



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Eric Daems, Senior Planner
801-535-7236 or eric.daems@slcgov.com
Date: October 11, 2023
Re: PLNPCM2023-00113 Design Review
PLNPCM2023-00114 Planned Development

Design Review // Planned Development

PROPERTY ADDRESS: 320 S. and 330 S. 300 East
PARCEL ID: 16-06-327-001-0000 and 16-06-328-028-0000
GENERAL PLAN: Central Community
ZONING DISTRICT: R-MU Residential Mixed-Use
OVERLAY DISTRICT: Groundwater Source Protection

REQUEST:

Salt Lake City has received a request from Jackson Ferguson of FFKR Architects, representing the property owner (Overland Group), requesting Design Review and Planned Development approval for a 179-unit mixed-use development at 320 S. and 330 S. 300 East. The subject properties are in the R-MU (Residential Mixed-Use) zoning district and within the Central City plan area. The specific area within the R-MU district is identified for potential additional building height (see Figure 21A.24.170.F.3 in the R-MU chapter).

Design Review and Planned Development approval is required for the following zoning modifications:

Design Review:

1. Building height of approximately 125'. The maximum building height in the R-MU zone is 75' by-right and up to 125', within a designated area, and with Design Review approval (Section [21A.24.170.F](#)).



Proposed East Facade

Planned Development:

1. A 10' rear yard setback where 30' would be required. (Section [21A.24.170.E.3](#))
2. 4% ground-level landscaped open space where 20% would be required (the remainder will be located atop the parking podium as an amenity deck). (Section [21A.24.170.G](#))
3. A 3' side yard setback where 0' or 4' would be required. (Section [21A.24.170.E.3](#))

RECOMMENDATION:

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

1. All signage, lighting, and remaining landscape details be delegated to staff for final review.

ATTACHMENTS

- A. [Vicinity Map](#)
- B. [Plan Set](#)
- C. [Applicant's Narrative](#)
- D. [Property & Vicinity Photos](#)
- E. [R-MU Zoning Standards](#)
- F. [Planned Development Standards](#)
- G. [Design Review Standards](#)
- H. [Public Process & Comments](#)
- I. [Department Review Comments](#)

PROJECT DESCRIPTION

Project Location

Overland on Third is a proposed mixed-use multi-family project at 320 and 330 South 300 East. The project will replace the 1- and 2-story office buildings which are currently vacant. The site is in the Central City portion of the Central Community Master Plan area. The subject property consists of two parcels totaling approximately .75 acres (32,670 square feet). The two parcels are currently being consolidated through the subdivision process. The project site is within .1 miles of the Library Red Line TRAX Station.



Proposed Development

The Overland on Third project is proposed as a 12-story mixed-use development with 179 dwelling units and ground floor commercial space. The units will consist of studio, 1-, 2, and 3-bedroom units. The building is proposed to be approximately 125' tall. The development will include a leasing office, indoor bike storage, a bike repair/wash station, a fitness center for residents and a large outdoor amenity deck above the parking garage to the rear of the property. The building is proposed to be constructed using cross-laminated timber to replace portions that are typically concrete. The product has a significantly lower carbon footprint during manufacturing and throughout its lifecycle.

Quick Facts

Height: 124.5'

Number of Residential Units: 179

Unit Types: Studio (21 units), 1-bedroom (96 units), 2-bedroom (42 units), and 3-bedroom (9 units)

Uses: Residential, ground floor retail (1,200 SF), leasing office, bike storage, fitness center, and other amenities (5,655 SF), amenity deck (6,400 SF)

Exterior Materials: Brick veneer, glass, EIFS, architectural metal paneling, cast concrete (garage)

Parking: 161 stalls – none required

Landscaped Area: 8,100 SF (including amenity deck)



Brick (dark)

EIFS (dark)

Brick (medium)

Metal Panel or Fiber Cement Panel (blue gradient)

Brick (dark)

The facade will include two different colors of brick, glass, EIFS, and architectural metal. The design includes plane, material, and color changes to break up the mass of the building vertically and horizontally. The building seeks to relate to the pedestrian scale through these architectural elements.



Proposed Site Plan

Parking

The development is providing 161 parking stalls in a 3-level parking garage at the rear of the property. The garage is accessed from a single driveway from 300 East. The property is within the Transit parking context, which does not have a minimum parking requirement. Seven electric vehicle parking stalls will be provided. The applicant is proposing indoor secured bicycle parking and a bike wash/repair station.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Per section 21A.55.030 of the Zoning Ordinance, the Planning Commission may approve a Planned Development as proposed or may impose conditions necessary or appropriate for the Planned Development to comply with the standards. The Planning Commission may deny an application for a Planned Development if it finds that the proposal does not meet the intent of the

base zoning district R-MU (Residential Mixed-Use), does not meet the purpose of a Planned Development, or is not consistent with the standards and factors as set forth in section 21A.55.

Design Reviews may be approved administratively or when required, by the Planning Commission. The R-MU zone contains a roughly six-block area in which additional building height can be considered. Buildings between 76' and 125' in this mapped area must be approved by the Planning Commission through the Design Review process.

Per section 21A.59.030 of the Zoning Ordinance, the Planning Commission shall approve a project if it finds that the proposal complies with the purpose of the zoning district and applicable Overlay District(s), the purpose of the individual design standards that are applicable to the project, and the project is compliant with the design review objectives. The Commission may also add conditions or modifications.

KEY CONSIDERATIONS

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

1. Compliance with City Goals & Policies Identified in Adopted Plans
2. Requested Zoning Modifications

Consideration 1: Compliance with City Goals & Policies Identified in Adopted Plans

Plan Salt Lake

The City has an adopted citywide plan that includes policies related to sustainable growth and development. The goal of the plan is to create a city that is resilient, inclusive, and economically viable. Applicable initiatives from the plan are below.

Neighborhoods:

- *Create a safe and convenient place for people to carry out their daily lives.*
- *Support policies that provide people a choice to stay in their home and neighborhood as they grow older and household demographics change.*
- *Encourage and support local businesses and neighborhood business districts.*

Growth:

- *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.*
- *Accommodate and promote an increase in the City's population.*

Housing:

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

Air Quality:

- *Reduce individual and citywide energy consumption.*
- *Encourage energy efficiency citywide.*

Staff Discussion: The proposed development will provide needed housing and neighborhood focused retail to a site that is underdeveloped. The wide array of unit types provided will allow for aging in place and accommodate people in different stages of life.

The location is within a block of the downtown area and is less than a ½ block to the TRAX Redline and multiple bus routes. The development will provide a convenient place for residents to live, access jobs, and pursue recreational opportunities, while reducing their carbon footprints. Residents will contribute to the local workforce and provide clientele for local businesses.

Central Community Master Plan

The Central Community Master Plan provides policy guidelines for Salt Lake City commissions, boards, and administrative entities to use when directing and implementing projects, programs, and public policies that require review, recommendations, and approval. The master plan serves the community by providing policies and principles for a sustained and enhanced environment for living and working in the Central Community.

The site proposed for redevelopment is within the *Central City Neighborhood Plan Area* and more particularly the *East Downtown* portion of that area. The Future Land Use Map identifies it for *High-Mixed-Use* development at 50+ units per acre.

The neighborhood plan:

- Encourages the expansion of the housing stock in ways that are compatible with the historic character of the neighborhood.
- Requests to provide more three- and four-bedroom housing units and public recreational amenities, especially for children.
- Proposes that land-use policies reflect a respect for the eclectic architectural character so that this area does not remain as just an interim zone between Downtown and more desirable neighborhoods to the east and north.
- Indicates that historic preservation is the priority in this area.

Residential Land Use Policies:

- RLU-1.3 Restrict high-density residential growth to Downtown, East Downtown, Transit Oriented Districts, and Gateway
- RLU-3.1 Encourage residential land developers to build housing that provides residential opportunities for a range of income levels, age groups, and family size.
- RLU-3.3 Use the planned development process to encourage design flexibility for residential housing while maintaining compatibility with the neighborhood.
- RLU-3.4 Encourage high performance, energy efficient residential development.
- RLU-4.1 Encourage the development of high-density residential and mixed-use projects in the Central Business District, East Downtown, and Gateway areas.

Commercial Land Use Policies:

- CLU-1.4 High Density Mixed Use: Target areas adjacent to light rail stations in the downtown area for higher intensity commercial use and medium to high density housing.

Historic Preservation Land Use Policies:

- HP-3.2 Ensure building construction is compatible with existing historic structures.

Staff Discussion: The proposed development provides a wide range of unit types, including 3-bedroom units and provides housing for a range of income levels, age groups, and family size. This portion the neighborhood master plan calls for high-density mixed-use and residential development, all of which this development provides. The building will also include neighborhood scale commercial space available for rent.

The facade is primarily composed of brick and glass, which is consistent with the architecture of the area. The building has a distinct base, middle section and cap feature which lend to the classic proportions of the building and relate it to nearby development. The development utilizes the Planned Development process to create greater flexibility with the rear yard setback and ground level open space requirement, while still being compatible with the neighborhood. Relief from the rear yard setback and ground floor open space requirement provides space for the parking garage, which is being provided despite not being required.

The building will contribute to sustainability goals through use of cross-laminated timber which has less than half the embodied CO₂ of similar concrete buildings and offers reduced greenhouse gas emissions during construction, through prefabrication. The building will feature low water use fixtures and drought tolerant landscaping.

The site is located close to downtown and has excellent access to public transit systems. Although the building is taller than the nationally designated historic apartments to the north, it does include design features to help it relate to the size and design of the apartments with horizontal banding and a similar window pattern and sizing. It is not unprecedented for substantially taller buildings to be located adjacent to lower-scale historic structures, particularly so close to downtown.



Example of larger new building adjacent to small scale historic building

Housing SLC

The Housing SLC plan is a guide to the City's housing -related efforts for the next 5 years. Among other things, the plan includes goals to make progress to increase the supply of housing at all levels of affordability.

Staff Discussion: The proposed development provides 179 new units in an area close to jobs and with excellent proximity to mass transit and identified in master plans for high-density housing. The wide range of unit types will provide housing for a diverse group of individuals and family types.

Consideration 2: Requested Zoning Modifications

The applicant is requesting three zoning modifications: additional building height through the Design Review process, a reduction to the rear yard setback and change to the side yard setback along the north property line, and to reduce the required 20% ground level landscaped open space and to allow it to be located above the parking garage as an amenity deck. Staff has reviewed the requests and believes that they are reasonable and will create a better designed project than what would be built under the base R-MU Residential Mixed-Use zoning district. The R-MU zoning district alone has very few design standards. The requests and their mitigation measures are described below.

Design Review Request for Additional Building Height ([Section 21A.59](#))

The proposed building is approximately 125' in height. Buildings taller than 75', and up to 125' are required to be approved through the Design Review process in this portion of the R-MU zone. Design Review allows for the additional building height in exchange for implementation of additional design standards and controls.

Among other things, the standards for design review are intended to have large building masses divided into heights and sizes that relate to the human scale, reduce visual width and height, relate building masses to existing and potential development, and to reduce potential impacts to neighboring properties and the public right-of-way. The images below depict the requested height change and the relationship to adjacent buildings.



Proposed East Façade with Red Line Indicating 75' Height Allowance (before parapet walls) if Design Review were not Pursued



One of the standards for Design Review is to demonstrate how the additional building height would impact the public realm and neighboring developments. The shadow study below shows the impact at 75' vs. 125'.

**OVERLAND on Third
with 125' exception**



SUMMER 9 AM



SUMMER 3 PM



WINTER 9 AM



WINTER 3 PM

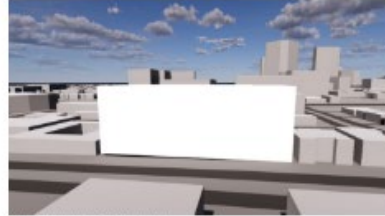


SPRING 9 AM

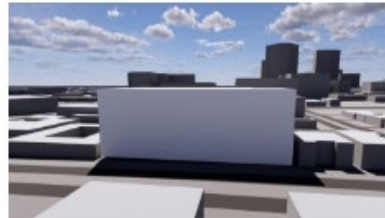


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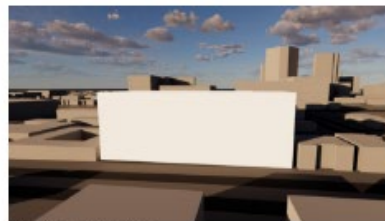
**Massing that meets
75' RMU Requirement**



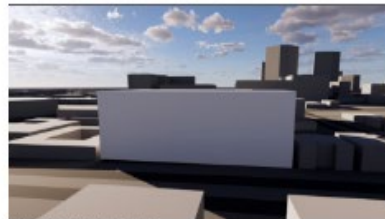
SUMMER 9 AM



SUMMER 3 PM



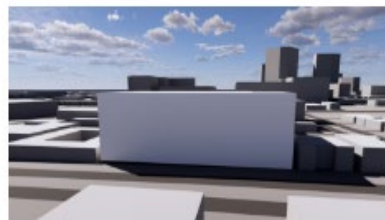
WINTER 9 AM



WINTER 3 PM



SPRING 9 AM



SPRING 3 PM

Shadow Impact Study- Provided by Applicant

The shadow study supplied by the applicant does not show a considerable difference in the impact of building shadows on neighboring properties or the public sidewalk if the building were built to the by-right height of 75' or the requested 125'. It is also important to consider that although this building will be the tallest building on the block, that may not be the case in the future. The entire western half of the block is zone D-1, which has no maximum building height. It is anticipated that as those properties redevelop, they will do so with considerably more height.

The images and narrative below have been supplied by the applicant to indicate how the architecture of the building has been designed to reduce the sense of height and length and how it relates to the adjacent buildings and in particular the Sampson Altadena apartments to the north.



- The overall scale of the building is reduced into smaller volumes, starting with the bookends at the north and south, reducing the perceived overall width (pink). The “exclamation point” (blue) further divides the length of the facade, followed by the recessed balconies (dashed in red). The overall height of the building is reduced through a more pronounced “base, middle, and top” expression. The dark brick at the base, which now extends three stories, creates a strong horizontal datum at a human-scale (orange), while the medium-toned EIFS (green) creates a distinct top, dividing the height of the building into three smaller pieces.



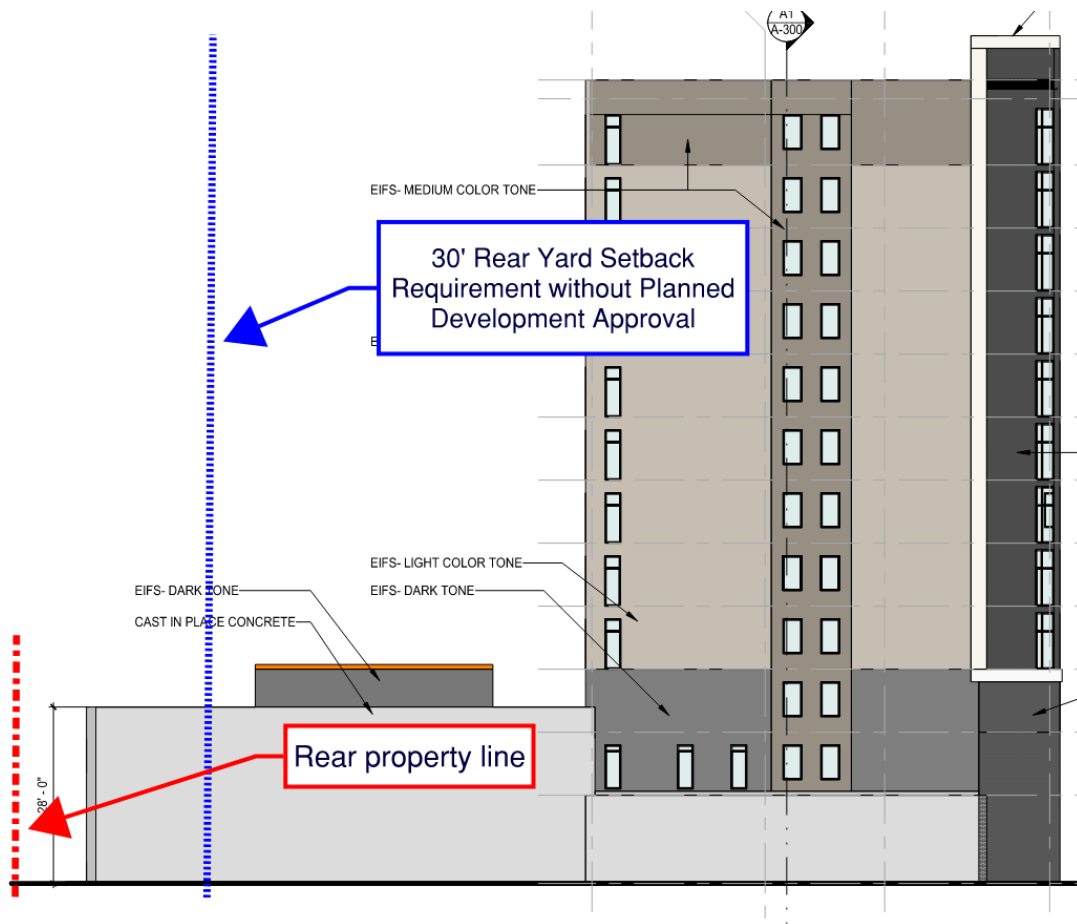
Additional explanations on the proposed architecture and how they meet the standards for Design Review are provided with the Applicant’s Narrative in [Attachment C](#) of this report. Additional analysis of the individual Design Review standards is provided in [Attachment G](#). The additional building height is supported by the adopted master plans. Considering the relatively few design standards required by the R-MU zone, the design of the building is better for following the standards for Design Review, than what could otherwise be built by-right. The design enhances

the pedestrian experience and is more responsive to existing neighboring and future potential development.

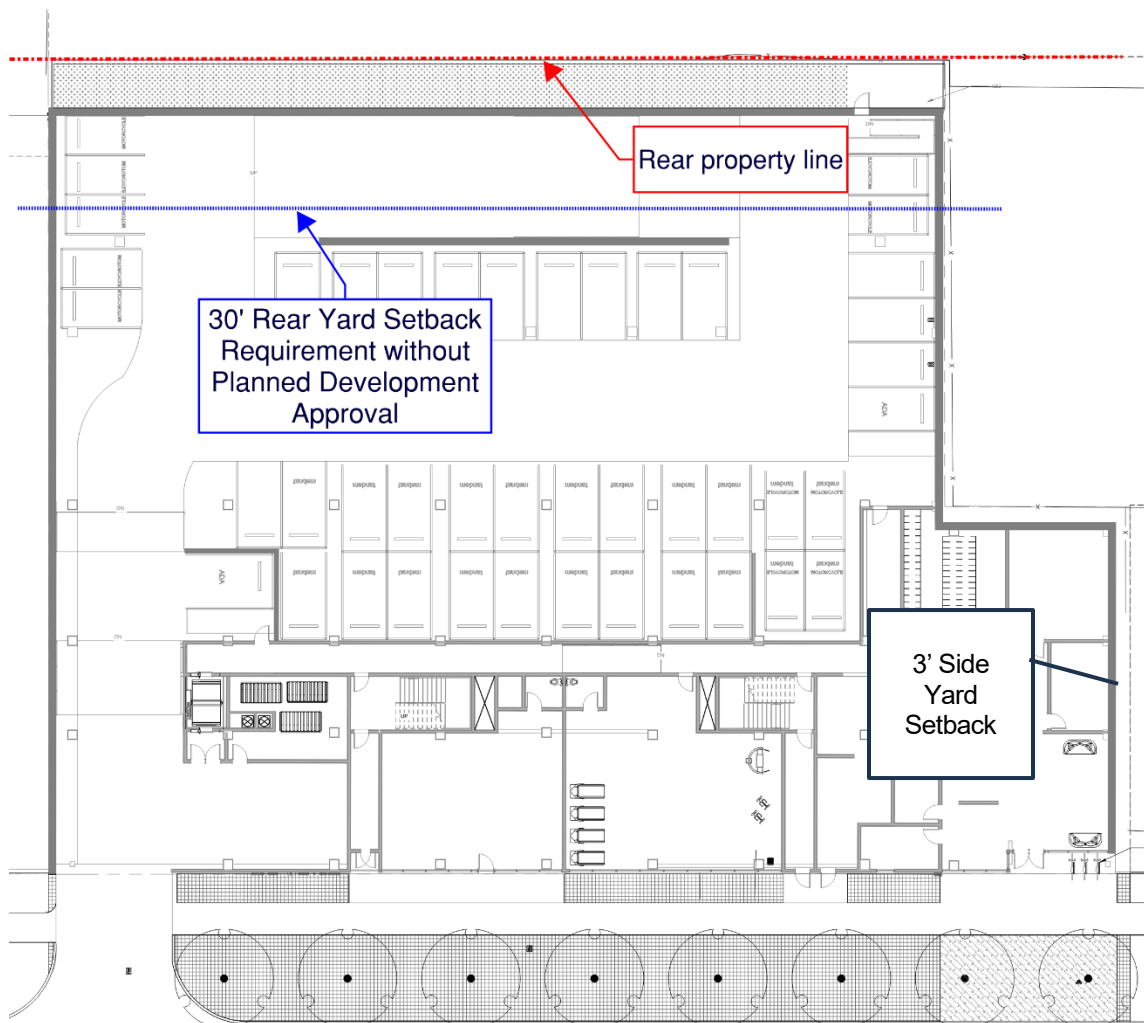
Planned Development Request for Modified Rear and Side Yard Setbacks ([Section 21A.55](#))

The applicant is requesting Planned Development approval to modify the rear yard setback from 30' to 10' and the side yard setback (on the north property line) to 3'. The side yard setback requirements in the R-MU zone are unique. No side yard setback is required, however, if one is provided, it is to be at least 4'. The idea is that if one is provided, it should be wide enough to accommodate landscaping. In this case, the applicant is asking for a 3' setback to accommodate a concrete walkway that creates additional separation from the property line, but also provides access for construction and building maintenance.

The reason the applicant has requested to reduce the rear yard setback is to increase the development potential of the site, but more importantly to allow for a parking garage to function at the rear of the property. To lessen the impacts of the reduced rear yard setback the applicant has only included the 3-story parking garage in the setback area. Additionally, a landscaped amenity deck is being provided for residents to enjoy outdoor open space. The amenity deck will be located above the parking garage. The images below show the anticipated development in relationship to the required rear yard setback.



The property is in a very urbanized area and less than a 1/2 block from the D-1 zone. A rear yard setback is generally used to provide buffering and separation between uses but, in this case, future surrounding uses will likely be similar in scale to this one.

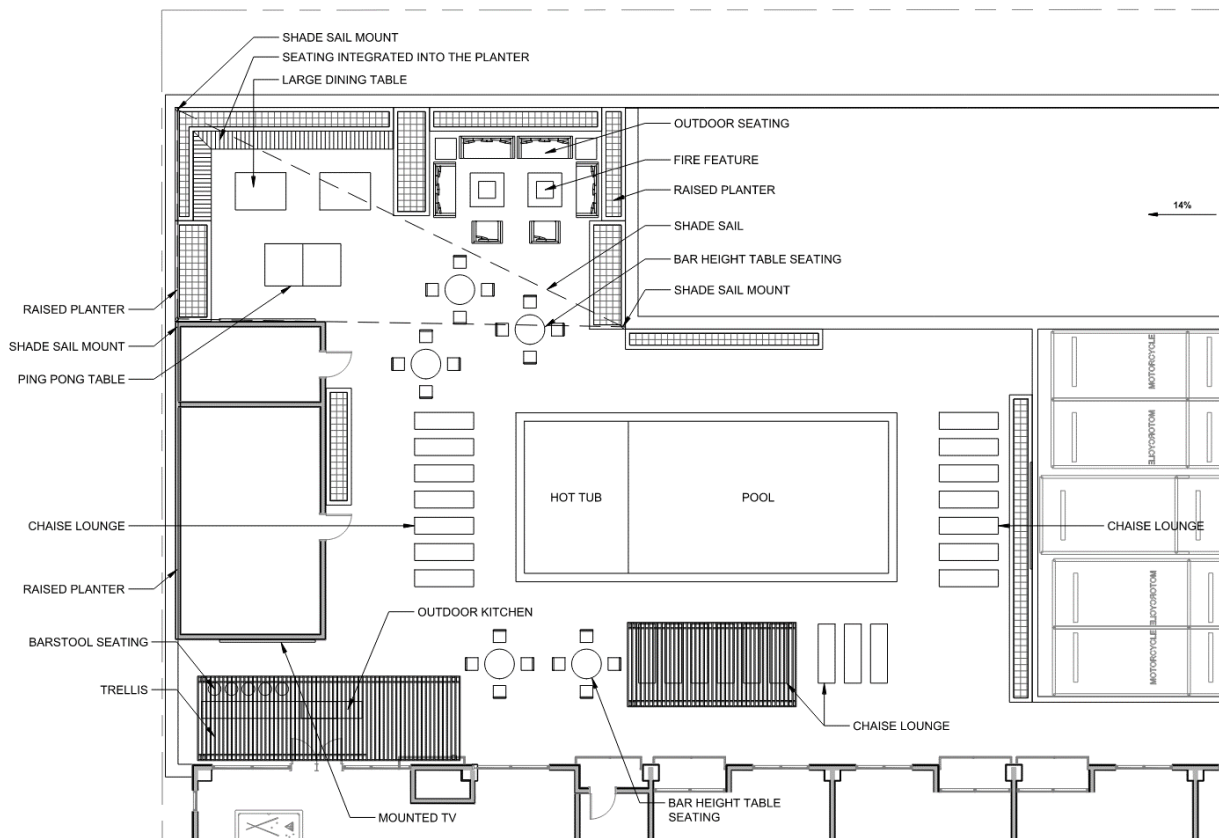


Planned Development Request to Modify Ground Level Landscaped Open Space Requirement ([Section 21A.55](#))

The R-MU zone requires that 20% of the lot area be maintained as landscaped open space at the ground level. Due to the size of the lot, this site would require 6,534 square feet to be used as landscaped open space. The project instead is proposing that a 10' wide turf dog run be provided along the rear of the property at ground level and that a 6,400 square foot outdoor amenity deck be provided above the parking garage. The amenity deck would include landscaping, a pool, sauna, and other features for residents. Moving the open space from the ground level allows for a larger building footprint. Specifically, it would allow for a 161-stall parking garage to be constructed. Due to the Transit parking context, no minimum parking is required for the development. The inclusion of a parking garage will help alleviate any traffic the use generates that would otherwise need to park along public streets.

The inclusion of an outdoor amenity deck will fulfill the intent of the open space requirement by providing a space for residents to enjoy the outdoors. Additionally, the request triggers the need

for objectives of a Planned Development to be fulfilled. Additional analysis of the requirements for a Planned Development have been provided in [Attachment F](#) of this report.



Proposed Amenity Deck

DISCUSSION

Approving the Design Review request for additional building height results in a better product than what could be built under strict zoning regulations, through a design that provides better architectural detailing and relation to adjacent buildings. The increased height allows for increased residential density, which is supported by both Plan Salt Lake and the Central Community Master Plan.

While the applicant is asking for zoning modifications to the rear and side yard setbacks and the ground level open space coverage, the proposal meets the purpose of the Planned Development, which is to enable more efficient use of the land and results in a more enhanced product that meets the development goals within the Central Community Master Plan and Plan Salt Lake.

By-right development in R-MU zone would require a 30' rear yard setback and 20% ground-level landscaped open space. Those requirements would potentially hinder the development of the proposed parking garage which provides parking for 161 vehicles. If the parking garage were not to be included with the development, there is the potential that parking impacts could be created for the neighborhood. The 3' provided side yard setback along the north property line creates additional separation from the historic Sampson Altadena Apartments to the north. To mitigate the loss of the ground-level landscaped open space, the proposal is to create a water-wise

landscaped amenity space above the parking structure. This would still meet the intent of the ordinance to provide outdoor places of refuge for the residents of the building.

STAFF RECOMMENDATION

Staff is recommending approval of the Design Review and Planned Development petitions. The proposal meets the standards and objectives of both review processes. By following the more stringent standards of Design Review and Planned Development process, a more enhanced product is achieved than would be through the strict application of the regulations within the R-MU zoning district alone.

NEXT STEPS

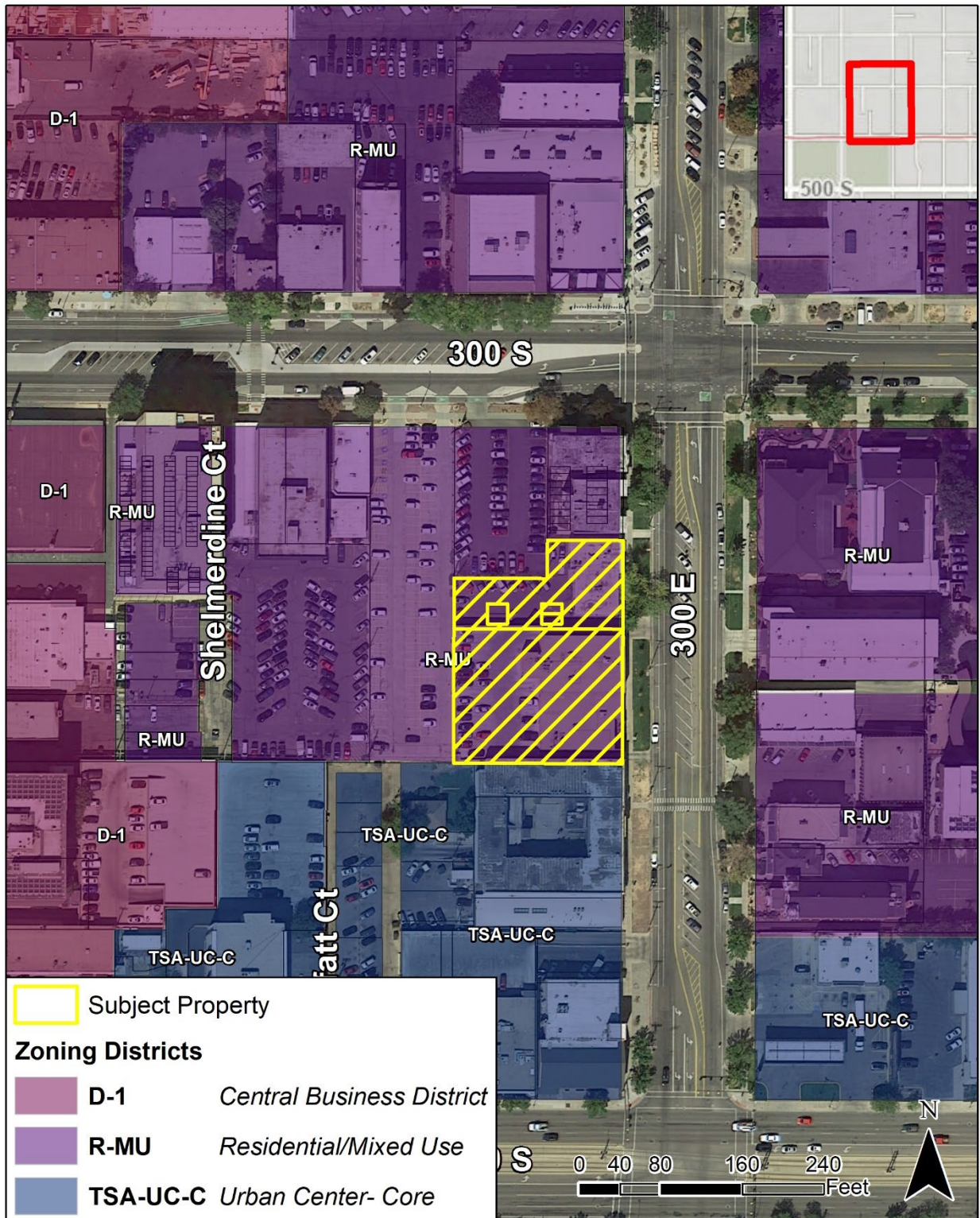
Approval of the Requests

If the petitions are approved by the Planning Commission, the applicant will need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. Unless specified in the zoning ordinance as a minor modification, any modification to the development plan must be reviewed and approved by the Planning Commission.

Denial of the Requests

If the petitions are denied, the applicant would still be able to redevelop the property, but the building would not be able to exceed 75' and would need to comply with all other standards of the R-MU district. The applicant would not need to comply with the more stringent design standards required through the Design Review process and would not need to meet the objectives or standards for a Planned Development.

ATTACHMENT A: Vicinity Map



ATTACHMENT B: Plan Set

OVERLAND ON THIRD

08/25/23

FFKR ARCHITECTS
730 Pacific Avenue - Salt Lake City, Utah 84104
O 801.521.6186 - FFKR.COM



OVERLAND ON THIRD
336 S 300 E, Salt Lake City, UT
84111

PROJECT NUMBER:
23024

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REFERENCE NOTES



4 VIEW FROM NORTH WEST2
SCALE:



3 VIEW NORTH EAST
SCALE:



2 VIEW FROM THE WEST
SCALE:

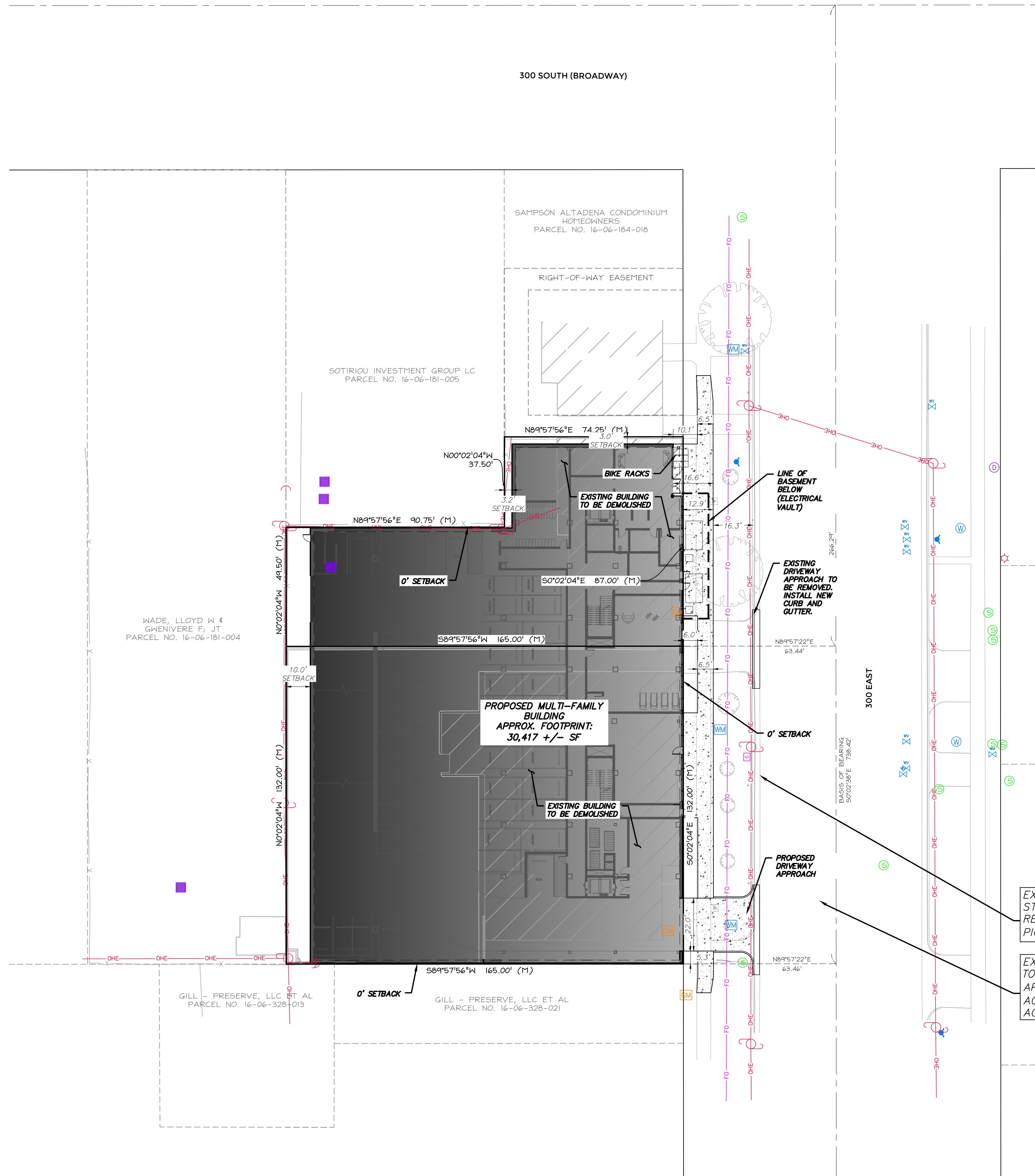


1 VIEW FROM 300 E
SCALE:

DATE	REVISION

PROJECT NUMBER 23024

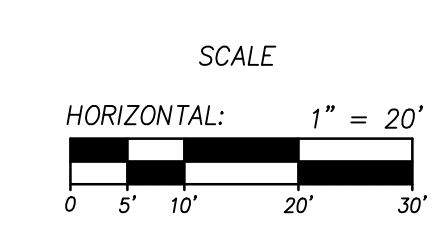
3D VIEWS



NOTES:
 1. TOTAL LOT AREA: 0.75 AC.
 2. PARCELS TO BE CONSOLIDATED VIA PLAT. PRELIMINARY PLAT HAS BEEN APPROVED. CASE #: PLNSUB2023-00192

EXISTING PARALLEL PARKING STALLS TO BE REMOVED AND REPLACED WITH FIRE LANE & PICK-UP/DROP-OFF ZONE.

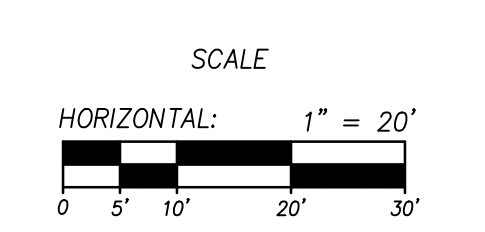
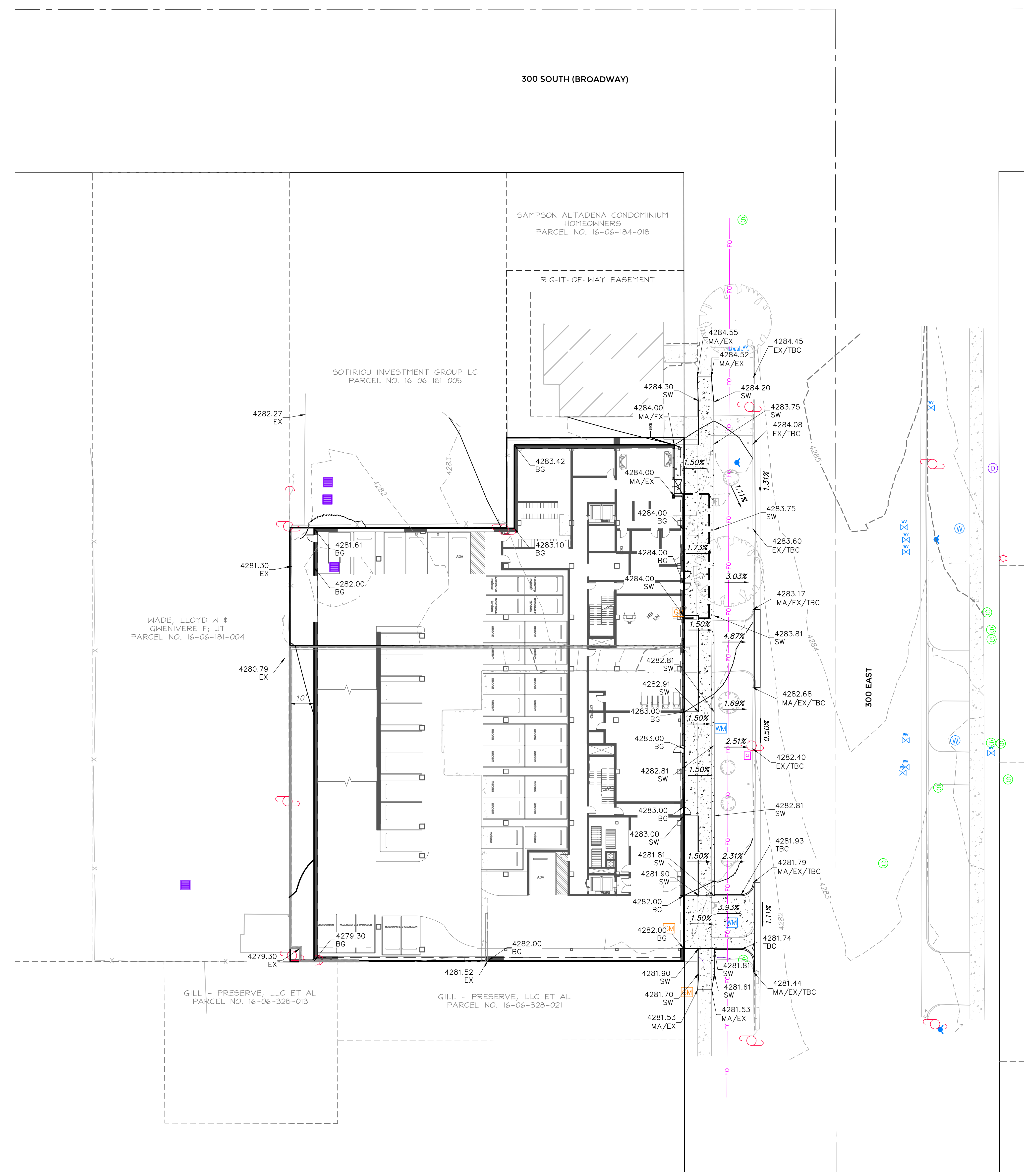
EXISTING ANGLED MEDIAN PARKING TO BE SHIFTED EAST APPROXIMATELY 2' TO ACCOMMODATE 26' WIDE AERIAL ACCESS ROUTE.

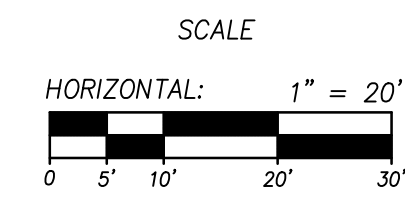
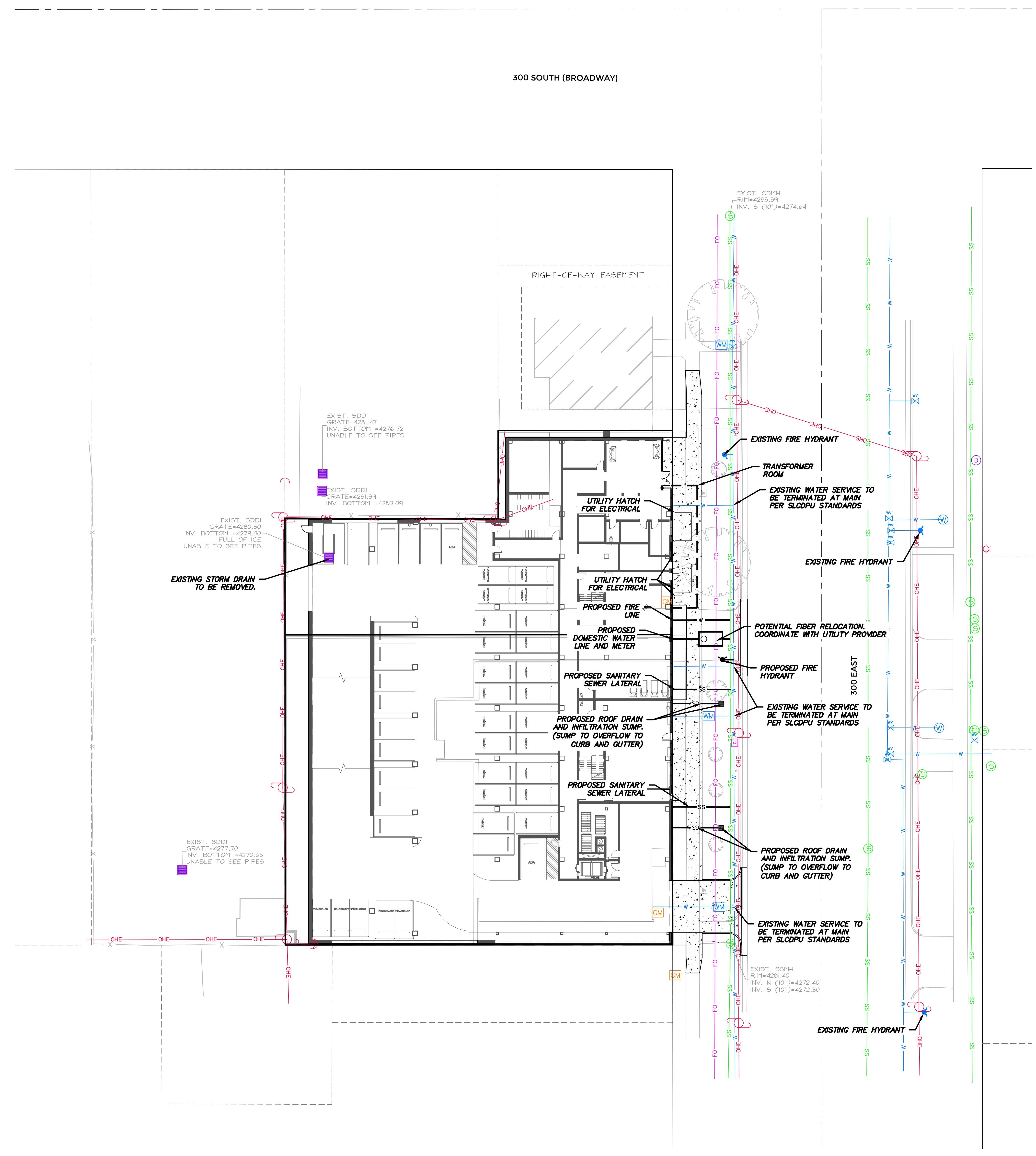


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PROJECT NUMBER 23024

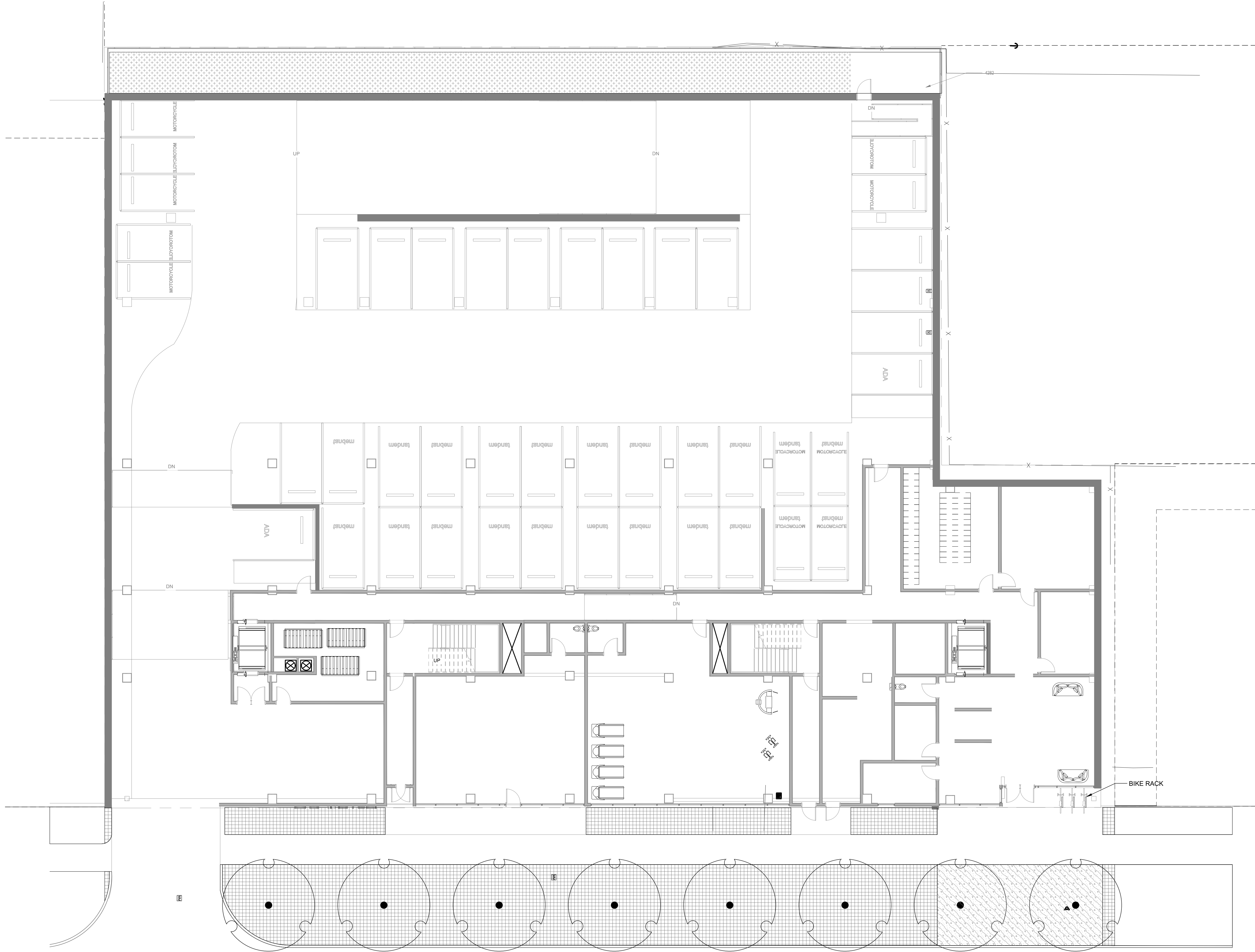
SCHEMATIC SITE PLAN





CONCEPT PLANT SCHEDULE LA500

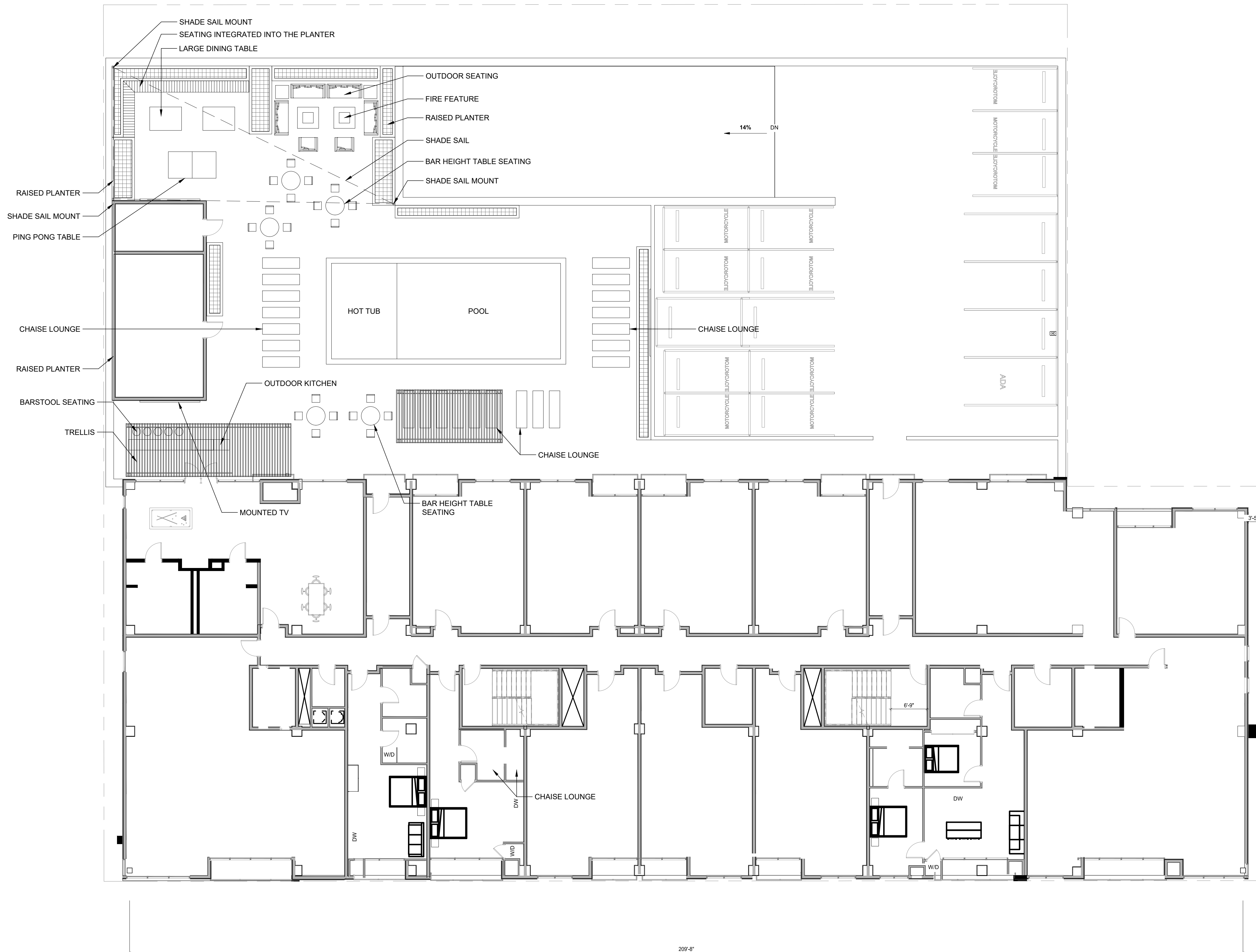
	STREET TREE Koeleruteria paniculata / Goldenrain Tree	8
	SHRUB AREA	3,322 sf
	TURF	1,434 sf
	DRY GARDEN	630 sf



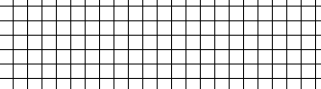

A1 GROUND LEVEL PLANTING PLAN
SCALE: 1" = 10'-0"

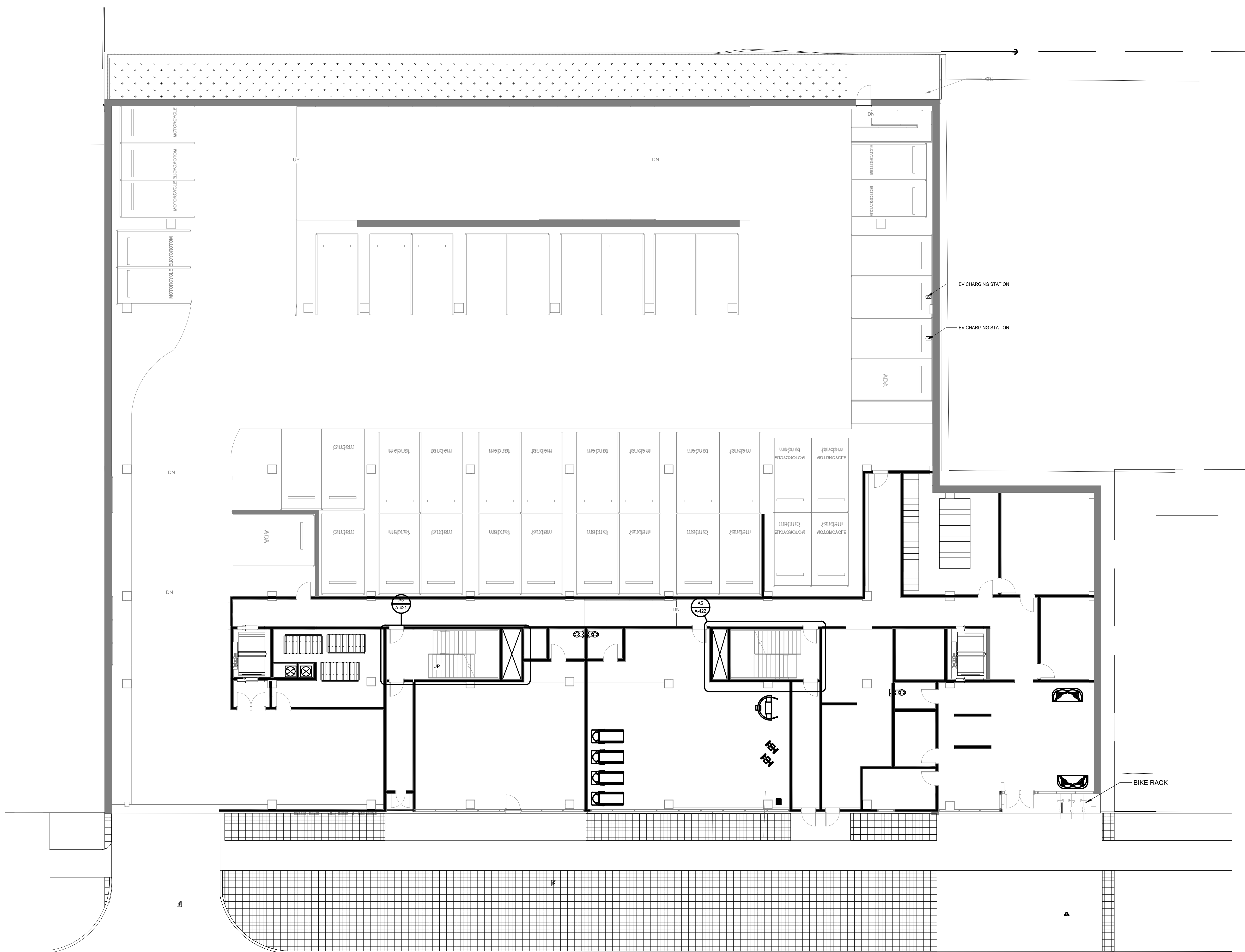
CONCEPT PLANT SCHEDULE LA501

SHRUB AREA 359 sf



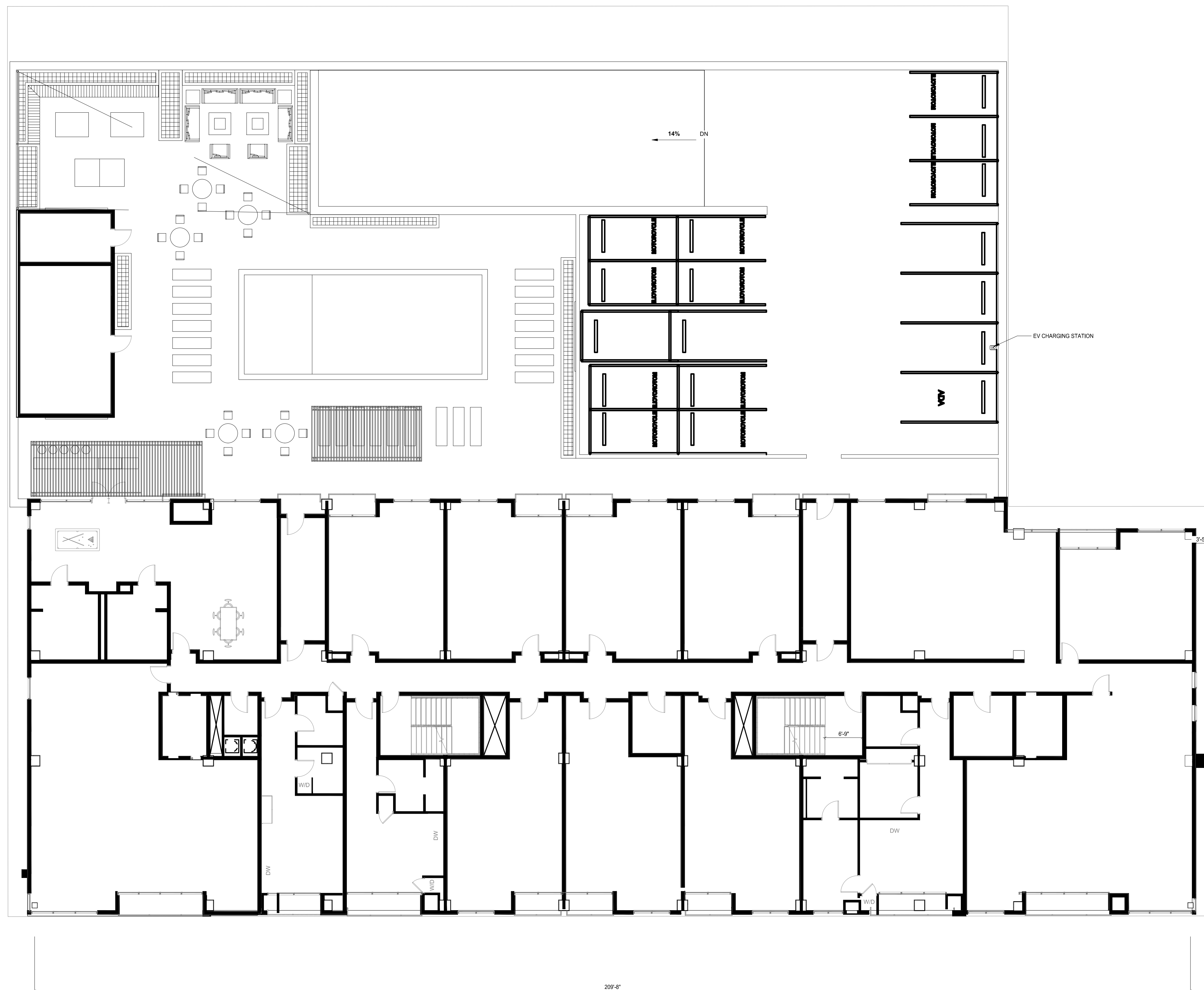
A1 AMENITY DECK PLANTING PLAN
SCALE: 1" = 10'-0"

IRRIGATION SCHEDULE LA700		
SYMBOL	DESCRIPTION	QTY
	INLINE DRIP	3,322 s.f.
	TURF SPRAY	1,434 s.f.



A1 GROUND LEVEL IRRIGATION PLAN
SCALE: 1" = 10'-0"

IRRIGATION SCHEDULE LA701		
SYMBOL	DESCRIPTION	QTY
	INLINE DRIP	344 s.f.



A1 AMENITY DECK IRRIGATION PLAN
SCALE: 1" = 10'-0"

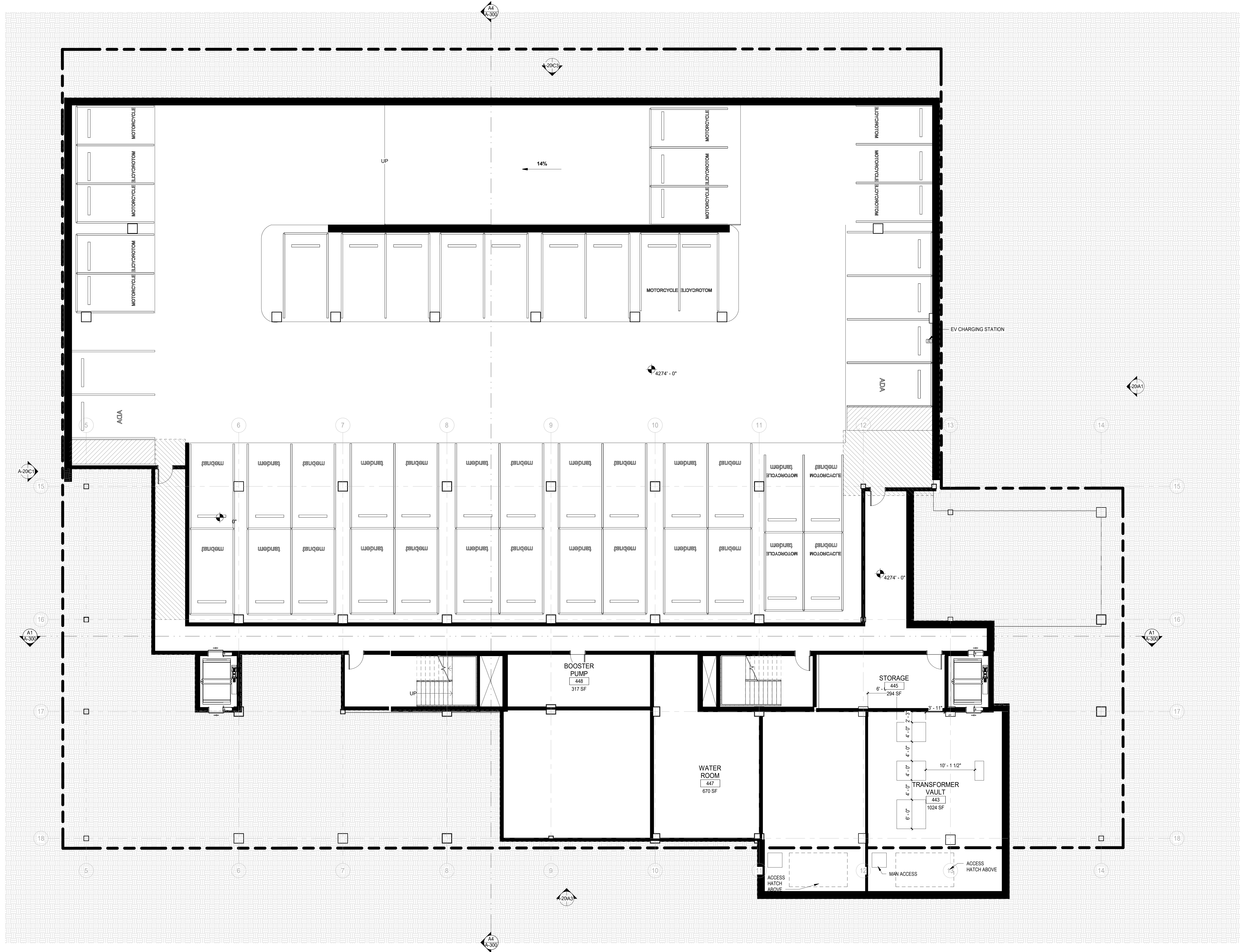
OVERLAND ON THIRD
336 S 300 E, Salt Lake City, UT 84111
OVERLAND GROUP
- 02/10/2023

△ DATE REVISION

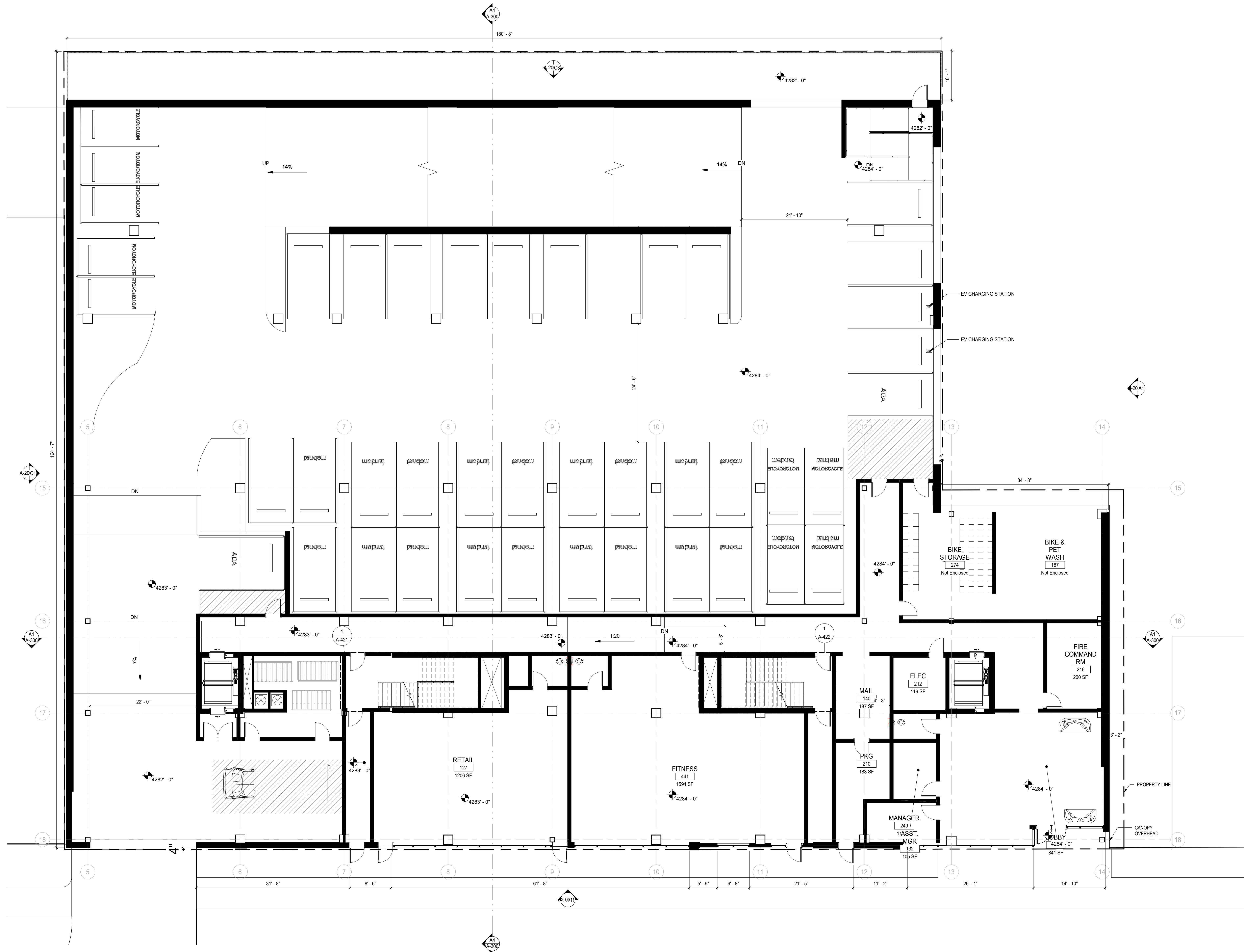
PROJECT NUMBER 23024

AMENITY DECK IRRIGATION PLAN

LA701



A1 GARAGE 1 FLOOR PLAN
 SCALE: 1/8" = 1'-0"



A1 LEVEL 1 FLOOR PLAN
SCALE: 1/8" = 1'-0"

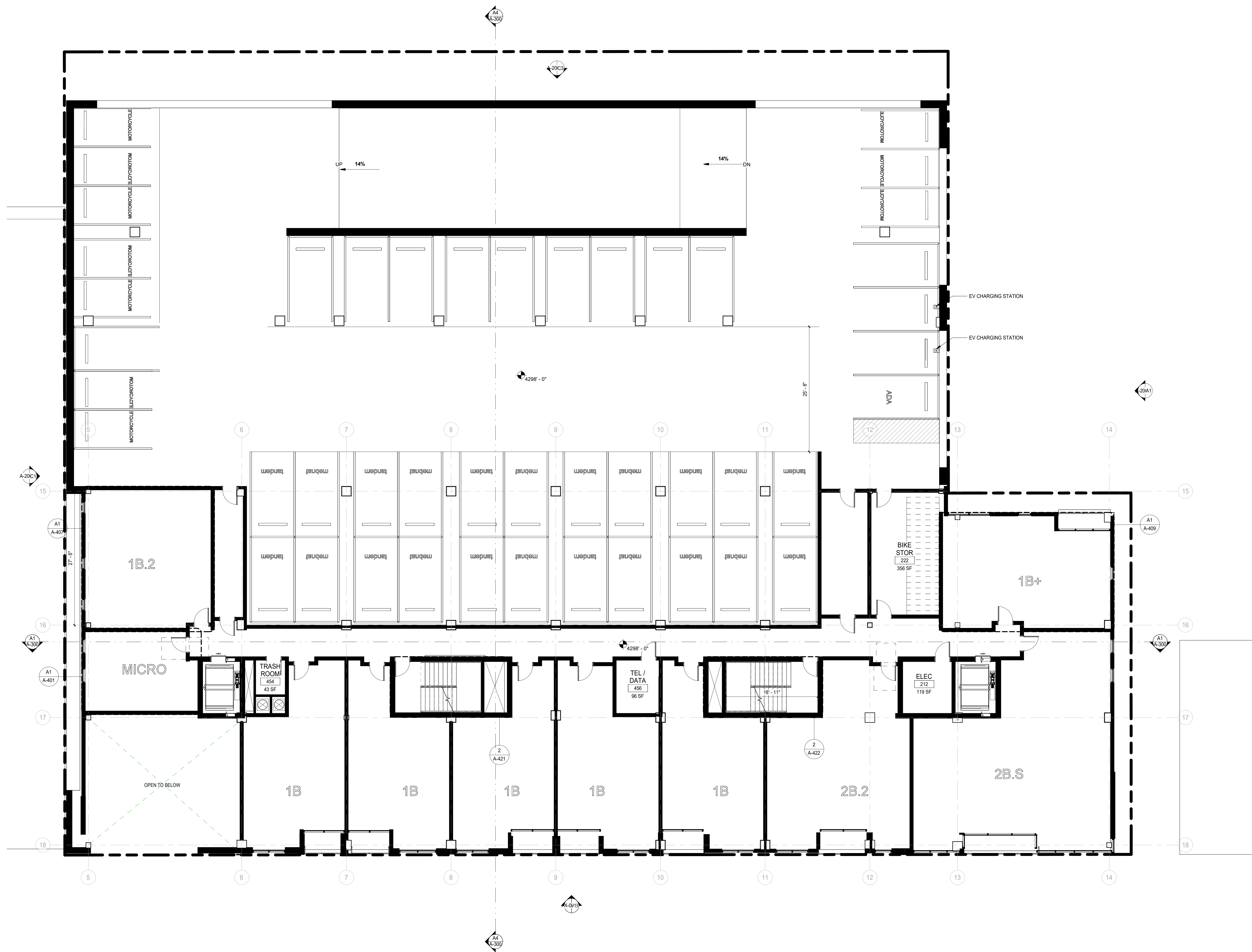
OVERLAND ON THIRD
336 S 300 E, Salt Lake City, UT 84111
OVERLAND GROUP
- 06/14/2023

DATE	REVISION

PROJECT NUMBER 23024

LVL 1
FLOOR
PLAN

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A2 LEVEL 2
SCALE: 1/8" = 1'-0"

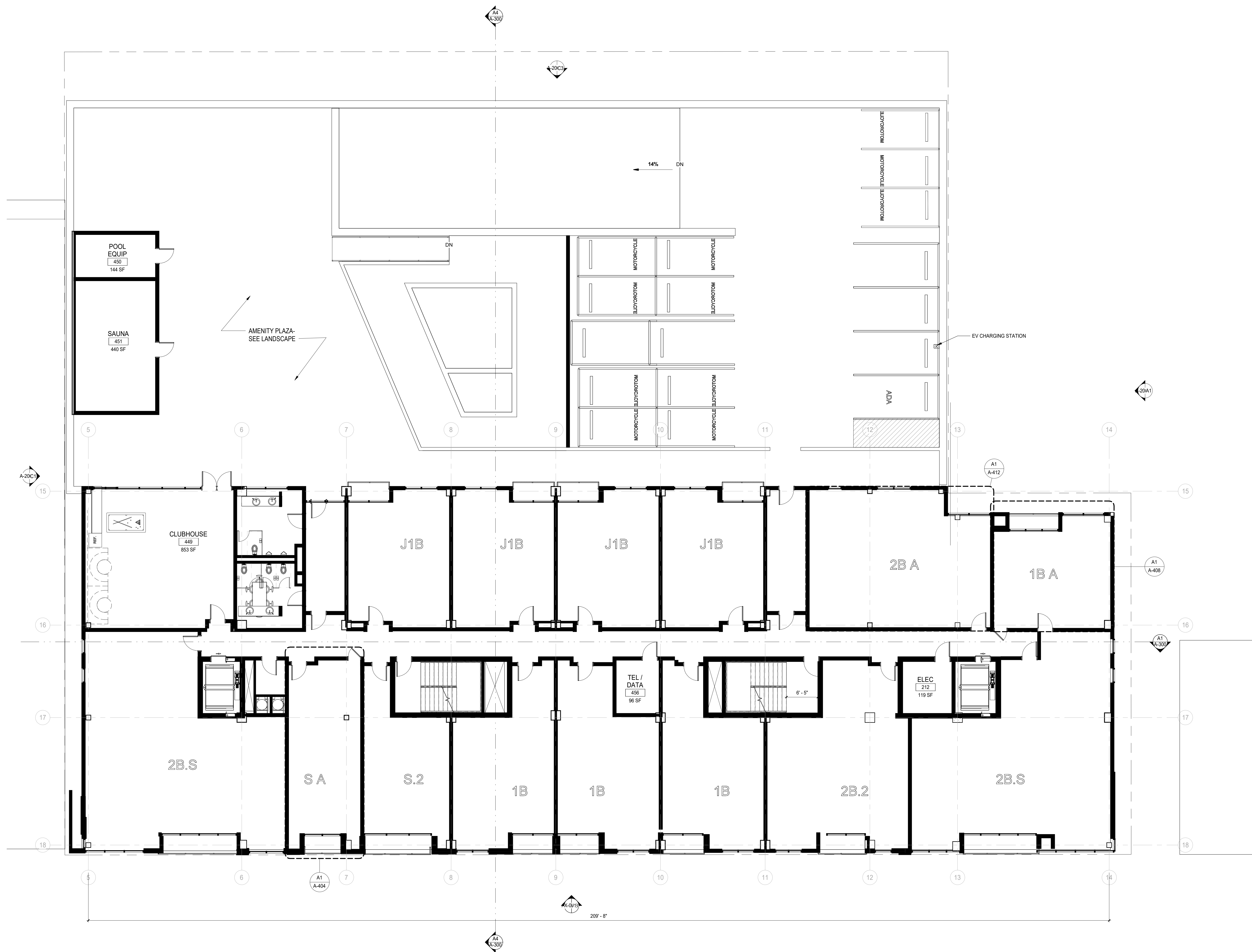
OVERLAND ON THIRD
336 S 300 E, Salt Lake City, UT 84111
OVERLAND GROUP
- 06/14/2023

DATE	REVISION

PROJECT NUMBER 23024

LVL 2
FLOOR
PLAN

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1 LEVEL 3 - FLOOR PLAN
SCALE: 1/8" = 1'-0"

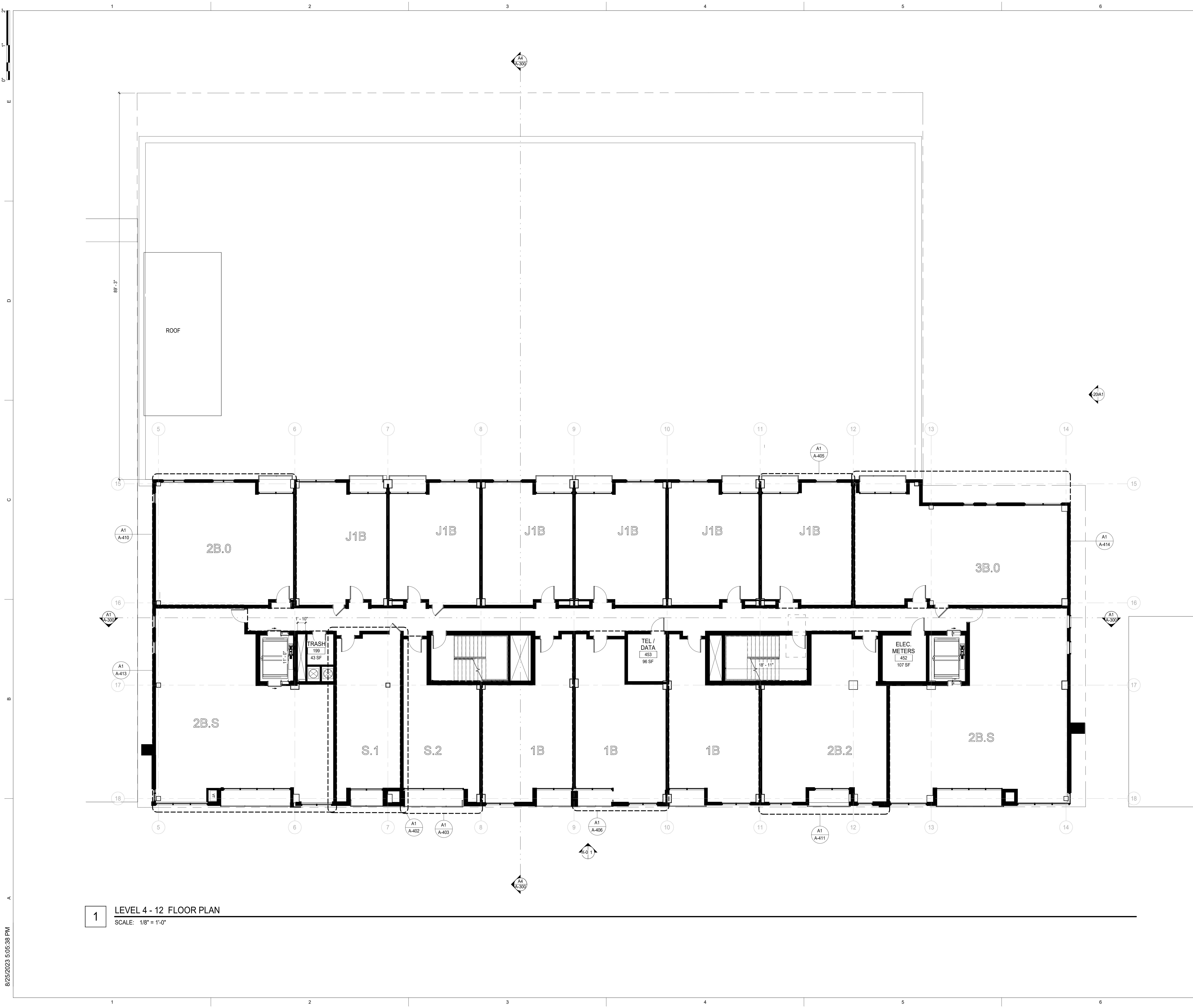
OVERLAND ON THIRD
336 S 300 E, Salt Lake City, UT 84111
OVERLAND GROUP
- 06/14/2023

DATE	REVISION

PROJECT NUMBER 23024

LVL 3
FLOOR
PLAN

8/25/2023 5:05:35 PM



1 LEVEL 4 - 12 FLOOR PLAN
SCALE: 1/8" = 1'-0"

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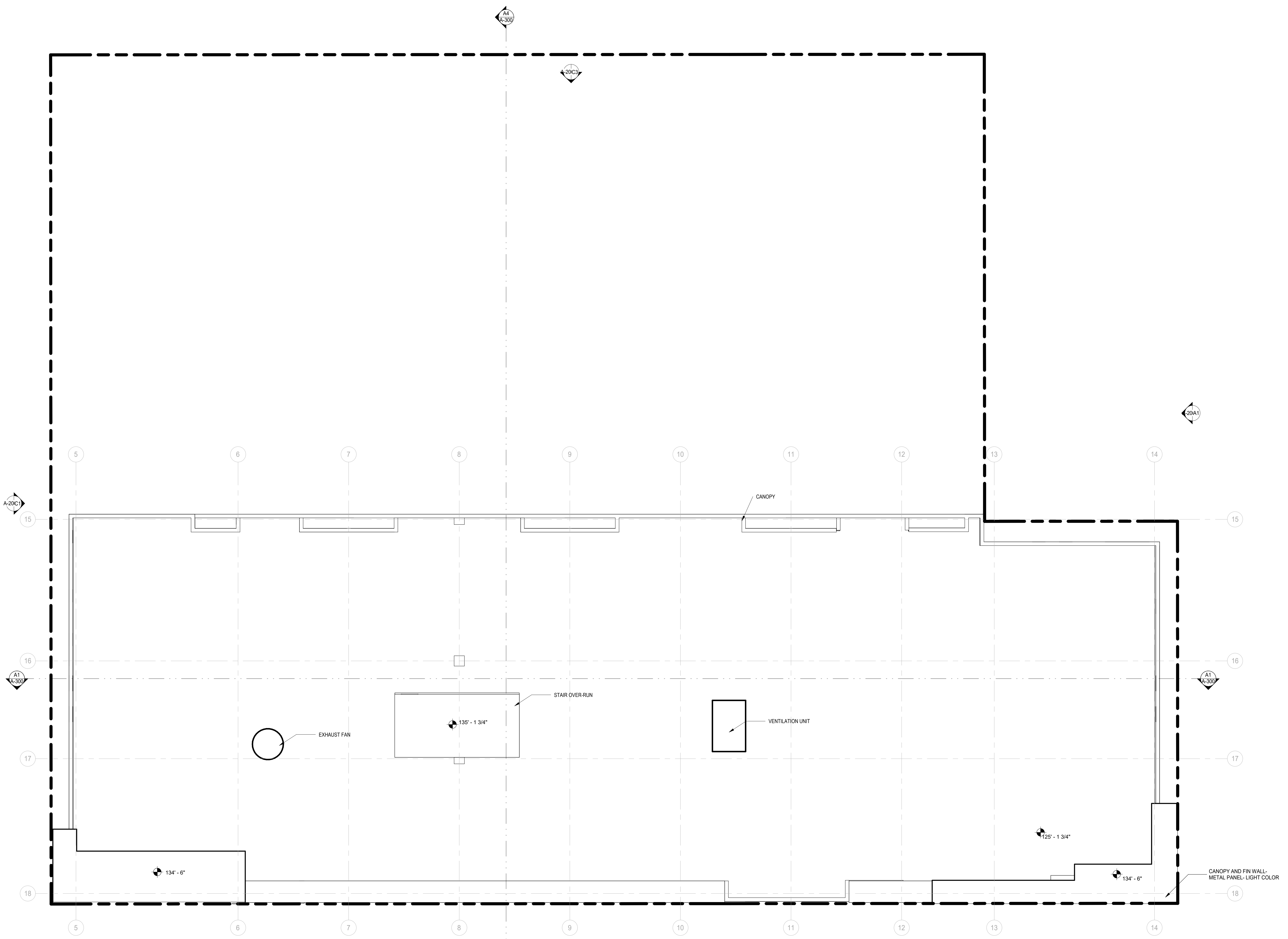
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REFERENCE NOTES

DATE	REVISION

PROJECT NUMBER 23024

ROOF PLAN



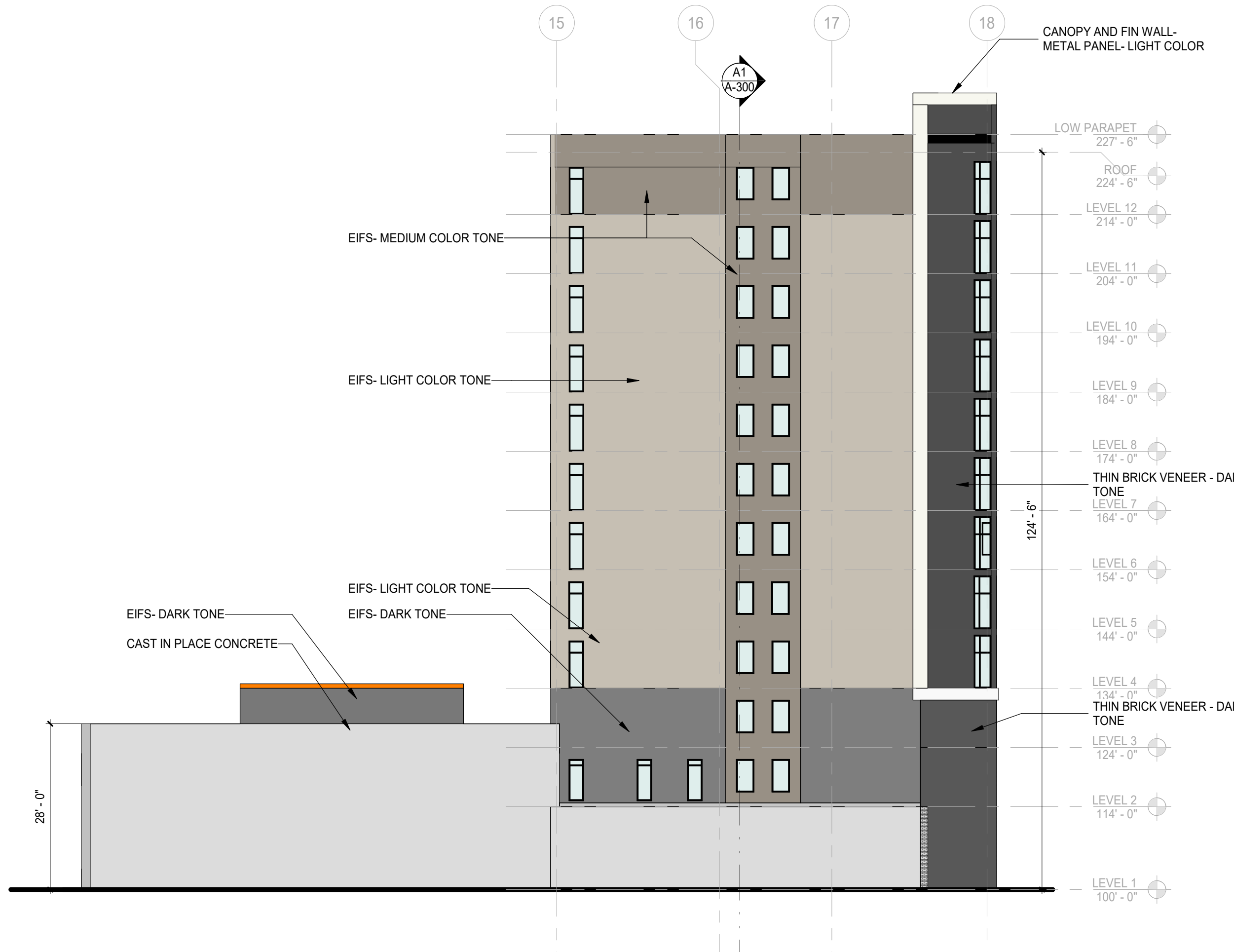
A2 ROOF PLAN
SCALE: 1/8" = 1'-0"

8/25/2023 5:05:42 PM

REFERENCE NOTES

MIN GLAZING REQUIREMENTS (EAST FACADE):
 OVERALL MATERIALS UP TO 8' 1,518 SF X 40% MIN GLAZING = 607 SF MIN GLAZING REQ
 GLAZING PROVIDED UP TO 8' 856 SF GLAZING PROVIDED

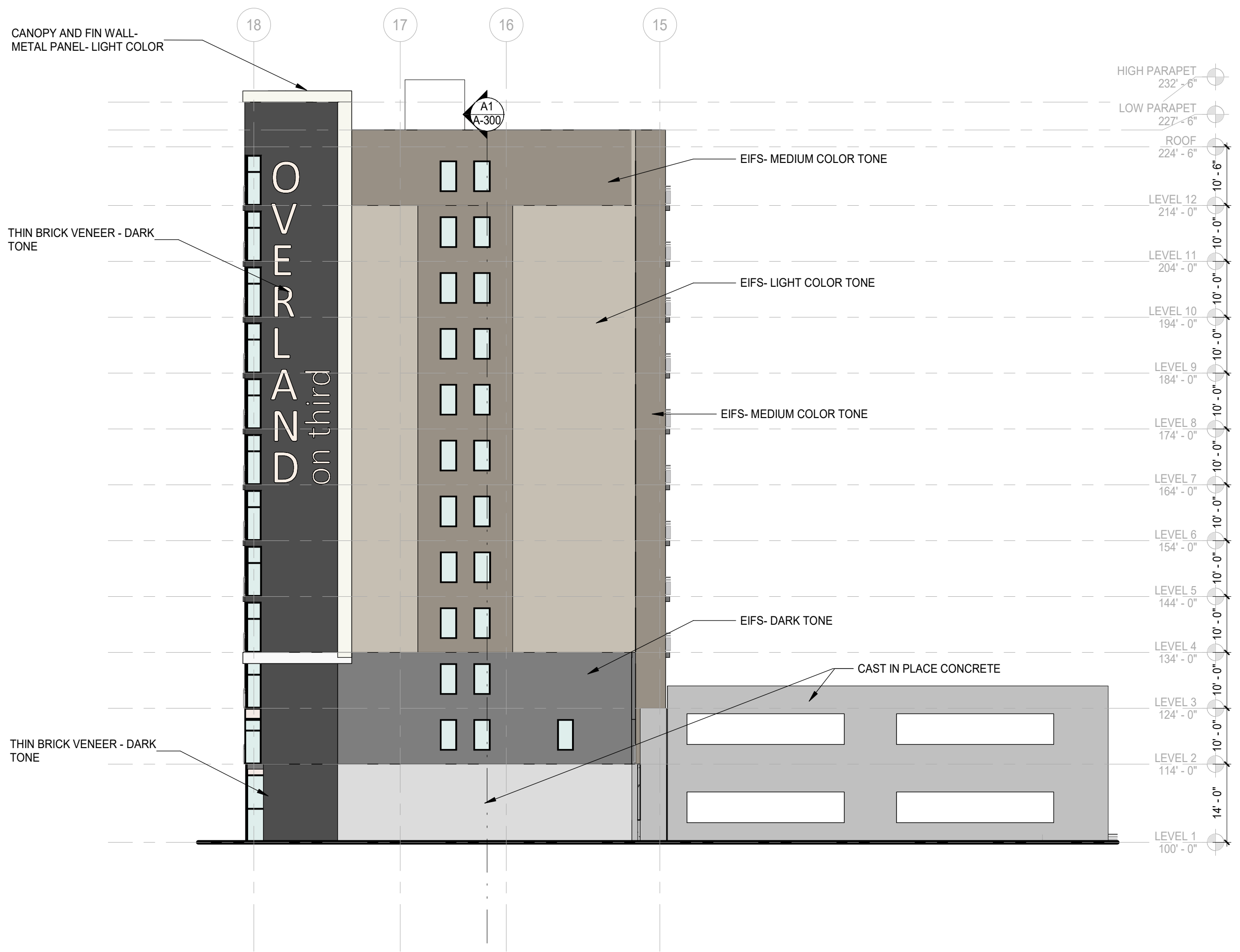
MAX STUCCO REQUIREMENTS (EAST FACADE):
 OVERALL MATERIALS: 27,280 SF X 10% MAX STUCCO = 2,728 SF MAX STUCCO REQ
 STUCCO PROVIDED: 2,851 SF STUCCO PROVIDED



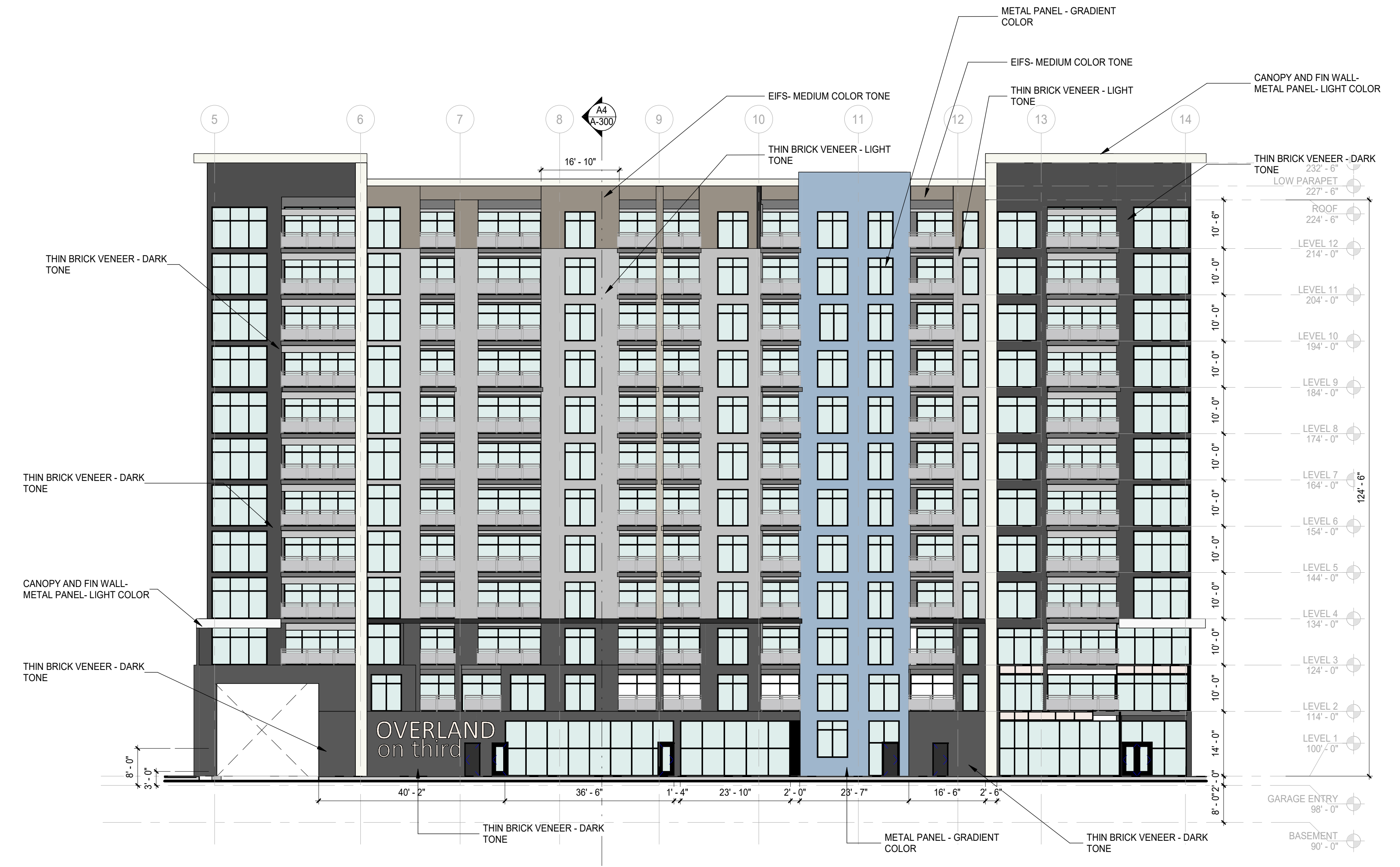
C1 SOUTH ELEVATION
 SCALE: 1/16" = 1'-0"



C3 WEST ELEVATION
 SCALE: 1/16" = 1'-0"

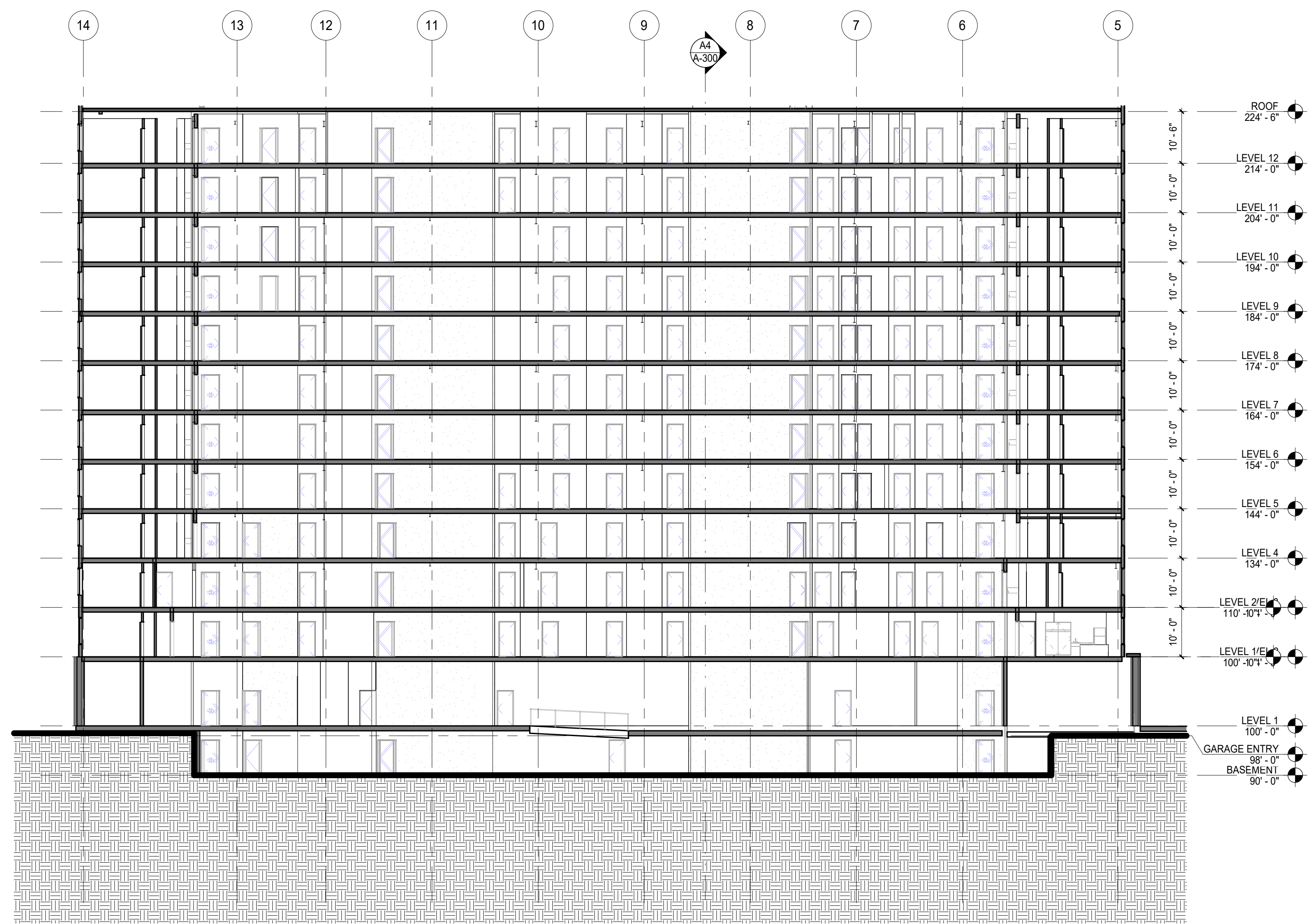


A1 NORTH ELEVATION
 SCALE: 1/16" = 1'-0"

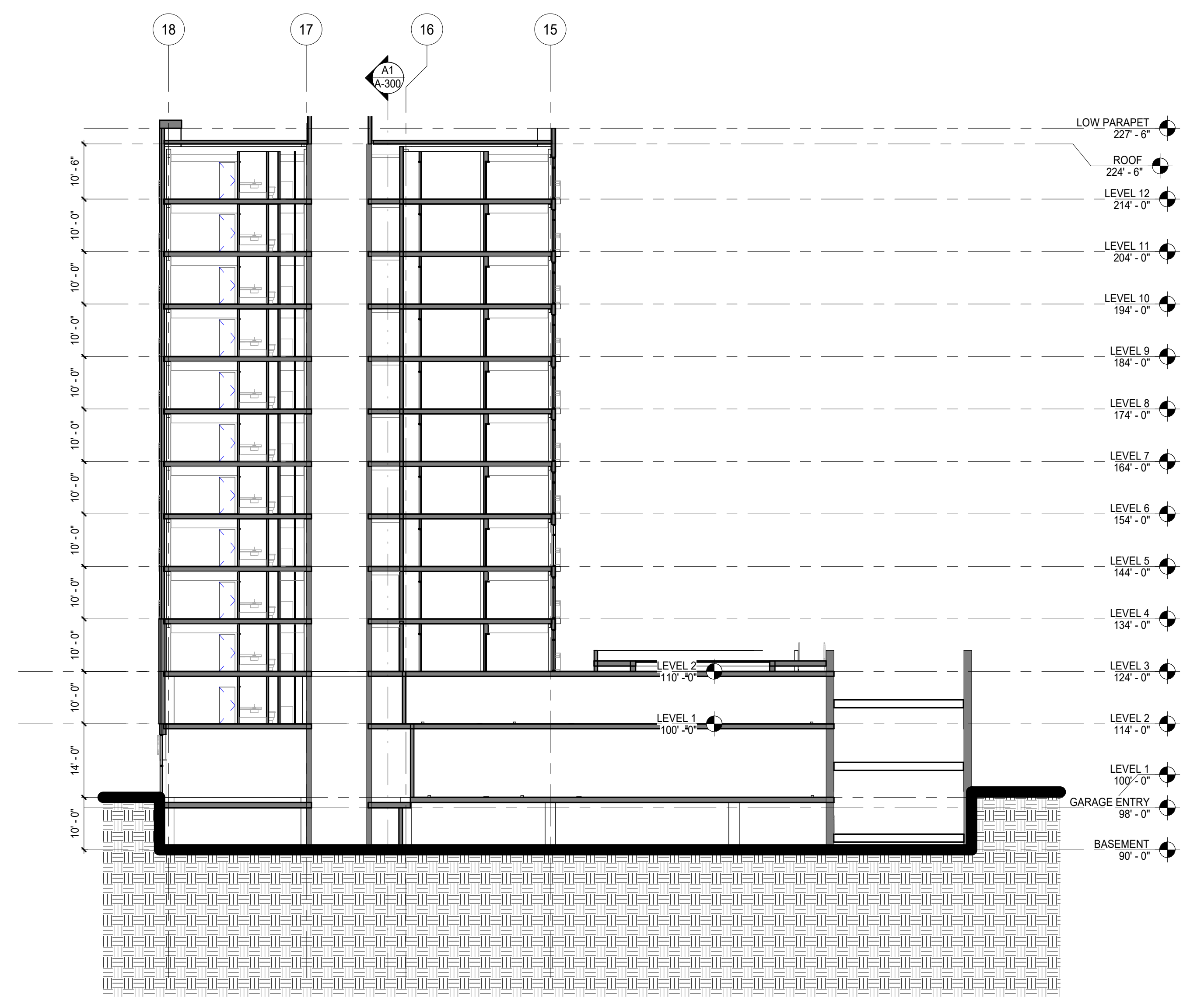


A3 EAST ELEVATION
 SCALE: 1/16" = 1'-0"

DATE	REVISION



A1 E-W SECTION
SCALE: 1/16" = 1'-0"



A4 N-S SECTION
SCALE: 1/16" = 1'-0"

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ATTACHMENT C: Applicant's Narrative

Following further comments from the City, the project team has made minor adjustments to the east building facade, namely changing location where materials are used. The City's comments (in *italics*) and our adjustment / responses (• bulleted) are as follows:

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.

- The “bookend” expressions at the north and south of the building have been revised to better respond to the neighboring buildings. Bringing the base of the bookends up to the fourth floor creates a datum that responds to the cornice of the historic building, and the double height garage entry at the south responds to the roofline of the southern neighbor.



Figure 1

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.

- By bringing the frame of the north bookend up, and connecting the glazing across three levels, the main entry is visually reduced to a three-story volume, more proportional to the building at the north (diagrammed in blue). The single-height entry lobby and two balconies above create a more residential scale at the north corner (dashed in black).



Figure 2



Figure 3

- The overall scale of the building is reduced into smaller volumes, starting with the bookends at the north and south, reducing the perceived overall width (pink). The “exclamation point” (blue) further divides the length of the facade, followed by the recessed balconies (dashed in red). The overall height of the building is reduced through a more pronounced “base, middle, and top” expression. The dark brick at the base, which now extends three stories, creates a strong horizontal datum at a human-scale (orange), while the medium-toned EIFS (green) creates a distinct top, dividing the height of the building into three smaller pieces.

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

1. Human scale:

a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. (Does not have to have a setback, but needs to explain or be modified to show how it relates to the height and scale of adjacent and nearby buildings.)

- Figures 1 and 2 above demonstrate how the design has been modified to better respond to the context and scale of the neighboring buildings.
- At the ground-floor, ample single-story glass storefront engages the pedestrian experience.



Figure 4

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. (The building has a defined base, but with the exception of the bookends, does not have a particularly distinct top section. Please provide additional commentary or make modifications.)

- The design has been modified to create a more distinct “base, middle, and top”. The base of the building is defined by the bottom of the bookend projections and expressed through a dark brick up to level 4. The top of the building is accented by a color and material change, distinguishing it from the field brick of the “middle”.



Figure 5

Planned Development

21A.55.050

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

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design; (Response provided does not include much on the underlined)

- The project is located in the High Density Mixed Use zone, and adjacent to High Density Transit Oriented Development along 400 S. The intensity and scale of the project is aligned with the visions set forth in the master plan and Library Station Transit Oriented plan. Its scale is consistent with previous developments along 300 S to the north and 400 S to the south, e.g. Broadway Towers and Avia. The purpose of the RMU district is “to reinforce the mixed use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small scale office uses.”



Figure 6- Broadway Tower (left) and Avia (right)

3. Whether building setbacks along the perimeter of the development:

c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. (What is proposed in this setback area?)

- While no side setback is required in the RMU district, the project has a 3' side setback at the north property line to reduce disruption to neighboring foundations during construction. To minimize privacy and noise impacts to the historic neighbors at the north, the parking garage entry is located at the south end of the site. Additionally, the amenity deck is located towards the south-west corner of the building on level 3. Windows along the north and south facade have been minimized to reduce privacy concerns.

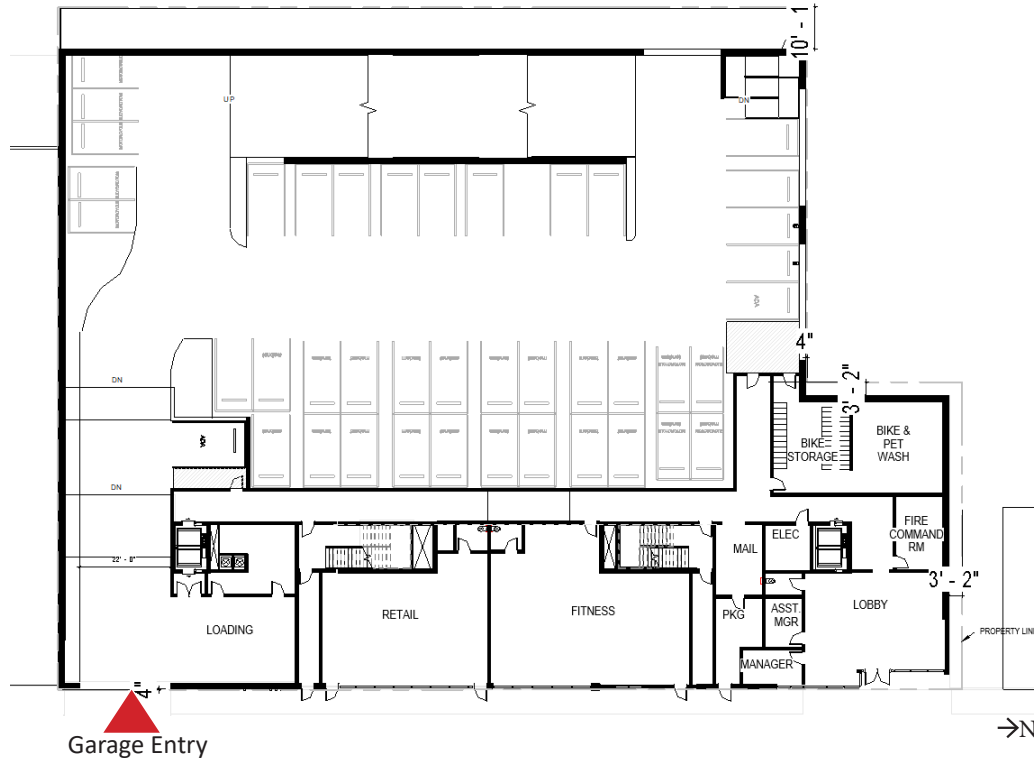


Figure 7- Level 1 Floor Plan

7. Whether parking areas are appropriately buffered from adjacent uses. (What about light casting from parking area to neighboring properties? Could a mesh screen be used? Could vines or a more decorative surface than cast concrete be used to dress up the sides of the parking garages?)

- The parking garage is intentionally located toward the rear of the site, to preserve human connection to the street and mitigate disruption to the neighboring residences. Openings into the garage which allow daylight and ventilation into the garage (yellow arrows in Figure 8) are set back from the neighbors and only abut the parking lots to the north and west. The openings are high enough to shield headlight beams from future neighbors.



Figure 8

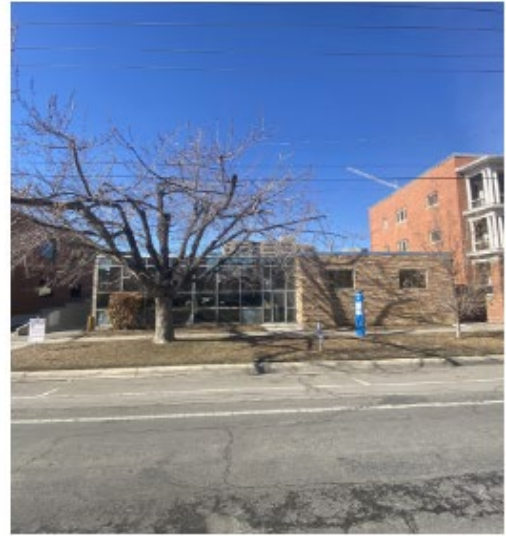
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development (Specifically, is there a correlation to moving the landscaping to the roof going to lessen impacts?)

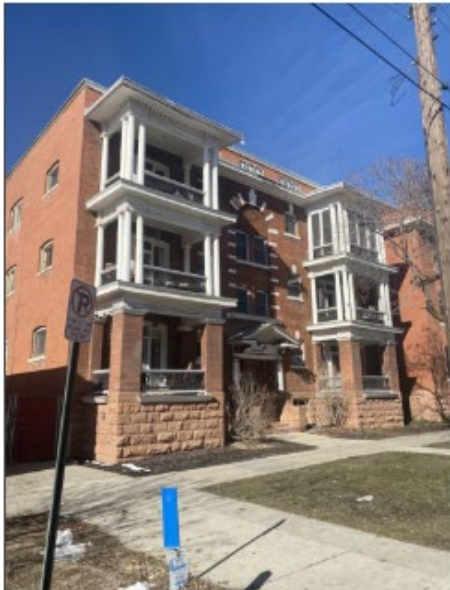
- Current landscaping on the site is limited to the parkstrip. The new project will add a dog run at the west end of the site, and provide a green parkstrip with trees approved by urban forestry. Minimal landscaping will abut the building to encourage a water-wise design and activate ground-floor public uses. Creating an open-space amenity deck on the third floor, adds open-space that currently does not exist. Locating the amenity deck toward the southern end of the site will lessen noise and privacy impact to the historic neighbors at the north.

-- END OF MEMO--

ATTACHMENT D: Property & Vicinity Photos



Current Buildings on Site- To be Removed



Apartments to the North



Vacant Building to the South



Commercial Buildings to the East



ATTACHMENT E: R-MU Zoning Standards

R-MU (Residential Mixed-Use)

Purpose Statement: The purpose of the R-MU Residential/Mixed Use District is to reinforce the mixed-use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small-scale office uses. This district is appropriate in areas of the city where the applicable master plans support high-density, mixed-use development. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.

Standard	Requirement	Proposed	Finding
Land Use (21A.33.030)	Mixed-Use	Mixed-Use	Permitted
Minimum Lot Area	None	.75 acres	Met
Minimum Lot Width	50'	219'	Met
Maximum Building Height	75', or 125' allowable through Design Review process	124.5'	Requires Design Review approval
Minimum Front/Corner/Side/Rear Yard Setbacks	0' front 0' corner 0' side or not less than 4' when landscaped 30' rear	0' front n/a corner 3' side (for a portion) 10' rear	Requires Planned Development approval for side and rear yard
Maximum Front Yard Setback	At least 25% of façade to be within 15' of front property line	0'	Met
Minimum Open Space	20% as landscape yards, plazas or courtyards	4% on ground level >20% with amenity deck	Requires Planned Development approval to allow open space to be as amenity deck above parking garage
Landscape Yards	All setbacks to be landscaped	All setbacks to be landscaped	Met
Location of Service Areas	Must be located out of public view	Within the building	Met

Ground Floor Glass (21A.37.050)	40%	55%	Met
Building Entrances	At least one entrance per street facing facade	Building has primary entrance facing 300 East	Met
Maximum Length of Blank Wall	15'	12'	Met
Refuse Control	Refuse containers must be within enclosed buildings or completely screened	Refuse containers to be located within the building	Met
Lighting	Directed and designed to contain glare on to neighboring properties	Lighting to be directed downwards	Met
Off Street Parking & Loading (21A.44.030.H)	0 stalls required 42 bike stalls 7 EV stalls	161 vehicle stalls provided 46 bike stalls provided 7 EV stall provided	Met
Landscaping & Buffering (21A.48)	Required yards landscaped 30' max spacing on street trees	Required yards landscaped 30' spacing on street trees	Met
Signage (21A.46.110)	n/a	n/a	To be submitted with building permit

ATTACHMENT F: Planned Development Standards

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

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

Planned Development Purpose Statement: A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve City goals identified in adopted Master Plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.

Discussion: The project meets the objective of a Planned Development by providing a more enhanced product than what would be required if the property was developed under the base R-MU zoning district. The R-MU zone has minimal development requirements or design standards and ultimately, by-right buildings in the zone may be built with little to no regard to best practices in planning or urban design.

The proposal for reduced setbacks allows for the development of a parking garage at the rear of the property that will provide 161 parking stalls where none are required. This will help mitigate impacts that parking could otherwise have on the neighborhood. The reduction in rear yard setbacks and landscape coverage is being mitigated by the development of a 3rd floor outdoor amenity space with landscaping.

The development proposal meets the Housing, Sustainability, and General Plan Implementation objectives. The proposal supports the Planned Development purpose, which is to encourage efficient use of land and innovative development. The proposal provides an overall benefit to the community by providing needed housing with a wide mix of unit types in a location with proximity to the downtown and mass transit.

Finding: Meets Purpose Statement Does Not Meet Purpose Statement

A. Open Space And Natural Lands: Preserving, protecting or creating open space and natural lands:

1. Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect to existing or planned trail systems, playgrounds or other similar types of facilities.
2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.
3. Development of connected greenways and/or wildlife corridors.
4. Daylighting of creeks/water bodies.
5. Inclusion of local food production areas, such as community gardens.
6. Clustering of development to preserve open spaces.

Discussion: The proposal does not meet this objective. Only one Planned Development objective must be fulfilled.

Finding: Objective Satisfied Objective Not Satisfied

B. Historic Preservation:

1. **Preservation, restoration, or adaptive reuse of buildings or structures that contribute to the character of the City either architecturally and/or historically, and that contribute to the general welfare of the residents of the City.**
2. **Preservation of, or enhancement to, historically significant landscapes that contribute to the character of the City and contribute to the general welfare of the City's residents.**

Discussion: The project is not located in a historic district or listed as a landmark site. It is of note that the Sampson Altadena apartment buildings to the north are listed on the National Register, but they are not a designated local landmark, meaning that modifications to the building would not require a Certificate of Appropriateness and it would not have protection from demolition.

Finding: Objective Satisfied Objective Not Satisfied

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

1. **At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.**

2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.

Discussion: The project will provide housing at market-rate; however, it does still meet the Housing objective by providing different housing choices than what is currently available. The development includes a diversity of unit types including:

- 21 studio units
- 96 one-bedroom units
- 42 two-bedroom units
- 9 three-bedroom units

The broad range of units will provide housing opportunities at different price points and or individuals and families in different life stages.

Finding: Objective Satisfied Objective Not Satisfied

D. Mobility: Enhances accessibility and mobility:

- 1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.**
- 2. Improvements that encourage transportation options other than just the automobile.**

Discussion: The proposal does not meet this objective. Only one Planned Development objective must be fulfilled.

Finding: Objective Satisfied Objective Not Satisfied

E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems:

1. Energy Use And Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.
2. Reuse Of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.

Discussion: The proposal recognizes water as a limited resource and proposes low-flow fixtures and water-wise gardens and an amenity plaza inspired by Japanese dry-stone gardens that require little irrigation. The building is proposed to be constructed using a cross-laminated timber which the applicant has indicated embodies less than half the CO₂ of concrete buildings and offers reduced greenhouse gas emissions during construction, through prefabrication.

Finding: Objective Satisfied Objective Not Satisfied

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

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

Discussion: The project helps implement goals within Plan Salt Lake and the Central Community Master Plan. A full analysis of master plan implementation has been provided in Consideration 1 of this staff report.

Finding: Objective Satisfied Objective Not Satisfied

B. Master Plan Compatibility: The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

Discussion: General Plan compatibility was discussed in Consideration 1 of the staff report. The proposed development is of a scale appropriate to the R-MU zone, which allows for additional height through Design Review, and none of the requested zoning modifications are contrary to the applicable plans for the area.

The project provides high-density housing and small local-serving retail that contributes to the Central City Community Area and East Downtown portions of the community.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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

- 1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;**

Discussion: This portion of the Central Community master plan is identified for its proximity to downtown. The future land use map calls for high-density mixed use, which this proposal would provide. The current buildings in the immediate vicinity range from 2-7 stories but the 10-story Broadway Tower and 9-story Avia Apartments are within 1-block of the site. The block

includes D-1 zoning and TSA-UC-C zoning which would allow for additional building heights as properties redevelop. The D-1 zone has no maximum height, provided projects go through Design Review, while the TSA-UC-C allows up to 90'. The proposed building has incorporated design elements such as horizontal banding to relate to existing buildings, while maximizing heights which would be in harmony with future potential development.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

Discussion: The building is oriented towards 300 East and is to be built at the property line which is appropriate in the zone and neighborhood. The building façade uses brick and glass with EIFS and architectural metal as accents. The materials are consistent with other buildings in the neighborhood and with the policies of the Central Community master plan.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

3. Whether building setbacks along the perimeter of the development:
- a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.
 - b. Provide sufficient space for private amenities.
 - c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.
 - d. Provide adequate sight lines to streets, driveways and sidewalks.
 - e. Provide sufficient space for maintenance.

Discussion:

- a. The existing building does not have side or rear setbacks. The proposed building will provide a 3' side yard on the north property line to create additional separation from the property line shared with the historic Sampson Altadena Apartments. The apartments are 10' from the property line, so there will be a 13' total separation between the two buildings. The building will be built to the front property line which is consistent with the neighborhood and R-MU zone.
- b. The development proposes a 10' rear landscaped yard, where 30' would be required. The area that will be used as a dog run and a 6,400 square foot outdoor amenity deck above the parking garage for residents.
- c. The applicant is requesting relief from the 30' rear yard setback (applicant is proposing 10'), which is less impactful to neighboring properties as that area is less to create separation

from neighboring properties and more to create open space for residents. In exchange for the reduced rear yard setback, the applicant is proposing a large outdoor amenity deck. The parking garage will be 10' from the property line, which will allow sufficient space for air circulation from neighboring properties. Lighting will be directed downwards or shielded from adjacent uses.

- d. Transportation has reviewed the proposal and did not have concerns over vehicular and pedestrian conflicts.
- e. While the building has a reduced rear yard setback, there is sufficient space for maintenance. Utilities will be located on the roof of the building. The applicant is proposing a 3' side yard setback on the north side of the property where 0' is required. This will help provide space for construction and maintenance of the building. The transformer will be in a vault in the front of the building, for which the applicant has pursued appropriate permits.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;

Discussion: The ground floor street facing façade includes 55% glazing where at least 40% is required. There are six entry doors facing 300 East. The building uses brick, glass storefronts, and a datum above the third story to create a pedestrian scale to the façade.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;

Discussion: The applicant has indicated that all lighting will be designed to not cast onto neighboring properties, but final details have not been provided at this point. The lighting plan will be reviewed during the building permit phase of the development.

Street lighting will be provided to meet the SLC Street Light Master Plan.

Condition(s): Staff is recommending that final details of the building lighting be delegated to staff for approval.

Finding: Complies Complies with conditions Does not comply Not Applicable

6. Whether dumpsters, loading docks and/or service areas are appropriately screened;

Discussion: Waste and recycling units are within the garage footprint and are not visible from the exterior. Service uses are inside the building and mechanical equipment is roof mounted and not seen from the public view.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

7. Whether parking areas are appropriately buffered from adjacent uses.

Discussion: All parking will be located within a parking garage to the rear of the property. The applicant is proposing a reduced rear yard setback (10' where 30') would be required, however, it is not anticipated that the location should impact adjacent uses.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:

1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;

Discussion: There is one mature tree in the parkstrip, which has been cut in a fashion to avoid the powerlines above. If it is to be removed, a mitigation fee will be assessed, and replacement trees will be required by the urban forester.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;

Discussion: There is no existing landscaping buffering other properties.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;

Discussion: The proposed landscaping is consistent with development in an urban setting. Landscaping in front of the building and within the parkstrip will soften the transition to the building and provide shade along the sidewalk. The site currently has no landscaping within the rear yard area. The R-MU zone would require a 30' landscaped rear yard setback and 20% opens space on the ground level, however the applicant is requesting those be modified through the Planned Development process. The purpose of the setback and ground level opens space is to provide an outdoor space for the residents. In this case, the applicant is proposing a 10' turf area at the ground level that could be used as a dog run. A large amenity deck, including landscaping is proposed atop the parking garage. That space will provide a place of outdoor refuge for residents.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

4. Whether proposed landscaping is appropriate for the scale of the development.

Discussion: The proposed development will provide more landscaping than currently exists on the property. The site currently includes a small strip of landscaping in front of the buildings and in the parkstrip. The proposed development will also include a small strip of landscaping in front of the buildings (in the right-of-way) along 300 East and in the parkstrip but will add landscaping within the provided 10' rear yard setback and on a 3rd level amenity deck. The landscaping is appropriate for a development in an urban setting with minimal setbacks. The landscaping along the street will improve the pedestrian experience, while the amenity deck will provide an area for residents to enjoy the outdoors.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:

1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;

Discussion: Only one vehicular access point is provided into the parking garage from 300 East and will provide safe circulation from the site.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

2. Whether the site design considers safe circulation for a range of transportation options including:
- a. Safe and accommodating pedestrian environment and pedestrian oriented design;
 - b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
 - c. Minimizing conflicts between different transportation modes;

Discussion:

- a. The project provides multiple pedestrian entrances along 300 East with only one vehicular access point to create a safe pedestrian environment.
- b. The proposal includes 46 indoor bike parking stalls as well as a bike repair and cleaning station. The site is within .1 mile of the Red Line TRAX stop.
- c. The site utilizes one driveway access point to the parking garage to minimize potential conflicts with pedestrians or bike lanes.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;

Discussion: The site design does not prohibit access to adjacent uses or amenities.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

4. Whether the proposed design provides adequate emergency vehicle access;

Discussion: Emergency vehicular access was approved by the Fire Department. Building permits will be reviewed for full compliance.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

Discussion: Waste and recycling is located within the parking garage and is out of view from the public right-of-way. Mechanical equipment is roof mounted and not visible from the street.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

Discussion: The site does not have any existing significant features.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.

Discussion: Public Utilities has reviewed and approved the plans. A full review of the utility plans will be conducted when the applicant applies for a building permit.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

ATTACHMENT G: 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:

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.

Discussion: The purpose of the R-MU Residential/Mixed Use District is to reinforce the mixed-use character of the area and encourage the development of areas as high-density residential urban neighborhoods containing retail, service commercial, and small-scale office uses. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.

The project is in line with the purpose of the R-MU district by providing a high-density residential building with ground floor retail space. The building utilizes glass, banding, and material changes to relate to the pedestrian scale. The site is within proximity to the downtown and mass transit yet provides sufficient on-site parking for residents.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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

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

Discussion:

1. All primary building entrances face the public sidewalk along 300 East.
2. The building is proposed with a 0' front yard setback, which is in accordance with the standards of the R-MU zone.
3. All parking will be in a 3-story parking garage at the rear of the site.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion:

1. The ground floor of the development is highly transparent and includes a residential lobby, retail space, and a fitness center.
2. The ground floor includes 55% glazing between 3' – 8', where at least 40% is required.
3. The building provides traditional storefront windows for the retail, lobby, and fitness center spaces. It will include 3 stories of dark brick capped with a horizontal metal banding to create a pedestrian scale. The building includes changes of plane and areas of relief to provide visual interest.
4. The building does not have outdoor patios or courtyards that face the street other than a 4' recessed area at the main building entrance, however there will be landscaping in front of the building to give visual connection to the street.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion:

1. The building does not step down to adjacent but does include design features to help it better relate to them architecturally. The “book ends” on the north and the south of the

building respond to the scale and massing of neighboring buildings by creating a strong horizontal feature similar in height to those buildings. The horizontal datum and the use of darker brick on the first 3 levels creates a more comfortable pedestrian scale.

The height of the building (124.5') is between the allowed height in the TSA-UC-C (95') and D-1 zones (no maximum height) which are found on the same block as this development. As properties on the block, and in the area, redevelop, it is anticipated they will be built to a height more consistent with this building.

2. The building design features a distinct base, middle, and cap which helps break the building into smaller portions visually. It also includes a vertical accent feature and framed "book ends" that create a visual reduction in the size and length of the building.
3. The project includes recessed balconies, fenestration, and window reveals to provide variety to the façade. The design features two prominent "book ends" to accentuate and frame the ends of the buildings.
4. The building has a traditional glass storefront which relates to surrounding buildings and those that could be constructed as properties redevelop. The windows and balconies on the first 3 floors relate in size and rhythm to those on the adjacent Sampson Altadena apartments.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion: The R-MU zone does not have a limit on the length of a street facing façade. The proposed building is 215' in length and has incorporated architectural features to reduce visual length. The façade includes vertical fins that create "book ends" that frame the building and reduce the visual length. The "book ends" feature a dark brick whereas the center portion of the building is a medium toned brick. There is also an accent wall that extends from the ground level to the roof. It projects from the wall plane and utilizes a material and color change to break up the visual mass and length of the building. The extensive use of glass along the first floor of the building also creates visual breaks in the façade at a pedestrian level.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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

1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
2. A mixture of areas that provide seasonal shade;
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.

Discussion: The project does not include any privately-owned public spaces.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion: The development utilizes architectural detailing to create visual breaks in the building and to help it relate to the height and scale of nearby buildings. The façade includes “book end” features with architectural metal that frame the upper stories of the north and south portions of the building. The “book ends” create a horizontal break that relates to both the neighboring buildings to the north and south. The overall height of the building is consistent with the future scale of allowed building heights in surrounding zoning designations and the scale envisioned in the community master plan.

The design includes distinct base, middle, and top sections of the building through material changes, projections, and color. The composition reduces the overall visual height of the building. The base section uses additional glass, darker brick, and horizontal datums to create a pedestrian scale to the building and to reduce the apparent height. A depiction of the base, middle, and top sections of the building has been included in Consideration 2 of this report.

The building includes architectural features to relate it to the size and scale of neighboring buildings but has an overall height that makes it compatible with potential redevelopment that could occur on the block and in the vicinity. A shadow impact study has been provided in Consideration 2 of this report which compares the impacts of shadows at the base 75’ height and the proposed 124.5’ height.

The simple cornices on the “book ends” help define the top of the building and relate to nearby buildings. The flat roofline is compatible with the overall form and composition of existing and potential development.

The building will contribute to the city skyline in the eastern portion of downtown. As the city continues to grow, it is anticipated that the D-1 zoned properties on the west side of the block would be redeveloped with buildings with even greater height.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion: All parking for the project will be located within the parking garage with one entry/exit point off 300 East.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.)

Discussion: All trash, service, and mechanical areas will be located within the parking garage and will be out of public view.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion: The applicant stated that illuminated building signage will be integrated into the project architecture, although final details have not yet been provided. The signage will be designed to ensure visibility at the pedestrian level and will not conflict with the landscaping.

Condition(s): Staff is recommending that final details for signage be delegated to staff for approval.

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion: The applicant has stated that streetlights for the development will be provided according to the Salt Lake City Street Lighting Master Plan. Lighting will be designed to eliminate light pollution and to prevent glare on neighboring properties. Building lighting will be coordinated with architectural and sign elements to provide street level visibility.

Condition(s): Staff is recommending that final details for the lighting be delegated to staff for approval.

Finding: Complies Complies with conditions Does not comply Not Applicable

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.

Discussion:

1. There are currently 5 young street trees and 1 mature street tree in various conditions of health in the parkstrip. The development proposes 8 new trees in the parkstrip. Urban Forestry has indicated that the removal of existing street trees will trigger the need for a tree removal mitigation fee to be paid by the developer, but that the proposed street trees are acceptable and consistent with City requirements.
2. The proposed hardscape will utilize pavers to differentiate between the public sidewalk and the private property. Materials with a high SRI will be used and no asphalt will be used on the property.

Condition(s):

Finding: Complies Complies with conditions Does not comply Not Applicable

ATTACHMENT H: 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:

- March 1, 2023 – The Central City Neighborhood Council was sent the 45-day required notice for recognized community organizations. The comment period ended on April 15, 2023.
- March 3, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- May 25, 2023- Revised drawings were received from developer and sent for new review.
- July 5, 2013- Central Community Council meeting held with applicant present.
- September 6, 2023- Revised drawings received from developer and sent to Central Community Council to review.

Notice of the public hearing for the proposal included:

- October 3, 2023
 - Public hearing notice signage posted on the property.
- October 5, 2023
 - Public hearing notice mailed.
 - Public notice posted on City and State websites and Planning Division list serve.

Public Input:

At the time of publication, comments have been received from the Central Community Council, as well as groups representing two neighboring properties. Those letters are attached below:



September 1, 2023

Eric Daems, Senior Planner eric.daems@slcgov.com
Council Member Ana Valdemoros ana.valdemoros@slcgov.com
Council Chair Darin Mano darin.mano@slcgov.com

RE: Central City Neighborhood Council Overland on Third Project Comments (Projects # PLNPCM2023-00113 (Design Review) and PLNPCM2023-00114 (Planned Development))

Dear Eric,

On July 5, 2023 the Overland Group presented the Overland on Third project to the Central City Neighborhood Council (CCNC). We heard the following concerns about the project from residents that live in the Sampson Altadena condos directly to the north of the project:

- The 125' height request - residents prefer to keep the 75' height requirement identified in the zoning ordinance. Keeping the height requirement will lessen the impacts to the residents by allowing for more natural light and not blocking all southern light from entering their buildings. The applicant can still achieve their preferred density by placing the majority of the apartments behind the building versus adding them vertically.
- The 10' setback request - residents prefer to keep the rear yard 30' setback identified in the zoning ordinance. Keeping the setback requirement will allow for sufficient open space between Overland and their buildings to minimize privacy and noise impacts.
- Lack of green space - the Central City neighborhood carries the density of the City and there is not enough green space in this development to accommodate all the new residents. It is preferred to see the developer create a larger community area/greenspace for neighbors and residents, especially if the building is pet-friendly. All the new incoming pets will need enough space to relieve themselves.

CCNC encourages the Overland Group to take these comments into consideration in order to minimize impacts to the Sampson Altadena residents.

Thank you for your time.

Rhianna Riggs, Chair
Central City Neighborhood Council

March 30, 2023

Dear Ma'am / Sir,

On March 12, 2023, we received an official notification from the city in regards to the proposed development on 320 South 300 East and 330 South 300 East in Salt Lake City, reference numbers PLNPCMs 2023-00113 and 2023-00114. As long-term residents and business owners in the area, we are officially submitting our comments to the city regarding the proposed development.

These comments are being submitted on the behalf of Shawn Wade, General Contractor and General Manager of Wade Construction, LC; Emily Nelson, Principal Architect of Fourier Architects; and Lloyd and Gwen Wade, property owners of 256 East Broadway, SLC, UT, 84111, specifically to address the ramifications of the requested property setback and open space exemptions requested by the Overland Group, as well as the effects of the reductions of required parking by the city for the development project identified above.

We are also seeking clarification from the city and want a chance to have the community involved in this process for further clarification as to what is currently permitted, what is asking to be exempted, and why special considerations by the city for this developer to the detriment of future developers and current residents and businesses is being considered / allowed.

Building Setback Objections

Per Salt Lake City's R-MU 21A.24.170, the rear-yard setback is 25% of lot depth, but not to exceed 30'. The proposed project is seeking an exception to the rear set-back requirements, allowing the property, 165' deep, to build with only maintenance access off of the rear property boundary. This would result in only 10' between built-out properties.

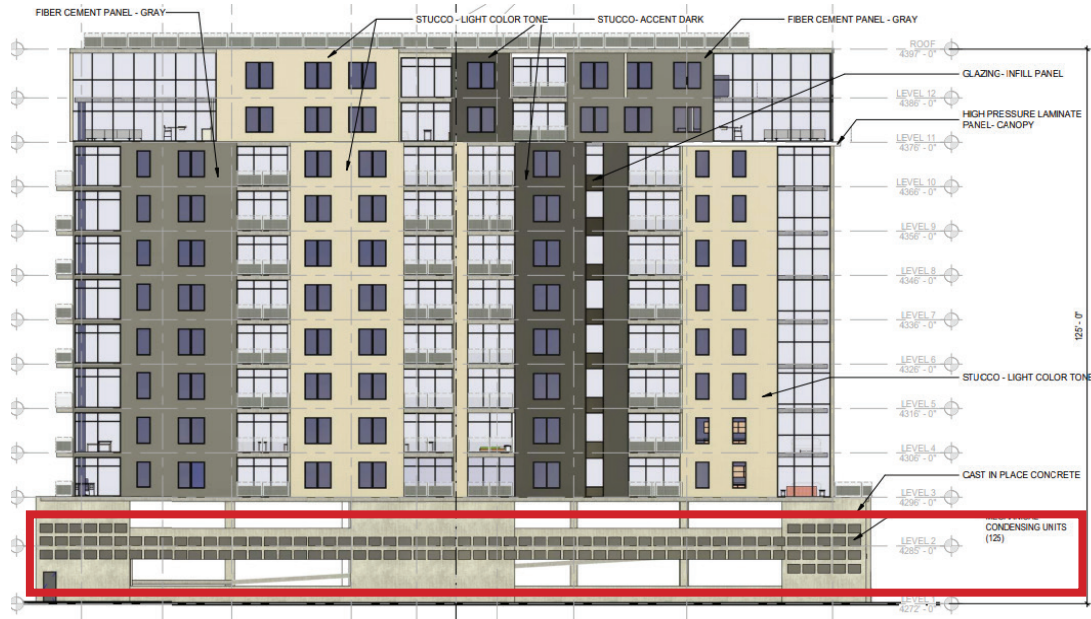
We strongly object to this exemption being approved.

The building setback guidelines are in place for a reason. This setback allows for the safety and comfort of the adjacent properties and their residents.

It is always been the Wade's intent to develop their own residential property to replace the Roosevelt apartment complex that was lost in a fire in 1991. Until the site is developed, the Wades entered upon an agreement with Diamond Parking. Diamond Parking is able to use the property as a parking lot until the lot is developed back into a residential building. However, if the lot at 256 East Broadway were to be developed into a residential property by the Wades or any future developer, that setback exemption sought by the Overland Group would cause undo hardship, financial loss, and potential safety issues.

If the Overland Group is not required to observe the 30' setback requirement, any future development at 256 East Broadway would result in the two buildings being so close together that it would be like passing a plate from the kitchen to the dining room to reach from one building to another. Imagine a 125' high slot canyon in the city, over 180' in length, straight up with no setbacks, with only a 10-foot-wide gap all the way to the sky!

Additionally, there are 125 mechanical condensing units mounted on the wall that would face the Wades' property, all about one (1) story off of the ground. This cuts into the 10' space by about another 18". Overall, this would kill the east side light, views, and air, while adding heat and noise pollution. If the mechanical units are 2 ton, 24,000 BTU of heat is generated for each during summer heat, for a total of (3) million BTUs of heat directed at the Wades' building site. Mitigating this level of heat pollution would be an extreme cost burden to the Wades' proposed development.



Depiction of 125 Mechanical Condensing Units Mounted to West Wall

Safety concerns of fire/egress/evacuation from the buildings and property would arise, such as the possible burden of a required fire lane cutting into the Wades' secondarily developed property. With no rear setback, the space between the buildings would not be big enough for a fire lane, (min. 20' with a wide enough turning radius at the end). We would hope for at least the full 30' rear setback as required by code, as even 30' is narrow (the width of a smaller 2-way residential road). Current zoning grants the Wades' property zero (0 foot) side setbacks, which would be infringed upon if this exception were allowed.

Open Space Exemption Objections

Per Salt Lake City's R-MU 21A.24.170, there is a requirement for a 20% minimum open space requirement / no less than 20% of the property that shall be reserved for open space. Per SLC code 21A.62.050, open space may take the shape of "landscape yards or plazas and courtyards" that are set aside for the purpose of "conservation or recreation".

Currently, according to code, the Overland Group would be required to provide 6,622 square feet (20% of 0.76 acres) of open space. However, if the exemption is approved by the city, the only green space / open space in this development would be the city-owned park strip in the front of the building bordering the street, and the Overland Group would be providing zero (0 sf) open space / green space to the community.

We object to this exemption being approved. We object to this development providing no plaza, greenspace, or landscaping apparent and accessible to the community. We also object to any of the 10' space that is designated for the 125 mechanical units satisfying any open space requirements.

Parking Concerns

We are concerned as to how many parking spaces, if any, will be required for this proposed Overland Group development. We are unclear of the city's requirement for this development due to conflicting data from both the city and the Overland Group. We are hoping that the city and the Overland Group will take into account the impact that this development will have on the neighborhood. The project is slated for mixed-use space, and any parking for any retail space has not been designated in the submitted plans. There are also discrepancies in the submitted project description from the Overland Group; the written narrative describing the proposed parking does not reflect the tables in the project description (see pages 1-2 of the Design Review Application, attached). Additionally, there are discrepancies between what Ken Holman of the Overland Group and the city has communicated to us and the public:

- In a personal email from Ken Holman of the Overland Group dated 16 March 2023 (please see attached), he states that, "Our intent is to build a 12-story, 200-unit, mid-rise apartment project. Since the property is already zoned for apartments, ***the city will approve the project with a parking requirement of only 0.5 stalls per unit*** (100 parking stalls)."
- The official notification from the city dated 12 March 2023 (see attached), states that the proposed development would be a 246-unit mixed retail and living space, which would require at least 123 parking stalls at the quoted 0.5 ratio.
- In an email from Ken Holman, representing the Overland Group, dated 16 March 2023 (see attached), he proposes to build a multi-level parking structure to replace the current Diamond Parking lot located on 256 East Broadway in order to accommodate "about 200 stalls" that "... ***would provide the parking we desire for the apartment residents at night.***"

We contend that the low 0.5 parking ratio that is being requested by, or, approved for the Overland Group comes at the expense of the current property owners and business operations at 256 East Broadway, Salt Lake City, 84111.

We are very concerned that the developments will not have enough parking spaces needed for future residents and add to the demand on the existing on-street parking. There currently is on-street parking on 300 East and 300 South which is intended for the ease of patronizing the nearby community resources and retail spaces. We know that residents will not automatically ditch their vehicle upon moving into this residence, and insist that the city and the Overland Group plan accordingly. We are concerned that the overflow of the residential parking will spill onto the on-street parking intended for short-term parking for the local business and community resources. We do not wish to see the on-street stalls become paid parking that could result in business loss to current businesses in the area, nor see the parking spots intended for businesses be used for residential use which would thereby also impact the local businesses in the area as their intended customers will not be able to find parking.

We contest to any plans or decisions incorporating or assuming parking in the Diamond Parking lot at 256 East Broadway for possible parking options for future patrons or residents be entertained or considered, as the intent is to also develop a residential building at that location. We contend that the nearby TRAX station should also not impact any decisions on the parking required for this development. We do not want to city's residents to bear the burden of the shortfall of stalls on the property.

NOTE: The proposed plans for the Overland Group's development state they will provide 149 parking stalls in 3 levels of parking on their site, and submitted design review plans show 61 car stalls (10 of those tandem), and 34 motorcycle parking stalls (4 of those tandem). Ken Holman's email states that the city is requiring a 0.5 ratio, totalling 100 stalls. The city's Notice of Application states that there are a proposed 246 unit dwelling, which at a 0.5 ration would be 123 stalls.

Summary

We would like the city to clarify:

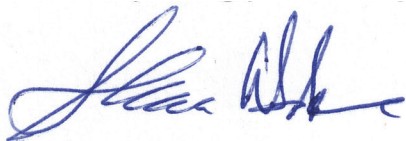
- the exact required unit:parking stall ratio for mixed-use retail/residential space for this area
- if any retail space would also be required to have parking stalls reserved inside the Overland Group's parking structure
- any reasons why this development would qualify for a reduced unit:parking stall ratio
- the exact number of proposed dwelling units (the Overland Group has stated only 200 units with 100 required stalls vs the city's notification that stated 246 units)

We have provided in writing on this date that **we object to**:

- the approval of 246 dwelling units by the city vs the 200 stated by the Overland Group, as the increase of dwelling units is only feasible with the exception of the rear setback requirements
- the approval of the exemption to the 30' rear setback
- the reduced unit:parking stall ratio of 0.5 as other places throughout the city require 1.25 or 1:1 (depending on location), if it is so reduced for this development project

We implore the city/ council to:

- enforce or add, if not already included, the requirement to provide retail stalls in the Overland Group's parking structure for their retail space, and not to depend on the currently well-used on-street parking provided by the city, nor the Diamond Parking lot on Broadway

 30 March 2023

Shawn Wade
General Manager, Wade Construction LC

 3.30.2023

Emily Nelson, AICP, CAC, LEED AP BD+C, NCARB, NCIDQ
Principal Architect, Fourier Architects

 3-30-23

Lloyd & Gwen Wade
Property Owners of 256 East Broadway, SLC, 84111

Copies to:

Eric Daems, eric.daems@slcgov.com
Rhianna Rigs, rriggsslc@gmail.com
Central City Neighborhood Council Members

Anne Ruth Isaacson, President
Sampson-Altadena HOA Board of Directors
276 E. Broadway, Salt Lake City, Utah 84111
August 9, 2023

Eric Daems, Senior Planner
Planning Division
Salt Lake City Corporation
RE: Projects # PLNPCM2023-00113 (Design Review) and PLNPCM2023-00114 (Planned Development)

Dear Mr. Daems,

The Sampson-Altadena Homeowner Association Board of Directors respectfully submits the following comments regarding the Overland-On-Third Application for Design Review and Planned Development w/project numbers referenced above and situated at 320 & 330 S. 300 E, Salt Lake City, Utah 84111.

Verbiage in bold italic is directly from the “Approval Criteria for the Design Review Request (21A.59):

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

Is the proposed project a more “enhanced product” without strict application of land use regulations:

The program elements listed in the Overland-On-Third proposal can adequately fit geometrically within the footprint of the applicant’s building lot, at a maximum height of 75 feet (as outlined in the code). The proposed site “utilization,” however, presents as a 216-foot wide by 75 foot deep by 132-foot high (to “bottom” of parapet, above grade) building. Then at the rear of the site, where the proposed high-rise portion is not situated, the lot has a remaining area of 181 feet in length by 90 feet in depth. The proposed use for that rear lot portion is proposed as a 3-story (above grade) parking structure (and a partial level 3rd floor amenity deck which is blocked from public view and situated south of the parking garage) which is the full breadth of 181 feet by a height of 28 feet to the overall roofline and to a depth of 80 feet. Let us consider how this site is being utilized to provide the stated programmatic density...

The building programmatic volume as proposed by applicant:

The proposed interior envelope (124.5 FT high by 214 FT width by 70 FT depth high (accounting for volume loss due to additional ceiling to floor space)) volumetrically translates to a 1,865,010 cubic foot structure at the front of the lot. The proposed parking and spa total interior envelope (24 FT high by 179 FT width by 79 FT deep) volumetrically translates to a 339,384 cubic foot structure proposed at the rear of the lot. This translates to an overall 2,204,394 cubic feet of interior program space.

The building programmatic volume if height were built to the code limit of 75 FT:

If the developer held to the code of the 75-foot height alone, the building volume would be at the front of the site 75 feet deep by 216 feet long by 75 feet high; Volumetrically at the front of the site the interior envelope (73 FT deep by 214 feet wide by 74.5 FT high (accounting for volume gain due to less ceiling to floor space)), totaling 1,163,838 cubic feet. The built area at the rear of the site at 80 feet deep by 181 feet in width by 75 feet high; Volumetrically at the rear of the site the interior envelope (79 FT deep by 179 feet wide by 74 FT high) totals 1,046,434 cubic feet. In total that translates to 2,210,273 cubic feet of interior program space.

The resultant building programmatic volume density at a 75 FT maximum height achieves a better site utilization than the proposed design shown with a 132-foot height parapet:

Looking at the two options above, building to the 75-foot maximum building height, as per code, but reducing the rear yard setback to 10 FT (as proposed by the developer) in lieu of code required 30 FT setback, results in a programmatic volume which is 5,879 more cubic feet of program space than the structure proposed.

Overland-On-Third, therefore, can achieve this same “density” without adding more than 57 feet of height to the structure above and beyond the code.

Creating a More Enhanced Project:

In consideration of making a more enhanced project, we understand developers can present a design which exceeds the current code to achieve such a goal. However, the proposed design is not respecting other elements of the Approval Criteria for the Design Review Request (21A.59) to truly provide an enhanced project...

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

- 1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;***
- 2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;***
- 3. Whether building setbacks along the perimeter of the development:***
 - a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.***
 - b. Provide sufficient space for private amenities.***
 - c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.***

The Sampson-Altadena HOA respectfully asks the Planning Commission to consider whether the proposed design is compatible with the adjacent historic structures to its’ immediate north (as well as all other structures on the 300 block of 300 E), in scale mass or intensity; whether the building materials in the proposed planned development are compatible with the neighborhood; whether its’ proposed building setbacks along the perimeter of the development provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts to privacy and noise. Also consider whether the proposed design maintains the visual character of the neighborhood, while

considering as an example of the entire block of 300 E between 300 S and 400 S which consists only of 3 ½ story-maximum buildings of brick façade. As an example, the below elevations of the two adjacent properties to the north of the proposed development which are on the National Registry of Historic places, The Sampson-Altadena HOA respectfully submits the design does not meet the Design Compatibility requirements intrinsic in an enhanced project:

The Altadena Façade:



The Sampson Building Façade:



While The Sampson-Altadena HOA submits that we disagree that the proposed design meets the criteria to exceed the existing code, we would like to be helpful in suggesting ways the proposed development might modify their design to be more in keeping with the criteria intended to create a more enhanced project, specifically, apply elements in the criteria in Section G which follows...

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

1. Human scale:

a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.

b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.

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.

In respect to the above criteria from the Approval Criteria for the Design Review Request (21A.59), Section G specifically, we would like to see the design modified to adopt elements of human scale, to reduce negative impacts, and to complement the cornices and rooflines of surrounding buildings, by:

- Utilizing setbacks to improve the building design so that it relates to the height and scale of adjacent buildings.
- Composing the design of the building with distinct base, middle and top sections to reduce the sense of apparent height.
- Minimizing the shadow impacts of building height by varying the building massing, with the most reduced height adjacent with the 3 ½ story historic adjacent structure.

We hope that our comments clearly show that the Overland-On-Third project as currently proposed will not result in a more “enhanced product” than would be achievable through strict application of the land use regulations.

Sincerely,

Anne Ruth Isaacson, Sampson-Altadena Homeowner Association President

Postscript: *The applicants’ drawings reference a right-of-way easement in the yard of the Sampson-Altadena HOA property. The right-of-way is for Association-relevant gas, power, and data utility company access only. It should not be construed in any way as a right-of-way for others. The Association has not granted right of way to others beyond HOA specific utility company access.*

ATTACHMENT I: Department Review Comments

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

Building: No objection- comments provided by Steven Collett

No specific Building Code comments on the rendering or drawings provided.

All new construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Existing structures on adjacent parcels shall not be made less complying to the construction codes than it was before the proposed construction.

HIGH-RISE BUILDING. A building with an occupied floor located more than 75 feet (22 860 mm) above the lowest level of fire department vehicle access.

Fire: No objections- comments provided by Douglas Bateman

The following will need to be addressed with the building permit:

- The issues related to fire department access roads being installed to within 150-feet of all ground level exterior walls (zero lot line build) will need to be addressed with alternate means and methods.
- The overhead power lines along the street front will need to be removed or buried.
- This is a high rise and would need to meet IBC chapter 4 requirements up to and including location of fire pump room and access

Housing Stability: No objections- comments provided by Tony Milner

The Housing Stability Division's comments on the Design Review and Planned Development applications for the Overland 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):

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 179 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 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.

Engineering: No objections- comments provided by Scott Weiler

No objections

Transportation: No objections- comments provided by Jena Carver

No objections

Planning: No objections subject to Design Review and Planned Development approval- comments by Eric Daems

1. Sub-grade transformer vault extending into public right of way will require approval from City Engineering Department.

Items to be addressed with Building Permit, but not necessary prior to Planning Commission hearing:

1. The submitted final subdivision application will need to be reviewed and found to meet the subdivision and zoning ordinance.
2. Bike racks on City property are subject to review and approval from the city Transportation Division. Otherwise, they must be located on private property.
3. Doors opening across property lines to be confirmed with Building Department.
4. Property is in the Groundwater Source Protection Overlay and building permits will be subject to the criteria outlined in 21A.34.060
5. Permits for signage should be sought separately according to 21A.46 and Design Review standards of 21A.59.050.J. Approval could be delegated to Staff by Planning Commission.
6. Provide complete landscape plans according to 21A.48.030 and park strip landscaping according to 21A.48.060.
7. Complete lighting plan will need to be provided. Approval can be delegated to Staff by Planning Commission.

Public Utilities: No objections- comments provided by Kristeen Beitel

Public Utilities has no issues with the added height.

In regard to reduced setbacks and reduced open space coverage, applicant should be aware that reducing setbacks and landscape areas may limit space/options for green infrastructure, which is required by Public Utilities. Applicant should also consider providing enough space for all required utilities with required clearances.

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.

- 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.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Parcels must be consolidated prior to permitting.
- Site utility and grading plans will be required for building permit review. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Grading plans should include arrows directing stormwater away from neighboring property. Please refer to APWA, SLCDPU Standard Practices, and the SLC Design Process Guide 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.
- 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.
- Covered parking area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible.

- This property is in the High-Profile Construction Area and will require a SWPPP.

Urban Forestry: No objection- comments provided by Rick Nelson

Urban Forestry can support this plan. The removal of the existing street trees will require the payment of a mitigation fee calculated in accordance with SLC Urban Forestry Tree Removal Mitigation Policy. This will be calculated at plan review based on size and condition of trees at that time.