Lyons):**

Sustainability, Waste and Recycling Division, does not have any active garbage accounts on this stretch of Denver Street. We have one recycling customer, but they would pull it out to 300 South for service since this stretch is a private street. However, our newest truck model needs at least 12’7” – 12’10” of clearance. Snow/ice accumulation could increase clearance needed.

These developments will need to subscribe to private garbage and recycling collection, and the clearance needed depends on the various models of trucks that private haulers may use.

**Police (Andrew Cluff):**

A couple recommendations I would make have to do with the mail room facing Denver Street and access to the parking garage. There are a lot of ways into the building from street level but also from the garage which are more out of site. So if they are unwilling to secure the garage in any way I would recommend a way to keep eyes on it digitally through cameras.

For the mail room there are East facing windows which provide clear line of site into the mail room. We have had package thefts with similar layouts from newer buildings in the downtown area. If they put a film over the windows you still maintain the ability to see out but limit the ability to see in. Packages left by delivery companies are a prime targets for passerby’s and opportunists.
<table>
<thead>
<tr>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Common Cultivars</th>
<th>Mature Height</th>
<th>Canopy Spread</th>
<th>Height</th>
<th>Canopy Spread</th>
<th>Shape</th>
<th>Flowers</th>
<th>Fruit</th>
<th>Fall Color</th>
<th>Additional Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amur Corktree *</td>
<td><em>Phellodendron amurense</em></td>
<td>Macho, Eye Stopper, His Majesty</td>
<td>30-45’</td>
<td>30-60’</td>
<td>30-45’</td>
<td>30-60’</td>
<td>rounded broad spreading</td>
<td>non showy yellow-green</td>
<td>pea sized black</td>
<td>yellow</td>
<td>once established very tolerant to urban conditions</td>
</tr>
<tr>
<td>Black tupelo</td>
<td><em>Nyssa sylvatica</em></td>
<td>Wildfire, Firestarter</td>
<td>30-50’</td>
<td>20-30’</td>
<td>30-50’</td>
<td>20-30’</td>
<td>rounded</td>
<td>small, greenish white</td>
<td>oval, dark blue</td>
<td>red, orange</td>
<td>striking fall color</td>
</tr>
<tr>
<td>Catalpa *</td>
<td>Catalpa speciosa</td>
<td>Heartland</td>
<td>45-50</td>
<td>20-25</td>
<td>45-50</td>
<td>20-25</td>
<td>narrow upright</td>
<td>white, large bell shaped</td>
<td>long slender seed pods</td>
<td>greenish-yellow</td>
<td>tolerant of urban conditions</td>
</tr>
<tr>
<td>Elm, Emerald Flair</td>
<td>Ulmus parvifolia</td>
<td>Emerald Flair</td>
<td>40-45’</td>
<td>30-35’</td>
<td>40-45’</td>
<td>30-35’</td>
<td>spreading vase</td>
<td>insignificant</td>
<td>flat round samara</td>
<td>red-orange red</td>
<td>has better red fall color than most cultivars</td>
</tr>
<tr>
<td>Elm, Emerald Sunshine</td>
<td>Ulmus propinqua</td>
<td>Emerald Sunshine</td>
<td>30-35’</td>
<td>20-25</td>
<td>30-35’</td>
<td>20-25</td>
<td>vase</td>
<td>inconspicuous</td>
<td>small, flat papery</td>
<td>yellow</td>
<td>tolerant of all urban conditions</td>
</tr>
<tr>
<td>Elm, Frontier *</td>
<td>Ulmus. carpinifolia and U. parvifolia.</td>
<td>Frontier</td>
<td>30-40’</td>
<td>20-30’</td>
<td>30-40’</td>
<td>20-30’</td>
<td>upright, vase</td>
<td>inconspicuous</td>
<td>small, flat papery</td>
<td>burgandy-purplish</td>
<td>tolerant of all urban conditions</td>
</tr>
<tr>
<td>European Alder</td>
<td><em>Alnus glutinosa</em></td>
<td></td>
<td>40-50</td>
<td>20-40’</td>
<td>40-50</td>
<td>20-40’</td>
<td>pyramidal</td>
<td>drooping male catkins</td>
<td>small woody cones</td>
<td>none</td>
<td>tolerates a wide range of soils</td>
</tr>
<tr>
<td>Ginkgo *</td>
<td><em>Ginkgo biloba</em></td>
<td>Autumn Gold, Princeton Sentry, Magyar, Colonade</td>
<td>40-45’</td>
<td>15-30’</td>
<td>40-45’</td>
<td>15-30’</td>
<td>pyramidal</td>
<td>insignificant</td>
<td>fruitless</td>
<td>yellow-golden</td>
<td>tolerant of a wide range of soil conditions, adapts well to urban environments</td>
</tr>
<tr>
<td>Goldenrain *</td>
<td>Koelreuteria paniculata</td>
<td></td>
<td>30-40’</td>
<td>30-40’</td>
<td>30-40’</td>
<td>30-40’</td>
<td>round</td>
<td>very showy bright yellow flowers in upright clusters</td>
<td>black seed in papery capsule</td>
<td>yellow-orange</td>
<td>tough adaptable tree</td>
</tr>
<tr>
<td>Hackberry</td>
<td>Celtis occidentalis</td>
<td></td>
<td>40-60’</td>
<td>30-50’</td>
<td>40-60’</td>
<td>30-50’</td>
<td>rounded spreading</td>
<td>insignificant</td>
<td>berry-like drupe</td>
<td>yellow</td>
<td>tough adaptable tree with attractive bark</td>
</tr>
<tr>
<td>Hardy Rubber Tree</td>
<td><em>Eucommia ulmoides</em></td>
<td>Emerald Point</td>
<td>35-40’</td>
<td>15-20’</td>
<td>35-40’</td>
<td>15-20’</td>
<td>narrow oval</td>
<td>insignificant</td>
<td>winged seed</td>
<td>none</td>
<td>tolerates a wide range of soil conditions, glossy green leaves</td>
</tr>
<tr>
<td>Common Name</td>
<td>Botanical Name</td>
<td>Common Cultivars</td>
<td>Mature Height</td>
<td>Canopy Spread</td>
<td>Shape</td>
<td>Flowers</td>
<td>Fruit</td>
<td>Fall Color</td>
<td>Additional Notes</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Honeylocust *</td>
<td>Gleditsia triacanthos</td>
<td>Street Keeper, Skyline, Shademaster, Northern Acclaim, Sunburst, Perfection</td>
<td>35-50’</td>
<td>20-40’</td>
<td>pyramidal to round</td>
<td>insignificant yet smell very sweet</td>
<td>reported as fruitless</td>
<td>golden yellow</td>
<td>small fine leaves give filtered shade</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hop hornbeam</td>
<td>Ostrya virginiana</td>
<td>Autumn Treasure, Sun Beam</td>
<td>25-40’</td>
<td>20-30’</td>
<td>oval to rounded</td>
<td>brown-green in summer</td>
<td>hop-like sac</td>
<td>yellow</td>
<td>tolerant of urban conditions once established</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horse chestnut, Red</td>
<td>Aesculus x carnea</td>
<td>Briotii, Fort McNair</td>
<td>30-40’</td>
<td>25-35’</td>
<td>oval to rounded</td>
<td>deep pink</td>
<td>nut</td>
<td>yellow</td>
<td>large showy flowers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hornbeam, American</td>
<td>Carpinus caroliniana</td>
<td></td>
<td>20-35’</td>
<td>20-30</td>
<td>oval vase</td>
<td>catkins</td>
<td>clusters of small nutlets in bracts</td>
<td>yellow-orange</td>
<td>smooth gray bark with fluting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hornbeam, European</td>
<td>Carpinus betulus</td>
<td></td>
<td>40-60’</td>
<td>30-40’</td>
<td>oval, vase</td>
<td>catkins</td>
<td>clusters of small nutlets in bracts</td>
<td>yellow-orange</td>
<td>smooth gray bark with fluting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katsura</td>
<td>Cercidiphyllum japonicum</td>
<td></td>
<td>40-60’</td>
<td>20-35’</td>
<td>pyramidal to round</td>
<td>insignificant</td>
<td>small green pods, female only</td>
<td>yellow-orange</td>
<td>foliage may scorch in hot, dry conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linden, Crimean</td>
<td>Tilia x euchlora</td>
<td></td>
<td>40-50</td>
<td>20-30</td>
<td>rounded pyramidal</td>
<td>fragrant creamy yellow</td>
<td>gray nutlets with bracts</td>
<td>yellow</td>
<td>reported to have more resistance to aphids</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maple, Hedge</td>
<td>Acer campestre</td>
<td>Metro Gold, Queen Elizabeth</td>
<td>25-35’</td>
<td>25-35’</td>
<td>oval/round dense</td>
<td>small green-yellow in spring, insignificant</td>
<td>green samaras</td>
<td>yellow</td>
<td>doesn’t tend to get leaf scorch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maple, State Street</td>
<td>Acer miyabei</td>
<td>State Street, Rugged Ridge</td>
<td>30-45’</td>
<td>30-35’</td>
<td>oval to rounded</td>
<td>Small green-yellow in spring, insignificant</td>
<td>green samaras</td>
<td>yellow-orange</td>
<td>hardy, tough, pest free maple</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maple, Sycamore</td>
<td>Acer pseudoplatanus</td>
<td></td>
<td>40-55’</td>
<td>35-55’</td>
<td>round</td>
<td>Small green-yellow in spring, insignificant</td>
<td>green samaras</td>
<td>yellow</td>
<td>Gray flaking bark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maple, Sugar</td>
<td>Acer saccharum</td>
<td>John Pair Caddo, Flash Fire Caddo, Autumn Splendor Caddo</td>
<td>30-45’</td>
<td>30-45’</td>
<td>rounded to oval</td>
<td>Small green-yellow in spring, insignificant</td>
<td>green samaras</td>
<td>orange-red</td>
<td>tolerant of harsh urban conditions and alkaline soil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Name</td>
<td>Botanical Name</td>
<td>Common Cultivars</td>
<td>Mature Height</td>
<td>Canopy Spread</td>
<td>Shape</td>
<td>Flowers</td>
<td>Fruit</td>
<td>Fall Color</td>
<td>Additional Notes</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Mayday Tree</td>
<td>Prunus padus</td>
<td>Merlot</td>
<td>30-40'</td>
<td>18-30'</td>
<td>pyramidal to round</td>
<td>showy white pendulous</td>
<td>pea sized black</td>
<td>yellow</td>
<td>showy in spring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mulberry, Fruitless</td>
<td>Morus alba</td>
<td>Fruitless Mulberry</td>
<td>30-50'</td>
<td>30-50'</td>
<td>wide spreading</td>
<td>small yellowish green</td>
<td>fruitless</td>
<td>none</td>
<td>tough tolerant tree</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Osage Orange</td>
<td>Maclura pomifera</td>
<td>White Shield, Wichita</td>
<td>30-25'</td>
<td>30-35'</td>
<td>upright spreading</td>
<td>none</td>
<td>none</td>
<td>yellow</td>
<td>tough tolerant, thornless, fruitless</td>
<td></td>
<td></td>
</tr>
<tr>
<td>River birch</td>
<td>Betula Nigra</td>
<td>Dura Heat, Cully</td>
<td>30-40'</td>
<td>25-35'</td>
<td>Pyramidal to rounded</td>
<td>drooping male catkins, upright green female catkins</td>
<td>insignificant</td>
<td>yellow</td>
<td>attractive, exfoliating bark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turkish Filbert</td>
<td>Corylus colurna</td>
<td></td>
<td>40-50'</td>
<td>15-35'</td>
<td>pyramidal</td>
<td>insignificant</td>
<td>edible nut</td>
<td></td>
<td>tolerant tree once established</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yellowood *</td>
<td>Cladrastis kentukea</td>
<td>American, Perkins Pink</td>
<td>30-50'</td>
<td>30-50'</td>
<td>round</td>
<td>large hanging fragrant white or pink flowers</td>
<td>flat papery pod</td>
<td>yellow</td>
<td>very showy flowers in late spring, smooth gray bark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zelkova *</td>
<td>Zelkova serrata</td>
<td>Village Green, Green Vase</td>
<td>40-55'</td>
<td>30-50'</td>
<td>vase</td>
<td>insignificant</td>
<td>small wingless drupe</td>
<td>rusty red</td>
<td>mature smooth gray bark exfoliates to reveal orange inner bark</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All parkstrip trees must be a single trunk form unless approved by the Urban Forestry Office. Other tree species may be appropriate with approval from the Urban Forestry Office. * = Proven Performer

References: The Morton Arboretum
http://www.mortonarb.org/trees-plants/search-trees/search-all-trees-and-plants
References: Missouri Botanical Gardens
http://www.missouribotanicalgarden.org/plantfinder/plantfindersearch.aspx
Tree planting requirements for park strip trees

Planning code 21A.48.060 paragraph D. Park Strip Trees - requires that a parkstrip tree shall be provided at every 30 feet.

No tree shall be planted in a parkstrip without first obtaining a permit from the Urban Forestry Program.

The width of the park strip and overhead (high voltage transmission) lines determine what trees can be planted based on their mature size.

Salt Lake City Urban Forestry Program specifies the following requirements:
- 3-5 ft park strip - small tree at maturity (less than 30 ft tall).
- 5-8 ft park strip - with high voltage transmission lines – small tree at maturity (less than 30 ft tall).
- 5-8 ft park strip - with no overhead wires-medium tree at maturity (30 -50 ft tall).
- 8 ft and greater park strip - with no overhead wires- large tree at maturity (50 ft and greater).
- 8 ft and greater park strip - with high voltage transmission lines – small tree at maturity (less than 30 ft tall).

The planting location for required trees shall not lessen the number of viable planting sites.

**Overhead street light, cable, fiber optic and phone lines do not fall under the category of high voltage transmission lines.

Use the following as guidelines for placing trees:
- 5’ from water meter and/or utility box
- 10’ from fire hydrant
- 5-10’ from residential driveway
- 5-10’ from property line of adjoining parcel
- 5-10’ from non-traffic conducting signage
- 5-10’ from utility pole and/or light
- 20’ from an unregulated intersection (20’ back from intersecting sidewalks)
- 30’ from stop signs
- 30’ from commercial driveway and/or alley
- 40’ from an intersection with traffic lights (40’ back from intersecting sidewalks)
- 15-20’ from a tree that is small in size at maturity (less than 30’ tall)
- 20-30’ from a tree that is medium in size at maturity (30 to 50’ tall)
- 30-40’ from a tree that is large in size at maturity (more than 50’ tall)
Tree Protection Zone

DO NOT REMOVE, ADJUST, OR ENCROACH ON THIS FENCING.

TO ACCESS TO THE TPZ, CALL URBAN FORESTRY.

NO CONSTRUCTION RELATED MATERIALS, SUPPLIES OR
EQUIPMENT ARE PERMITTED WITHIN THE FENCED AREA.

#BLD ____________________
ADDRESS__________________________________

Salt Lake City Urban Forestry 801-972-7818
INSTRUCTIONS

Reproduce this sign enough times that it can be placed on the street side and on the private property side of each TREE PROTECTION ZONE.

Fill in approved building permit number on the front side.

Plastic laminate the signs for weather resistance.

Affix the filled in and laminated signs to the tree protection fencing using zip or twist ties.

Place sign at regular intervals on all sides of fencing for maximum visibility.

Place sign on fencing so it is visible to construction personnel and from the street.

Keep the sign in readable condition for the entire duration of the project.

For information on these requirements contact the Salt Lake City Urban Forestry Program at 801.972.7818.
Urban Forestry Plan Review Checklist

The following information is required on all Site, Demolition and Landscape plans submitted for review.

- All plans in the drawings folder in ProjectDox must be labeled i.e. Demolition, Site, Landscape etc.
- Parcel Address: If parcels are being combined, label all properties involved with parcel street address, not parcel I.D.
- Adjacent Properties: Depict addresses and property lines.
- Type of Project: Describe the nature of the project, i.e. new home construction, new building construction, interior remodel etc.
- Depict and label all streets, sidewalks, curbs, driveways and park strips.
- Depict and label public right-of-way property line.
- Illustrate and label existing above ground and below ground utilities.
- Illustrate and label proposed above ground and below ground utilities.
- Depict all trees on both private and public property on the site and within 15 feet of the site (including park strip trees and adjacent private property trees).

- Tree Preservation information: All existing trees on site (both private and public property), and within 15 feet of the site (including park strip trees and adjacent private property trees) must be easily identified on the drawings and must include the following information:
  - Tree Species
  - Size expressed in “d.b.h.” (dbh is Diameter at Breast Height and is measured at 4.5 feet above grade)
  - Condition
  - Status- “proposed removed” or “proposed preserved”
  - Any proposed pruning or root cutting
- Depiction of tree protection fencing (tree protection fencing must be **free standing, 6 feet tall chain link**) for trees to be preserved- See Tree Protection and Preservation document for further details.
- Landscape plans shall depict only proposed preserved and proposed new trees

☐ A comprehensive **tree inventory spread sheet** of all public and private property trees shall be provided on the plan indicating
  - Tree species
  - Tree size (dbh)
  - Location (private or public property)
  - Condition (Good, Fair, Poor, Very Poor)
  - Status (proposed removed or proposed preserved)
  - Additional notes (i.e. justification for removal of a tree that is not in the footprint of proposed improvements/changes)
  - Total tree count
  - Total tree dbh inches to be preserved
  - Total tree dbh inches to be removed

☐ Depict footprints for all existing and proposed structures and hardscapes. Landscape plan should only show remaining existing and proposed structure footprint.

☐ Label all proposed vegetation in park strip and private property with size, species and quantity. Plan must indicate distances between trees to be planted in the park strip, distances between trees and utilities, distances between trees and driveways and buildings.

**Tree planting information for planting in the Public Right of Way (park strip)**

- All trees planted in the public right of way require a permit issued by the SLC Urban Forestry office prior to approval in ProjectDox.
- All trees planted in the public right of way must be a **minimum** of 2” caliper in size.
- The site chosen for planting must meet the following criteria:
  - 5’ from water meter and/or utility box
  - 10’ from fire hydrant
  - 5-10’ from residential driveway
  - 5-10’ from property line of adjoining parcel
  - 5-10’ from non-traffic conducting signage
  - 5-10’ from utility pole and/or light
  - 20’ from an unregulated intersection (20’ back from intersecting sidewalks)
  - 30’ from stop signs
  - 30’ from commercial driveway and/or alley
  - 40’ from an intersection with traffic lights (40’ back from intersecting sidewalks)
  - 15-20’ from a tree that is small in size at maturity (less than 30’ tall)
  - 20-30’ from a tree that is medium in size at maturity (30 to 50’ tall)
  - 30-40’ from a tree that is large in size at maturity (more than 50’ tall)

- Comprehensive tree planting directions will be provided with all planting permits.
Urban Forestry Plan Review Policy

The following information is required on all Site, Demolition and Landscape plans submitted for review.

☐ All plans in the drawings folder in ProjectDox must be labeled i.e. Demolition, Site, Landscape etc.

☐ Parcel Address: If parcels are being combined, label all properties involved with parcel street address, not parcel I.D.

☐ Adjacent Properties: Depict addresses and property lines.

☐ Type of Project: Describe the nature of the project, i.e. new home construction, new building construction, interior remodel etc.

☐ Depict and label all streets, sidewalks, curbs, driveways and park strips.

☐ Depict and label public right-of-way property line.

☐ Illustrate and label existing above ground and below ground utilities.

☐ Illustrate and label proposed above ground and below ground utilities.

☐ Depict all trees on both private and public property on the site and within 15 feet of the site (including park strip trees and adjacent private property trees). Trees (especially public property trees) must appear on the site plan, demolition plan and the grading and drainage plans.

☐ Tree Preservation information: All existing trees on site (both private and public property), and within 15 feet of the site (including park strip trees and adjacent private property trees) must be easily identified on the drawings and must include the following information:
  o Tree Species
  o Size expressed in “d.b.h.” (dbh is Diameter at Breast Height and is measured at 4.5 feet above grade)
  o Condition
  o Status- “proposed removed” or “proposed preserved”
  o If proposing tree removal, indicate why
  o Any proposed pruning or root cutting
  o Depiction of tree protection fencing (tree protection fencing must be free standing, 6 feet tall chain link) for trees to be preserved- See Tree Protection and Preservation document for further details.
Landscape plans shall depict only proposed preserved and proposed new trees. Trees (and tree protection fencing) that are proposed to remain and be protected must be depicted on the site, demolition and grading & drainage plans.

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  - Tree size (dbh)
  - Location (private or public property)
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  - 20-30’ from a tree that is medium in size at maturity (30 to 50’ tall)
  - 30-40’ from a tree that is large in size at maturity (more than 50’ tall)

- Comprehensive tree planting directions will be provided with all planting permits.
Tree Protection and Preservation Policy

City code mandates the protection of trees during construction. The urban forest contributes greatly to the environment, quality of life and property value. Tree protection is designed to preserve and protect tree health by avoiding damage to tree roots, trunk and crown. Protecting and preserving trees will reduce long term maintenance costs and tree replacement cost.

Tree roots serve four primary functions: absorption, conduction, storage, and anchorage. Although root cutting usually does not result in immediate visible changes to the tree, construction activities can cause irreparable damage to trees such as the death of the entire tree or large portions of the tree, and compromised anchorage from destroyed root systems, all of which are great public safety concerns because of the increase of the likelihood of tree failure.

Tree roots often spread two to three times wider than the drip line of the canopy. Ninety percent of a tree’s roots are found in the top eighteen inches of soil. These facts illustrate why it is so important to use care when working near existing trees.

Tree Protection Guidelines for Construction Sites

Prior to beginning demolition or construction work that is near trees on any property, the following tree protection plan shall be implemented

1. Tree protection practices will include establishing the tree protection zone (herein known as TPZ). The TPZ will be 1 foot radius from the base of the tree’s trunk for each 1 inch of the tree’s diameter measured at 4.5 feet above grade (referred to as dbh).

Tree Protection Zone

<table>
<thead>
<tr>
<th>Tree diameter</th>
<th>Tree Protection Zone radius</th>
<th>Total protection zone diameter including trunk</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 inches</td>
<td>2 feet</td>
<td>4+ feet</td>
</tr>
<tr>
<td>6 inches</td>
<td>6 feet</td>
<td>13 feet</td>
</tr>
<tr>
<td>20 inches</td>
<td>20 feet</td>
<td>42 feet</td>
</tr>
<tr>
<td>46 inches</td>
<td>46 feet</td>
<td>96 feet</td>
</tr>
</tbody>
</table>

When trees are on the parkstrip, the TPZ will be the entire length of the parkstrip from curb to sidewalk.

The TPZ will be defined by 6’ tall chain link fencing. Fencing will be erected with free standing
posts, NOT posts driven into the root system. There shall be appropriate signage posted on each linear span of the fence; example of the signage is included with this document. Signage shall be laminated on 8 ½ x 11” paper. The TPZ fencing and signage will remain until the project is complete or until Urban Forestry has provided written authorization allowing the removal of the fencing. Tree protection fencing must be depicted on the site, demolition and grading & drainage drawings.

**There will be no digging, trenching, grading, siltation, masonry set-up or storing of materials or equipment in the TPZ.**

2. All trees are to remain protected, unless given approval and permitted for removal by the Urban Forestry Office. If tree removal is permitted a mitigation fee will be required. If trees are damaged or destroyed (above ground or below ground) due to construction activity, the contractor will be assessed the appraised value of the trees payable to Salt Lake City. A permit is required for all removal and pruning of city trees approved and issued by the Salt Lake City Urban Forestry office. (801-972-7818). Tree pruning and removal permits will only be issued to I.S.A. Certified Arborists.

A minimum 48 hours’ notice must be given to the Urban Forestry Program prior to any request for onsite meetings.

3. Trees to be preserved during all construction activities shall have a TPZ as shown on all plans. The TPZ shall be clearly marked on the site plan, demo plan, grading plan and landscape plan.

4. Only tunneling or boring will be allowed in the TPZ at a depth of 36 inches minimum. The access pit must be located outside of the TPZ. If this is not feasible, written authorization must be obtained from the Urban Forestry office PRIOR to altering the TPZ.

5. No equipment (except for a sod cutter) shall be allowed inside the tree protection zone. If special provision for excavation is approved by the Urban Forestry Office, it shall be done by hand or a soil vacuum or air spade.

6. Use tunneling or boring for irrigation and utilities. No roots larger than 4” in diameter will be cut. All roots will be cut cleanly with a saw. In situations where a root has been damaged, a clean cut shall be made on the root at the edge of the trench closest to the tree trunk.

7. If replacing the sidewalk, no roots larger than 4” in diameter shall be cut. Other alternatives such as ramping or a radius or arch around the existing trees will be used. Roots will not be ripped out with a back hoe. Cuts on tree roots shall be smooth and clean, made with a saw. Any exposed cut roots will be covered as quickly as possible to prevent them from drying out and the tree should be watered immediately. If tree roots are to remain exposed for more than four to six hours, they must be covered with burlap and kept moist at all times.

8. Tree care contractors providing services to public trees shall be certified arborists with the International Society of Arboriculture, licensed to do business in Salt Lake City and be
registered with the Utah Division of Commercial Code, insured against personal injury and property damage. Prior to beginning work on tree(s) the tree care contractor shall contact the City’s Urban Forestry Program to obtain appropriate public property tree work permit(s).

9 Trees shall not be used to support any scaffolding, signs, temporary utility, or any other device. Sidewalks and paving levels should be contoured whenever possible to avoid root cutting. If damage occurs to a protected tree, immediate contact shall be made with the City Forester.

10 Do not change the soil grade by cutting or filling in the TPZ.

11 Do not do any additional planting within 10’ of the trunk.

12 In certain circumstances, the installation of wood chips from the trunk to the dripline at a depth of 2”-4” may be required. For example, if sod is removed under the tree, woodchips would be required.

13 Trees shall be watered according to the following guidelines:
   a. Established trees need deep watering once every two weeks with low pressure at the drip line to ensure that the ground is soaked to a depth of at least 8 inches. Generally 5 gallons per inch of trunk diameter at breast height.
   b. Young or newly planted trees need to be watered every 3—4 days, depending on temperature.

Underground Utility Work

When given approval by the Urban Forestry office to work in the TPZ to replace or restore underground utilities, use only a soil vacuum or hand dig, leaving roots larger than 4” in diameter untouched.

1. Where possible when replacing existing utilities such as water or sewer lines very near to preserved trees, abandon the lines and reinstall farther away from the tree.

2. Tunneling or boring will always be done at a minimum depth of 36 ″. This shall be performed in a manner and location least damaging to tree roots.

3. Where large anchorage roots are encountered, hand digging and bridging of roots shall be done, leaving roots intact.

4. When encountering roots over 4” in diameter the Salt Lake City Urban Forestry office will be consulted prior to cutting to find some other course of action. Any cutting of tree roots shall give due consideration to future welfare of the tree. Proper action shall be taken so as to protect, and preserve the roots. Roots will not be ripped out with a back hoe. Cuts on tree roots shall be smooth and clean, made with a saw.
Tree Pruning

1. All Pruning on public trees will be approved by the Urban Forestry with the issuance of a permit. No pruning will be allowed that will compromise the aesthetics or structural integrity of a preserved tree. Tree care contractor providing services to public trees shall be a certified arborist with the International Society of Arboriculture, licensed to do business in Salt Lake City, and be registered with the Utah Division of Commercial Code, insured against personal injury and property damage. Prior to beginning work on trees(s) the tree care contractor shall contact the City’s Urban Forestry Division to receive authorizing tree permits.

If any work is required within the TPZ, a call to our office must be made to discuss the specifics of the work and to schedule a site visit if required.

Due to the high volume of projects that require the involvement of SLC Urban Forestry, large and extensive projects may necessitate the involvement and oversight of an independent consulting arborist.

**Nearing project completion, a call to the Urban Forestry office (801-972-7818) must be made to schedule an inspection before the tree protection fencing can be removed.**