



# Staff Report

PLANNING DIVISION

**To:** Salt Lake City Planning Commission  
**From:** Sara Javoronok, AICP, [sara.javoronok@slcgov.com](mailto:sara.javoronok@slcgov.com), 801-535-7625  
**Date:** July 26, 2023  
**Re:** PLNPCM2023-00354 – 9<sup>th</sup> East Mixed Use and Multi-family

## Design Review

**PROPERTY ADDRESSES:** 402 South 900 East and 410 South 900 East

**PARCEL IDs:** 16-05-330-010-0000 and 16-05-330-009-0000

**MASTER PLAN:** [Central Community Master Plan](#) – Medium Density Transit Oriented Development

**ZONING DISTRICT:** [TSA-UN-C](#) (Transit Station Area – Urban Neighborhood Station - Core)

### REQUEST:

Salt Lake City has received a request from Adam Ford, of The Richardson Design Partnership, and representative for the property owner, RD Management, for Design Review approval for modifications to the design standards to construct a new mixed-use development. The standards proposed to be modified are the requirement for 60% glass on the ground floor of the 900 East street facing facade and the maximum length of a street-facing facade of 200' for the 400 South elevation.

### RECOMMENDATION:

Based on the findings in the staff report, planning staff recommends that the Planning Commission approve the Design Review subject to complying with all applicable regulations and the following conditions of approval:

1. The gate to the canal from 400 South and the fencing along the western property line shall be powder coated metal.
2. Materials not classified as durable, including metal, are subject to Planning Director determination of durability.
3. TSA Development Score approval is required prior to building permit approval.
4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.
5. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
6. The involved lots shall be consolidated through the Lot Consolidation process as per Chapter 20.32 of the Subdivisions and Condominiums ordinance.

## ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Plan Set](#)
- C. [ATTACHMENT C: Property and Vicinity Photos](#)
- D. [ATTACHMENT D: TSA-UN-C Zoning Standards](#)
- E. [ATTACHMENT E: Design Review Standards](#)
- F. [ATTACHMENT F: Public Process & Comments](#)
- G. [ATTACHMENT G: Department Review Comments](#)

## PROJECT DESCRIPTION

The proposal was previously approved by the Planning Commission on January 13, 2021 ([PLNPCM2020-00641](#)), and a one-year extension granted on January 26, 2022. The one-year extension expired in January 2023 and the applicant has submitted new applications for review. The changes to the proposal include compliance with a previous condition of approval related to the replacement of EIFS on the street facing facades with fiber cement panels, compliance with the new parking chapter, which required additional bicycle parking spaces, and the applicant has agreed to a new condition that the gate and fencing along the western property line will be powder coated metal.



The subject property has a single-story building occupied by OfficeMax and associated parking. It is located at the southwest corner of the intersection of 400 South and 900 East. The 900 East Trax Station is located directly north the property. Bus stops are located on the 400 South and 900 East frontages. To the north of the subject property are smaller lots with one to three story buildings predominantly occupied by commercial uses (TSA-UN-T), some in historically residential buildings. To the northeast is a four-story Intermountain Healthcare building (UI). To the east is a single-story Village Inn restaurant (TSA-UN-T) and to the west is a single-story with mezzanine building occupied by Salt Lake Roasting Company (TSA-UN-C). Directly to the south is a driveway and access to Bennion Elementary School (PL). Further to the south is a smaller two-story building occupied by Goodly Cookies and the six-story 9<sup>th</sup> East Lofts (TSA-UN-C). The

### *Quick Facts*

**Height:** 86' 3 1/2" (6 stories above grade)

**Number of Residential Units:** 264 units

**Commercial Uses:** 15,700 sq. ft.

**Lot size:** 84,361 square feet (1.94 acres)

**Ground Floor Uses:** Retail, restaurant, lobby, leasing, resident facilities, and parking

**Upper Floor Uses:** Residential units and amenity areas

**Exterior Materials (street facing facades):** Glass, brick, fiber cement panels, and metal

**Parking:** 319 stalls

**Review Process & Standards:** Design Review, TSA Development Review, TSA-UN-C standards, and general zoning standards.

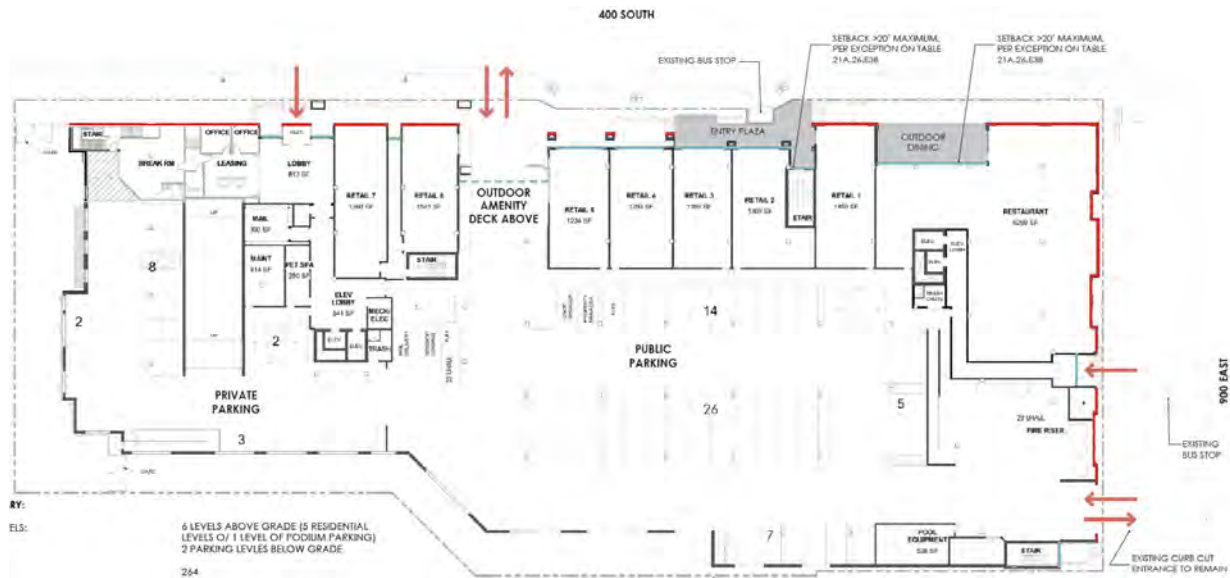
Jordan and Salt Lake City Canal is located underneath the parking lot and will be relocated in a 36" storm drain to the western and southern perimeter of the property.



### *Subject property and vicinity*

The proposal is for first floor commercial space fronting 400 South and residential units on the upper floors. The retail and office space front 400 South and 900 East and wrap structured parking located on the first and mezzanine levels of the building. The building is six stories above grade with mezzanine levels for parking and storage. It has a maximum building height of 86 ft 3 ½ inches. The applicant is seeking design review approval for a façade length greater than 200 feet and ground floor glass on the 900 East façade that is less than the 60% required. The 400 South façade length is 434 feet and the 900 East façade has 40% glass on the ground floor. The building height includes the extra story of height that is permitted with a TSA Development Guideline score greater than 125, which allows for administrative review. Staff review of the project awarded 154 points for the development.

With the previous review, the applicant worked with staff to make several changes to the building to increase the articulation, make entries at grade or closer to at grade, and provide more amenities in the dog run/canal easement. This included increasing the setback of the second-floor amenity deck/parking entrance from the front façade and adjusting the entries on the western end of the building to be at grade. In the dog run/canal easement area, the surfacing on the western side was updated to grass pave and rock mulch. Just outside the canal, there are bushes and tall grass to improve the appearance of the area. With this review, the applicant updated the plans to comply with the materials requirement with fiber cement panels and the new parking chapter with additional secure bicycle parking. The applicant has agreed to use powder coated metal for the gate accessing the canal easement and the fencing along the western property line.



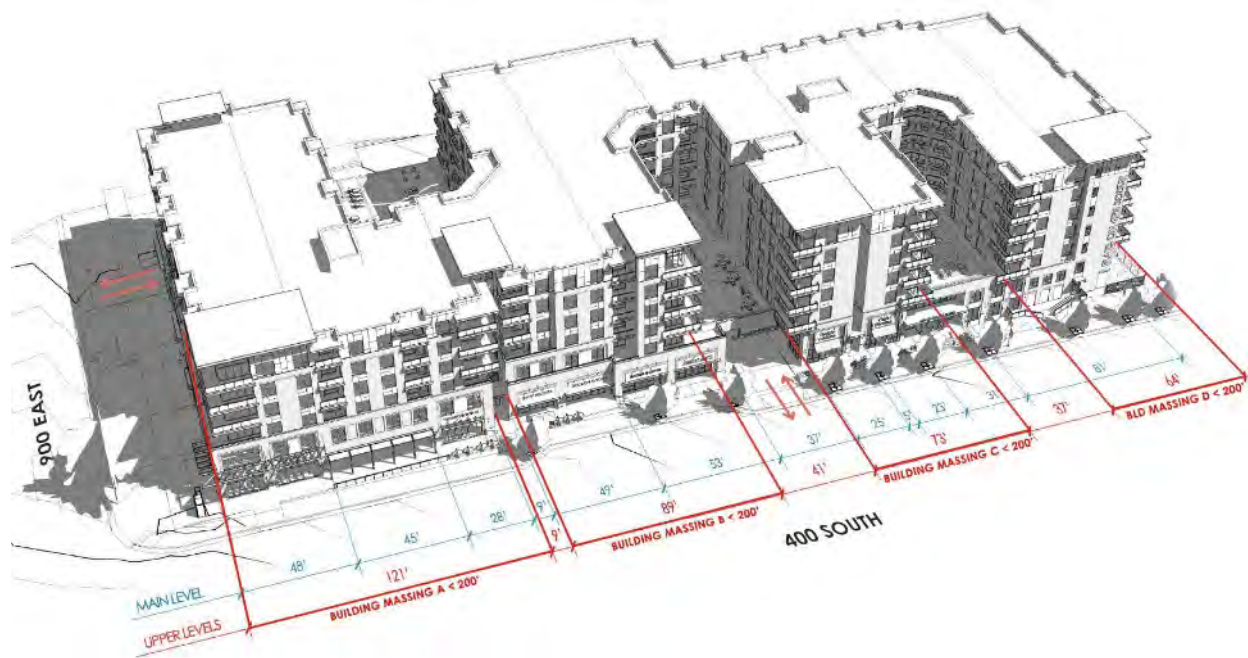
### Architectural site plan

The proposed six story building occupies most of the site. The ground floor street facing facades are fully occupied by active uses. There is a minimum setback of 10 feet and a 10-foot sidewalk located between the building and the park strip on 400 South. The proposal retains 10 park strip trees and adds five golden rain trees on 400 South and five white ash on 900 East. A single vehicular access to the structured parking is located near the middle of the building. On 900 East there is a 10-foot sidewalk adjacent to the park strip and vehicular access to the parking on the southern end of the building.



### 400 South (north) elevation

The first floor of the 400 South elevation is largely occupied by commercial uses and is the location of the leasing office. The materials on the first floor are brick (73%) and metal (27%). The first floor brick is an earth tone blend. The northeastern corner of the site is approximately 12 feet 6 inches higher than the northwestern corner. This is accommodated for across the façade and steps up to the commercial entries are minimized. The material on the upper floors is predominantly brick (65%) and fiber cement panel (31%), which the city considers to be durable materials. The remaining four percent of the upper floors on this elevation are metal. With a condition, the applicant has agreed to a metal that the Planning Director determines to be a durable material. Sixty-seven percent of the ground level between 3-8 feet is glazing, which exceeds the 60% required.



As identified above, the north façade is 434 feet long. The façade has several breaks in it that are identified in the graphic above from the applicant’s initial submittal. The revised submittal maintains the building mass widths and increases the setback of the second-floor amenity area between Building Massing B and C by 10 feet to 23 feet from the front of the building and 33 feet from the property line. From the corner of the building at 900 East and 400 South, there is a change in the building plane at 121 feet. At this location there is a building entry that is further recessed from the building plane. The next massing section of the building extends 89 feet to the 400 South entry for the parking. This entry is recessed 23 feet from the front of Building Massing C. Above the first floor it is recessed 80 feet with an amenity area occupying much of the second floor. The third building mass extends 73 feet before another break in the building plane and another amenity area that is recessed 75 feet above the mezzanine level. The final building mass fronting the street extends 64 feet. Residential units occupy floors 2-6 and many units have balconies or outdoor space fronting the amenity areas and these provide additional variation in the building plane and visual interest.



900 East (east) elevation

The 900 East elevation has commercial uses at the northeast corner of the building, an entry to the residential portion of the building, and garage and service access. The building length is approximately 186 feet. The primary materials on the first floor are brick (91%) and metal comprises the remainder. Forty percent of the ground floor between 3-8 feet is glazing and the applicant is seeking relief from this design standard, which requires 60%. The upper floors are predominantly brick (62%). Thirty-seven percent is fiber cement panel and there is approximately 1% that is break metal. As with the 400 South elevation, the applicant has agreed to a metal that the Planning Director determines to be a durable material.



### *South elevation*

While not part of the Design Review request, the materials on the south elevation are similar to those on the other elevations. The primary material is brick. There are several areas with changes in the building plane. There is a large amenity area on the second floor and at this level the building is recessed 100 feet to accommodate it. Additionally, on the western third of the building, the width of the property decreases and there is a change in the building plane to accommodate for access to the Jordan and Salt Lake City Canal.



### *West elevation*

The west elevation is also not part of the Design Review request. Its materials are similar to the other elevations with brick as the primary material on the upper floors. The change in grade from west to east is visible on the left in the elevation shown above. Floors 2-6 project outwards approximately 12' and there is variation and visual interest on this façade with balconies and material changes. Additionally, the units are recessed to the south to accommodate the accessway for the relocated Jordan and Salt Lake City Canal below grade.

## APPROVAL PROCESS AND COMMISSION AUTHORITY

This project is subject to Design Review approval per Salt Lake City Code Chapter 21A. 59. The Design Review process requires review and approval from the Planning Commission before the proposal can proceed with a building permit. The Planning Commission may approve the Design Review request as proposed or may impose conditions necessary or appropriate for the Design Review to comply with the standards. The Planning Commission may deny an application for a Design Review if it finds that the proposal does not meet the purpose or standards for Design Review in Chapter 21A.59.

## KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. How the proposal helps implement city goals and policies identified in adopted plans.
2. Compliance with Zoning Requirements

### **Consideration 1: How the proposal helps implements city goals and policies identified in adopted plans.**

The proposed project is consistent with the citywide *Plan Salt Lake* and the *Central Community Master Plan*.

In *Plan Salt Lake*, two guiding principles are applicable as are initiatives in several chapters. The applicable guiding principles in *Plan Salt Lake* are the following:

- Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community therein.
- Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.

The proposed project's residential units and commercial spaces have the potential to provide the opportunity for social interaction and services needed for the well-being of the community.

Initiatives from the growth, housing, and transportation and mobility chapters are also applicable. Growth initiatives are as follows:

- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.

The proposed project is located adjacent to high-capacity transit (900 East Station) and there are bus stops along its 400 South and 900 East frontages. Additionally, the proposed project would have a mix of uses with commercial space and residential units. There are 15,700 square feet of commercial space, 264 residential units, and 319 parking spaces proposed for the site, substantially more intensive than the single-story 25,000 square foot retail building and approximately 100 parking spaces that currently occupy the site.

The housing initiative to, “Promote high density residential in areas served by transit,” is applicable since the project has a density of 136 dwelling units per acre. Additionally, the proposed project is close to the Trax line and bus routes.

Similarly, the proposal’s location near the Trax lines, bus stops, and the University of Utah, is consistent with several initiatives in the Transportation and Mobility chapter that call for connecting residents with transit, pedestrian and bicycle networks, and reducing automobile dependency and single occupancy vehicle trips. The initiatives are as follows:

- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options
- Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking and transit.
- Prioritize connecting nodes located throughout the City to each other with improved walking, biking and transit.
- Reduce automobile dependency and single occupancy vehicle trips.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Encourage transit-oriented development (TOD).

The proposed project is also consistent with the *Central Community Master Plan* initiatives with the following:

#### *Livable communities and neighborhoods*

- A variety of residential land use supports all types of housing and the affordability of the housing stock.
- The appropriate transition of multi-family housing with mixed land uses in designated areas supports sustainable development within the community.

#### *Vital and sustainable commerce*

- Increased pedestrian accessibility and cultural activities encourage more housing that supports the employment center of the downtown area.
- An enhanced built environment encourages employees to work and live in the Central Community and supports the creation of smaller locally owned businesses.

#### *Unique and active places*

- New places where people can gather, meet, socialize, and recreate are created using design excellence and shared resources.
- Existing destination centers and gathering places are enhanced through urban design recommendations.

#### *Pedestrian mobility and accessibility*

- Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement.
- Improved pedestrian movement along arterials and collectors ensures pedestrian safety.
- Higher density residential land uses are located near commercial areas, light rail stations and open space.



The proposed project is located in the East Central North planning area and specific to the East Central North Neighborhood Planning Area, the following issues apply:

- Ensure that commercial development is compatible with any adjacent residential land uses
- Ensure new multi-family development is carefully sited, well designed, and compatible in scale.

The proposed mixed-use development with ground floor, street facing commercial space and upper floor residential units meets the intent of the *Central Community Master Plan* initiatives. The building uses support the 900 East Trax Station on 400 South and the two bus stops along its frontages. The commercial spaces will provide additional gathering spaces and destinations for the community. Additionally, they will provide retail and services for the upper floor residents and others in the neighborhood. The higher density multi-family use is appropriate for the location directly adjacent to a Trax station. The design of the building is compatible with the adjacent zoning, which is TSA, public lands (Bennion Elementary), urban institutional (Intermountain) and mix of uses. Some of the adjacent properties have smaller scale development that may redevelop in the future. The façade of the building is broken up with changes in the building plane and the ground floor uses will add additional visual interest and opportunities for pedestrians and other passersby.

## **Consideration 2: Compliance with Zoning Requirements**

The Design Review request is necessary for the modification of two zoning requirements for the TSA zoning district.

### **1) Modification to Maximum Building Façade Length**

The maximum permitted building façade length is 200 feet in the TSA zoning districts. At 434 feet in length, the 400 South elevation of the proposed building exceeds this maximum by slightly more than twice what is allowed. The purpose of the maximum building façade length is to break up large expanses of building and to create spaces which are more human in scale and comfortable to the pedestrian. The proposed development seeks to accomplish this with the active uses on the ground floor, the several changes in building plane across the frontage, and the deeply recessed areas above the first floor where amenity areas are located.

The property is in the Urban Neighborhood Core district. The purpose of the Urban Neighborhood station is:

*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.*

Additionally, the purpose of core areas are as follows:

*“...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.”*

The proposal meets the intent of these purpose statements. The existing property is approximately 457 feet wide and the proposed building, consistent with the intent of the zoning district, occupies nearly all of this street frontage. It provides structured parking and removes a large noncomplying, off-street parking lot.

The proposed occupant for the corner space is a restaurant and this space has a large amount of glazing and an outdoor dining space that will add to the pedestrian experience for those walking by the site. The spaces to the west are to be occupied by retail uses and are punctuated by an entry to the structured parking. Above this level, the building is recessed 80 feet to accommodate an amenity area. There are material changes and balconies that add visual interest to the units that face this area and are also visible from the street. Further west are additional retail spaces with storefront and entry features that differ from those to the east. Additionally, there is the main entrance for the building, which has a different awning and glazing pattern from the adjacent entries. The change in grade along the frontage of the site is accommodated in several places and there are minimal stairs required for entering commercial spaces.

While not identified in master plans applying to this area, particularly in downtown, midblock crossings or other walkways are encouraged. This would not be appropriate for this block as most of the southern and western part, approximately 40%, is occupied by Bennion Elementary. Lower intensity commercial and residential uses on smaller lots extend continuously across 75% of the 500 South block. Any proposed break in the block to provide access to the south would be challenging to create and to navigate. The proposed building with its changes in building plane coupled with the break for the entry to parking delineate the building into several sections and accomplish the intent of the maximum building length design standard.

## **2) Modifications to Ground Floor Glass**

TSA district design standards require the ground floor to have at least 60% glass between 3' and 8' above grade. All of the ground floor glass must be transparent and provide at least 5' of visual depth into the building. The purpose of this requirement is to provide visual interest for pedestrians and others. The ground floor glass standard is required on the 400 South and 900 East street facing facades. The ground floor glass standard is met along 400 South (67% glass), however along the 900 East façade only 40% of glass is provided between the heights of 3' to 8'.

The site is located on a corner and the 900 East elevation accommodates a mix of commercial, vehicular and service access for the proposed project. The proposed ground floor use at the corner of the building is a restaurant and there is a substantial percentage of glass on the façade of this space. Further to the south is a building entry with additional glass. The remainder of this façade has service access for refuse and loading and an entry to the garage. These areas are better located on the 900 East frontage rather than the 400 South frontage that has additional traffic and the Trax line. These uses are located to the rear of the building and in a location that is likely to have the least amount of pedestrian traffic. While not meeting the requirement, the elevation has a significant amount of glass and places service access on this façade in a less visible location. This accomplishes the intent of the minimum glass standard.

## **STAFF RECOMMENDATION**

The proposed development with 264 residential units, 15,700 square feet of commercial space, and associated structured parking located within the building meets the intent of the TSA Urban Neighborhood Core zoning district standards. This mixed-use development has active ground floor uses, residential units on the upper floors, and parking that is wrapped by other uses or is

located above or below grade. The proposed project is located across from a Trax station and has bus stops on both street frontages. The uses within the project coupled with its location between downtown and the University of Utah will create demand for transit services and will increase pedestrian activity in the area. Additionally, the building architecture and design are at the human scale and oriented to pedestrian use. It is compatible with other recent construction in the area and will provide amenities to the neighborhood.

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:

1. The gate to the canal from 400 South and the fencing along the western property line shall be powder coated metal.
2. Materials not classified as durable, including metal, are subject to Planning Director determination of durable.
3. TSA Development Score approval is required prior to building permit approval.
4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.
5. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
6. The involved lots shall be consolidated through the Lot Consolidation process as per Chapter 20.32 of the Subdivisions and Condominiums ordinance.

## **NEXT STEPS**

### **Approval of the Request**

As identified in the conditions of approval, the lots shall be consolidated through the lot consolidation process. If the design review is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

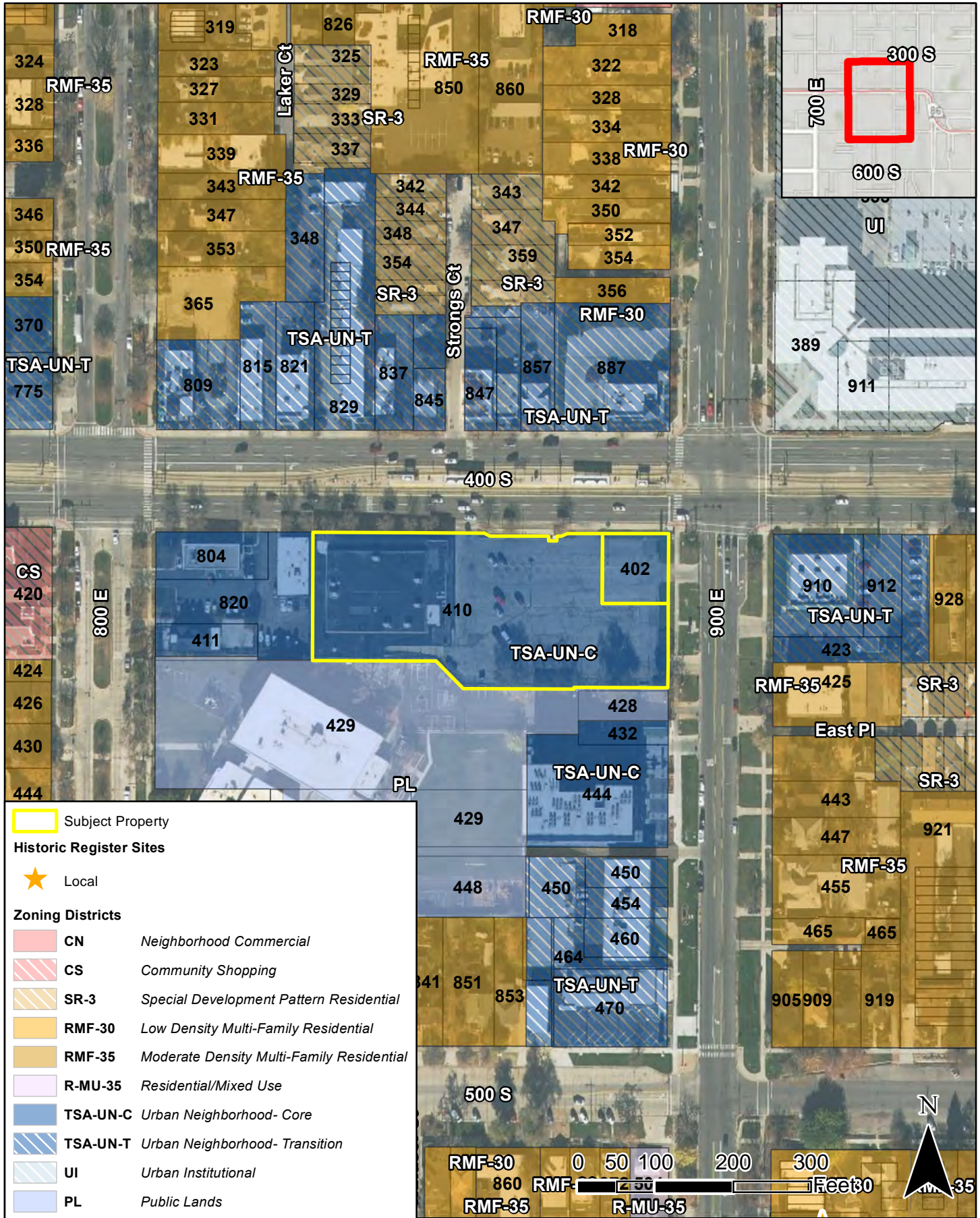
### **Denial of the Design Review Request**

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

# **ATTACHMENT A: Vicinity Map**

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# Vicinity Map



# **ATTACHMENT B: Plan Set**

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Salt Lake City Corporation  
Planning Division  
410 South 900 East  
Salt Lake City, UT 84102

April 14, 2023

## 9<sup>th</sup> East Mixed-Use Development – Design Review Application

The proposed mixed-use development project is located at the corner of 400 South and 900 East in Salt Lake City, Utah. The site is directly south of the 900 East UTA TRAX stop and is also adjacent to bus stops located on 400 South and 900 East. The existing property is currently in use as a 1-story retail building with a surface parking lot

The redevelopment of the property will create a 6-story, 264 unit multi-family residential and mixed-use retail development. There will be ground floor retail, underground structured parking, along with second level patio deck amenities exclusively for the residential tenants. The site is 1.943 acres (84,631sf) with 264 proposed dwelling units. There are no dwelling units on the ground floor. The proposed building covers the majority of the site. This is a Permitted Use in the TSA-UN-C Zone.

The project will be a new-build, 5-level multi-family, market-rate apartment building of Type III wood construction over 2.5 levels of Type I concrete construction containing underground and ground level parking, retail spaces, and leasing offices. The proposed building is a total of 6 levels above grade with a maximum building height of 83'-6" as measured from the average grade plane to the highest point of the building. The proposed mixed-use development is eligible for an additional story of building height under 21A.26.E2b.

*"Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one (1) story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title."*

According to the TSA Development Guidelines, the current project qualifies for 174 points, exceeding the 125 points required for administrative review, making the project eligible for an additional story of building height. Table 21A.26.078E2 specifies a 75' maximum height for the TSA-UN-C Zone. The overall floor to floor height of the first five levels is 66'-6" with an average floor to floor height of 13'-3 1/2". The resulting maximum zoning height limit is 88'-3 1/2".

A parking structure located on the main and underground levels provides the necessary parking for residents and guests of the development. There will be two entries accessing the parking garage, one located on 900 East and the other at the existing curb cut to remain on



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400 South. The entrance to the parking facilities conforms to the required site triangles (See attached civil engineering exhibit). The parking structure is concealed behind ground level retail and leasing offices facing 400 South and 900 East. Detailed brick walls, storefront, and awnings provide transparency and an engaging visual experience. This is further enhanced by a pedestrian plaza with outdoor dining areas and a variety of landscaping, further contributing to a vibrant and inviting atmosphere for local residents and patrons. The added retail locations will contribute to the ongoing dynamic development along the 400 South corridor.

At the upper levels, the building massing is broken up into three major volumes, at the same time taking advantage of the area between the upper floors for outdoor recreation. These outdoor spaces will be developed for use by the residents and include such amenities as a pool, spa, outdoor fitness, BBQ grilling, and event space.

The building exterior draws inspiration from the historic character of the surrounding area, as well as, the neighboring buildings. The majority of the building exterior is clad in brick all around with fiber cement panel accents, and limited EIFS (Exterior Insulated Finish System) finish along the upper floors. The design of the street facing units includes private balconies to take advantage of less obstructed views, and to enhance the exterior design of the project. The corner of the building at the prominent 400 South and 900 East intersection is visually open to the downtown and surrounding Wasatch Front mountains. Storefront glazing has been applied vertically at the corner of 400 South and 900 East and extends down to the corner retail unit, visually anchoring this prominent corner.

Color renderings have been provided to demonstrate building signage concepts to communicate the pedestrian experience along 400 South. Final signage information will be submitted under a separate permit for the City review.

The current building length zoning ordinance states that *"No street facing building wall may be longer than specified along a street line..."* In the TSA zone the building wall length is limited to 200 feet. The proposed building massing has been designed so that no building wall exceeds the length required by the city ordinance. Variation in building plane are provided ranging from 6' to 106' in depth. The stepping in the building massing provide the visual interest and break in the pedestrian experience intended by the zoning ordinance. In addition to the horizontal stepping of the walls, the ground level façade is also broken up by storefront windows and building entrances providing access to the residential and commercial uses of the development. These building elements have been designed to meet the spirit of the coverage percentage and maximum distances required in the zoning ordinance.

In the context of 900 East TRAX station and 400 South transit corridor, this new development will play a significant role to enhance and revitalize this important area of Salt Lake City. The unique, yet familiar exterior design, the dynamic, inviting street level





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promenade and plaza, along with articulation of form, material and detail, all contribute to the creation of a vibrant and engaging built environment at this location. The visual breaks in the building massing and materiality conform with the intended goal of the zoning ordinance, to establish a walkable pedestrian experience and contribute to the urban character of Salt Lake City.

ARCHITECTURE      PLANNING      INTERIORS

510 SOUTH 600 EAST, SALT LAKE CITY, UTAH 84102 TELEPHONE: 801.355.6868 FAX: 801.355.6880

# 9TH EAST MIXED-USE MULTI-FAMILY DEVELOPMENT DESIGN REVIEW APPLICATION

DATE: APRIL 14, 2023

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#### PROJECT ADDRESS

410 SOUTH 900 EAST  
SALT LAKE CITY  
UTAH, 84102

#### ARCHITECT

THE RICHARDSON  
DESIGN PARTNERSHIP  
TEL: 801.355.6868  
WWW.TRDP.COM



#### CIVIL ENGINEER

EN SIGN  
TEL: 801.255.0529  
WWW.EN-SIGN  
SIGNENG.COM



#### LANDSCAPE ARCHITECT

LOFTSIXFOUR  
TEL: 801.580.3325  
WWW.LOFTS-  
SIXFOUR.COM



#### OWNER

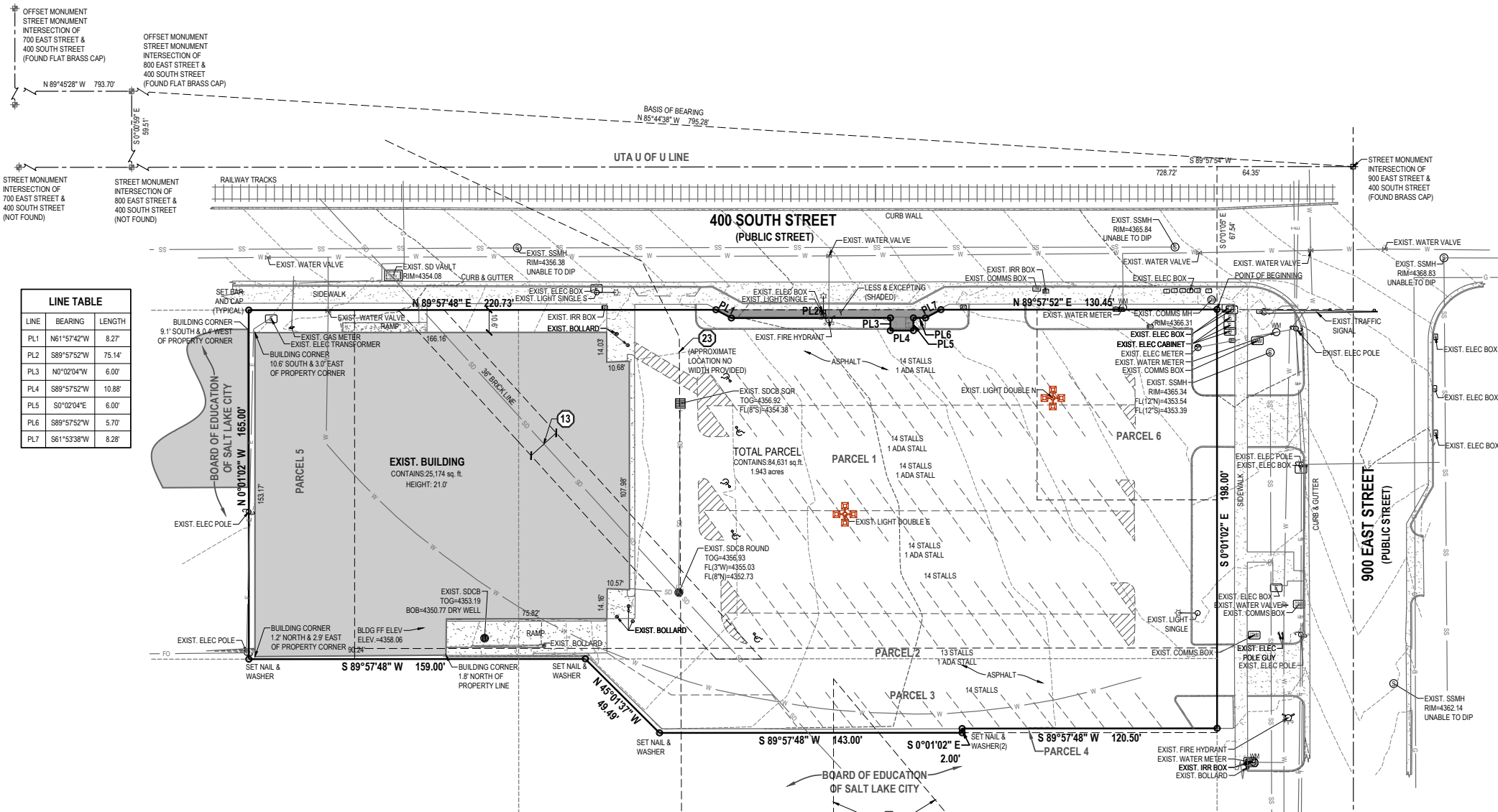
RD MANAGEMENT  
TEL: 212.265.6600  
WWW.RDMA-  
MANAGEMENT.COM



811 CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION. Know what's below. Call before you dig.

BENCHMARK  
STREET MONUMENT INTERSECTION OF 900 EAST STREET & 400 SOUTH STREET (FOUND BRASS CAP)  
ELEV = 4368.10'

Note to the client, insurer and lender- With regard to Table A, Item 11 source information from plans and markings will be combined with observed evidence of utilities pursuant to Section 5.E.iv. to develop a view of the underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. In addition, in some jurisdictions, 811 or other similar utility locate requesters from surveyors may be ignored or result in an incomplete response, in which case the surveyor shall note on the plat or map how this affected the surveyor's assessment of the location of the utilities. Where additional or more detailed information is required, the client is advised that excavation and/or private utility locate request may be necessary.



LINE TABLE with columns: LINE, BEARING, LENGTH. Lists lines PL1 through PL7 with their respective measurements.

SURVEYOR'S NARRATIVE  
I, Patrick M. Harris do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 266882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The purpose of this survey is to provide an ALTA/NSPS Land Title Survey for use by the client. The Basis of Bearing is the line between the Street Monument at the Intersection of 900 East Street and 400 South Street and the Offset Monument at the Intersection of 800 East Street and 400 South Street, measuring North 89°44'38\"

COMMITMENT DESCRIPTIONS  
PARCEL 1:  
THE NORTH 160 FEET OF LOT 6, EXCEPT THE NORTH 90 FEET OF THE EAST 85 FEET THEREOF, AND THE NORTH 160 FEET OF THE EAST 77.5 FEET OF LOT 5, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

PARCEL 2:  
THE SOUTH 5 FEET OF LOT 6 AND THE SOUTH 5 FEET OF THE EAST 77.5 FEET OF LOT 5, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

PARCEL 3:  
BEGINNING AT THE NORTHEAST CORNER OF LOT 7, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY, AND RUNNING THENCE SOUTH 33 FEET; THENCE WEST 120.5 FEET; THENCE SOUTH 2 FEET; THENCE WEST 143 FEET; THENCE NORTH 45° WEST 49.5 FEET; THENCE EAST 298.5 FEET TO THE POINT OF BEGINNING.

PARCEL 4:  
A RIGHT OF WAY FOR RETAINING WALL FOOTINGS OVER, ACROSS OR UNDER THE FOLLOWING DESCRIBED PROPERTY:  
BEGINNING AT A POINT 33 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 7, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY, AND RUNNING THENCE SOUTH 2 FEET; THENCE WEST 120.5 FEET; THENCE NORTH 2 FEET; THENCE EAST 120.5 FEET TO THE POINT OF BEGINNING.

PARCEL 5:  
THE WEST 50 FEET OF THE EAST 127.5 FEET OF LOT 5, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SALT LAKE COUNTY, STATE OF UTAH.

PARCEL 6 (PARKING LOT):  
THE NORTH 90 FEET OF THE EAST 85 FEET OF LOT 6, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

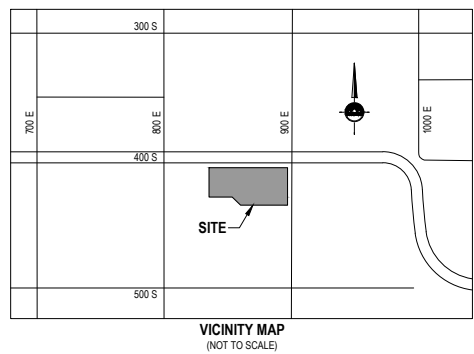
AS-SURVEYED DESCRIPTION  
A parcel of land situate in the Southwest Quarter of Section 5, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:  
Beginning at the Northeast Corner of Lot 6, BLOCK 30, PLAT \"B\", SALT LAKE CITY SURVEY, said point being on the Westerly Right-of-Way of 900 East Street, said point also being South 89°57'54\"

Schedule B-2 Exceptions  
(The following affects Parcels 1, 2, 3 and 5)  
8. The 2011 general property taxes were paid in the amount of \$30,386.20. Tax Parcel No. 16-05-330-009-0000.  
(The following affects Parcel 6)  
9. The 2011 general property taxes were paid in the amount of \$2,133.86. Tax Parcel No. 16-05-330-010-0000.  
10. Any charge upon the land by reason of its inclusion in Salt Lake City.

(The following affects a portion of Parcel 1)  
11. A right of way over and across a portion of said property, as set forth in that certain Warranty Deed recorded August 07, 1923 as Entry No. 496084 in Book 11-U of Deeds at Page 236 and mesne instruments of record. (Does not affect subject parcels)  
(The following affects Parcels 1 and 2)  
12. The terms, provisions and easement(s) contained in the document entitled \"Easement Agreement\" recorded October 08, 1929 as Entry No. 641797 in Book 57 of Liens and Leases at Pages 250 and 251 of Official Records.  
(The following affects a portion of Parcel 1)  
13. An easement for sewer lines and water pipes and incidental purposes as reserved by Salt Lake City, a municipal corporation of the State of Utah in that certain Deed, recorded September 30, 1950 as Entry No. 1218081 in Book 803 at Page 7 of Official Records. (Shown on survey)

(The following affects a portion of Parcel 1)  
14. An easement for sewer lines and incidental purposes as reserved by Salt Lake City, a municipal corporation of the State of Utah in that certain Deed, recorded September 30, 1950 as Entry No. 1218081 in Book 803 at Page 7 of Official Records. (Shown on survey)  
(The following affects Parcels 3, 4 and 5)  
15. Terms and Conditions of Abstract of Findings and Order recorded December 30, 1970 as Entry No. 2364675 in Book 2926 at Page 5 of Official Records. (Blanket in nature)  
16. An unrecorded Lease executed by Thirteenth Castle Dale Corp., as Lessor, and SEG Stores, Inc., a Delaware corporation, as Lessee, as disclosed by Short Form Memorandum of Lease recorded October 20, 1987 as Entry No. 4539403 in Book 5972 at Page 1460 of Official Records. (Non-survey related)  
The interest of the Lessor is now held of record by Jay Furman as evidenced by that certain Assignment of Lease recorded October 20, 1987 as Entry No. 4539404 in Book 5972 at Page 1464 of Official Records. (Non-survey related)  
Defects, liens, encumbrances or other matters affecting the leasehold estate, whether or not shown by the public records are not shown herein.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 5 TOWNSHIP 1 SOUTH, RANGE 1 EAST SALT LAKE BASE AND MERIDIAN SALT LAKE COUNTY SALT LAKE CITY, UTAH



LEGEND table with symbols for SECTION CORNER, MONUMENT, EXIST REBAR AND CAP, SET ENSIGN REBAR AND CAP, SET RIVET, WATER METER, WATER MANHOLE, WATER VALVE, FIRE HYDRANT, STORM DRAIN CATCH BASIN, STORM DRAIN COMBO BOX, STORM DRAIN CULVERT, SIGN, UTILITY MANHOLE, UTILITY POLE, GAS METER, TREE, OVERHEAD POWER LINE, MINOR CONTOURS 1\"

SALT LAKE CITY 45 W. 10000 S., Suite 500 Sandy, UT 84070 Phone: 801.255.0529

LAYTON Phone: 801.547.1100

TOOELE Phone: 435.843.3590

CEDAR CITY Phone: 435.865.1453

RICHFIELD Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR: RD MANAGEMENT, LLC 810 SEVENTH AVENUE, 10TH FLOOR NEW YORK, NY 10019 CONTACT: ERIC MORAN PHONE:

9TH EAST MIXED USE ALTA-NSPS LAND TITLE & TOPOGRAPHY SURVEY 410 SOUTH 900 EAST SALT LAKE CITY, UTAH



ALTA-NSPS LAND TITLE & TOPOGRAPHY SURVEY

PROJECT NUMBER: 9298 PRINT DATE: 6/26/19 DRAWN BY: B. HANEL CHECKED BY: P. HARRIS PROJECT MANAGER: P. HARRIS



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STREET MONUMENT  
INTERSECTION OF  
900 EAST STREET  
400 SOUTH STREET  
(FOUND BRASS CAP)  
ELEV = 4368.10"



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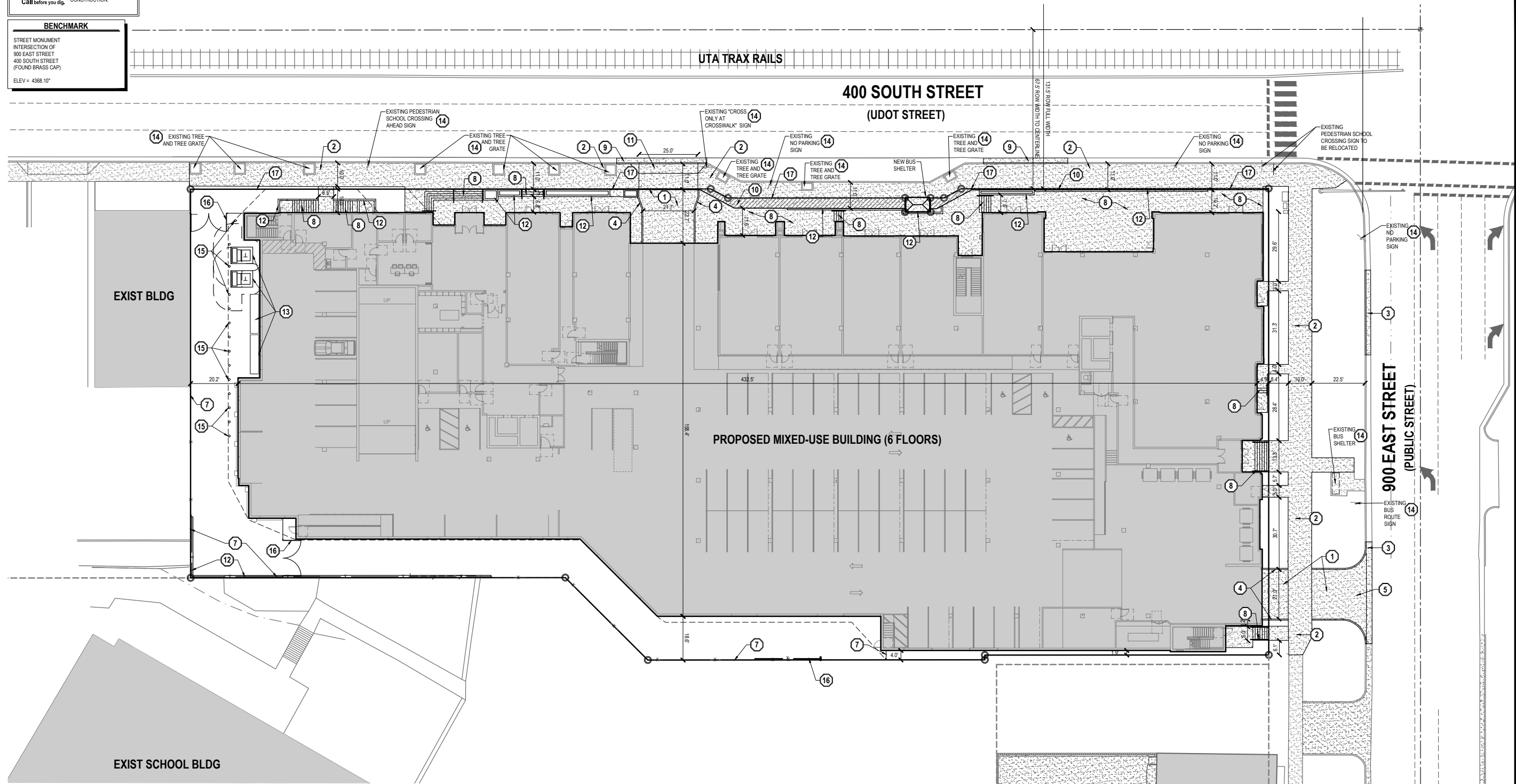
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ERIC MORAN  
PHONE:



**9TH EAST MIXED USE**

410 SOUTH 900 EAST  
SALT LAKE CITY, UTAH

**GENERAL NOTES**

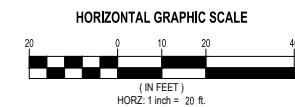
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
- SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
- ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
- ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

**SCOPE OF WORK:**

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- 6" THICK CONCRETE PAVEMENT OVER 6" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT AND DETAIL XC-XXX.
- 4" THICK CONCRETE SIDEWALK PER APWA STANDARD PLAN NO. 231.
- 30" TYPE "A" CURB AND GUTTER PER APWA STANDARD PLAN NO. 205.
- 6" TYPE "P" CURB WALL PER APWA STANDARD PLAN NO. 209.
- OPEN DRIVEWAY APPROACH PER APWA STANDARD PLAN NO. 225.
- SIDEWALK PER APWA STANDARD PLAN NO. 231.
- 6" CHAIN LINK FENCE PER APWA PLAN B31.
- STAIRS AND PATIO. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- UDOT TYPE B1 CURB AND GUTTER PER UDOT DRAWING GW 2A.
- PROPOSED ROAD DEDICATION AREA (CROSS HATCHED).
- DRIVEWAY APPROACH PER UDOT DRAWING GW 3A.
- RETAINING WALL WITH PROPERTY LINE FOOTING PER DETAIL XC-XXX. SEE GRADING PLAN FOR ELEVATION INFORMATION.
- ELECTRICAL EQUIPMENT. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- EXISTING IMPROVEMENTS TO BE PROTECTED IN PLACE.

- 6" CONCRETE BOLLARD. BOLLARD TO BE REMOVABLE WHERE LOCATED IN CLEAR ZONE IN FRONT OF TRANSFORMER.
- GATE. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- UDOT ROW BOUNDARY.



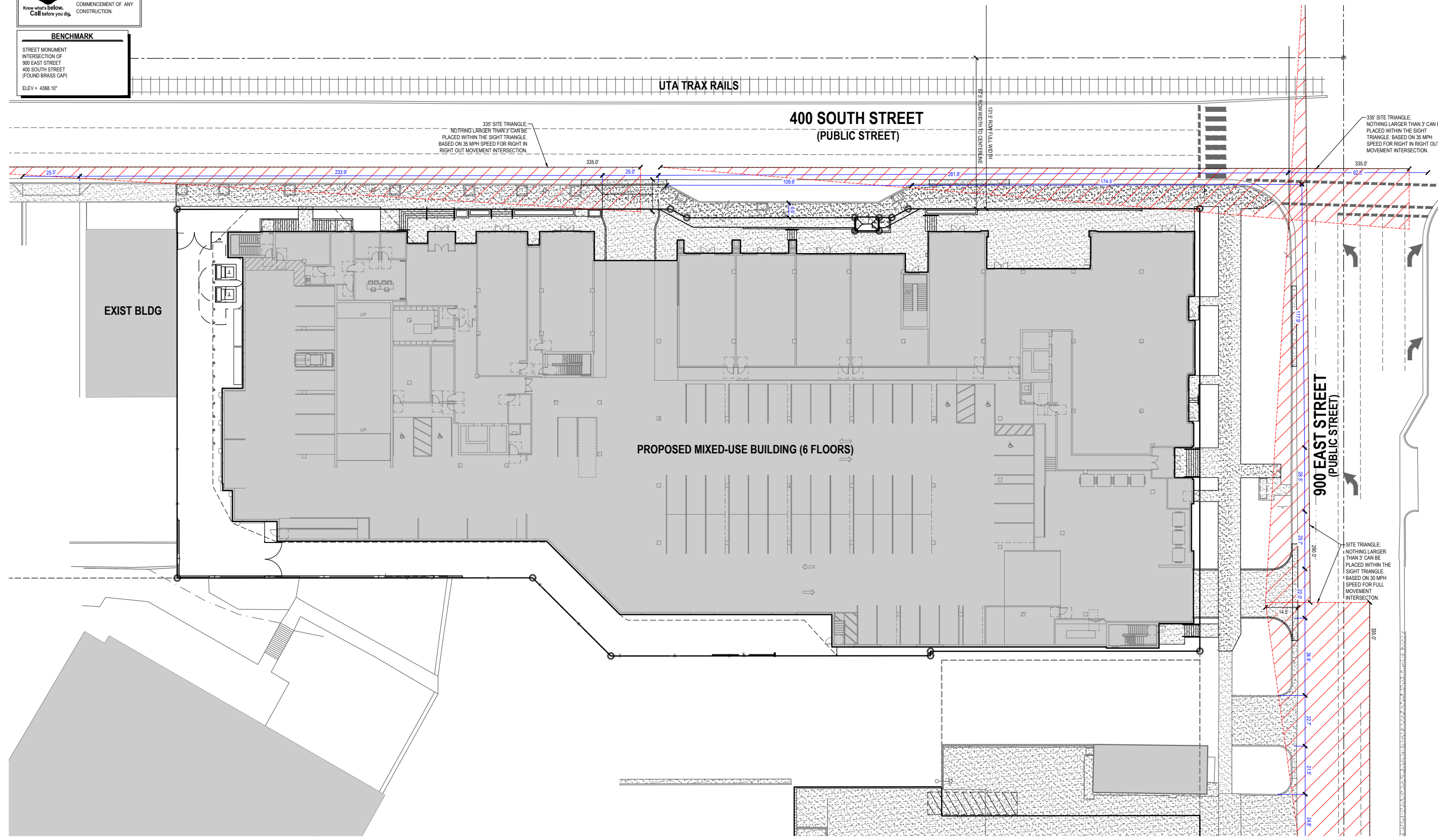
**SITE PLAN**

PROJECT NUMBER: 9098  
PRINT DATE: 12/2/20  
DRAWN BY: M. BUDGE  
CHECKED BY: B. MORRIS  
PROJECT MANAGER: B. MORRIS

**C-200**

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**BENCHMARK**  
STREET MONUMENT  
INTERSECTION OF  
900 EAST STREET  
400 SOUTH STREET  
(FOUND BRASS CAP)  
ELEV = 4368.10'



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RD MANAGEMENT, LLC  
810 SE TENTH AVENUE, 10TH FLOOR  
NEW YORK, NY 10019

CONTACT:  
ERIC MORAN  
PHONE:

**9TH EAST MIXED USE**

**410 SOUTH 900 EAST**  
**SALT LAKE CITY, UTAH**

**ACCESS PLAN**

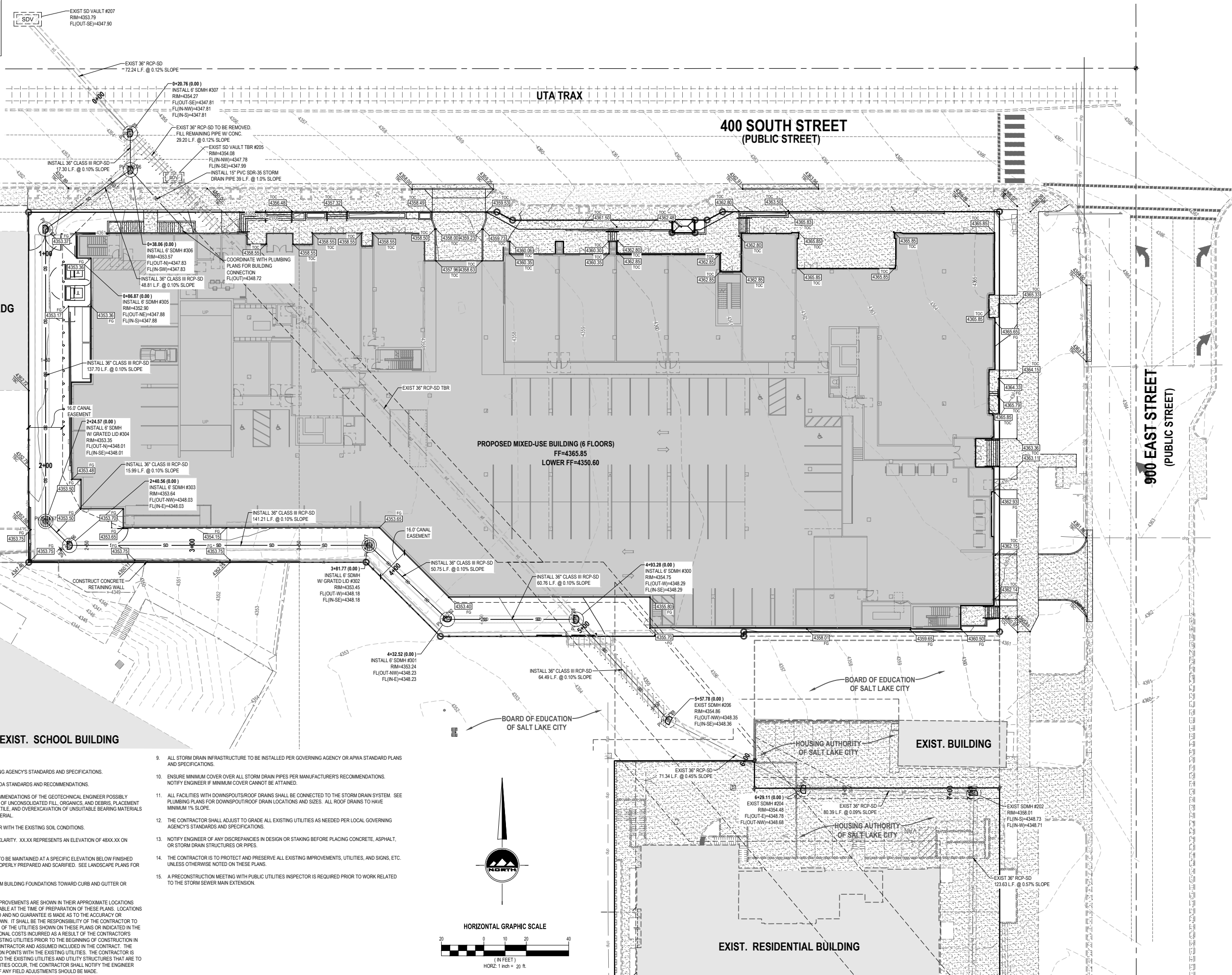
PROJECT NUMBER: 9098  
DRAWN BY: M. BUDGE  
PROJECT MANAGER: B. MORRIS

PRINT DATE: 11/30/20  
CHECKED BY: B. MORRIS

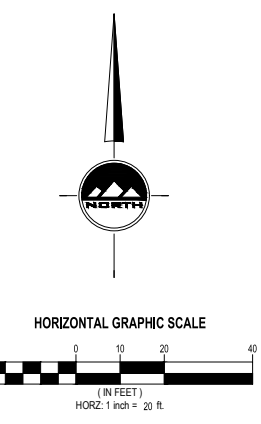
**C-201**

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- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
  - ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS. PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
  - THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
  - ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 48XX.XX ON THESE PLANS.
  - LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
  - SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
  - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
  - ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
  - ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
  - ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.
  - THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
  - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
  - A PRECONSTRUCTION MEETING WITH PUBLIC UTILITIES INSPECTOR IS REQUIRED PRIOR TO WORK RELATED TO THE STORM SEWER MAIN EXTENSION.



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NEW YORK, NY 10019

CONTACT:  
ERIC MORAN  
PHONE:

**9TH EAST MIXED USE**

410 SOUTH 900 EAST  
SALT LAKE CITY, UTAH

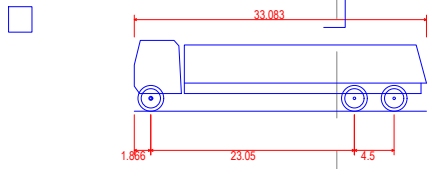
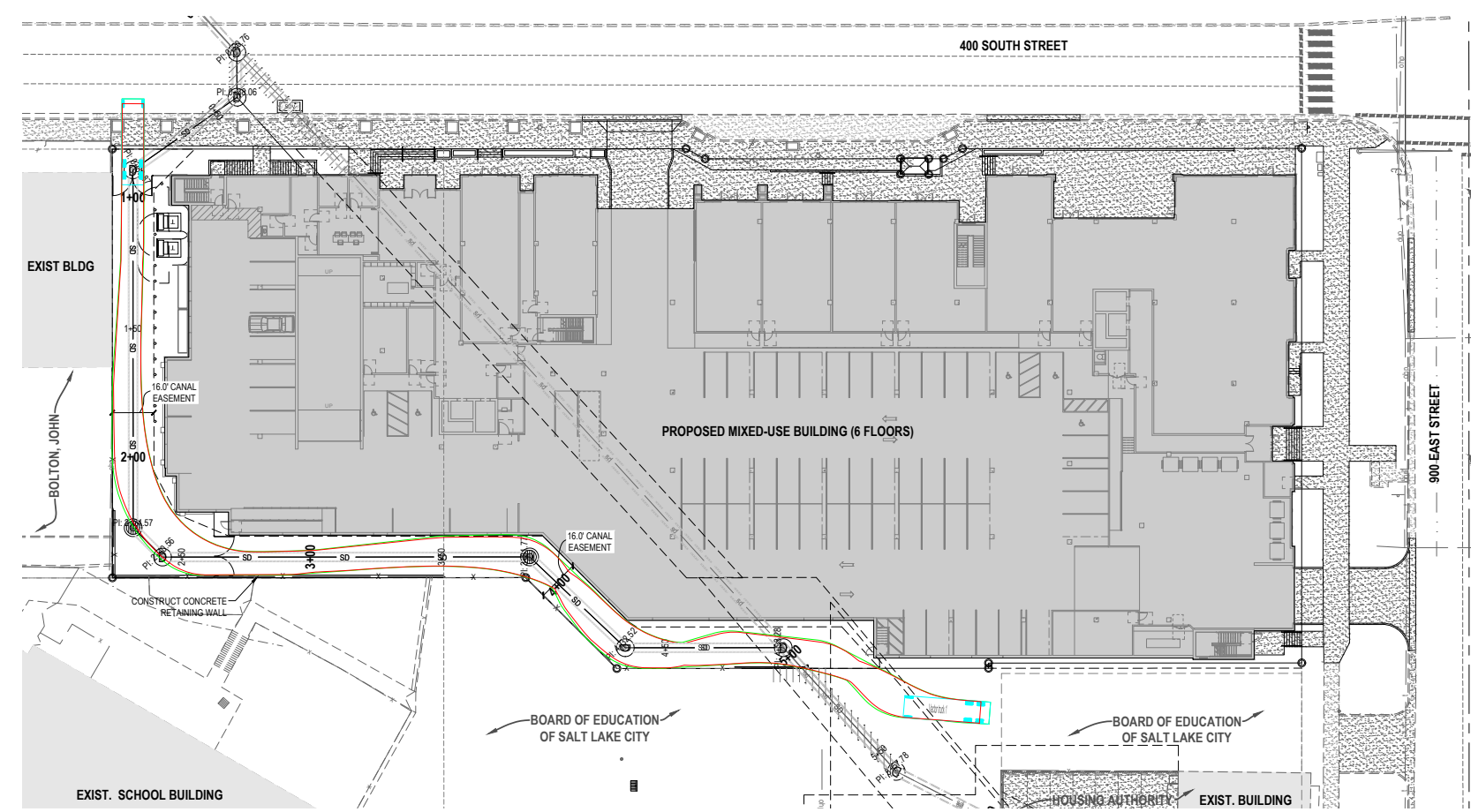
**GRADING AND DRAINAGE PLAN**

PROJECT NUMBER: 9098 PRINT DATE: 11/30/20  
DRAWN BY: M. BUDGE CHECKED BY: B. MORRIS  
PROJECT MANAGER: B. MORRIS

**C-300**

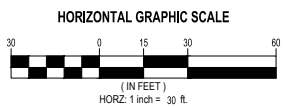
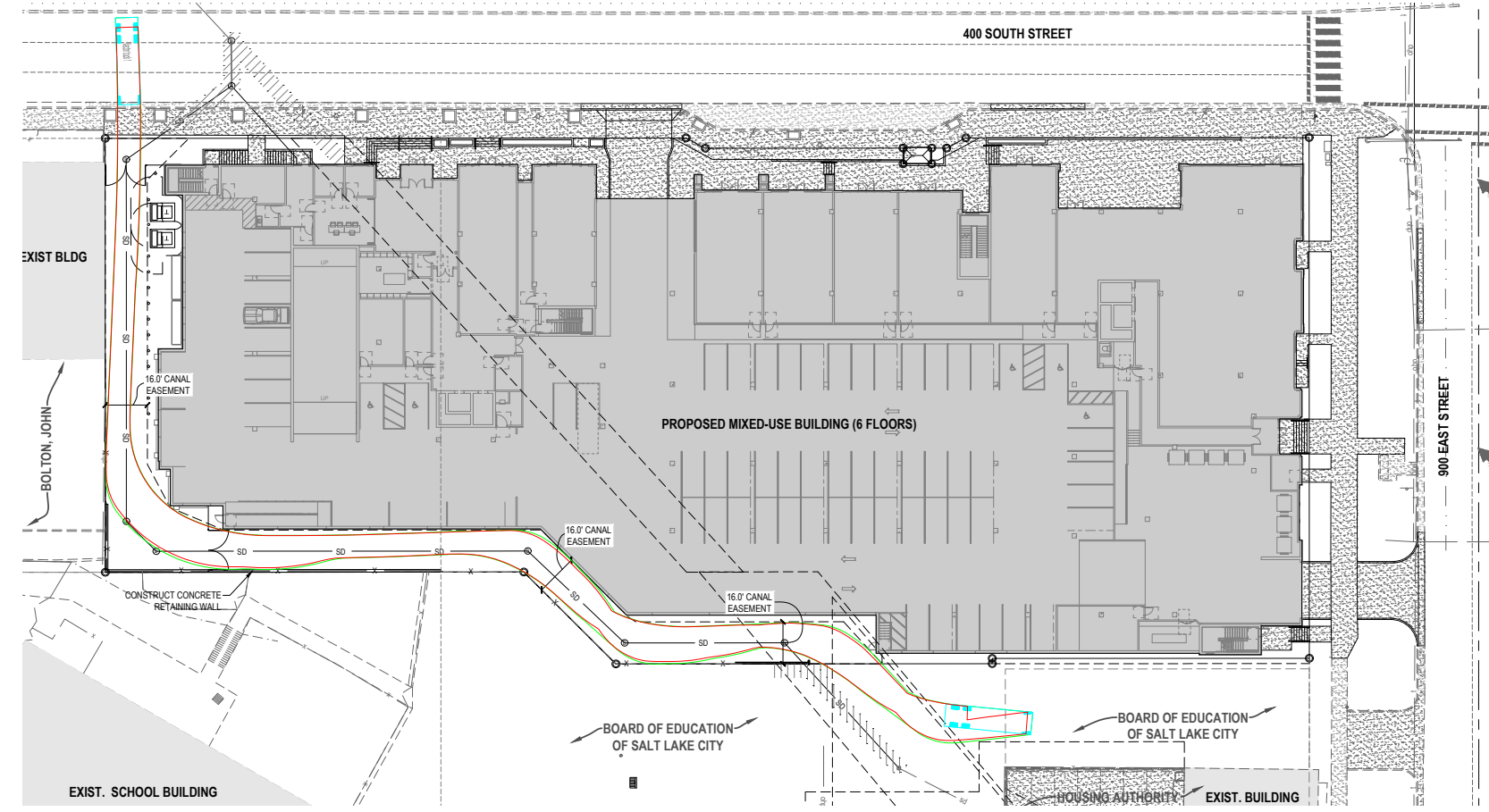
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**BENCHMARK**  
 STREET MONUMENT  
 INTERSECTION OF  
 900 EAST STREET  
 400 SOUTH STREET  
 (FOUND BRASS CAP)  
 ELEV = 4368.10"



Vector truck 1  
 Overall Length 33.083  
 Overall Width 8.5  
 Overall Body Height 8.01  
 Min Body Ground Clearance 2.0  
 Track Width 8.33  
 Lock-to-lock time 4.0  
 Curb to Curb Turning Radius 52.8

33.0  
 8.5  
 8.01  
 2.0  
 8.33  
 4.0  
 52.8



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 NEW YORK, NY 10019

CONTACT:  
 ERIC MORAN  
 PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST  
 SALT LAKE CITY, UTAH

TRUCK TURNING  
 ANALYSIS

PROJECT NUMBER: 9098 PRINT DATE: 11/30/20  
 DRAWN BY: M. BUDGE CHECKED BY: B. MORRIS  
 PROJECT MANAGER: B. MORRIS

C-302

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**9TH EAST MIXED USE**

410 SOUTH 900 EAST  
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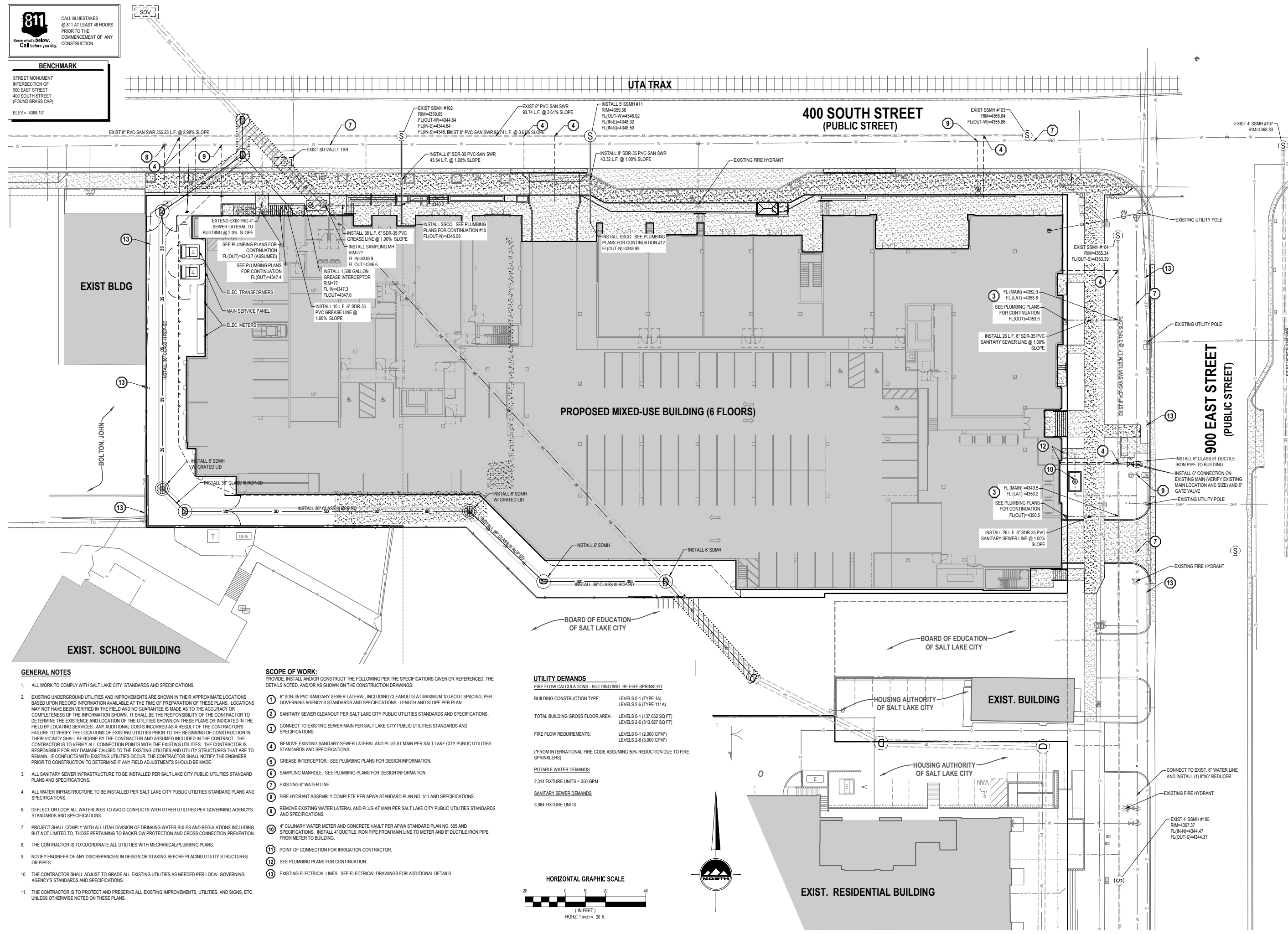
**UTILITY PLAN**

PROJECT NUMBER: 9098  
PRINT DATE: 11/30/20

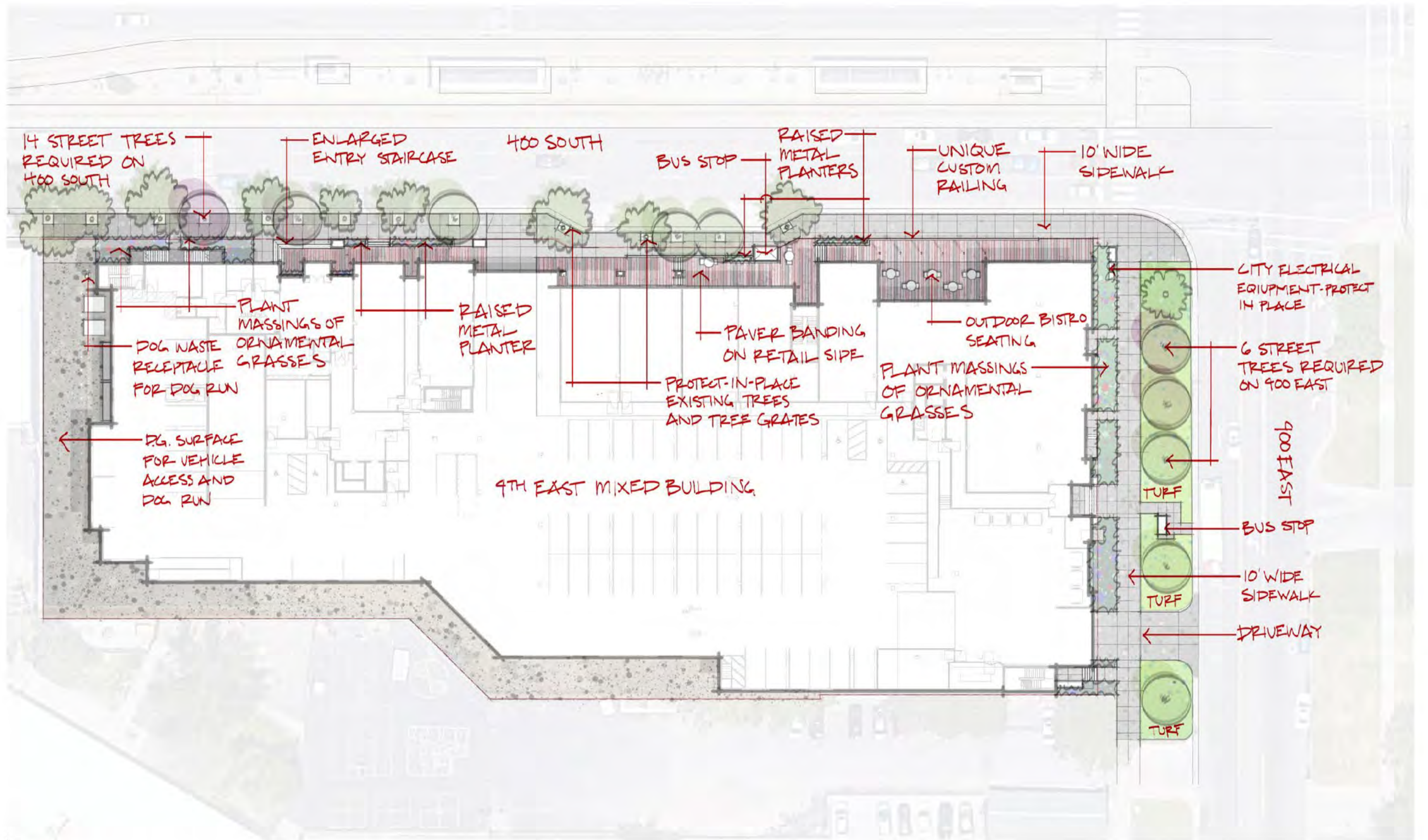
DRAWN BY: M. BUDGE  
CHECKED BY: B. MORRIS

PROJECT MANAGER:  
B. MORRIS

**C-400**

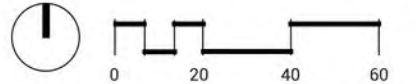


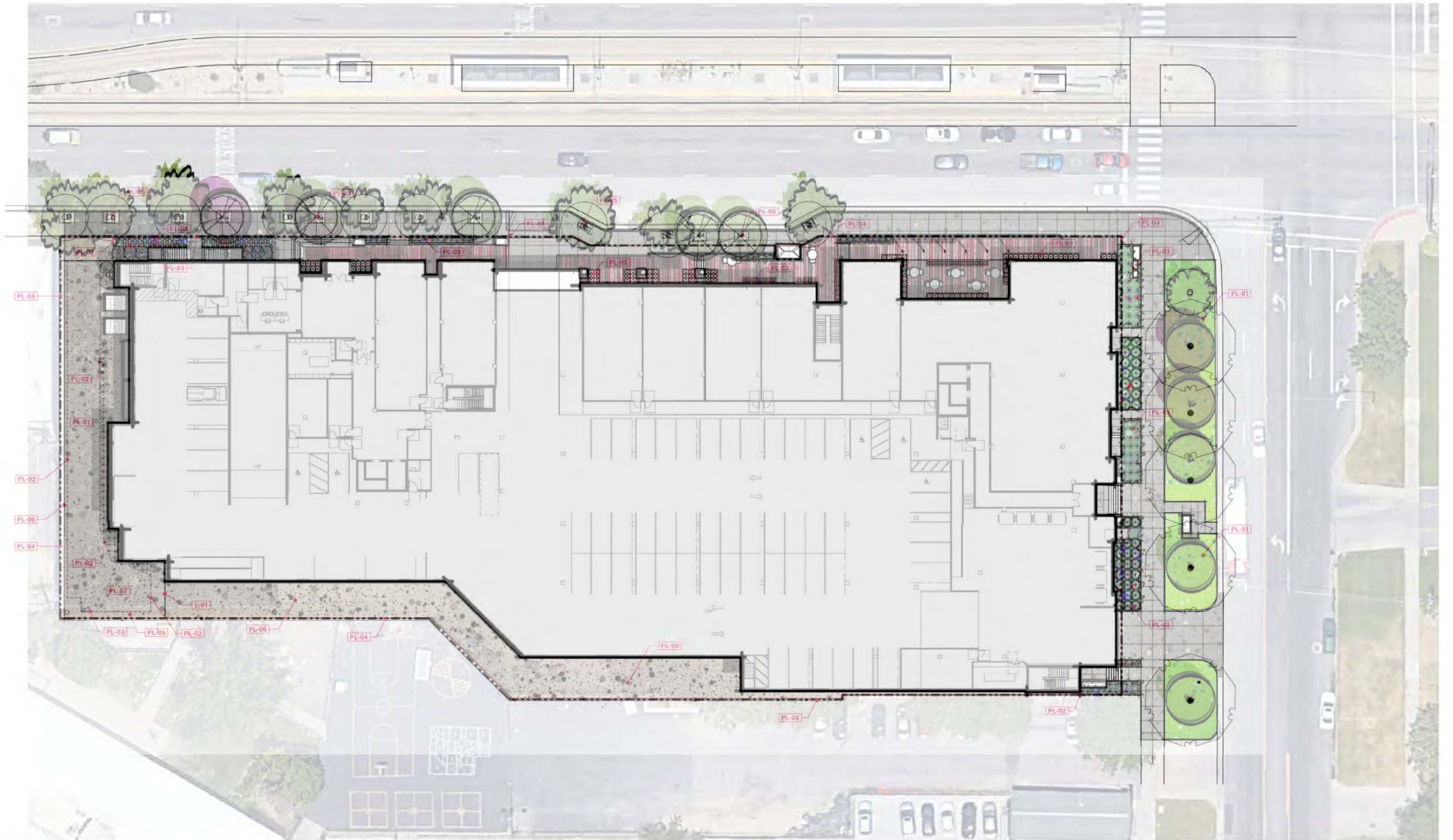




# 9th East Mixed Use Salt Lake City

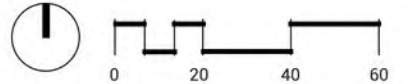
STREETScape CONCEPT WITH NOTES





# 9th East Mixed Use Salt Lake City

STREETScape CONCEPT



**PLANT SCHEDULE**

TREES	BOTANICAL / COMMON NAME	SIZE	CONT.	QTY
	EXISTING TREES	EXISTING	N/A	10
	FRAXINUS AMERICANA / WHITE ASH	2" CAL.		5
	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	2" CAL.	B&B	5
SHRUBS	BOTANICAL / COMMON NAME	SIZE	HZONE	QTY
	BUXUS X 'GREEN MOUNTAIN' / GREEN MOUNTAIN BOXWOOD -PLANT AND TRIM SO AS TO FORM DENSE HEDGE	5 GAL.		92
	CALAMAGROSTIS X ACUTIFLORA 'KARL FORESTER' / KARL FORESTER GRASS	1 GAL.		155
	FESTUCA DVINA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	1 GAL.		124
	MISCANTHUS SINENSIS 'GRACILLIMUS' / GRACILLIMUS MAIDEN GRASS	1 GAL.		39
	PHILADELPHUS LEWISII 'BLIZZARD' / BLIZZARD MOCKORANGE	5 GAL.		13

**PLANT SCHEDULE**

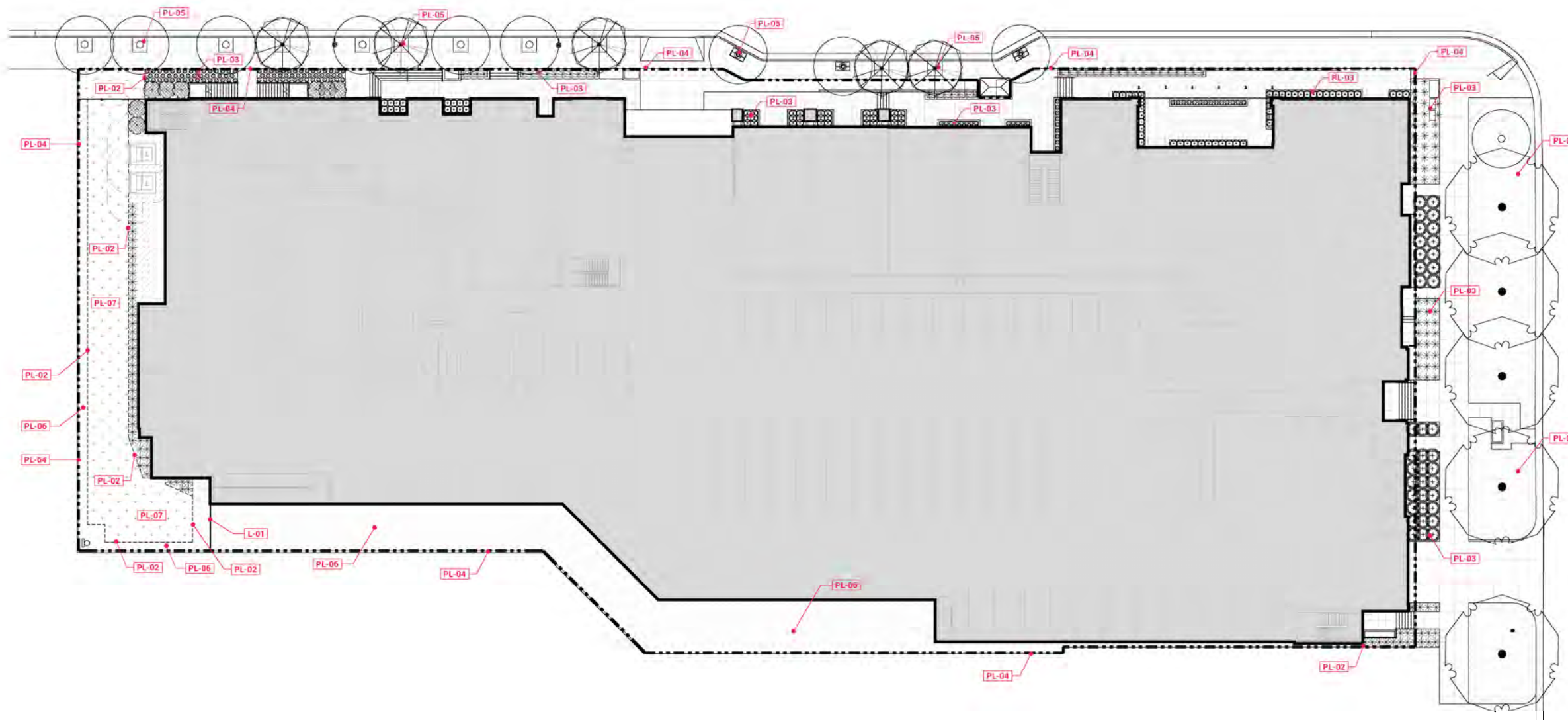
GROUND COVERS	BOTANICAL / COMMON NAME	CONT.	HZONE	SPACING	QTY
	1" WASATCH GRAY LANDSCAPE ROCK	FLAT			3,291 SF
	TURF SOD	SOD			3,987 SF
ROCK MULCH	BOTANICAL / COMMON NAME	CONT.	HZONE	SPACING	QTY
	WASATCH GRAY CRUSHER FINES (CHAT)	ROCK MULCH			6,077 SF
TURF/SOD	BOTANICAL / COMMON NAME	CONT.	HZONE	SPACING	QTY
	GRASS PAVE 2	N/A			2,545 SF

**REFERENCE NOTES SCHEDULE**

SYMBOL	SITE LAYOUT DESCRIPTION	QTY	DETAIL
L-01	GATE - PER OTHERS		
SYMBOL	PLANTING DESCRIPTION	QTY	DETAIL
PL-01	TURF AREA (TYP.)		
PL-02	1/4" THICK STEEL EDGING BETWEEN ALL PLANTING AND TURF AREAS (TYP.)		
PL-03	PLANTING AREA (TYP.)		
PL-04	PROPERTY LINE (TYP.)		
PL-05	IN YARDS GREATER THAN 10' FEET IN DEPTH, ONE SHADE TREE SHALL BE PLANTED FOR EVERY 30' OF STREET FRONTAGE. A SHADE TREE IS ANY TREE WITH A MATURE MINIMUM TREE CANOPY OF 30' AND MATURE HEIGHT THAT IS 40' OR GREATER - SEE SITE TABULATION CHART FOR TREE COUNTS		
PL-06	CRUSHER FINES AREA (TYP.)		
PL-07	GRASS PAVE 2 AREA		

**SITE TABULATION:**

FRONT AND CORNER TOTAL:	7,372 SF	100%
HARDSCAPE:	623 SF	8.5%
PUBLIC/PATIO AREA:	4,539 SF	61.5%
LANDSCAPE:	2,210 SF	30%
<b>PARKSTRIP TREES REQUIRED/PROVIDED:</b>		
NORTH PARKSTRIP	14 REQUIRED / 14 PROVIDED	
EAST PARKSTRIP	6 REQUIRED / 6 PROVIDED	





2



1



3

**ADJACENT DEVELOPMENTS**

- 01 SALT LAKE ROASTING CO.  
820 E 400 S, SALT LAKE CITY, UT 84102
- 02 JIFFY LUBE  
804 E 400 S, SALT LAKE CITY, UT 84102
- 03 GOODLY COOKIES  
432 S 900 E, SALT LAKE CITY, UT 84102
- 04 9TH EAST LOFTS AT BENNION PLAZA  
444 S 900 E, SALT LAKE CITY, UT 84102



**LEGEND MAP**



(1) EXISTING TREES AT SOUTHEAST CORNER OF PROPERTY



(2) SITE CHARACTER ALONG 400 S



(3) EXISTING TREES AT 400 S BUS STOP



(4) SITE CHARACTER AT 900 E AND 400 S INTERSECTION



(5) EXISTING TREES ALONG 400 S



(6) SITE CHARACTER ALONG 900 E



2



1



3

**VIEWS**

- 01 UTA TRAX  
FROM 900 E STATION LOOKING SOUTHWEST
- 02 900 E  
FROM 900 E LOOKING NORTHWEST
- 03 900 E  
FROM 900 E LOOKING SOUTHWEST



**LEGEND MAP**

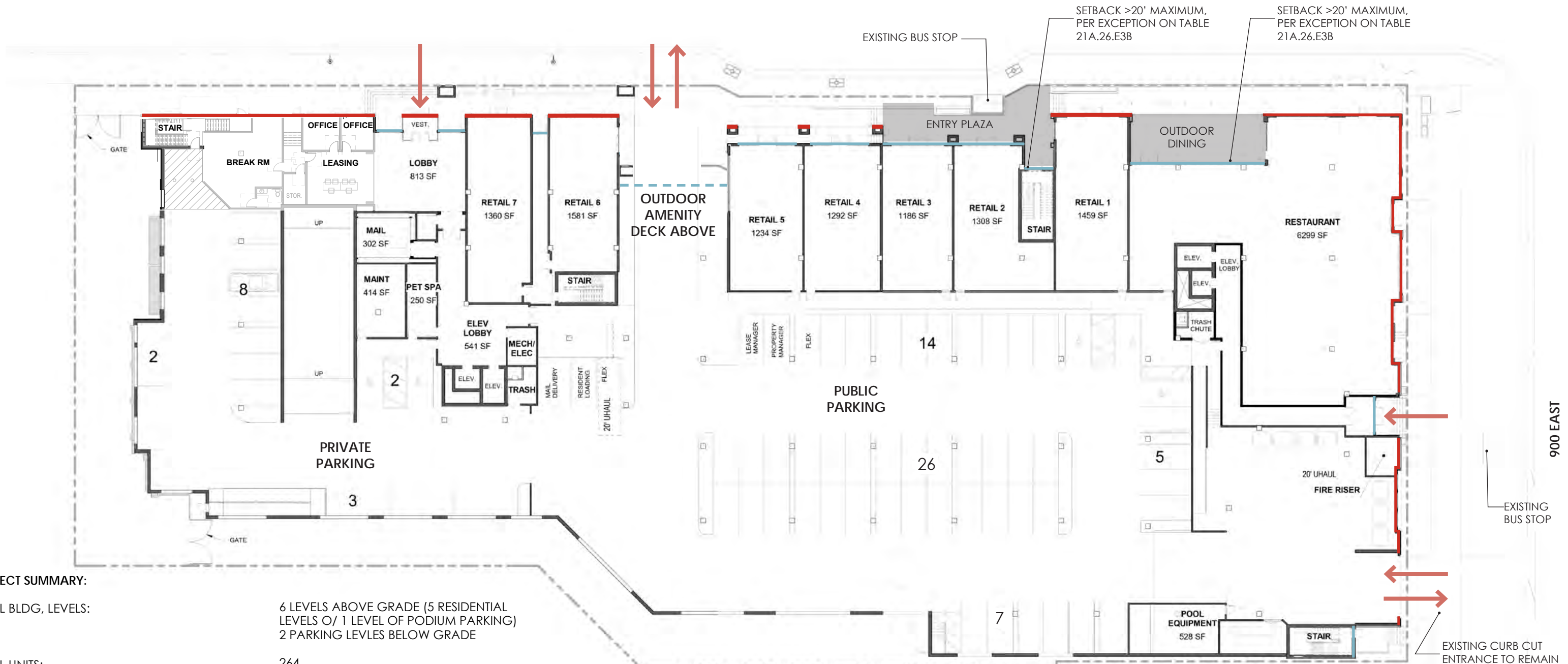












**PROJECT SUMMARY:**

TOTAL BLDG, LEVELS: 6 LEVELS ABOVE GRADE (5 RESIDENTIAL LEVELS O/ 1 LEVEL OF PODIUM PARKING)  
2 PARKING LEVELS BELOW GRADE

TOTAL UNITS: 264  
TOTAL LOBBY/OFFICE: 3,229 SQ. FT.  
TOTAL RESTAURANT: 6,299 SQ. FT.  
TOTAL RETAIL: 9,420 SQ. FT.

**PARKING SUMMARY:**

MIN. REQUIRED PARKING: NO MIN. REQUIRED PARKING:  
MAX. REQUIRED PARKING:  
RESIDENTIAL: 390 (2 / UNIT 195x2)  
1-BEDROOMS: 207 (3 / UNIT 69x3)  
2-BEDROOMS: 31 STALLS (5 STALLS / 1000 SQ. FT.)  
RESTAURANT: 25 STALLS (2 STALLS / 1000 SQ. FT.)  
OFFICE/RETAIL:

MAXIMUM NON-RESIDENTIAL PARKING ALLOWED 56  
MAXIMUM RESIDENTIAL PARKING ALLOWED 597  
TOTAL NON-RESIDENTIAL PARKING PROVIDED: 55  
TOTAL RESIDENTIAL PARKING PROVIDED: 264

OPEN SPACE			
ZONE: TSA-UN-C - PERMITTED USE		SITE AREA: 1.943 ACRES (84,631 SF)	
OPEN AREA (1 SF FOR EVERY 10 SF) - 8,463 SF CORE AREA IS UP TO 5,000 SF			
PROVIDED			
MAIN LEVEL		SECOND LEVEL	
DOG RUN AND GRASS AREA BY WEST ENTRANCE	4,876 SF	RELAXATION DECK	2,262 SF
RESTAURANT PATIO	923 SF	OUTDOOR FITNESS DECK	2,801 SF
MAIN LEVEL TOTAL	5,799 SF	OUTDOOR POOL DECK	6,634 SF
		SECOND LEVEL TOTAL	11,697 SF
		TOTAL PROVIDED	17,496 SF

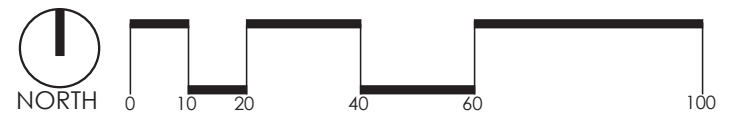
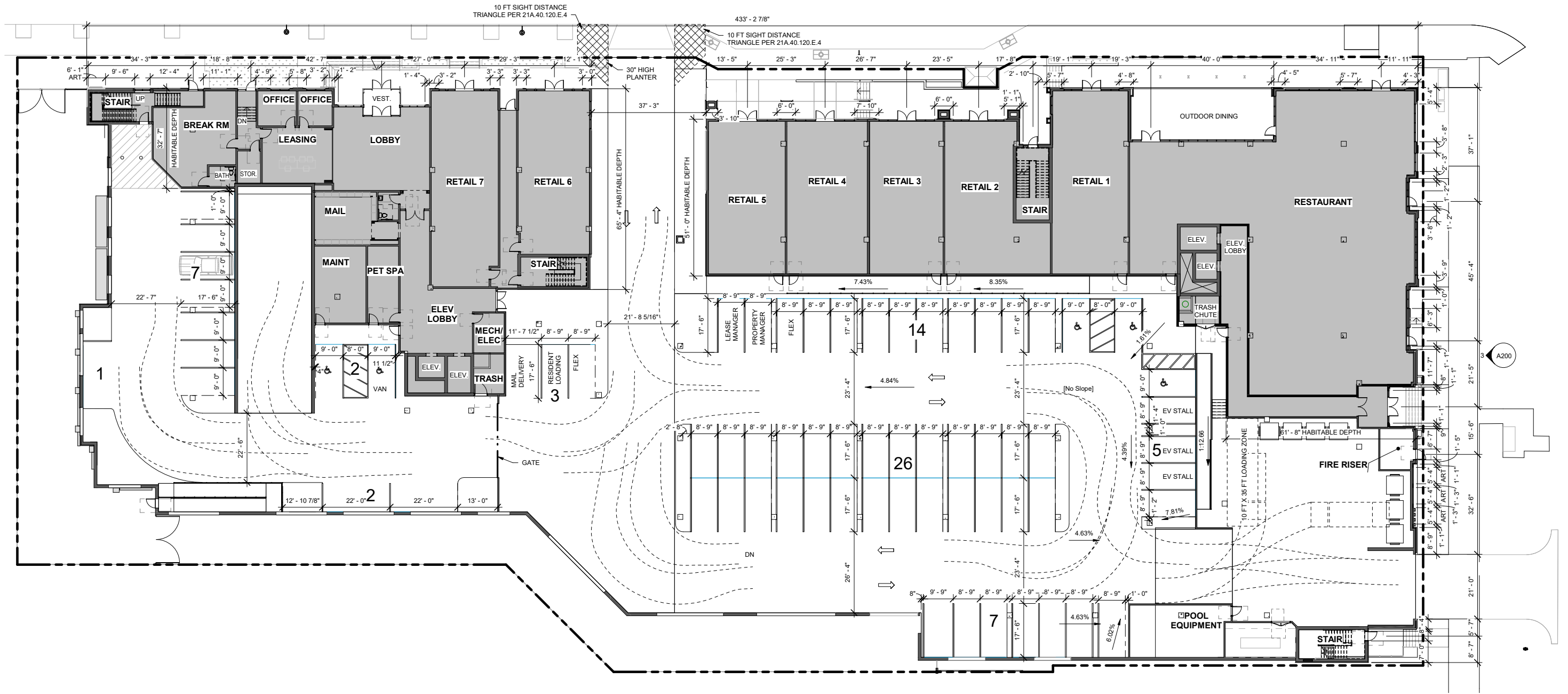
**BICYCLE PARKING:**

REQUIRED: 132 (TSA-C 1 PER 2 UNITS)  
PROVIDED: 138 (LOWER MAIN LEVEL MEZZANINE)

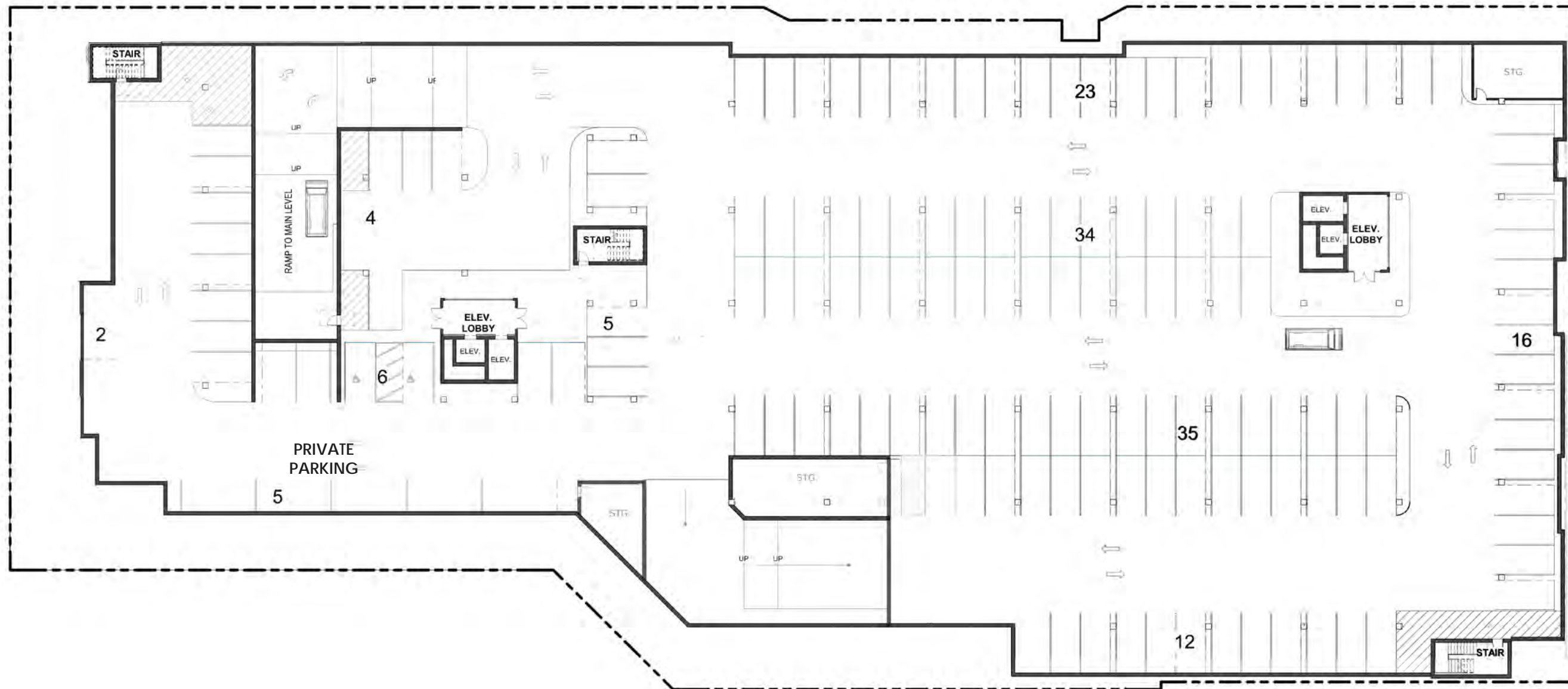
**BUILDING SETBACKS:**  
BUILDING SETBACK TO BE 50% MIN. AT 10' WITH 20' MAX. ALONG 400 S AND WITHIN 5' ALONG 900 E.  
\*SEE TABLE 21A.26.078E3B

400 S	900 E
275' = 60% AT 10' SETBACK	142' = 86% WITHIN 5' SETBACK
160' = 30% >10'	24' = 14% >5'

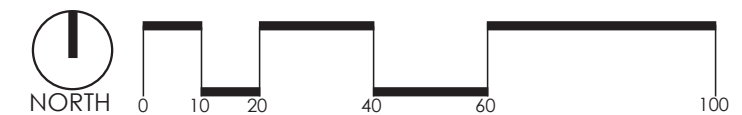




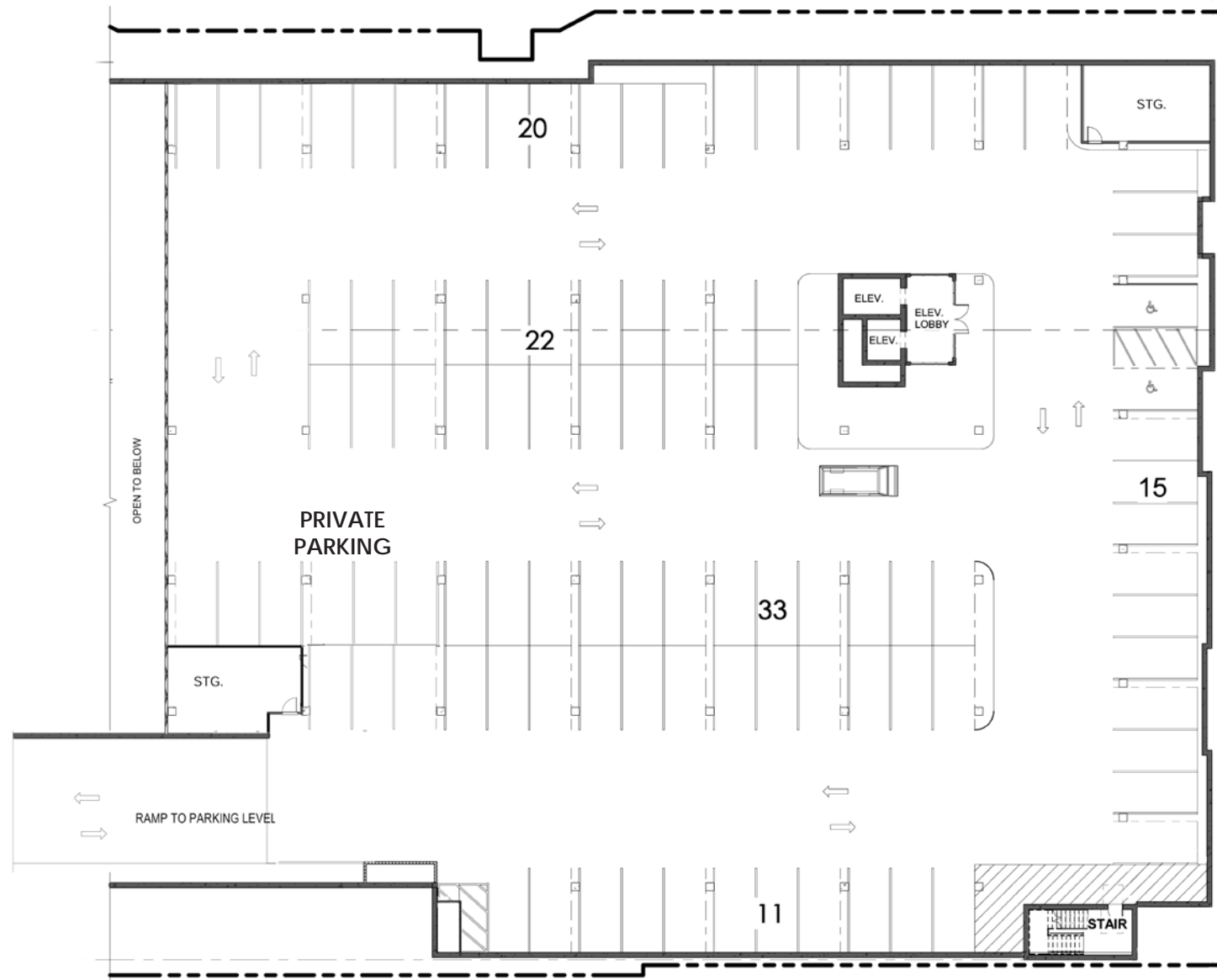
400 SOUTH



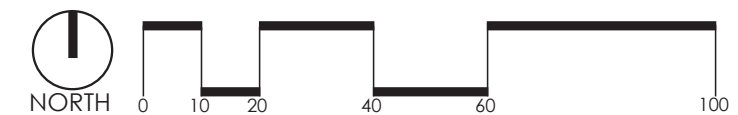
LOWER LEVEL PARKING - 151 STALLS



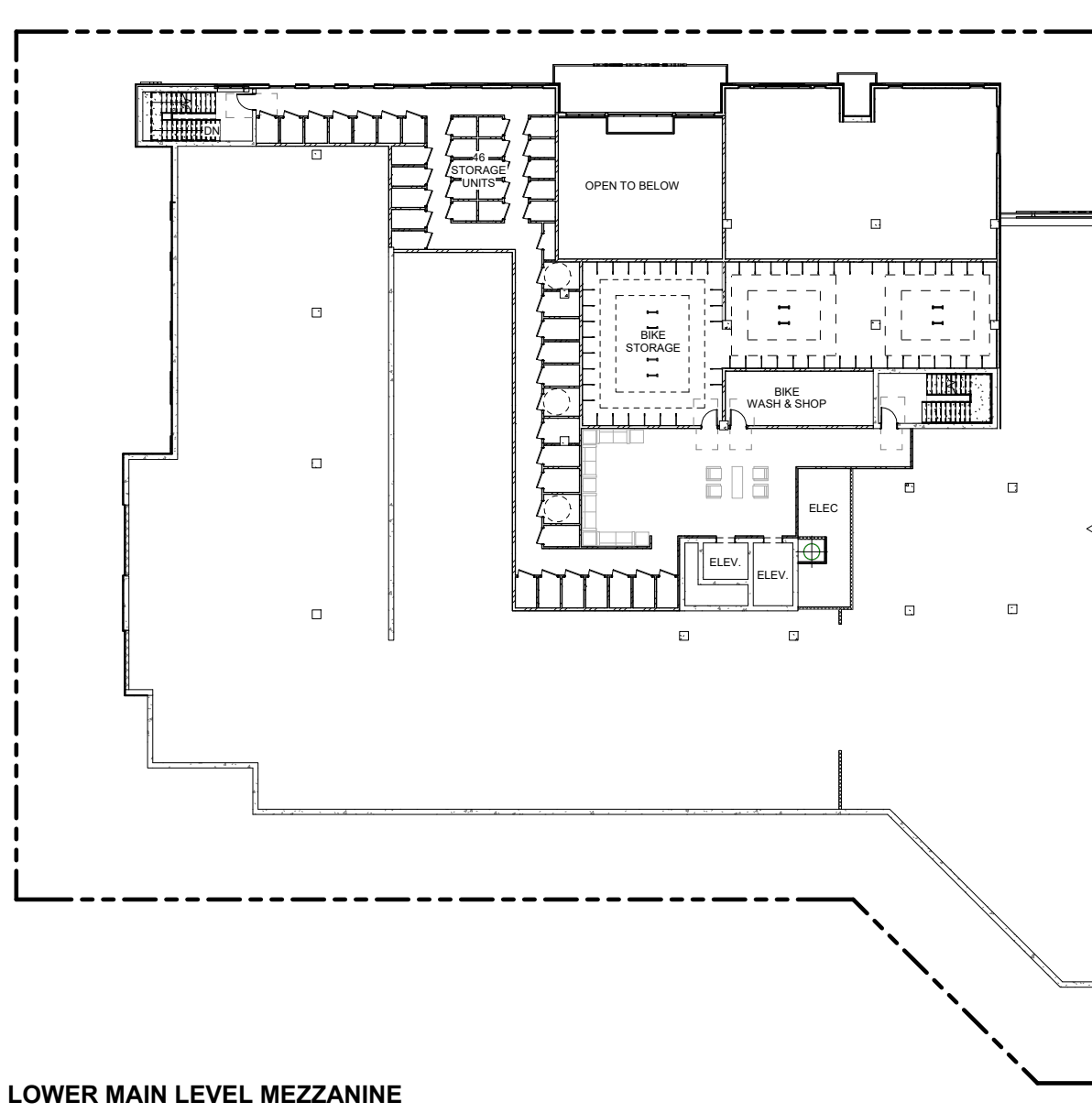
400 SOUTH



MEZZANINE PARKING - 101 STALLS

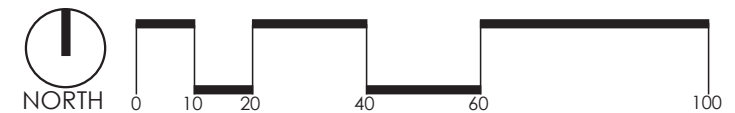


400 SOUTH



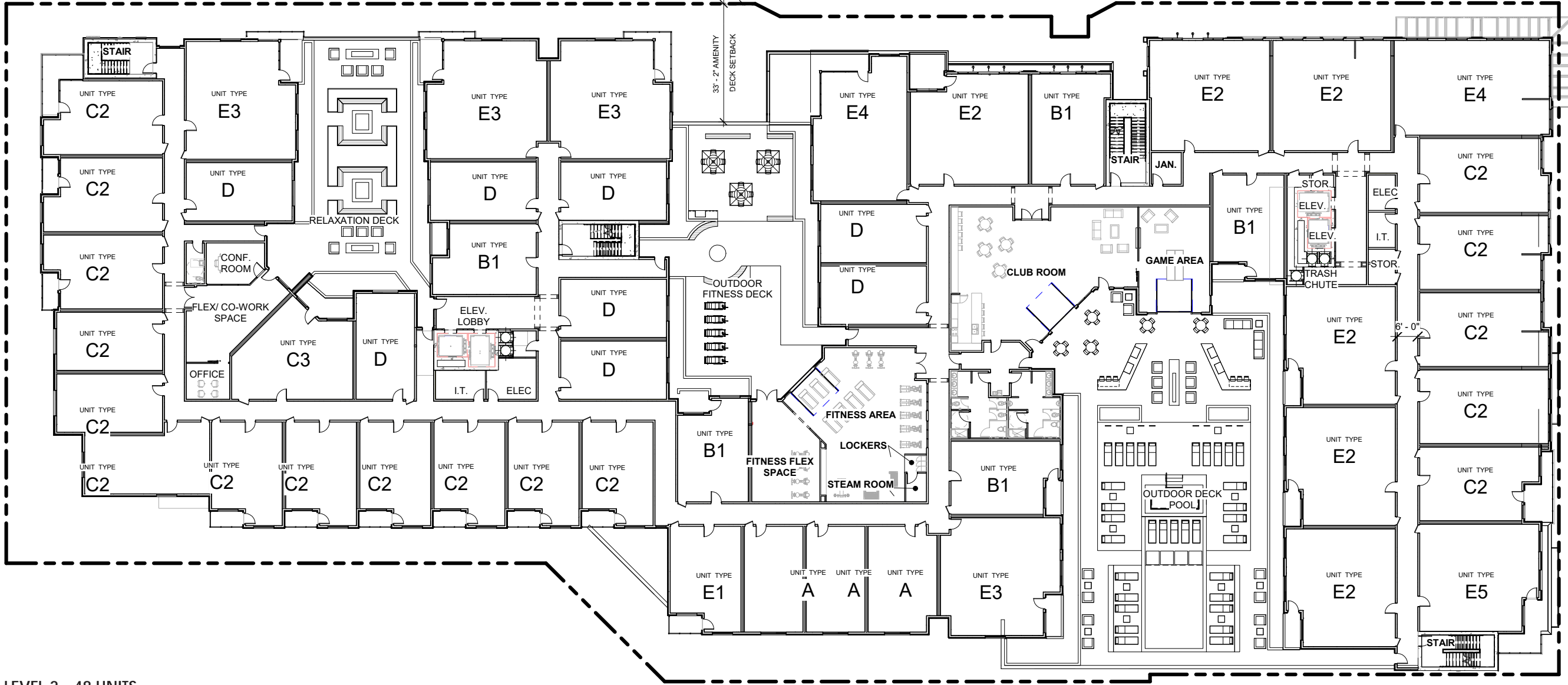
900 EAST

LOWER MAIN LEVEL MEZZANINE

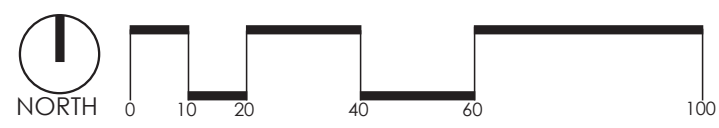


Floor	1 BED								2 BED							TOTAL	
	B1	B2	C2	C3	C4	C5	C6	C7	D	E1	E2	E3	E4	E5	E6		E7
2	11	1	4	1		2	1	1	14		4	4	1	1	2	1	48
3	12		8	3	3				14	1	6	4	2	1			54
4	12		8	3	3				14	1	6	4	2	1			54
5	12		8	3	3				14	1	6	4	2	1			54
6	12		8	3	3				14	1	6	4	2	1			54
<b>TOTAL</b>	<b>59</b>	<b>1</b>	<b>36</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>4</b>	<b>28</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>264</b>

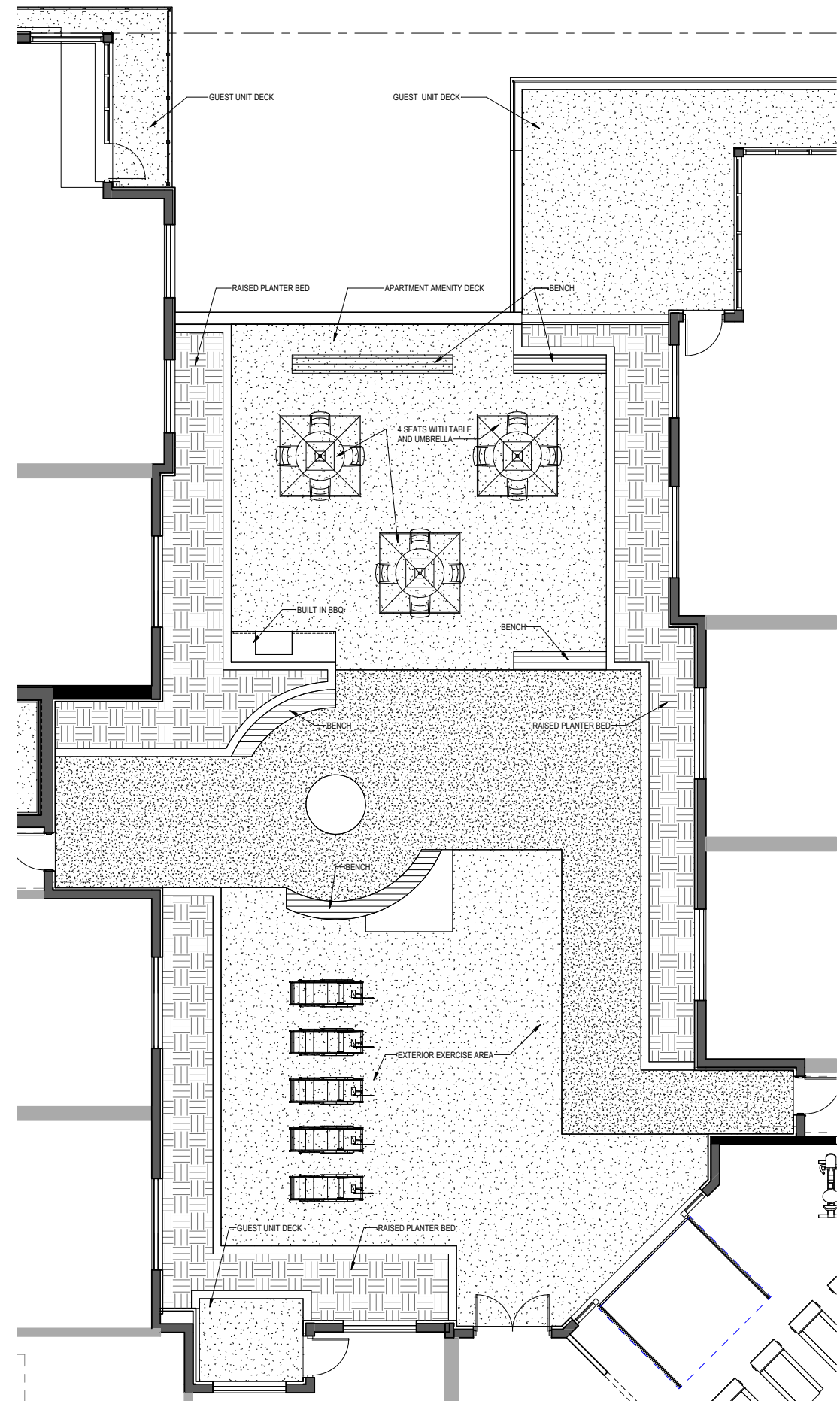
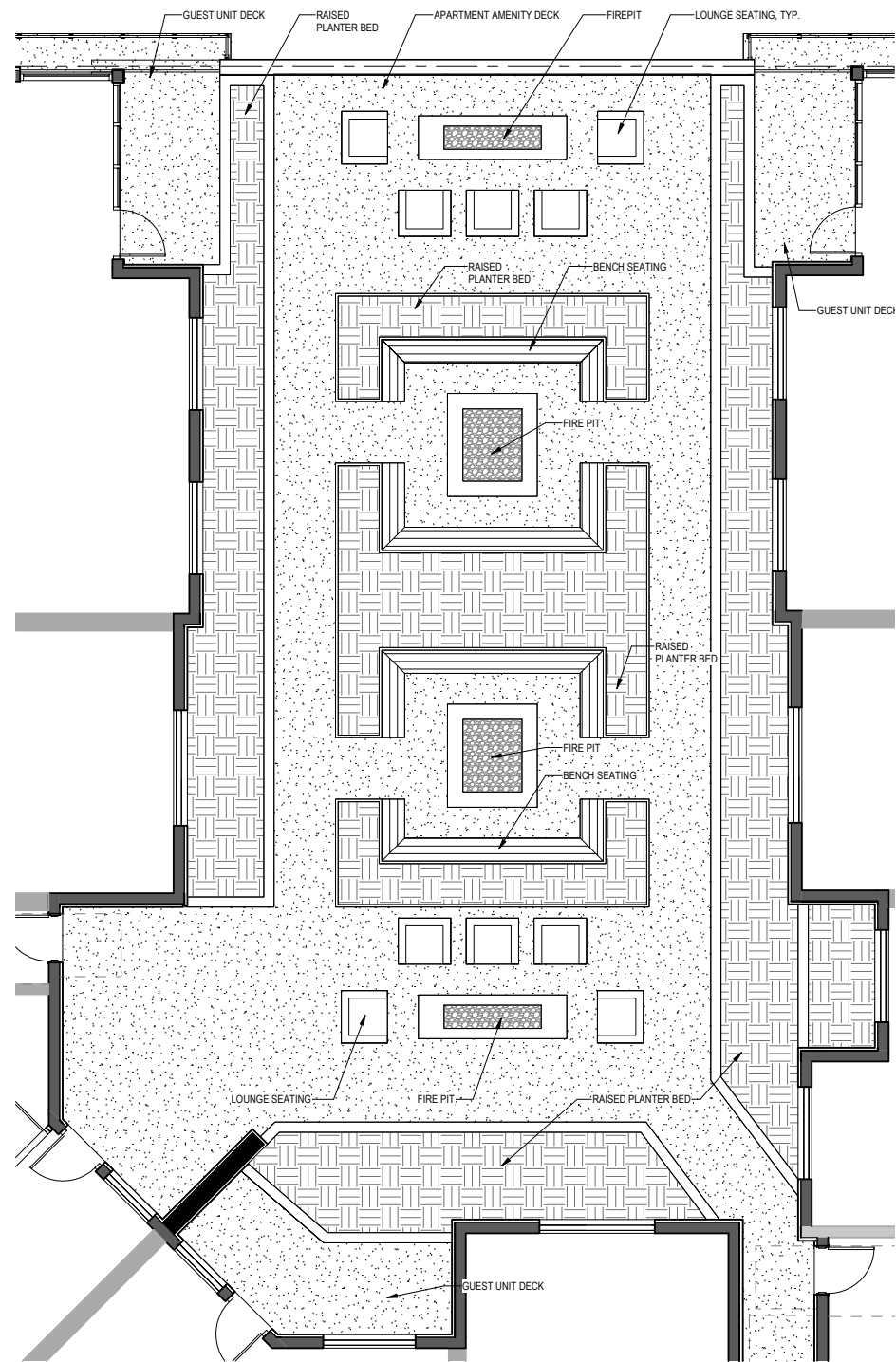
SF/UNIT 581 701 704 812 945 800 794 817 531 1044 1058 1047 1017 1056 1111 1270

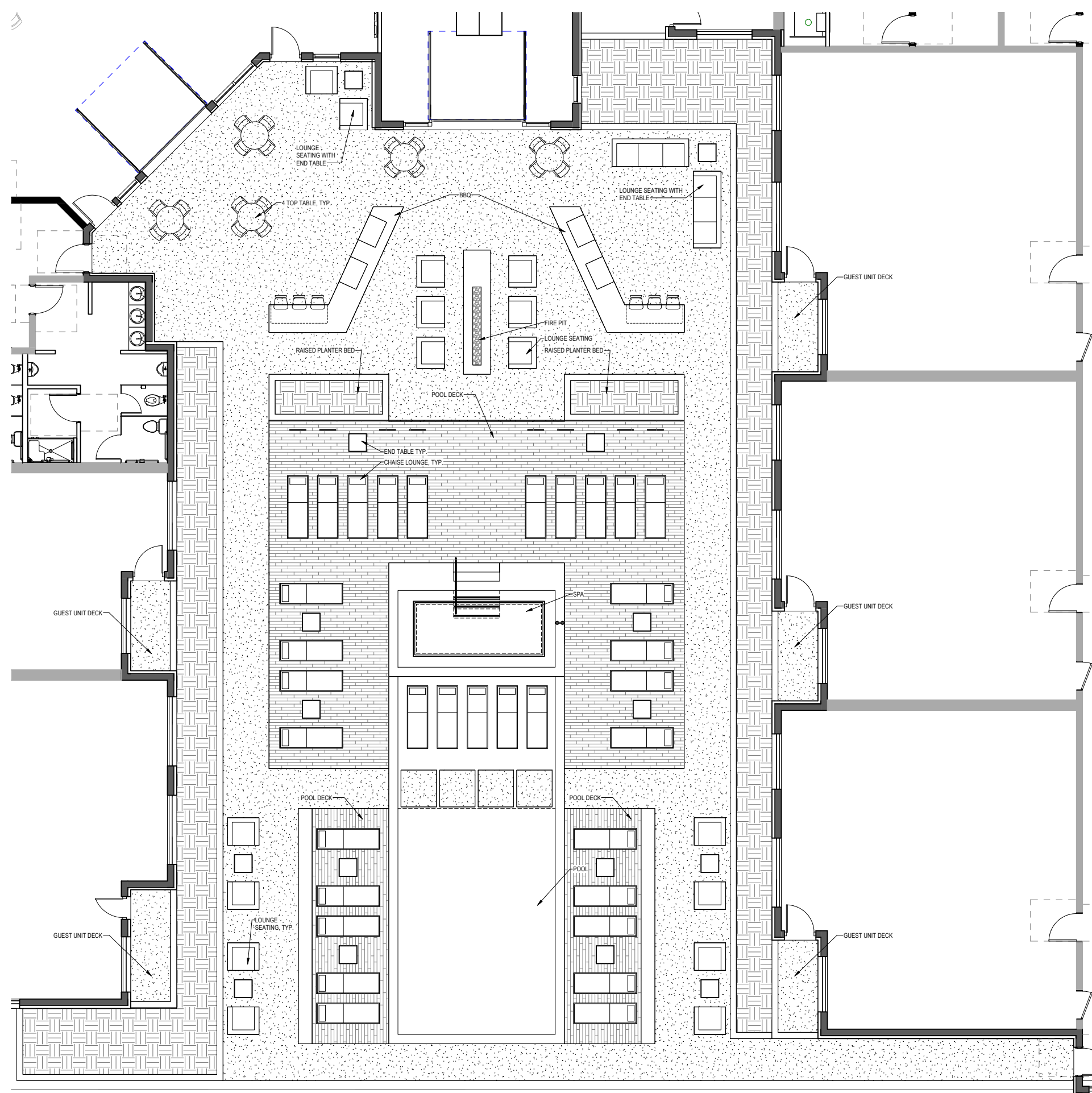


LEVEL 2 - 48 UNITS







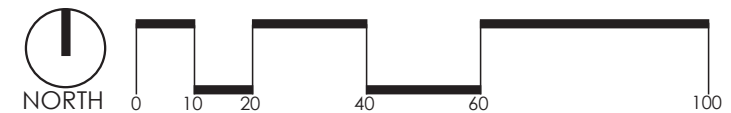


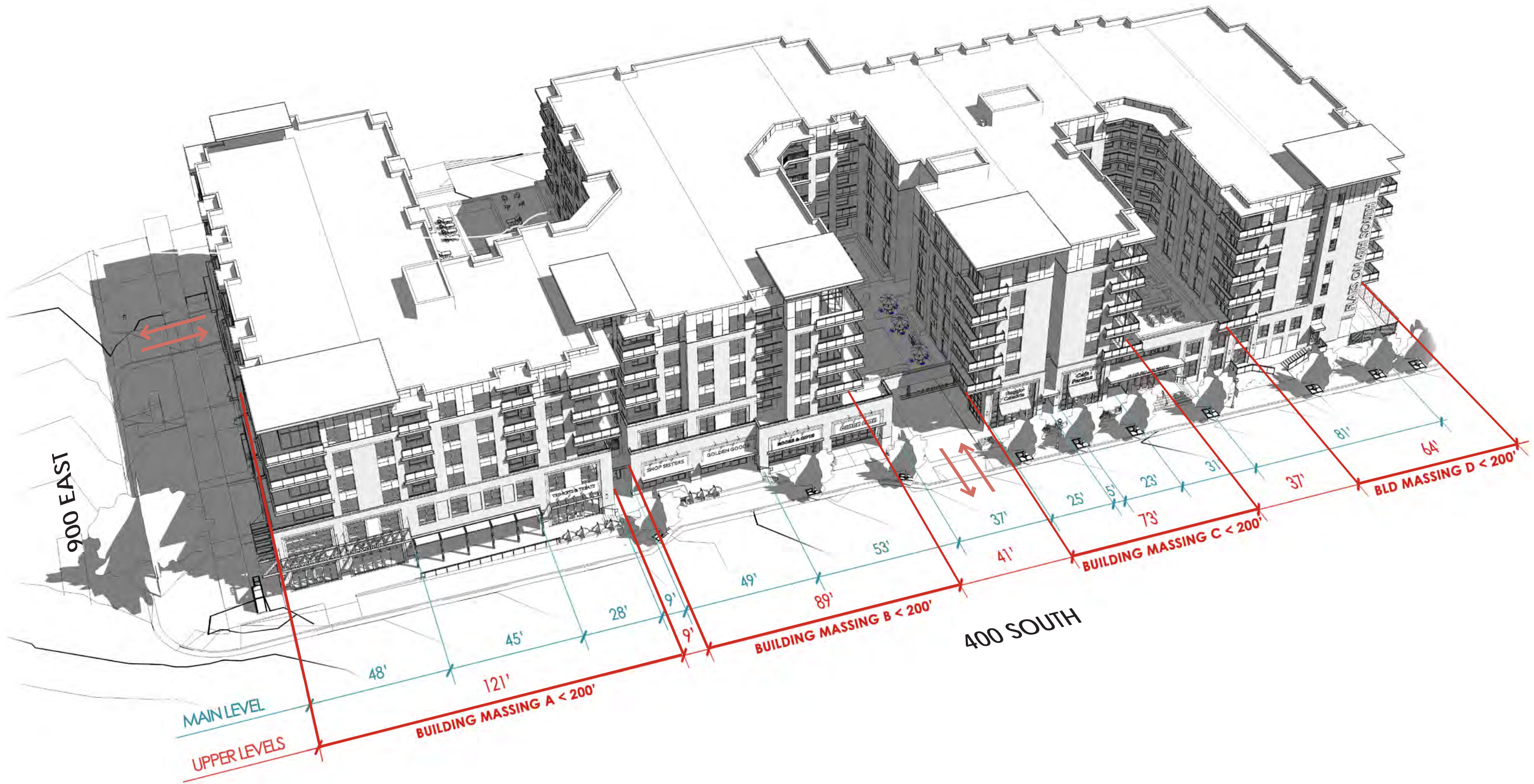
Floor	1 BED									2 BED							TOTAL
	B1	B2	C2	C3	C4	C5	C6	C7	D	E1	E2	E3	E4	E5	E6	E7	
2	11	1	4	1		2	1	1	14		4	4	1	1	2	1	48
3	12		8	3	3				14	1	6	4	2	1			54
4	12		8	3	3				14	1	6	4	2	1			54
5	12		8	3	3				14	1	6	4	2	1			54
6	12		8	3	3				14	1	6	4	2	1			54
<b>TOTAL</b>	<b>59</b>	<b>1</b>	<b>36</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>4</b>	<b>28</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>264</b>

SF/UNIT 581 701 704 812 945 800 794 817 531 1044 1058 1047 1017 1056 1111 1270



LEVELS 3-6 - 54 UNITS/ LEVEL





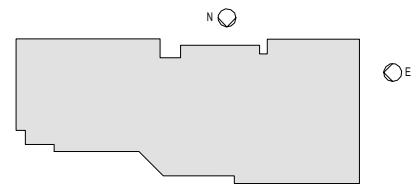




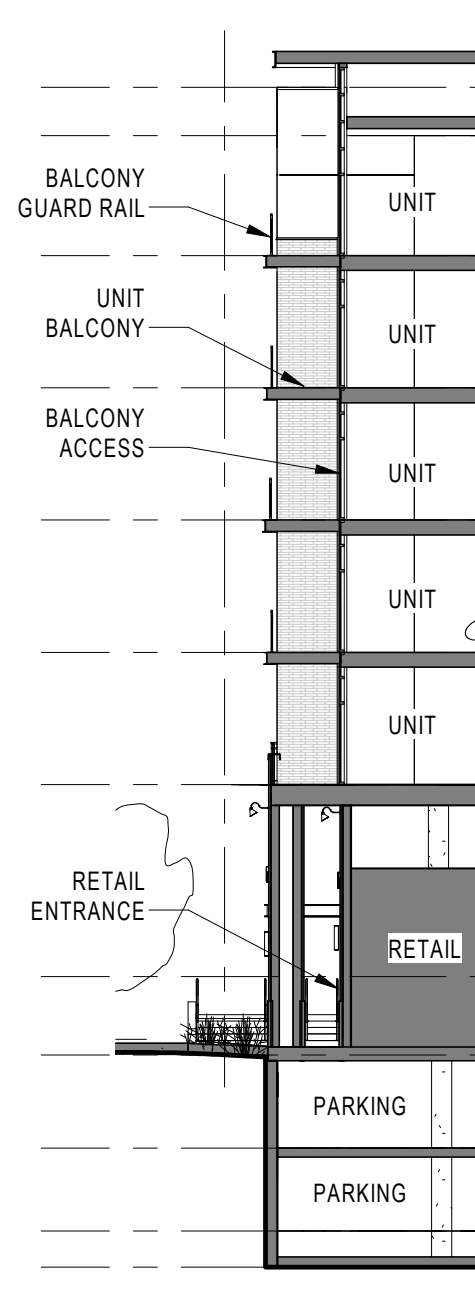
**NORTH ELEVATION**



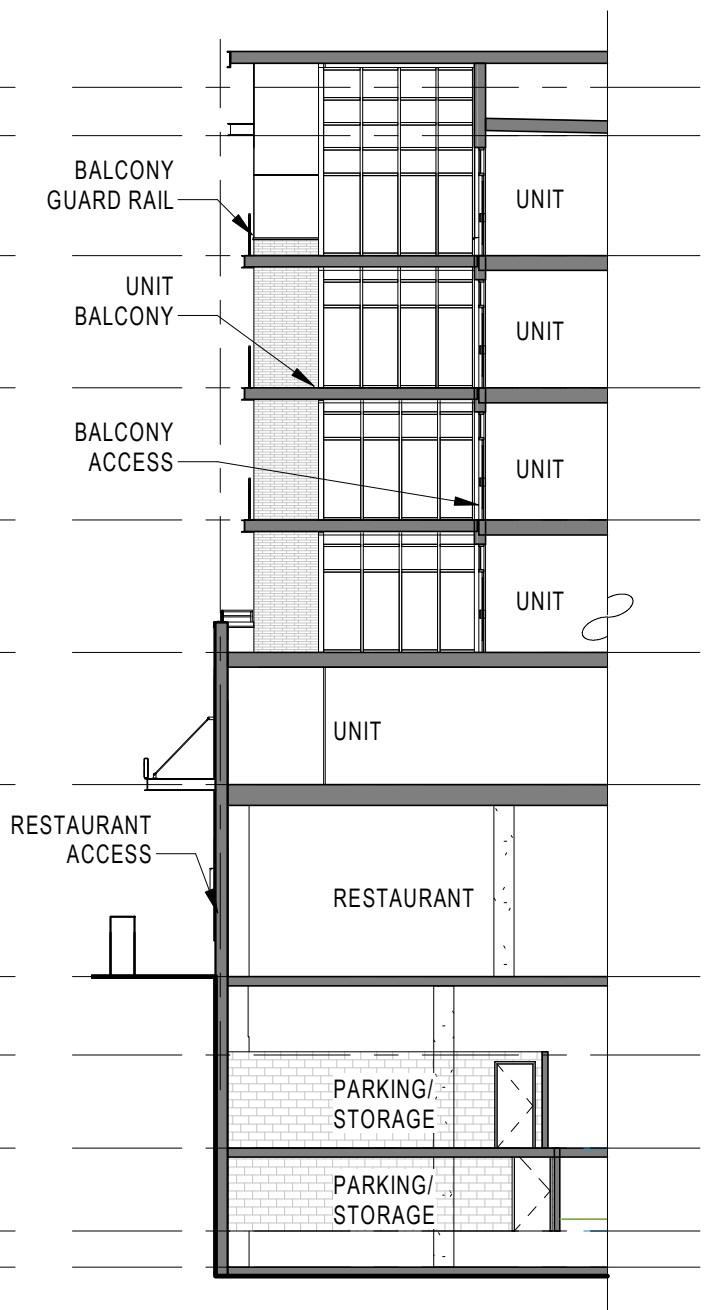
**EAST ELEVATION**



① ELEVATION KEY PLAN

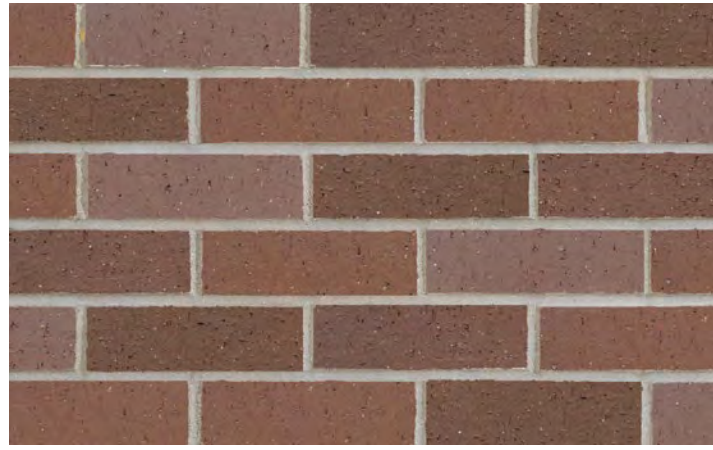


**BALCONY SECTION - A**

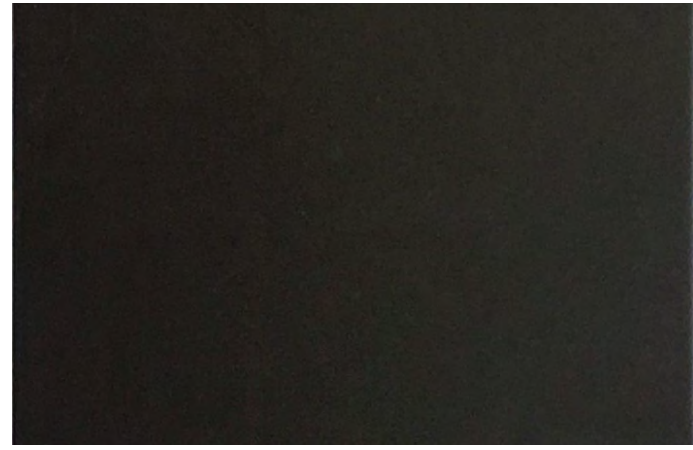


**BALCONY SECTION - B**





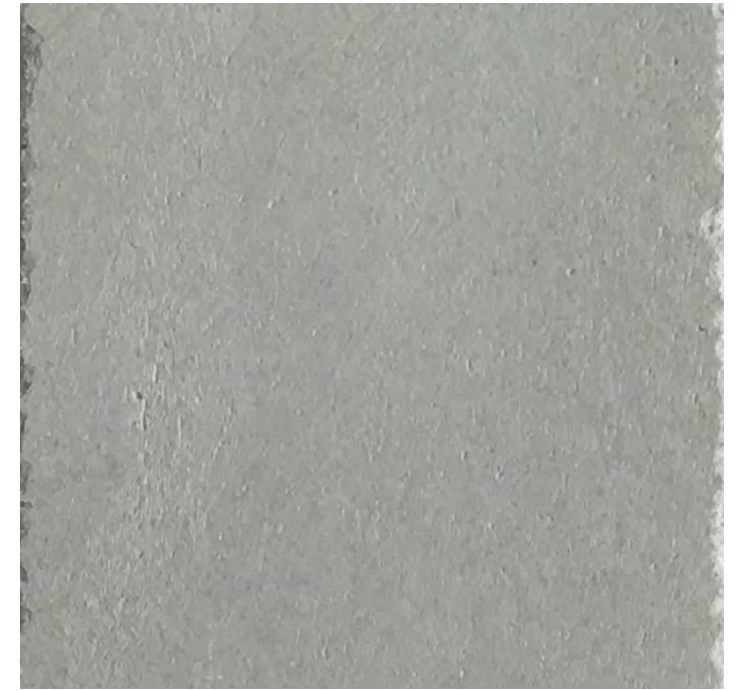
(BR1) INTERSTATE BRICK - MONTEREY - 80 %



(MT1) ALPOLC ALUMINUM COMPOSITE PANEL - ANODIZED - DARK BRONZE



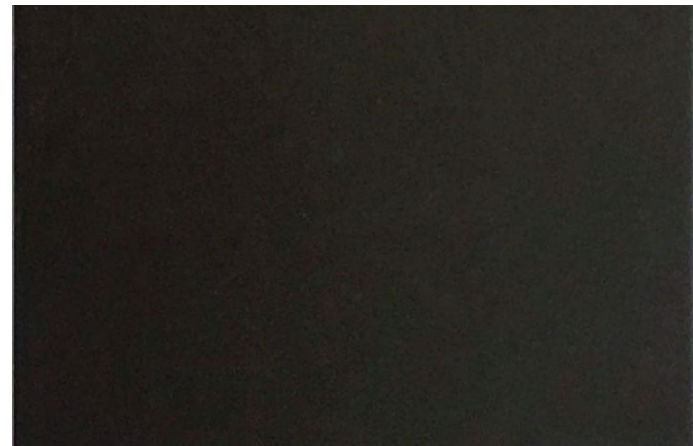
EIFS, COLOR TO MATCH - SW 7069 IRON ORE



(CW1) PRECAST ARCHITECTURAL CONCRETE BASE



(BR1) INTERSTATE BRICK - IRONSTONE - 20 %



(MT2) ALUMINUM COMPOSITE PANEL - ANODIZED - DARK BRONZE



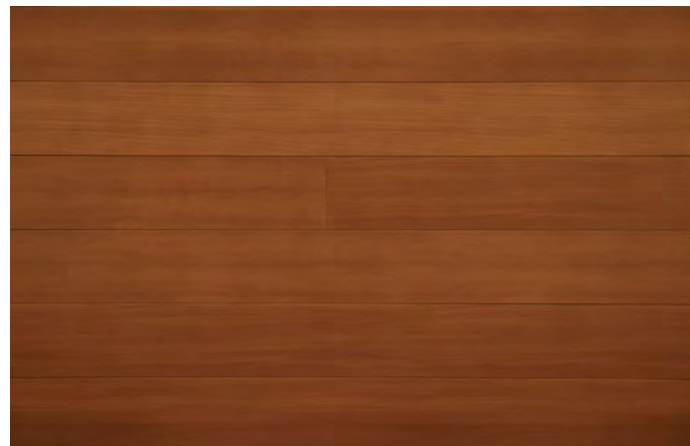
FIBER CEMENT PANEL - COLOR TO MATCH MT1



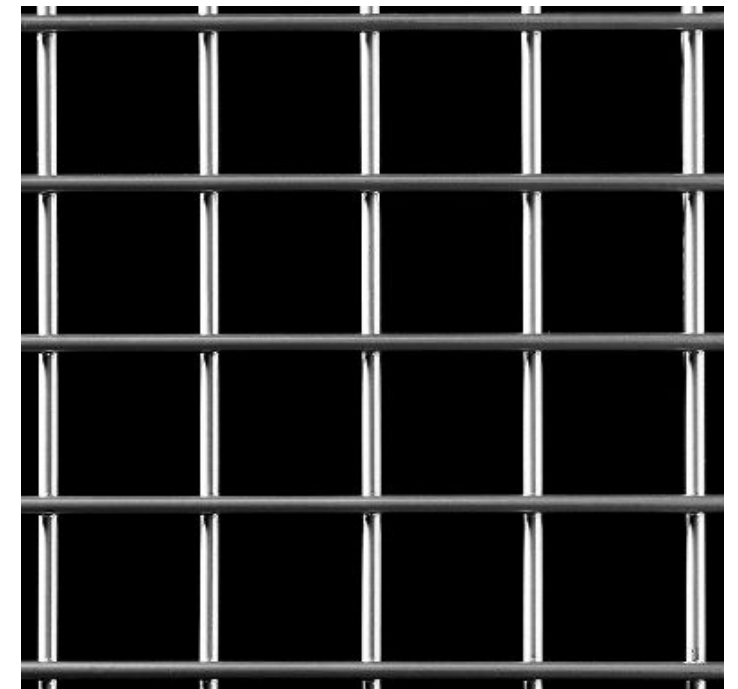
(BR2) GLEN GERY - SIOUX BRICK - SILVERSTONE



STOREFRONT - KAWNEER ANODIZED FINISH - DARK BRONZE



SOFFITS - MAC - HARRYWOOD PROFILE - CEDAR



RAILING WITH WIRE MESH PANELS



# ATTACHMENT C: Property and Vicinity Photos

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*OfficeMax currently occupying subject property, facing west*



*North façade of OfficeMax and 400 South, facing west*





*400 S street frontage, facing east, OfficeMax parking lot located to the right*



*900 E street frontage, facing west*



*Goodly Cookies site, driveway access to Bennion Elementary, located to the south of the subject property. 9<sup>th</sup> East Lofts are to the left/south.*



*900 East and Village Inn located to the east of the subject property*



*Intersection of 400 South and 900 East, Intermountain Healthcare building located to the northeast of the subject property*



*400 South, 900 East Trax Station to the north of the subject property*



*Acoustic Music and other businesses located across 400 South*



*View facing south across 400 South - Trax station, surface parking lot, and 9<sup>th</sup> East lofts visible.*



*Salt Lake Roasting Company, located directly to the west of the subject property*



*The existing OfficeMax (left) building is located 3' from the property line. The Salt Lake Roasting Company (right) building is located 0.4' from the property line.*

# ATTACHMENT D: TSA-UN-C Zoning Standards

## TSA (Transit Station Area District)

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.

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.

## TSA-UN-C Development Standards

Standard	Requirement	Proposed	Finding
<b>Front/Corner Side Yard - 400 S</b>	10' Min Setback - at least 50% of the 400 S street facing building facade must be built to the minimum.  20' Max Setback - may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.	10' setback proposed for 60% of the street facing building façade.  Greater than 10' setback proposed for 30% of the building façade. Outdoor dining and plazas proposed for areas greater than 20'.	<b>Complies</b>
<b>Front/Corner Side Yard- 900 E</b>	No minimum. At least 50% of the street facing building facade shall be within 5' of the front or corner side property line.	900 E –86% (142') is within 5' setback, 14% is setback greater than 5' (24').	<b>Complies</b>
<b>Side/ Rear Yard</b>	None. Adjacent to TSA-UN-C and PL.	Side: At grade setback is a maximum of 20.2'. Upper levels project a maximum of 12'.  Rear: ~ 1'-18'6"	<b>Complies</b>
<b>Lot Area</b>	None	84,631 sq. ft. or 1.943 acres	<b>Complies</b>
<b>Lot Width</b>	None	~457' 400 S and ~198' 900 E	<b>Complies</b>
<b>Maximum Height</b>	75'; If the project receives a TSA score that qualifies for administrative review the building	Project qualified for administrative review of the TSA score.	<b>Complies</b>

	can have additional height equal to the average floor height.	$75' + 13' 3\frac{1}{2}'' = 88' 3\frac{1}{2}''$ allowed by the TSA zoning district standards.	
<b>Open Space</b>	Open Space: Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).	10% of 84,631 = 8,463 (up to 5,000 square feet required for core area)  17,496 sq. ft. of open space provided; 5,799 sq. ft. located on main level; 11,697 sq. ft. located on second level	<b>Complies</b>
<b>Circulation and Connectivity</b>	Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.  a. All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.  b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.  c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:	Development proposes structured parking interior to the building.  Master plans for the area do not identify a midblock walkway.	<b>Complies</b>



	<p>(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.</p> <p>(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.</p>		
<b>Accessory Structures</b>	No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.	No accessory structures proposed.	<b>Complies</b>
<b>Parking Requirements (21A.44)</b>	<p>Complete review of parking will be completed at building permit stage.</p> <p>Vehicular Parking: Minimum = No spaces required</p> <p>Maximum = Residential: 2 spaces per 1 bedroom = 390 3 spaces per 2 bedroom = 207 Nonresidential: Restaurant: 31 spaces Office/Retail: 25 spaces Total = 653 spaces</p> <p>Bicycle: Required = 132 (1 per 2 units)</p>	<p>Vehicular provided: Nonresidential = 55 Residential = 264 Total = 319</p> <p>Bicycle provided: 138</p>	<b>Complies</b>

**TSA-UN-C Design Standards**

Standard	Requirement	Proposed	Finding
<b>EIFS And Stucco Limitation</b>	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. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.	400 S & 900 E – No EIFS proposed on street facing facades.	<b>Complies</b>
<b>Front And Corner Side Yard Design Requirements</b>	(1) In yards greater than ten feet (10') in depth, one (1) shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a	Submitted landscape plans show ground plantings and planter boxes. The proposal retains 10 existing trees in	<b>Complies</b>

	<p>shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.</p> <p>(2) 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.</p> <p>(3) 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.</p>	<p>the park strip and adds five white ash and five golden rain trees in the park strip.</p> <p>Landscape yard tabulation:</p> <p>Hardscape = 623 sq. ft. (8.5%)</p> <p>Public/patio area = 4,539 sq. ft. (61.5%)</p> <p>Landscape = 2,210 sq. ft. (30%)</p> <p>Total area = 7,372 sq. ft.</p>	
<p><b>Entry Feature Requirements</b></p>	<p>All required building entries shall include at least one of the following features:</p> <p>(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;</p> <p>(2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;</p> <p>(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or</p> <p>(4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.</p>	<p>Building entries have awnings, recessed entrances, porches, or stoops. Final design details delegated to staff.</p>	<p><b>Complies with conditions.</b></p>
<p><b>Ground Floor Use Requirement For 400 South And North</b></p>	<p>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</p>	<p>Ground floor accommodates commercial or similar uses.</p>	<p><b>Complies</b></p>

<b>Temple Boulevard</b>	an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.		
<b>Multiple Buildings On A Single Parcel</b>	Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained. Multiple single-family detached dwellings and two-family dwellings may be located on one lot and are not required to obtain a development score.	Single building proposed	<b>Complies</b>
<b>Parking</b>	The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.	No off-street surface parking is proposed.	<b>Complies</b>

**21A.37.050 Design Standards**

Standard	Requirement	Proposed	Finding
<p><b>A. Ground Floor Use And Visual Interest:</b></p>	<p>This standard's purpose is to increase the amount of active uses and/or visual interest on the ground floor of a building. A permitted or conditional use other than parking shall occupy 80% of the length of any street facing building façade. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces. Vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such accessways shall not exceed thirty feet (30') in width.</p>	<p>400 South: Commercial uses that have a depth of at least 25' extend across all of the frontage with the exception of the vehicular entry, which is less than 30' in width.</p> <p>900 East: The proposed project has a commercial use occupying the corner of the building. Uses other than parking and a vehicular entry, with an entry less than 30' wide, occupy the remaining frontage.</p>	<p><b>Complies</b></p>
<p><b>B. Building Materials: Ground Floor</b></p>	<p>Other than windows and doors, a minimum of 90% of the ground floor facade's wall area of any street facing facade shall be clad in durable materials.</p> <p>Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor facade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.</p>	<p>400 South – 73% brick and concrete (durable), 27% break metal</p> <p>Metal is not listed as a durable material but some varieties have been approved by the Planning Director as is permitted in the ordinance. Applicant will provide information to determine an acceptable material that meets the Planning Director requirements.</p> <p>900 East – 91% brick and concrete; 9% break metal</p>	<p><b>400 South – Complies with conditions</b></p> <p><b>900 East - Complies</b></p>

<p><b>B.2. Building Materials: Upper Floors</b></p>	<p>Floors above the ground floor level shall include durable materials on 60% of any street facing building facade of those additional floors</p> <p>Windows and doors are not included in that minimum amount. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the upper floor of a structure.</p>	<p>400 South – 65% brick and concrete, 31% fiber cement, and 4% break metal</p> <p>900 East – 62% brick and concrete, 37% fiber cement, and 1% break metal</p>	<p><b>Complies</b></p>
<p><b>C.1 Ground Floor Glass</b></p>	<p>The ground floor building elevation of all new buildings facing a street shall have a minimum of 60% glass between 3 and 8 FT above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least 5 FT.</p>	<p>400 South – 67%</p> <p>900 East – 40%</p> <p>Staff is of the opinion that the 900 East facade meets the intent of this design standard. One of the intents of this design standard is to engage pedestrian and visual interest at the ground floor level of the building. 400 South, the primary elevation, exceeds the minimum glass requirements. This façade has 67%. The 900 East elevation includes the required entries and provides service access for the building.</p>	<p><b>400 South – Complies</b></p> <p><b>900 East – Does not comply, included with design review request.</b></p>
<p><b>D. Building Entrances</b></p>	<p>At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required every 40 ft. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a forty five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.</p>	<p>The 400 South façade has 13 entrances facing the street and the 900 East façade has five entrances. The spacing between entrances meets the requirement.</p>	<p><b>Complies</b></p>

<p><b>E. Maximum Length Of Blank Wall:</b></p>	<p>The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15 ft. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").</p>	<p>The length of blank wall on the 400 South and 900 East facades does not exceed 15 ft.</p>	<p><b>Complies</b></p>
<p><b>F. Maximum Length of a Street Facing Façade</b></p>	<p>Maximum length of a street facing façade is 200 feet. A minimum of 20 feet is required between separate buildings and the space between buildings shall include a pedestrian walkway at least 5 feet wide.</p>	<p>400 South – 434 ft 900 E – 186 ft</p> <p>The 400 South façade does not comply and is a component of this design review request. The intent of this design standard relates to breaking up the overall building mass and scale of the building façade. The proposal accomplishes this by breaking the building into several building masses delineated by changes in the building plane and, above the first floor, deeper recesses to provide amenities for residents and further break up the building masses for pedestrians and other passersby.</p>	<p><b>Does not comply, included with design review request.</b></p>

# 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.

<p><b>A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.</b></p>
<p><b>Finding: Complies</b></p>
<p><b>Discussion:</b></p> <p>As identified in Issues 1 and 2, the proposal and Design Review modifications meets the intent and purpose of the TSA-UN-C zoning district and the city's adopted planning documents.</p> <p>The proposed project also meets the intent of the urban design element of the City.</p> <p>The Salt Lake City "urban design element" document addresses the height, scale and character of buildings in the city. The proposal supports the policy concepts by maintaining a pedestrian-oriented environment at the ground floor, and using materials, detail, color, and scale that are compatible with others in the neighborhood and create pedestrian interest.</p>
<p><b>Condition(s): NA</b></p>
<p><b>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</b></p> <ol style="list-style-type: none"> <li><b>1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).</b></li> <li><b>2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.</b></li> <li><b>3. Parking shall be located within, behind, or to the side of buildings.</b></li> </ol>
<p><b>Finding: Complies</b></p>
<p><b>Discussion:</b> The proposal has entrances to the restaurant and retail spaces on the street facing frontages. There are several entrances to the residential units from 400 South and 900 East.</p> <p>The building is substantially at the minimum setbacks. Sixty percent is set back the minimum of 10' on 400 South and 87% of the 900 East frontage is within 5 feet of the property line.</p> <p>Parking for the residential units and commercial space is located interior to the building and is accessed from entrances on 400 South and 900 East.</p>
<p><b>Condition(s): NA</b></p>

**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.**

**Finding: Complies**

**Discussion:** The 400 South and 900 East facades have active ground floor uses.

The ground floor of the 400 South façade is 67% glass and exceeds the 60% required. The ground floor of the 900 East façade is 40% glass and is part of the design review request. The building is located on a corner and an active ground floor use with a number of windows is located at the corner of the building. The remainder of the façade has an entrance to the residential units, garage entrance, and service access. These are needed for building access, loading, and service access and are located in a less visible location that is likely to have less pedestrian traffic. The upper floors of the building meet the glass requirements.

The 400 South active uses have sign bands that are similar across the units and allow for unique storefront signage. Clerestory windows are located above the restaurant street frontage, three retail spaces, and the primary residential entry. Canopies, awnings, decorative lighting, and additional fenestration provide visual interest on the storefronts.

The restaurant has an approximately 600 sq. ft. outdoor dining area. Landscaping, primarily grasses and shrubs are located along the street frontage, particularly in areas where there is a grade change. Additional landscaping is located in the accessway for the canal that also serves as a dog run and is on the second-floor residential amenity areas.

**Condition(s): NA**

**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:** The proposed project is consistent with the height permitted by the TSA-UN-C zoning district. Its six floors above grade will be compatible with the 9<sup>th</sup> East Lofts located to the south of this project. This building has a greater setback to accommodate the Jordan and Salt Lake City canal along its frontage. As discussed earlier, the proposed building relocates the canal to side and rear allowing for greater pedestrian interest and interaction.

On the street facing facades, the upper floors of the building step back slightly from the ground floor. On the 400 South façade, the change in brick color between the active ground floor uses and upper residential units differentiates these uses. The top floor will be fiber cement board, darker than the other materials, and provides a “top” to the building. On the 900 East elevation, there is a similar change in color between the ground floor and the upper, residential floors. Consistent with the 400 South elevation, the top floor will be fiber cement board.

The first floor on 400 South meets the ground floor glass requirement with 67% glass. There is 40% glass on 900 East, which is less than the requirement, but the entries are highlighted, and the service access is placed in these less visible areas. There are a number of awnings, projections, and design details on the storefronts. Most of the residential units on the upper floors have balconies and there is a consistent fenestration pattern from floor to floor.

The solid to void ratio on the first floor is appropriate for the active uses. The solid to void ratio on the upper floors is consistent with the 9<sup>th</sup> East Lofts, which is in the same zoning district and was constructed recently.

**Condition(s):**

**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 With Conditions

**Discussion:** The proposed building meets these three requirements. As highlighted in the project description and Issue 2, there are several locations on the 400 South façade where there is a change in the vertical plane. The building is deeply recessed in two locations – one provides access to the structured parking and is recessed approximately 25' from the western side of the front of the building with an amenity area above (recessed approximately 80') and the second area that is recessed has an additional amenity area above the mezzanine level (recessed 75').

As identified above in D., there are material changes between the base, middle, and top of the building. The ground floor and mezzanine level are an earth tone blend of brick. Floors 2-5 are gray brick. On the street facing facades the top floor is fiber cement board.

As discussed in the project description and in Issue 2, the massing of the building is broken up in several areas. As the applicant identified, these provide four different masses, the corner massing element greater than 100', and all of the others less than 100'. 220' from the corner is a section recessed 23' from the front of the building with an amenity area above the first floor. Approximately 73' south, after the third massing section identified by the applicant, there is another recessed section with an amenity area above the mezzanine.

In addition to the change identified above on the 400 South façade, there are changes in the vertical plane and massing of the building on the rear/south elevation. Approximately 75' west of the 900 East elevation, there is a recessed area above the first floor with an amenity area

(recessed 100'). There is an additional change in the vertical plane and a decrease in the massing further to the west where the property narrows and the depth of the building decreases.

**Condition(s): NA**

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

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

**Finding: Complies**

**Discussion:** The proposal does not feature privately owned public spaces.

**Condition(s): NA**

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

**1. Human scale:**

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

**2. Negative impacts:**

- a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.**
- b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.**
- c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.**

**3. Cornices and rooflines:**

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

Finding: Complies

**Discussion:** The proposal requests the additional floor available with a TSA score that qualifies for administrative review. Staff has determined that the proposal meets the administrative review requirement. The proposal complies with the minimum and maximum height requirements.

The building relates to human scale with a change in the materials and small setback in areas above the ground floor active uses – there are variations in the height of this across the façade, partially reflecting the grade change on the site. This change, along with the change in the materials on the top level, gives the building a defined base, middle, and top. On the front façade, there are several changes in the building plane including two large recesses that are amenity spaces for residents.

The building height is consistent with that permitted on neighboring properties. It is consistent with the more recently constructed 9<sup>th</sup> East Lofts that are to the south. The building's variations in roofline reflect the changes in the building plane across the front façade. The cohesiveness of the roofline is reflected in the use of the fiber cement panels that will match the color of the aluminum composite panel that serves as the cornice.

**Condition(s): NA**

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 will be located within the building and should not negatively impact pedestrians and cyclists in the public right-of-way. Entrances to the parking are provided from 400 South and 900 East. The width and location of this access is appropriate to the site and development.

**Condition(s): NA**

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:** The proposed development does not include exterior loading docks. Waste and recycling areas are located interior to the building.

**Condition(s):** NA

**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

**Discussion:** Signage is shown on the 400 South and 900 East elevations for the residential building and storefronts. The final dimensions and details of the signage are delegated to planning staff for approval.

**Condition: 4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.**

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

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

**Finding:** Complies

**Discussion:** Street lights and other outdoor lighting are delegated to planning staff for approval.

With the exception of accent lighting, the lighting will be downward facing and directed toward the pedestrian. Directing the building entrance lighting toward the pedestrian will also minimize glare and light trespass onto neighboring properties.

The lighting on the building will be placed at a human scale and will be directed toward the pedestrian and toward architectural elements on the building.

The proposed lighting along the public sidewalk is sufficient to support pedestrian comfort and safety.

**Condition: 4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.**

**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.**

**Finding: Complies**

**Discussion:** The proposal retains 10 existing street trees. It adds five golden rain trees on the 400 South frontage and five white ash on the 900 East frontage.

The proposed hardscape improvements will comply with the standards. Privately owned public spaces are not provided as part of this proposal.

**Condition(s): NA**

# ATTACHMENT F: Public Process & Comments

## Public Notice, Meetings, Comments

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

- May 19, 2023 – The Central City Community Council was sent the 45-day required notice for recognized community organizations. The Council requested a presentation at their June 15<sup>th</sup> meeting and the applicant and staff attended. The attendees had a number of comments and general questions including EV and bicycle parking, sustainable elements, affordability, density, and height.
- May 19, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- May – July 2023 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- July 13, 2023
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division listserv
- July 14, 2023
  - Public hearing notice sign posted on the property

## Public Input:

Staff received several email comments related to the proposal. The East Central Community Council submitted a letter in opposition. The community council wanted additional involvement and discussion as part of the development process and raised several issues, including the length of the building, number of parking spaces, amount of green space, location of the canal, parking access from 900 E, and the pedestrian experience on 400 S. One comment was in support. The others were critical and offered recommendations. The comments did not support the length of the building along 400' south or the request for reduced glazing on 900 East. A few preferred two or more buildings with a pedestrian public corridor between the buildings. Others wanted to see greater setbacks, reduced height, fewer parking spaces, and affordable housing. See the attached in the following pages.



July 2, 2023

Sara Javoronok

Senior Planner, Planning Division

Department of Community & Neighborhoods

[Sara.javoronok@slcgov.com](mailto:Sara.javoronok@slcgov.com)

801.535.7625

Eric Moran, Jeff Byers, Adam Ford

Salt Lake City Planning Commission

Salt Lake City Corporation

**Regarding: 410 S 900 E - PLNPCM2023-00354**

Dear Planning Staff and Planning Commissioners,

**The East Central Community does not support the application and exceptions at it is currently detailed and planned.** Since this application has come back before you, we hope that you will consider taking this opportunity to make additional requirements/suggestions for this development. It is at the heart of East Central.

Having said that, we appreciate the stated intent that the architects, City planner and owner have made to create a building that includes referencing Trolley Square materials and creating something better than many of the buildings developed on the transit corridor to date. ***Yet, it could be better and still cost effective.*** It is always in the details that can transform a pretty ok project to a great project. We appreciate their statement of intending to own the development for the long term, welcome them to our community council area and have a keen understanding of the difficulty of this site.

**Lack of community involvement, Lack of answers to community questions**

Very disappointing for such a significant cornerstone of our community neighborhoods. This project marks the first project for more than 15 years now, where we, *the actual affected neighborhoods*, were not considered and were not actively involved early on in some of the details of this development in our community. Even at this late hour while the final drawings of the project were presented at our meeting in June, a commitment to sit to meet with us was made, a commitment to answer and discuss the many questions raised by the community was made but this has not happened. In the meeting most questions were answered with "I don't have that in front of me, I'll have to check". In the interim we made countless attempts to reach the development team.

*This community council works win-win with our landowners.* We are not the opposition, nor afraid of appropriate development. **We want this development to be successful.** As the transit corridor plan was created, we strongly advocated the development of this site. We



know this talking with us, working with us, letting us bring good ideas to the fore is not required by ordinance, but countless projects will tell you their project was made better working with us (two of which are across the street from this site IHC and 7-11).

At a minimum answering the raised questions from the community meeting was needed (or why have community meetings seeking input and comments at all.

This was a step backwards.

**We are hoping this “leaving us out of the equation” was an oversight that will be corrected prior approval and during the next phase of the design and construction process.**

**Some of our concerns and question:** (Many additional are detailed by various ECC Board members in separate comments.)

As good neighbors an updated discussion focused on solutions with **John Bolton of Salt Lake Roasting**. At present the canal, maintenance vehicle access, electrical meters, the dog walk, overhanging balconies, are being located directly next to his shop where he has an outdoor sitting area. Is there enough room between the development and SLR to complete proper building and utility maintenance for both buildings? Safety and upkeep in this corridor will become key. SLR is one of our beloved local business establishments that needs to be honored.

**South facing wall toward the small Goodly Cookie building, Bennion elementary and the RDA Building.** This faces in to the neighborhood and become the visual aspect of north bound.

**400 South building massing at the pedestrian level. 494 feet is massive.** From a distance the breaks in the building above the second floor, amenity decks pulled back and the change in color of the structure help but is it enough for a positive and enjoyable human scale pedestrian experience? The amount of pedestrian traffic on 400 and 900 is one of the more significant.

*Pedestrian traffic is the intent of the transit zone.*

**Too much parking** given this is the transit zone with significant bus lines and TRAX, the audience is primarily intended for the University of Utah. Transit incentives, additional bike facilities. By eliminating some of the parking space can be given to the pedestrian experience, units added to make up for the difference.

At the same time, **where and how much parking for retail?**

**Lack of community green space.** While green space has been counted via planters on the second floor, this does nothing to add green and open space to this community that already carries the highest density in the city.

**Treatment and Rerouting of the Jordan and Salt Lake City Canal – an AWWA National Landmark** reference the articles written by LeRoy W. Hooton, Jr. [https://utahrails.net/pdf/The-Jordan-and-Salt-Lake-City-Canal\\_Sep-1993.pdf](https://utahrails.net/pdf/The-Jordan-and-Salt-Lake-City-Canal_Sep-1993.pdf)

**Parking entrance and exit onto 900 East** – was there a transportation study completed? With the potential of 339+ people in the building, over 300 parking spots, deliveries as well as refuse collection all facing 900 East will be significant for this one lane road that is often already backed up into the intersection due to the bus stop. (Were the parking spots reduced this would help this issue.)





**The pedestrian experience and safety on 400 South** – This includes the width of the sidewalk, how much green space, the protection of trees, the bus stop and safety when pushing pedestrians close to the curb. See the example of how the IHC Clinic solved this issue with a low-cost solution.

**Treatment of mechanical systems on the roof related to sight and noise, treatment of lighting.**

**Lack of affordable units.**

**What sustainability efforts are being made. Is this a commitment?**

**This is a missed opportunity for placemaking (at least one that is free to the entire community even in the park strip on 900).** <https://www.pps.org/>

**Opposed to the reduction of glazing on the 900 East side that faces the neighborhood.**



**Transit Station Area Development Guidelines:**

<https://www.slcdocs.com/Planning/Applications/TSADesignGuidelines.pdf>

“Transit-oriented development ought to create unique places that are **carefully integrated into the neighborhood** and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service. Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.”

**And finally, to Salt Lake City Corp.– Is it not time to review the transit design standards seeing what the current standards are producing?**

With best regards,

Esther Hunter

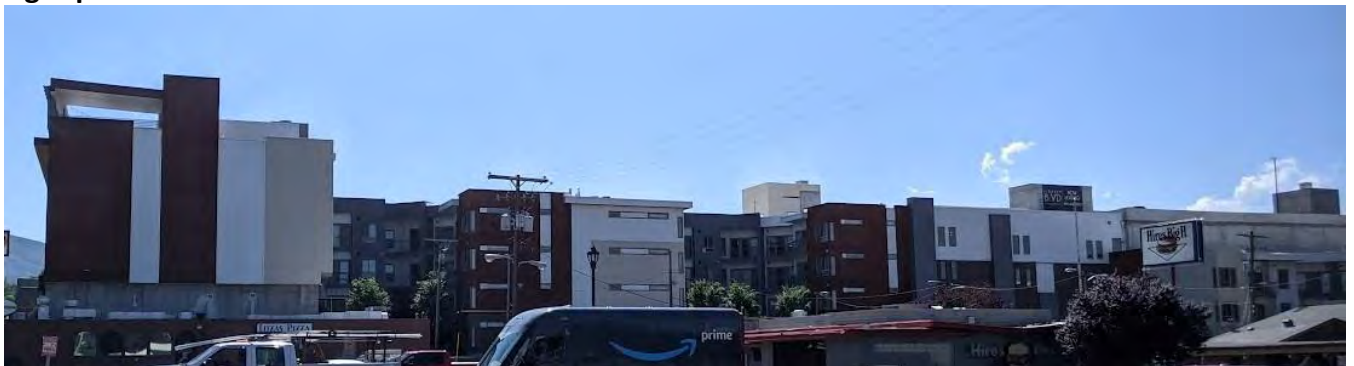
Chair, and on behalf of the East Central Community Council

[eastcentralcommunity@gmail.com](mailto:eastcentralcommunity@gmail.com)

These are the pretty pictures with happy shops, pedestrians and cyclists.



This is the reality including what 400 feet with differing colors and the modification of the sight plain looks like:



**Pedestrian experience at IHC**

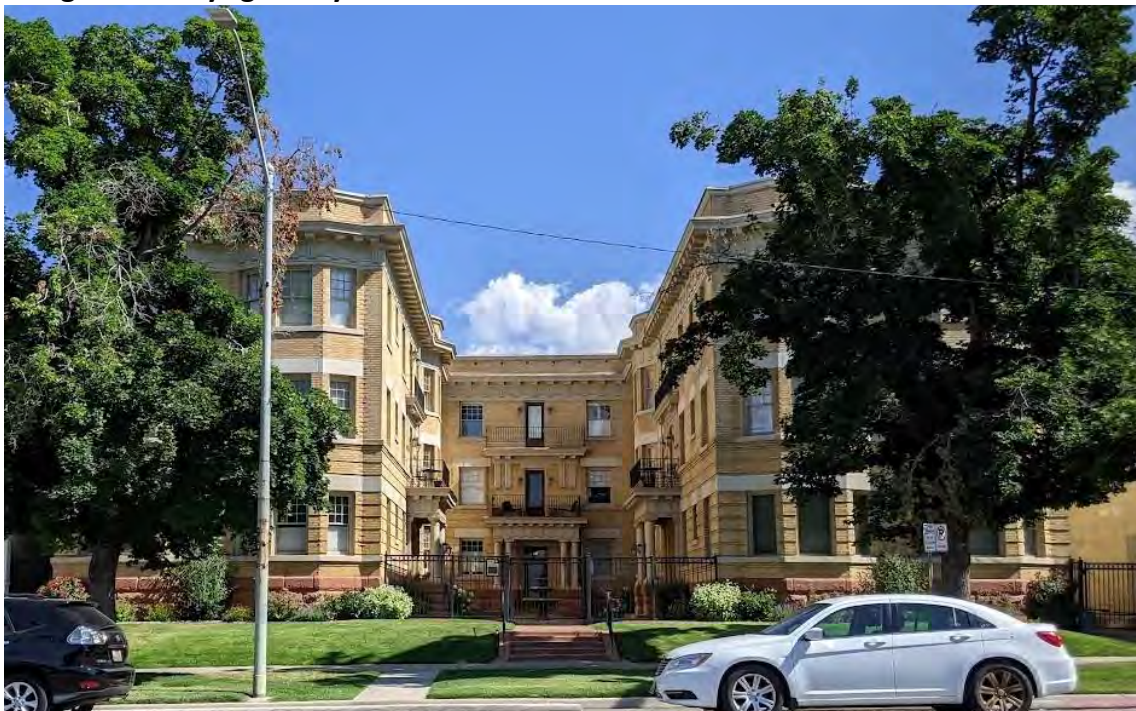




**Current sidewalk next to Office Max 400 South. Hardly enough for a transit corridor.**



**Design from days gone by:**



**From:** [ixzb@aol.com](mailto:ixzb@aol.com)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) 400 s 900 east  
**Date:** Tuesday, June 27, 2023 6:47:07 AM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

i opposed added height

**From:** [Arla Funk](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) 4th south and 900 East project  
**Date:** Sunday, July 2, 2023 8:21:46 AM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

This building is oppressive and should not be built as outlined. It presents a wall for the entire corner which is not appropriate. What about the water feature? Shouldn't that be considered as well. I hope that the review will require the petitioner to shorten the building, provide relief from the enormous wall with set backs and/or glass.

Arla Funk

Sent from [Mail](#) for Windows

**From:** [Casey McDonough](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) Re: PLNPCM2023-00354 9th East Mixed-Use and Multi-Family  
**Date:** Tuesday, May 30, 2023 5:41:27 PM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Sara,

Please share my public comments with the planning commissioners, the applicant, and their architect.

This project is a great example of the kinds of properties that should be redeveloped to obtain more housing opportunity and even better housing with mixed-use opportunity at the street that will activate it rather than simply put a nice wall between the street and a parking garage or seldom used live/work doors. I would therefore offer my support for this project's approval by the planning commission.

Thank you for your time and consideration.

Casey O'Brien McDonough

[REDACTED]  
[REDACTED]

**From:** [selkie\\_dog](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) 400 E 900 S Project- PLNPCM2023-00354  
**Date:** Sunday, July 2, 2023 12:24:11 PM

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Dear Planning Commission members,

As an East Central Community Council board member, I want to express my dismay at the prospect of certain exceptions being granted for this project--a solid face of 400 feet facing 400 South, double what the ordinance allows, and less glass than required on the 900 East facade. A building of this character will be a huge detriment to the neighborhood, located as it is at the gateway to a historic district comprised of mostly smaller homes and businesses. Moreover, it will appear even more grossly out of scale than it would be if it remains within the guidelines-- presenting a massive, looming, monotonous view to the proprietors and patrons of neighboring businesses (most immediately, the Salt Lake Roasting Company right next door). This area is not simply a "corridor" for people to pass through in their cars or on TRAX, but a living part of our city. If we want to continue to draw people to both live and work in this transitional part of the city, it makes sense to keep the buildings better in scale with the abutting neighborhood. Please reconsider your decision. It is clearly possible to come up with a design that both does what the developer wants in terms of capacity and also meets the standards. If one builder is allowed to skirt the requirements, others are sure to follow.

Thank you.

Deborah S. Feder



**From:** [Esther Hunter](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) Fwd: 9th East Mixed Use Project  
**Date:** Tuesday, July 4, 2023 11:50:45 AM

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Please add this to our comments. Thank you Sara.

----- Forwarded message -----

**From:** **East Central Community Council** <[eastcentralcommunity@gmail.com](mailto:eastcentralcommunity@gmail.com)>  
**Date:** Tue, Jul 4, 2023 at 11:44 AM  
**Subject:** Fwd: 9th East Mixed Use Project  
**To:** Esther Hunter <[REDACTED]>

----- Forwarded message -----

**From:** **East Central Community Council** <[eastcentralcommunity@gmail.com](mailto:eastcentralcommunity@gmail.com)>  
**Date:** Tue, Jul 4, 2023 at 11:40 AM  
**Subject:** Re: 9th East Mixed Use Project  
**To:** Adam Ford <[REDACTED]>

Adam,

I am sorry that it took a rather unfriendly message to your general voice mail to receive a call back from you, albeit too late in the timeframe we had with our due date and the holiday. In the meeting you promised to meet and answer all the points and questions raised. Unfortunately this did not happen now or in the past several years.

I will begin by saying that we are not like other community councils and have not been so for more than 15 years.

In our area we generally try to work with a proposed project very early and bring ideas and also concerns/potential creative solutions to the table to be worked out in cost effective ways. I know this is a difficult project site and that you have been at it for a long time. It is not a City requirement to work with us early but it establishes real good will. You referred to doing lots of good things for our community but our voice was never heard. The key point to consider is that this community council not only works win-win, but represents the land owner as much as the various small businesses, residents, renters, landlords, utilities, U students, staff and faculty who own/live in our area; or in other words, all neighbors meaning we are also an advocate for this project. We are the ones who strongly pushed for transit development on this corner in the transit plan.

I am just not clear why the many attempted contacts from us were never acted upon so that we could do what we do in every project in our area; add thoughtful ideas, insights, needs from the community in a reasonable manner so that by the time we are at this point in the process we have mutually supported one another with all financial goals still in tact. Could the reason be because the owner is a firm from out of state, New York, that also handles parking in the parking lot as it would be handled in New York vs Salt Lake?

We seek to establish a long term connection with all of our neighbors. We were involved for five years in the design and construction of IHC, involved in the U Law School, 7-11 across the street, Salt Lake Regional medical building, St. Pauls parking lot, Trolley Square redevelopment, Rocky Mountain substation on 11th East (to the point where what was crafted between the community (we had electrical engineers in the audience that gave freely of their time) and RMP became the new standard for RMP in residential areas), new U building on University, McGillis, the RDA Building one over from you, Goodly Cookies, the LDS church in 4 locations, we had met continuously and early with ALL of the other three projects on the agenda but yours...the list goes on. ALL successful, all within budget because we are reasonable. Sometimes it's little things that can make a difference. Little things that are not in code nor that the city gets involved with given their appropriate role and constraints. They represent the City. We represent this neighborhood. That is a different hat and perspective. We appreciate Sara and especially Nick. We add something too. We are the ones that will have enhanced or diminished quality of life with the added density, various other impacts to the plan, spending at the retail, walking past the building on a daily basis, have invested our money and lives in wanting our community to thrive and be beautiful.

Please consider us. Hopefully this is still possible.

I am writing to you to ask you to help facilitate working together and solid conversations going forward with you, Eric and Jeff. To begin now as there is yet much to consider.

best regards,  
Esther

*Esther Hunter*  
*Chair, East Central Community Council*

On Thu, Jun 15, 2023 at 12:35 PM Adam Ford <[aford@trdp.com](mailto:aford@trdp.com)> wrote:

Esther,

Looks like it will be Just me Adam Ford, Project Manager for The Richardson Design Partnership (Architects) that will be attending your meeting tonight to discuss the new proposed mixed-use project at 410 South 900 East. I'll look forward to seeing you this evening.

Thanks

**Adam Ford**

**THE RICHARDSON DESIGN PARTNERSHIP, L.L.C.**

510 South 600 East

Salt Lake City, Utah 84102

Office (801) 355-6868 Fax (801) 355-6880

Email [aford@trdp.com](mailto:aford@trdp.com)

**From:** [Frederik Perfumo](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** (EXTERNAL) Comment on 400 E 900 S Project- PLNPCM2023-00354  
**Date:** Friday, June 30, 2023 6:28:20 PM

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Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Dear Sara,

As a board member of the East Central Community Council and as a member of this community, I am very concerned about the size and the aesthetic of this proposed building.

We need to have stronger standards, otherwise our city will turn into the most squalid and boring, poorly built city in North America. Is that what we are trying to achieve?

All one sees while driving through the city are cheaply-built, huge stucco apartment buildings. Is that the type of city we want to become?

It may be far too late to veer to a different direction; nevertheless, thank you for taking my comment, Sara.

Kind regards,

Frederick Stagbrook



**From:** [Jen Colby](#)  
**To:** [Javoronok, Sara](#); [Planning Public Comments](#)  
**Cc:** [East Central](#); [Valdemoros, Ana](#); [Council Comments](#); [Mayor: Larsen, Jon](#); [REDACTED]; [REDACTED]  
**Subject:** (EXTERNAL) Personal Comment Re: PLNPCM2023-00354, 9th East Mixed-Use and Multi-Family Project Proposal  
**Date:** Monday, July 3, 2023 8:50:37 PM  
**Attachments:** [2023.07.03-900E400SMF-JColby-cmt.pdf](#)

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Attached in PDF and copied below in plain text are my personal comments regarding the project at 900 E 400 South. I live about 2 blocks from this location, patronize various businesses nearby and travel through this intersection by foot, bicycle, and private car as well as using TRAX and buses fairly regularly.

Best, Jen Colby, MPA, D4 Resident

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Re: PLNPCM2023-00354, 9th East Mixed-Use and Multi-Family Project Redux

Dear Planning Commission and Planning Staff,

Below are my personal comments regarding this revived proposed project at the current Office Depot site on the SW corner of 900 E 400 South. They supplement comments submitted on behalf of East Central Community Council. These are my individual additional concerns and do not represent the group.

As I understand it, the only two issues that are being brought to the Commission are requests for reduced glazing on the 900 E ground floor façade and exemption from the maximum 200' frontage. I ask that the Planning Commission deny both requests. I am most concerned with the proposed ~400' frontage on 400 South, especially with yet another generic, architecturally uninspired podium with an extra story as density bonus due to the weak standards in the TSA-C zone language. The massing and scale are a poor fit for the surrounding structures. The project should be designed as 2 or more entirely separate buildings, optimally with an interior pedestrianized public corridor. If the project goes forward as the developers propose, it will be yet another missed opportunity for the city to build a truly livable, walkable, and bicycle-friendly iconic project at a key transit hub and downtown gateway from the east.

Additionally, I strongly object to the number of parking stalls – 380 proposed, if I heard that right at the recent presentation at the community council meeting. Again, these are my personal comments.

According to the planner, the minimum parking stall requirement in the TSA-C zone is 0. Yes, zero. If any project site could minimize parking stalls, this one should be able to. Within the broader parking reform movement, many advocates assert that parking minimums are the problem. Reasons to eliminate parking minimums include that they: add significant costs to construction and therefore rents; use precious urban land for unproductive and inefficient auto parking; induce people to take on the high costs of car ownership and car dependence; and externalize enormous environmental costs of driving, even electric cars. The geometry of private motor vehicles in large numbers – even electric ones – is functionally incompatible with a dense, walkable and bikeable, sustainable urban environment. And should be unnecessary for most people. This is especially true as the US auto industry doubles down on the super-sizing of SUVs and light trucks to the detriment of safety for people and the planet.

Regarding costs, the estimates I found per stall of covered parking within in a structure vary from \$25-50K. For argument's sake, I will use the low estimate. At 380 proposed stalls, this comes to ~\$9,500,000 in costs; double that at the high end estimate. These costs must be passed along to tenants, both residential and commercial.

In the rapidly accelerating climate crisis, with transportation a major source of both carbon and criteria air pollutants, it should be unacceptable to build this much parking at a transit hub and further induce driving demand. I understand that due to the lack of maximum parking, you may have little authority to change this, but you do have moral authority to question this and the power of persuasion to ask the developers to reconsider.

It would be a much better use of ground floor space to have the entire area common and commercial spaces, not parking. Any parking should be underground. The two garage entrances with this many stalls also pose a hazard to pedestrians in a neighborhood with generally high walkability and a grade school on the same block. At most, I would argue that ½ stall per unit and none for the proposed commercial units is economically and spatially rational. IHC has been leasing half of the current flat surface parking on this site and the stalls are almost never used. IHC already has a huge parking lot kitty-corner from this site that is largely empty evenings and weekends. This project owner should consider leasing IHC parking after hours for use by customers and visitors as one alternative to on-site excess parking. It is also disappointing that there is no Greenbike station proposed, either.

On the flip side, secure, covered bicycle parking spaces - including e-charging and cargo bikes - should be far above minimum requirements. Many households own 1 car or none, but multiple bicycles – including us. Induced demand works for everything, not just driving.

If the parking minimum in the TSA-C zone is zero, then the regulations are obviously not the problem when we see so many parking stalls in this design. So what is the problem? Luxury Class A developers apparently assume tenants at the target price point will own a car, whether or not this is true. And that customer wallets only arrive in private cars and trucks. Most fundamentally, in my view it is the failure of Salt Lake City to rapidly build out a truly complete, multi-modal streets network that encourages walking, cycling, and transit and completely de-centers personal car ownership and driving. In the past 20 years that I have lived in D4, this approach could have transformed D4, even with UDOT controlling some streets. Paint alone goes a long way. From my recent trip to the Netherlands, this is eminently possible in such a timeframe. It also creates a much more livable, quiet, and friendly city. It is better for all regardless of mode of transportation – even driving! Maybe especially driving, because eventually all the people who have safe, pleasant, separated facilities use them often. This reduces congestion by demand destruction and also provides consistency for all modes of travel (“vehicular cycling” was a terrible mistake that is still the norm; sharrows are just an excuse to fail to provide proper facilities). Car dependence by design is unfreedom.

One recent proposal from Cycling Utah is to transform the outer lane of 400 South in each direction to a full protected bicycle lane. <https://www.cyclingutah.com/columns/editorials/editorial-salt-lake-city-needs-a-better-and-bikeable-400-south/> . Currently, one lane is closed for TRAX reconstruction in parts of 400 South and traffic moves well from what I have experienced. This is also during a time with 200 South partly closed for construction. The major streets in D4 are wildly overbuilt for traffic levels and people find their alternate way regardless. This is much physically easier for drivers than people walking and rolling. Making all D4 grid streets truly complete with separated facilities would transform the city for the better. Although 400 South is currently a UDOT road, there is good potential for the agency to consider this with city and public advocacy.

What does this have to do with the Planning Commission and this project? Planning and

Transportation are inextricably linked. Unfortunately, they seem to operate in silos despite all the stated livability goals in SLC.

The TSA zones have been in place for a decade or more. By now, the results are in. They are underwhelming at best. To me they are truly disappointing. It is painful to see the missed opportunities for affordability, aesthetic and diverse infill design, green infrastructure and public mini-parks, and other sustainability measures. I encourage Planning to do a formal analysis of the goals and outcomes to date of the transit zones and propose revisions to the City Council to improve them. The scoring system in particular needs scrutiny and revision. This type of review should be a normal part of a learning organization and adaptive management. The escalating climate emergency and the lower-SES housing crisis and affordability can't wait.

Back to this specific project, please challenge the proposed parking stall count and deny the exemptions.

Sincerely,  
Jen Colby, MPA

Re: PLNPCM2023-00354, 9th East Mixed-Use and Multi-Family Project Redux

Dear Planning Commission and Planning Staff,

Below are my personal comments regarding this revived proposed project at the current Office Depot site on the SW corner of 900 E 400 South. They supplement comments submitted on behalf of East Central Community Council. These are my individual additional concerns and do not represent the group. I live about 2 blocks from this location, patronize various businesses nearby and travel through this intersection by foot and bicycle as well as using TRAX and buses fairly regularly.

As I understand it, the only two issues that are being brought to the Commission are requests for reduced glazing on the 900 E ground floor façade and exemption from the maximum 200' frontage. I ask that the Planning Commission deny both requests. I am most concerned with the proposed ~400' frontage on 400 South, especially with yet another generic, architecturally uninspired podium with an extra story as density bonus due to the weak standards in the TSA-C zone language. The massing and scale are a poor fit for the surrounding structures. The project should be designed as 2 or more entirely separate buildings, optimally with an interior pedestrianized public corridor. If the project goes forward as the developers propose, it will be yet another missed opportunity for the city to build a truly livable, walkable, and bicycle-friendly iconic project at a key transit hub and downtown gateway from the east.

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In the rapidly accelerating climate crisis, with transportation a major source of both carbon and criteria air pollutants, it should be unacceptable to build this much parking at a transit hub and further induce driving demand. I understand that due to the lack of maximum parking, you may have little authority to change this, but you do have moral authority to question this and the power of persuasion to ask the developers to reconsider.

It would be a much better use of ground floor space to have the entire area common and commercial spaces, not parking. Any parking should be underground. The two garage entrances with this many stalls also pose a hazard to pedestrians in a neighborhood with generally high walkability and a grade school on the same block. At most, I would argue that ½ stall per unit and none for the proposed commercial units is economically and spatially rational. IHC has been leasing half of the current flat surface parking on this site and the stalls are almost never used. IHC already has a huge parking lot kitty-corner from this site that is largely empty evenings and weekends.



This project owner should consider leasing IHC parking after hours for use by customers and visitors as one alternative to on-site excess parking. It is also disappointing that there is no Greenbike station proposed, either.

On the flip side, secure, covered bicycle parking spaces - including e-charging and cargo bikes - should be far above minimum requirements. Many households own 1 car or none, but multiple bicycles – including us. Induced demand works for everything, not just driving.

If the parking minimum in the TSA-C zone is zero, then the regulations are obviously not the problem when we see so many parking stalls in this design. So what is the problem? Luxury Class A developers apparently assume tenants at the target price point will own a car, whether or not this is true. And that customer wallets only arrive in private cars and trucks.

Most fundamentally, in my view it is the failure of Salt Lake City to rapidly build out a truly complete, multi-modal streets network that encourages walking, cycling, and transit and completely de-centers personal car ownership and driving. In the past 20 years that I have lived in D4, this approach could have transformed D4, even with UDOT controlling some streets. Paint alone goes a long way. From my recent trip to the Netherlands, this is eminently possible in such a timeframe. It also creates a much more livable, quiet, and friendly city. It is better for all regardless of mode of transportation – even driving! Maybe especially driving, because eventually all the people who have safe, pleasant, separated facilities use them often. This reduces congestion by demand destruction and also provides consistency for all modes of travel (“vehicular cycling” was a terrible mistake that is still the norm; sharrows are just an excuse to fail to provide proper facilities). Car dependence by design is unfreedom.

One recent proposal from Cycling Utah is to transform the outer lane of 400 South in each direction to a full protected bicycle lane. <https://www.cyclingutah.com/columns/editorials/editorial-salt-lake-city-needs-a-better-and-bikeable-400-south/> . Currently, one lane is closed for TRAX re-construction in parts of 400 South and traffic moves well from what I have experienced. This is also during a time with 200 South partly closed for construction. The major streets in D4 are wildly overbuilt for traffic levels and people find their alternate way regardless. This is much physically easier for drivers than people walking and rolling. Making all D4 grid streets truly complete with separated facilities would transform the city for the better. Although 400 South is currently a UDOT stroad, there is good potential for the agency to consider this with city and public advocacy.

What does this have to do with the Planning Commission and this project? Planning and Transportation are inextricably linked. Unfortunately, they seem to operate in silos despite all the stated livability goals in SLC.

The TSA zones have been in place for a decade or more. By now, the results are in. They are underwhelming at best. To me they are truly disappointing. It is painful to see the missed opportunities for affordability, aesthetic and diverse infill design, green infrastructure and public mini-parks, and other sustainability measures. I encourage Planning to do a formal analysis of the goals and outcomes to date of the transit zones and propose revisions to the City Council to improve them. The scoring system in particular needs scrutiny and revision. This type of review should be a normal part of a learning organization and adaptive management. The escalating climate emergency and the lower-SES housing crisis and affordability can't wait.

Back to this specific project, please challenge the proposed parking stall count and deny the exemptions.

Sincerely,

Jen Colby, MPA

**From:** [RAMRAS, JONATHAN](#) [REDACTED]  
**To:** [Javoronok, Sara](#)  
**Cc:** [East Central](#)  
**Subject:** RE: (EXTERNAL) FW: Projects on 400 south and 900 east  
**Date:** Friday, June 30, 2023 6:09:37 PM  
**Attachments:** [image001.png](#)  
[ECC Comments on the 9th East Mixed Use project.docx](#)

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Sara,

It was great talking with you today.

Attached is a copy of my comment to the project on 400 South and 900 East.

Please enter them into the public record.

If you, the developer or their design team would like to discuss further I am available on my Cell Phone

Jonathan Ramras

Cell #: [REDACTED]

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**From:** Javoronok, Sara <Sara.Javoronok@slcgov.com>  
**Sent:** Friday, June 30, 2023 2:44 PM  
**To:** RAMRAS, JONATHAN A [REDACTED]  
**Subject:** [URL Verdict: Neutral][Non-DoD Source] RE: (EXTERNAL) FW: Projects on 400 south and 900 east

Jonathan,

**Thanks for the call this morning. I wanted to clarify that the canal easement/dog run area on the west will have about 4,900 sq ft of grasspave. This is detailed on updated landscaping and site plans. I'm attaching a reduced version – the full-size version is on the Citizen Access Portal that I showed you this morning.**

Sara



**SARA JAVORONOK** | *(She/Her/Hers)*  
Senior Planner, Planning Division  
DEPARTMENT of COMMUNITY & NEIGHBORHOODS | SALT LAKE CITY CORPORATION  
Office: (801) 535-7625  
Email: [Sara.Javoronok@slcgov.com](mailto:Sara.Javoronok@slcgov.com)  
[WWW.SLC.GOV/PLANNING](http://WWW.SLC.GOV/PLANNING) [WWW.SLC.GOV](http://WWW.SLC.GOV)

Disclaimer: The Planning Division strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Division. Those relying on verbal input or preliminary written feedback do so at their own risk and do not vest any property with development rights.

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**From:** RAMRAS, JONATHAN [REDACTED]  
**Sent:** Friday, June 30, 2023 8:53 AM  
**To:** Javoronok, Sara <sara.javoronok@slcgov.com>  
**Subject:** (EXTERNAL) FW: Projects on 400 south and 900 east

**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

For some reason the last one did not go through?

Jonathan Ramras  
75 CEG/CENMP  
Cell #: [REDACTED]

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**From:** RAMRAS, JONATHAN [REDACTED]  
**Sent:** Friday, June 30, 2023 8:51 AM  
**To:** <mailto:Sara.Javoronok@slcgov.com>  
**Subject:** Projects on 400 south and 900 east

Sara,  
I just left you a short voice message.  
I have a few questions about the process more than project specific question.  
A short call would help with my understanding.  
I would appreciate a call back today.

Jonathan Ramras  
75 CEG/CENMP  
Cell #: [REDACTED]

Comment on the 9<sup>th</sup> East Mixed-use Multi-Family Development

“Flats on 4<sup>th</sup> South”, dated 14 April 2023

30 June 2023

Executive member Board East Central Community Council, - Community Development Director

To whom it may concern,

The following is a brief list of concerns. The first specifically whether any deviation from the current Zoning requirement should be granted.

In short NO because there are so many other issues that do not achieve good general community cohesion.

- 1) The request for building frontage exceeding 200' should be denied. The attempt to break up the façade is simply not enough to mitigate the excessive massing. The designer in the application implies that they have adequately broken the Façade up when in fact it is only a gesture not actual modulation. The spirit of the Ordinance has not been met. The upper levels as depicted in the building massing drawings (28) however at street level the facility appears as a single over 400' long building.
- 2) The request for reduction of Glazing on the East façade should be denied. The glazing reduction would be a total character change of the facility not coordinating well with the North façade. The designer in the application implies that they have adequately broken the Façade up when in fact it is only a gesture not actual modulation.
- 3) The previous approval of the additional height should be reevaluated and denied due to excessive massing directly on the 400 South frontage. Breaking up of the massing is minimal at best. The over all scale of the entire proposed building is out of scale for the area. The intermountain Health facility across the intersection created a much more appealing set back and engagement with the street utilizing landscaping and a court yard and massing set back on the corner. That created a much more inviting sense of entry.
- 4) Parking entrance on the North facing 400 South is not SAFE. Adequate clearances and larger radius curb cut might improve that vehicular approach? For a large development with this many occupants plus the commercial plans will not be SAFE either entering or exiting onto 400 south. The width of the driveway and the curb cuts will not allow a modest size truck to make the turn into the facility while another vehicle is attempting to exit. Suggest a deceleration and acceleration lane at this entry point. The bus turn out should be enhanced and stepped back at that drive entry if it remains in the proposed location...
- 5) A traffic study to determine the best approach of how to address the vehicular access is highly recommended.
- 6) The new facility is pushing all the way to the maximum extent leaving little to no space as a transition vertically to the mass of the building.
- 7) It is unclear how the ADA accessibility requirements for each commercial space including access to the sales office will be accommodated?
- 8) On the Cover sheet of the proposal is a rendering showing a bicycle riding in 400 South on the street. This is high speed street, without a designated or at least shared Bike Lane, riding in the street is not remotely safe. The sidewalk is totally inadequate in that view for pedestrians to travers in both directions. As you can see between the existing tree wells and the Concrete planters appears to be less than 5'. If somebody attempts

to ride a bike on that sidewalk to avoid traffic and injury, then there will be pedestrian conflict. This project may want to consider making adjustments to encourage the transit-oriented vibe which is the whole intent of this zoning designation.

- 9) It is interesting that the utility easement on the west edge and south edges of the property is also used for Vehicle/ utility access (very tight for the size truck proposed), also designating it as a dog run and considering it open space. Perhaps how that space engages with the public on 400 south with more than a standard chain link fence should be reconsidered?
- 10) The west elevation and access to the utility easement is barely enough for a truck let alone any excavation or repair to be accommodated by a maintenance crew for the new utility easement.
- 11) That same access set back is called out to be a place to bring dogs for Building occupants use. Use of a chain link fence is less than inviting and does not improve the quality of the neighbor's rear yard.
- 12) South facing walls at the lowest levels is literally a concrete wall facing a newer RDA housing development. Not a friendly view for the neighbors. Scale of the new building to the existing RDA building clearly shows the out of scale nature of the new development.
- 13) Recommend a bus turn out for the 900 east bus stop. In its current configuration it slows or stops traffic. Possibly add a deceleration lane in conjunction with the recessed bus stop to mitigate traffic backing up in the 400 south intersection.
- 14) The Use of any turf grass should be wholly eliminated for obvious reasons, we are in a drought. The only possible location for turf grass use is in location where picnic or family use would be possible not on a major traffic zone.

Jonathan Ramras

442 University Street

SLC, Utah 84102

Executive member, East Central Community Council Board, - Community Development Director

**From:** [Joshua Stewart](#)  
**To:** [Javoronok, Sara](#); [Norris, Nick](#); [Larsen, Jon](#); [East Central](#); [Valdemoros, Ana](#)  
**Subject:** (EXTERNAL) Public Comment on 400 E 900 S Project- PLNPCM2023-00354  
**Date:** Wednesday, June 28, 2023 4:21:46 PM  
**Attachments:** [400 South 900 East- New Urbanist Concept.pdf](#)

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**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Sara,

Please encourage the RD Management and Salt Lake City Planning to go back to the drawing board on this great gateway parcel at 400 S and 900 E and strive for something more pedestrian-successful in this transit-friendly location strategically close to University/Medical Center and Downtown and other connections by rail. Please see attached plan concept and imagery.

In fact, the developer and the city would be better off financially and long term to break up the massing of the block and have mid-block curb-less narrow streets with some on-street parallel parking. I would be in favor of a taller building on the corner of 8 stories if it had a more humane footprint and there was a mix of scales on this very large block. Please share the attached slides with the developer and discuss internally as a city and as a planning commission how zoning codes could be adapted to generate great places that better connect to the existing community from a pedestrian approach.

Please do not recommend to the planning commission that there be a variance beyond the 200' to the length of the building on 400 South as designed. This building is almost double the zoning required 200' maximum length even if it goes in and out like a snake shape. The developer should work with the city to get the units they need but also follow the zoning and reduce the mass and scale of the building to something that will thrive for the long term quality of the community.

Developers may want a single building to reduce the amount of elevators that may be added to a building and to save cost. A building over 400' long as designed negatively affects this pedestrian focused/scaled community that is adjacent to transit and is supposed to be walkable. The large efficient below grade parking can provide the sufficient number of parking spaces economically and create a structural podium for a well designed urban environment above.

The length of the building is an important characteristic that affects the quality of the neighborhood, redevelopment potential, public safety, and human mental health. The long narrow corridors inside of this residential building that is over 400' long have no views out of them. They are basically inhumane in scale and benefit only the short term financial performance of the owner as he maximizes the number of units and reduces cost with less building skin and less vertical circulation. But the developer could have a win/win if he creates human scaled midblock streets and great places for people.

I'm confident RD can be very successful financially with a more dynamic urban approach because there is very strong demand for great places here and around the country. The attached design concept and accompanying images should help the developer and the city see what is possible for the long term good of the community at this great urban site.

Sincerely,

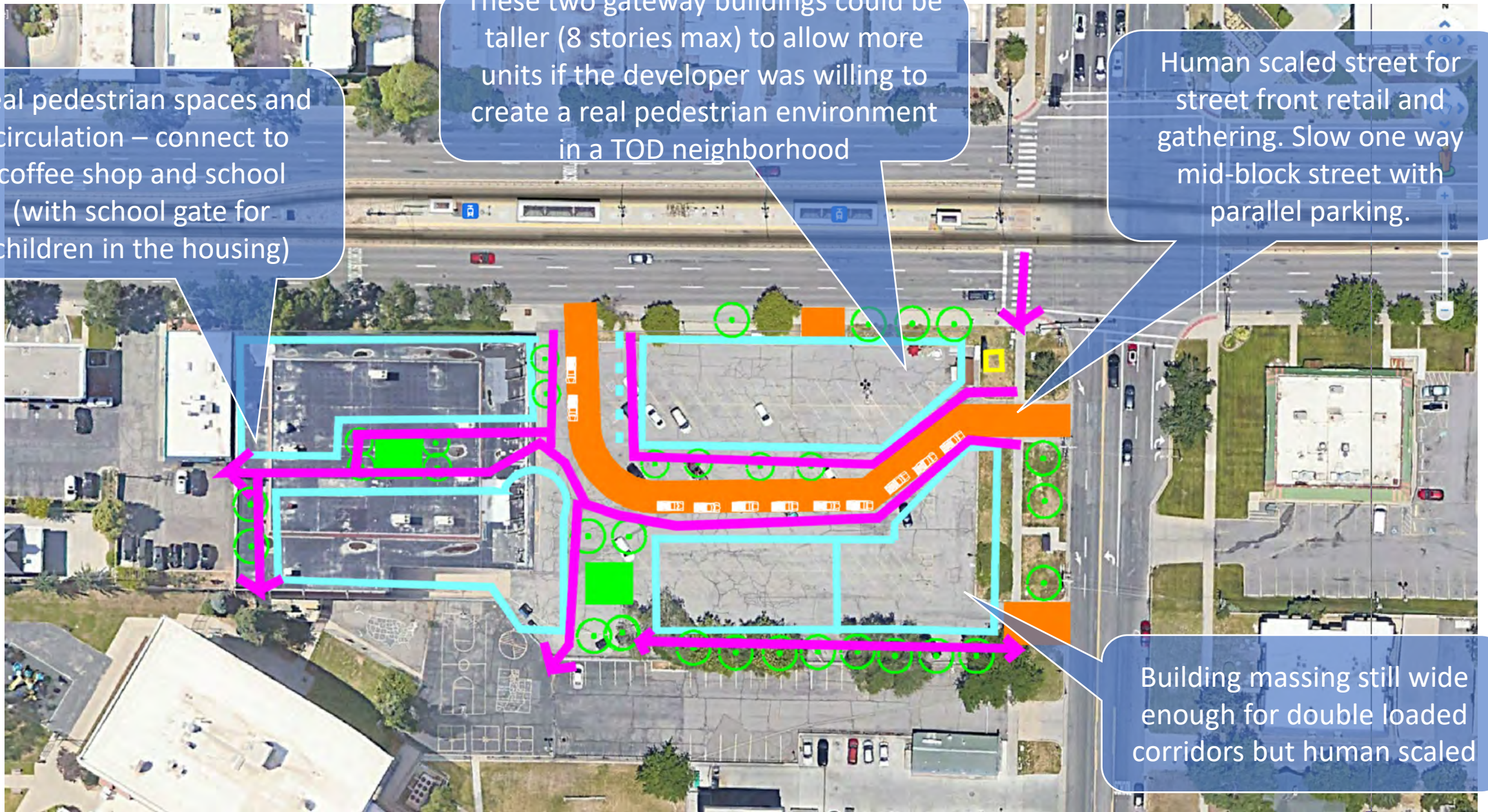
Josh Stewart  
Architect  
Salt Lake City

Real pedestrian spaces and circulation – connect to coffee shop and school (with school gate for children in the housing)

These two gateway buildings could be taller (8 stories max) to allow more units if the developer was willing to create a real pedestrian environment in a TOD neighborhood

Human scaled street for street front retail and gathering. Slow one way mid-block street with parallel parking.

Building massing still wide enough for double loaded corridors but human scaled







Real places to walk and opportunity for retail to thrive. Housing above the hardscaped mixed use streets.



Real delightful streets for humans and residential above.







Gateway buildings and real public spaces supporting the community

Slow vehicular access internal to the block away from a busy road like 400 S.



Small successful plazas  
within the block

Internal mid-block circulation spaces could connect to coffee roasters and the elementary school



Slow curbless streets in an urban environment accessed by the public and residents.



**From:** [Joshua Stewart](#)  
**To:** [Javoronok, Sara](#)  
**Subject:** Re: (EXTERNAL) Public Comment on 400 E 900 S Project- PLNPCM2023-00354  
**Date:** Thursday, July 13, 2023 2:03:28 PM  
**Attachments:** [image001.png](#)

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Sara,

Attached is an image comparing two projects designs for the same site in Tempe Arizona showing the scale of walkable versus a large parking garage type development. I thought it related well to the 900 E 400 S Office Max site. Please add it for the Planning Commission review.

There is a good presentation by the architect for the project on YouTube.

<https://www.youtube.com/watch?v=LKv1ib21dgA>

Josh

On Thu, Jun 29, 2023 at 10:30 AM Javoronok, Sara <[Sara.Javoronok@slcgov.com](mailto:Sara.Javoronok@slcgov.com)> wrote:

Josh,

Thank you for your comments. I will share them with the applicant, and they will be included in the staff report that is reviewed by the Planning Commission when they make their decision.

Sara



SARA JAVORONOK | *(She/Her/Hers)*

Senior Planner, Planning Division  
DEPARTMENT of COMMUNITY & NEIGHBORHOODS | SALT LAKE CITY CORPORATION  
Office: (801) 535-7625  
Email: [Sara.Javoronok@slcgov.com](mailto:Sara.Javoronok@slcgov.com)  
[WWW.SLC.GOV/PLANNING](http://WWW.SLC.GOV/PLANNING) [WWW.SLC.GOV](http://WWW.SLC.GOV)

Disclaimer: The Planning Division strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Division. Those relying on verbal input or preliminary written feedback do so at their own risk and do not vest any property with development rights.

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**From:** Joshua Stewart [REDACTED]  
**Sent:** Wednesday, June 28, 2023 4:21 PM  
**To:** Javoronok, Sara <[sara.javoronok@slcgov.com](mailto:sara.javoronok@slcgov.com)>; Norris, Nick <[nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)>; Larsen, Jon <[jon.larsen@slcgov.com](mailto:jon.larsen@slcgov.com)>; East Central <[eastcentralcommunity@gmail.com](mailto:eastcentralcommunity@gmail.com)>; Valdemoros, Ana <[ana.valdemoros@slcgov.com](mailto:ana.valdemoros@slcgov.com)>

**Subject:** (EXTERNAL) Public Comment on 400 E 900 S Project- PLNPCM2023-00354

**Caution:** This is an external email. Please be cautious when clicking links or opening attachments.

Sara,

Please encourage the RD Management and Salt Lake City Planning to go back to the drawing board on this great gateway parcel at 400 S and 900 E and strive for something more pedestrian-successful in this transit-friendly location strategically close to University/Medical Center and Downtown and other connections by rail. Please see attached plan concept and imagery.

In fact, the developer and the city would be better off financially and long term to break up the massing of the block and have mid-block curb-less narrow streets with some on-street parallel parking. I would be in favor of a taller building on the corner of 8 stories if it had a more humane footprint and there was a mix of scales on this very large block. Please share the attached slides with the developer and discuss internally as a city and as a planning commission how zoning codes could be adapted to generate great places that better connect to the existing community from a pedestrian approach.

Please do not recommend to the planning commission that there be a variance beyond the 200' to the length of the building on 400 South as designed. This building is almost double the zoning required 200' maximum length even if it goes in and out like a snake shape. The developer should work with the city to get the units they need but also follow the zoning and reduce the mass and scale of the building to something that will thrive for the long term quality of the community.

Developers may want a single building to reduce the amount of elevators that may be added to a building and to save cost. A building over 400' long as designed negatively affects this pedestrian focused/scaled community that is adjacent to transit and is supposed to be walkable. The large efficient below grade parking can provide the sufficient number of parking spaces economically and create a structural podium for a well designed urban environment above.

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Sincerely,



Josh Stewart

Architect

Salt Lake City



Dan Parolek

# Previously Entitled Project vs. Culdesac Term

696 DU + 1,385 parking spaces in 7 stories vs. 636 DU + 201 spaces in 3 stories



Bldg 1 - North Elevation



APACHE BOULEVARD - ELEVATION



Bldg 1 - East Elevation



## Previously Entitled On this Site

At \$20,000/space this is \$28 million in parking cost

## Culdesac Design at Same Scale

# ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

## Engineering:

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

1. No objections to the proposed street-facing façade greater than 200 feet on 400 South or the reduction of glass on the ground floor facing 900 East.
2. I suspect SLC PU will be concerned about constructing a 6 story building above the existing 36" drain line.
3. UDOT might require existing trees to be removed in order to approve the proposed drive approach on 400 South, which is a state highway.
4. The public improvements to be installed behind the curb on 400 South and anything in 900 East must meet APWA Std. Plans.

## Planning:

**Sara Javoronok, Planning** – [sara.javoronok@slcgov.com](mailto:sara.javoronok@slcgov.com)

1. Provide parking calculations for bicycle parking and accessible parking stalls. See [21A.44.040](#) D and E.
2. The updated elevations provided the materials and percentages for the ground and second floors. Identify the materials for the ground floor and all upper floors. The TSA Design standards ([21A.26.078.F](#)) limit EIFS and stucco as follows: 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. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.
3. Update the materials, ex. fiber cement, on the other drawings where they are identified.
4. Identify how the proposal meets the front and corner side yard requirements from [21A.26.078.F](#) as follows (previously on PL101):
  - b. Front and Corner Side Yard Design Requirements:
    - (1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.
    - (2) 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.
    - (3) 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.

## **Fire:**

**Douglas Bateman, Fire** – [douglas.bateman@slcgov.com](mailto:douglas.bateman@slcgov.com)

\*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. This does not meet the requirement and would need alternate means and methods or redesign to meet 150-foot maximum

\*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 of 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

\*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.

\*Any occupied floor, including occupied roofs, that are greater than 75-feet above lowest level of fire department access are high rise building and need to meet all requirements of IFC and IBC.

## **Urban Forestry:**

**Rick Nelson, Urban Forestry** – [rick.nelson@slcgov.com](mailto:rick.nelson@slcgov.com)

The plans look acceptable to me. For clarity purposes, Urban Forestry does expect the existing trees in the public ROW to be preserved and protected during demolition and construction and we expect the

city's code of one tree being planted in the public ROW for every 30' of associated street frontage to be fulfilled.

#### **Police:**

**Andrew Cluff, Police** - [Andrew.Cluff@slcgov.com](mailto:Andrew.Cluff@slcgov.com)

Plans for the building look good and initially I don't have any concerns for public safety. With regards to the public parking area I do have some suggestions as it wasn't addressed through the initial plans. Underground public parking areas on private property can become a haven for criminal activity if left unmonitored. I would recommend a good camera system, good lighting, proper signage indicating proper use of the area, and clear directions for those not patronizing the businesses. I would also recommend that property management reach out to Law enforcement once the building is completed to come up with a good response plan for emergency first responders both for the businesses and the residents on property. If access is restricted to the public for the residences we will need a way to access the property if emergency response is requested or required.

Also I will put a plug in that with increase of residential living throughout the city booming, we need to address the increase in the living population and thus increase in calls for service, necessitating increasing the available officers for response throughout the city.

#### **Public Utilities:**

**Ali Farshid, PE, Public Utilities** – [ali.farshid@slcgov.com](mailto:ali.farshid@slcgov.com)

*Additional 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 SLCPU 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.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Parcels must be consolidated prior to permitting, if applicable.
- 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 for utility design requirements. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work. Submit supporting documents and calculations along with the plans.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/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 and may be downstream of the project and extended beyond the property lines.

- 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.
- Water meters 4" or larger require a justification letter prior to approval. If approved, the water meter will require additional monthly fees.
- Private sewer services larger than 6" require a Request for Variance. The request must provide flow and velocity for the peak flow condition and average day condition. 8" laterals must connect to the public sewer system via public manhole.
- Private fire hydrants will require detector checks.
- Please contact Karryn Greenleaf at ([Karryn.Greenleaf@slcgov.com](mailto:Karryn.Greenleaf@slcgov.com)) regarding the proposed relocation of the public stormdrain main and the requirements and fees for the new easement, vacation of the existing easement. Her approval is needed prior to PU approval.
- 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.
- A Storm Water Pollution Prevention Plan (SWPPP).
- Public streetlights may be required as part of this project. Please contact David Pearson (the SLCDPU Streetlight Program Manager) at [david.pearson@slcgov.com](mailto:david.pearson@slcgov.com) or 801-483-6738 to discuss the requirement and details.
- Commercial kitchens and restaurants will require an underground, exterior grease interceptors and sampling manhole.
- Additional SLCDPU comments may apply and will be provided during the review process once the project is submitted for a building permit.

### **Housing Stability:**

**Tony Milner, Housing Stability** – [tony.milner@slcgov.com](mailto:tony.milner@slcgov.com)

The Housing Stability Division's comments on the Design Review application for the 9<sup>th</sup> East Mixed-Use Development/ 410 South 900 East proposed project, in relation to *Growing SLC: A Five Year Housing Plan, 2018-2022* (extended through FY 2022-2023), are as follows (Housing Plan link: [http://www.slcdocs.com/hand/Growing\\_SLC\\_Final\\_No\\_Attachments.pdf](http://www.slcdocs.com/hand/Growing_SLC_Final_No_Attachments.pdf)):

Salt Lake City is committed to increasing mixed-income and mixed-use developments, increasing the number of affordable/income-restricted units, and increasing equity in all housing. The applicant's stated intention to construct 264 new residential units is compatible with the *Growing SLC* housing plan.

Recommendations:

- We encourage the developer to review the City's available fee waivers and low-interest loan products that support the development and operations of affordable/income-restricted units. <https://slcrda.com/wp-content/uploads/2021/03/SLC-Affordable-Residential-Developers-Guide-2019-v1.pdf>
  - For example: Code 18.98.060: EXEMPTIONS:
    - "E. The following housing may be exempt from the payment of impact fees, to the following extent:
      - A one hundred percent (100%) exemption shall be granted for rental housing for which the annualized rent per dwelling unit does not exceed thirty percent (30%) of the annual

income of a family whose annual income equals sixty percent (60%) of the median income for Salt Lake City, as determined by HUD;”

- We encourage the developer to include units with 3-4 bedrooms to provide a wider range of rental options for the City and support families with children looking to live in the City.
- We encourage the developer to include units with accommodations and amenities in alignment with the Americans with Disabilities Act, such as: ramps, door openers, wider door frames, grab bars, and roll-in showers to benefit residents with temporary or long-term mobility difficulties.

### **Building Code:**

**William Warlick, Building Code** – [william.warlick@slcgov.com](mailto:william.warlick@slcgov.com)

Building code issues at time of building permit application could include: Compliance with heights and areas per IBC Chapter 5 if this building is treated as having 7 stories above grade plane, allowable areas of openings per IBC Table 705.8, accessible means of egress per IBC Section 1009.

### **Transportation:**

**Jena Carver, Transportation** – [jena.carver@slcgov.com](mailto:jena.carver@slcgov.com)

Complete review of parking including required ADA, Electric Vehicle, Bicycle, and Loading Berth parking will be completed at building permit stage. Project must comply with all ordinance requirements for building permit approval (please note that loading berths shown on plans do not meet the required minimum 35' length). UDOT approval is required for all changes to 400 South and UTA approval is required for modifications to the bus stop.