



Memorandum

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Aaron Barlow, Principal Planner
aaron.barlow@slcgov.com, 801-535-6182
Date: March 27, 2024
Re: PLNTSD2022-01102 & PLNPCM2022-01103 Extension Request for Design Review
& TSA Score at Approximately 435 East 400 South

Extension Request: Design Review

PROPERTY ADDRESS: 435 East 400 South
PARCEL ID: 16-06-402-017-0000 & 16-06-402-020-0000
MASTER PLAN: Central Community, 400 South Livable Communities Project
ZONING DISTRICT: TSA-UN-C – Urban Neighborhood, Core Transit Station Area District
COUNCIL DISTRICT: District 4, Eva Lopez Chavez

ACTION REQUIRED

Vote on Granting a one-year time extension for Design Review and TSA Score approval at 435 East 400 South.

RECOMMENDATION:

Grant a one-year time extension for Design Review and TSA Score approval.

BACKGROUND/DISCUSSION:

The Planning Commission granted approval for the Design Review request at 435 East 400 South (case number PLNPCM2022-01102) on March 22, 2023. The approval granted the proposed building's façade along Denver Street to extend beyond 200 feet in length—the maximum length allowed for new buildings in the TSA-UN-C zoning district. Approval of the modification required additional scrutiny of the extended façade's design. With their approval, the Planning Commission imposed the following conditions:

Final review of the development is delegated to Staff. In addition to showing compliance with zoning regulations not modified through this request, the plans shall show compliance with the following Design Review standards:

- *J (Signage),*
- *K (Lighting, and*
- *L (Streetscape Improvements)*

Design Review approvals expire in one year “unless a building permit has been issued or complete building plans have been submitted to the division of building services and licensing.” The applicant has not submitted complete building plans to the Building Services Division and has not obtained any building permits for work on the development at this time. As such, in an email dated January 29, 2024, they requested an extension to maintain the original approval for an additional year. The Planning Commission may grant extensions for Design Review approvals for up to one additional year. An extension would push the expiration of the Design Review to March 22, 2025.

ATTACHMENTS:

1. [Time Extension Request Letter](#)
2. [Original Record of Decision Letters](#)
3. [Original Staff Report](#)

NEXT STEPS

Approval of the Request

If the extension is approved, the applicant will need to obtain a building permit or submit complete building plans to Building Services before March 22, 2025, or request another extension.

Denial of the Design Review Request

If the extension is denied, the applicant would need to resubmit a Design review application for the original project or develop an entirely new proposal.

Attachment 1: Time Extension Request

This page is intentionally left blank.

Barlow, Aaron

From: Gonzalo Calquin <Gonzalo@envisionarch.com>
Sent: Thursday, March 14, 2024 3:35 PM
To: Barlow, Aaron
Subject: Fw: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

GONZALO CALQUIN
Principal Architect
ENVISION ARCHITECTURAL GROUP
1178 Legacy Crossing Blvd
Centerville, UT 84014
c: (801) 510-2504

From: Gonzalo Calquin <Gonzalo@envisionarch.com>
Sent: Friday, March 1, 2024 5:02 PM
To: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: Re: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

Aaron,

The reason for the delay has been market conditions that have caused capital restraints. There have also been easement negotiations with neighboring properties.

Thanks,

GONZALO CALQUIN
Principal Architect
ENVISION ARCHITECTURAL GROUP
1178 Legacy Crossing Blvd
Centerville, UT 84014
c: (801) 510-2504

From: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Sent: Friday, February 16, 2024 9:27 PM
To: Gonzalo Calquin <Gonzalo@envisionarch.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: RE: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

Hi Gonzalo,

Your request has been received. Your request is scheduled to be reviewed by the Planning Commission on March 27, 2024. Per section 21A.59.060 Time Limit on Approved Applications for Design Review, only the request needs to be made before the expiration date. I will note that in my memo.

Regarding the memo, could you please provide a statement regarding the reason for the delay? This will give the Planning Commission some insight and reassurance on the state of the project. Thank you!

Sincerely,



AARON BARLOW, AICP | (He/Him/His)
Principal Planner
PLANNING DIVISION | SALT LAKE CITY CORPORATION
Office: 801-535-6182
Cell: 801-872-8389
Email: aaron.barlow@slcgov.com
SLC.GOV/PLANNING WWW.SLC.GOV

Upcoming Time off: February 19-March 1

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

From: Gonzalo Calquin <Gonzalo@envisionarch.com>
Sent: Monday, January 29, 2024 10:16 AM
To: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: Re: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

Aaron,

I am formally requesting an extension on PLNPCM2022-01103 and the associated TSA score.

Thanks,

GONZALO CALQUIN
Principal Architect
ENVISION ARCHITECTURAL GROUP
1178 Legacy Crossing Blvd
Centerville, UT 84014
c: (801) 510-2504

From: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Sent: Friday, January 12, 2024 7:06 PM
To: Gonzalo Calquin <Gonzalo@envisionarch.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: RE: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

Hi Gonzalo,

Send us an email formally requesting a six-month extension and we will start the process. Extensions are usually placed on the Planning Commission's Consent Agenda, so it will (hopefully) be a much quicker process. Have a great weekend!

Sincerely,

AARON BARLOW, AICP | (He/Him/His)
Principal Planner
PLANNING DIVISION | SALT LAKE CITY CORPORATION
Office: 801-535-6182
Cell: 801-872-8389
Email: aaron.barlow@slcgov.com



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

From: Gonzalo Calquin <Gonzalo@envisionarch.com>
Sent: Thursday, January 11, 2024 8:42 AM
To: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: (EXTERNAL) Re: Record of Decision Letter - TSA score letter

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

Aaron and Cassie,

Hope you guys are having a great start to the new year!

What do I need to get an extension on the design review approval? We are still working on the project but will not meet the one year timing for submittal. I believe there is a way to extend?

Thanks in advance.

Gonzalo Calquin
(801) 510-2504

From: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Sent: Thursday, March 23, 2023 5:15:03 PM
To: Gonzalo Calquin <Gonzalo@envisionarch.com>
Cc: Younger, Cassie <cassie.younger@slcgov.com>
Subject: RE: Record of Decision Letter - TSA score letter

Hi Gonzalo,

Cassie's letter reminded me that I had failed to send you the letter with your TSA development score. In addition to the Record of Decision Letter that Cassie sent you, you will need to include this letter with your building permit application. Please don't hesitate to reach out with any questions or concerns. Thank you!

Sincerely,



AARON BARLOW, AICP | (He/Him/His)
Principal Planner
PLANNING DIVISION | SALT LAKE CITY CORPORATION
Office: 801-535-6182
Cell: 801-872-8389
Email: aaron.barlow@slcgov.com

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

From: Younger, Cassie <cassie.younger@slcgov.com>
Sent: Thursday, March 23, 2023 3:55 PM
To: gonzalo@envisionarch.com
Cc: Barlow, Aaron <Aaron.Barlow@slcgov.com>
Subject: Record of Decision Letter

Gonzalo,

Congratulations on your approval last night. Attached is your record of decision letter. Among the conditions of approval, it should be noted that the approval does expire after one year, so you must submit a building permit by then.

Good luck with your project (and that billboard!)

Best,



CASSIE YOUNGER | *(She/Her)*
Senior Planner
PLANNING DEPARTMENT | SALT LAKE CITY CORPORATION
Phone: (801) 535-6211
Email: Cassie.Younger@slcgov.com
WWW.SLCMAYOR.COM WWW.SLC.GOV

Attachment 2: Record of Decision Letters

This page is intentionally left blank.



March 23, 2023

Gonzalo Calquin
1178 Legacy Crossing Blvd #100
Centerville, UT 84014

RE: Record of Decision for Petition PLNPCM2022-01103 Design Review for Residential Development at 435 E 400 S

Dear Mr. Calquin:

On March 22, 2023 the Salt Lake City Planning Commission granted Design Review approval for the property located at approximately 435 E 400 S.

This Record of Decision is provided to you indicating the date action was taken, the decision of the Planning Commission including any approval conditions, the one-year time limit on the approval, the limitations on modifications to the plans, and the 10-day appeal period.

Project Description

The Planning Commission reviewed and approved the following project:

Gonzalo Calquin of Envision Architects, on behalf of the property owner, is seeking Design Review approval for a street-facing building façade longer than 200 feet. The proposed multi-family residential development at the above-stated address is located in the TSA-UN-C (Transit Station Area Urban Neighborhood Core) Zoning District, and within Council District 4, represented by Ana Valdemoros.

Conditions of Approval

The following conditions were applied to the approval of the proposal:

Final review of the development is delegated to Staff. In addition to showing compliance with zoning regulations not modified through this request, the plans shall show compliance with the following Design Review standards:

- J (Signage),
- K (Lighting), and
- L (Streetscape Improvements)

Review Process Standards and Findings of Fact

The Planning Commission made specific findings related to the standards of review for Design Reviews as stated in Chapter 21A.59 of the Zoning Ordinance. The decision was also based on the purpose of the zoning ordinance, the purpose of the zoning district where the project is located, the information contained in the staff report, the project details provided by you, testimony from the public, and the discussion of the Planning Commission. Copies of this information will be made available online here: <https://www.slc.gov/planning/planning-commission-agendas-minutes/>.

Modifications to the Approved Plans

To obtain a building permit, all plans must be consistent with the plans reviewed and approved by the Planning Commission. Except where specifically modified by the Planning Commission as a condition of approval, modifications to the approved plans are limited by the following (see 21A.59.080 of the Zoning Ordinance):

Minor Modifications: The Planning Director may authorize minor modifications to approved design review applications as listed below.

1. Dimensional requirements that are necessary in order to comply with adopted Building Codes, Fire Codes, or engineering standards. The modification is limited to the minimum amount necessary to comply with the applicable Building Codes, Fire Codes, or engineering standards.
2. Minor changes to building materials provided the modification is limited to the dimension of the material, the color of the material, or the texture of the material. Changes to a different material shall not be considered a minor modification.

Other Modifications: Any other modifications not listed above will require a new application.

One Year Time Limit on Approval

No design review approval shall be valid for a period longer than **one year** from the date of approval unless a building permit is issued or complete building plans and building permit applications have been submitted to the Division of Building Services and Licensing. An extension of one year may be granted by the entity that approved the application. Extension requests must be submitted in writing prior to the expiration of the design review approval.

10-Day Appeal Process

There is a 10-day appeal period in which any affected party can appeal the Planning Commission's decision. This appeal period is required in the City's Zoning Ordinance and allows time for any affected party to protest the decision if they so choose. The appeal would be heard by the Appeals Hearing Officer. Any appeal, including the filing fee, must be submitted by the close of business on April 3rd, 2023.

The summary of action for the Planning Commission meeting is located on the Planning Division's website at:

<https://www.slc.gov/planning/public-meetings/planning-commission-agendas-minutes/>.

If you have any questions, please contact me at cassie.younger@slcgov.com or 801-535-6211.

Sincerely,



Cassie Younger
Senior Planner

cc: File



March 23, 2023

Gonzalo Calquin
Envision Architectural Group
1178 Legacy Crossing Blvd #100
Centerville, UT 84014

**RE: Transit Station Area Development Score Review for Petition PLNTSD2022-01102
Residential Development at 435 E 400 S**

Dear Mr. Calquin,

This letter is a notification of the development score review as determined by the Planning Department staff. Pursuant to chapter 21A.10 of the Salt Lake City Zoning Ordinance, a notice of application was sent out on December 9, 2022. The notice period ended on December 23, 2022. No response was received from abutting property owners related to the project. After completing a review of the revised plans, staff has given the proposed building a score of **158** out of the submitted 227.

Please see attached scoring sheets for more information. Usually, this would mean that no public hearing would be required for your proposal. However, Design Review approval from the Planning Commission is required for the proposed façade facing Denver Street would be longer than 200 feet in length. The Planning Commission granted approval for that request at their meeting on March 22, 2023, for petition PLNPCM2022-01103. The associated Record of Decision letter is attached.

As the applicant, you have the option to appeal this development score review to the Planning Commission. If you chose to appeal, a public hearing will be required per the requirements of the Salt Lake City Zoning Ordinance.

If you are satisfied with the score given, you can continue with your building permit submittal with Building Services. A full zoning review will be completed as part of the building permit review to verify that the drawings submitted for your building permit comply with the applicable zoning requirements. Additionally, the plans submitted for your development score will be compared with the plans submitted for your building permit, and you will be notified if there are any discrepancies between the two sets. If you have any further questions about this process, please contact me at 801-535-6182 or by e-mail at aaron.barlow@slcgov.com.

Sincerely,

Aaron Barlow, AICP
Principal Planner

Enc.

- TSA Score Sheet
- Record of Decision Letter for Design Review petition PLNPCM2022-01103

cc: File

Transit Station Area Development Guidelines Checklist
 See full Design Guideline document for all applicable point details.

CATEGORY	(Unless otherwise noted, points may only be obtained from one item in each guideline section.)			APPLICANT REVIEW	STAFF REVIEW	
	GUIDELINE SECTION	ITEM DESCRIPTION	VALUE			NOTES
Land Use	1.A. Intensity and Density of Use (Applicable to Core Area Only.)	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	20	20	20	Greater than 50 units per acre
	A project that meets at least one of the following requirements:	More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15			
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10			
	1.B. Intensity and Density of Use (Applicable to Transition Area only.)	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12			
	A project that meets at least one of the following requirements:	More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5			
	2. Integrated Mixed of Uses:	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	20	20	0	First-floor uses (leasing area, lobby, coworking area, and mail room) are accessory to multi-family use
	If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	15			
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10			
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6			

Transit Station Area Development Guidelines Checklist
See full Design Guideline document for all applicable point details.

Land Use	3.A. Mixed Income Housing A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	40			
		20% or more of the total dwelling units.	30			
		10% or more of the total dwelling units.	20			
	3.B. Mixed Income Housing An affordable housing project that is located in an area identified in the "Opportunity Index" map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:	Areas rated 5 or greater	20			
		Area rated 3 or greater	10			
	4. Accessible Dwelling Units A project which includes dwelling units designed as ADA accessible:	33% or more of the total dwelling units.	8			
		15% or more of the total dwelling units	5			
		10% or more of the total dwelling units.	3			
	5. Community Serving Uses Projects the include the following area of community serving uses: (Refer to Guidelines for qualifying uses.)	A minimum of 1500 square feet.	15			
		A minimum of 1000 square feet	10			
Building and Site Design		A minimum of 500 Square feet	5			
	6. Redevelopment of Surface Parking Lots A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking:	50% or more of the existing surface parking lot is covered by new buildings.	15	15	15	The existing parking lot serving the Beto's restaurant would be completely covered by the proposed development
		35% or more of the existing surface parking lot is covered by new buildings.	10			
		25% or more of the existing surface parking lot is covered by new buildings.	5			
	7. Redevelopment of Nonconforming Use or Noncomplying Building A project that includes redevelopment of a site containing a nonconforming use or non-complying building:	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	10	10	the restaurant with a drive-thru use will be removed with this proposal
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5			
	8. Removal of Billboards A project that includes redevelopment of a site containing a billboard:	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	10	10	The billboard on the site is proposed to be removed with this proposal
	9. Sustainable Site and Open Space Design A project that incorporates adopted sustainable policies of the City: (Points may be obtained from both items.)	The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10			
		The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5			

Transit Station Area Development Guidelines Checklist
 See full Design Guideline document for all applicable point details.

Building and Site Design	10. Green Building The following points will be awarded based on the level of LEED certification:	Platinum	50			
		Gold	40			
		Silver	30			
	11. Energy Efficiency Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score: <i>(For guidelines 1 through 4, points may only be obtained from one item. Points from guidelines 1 through 4 may be combined with points from guideline 5.)</i>	1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	50			
		2. The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	25			
		3. Solar array: 5 points for every 500 square feet of solar panels. Maximum 20 points.	20			
		4. Geothermal heating and cooling systems	10			
		5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5			
	12. 360 Degree Architecture A project that incorporates architecture features on building facades that are not adjacent to a street: <i>(See Guideline for required elements.)</i>	Architectural detailing is wrapped around all four sides. See guideline document for specific detailing requirements.	20			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade. See guideline document for specific detailing requirements.	15			
	13. Historic Preservation Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district:	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40			
		National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits	40			
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5			
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50			

Transit Station Area Development Guidelines Checklist
See full Design Guideline document for all applicable point details.

Building and Site Design	14. Building Materials Projects that incorporate high quality, durable and low maintenance building materials:	At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim	20			Approximately 78% of all street-facing façades are clad with durable materials (see plans included with Attachment B).
		At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim	15	15	15	
	15. Corner Buildings Buildings located on the corners of intersecting streets that address both streets:	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	10	0	The proposed building does not have a corner-oriented entrance.
	16. Rooftop Design and Use A project that incorporates a rooftop use: <i>(Points may be obtained from both items.)</i>	A rooftop of a building is used as a common space for the building occupants. A roof includes at least one of the following design features: Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line.	6	6	6	Plans show some proposed amenity space on part of the roof. Cornices (sometimes of minimal, contemporary design) are proposed on all street-facing façades.
			5	5	5	
	17. Eyes on the Street and Public Spaces Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces:	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 5 feet and include at least 30 square feet of space	15	15	15	
	18. Lighting A project that includes a lighting plan that accomplishes at least one of the following:	Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; or Highlights artwork or unique landscape features.	6	6		
Public Spaces	19. Signs Signs that meet the intent of this guideline shall have the following points added to the development score:	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2			
		An awning or canopy sign that is integrated into the design of the building.	2			
		A monument sign that is integrated into the site and compatible with the building architecture.	2			
	20. Public Spaces and Plazas Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way:	A project includes a minimum of 15% of the total lot area.	15			
		A project includes a minimum of 10% of the total lot area.	10			
		A project includes a minimum of 5% of the total lot area.	5			
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3			

Transit Station Area Development Guidelines Checklist
 See full Design Guideline document for all applicable point details.

Public Spaces	21. Streetscape Amenities A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape:	At least 4 street furnishings	3			
		At least 3 street furnishings	2			
		At least 2 street furnishings	1			
	22. Public Artwork Projects that include public art in a location where it is readily visible from a public space:	2 points per art piece, up to a maximum of 6 points	6			
Circulation	23. Connections and Walkways Projects that include connections and walkways from buildings, parking lots and private open space to public spaces: <i>(Points may be obtained from both items.)</i>	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4			
	24. Bicycle Amenities A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance: <i>(Points may be obtained from multiple items.)</i>	The project includes lockers, changing rooms for cyclists and showers.	6			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	3		No bike amenities shown on plans
		The project incorporates art into the design of the bicycle amenity.	3			
	25.A. Access to Transit: A project located within close proximity to a transit station shall have the following number of points added to the development score: <i>(Applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.)</i>	The project is located within 300 feet, measured along the most direct, legal walking path.	15			Library and Trolley Stations are both within 1500 feet of the subject site.
		The project is located within 750 feet, measured along the most direct, legal walking path.	10			
		The project is located within 1500 feet, measured along the most direct legal walking path.	5	5	5	
	25.B. Access to Transit: A development that provides transit passes to residents as follows:	A multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	15			
	26. Public Walkways Interior to the Block A development that includes public walkways through the interior of blocks: <i>(To qualify for these points, the walkways cannot be fenced or gated.)</i>	The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	30	30	0	The shared right-of-way on the property is not public and serves only tenants of the relevant properties.
		The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties.	20			

Transit Station Area Development Guidelines Checklist
 See full Design Guideline document for all applicable point details.

Parking	27. Parking Structure Design Parking structures that incorporate the following:	100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	25			A significant portion of the façades that would not face a street are proposed to be clad with concrete.
		75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	20	20	20	
		For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.	25			
	28. Alternative Vehicle Parking Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles: (Points may be obtained from multiple items.)	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5			The proposal include 8 electrical vehicle stalls.
		A project includes dedicated parking stalls/equipment for a car sharing program.	3			
		A project includes a charging station for electric vehicles: Level 1 Station: 2 pts per stall, max. 6 Level 2 Station: 3 pts per stall, max 9 Level 3 Station: 4 pts per stall, max. 12	12	12	12	
	29. Parking Ratios Projects that provide parking in the ratios indicated:	Residential developments with a parking ratio less than 1 stall per unit:	25	25	25	The proposed development would have a ratio of approximately 0.83. (129 stalls / 156 units)
		Residential development with a parking ratio less than 1.25 stall per unit	15			
		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet	20			
Community Engagement	30. Neighborhood Input	Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held	10			
		Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held	10			

		Applicant Total	Staff Total
Approval Process			
Planning Commission Review Required	124 points or less	227	158
Administrative (Staff) Approval	125 points or more		



March 23, 2023

Gonzalo Calquin
1178 Legacy Crossing Blvd #100
Centerville, UT 84014

RE: Record of Decision for Petition PLNPCM2022-01103 Design Review for Residential Development at 435 E 400 S

Dear Mr. Calquin:

On March 22, 2023 the Salt Lake City Planning Commission granted Design Review approval for the property located at approximately 435 E 400 S.

This Record of Decision is provided to you indicating the date action was taken, the decision of the Planning Commission including any approval conditions, the one-year time limit on the approval, the limitations on modifications to the plans, and the 10-day appeal period.

Project Description

The Planning Commission reviewed and approved the following project:

Gonzalo Calquin of Envision Architects, on behalf of the property owner, is seeking Design Review approval for a street-facing building façade longer than 200 feet. The proposed multi-family residential development at the above-stated address is located in the TSA-UN-C (Transit Station Area Urban Neighborhood Core) Zoning District, and within Council District 4, represented by Ana Valdemoros.

Conditions of Approval

The following conditions were applied to the approval of the proposal:

Final review of the development is delegated to Staff. In addition to showing compliance with zoning regulations not modified through this request, the plans shall show compliance with the following Design Review standards:

- J (Signage),
- K (Lighting), and
- L (Streetscape Improvements)

Review Process Standards and Findings of Fact

The Planning Commission made specific findings related to the standards of review for Design Reviews as stated in Chapter 21A.59 of the Zoning Ordinance. The decision was also based on the purpose of the zoning ordinance, the purpose of the zoning district where the project is located, the information contained in the staff report, the project details provided by you, testimony from the public, and the discussion of the Planning Commission. Copies of this information will be made available online here: <https://www.slc.gov/planning/planning-commission-agendas-minutes/>.

Modifications to the Approved Plans

To obtain a building permit, all plans must be consistent with the plans reviewed and approved by the Planning Commission. Except where specifically modified by the Planning Commission as a condition of approval, modifications to the approved plans are limited by the following (see 21A.59.080 of the Zoning Ordinance):

Minor Modifications: The Planning Director may authorize minor modifications to approved design review applications as listed below.

1. Dimensional requirements that are necessary in order to comply with adopted Building Codes, Fire Codes, or engineering standards. The modification is limited to the minimum amount necessary to comply with the applicable Building Codes, Fire Codes, or engineering standards.
2. Minor changes to building materials provided the modification is limited to the dimension of the material, the color of the material, or the texture of the material. Changes to a different material shall not be considered a minor modification.

Other Modifications: Any other modifications not listed above will require a new application.

One Year Time Limit on Approval

No design review approval shall be valid for a period longer than **one year** from the date of approval unless a building permit is issued or complete building plans and building permit applications have been submitted to the Division of Building Services and Licensing. An extension of one year may be granted by the entity that approved the application. Extension requests must be submitted in writing prior to the expiration of the design review approval.

10-Day Appeal Process

There is a 10-day appeal period in which any affected party can appeal the Planning Commission's decision. This appeal period is required in the City's Zoning Ordinance and allows time for any affected party to protest the decision if they so choose. The appeal would be heard by the Appeals Hearing Officer. Any appeal, including the filing fee, must be submitted by the close of business on April 3rd, 2023.

The summary of action for the Planning Commission meeting is located on the Planning Division's website at:

<https://www.slc.gov/planning/public-meetings/planning-commission-agendas-minutes/>.

If you have any questions, please contact me at cassie.younger@slcgov.com or 801-535-6211.

Sincerely,



Cassie Younger
Senior Planner

cc: File

Attachment 3: Original Staff Report

This page is intentionally left blank.



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Aaron Barlow, Principal Planner, aaron.barlow@slcgov.com, 801-535-6182
Cassie Younger, Senior Planner, cassie.younger@slcgov.com, 801-525-8211
Date: March 22, 2023
Re: PLNPCM2022-01103 – Design Review at 435 East 400 South

Design Review

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

REQUEST:

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

RECOMMENDATION:

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

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

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Applicant Submittal](#)
- C. [Property & Vicinity Photos](#)
- D. [Zoning & Design Standards](#)
- E. [Design Review Standards](#)
- F. [TSA Scorecard](#)
- G. [Public Process & Comments](#)
- H. [Department Review Comments](#)

PROJECT DESCRIPTION



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

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

Site Conditions and Neighborhood Conditions

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

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

Building Details

Layout

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

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

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

Materials

The development proposal includes a mix of materials throughout the project. The ground floor façade consists entirely of glass and brick veneer. The upper floors of the street-facing façades would be sided with a mix of fiber cement panels

Quick Facts

Height: 83' (7 stories)

Number of Residential Units: 156 units

Ground Floor Uses: Lobby, mail room, co-working, clubroom, parking

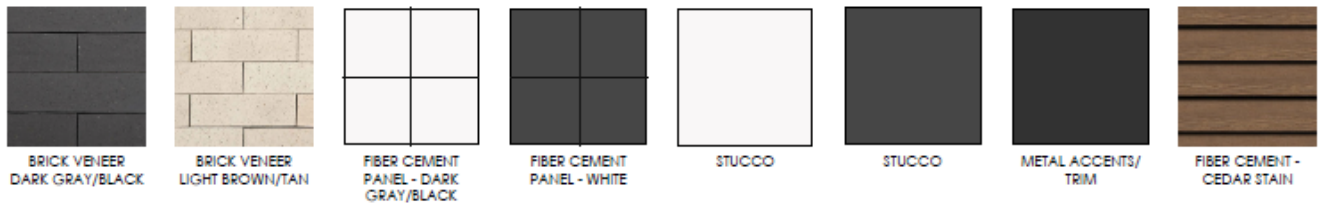
Upper Floor Uses: Residential units, third level pool deck, top floor roof patio, and a clubroom

Exterior Materials: Glass, brick, fiber cement panel, stucco, metal accents

Parking: 129 stalls (123 interior, 6 public)

Review Process & Standards: Design Review, TSA zoning standards, design standards, and general zoning standards.

and brick veneer, while the interior and rear facades would be lined with white stucco and cement. The color palette includes a combination of white, grays, and varying shades of brown.



Elevations

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

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

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



Denver Street façade



Transportation and Parking

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

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

APPROVAL PROCESS AND COMMISSION AUTHORITY

Review Process: Design Review

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

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

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

KEY CONSIDERATIONS

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

1. TSA Score
2. Requested Modifications
3. Master Plan Compatibility

Consideration 1: TSA Score

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

Consideration 2: Requested Modifications



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

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



The Denver Street façade has three primary masses that break apart the perceived length of this street face. These masses are separated by color, material, and breaks in the vertical plane (setbacks). The rooftop deck to the south helps add a void to the overall plane, while the change in color and material breaks up the façade into four distinct sections. Near the midpoint of the façade, the building is recessed 5 feet over the drive aisle on the upper levels, creating a visual gap between the white and gray sections when viewed from the street. This gap helps create the appearance of two separate buildings from a pedestrian perspective. The northernmost 17 feet of the building is also recessed back, helping to further decrease the perceived length of the façade.

Balconies, metal accents, and window design variations help further break up the façade into smaller sections. Windows along the façade vary in depth, design, and size to help differentiate each section of the long façade along Denver Street with a limited impact on the solid-to-void ratio. The absence of metal accents on certain sections allows them to recede into the background, breaking up the larger masses.

This request to modify must meet the standards as outlined in [Attachment E](#).

Consideration 3: Master Plan Compatibility

The proposed development is generally consistent with the adopted policies within the following plans:

- Plan Salt Lake (2015)
- Central Community Master Plan (2005)
- 400 South Livable Communities Plan (2012)

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

[Plan Salt Lake \(2015\)](#)

Applicable initiatives from the plan are below:

Growth:

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

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

Housing:

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

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

Transportation and Mobility:

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

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

[Central Community Master Plan](#)

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

- **Livable Communities and neighborhoods**

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

- **Pedestrian mobility and accessibility**

This project accomplishes this goal by having a high-density residential project close to two light rail stations and many commercial uses within walking distance of this development. This multi-family project is located within a mix used neighborhood that helps support pedestrian and public transit accessibility and decreases the need for a car for everyday trips.

400 South Livable Communities Project (Transit-Oriented Development)

The 400 South Livable Communities Project, adopted in 2012, is an amendment to the Central Community Master plan focused on Transit Oriented Development (TOD) around the Trax stations along 400 South. Its purpose is to “establish Transit-Oriented Districts that will provide residents with housing, transportation, and employment options at various densities near transit stations” and “Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.”

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

NEXT STEPS

Approve the Request

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

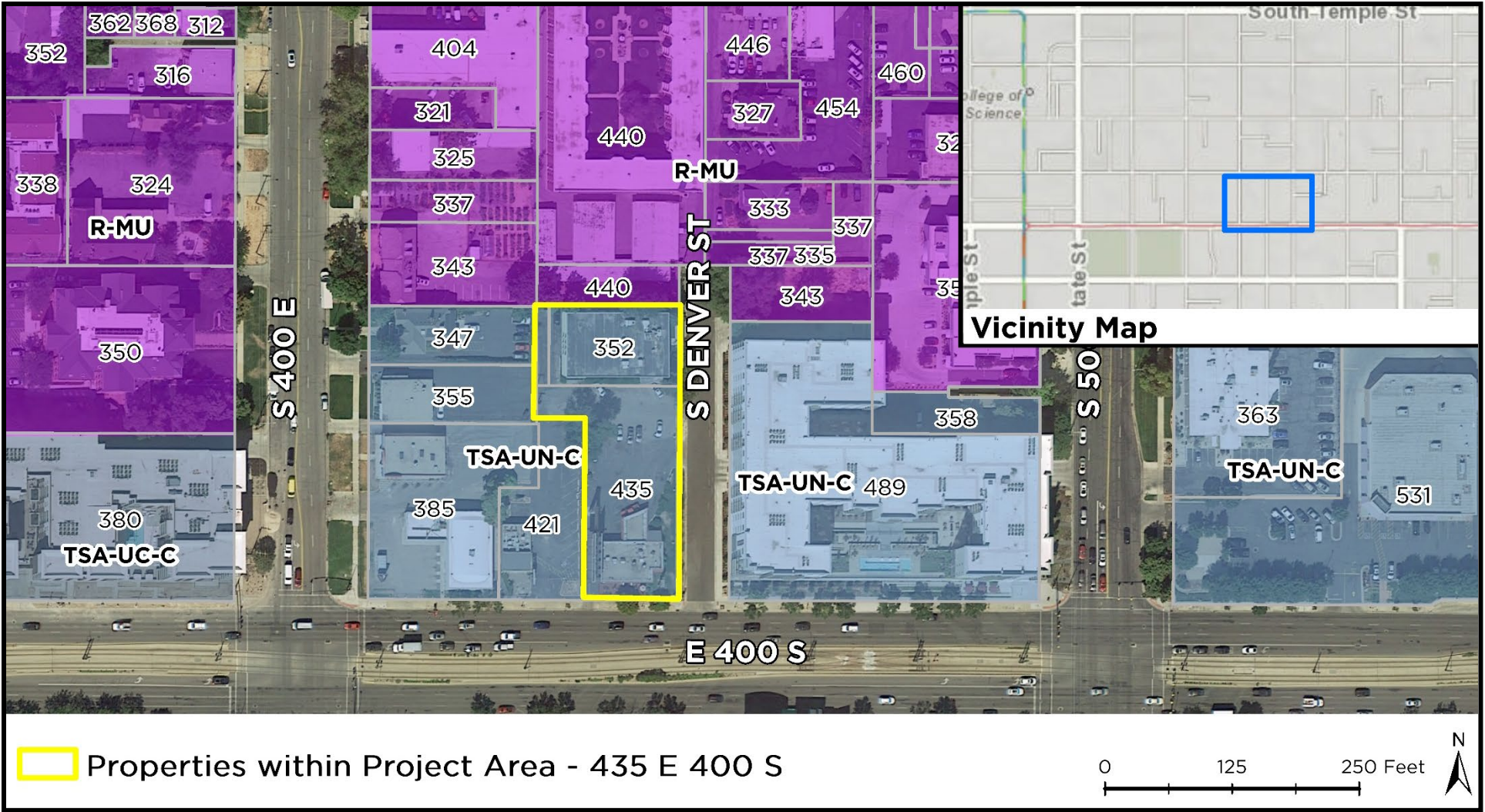
Table/Continue the Request

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

Deny the Request

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

ATTACHMENT A: Vicinity Map



ATTACHMENT B: Applicant Submittal

435 E 400 S Development

Design Review

February 10, 2023



Contents

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

01. Project Description

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

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

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

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



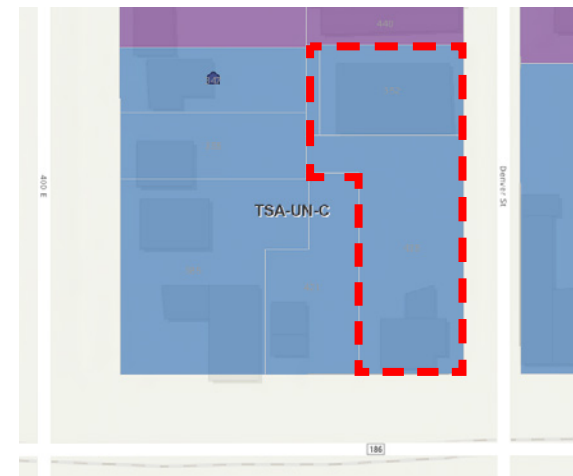
Project Information

- Lot Area: 32,434 SF (0.74 acres)
- TSA-UN-C Zone
- Overall building height: 83'-0"
- Type of construction: 3A (residential) over 1A (concrete levels)
- **The project is requesting relief from the 200' maximum facade length along Denver St.** The project complies with all other design standards.
- Residential Units: 156 units
- Parking: 153 residential stalls, 6 public stalls

02. Neighborhood & Site Analysis

The proposed project is located at the NW corner of 400 S and Denver St. The south portion of the lot is currently occupied by a small single-story restaurant. The existing building does not meet the criteria for the **TSA-UN-C** zone. The south parcel contains a large billboard which will be demolished as part of the project. The north side of the lot is occupied by a 3-story office building which fronts Denver St.

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



TSA-UN-C Zone

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

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





Site photographs

November 2022



Single-story restaurant on corner of 400 S & Denver St.



Existing ROW connecting starbucks parcel to Denver St.



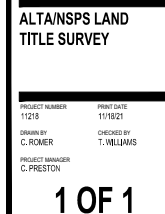
Office building on North parcel



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



View from across the street looking N.



Design Standards

TSA-UN-C Zone

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

03. Design Review Analysis

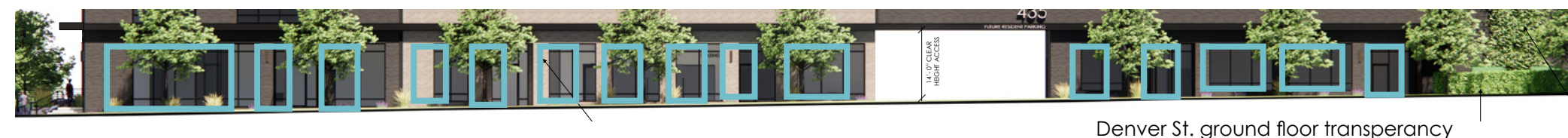
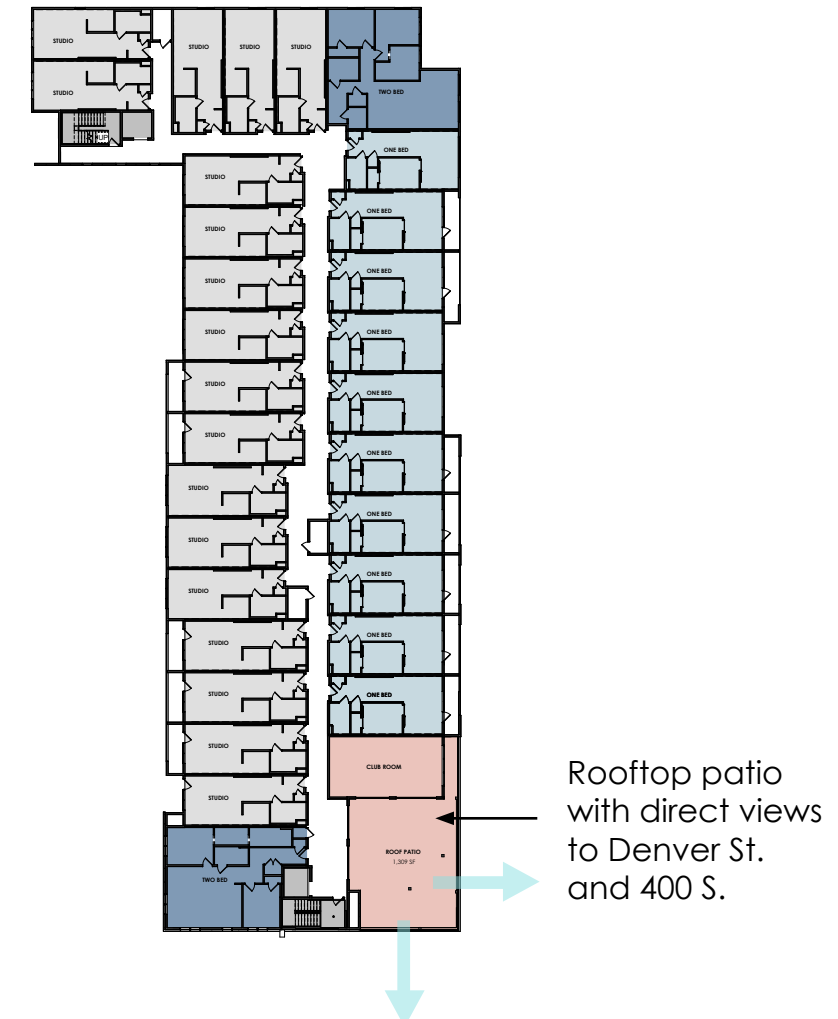
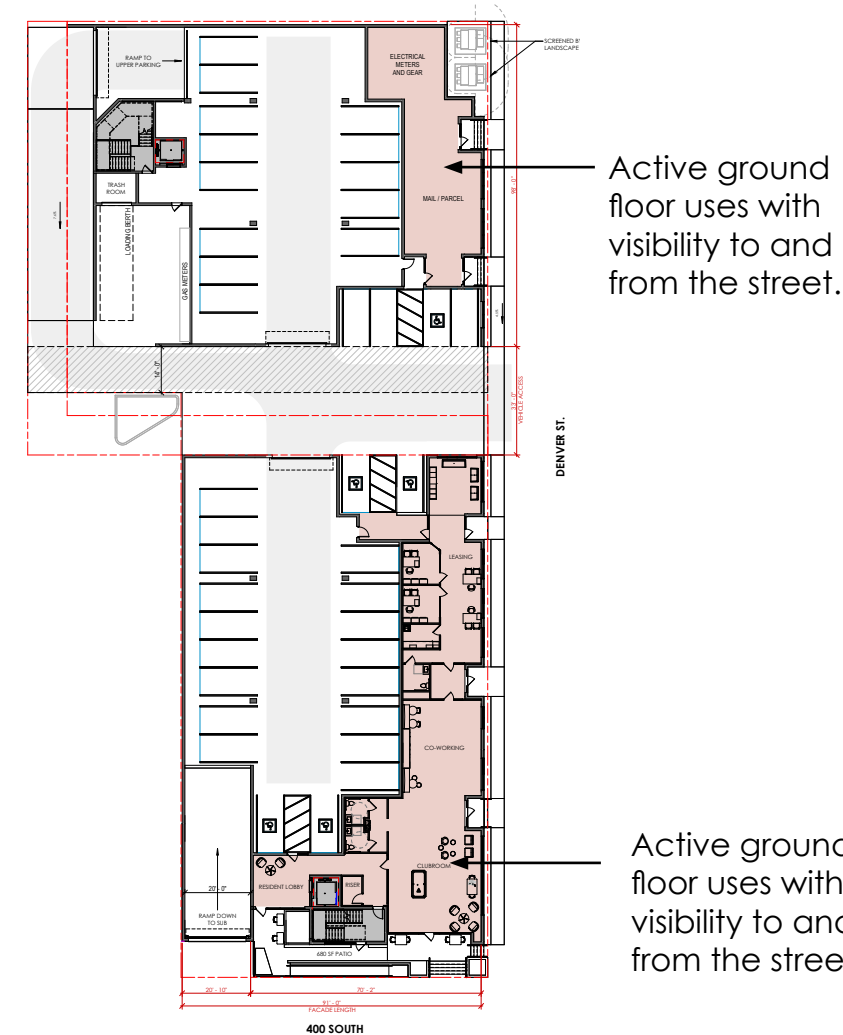
The project is requesting relief from the **street facing facade length** design standard. The TSA district has a 200' maximum length on street-facing facades. The proposed project exceeds the maximum length on Denver St. measuring at 280'.

Design Review Standards Directly Applicable:

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

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

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



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

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

Design Response:

- 1. Massing and scale of proposed project is consistent with all the multi-family developments along the 400 S. corridor and the TSA zone.
- 2. Building is broken down into smaller masses by breaks in the facade, recesses, changes in material. See section E on next page.
- 3. Horizontal treatments such as recessed balconies, horizontal banding (trim) are used to create shadow lines and changes in the vertical and horizontal plane and add depth to the facades.
- 4. Window and door sizes are consistent with that of the established character of the surrounding site.



Quattro

Proposed Project

Encore

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

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

Design Response:

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

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



Looking west from Encore (wide lens perspective, recessed facade not visible on north end)

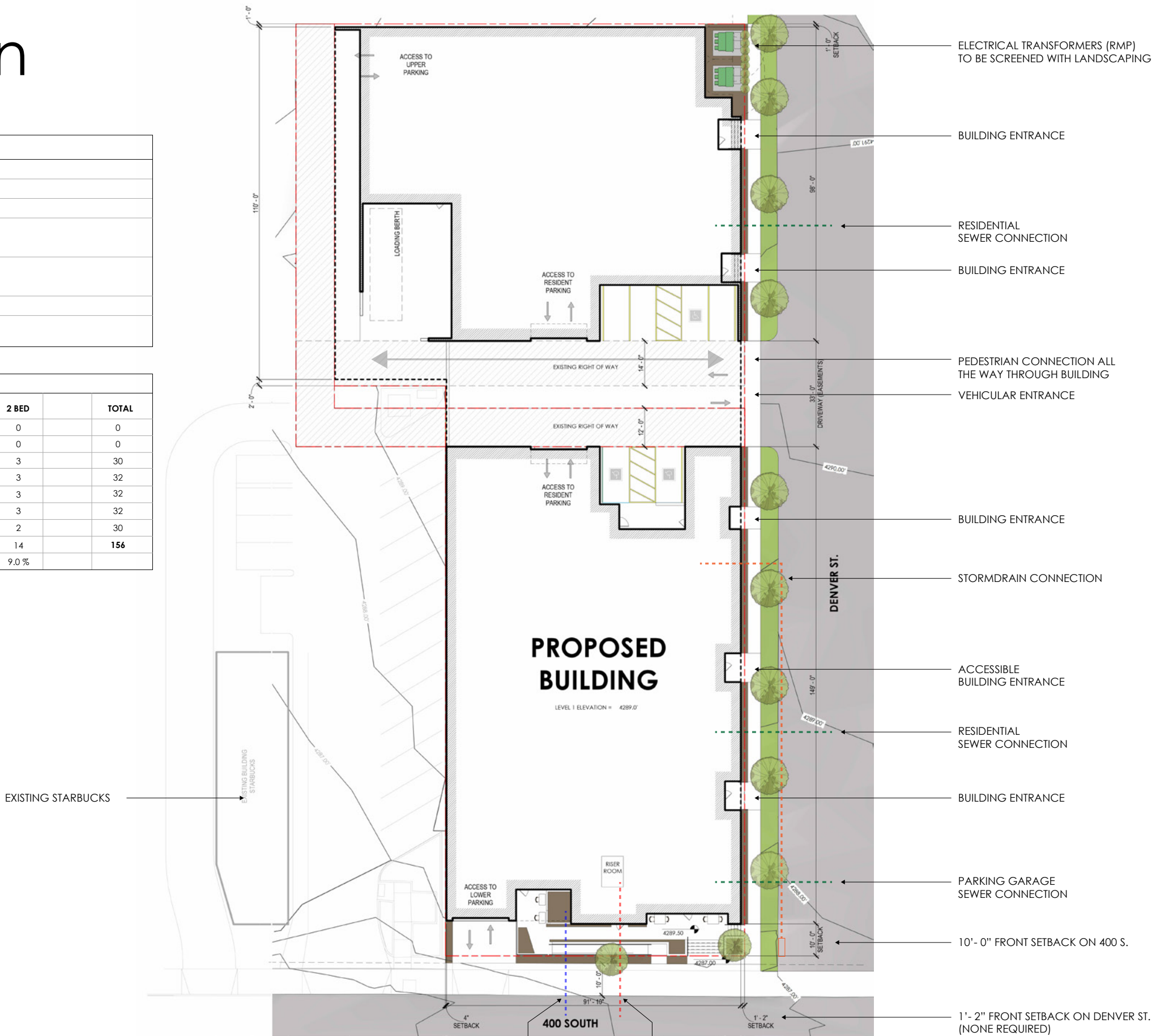


Looking north on Denver St.

04. Site Plan

PROJECT INFORMATION	
ZONE	TSA UN-C
LOT SIZE	32,434 sf = 0.74 acres
BLDG. FOOTPRINT	29,283 SF
NUMBER OF STORIES	6 ABOVE GRADE 1 SUB-GRADE
CONSTRUCTION TYPE	5 LEVELS III-A OVER 3 LEVELS I-A
TOTAL UNIT COUNT	156 UNITS
PARKING COUNT	153 RESIDENTIAL STALLS 6 PUBLIC STALLS

RESIDENTIAL UNITS				
UNITS	STUDIO	1 BED	2 BED	TOTAL
LEVEL 1 - STREET	0	0	0	0
LEVEL 2 - UPPER PARKING	0	0	0	0
LEVEL 3 - PODIUM	16	11	3	30
LEVEL 4	18	11	3	32
LEVEL 5	18	11	3	32
LEVEL 6	18	11	3	32
LEVEL 7	18	10	2	30
TOTAL UNITS	88	54	14	156
	56.4 %	34.6 %	9.0 %	



BASE ZONING ORDINANCE STANDARDS		
STANDARD	PROPOSED	COMPLIES
DEVELOPMENT SCORE MIN: 125	DEVELOPMENT SCORE: > 125	YES
BUILDING MIN HEIGHT: 25'	PROPOSED BUILDING HEIGHT: 85'	YES
BUILDING MAX HEIGHT: 75' (85' WITH SCORE)	PROPOSED BUILDING HEIGHT: 85'	YES
MINIMUM LOT AREA: 2,500 SQ FT	PROPOSED LOT AREA: 31,077 SF	YES
OPEN SPACE AREA: 3,108 SQ FT	FRONT YARD : 680 SF POOL DECK: 2,636 SF ROOF DECK: 1,309 SF 4,625 SF	YES
PARKING SHALL COMPLY WITH 21A.44.020	PROPOSED PARKING COMPLIES WITH 21A.44.020	YES
PARKING PROHIBITED BETWEEN STREET FACING BUILDING LINE AND FRONT OR SIDE PROPERTY LINE	NO SURFACE PARKING PROVIDED, ALL STALLS ARE INTERIOR AND SCREENED FROM STREET	YES
MIDBLOCK WALKWAY TO BE PROVIDED IF IDENTIFIED IN MASTER PLAN	NO MIDBLOCK WALKWAY IDENTIFIED IN MASTER PLAN FOR THIS SITE	YES

SETBACKS AND YARDS			
	STANDARD	PROPOSED	COMPLIES
400 S	MIN SETBACK: 10', AND 50% OF STREET FACING FACADE BUILT TO MIN.	50% OF STREET FACING FACADE AT 10'	YES
	MAX SETBACK: 20'	MAX SETBACK: 11'	YES
DENVER ST.	MIN SETBACK: NONE	PROPOSED SETBACK: 1'-2"	YES
	MAX SETBACK: AT LEAST 50% OF STREET FACING FACADE SHALL BE WITHIN 5' OF FRONT PROPERTY LINE	PROPOSED SETBACK: 1'-2"	YES
SIDES & REAR	MIN SETBACK: NONE	NO REQUIREMENT	YES
	MAX SETBACK: NONE	NO REQUIREMENT	YES

TSA DESIGN STANDARDS 21A.26.078F		
STANDARD	PROPOSED	COMPLIES
DEVELOPMENT MUST COMPLY WITH DESIGN STANDARDS IN 21A.37	DEVELOPMENT SCORE: > 125	YES
EIFS AND STUCCO LIMIT: 10% OF UPPER LEVEL STREET FACING FACADES	NO STUCCO OR EIFS PROPOSED ON STREET FACING FACADES	YES
ENTRY FEATURE DESIGN STANDARDS 1. A RECESSED ENTRANCE THAT IS RECESSED AT LEAST FIVE FEET (5') FROM THE STREET FACING FACADE; 2. A STOOP THAT IS AT LEAST TWO FEET (2') ABOVE SIDEWALK LEVEL AND THAT INCLUDES AN AWNING OR CANOPY THAT EXTENDS AT LEAST THREE FEET (3') FROM THE STREET FACING BUILDING FACADE.	ALL REQUIRED ENTRIES ALONG 400 S. ARE ON A STOOP 2' + ABOVE STREET LEVEL. ALL REQUIRED ENTRIES ALONG DENVER ST. ARE RECESSED 5'-0" FROM THE FACADE.	YES

05. Renderings

Day rendering looking N







Pedestrian perspective from 400 S.





Podium level pool



Overhead perspective of 400 S streetscape

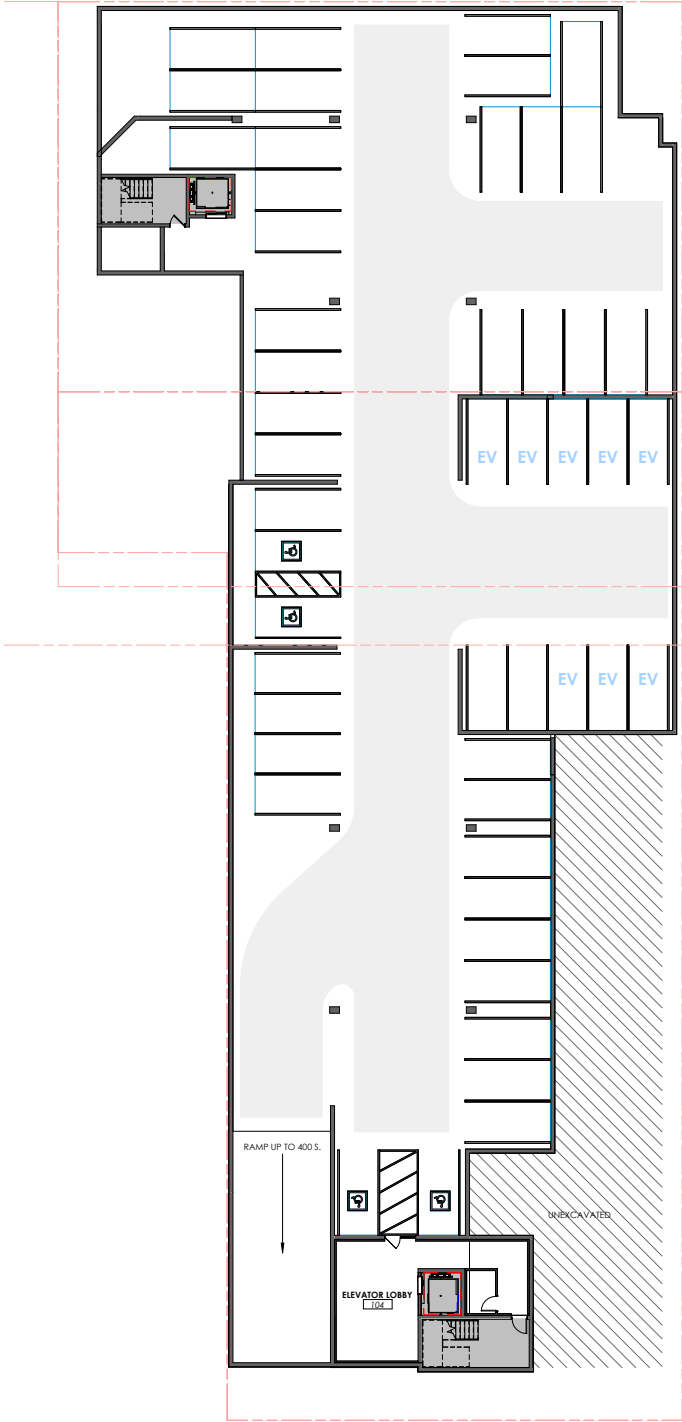


Podium level pool

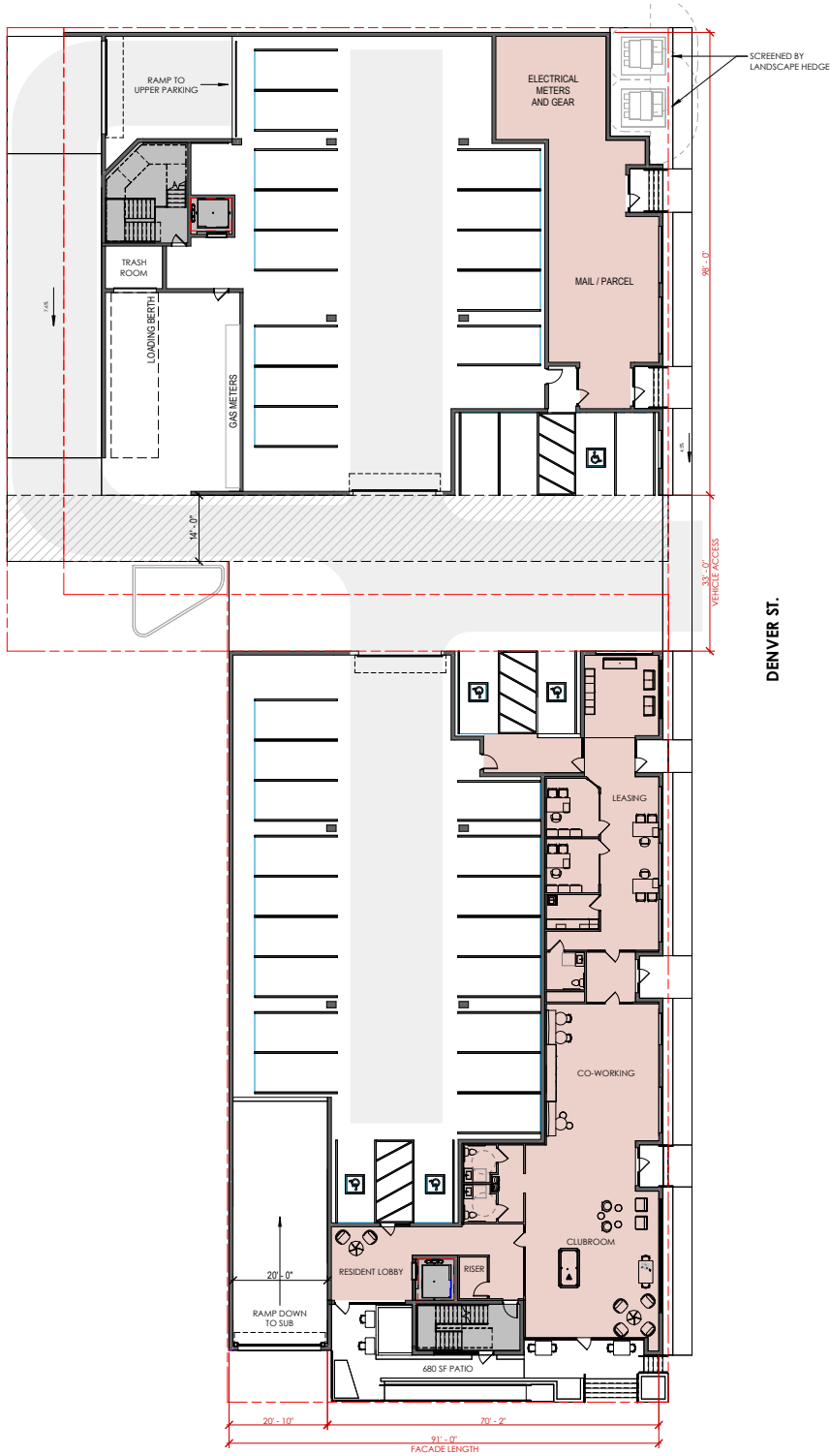


Drive lane through building

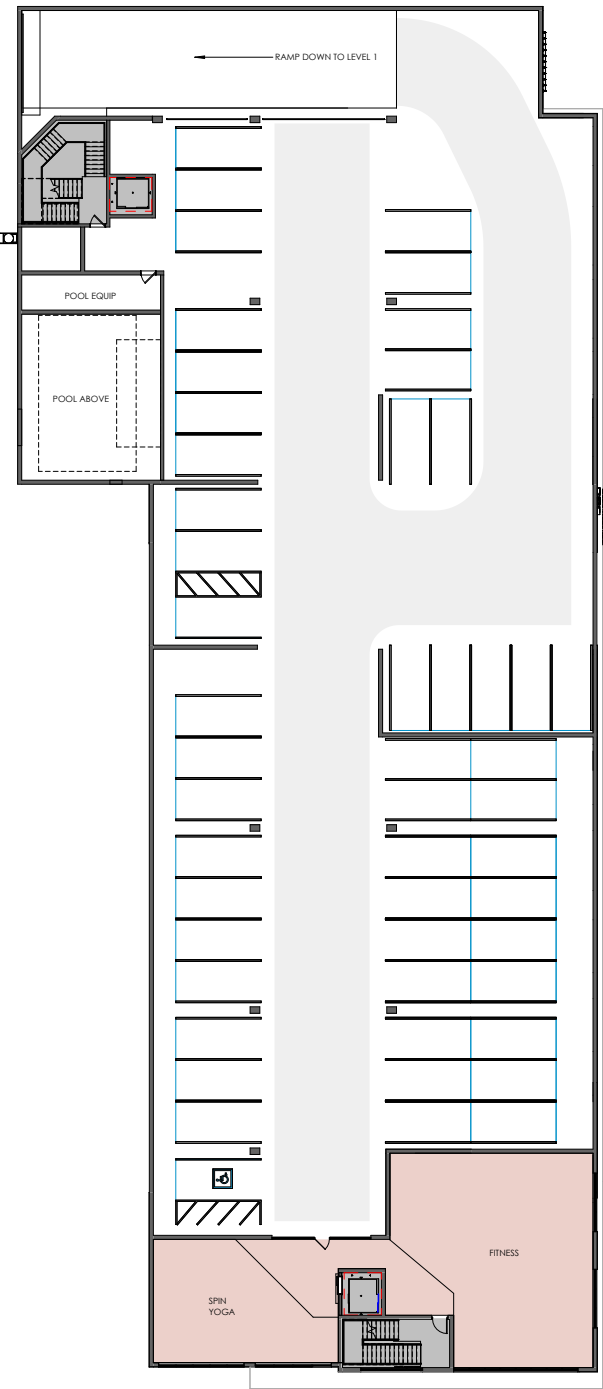
06. Plans, Elevations & Sections



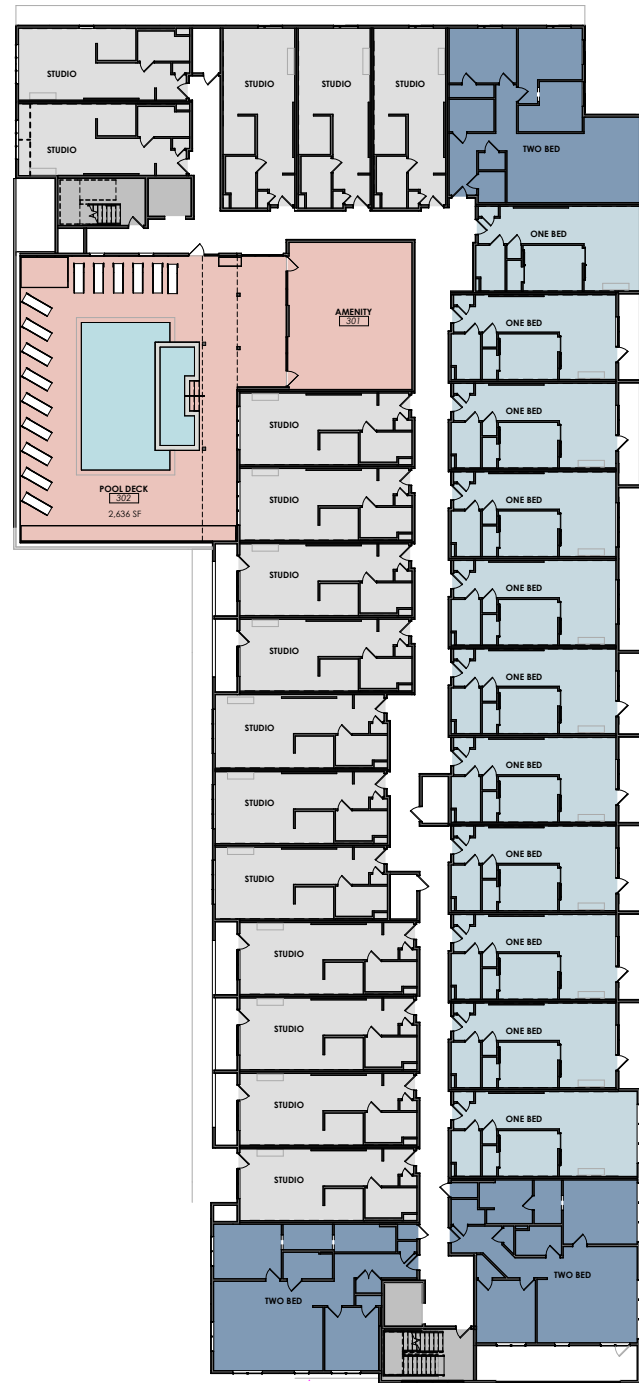
Level 0 (Sub)



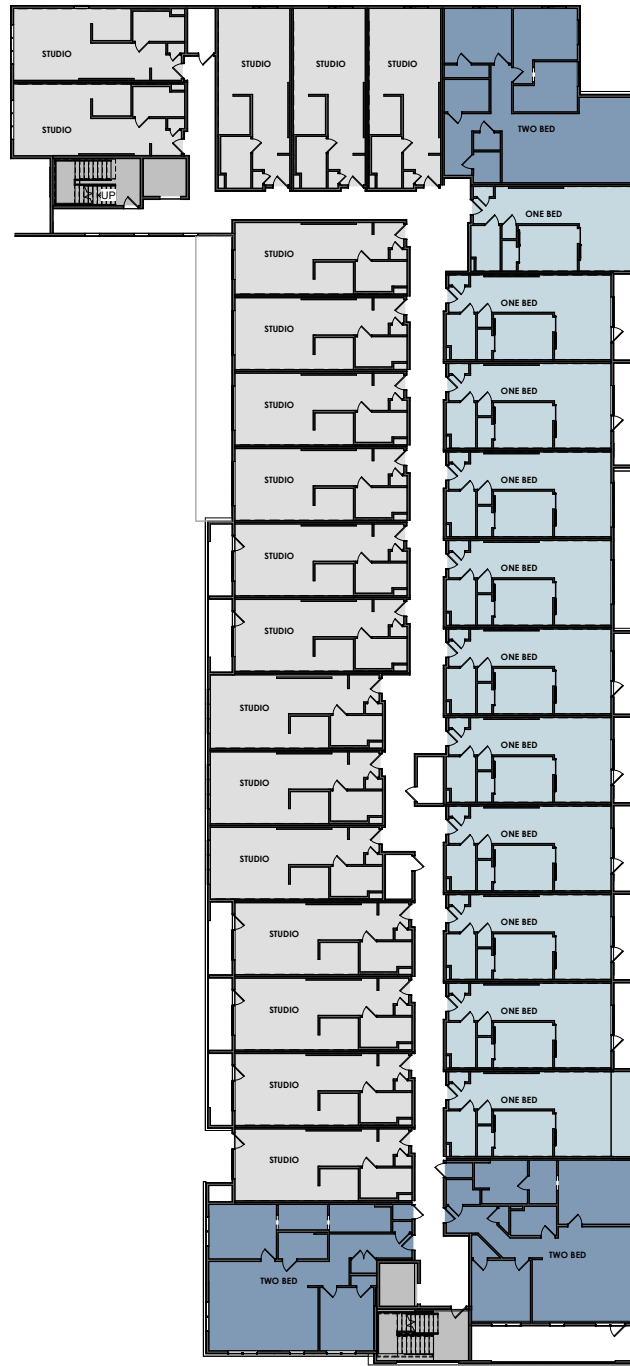
Level 1 (Street)



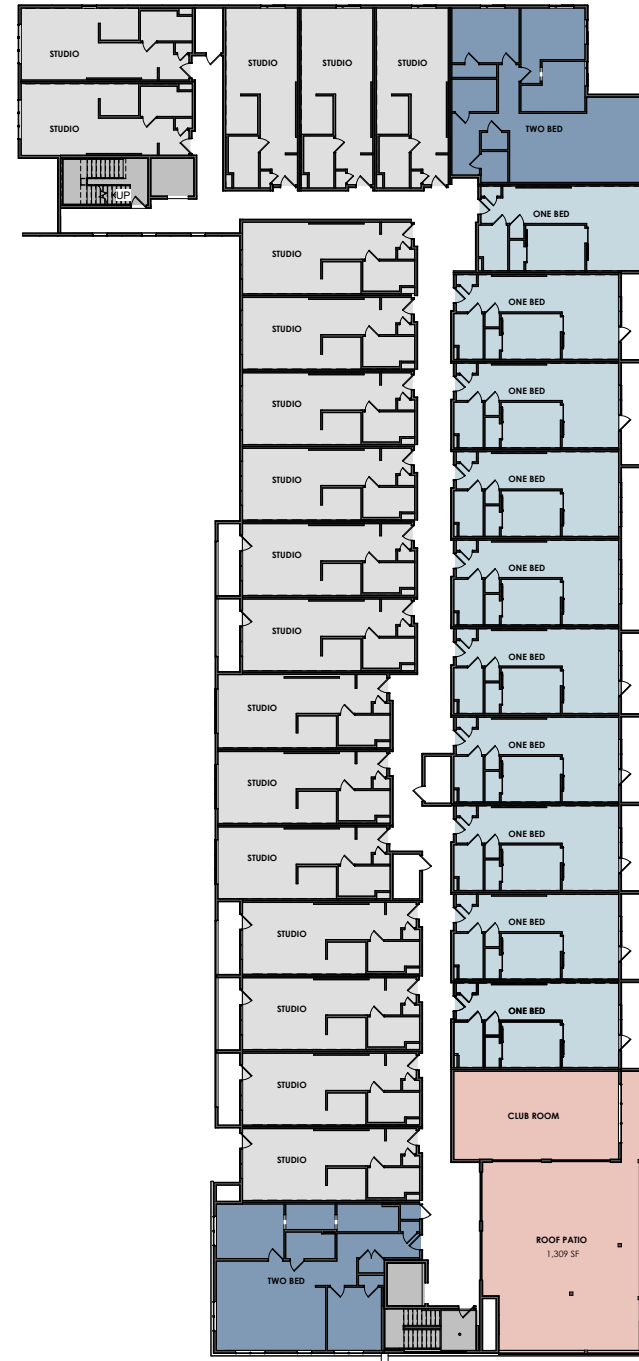
Level 2 (Upper Parking)



Level 3 (Podium)



Levels 4,5,6



Level 7

South Elevation

street facing - 400 South



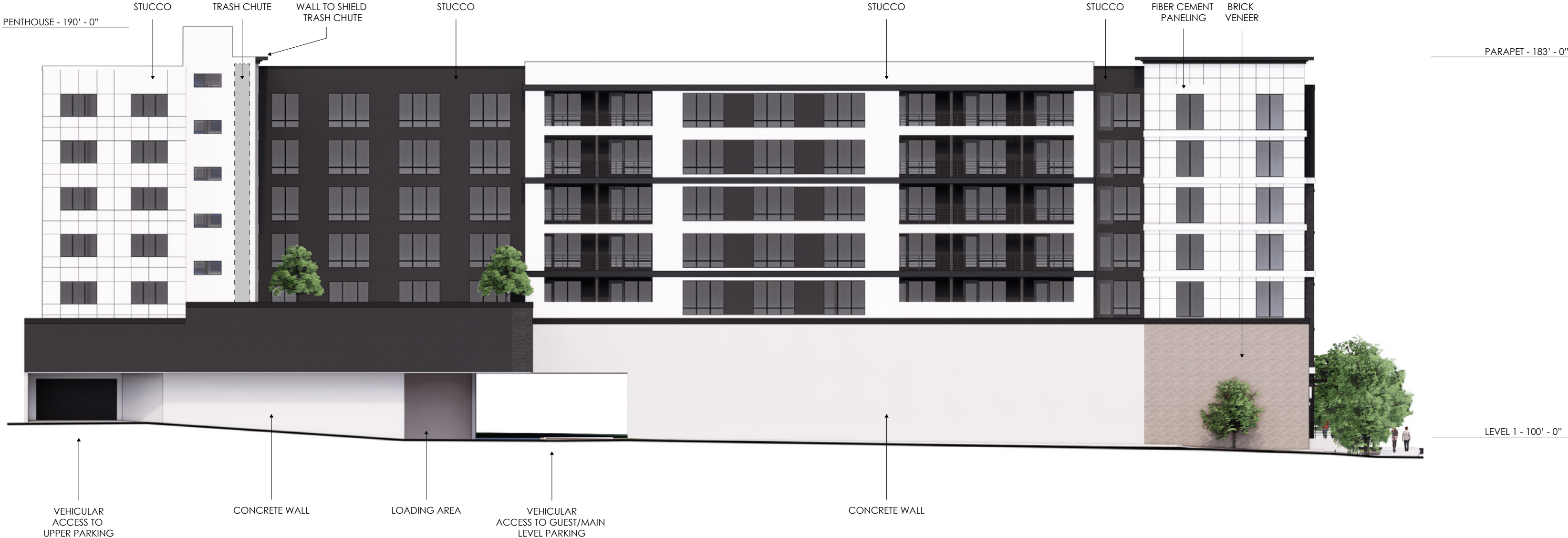
East Elevation



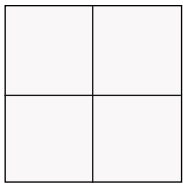
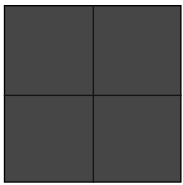
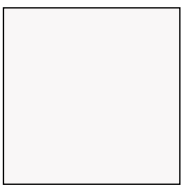


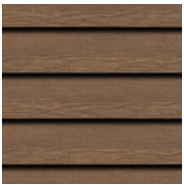
street facing - Denver Street



West Elevation

non-street facing

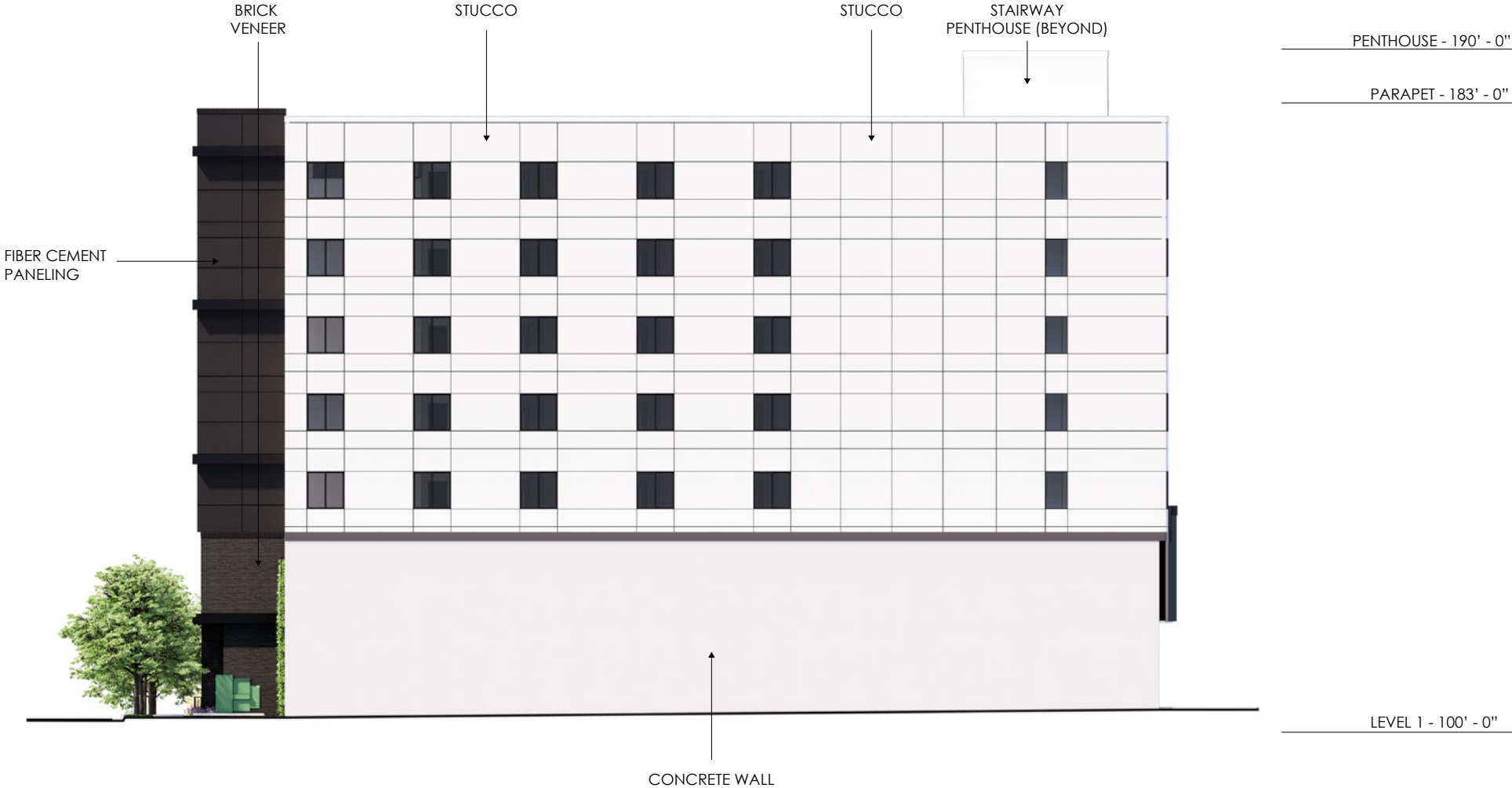


							
BRICK VENEER DARK GRAY/BLACK	BRICK VENEER LIGHT BROWN/TAN	FIBER CEMENT PANEL - DARK GRAY/BLACK	FIBER CEMENT PANEL - WHITE	STUCCO	STUCCO	METAL ACCENTS/ TRIM	FIBER CEMENT - CEDAR STAIN



North Elevation

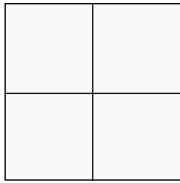
non-street facing



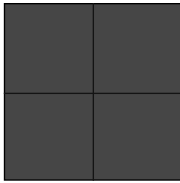
BRICK VENEER
DARK GRAY/BLACK



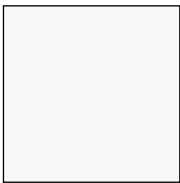
BRICK VENEER
LIGHT BROWN/TAN



FIBER CEMENT
PANEL - DARK
GRAY/BLACK



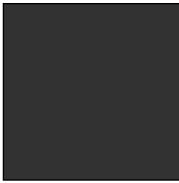
FIBER CEMENT
PANEL - WHITE



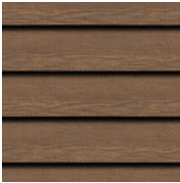
STUCCO



STUCCO

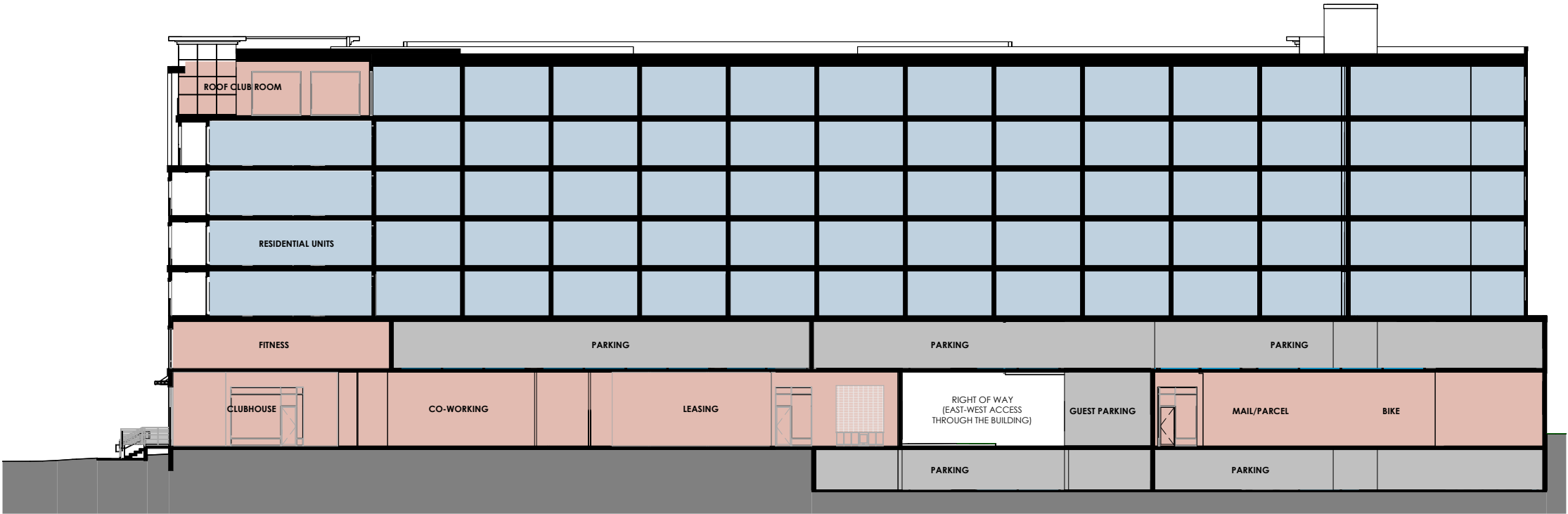


METAL ACCENTS/
TRIM



FIBER CEMENT -
CEDAR STAIN

Building Sections



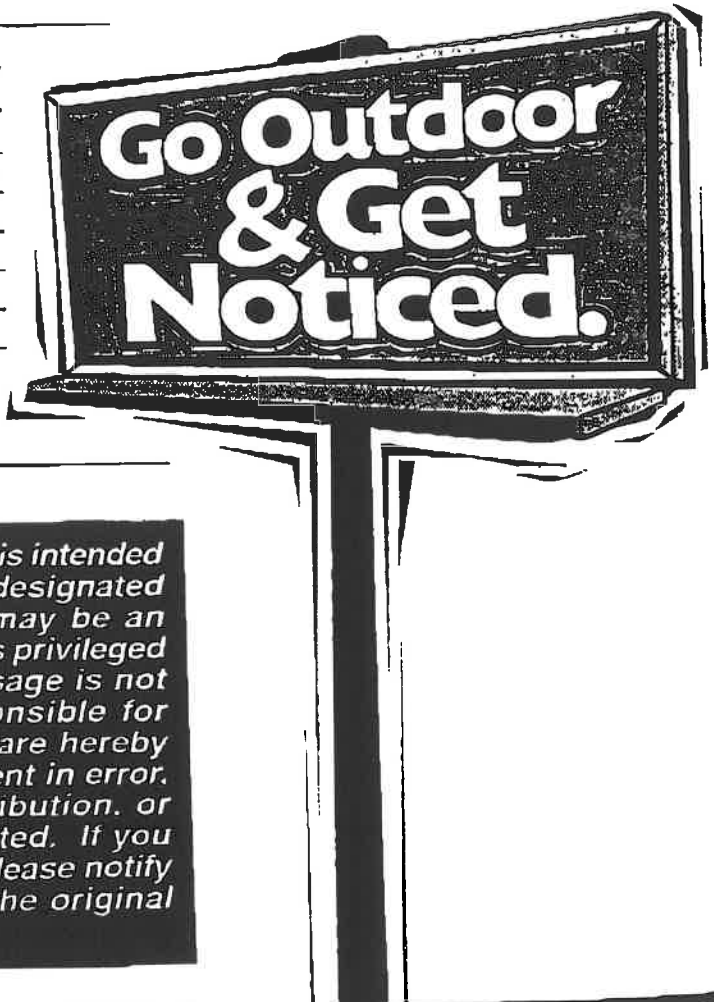




1775 N. Warm Springs Rd.
Salt Lake City, UT 84116
(801) 521-1775
FAX (801) 521-9741

Fax Transmittal Sheet

ATTENTION: Mr Harold Hill
COMPANY: _____
FAX NO: 463-2606
FROM: Andy Bilanzich
TOTAL PAGES (Including this cover sheet): 4
DATE: 1/9/03 TIME: 1:45pm.
INFORMATION OR SPECIAL INSTRUCTIONS: Here is the revised
lease. If you have any questions please call me
@ 301-4087.
Thanks
Andy



The information contained in this fax message is intended for the personal and confidential use of the designated recipients named above. This message may be an attorney-client communication, and as such is privileged and confidential. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error, and that any review, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone, and return the original message to us by mail.



1775 North 900 West
Salt Lake City Utah 84116

SUB LEASE AGREEMENT

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

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

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

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

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

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

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

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

~~If Lessee is prevented by law, or government or military order, or other causes beyond Lessee's control, from illuminating its Sign(s), the Lessee may reduce the rental provided herein by one-half with such reduced rental to remain in effect so long as such condition continues to exist. Lessee warrants the title of said leasehold and quiet enjoyment of the Premises by Lessee for the term herein mentioned. Lessor warrants that it has authority to execute this Lease. Lessor acknowledges that Lessee has or will be investing time and capital in obtaining regulatory approval for the Sign(s) to be erected and/or maintained on the Premises, in the construction and maintenance of the Sign(s), and/or will be creating goodwill for the Sign(s) as erected and maintained on the Premises. Therefore, in the event this lease expires or is terminated, Lessor agrees that he will not for a period of five (5) years subsequent to the date of termination, lease said Premises or otherwise allow use of the Premises by any other advertiser, other than Lessee, for advertising purposes. Lessor agrees that the terms and conditions of this agreement are confidential and shall not be disclosed to third parties without the written consent of the Lessee. Furthermore, Lessee has the right to record notice of this lease with the county recorder in the county in which the Premises are located.~~

Lessor shall be involved in the initial location of the sign site. Lessor shall have the right to cause the relocation of Lessee's sign structure(s), and Lessee agrees to relocate its sign structures to another location on the premises, at Lessor's cost, at any time during the term of this lease if the Lessor is to improve the property by erecting thereon a permanent private, commercial or residential building or improvement (other than landscaping). However, Lessor Lessee shall be responsible for obtaining all applicable permits to allow for such relocation and such relocation shall not lessen the value of the existing sign in any way. If Lessee is unable to obtain the necessary permits to relocate the sign for any reason, Lessee shall have the right to remain at the initial location. Lessee shall relocate its sign(s) within sixty (60) days after receipt of a copy of the applicable building permit therefore. ~~If Lessor fails to commence erection of the private, commercial, or residential building or improvement (other than landscaping) within thirty (30) days after Lessee removes its sign(s), Lessee shall again have the right to occupy the same location and maintain advertising signs subject to the provisions and terms of this agreement.~~ *AM*

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

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

Executed this _____ day of _____, 2002.

LESSOR: *HMI LLC by*
[Signature]
Address: *P.O. Box 65727*
SLC Utah 84165

LESSEE: ROA GENERAL, INC. dba
REAGAN OUTDOOR ADVERTISING

Accepted _____

Rental checks payable to: *HMI LLC.*

Tax Identification Number: *87-0533726*

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

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

My Commission Expires:

Notary Public residing at _____

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

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

My Commission Expires:

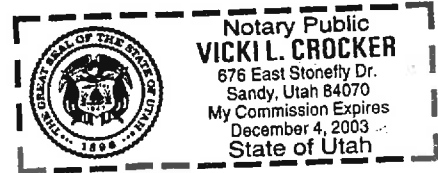
Notary Public residing at _____

STATE OF UTAH
COUNTY OF Salt Lake

On the 15th day of January, 2002, personally appeared before me Harold J. Hill who, being by me duly sworn, did say that he is the member of Hm! the foregoing instrument was signed in behalf of said corporation by authority of its by-laws, and said corporation executed the same.

My Commission Expires:

Notary Public residing at Salt Lake County



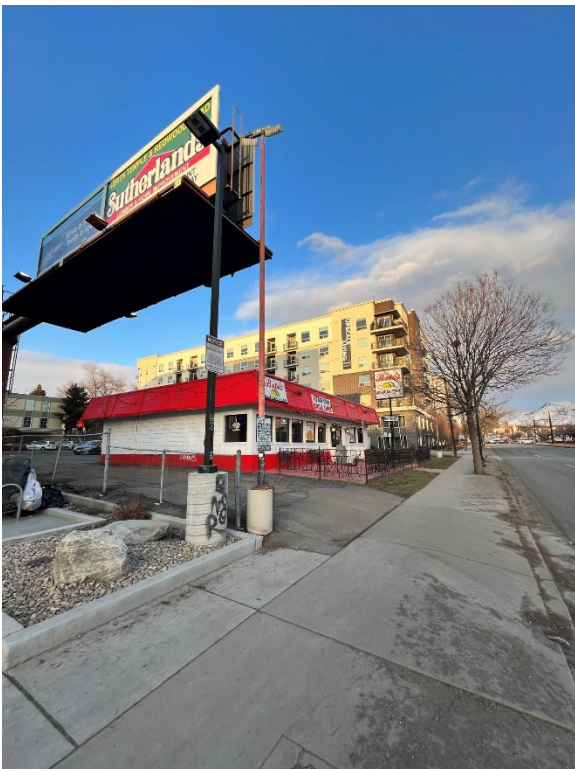
ATTACHMENT C: Property & Vicinity Photos



Subject property at corner of 400 S & Denver St



Beto's Restaurant from 400 South



Beto's Restaurant & Billboard



Beto's Restaurant and billboard from Starbucks parking lot



Beto's Restaurant and billboard from Denver Street



352 Denver St (part of subject site) and neighboring buildings to the north



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



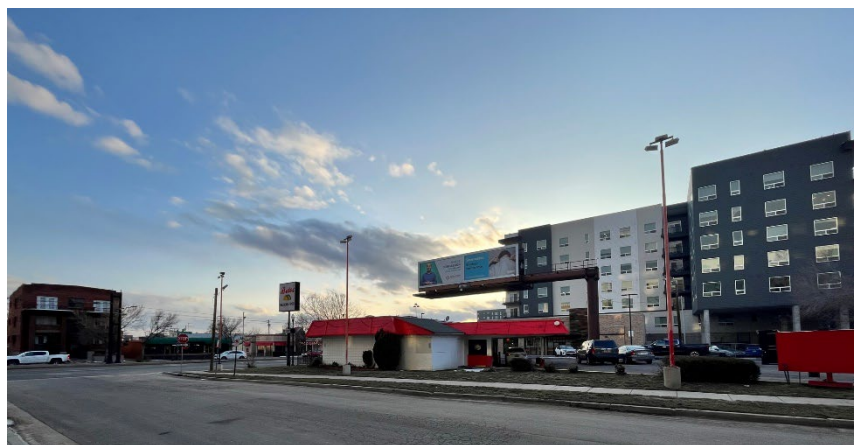
352 Denver St (left) and Encore Apartments from Starbucks parking lot



(from left to right) Beto's, billboard, Quatro Apartments, Aqui 355, and 352 Denver St



400 S sidewalk facing north from Denver St



Subject site from Denver Street, facing southwest



Subject site from Denver Street, facing northwest

ATTACHMENT D: Zoning & Design Standards

TSA Transit Station Area Purpose Statement (21A.26.078.A)

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

Core Area

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

Urban Neighborhood Station

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

Applicable Zoning Standards

Standard	Proposed	Finding
Minimum Lot Area: 2,500 sq. ft.	32,434 SF	Complies
Minimum Lot Width: 40 ft	91 feet	Complies
Maximum Building Height: 75' Score >124 eligible for an additional story in heights Minimum Building Height: 25' (for at least 50% of the width of the street facing façade)	83 feet The project received a TSA Score greater than 125, so an additional 10 feet of height is permitted.	Complies
Front/Corner Yard Setback 400 S Minimum: Minimum: 10', and at least 50% of the street-facing building facade must be built to the minimum. Maximum: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas. Sidewalk Requirement: In locations where the sidewalk is not a minimum of 10' wide, the developer shall install additional sidewalk width, so there is a minimum width of 10'.	Minimum: Approximately 55% (50 of the 91-foot-wide yard) of the proposed building would be built up to the 10-foot minimum. Maximum: No part of the front façade is farther than 20 feet from the front property line. Sidewalk Requirement: The proposal includes widening the sidewalk along 400 South to 10 feet.	Complies
Front/Corner Yard Setback – Denver St Minimum: None Maximum: At least 50% of the street-facing building facade shall be within 5' of the front or corner side property line.	At least 75% of the Denver Street-facing façade is within 5 feet of the east property line	Complies
Interior Side Setback: none	No setback proposed	Complies

Rear Yard Setback: none	No setback proposed	Complies
Open Space: 1 sq ft per 10 sq ft of lot area, up to 5,000 square feet in core areas Open space areas include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens, and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s).	Open Space Required: 3,108 SF Open Space Provided: Plaza: 680 SF Pool Deck: 2,636 SF Roof Deck: 1,309 SF Total = 4,625 SF	Complies
Building Material Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street-facing building facades. EIFS and stucco are allowed for up to ten percent (10%) of the upper-level street-facing facades.	No stucco has been proposed on the ground floor of street-facing facades. Less than 10% of the upper stories along Denver Street are proposed to be finished with stucco; no EIFS is proposed.	Complies
Landscaping: At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground-floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard.	400 S: Approximately 30% (295 SF out of 980 SF) of the front yard (facing 400 S) is proposed to be landscape. The front yard includes patio space and outdoor seating. Denver Street: Approximately 82% of the yard area along Denver St will be landscaped.	Complies
Landscaping: At least 1 shade tree per 30 ft in yards deeper than 10 feet	The are two sections of the front yard (facing 400 S) that are deeper than 10 feet, and a tree is proposed within 30 feet of each.	Complies
Outdoor Public Space: At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground-floor residential uses.	Approximately 32% (310 SF out of 980 SF) of the front yard (facing 400 S) would include public open space and outdoor seating.	Complies
Entries: All required building entrances shall include at least one of the features in 21A.26.078.F.2.c <ul style="list-style-type: none"> • An awning or canopy that extends 5' • A recessed entrance recessed 5' • A covered porch 5' depth 40' in size • A stoop that is at least 2' above sidewalk level that includes an awning extends 3' 	400 S Façade: A stylized staircase leading up to a porch higher than 2 feet from ground level is proposed along this façade. Awnings are also proposed for all entrances. Denver Street Façade: All entrances along Denver Street are recessed at least 5 feet from the façade.	Complies
Parking: No minimum parking requirement. Maximum parking: 1 space per dwelling and 3 spaces per 1,000 usable square feet of nonresidential	129 parking stalls provided 123 residential (156 dwelling units) 6 public stalls (roughly 5,000 SF of nonresidential space)	Complies
Ground Floor Use Requirement (400 South): When facing 400 South or North Temple Boulevard, the ground floor use area required by chapter 21A.37 of this title shall be built to accommodate an allowed commercial, institutional, or public use.	While the proposal does not include any commercial, institutional or public use at the ground floor, the ground floor will be designed to accommodate conversion to a Commercial occupancy (as required by building code) in the future, as permitted by 21A.26.078.F.(1)&(2) .	Complies

Applicable Design Standards (see table [21A.37.060.B](#))

Requirement	Standard	Proposed	Finding
Ground Floor Use (21A.37.050.A)	Option 1: Use other than parking must occupy at least 80% of the ground-floor façade length (excluding parking access)	Except for two driveways, the ground floor of the proposed structure would be occupied by active, non-parking uses for the entire length of the 400 S and Denver Street façades.	Complies
Building Materials, ground floor (21A.37.050.B.1)	At least 90% of street-facing facades must be clad in durable materials (excluding doors and windows)	Excluding windows and driveways, the proposed project would be entirely clad with brick veneer of varying colors.	Complies
Building Materials, upper floors (21A.37.050.B.2)	At least 60% of street-facing facades must be clad in durable materials (excluding doors and windows)	82% of the upper stories are proposed to be clad with either brick veneer or fiber cement.	Complies
Glass: ground floor (21A.37.050.C.1)	60% of street-facing façades must have transparent glass	60% on Denver, 66% on 400 S	Complies
Building Entrances (21A.37.050.D)	Required every 40 feet	All pedestrian entrances are within 40 feet of one another.	Complies
Blank wall Maximum Length (21A.37.050.E)	15 feet along street-facing facades	The proposal includes a section of wall without doors or windows behind the proposed transformers. To meet this standard, the applicant has proposed vertical planting that will fill up the empty space.	Complies
Max Length of Street-facing Façade (21A.37.050.F)	200 ft	400 S Façade: 92 feet wide Denver Street Façade: 280 feet wide	Modification Requested
Lighting: exterior (21A.37.050.H)	All proposed exterior lighting must be shielded and directed downward.	A lighting plan has not been submitted at this time. However, the proposed renderings illustrate an approximation of the final product, which appears to meet this standard. Staff recommends that the Commission delegate approval of the final lighting plan to staff when complete plans are submitted for building permit review.	Defer to Staff
Lighting: parking lot (21A.37.050.I)	All lighting for parking lots cannot exceed 16 feet in height and must be directed downward when adjacent to a residential zoning district	All parking is proposed to be located within the structure.	N/A
Screening of mechanical equipment (21A.37.050.J)	All mechanical equipment must be screened from public view	RMP transformers in the northeast corner are proposed to be screened by landscaping no taller than 6 feet. All other mechanical equipment will not be visible from the public right of way.	Complies
Screening of service areas (21A.37.050.K)	Screened from public view	Proposed loading areas are within the building along the internal drive.	Complies

ATTACHMENT E: Design Review Standards

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

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

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

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

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

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

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

Finding: Complies

Discussion:

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

TSA-UN-C District: The proposed development conforms with the intended purpose statement of the TSA District, the corresponding station typology (Urban Neighborhood), and subsection (Core Area). The proposal is designed with transit in mind and is a “comparatively intense land development.” The project utilizes parcels not developed to the same extent as surrounding property. The proposal also “activates the public

realm” by removing two vehicle-oriented uses (a drive-thru restaurant and a billboard) and replacing them with relatively intense residential development with active, ground-floor amenities. As illustrated by the proposal, the development will fit in with the scale of other buildings within the immediate vicinity, including Block 44, Aqui 355, and the Quatro Apartments next door.

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

Condition(s): None

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.**

Finding: Complies

Discussion:

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

Condition(s): None

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

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

Finding: Complies

Discussion:

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

Condition(s): None

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

Finding: Complies

Discussion:

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

Condition(s): None

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

Finding: Complies

Discussion:

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

Condition(s): None

H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.
Finding: Complies
Discussion: Parking is located within the structure. All vehicle access points are sufficiently setback to provide adequate space for drivers to see pedestrians while exiting the building.
Condition(s): None
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall/ incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)
Finding: Complies
Discussion: All proposed loading and service areas are proposed to be located away from any street-facing façades. No mechanical equipment will be visible from public view. The proposal includes two transformers to be located at the northeast corner of the property near the termination point of Denver Street. These transformers will be screened with landscaping that will not exceed six feet in height.
Condition(s): None
J. Signage shall emphasize the pedestrian/mass transit orientation. <ol style="list-style-type: none"> 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts.
Finding: Complies With Conditions
Discussion: A specific sign package has not been submitted. Staff is of the opinion that compliance with the sign regulations for the TSA zoning district will result in signage that is consistent with this standard.
Condition(s): Delegate approval authority to Planning Staff for all signage.
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. <ol style="list-style-type: none"> 1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.
Finding: Complies With Conditions
Discussion: While the submitted plans illustrate the intended lighting design for the property, a detailed lighting plan has yet to be provided. Staff recommends that the lighting plan be reviewed during the building permit phase of the project when electrical plans have been submitted to ensure compliance with this standard.
Condition(s): Delegate approval authority to Planning Staff for all lighting submitted with Building Permit application.

L. Streetscape improvements shall be provided as follows:

1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting use of /dark materials and incorporating materials with a high Solar- Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles.

Finding: Complies With Conditions

Discussion: The plans show compliance with the tree requirement and materials that differentiate the public and private space. The submitted plans did not include details showing compliance with the other material standards. Staff will review for compliance when complete plans have been submitted for building permits.

Condition(s): Delegate approval authority to Planning Staff for all streetscape improvements submitted with Building Permit application.

ATTACHMENT F: TSA Scorecard

Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

CATEGORY	(Unless otherwise noted, points may only be obtained from one item in each guideline section.)					
	GUIDELINE SECTION	ITEM DESCRIPTION	VALUE	APPLICANT REVIEW	STAFF REVIEW	NOTES
Land Use	1.A. Intensity and Density of Use (Applicable to Core Area Only.)	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or				Greater than 50 units per acre
	A project that meets at least one of the following requirements:	Buildings with a Floor to Lot Area ratio of 3 or more.	20	20	20	
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or				
		Buildings with a floor to lot area ratio of 2 or more.	15			
	A project that meets at least one of the following requirements:	More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or				
		Buildings with a floor to lot area ratio of 1 or more.	10			
		More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or				
		Buildings with a Floor to Lot Area ratio of 2 or more.	12			
	A project that meets at least one of the following requirements:	More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or				
		Buildings with a floor to lot area ratio of 1.5 or more.	8			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or				
		Buildings with a floor to lot area ratio of 1 or more.	5			
	2. Integrated Mixed of Uses: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	20	20	0	First-floor uses (leasing area, lobby, coworking area, and mail room) are accessory to multi-family use
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	15			
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10			
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6			

Transit Station Area Development Guidelines Checklist

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

Land Use	3.A. Mixed Income Housing A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	40			
		20% or more of the total dwelling units.	30			
		10% or more of the total dwelling units.	20			
	3.B. Mixed Income Housing An affordable housing project that is located in an area identified in the "Opportunity Index" map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:	Areas rated 5 or greater	20			
		Area rated 3 or greater	10			
	4. Accessible Dwelling Units A project which includes dwelling units designed as ADA accessible:	33% or more of the total dwelling units.	8			
		15% or more of the total dwelling units	5			
		10% or more of the total dwelling units.	3			
	5. Community Serving Uses Projects that include the following area of community serving uses: (Refer to Guidelines for qualifying uses.)	A minimum of 1500 square feet.	15			
		A minimum of 1000 square feet	10			
Building and Site Design		A minimum of 500 Square feet	5			
	6. Redevelopment of Surface Parking Lots A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking:	50% or more of the existing surface parking lot is covered by new buildings.	15	15	15	The existing parking lot serving the Beto's restaurant would be completely covered by the proposed development
		35% or more of the existing surface parking lot is covered by new buildings.	10			
		25% or more of the existing surface parking lot is covered by new buildings.	5			
	7. Redevelopment of Nonconforming Use or Noncomplying Building A project that includes redevelopment of a site containing a nonconforming use or non-complying building:	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	10	10	the restaurant with a drive-thru use will be removed with this proposal
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5			
	8. Removal of Billboards A project that includes redevelopment of a site containing a billboard:	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	10	10	The billboard on the site is proposed to be removed with this proposal
	9. Sustainable Site and Open Space Design A project that incorporates adopted sustainable policies of the City:	The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10			
	<i>(Points may be obtained from both items.)</i>	The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5			

Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

Building and Site Design	10. Green Building The following points will be awarded based on the level of LEED certification:	Platinum	50			
		Gold	40			
		Silver	30			
	11. Energy Efficiency Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score: <i>(For guidelines 1 through 4, points may only be obtained from one item. Points from guidelines 1 through 4 may be combined with points from guideline 5.)</i>	1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	50			
		2. The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	25			
		3. Solar array: 5 points for every 500 square feet of solar panels. Maximum 20 points.	20			
		4. Geothermal heating and cooling systems	10			
		5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5			
	12. 360 Degree Architecture A project that incorporates architecture features on building facades that are not adjacent to a street: <i>(See Guideline for required elements.)</i>	Architectural detailing is wrapped around all four sides. See guideline document for specific detailing requirements.	20			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade. See guideline document for specific detailing requirements.	15			
	13. Historic Preservation Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district:	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40			
		National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits	40			
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5			
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50			

Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

Building and Site Design	14. Building Materials Projects that incorporate high quality, durable and low maintenance building materials:	At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim	20			Approximately 78% of all street-facing façades are clad with durable materials (see plans included with Attachment B).
		At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim	15	15	15	
	15. Corner Buildings Buildings located on the corners of intersecting streets that address both streets:	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	10	0	The proposed building does not have a corner-oriented entrance.
	16. Rooftop Design and Use A project that incorporates a rooftop use: <i>(Points may be obtained from both items.)</i>	A rooftop of a building is used as a common space for the building occupants. A roof includes at least one of the following design features: Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line.	6	6	6	Plans show some proposed amenity space on part of the roof. Cornices (sometimes of minimal, contemporary design) are proposed on all street-facing façades.
	17. Eyes on the Street and Public Spaces Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces:	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 5 feet and include at least 30 square feet of space	15	15	15	
	18. Lighting A project that includes a lighting plan that accomplishes at least one of the following:	Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; or Highlights artwork or unique landscape features.	6	6		
	19. Signs Signs that meet the intent of this guideline shall have the following points added to the development score:	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign). An awning or canopy sign that is integrated into the design of the building. A monument sign that is integrated into the site and compatible with the building architecture.	2 2 2			
Public Spaces	20. Public Spaces and Plazas Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way:	A project includes a minimum of 15% of the total lot area.	15			
		A project includes a minimum of 10% of the total lot area.	10			
		A project includes a minimum of 5% of the total lot area.	5			
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3			

Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

Public Spaces	21. Streetscape Amenities A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape:	At least 4 street furnishings	3			
		At least 3 street furnishings	2			
		At least 2 street furnishings	1			
	22. Public Artwork Projects that include public art in a location where it is readily visible from a public space:	2 points per art piece, up to a maximum of 6 points	6			
Circulation	23. Connections and Walkways Projects that include connections and walkways from buildings, parking lots and private open space to public spaces: (Points may be obtained from both items.)	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4			
	24. Bicycle Amenities A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance: (Points may be obtained from multiple items.)	The project includes lockers, changing rooms for cyclists and showers.	6			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	3		No bike amenities shown on plans
		The project incorporates art into the design of the bicycle amenity.	3			
	25.A. Access to Transit: A project located within close proximity to a transit station shall have the following number of points added to the development score: (Applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.)	The project is located within 300 feet, measured along the most direct, legal walking path.	15			Library and Trolley Stations are both within 1500 feet of the subject site.
		The project is located within 750 feet, measured along the most direct, legal walking path.	10			
		The project is located within 1500 feet, measured along the most direct legal walking path.	5	5	5	
	25.B. Access to Transit: A development that provides transit passes to residents as follows:	A multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	15			
	26. Public Walkways Interior to the Block A development that includes public walkways through the interior of blocks: (To qualify for these points, the walkways cannot be fenced or gated.)	The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	30	30	0	The shared right-of-way on the property is not public and serves only tenants of the relevant properties.
		The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties.	20			

Transit Station Area Development Guidelines Checklist

See full Design Guideline document for all applicable point details.

Parking	27. Parking Structure Design Parking structures that incorporate the following:	100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	25			A significant portion of the façades that would not face a street are proposed to be clad with concrete.
		75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	20	20	20	
		For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.	25			
	28. Alternative Vehicle Parking Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles: (Points may be obtained from multiple items.)	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5			
Community Engagement		A project includes dedicated parking stalls/equipment for a car sharing program.	3			The proposal include 8 electrical vehicle stalls.
		A project includes a charging station for electric vehicles: Level 1 Station: 2 pts per stall, max. 6 Level 2 Station: 3 pts per stall, max 9 Level 3 Station: 4 pts per stall, max. 12	12	12	12	
	29. Parking Ratios Projects that provide parking in the ratios indicated:	Residential developments with a parking ratio less than 1 stall per unit:	25	25	25	
		Residential development with a parking ratio less than 1.25 stall per unit	15			
		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet	20			The proposed development would have a ratio of approximately 0.83. (129 stalls / 156 units)
	30. Neighborhood Input	Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held	10			
		Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held	10			

Approval Process		Applicant Total	Staff Total
Planning Commission Review Required	124 points or less	227	158
Administrative (Staff) Approval	125 points or more		

ATTACHMENT G: 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:

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

Notice of the public hearing for the proposal included:

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

Public Input:

Planning staff did not receive any comments regarding this request as of the day this report was published.

ATTACHMENT H: Department Review Comments

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

Engineering (Scott Weiler):

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

Building (Todd Christopher):

No comments on this petition. Building Services will review the Building Permit for compliance once it is.

Fire (Douglas Bateman):

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

- Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.
- If the highest occupied floor is greater than 75-feet above the lowest level of fire department access it would need to meet high rise requirements in accordance with IBC 403

Urban Forestry (Rick Nelson):

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

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

Utah Department of Transportation (Chris Norlem):

- I am glad to see the planned removal of the trees in the sidewalk. That will allow the sidewalk to meet the ADA width requirement.
- It looks like the south frontage has a good accessibility ramp from the 400 South sidewalk. They will need to ensure the clear width is at least 36 inches inside of handrail to inside of handrail and that the end of the railing does not encroach on landing width requirements.
- At least one of the public/resident building entrances on the east side need to be accessible from the Denver St sidewalk.
- The adjacent existing public sidewalk to remain must be free from cracks in panels and have no vertical displacements over 1/4-inch, or the segment must be replaced by the developer.
- 400 South is a UDOT road. UDOT and Salt Lake City must review and approve work in the 400 South public right-of-way. A UDOT encroachment permit is required for any work in 400 South to the back of the curb, and a City Engineering right-of-way permit is required for work from the back of the curb to the property line. All work in the Denver Street ROW is permitted by City Engineering.

Salt Lake City Transportation (Jena Carver):

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

Public Utilities (Kristeen Beitel):

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

- Public Utility permit, connection, survey, and inspection fees will apply.
- All utility design and construction must comply with APWA Standards and 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

(<http://www.slcdocs.com/utilities/PDF%20Files/SLC%20Design%20Process%20Manual.pdf>) 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 water demand is not adequately delivered by the existing main, then a water main upsizing will be required at the property owner's expense. The expected maximum daily flow (gpd) from the development will be modeled to determine the impacts on the public sewer system. If one or more sewer lines reaches of the sewer system reach capacity as a result of the development, sewer main upsizing will be required at the property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer. A plan and profile of the new main(s) and engineer's cost estimate must be submitted for review. Design drawings and cost estimate must be stamped and signed by a professional engineer. The property owner is required to bond for the amount of the approved cost estimate.
- One culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.
- Any existing sewer laterals proposed for reuse will require a video inspection prior to permitting reuse.
- Covered parking area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). This permit was updated with this requirement in June 2021. If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible. Please verify that plans include appropriate treatment measures. Please visit the following websites for guidance with Low Impact Development:
 - <https://deq.utah.gov/water-quality/low-impact-development?form=MY01SV&OCID=MY01SV>
 - <https://documents.deq.utah.gov/water-quality/stormwater/updes/DWQ-2019-000161.pdf?form=MY01SV&OCID=MY01SV>.
- This project is within the High Profile Construction Area and will require a SWPPP to be submitted for review and approval with the building permit application.

Sustainability (Debbie Lyons):

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

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

Police (Andrew Cluff):

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

For the mail room there are East facing windows which provide clear line of site into the mail room. We have had package thefts with similar layouts from newer buildings in the downtown area. If they put a film over the windows you still maintain the ability to see out but limit the ability to see in. Packages left by delivery companies are a prime targets for passerby's and opportunists.

Salt Lake City Urban Forestry
Medium Trees at maturity

Common Name	Botanical Name	Common Cultivars	Mature Height	Canopy Spread	Shape	Flowers	Fruit	Fall Color	Additional Notes
Amur Corktree *	Phellodendron amurense	Macho, Eye Stopper, His Majesty	30-45'	30-60'	rounded broad spreading	non showy yellow-green	pea sized black	yellow	once established very tolerant to urban conditions
Black tupelo	Nyssa sylvatica	Wildfire, Firestarter	30-50'	20-30'	rounded	small, greenish white	oval, dark blue	red, orange	striking fall color
Catalpa *	Catalpa speciosa	Heartland	45-50	20-25	narrow upright	white, large bell shaped	long slender seed pods	greenish-yellow	tolerant of urban conditions
Elm, Emerald Flair	Ulmus parvifolia	Emerald Flair	40-45'	30-35'	spreading vase	insignificant	flat round samara	red-orange red	has better red fall color than most cultivars
Elm, Emerald Sunshine	Ulmus propinqua	Emerald Sunshine	30-35'	20-25	vase	inconspicuous	small, flat, papery	yellow	tolerant of all urban conditions
Elm, Frontier *	Ulmus. carpinifolia and U. parvifolia.	Frontier	30-40'	20-30'	upright, vase	inconspicuous	small, flat, papery	burgandy-purplish	tolerant of all urban conditions
European Alder	Alnus glutinosa		40-50	20-40'	pyramidal	drooping male catkins	small woody cones	none	tolerates a wide range of soils
Ginkgo *	Ginkgo biloba	Autumn Gold, Princeton Sentry, Magyar, Colonade	40-45'	15-30'	pyramidal	insignificant	fruitless	yellow-golden	tolerant of a wide range of soil conditions, adapts well to urban environments
Goldenrain *	Koelreuteria paniculata		30-40'	30-40'	round	very showy bright yellow flowers in upright clusters	black seed in papery capsule	yellow-orange	tough adaptable tree
Hackberry	Celtis occidentalis		40-60'	30-50'	rounded spreading	insignificant	berry-like drupe	yellow	tough adaptable tree with attractive bark
Hardy Rubber Tree	Eucommia ulmoides	Emerald Point	35-40'	15-20'	narrow oval	insignificant	winged seed	none	tolerates a wide range of soil conditions, glossy green leaves

Salt Lake City Urban Forestry
Medium Trees at maturity

Common Name	Botanical Name	Common Cultivars	Mature Height	Canopy Spread	Shape	Flowers	Fruit	Fall Color	Additional Notes
Honeylocust *	Gleditsia triacanthos inermis	Street Keeper, Skyline, Shademaster, Northern Acclaim, Sunburst, Perfection	35-50'	20-40'	pyramidal to round dependent on cultivar	insignificant yet smell very sweet	reported as fruitless	golden yellow	small fine leaves give filtered shade
Hophornbeam	Ostrya virginiana	Autumn Treasure, Sun Beam	25-40'	20-30'	oval to rounded	brown-green in summer	hop-like sac	yellow	tolerant of urban conditions once established
Horsechestnut, Red	Aesculus x carnea	Briotii, Fort McNair	30-40'	25-35'	oval to rounded	deep pink	nut	yellow	large showy flowers
Hornbeam, American	Carpinus caroliniana		20-35'	20-30'	oval vase	catkins	clusters of small nutlets in bracts	yellow-orange	smooth gray bark with fluting
Hornbeam, European	Carpinus betulus		40-60'	30-40'	oval, vase	catkins	clusters of small nutlets in bracts	yellow-orange	smooth gray bark with fluting
Katsura	Cercidiphyllum japonicum		40-60'	20-35'	pyramidal to round	insignificant	small green pods, female only	yellow-orange	foliage may scorch in hot, dry conditions
Linden, Crimean	Tilia x euchlora		40-50'	20-30'	rounded pyramidal	fragrant creamy yellow	gray nutlets with bracts	yellow	reported to have more resistance to aphids
Maple, Hedge	Acer campestre	Metro Gold, Queen Elizabeth	25-35'	25-35'	oval/round dense	small green-yellow in spring, insignificant	green samaras	yellow	doesn't tend to get leaf scorch
Maple, State Street	Acer miyabei	State Street, Rugged Ridge	30-45'	30-35'	oval to rounded	Small green-yellow in spring, insignificant	green samaras	yellow-orange	hardy, tough, pest free maple
Maple, Sycamore	Acer pseudoplatanus		40-55'	35-55'	round	Small green-yellow in spring, insignificant	green samaras	yellow	Gray flaking bark
Maple, Sugar	Acer saccharum	John Pair Caddo, Flash Fire Caddo, Autumn Splendor Caddo	30-45'	30-45'	rounded to oval	Small green-yellow in spring, insignificant	green samaras	orange-red	tolerant of harsh urban conditions and alkaline soil

Salt Lake City Urban Forestry
Medium Trees at maturity

Common Name	Botanical Name	Common Cultivars	Mature Height	Canopy Spread	Shape	Flowers	Fruit	Fall Color	Additional Notes
Mayday Tree	Prunus padus	Merlot	30-40'	18-30'	pyramidal to round	showy white pendulous	pea sized black	yellow	showy in spring
Mulberry, Fruitless	Morus alba	Fruitless Mulberry	30-50'	30-50'	wide spreading	small yellowish green	fruitless	none	tough tolerant tree
Osage Orange	Maclura pomifera	White Shield, Wichita	30-25'	30-35'	upright spreading	none	none	yellow	tough tolerant, thornless, fruitless
River birch	Betula Nigra	Dura Heat, Cully	30-40'	25-35'	Pyramidal to rounded	drooping male catkins, upright green female catkins	insignificant	yellow	attractive, exfoliating bark
Turkish Filbert	Corylus columna		40-50'	15-35'	pyramidal	insignificant	edible nut		tolerant tree once established
Yellowwood *	Cladrastis kentukea	American, Perkins Pink	30-50'	30-50'	round	large hanging fragrant white or pink flowers	flat papery pod	yellow	very showy flowers in late spring, smooth gray bark
Zelkova *	Zelkova serrata	Village Green, Green Vase	40-55'	30-50'	vase	insignificant	small wingless drupe	rusty red	mature smooth gray bark exfoliates to reveal orange inner bark

All parkstrip trees must be a *single trunk form* unless approved by the Urban Forestry Office.

Other tree species may be appropriate with approval from the Urban Forestry Office.

* = Proven Performer

References: The Morton Arboretum
<http://www.mortonarb.org/trees-plants/search-trees/search-all-trees-and-plants>
 References : Missouri Botanical Gardens
<http://www.missouribotanicalgarden.org/plantfinder/plantfindersearch.aspx>



URBAN FORESTRY PROGRAM
1965 W 500 S SALT LAKE CITY, UT 84104
PHONE: 801-972-7818

Tree planting requirements for park strip trees

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

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

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

Salt Lake City Urban Forestry Program specifies the following requirements:

- 3-5 ft park strip - small tree at maturity (less than 30 ft tall).
- 5-8 ft park strip - with high voltage transmission lines – small tree at maturity (less than 30 ft tall).
- 5-8 ft park strip - with **no** overhead wires-medium tree at maturity (30 -50 ft tall).
- 8 ft and greater park strip - with **no** overhead wires- large tree at maturity (50 ft and greater).
- 8 ft and greater park strip - with high voltage transmission lines – small tree at maturity (less than 30 ft tall).

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

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

Use the following as guidelines for placing trees:

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



Tree Protection Zone

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

TO ACCESS TO THE TPZ, CALL URBAN FORESTRY.

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

#BLD _____

ADDRESS _____

Salt Lake City Urban Forestry 801-972-7818

INSTRUCTIONS

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

Fill in approved building permit number on the front side.

Plastic laminate the signs for weather resistance.

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

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

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

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

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



Parks & Public Lands

URBAN FORESTRY PROGRAM

1965 W 500 S SALT LAKE CITY, UT 84104

PHONE: 801-972-7818

Urban Forestry Plan Review Checklist

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

- ☐ All plans in the drawings folder in ProjectDox must be labeled i.e. Demolition, Site, Landscape etc.
- ☐ Parcel Address: If parcels are being combined, label all properties involved with parcel street address, not parcel I.D.
- ☐ Adjacent Properties: Depict addresses and property lines.
- ☐ Type of Project: Describe the nature of the project, i.e. new home construction, new building construction, interior remodel etc.
- ☐ Depict and label all streets, sidewalks, curbs, driveways and park strips.
- ☐ Depict and label public right-of-way property line.
- ☐ Illustrate and label existing above ground and below ground utilities.
- ☐ Illustrate and label proposed above ground and below ground utilities.
- ☐ Depict all trees on both private and public property on the site and within 15 feet of the site (including park strip trees and adjacent private property trees).
- ☐ **Tree Preservation information:** All existing trees on site (both private and public property), and within 15 feet of the site (including park strip trees and adjacent private property trees) must be easily identified on the drawings and must include the following information:
 - Tree Species
 - Size expressed in "d.b.h." (dbh is Diameter at Breast Height and is measured at 4.5 feet above grade)
 - Condition
 - Status- "proposed removed" or "proposed preserved"
 - Any proposed pruning or root cutting

- Depiction of tree protection fencing (tree protection fencing must be **free standing, 6 feet tall chain link**) for trees to be preserved- See Tree Protection and Preservation document for further details.
 - Landscape plans shall depict only proposed preserved and proposed new trees
- ☐ A comprehensive **tree inventory spread sheet** of all public and private property trees shall be provided on the plan indicating
- Tree species
 - Tree size (dbh)
 - Location (private or public property)
 - Condition (Good, Fair, Poor, Very Poor)
 - Status (proposed removed or proposed preserved)
 - Additional notes (i.e. justification for removal of a tree that is not in the footprint of proposed improvements/changes)
 - Total tree count
 - Total tree dbh inches to be preserved
 - Total tree dbh inches to be removed
- ☐ Depict footprints for all existing and proposed structures and hardscapes. Landscape plan should only show remaining existing and proposed structure footprint.
- ☐ Label all proposed vegetation in park strip and private property with size, species and quantity. Plan must indicate distances between trees to be planted in the park strip, distances between trees and utilities, distances between trees and driveways and buildings.

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

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



Parks & Public Lands

URBAN FORESTRY DIVISION

1965 W 500 S SALT LAKE CITY, UT 84104

PHONE: 801-972-7818

Urban Forestry Plan Review Policy

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

- ☐ All plans in the drawings folder in ProjectDox must be labeled i.e. Demolition, Site, Landscape etc.
- ☐ Parcel Address: If parcels are being combined, label all properties involved with parcel street address, not parcel I.D.
- ☐ Adjacent Properties: Depict addresses and property lines.
- ☐ Type of Project: Describe the nature of the project, i.e. new home construction, new building construction, interior remodel etc.
- ☐ Depict and label all streets, sidewalks, curbs, driveways and park strips.
- ☐ Depict and label public right-of-way property line.
- ☐ Illustrate and label existing above ground and below ground utilities.
- ☐ Illustrate and label proposed above ground and below ground utilities.
- ☐ Depict all trees on both private and public property on the site and within 15 feet of the site (including park strip trees and adjacent private property trees). Trees (especially public property trees) must appear on the site plan, demolition plan and the grading and drainage plans.
- ☐ **Tree Preservation information:** All existing trees on site (both private and public property), and within 15 feet of the site (including park strip trees and adjacent private property trees) must be easily identified on the drawings and must include the following information:
 - Tree Species
 - Size expressed in “d.b.h.” (dbh is **D**iameter at **B**reast **H**eight and is measured at 4.5 feet above grade)
 - Condition
 - Status- “proposed removed” or “proposed preserved”
 - If proposing tree removal, indicate *why*
 - Any proposed pruning or root cutting
 - Depiction of tree protection fencing (tree protection fencing must be **free standing, 6 feet tall chain link**) for trees to be preserved- See Tree Protection and Preservation document for further details.

- Landscape plans shall depict only proposed preserved and proposed new trees
 - Trees (and tree protection fencing) that are proposed to remain and be protected must be depicted on the site, demolition and grading & drainage plans.
- ☐ A comprehensive **tree inventory spread sheet** of all public and private property trees shall be provided on the plan indicating
- Tree species
 - Tree size (dbh)
 - Location (private or public property)
 - Condition (Good, Fair, Poor, Very Poor)
 - Status (proposed removed or proposed preserved)
 - Additional notes (i.e. justification for removal of a tree that is not in the footprint of proposed improvements/changes)
 - Total tree count
 - Total tree dbh inches to be preserved
 - Total tree dbh inches to be removed
- ☐ Depict footprints for all existing and proposed structures and hardscapes. Landscape plan should only show remaining existing and proposed structure footprint.
- ☐ Label all proposed vegetation in park strip and private property with size, species and quantity. Plan must indicate distances between trees to be planted in the park strip, distances between trees and utilities, distances between trees and driveways and buildings.

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

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



Parks & Public Lands

URBAN FORESTRY DIVISION

1965 W 500 S SALT LAKE CITY, UT 84104

PHONE: 801-972-7818

Tree Protection and Preservation Policy

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

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

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

Tree Protection Guidelines for Construction Sites

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

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

Tree Protection Zone

Tree diameter	Tree Protection Zone radius	Total protection zone diameter including trunk
2 inches	2 feet	4+ feet
6 inches	6 feet	13 feet
20 inches	20 feet	42 feet
46 inches	46 feet	96 feet

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

The TPZ will be defined by 6' tall chain link fencing. Fencing will be erected with free standing

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

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

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

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

- 3 Trees to be preserved during all construction activities shall have a TPZ as shown on all plans. The TPZ shall be clearly marked on the site plan, demo plan, grading plan and landscape plan.
- 4 Only tunneling or boring will be allowed in the TPZ at a depth of 36 inches minimum. The access pit must be located outside of the TPZ. If this is not feasible, written authorization must be obtained from the Urban Forestry office PRIOR to altering the TPZ.
- 5 No equipment (except for a sod cutter) shall be allowed inside the tree protection zone. If special provision for excavation is approved by the Urban Forestry Office, it shall be done by hand or a soil vacuum or air spade.
- 6 Use tunneling or boring for irrigation and utilities. No roots larger than 4" in diameter will be cut. All roots will be cut cleanly with a saw. In situations where a root has been damaged, a clean cut shall be made on the root at the edge of the trench closest to the tree trunk.
- 7 If replacing the sidewalk, no roots larger than 4" in diameter shall be cut. Other alternatives such as ramping or a radius or arch around the existing trees will be used. Roots will not be ripped out with a back hoe. Cuts on tree roots shall be smooth and clean, made with a saw. Any exposed cut roots will be covered as quickly as possible to prevent them from drying out and the tree should be watered immediately. If tree roots are to remain exposed for more than four to six hours, they must be covered with burlap and kept moist at all times.
- 8 Tree care contractors providing services to public trees shall be certified arborists with the International Society of Arboriculture, licensed to do business in Salt Lake City and be

registered with the Utah Division of Commercial Code, insured against personal injury and property damage. Prior to beginning work on tree(s) the tree care contractor shall contact the City's Urban Forestry Program to obtain appropriate public property tree work permit(s).

- 9 Trees shall not be used to support any scaffolding, signs, temporary utility, or any other device. Sidewalks and paving levels should be contoured whenever possible to avoid root cutting. If damage occurs to a protected tree, immediate contact shall be made with the City Forester.
- 10 Do not change the soil grade by cutting or filling in the TPZ
- 11 Do not do any additional planting within 10' of the trunk.
- 12 In certain circumstances, the installation of wood chips from the trunk to the dripline at a depth of 2"-4" may be required. For example, if sod is removed under the tree, woodchips would be required.
- 13 Trees shall be watered according to the following guidelines:
 - a. Established trees need deep watering once every two weeks with low pressure at the drip line to ensure that the ground is soaked to a depth of at least 8 inches. Generally 5 gallons per inch of trunk diameter at breast height.
 - b. Young or newly planted trees need to be watered every 3—4 days, depending on temperature.

Underground Utility Work

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

1. Where possible when replacing existing utilities such as water or sewer lines very near to preserved trees, abandon the lines and reinstall farther away from the tree.
2. Tunneling or boring will always be done at a minimum depth of 36 ". This shall be performed in a manner and location least damaging to tree roots.
3. Where large anchorage roots are encountered, hand digging and bridging of roots shall be done, leaving roots intact.
4. When encountering roots over 4" in diameter the Salt Lake City Urban Forestry office will be consulted prior to cutting to find some other course of action. Any cutting of tree roots shall give due consideration to future welfare of the tree. Proper action shall be taken so as to protect, and preserve the roots. Roots will not be ripped out with a back hoe. Cuts on tree roots shall be smooth and clean, made with a saw.

Tree Pruning

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

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

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

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