



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Molly Robinson, 801-535-7261
Date: August 8, 2018
Re: PLNSUB2018-00519 – The Birdie Planned Development

Planned Development

PROPERTY ADDRESS: 218 S 200 E
PARCEL ID: 16-06-176-026-0000
MASTER PLAN: Downtown Community Plan
ZONING DISTRICT: D-1 (Central Business District)

REQUEST: A request by Jake Williams at C.W. Urban to build a 70-unit apartment building with a building height of 82-feet, which is below the 100-foot minimum building height for a corner building in the D-1 Central Business District. The applicant is requesting Planned Development approval for the relaxation of the minimum height requirement from 100 feet to 81 feet. The applicant seeks to achieve the objective of fulfilling the goals of the Downtown Community Plan. The Planning Commission has final decision making authority for planned developments.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission table the application until applicant provides additional information regarding service and loading, reconciles building height and fire code compliance, and other deficiencies with the application.

ATTACHMENTS:

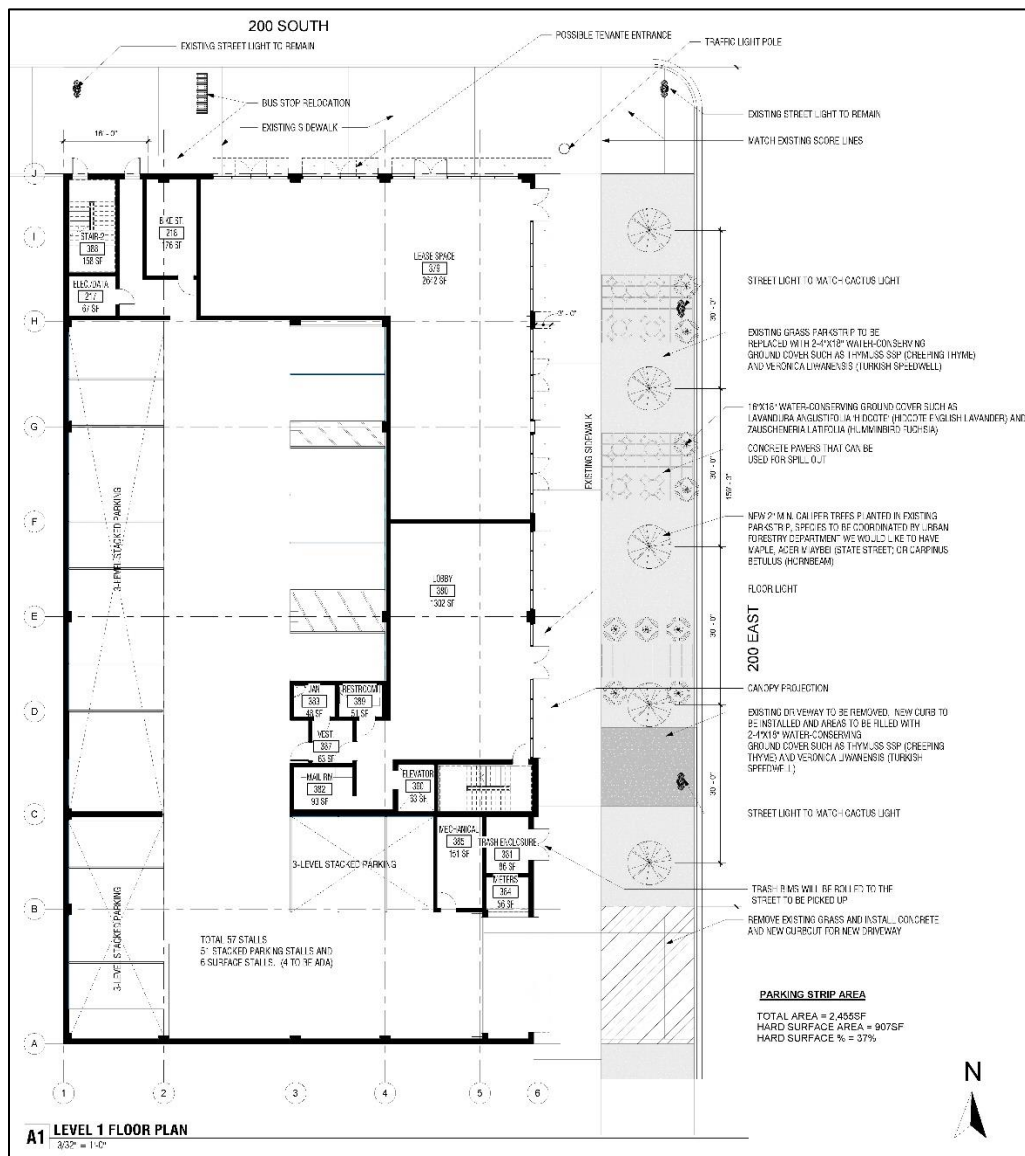
- A. [Vicinity Map](#)
- B. [Site Plan](#)
- C. [Building Elevations](#)
- D. [Additional Applicant Information](#)
- E. [Site Photographs](#)
- F. [Master Plan Policies and Zoning Standards](#)
- G. [Analysis of Standards – Planned Development](#)
- H. [Public Process and Comments](#)
- I. [Dept. Comments](#)

PROJECT DESCRIPTION:

The project is located on the southwest corner of 200 S and 200 E in the D-1 Central Business District and covers an area approximately .34 acres in size. The proposed 70-unit apartment building appears to sit on or near the property line on all four sides. Access to the building is located on both 200 S and 200 E for pedestrians. Access to a stacked parking system internal to the building is from 200 E. The project is being reviewed as a Planned Development because elements of the proposal do not meet certain requirements of the Zoning Ordinance. Specifically, minimum building height for corner properties in the D-1 is 100-feet; the applicant proposes a building that only reaches 87 feet at its highest point (top of the stairwell and elevator shaft). The primary mass of the building is 76'4" to the top of the parapet wall.



The structure is six stories in a concrete podium with stick-frame construction type. The project includes 2,300 square feet of ground floor commercial, 70 residential units, and a 7,600 square foot rooftop plaza. Some of the residential units include a small balcony of approximately 27 square feet each.



The subject property is currently a parking lot.

KEY ISSUES:

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

1. Issue 1. Building height does not meet minimum required for a corner property.
2. Issue 2: Compatibility with the neighborhood.

Issue 1 Building height does not meet minimum required for a corner property. *Resolved.*

The purpose of the minimum and maximum heights in the D-1 (100 and 375' respectively) are to emphasize the node/intersection of two primary streets. The width of Salt Lake City's main streets is very wide, which results in huge intersections that lack definition or a sense of enclosure. Larger intersections are better defined and enclosed

with larger buildings or other vertical elements to frame them, resulting in a more room-like quality. At this intersection, it is unlikely that a complete room-like quality could be achieved. This is due to the fact that of the four corner properties at this intersection, two sites are listed on the National Register of Historic Places: the Stratford Hotel to the north (the “Second & Second” building) and the First Methodist Episcopal Church to the east. The subject property is currently a parking. At best, two of the four corners could be developed to at least 100 feet in height though the “room” would lack full enclosure due to the low height of the historic structures. Furthermore, the juxtaposition of one of two much taller buildings with the lower height historic buildings can be visually jarring and lack balance in urban design.

The original proposal did not include special treatment of the northeast corner of the building at the intersection of 200 S and 200 E. The corner was not a prominent feature of the design. Based on initial planning staff concerns, the applicant revised their design to include a pronounced architectural treatment of the corner visible from down the street (200 E and 200 S). The corner detail helps call attention to the corner of the building and emphasize it as a significant feature. These modifications better meet the intent of the ordinance requirement for building height than the original proposal and staff has found these to be an acceptable alternative.

Issue 2: Compatibility with the neighborhood according to the master plan.
Resolved with conditions.

As noted in [Attachment G](#), the project exemplifies urban living by providing balconies and roofdeck amenities, views and sunlight for units, and active uses and transparency at the ground floor, fulfilling livability goals. Without these amenities the project would lack merit. Compliance with the *Downtown Plan* is mixed. While the proposal fulfills a need for new housing units downtown and redevelops an underutilized site (a parking lot), it does not fulfill the potential density available on the site by limiting the building height. The potential building height as-of-right is 375 feet, which could support a much greater density of development. The proposed project complies with all design and compatibility considerations listed in [Attachment G](#) except lighting and service access. Proposed outdoor lighting includes downlight wall sconces, floor up lights located in the public sidewalk near the building wall, and signage will be backlit halo lettering. Floor uplights are not recommended as they contribute to dark sky pollution and pedestrian disorientation. Service access for the building requires loading from the public sidewalk and street (i.e. garbage pick-up). While service and loading direct to the sidewalk is typical in a downtown urban location, without a clear narrative as to how this activity will be conducted, the impact on the adjacent public sidewalk and rights-of-way is undetermined. Staff recommends that the following design and compatibility conditions to resolve these issues:

- That no floor uplights are used in the public way; and
- That the Planning Commission table a decision on this request until the applicant submits sufficient information to satisfy compliance with service and loading standards

DISCUSSION:

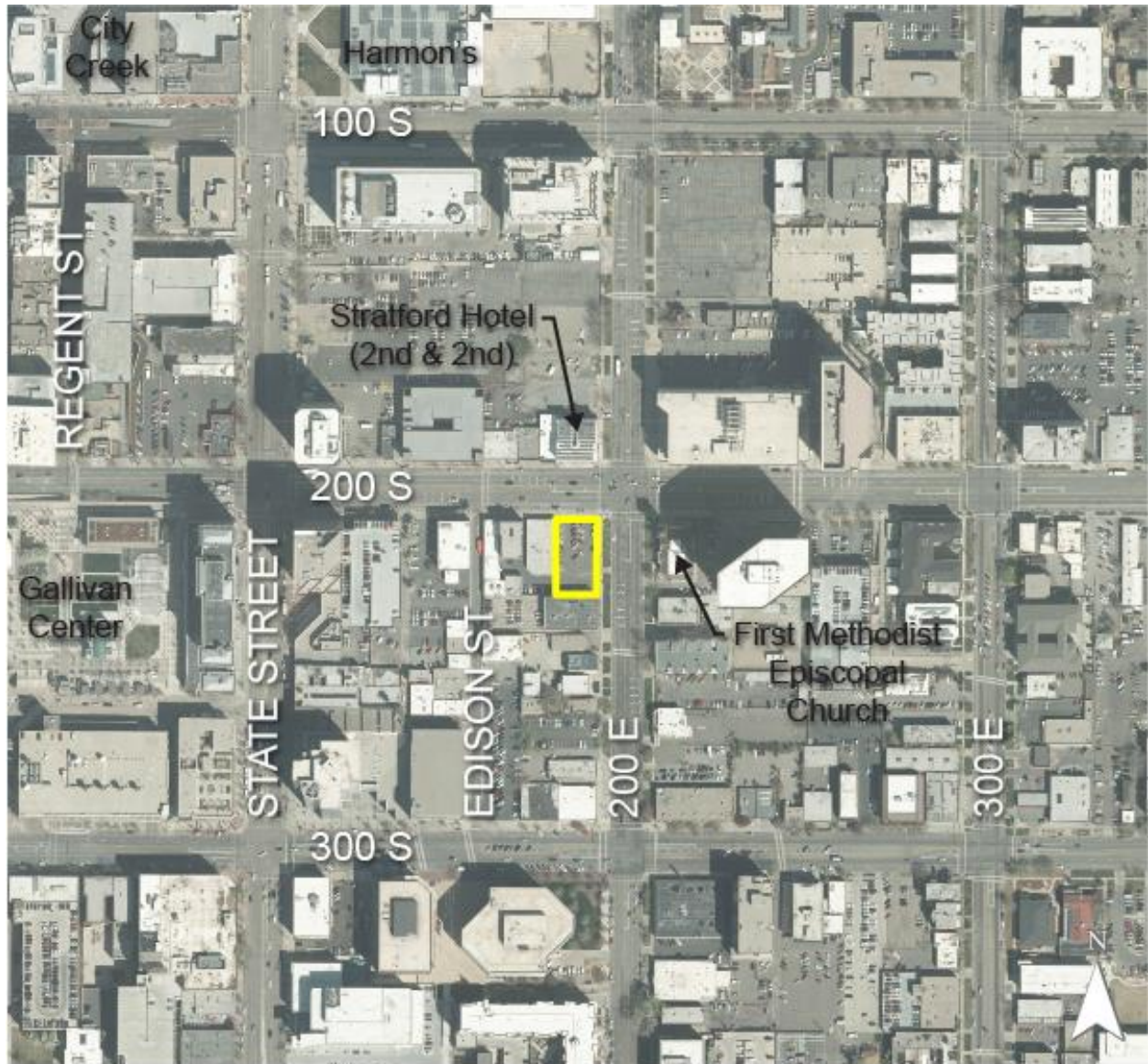
As discussed above and in attachments [F](#) and [G](#), the proposal generally meets the standards for a Planned Development. In general, the proposal addresses the compatibility standards of the Planned Development review and uses an alternative approach to the design that still meets the intent of the zoning ordinance standards. However, additional information is needed to determine compliance with the Standards of Analysis for a Planned Development, specifically for loading and service access and

emergency vehicle access. As such, staff is recommending tabling a decision on the proposed development.

NEXT STEPS:

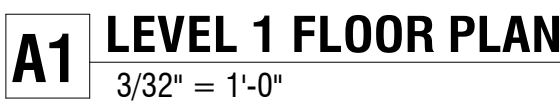
If tabled, the applicant will need to submit additional information per staff requests and as indicated in [Attachment G](#). If approved, the applicant may proceed with the project and will be required to obtain all necessary permits. If denied, the applicant will still be able to redevelop the property, but any development would need to be 100 feet high within 165 feet of the corner and would need to comply with all other zoning ordinance requirements.

ATTACHMENT A: VICINITY MAP



 Subject Property

ATTACHMENT B: SITE PLAN



FIRE EXTINGUISHERS	(IFC 906.1)
FIRE EXTINGUISHERS SHALL BE PLACED ALONG NORMAL PATHS OF TRAVEL (MAXIMUM TRAVEL DISTANCE: 75'-0")	

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REVISIONS:

SHEET
: A

A-101

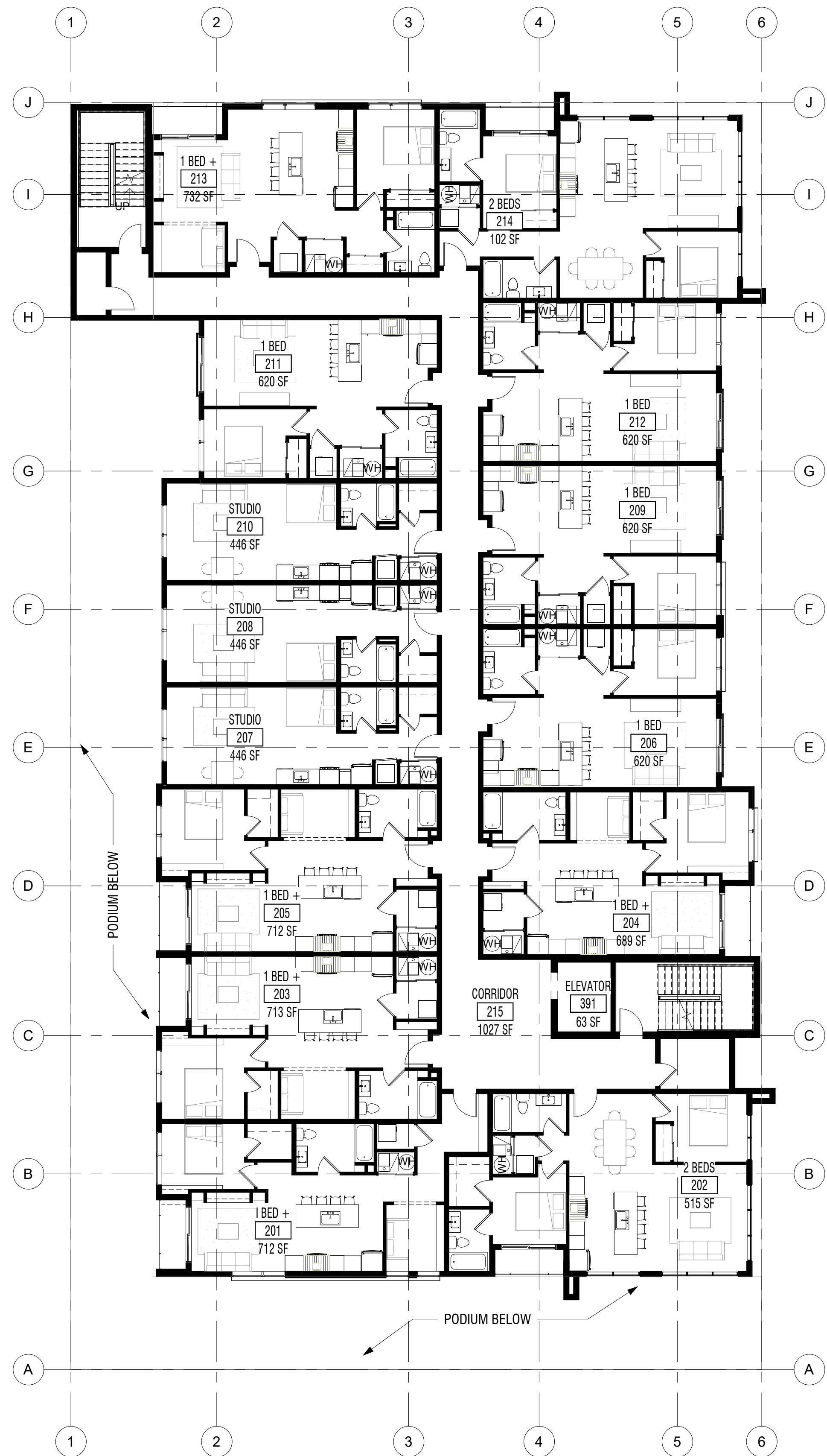
ISSUE DATE

SCHEMATIC DESIGN

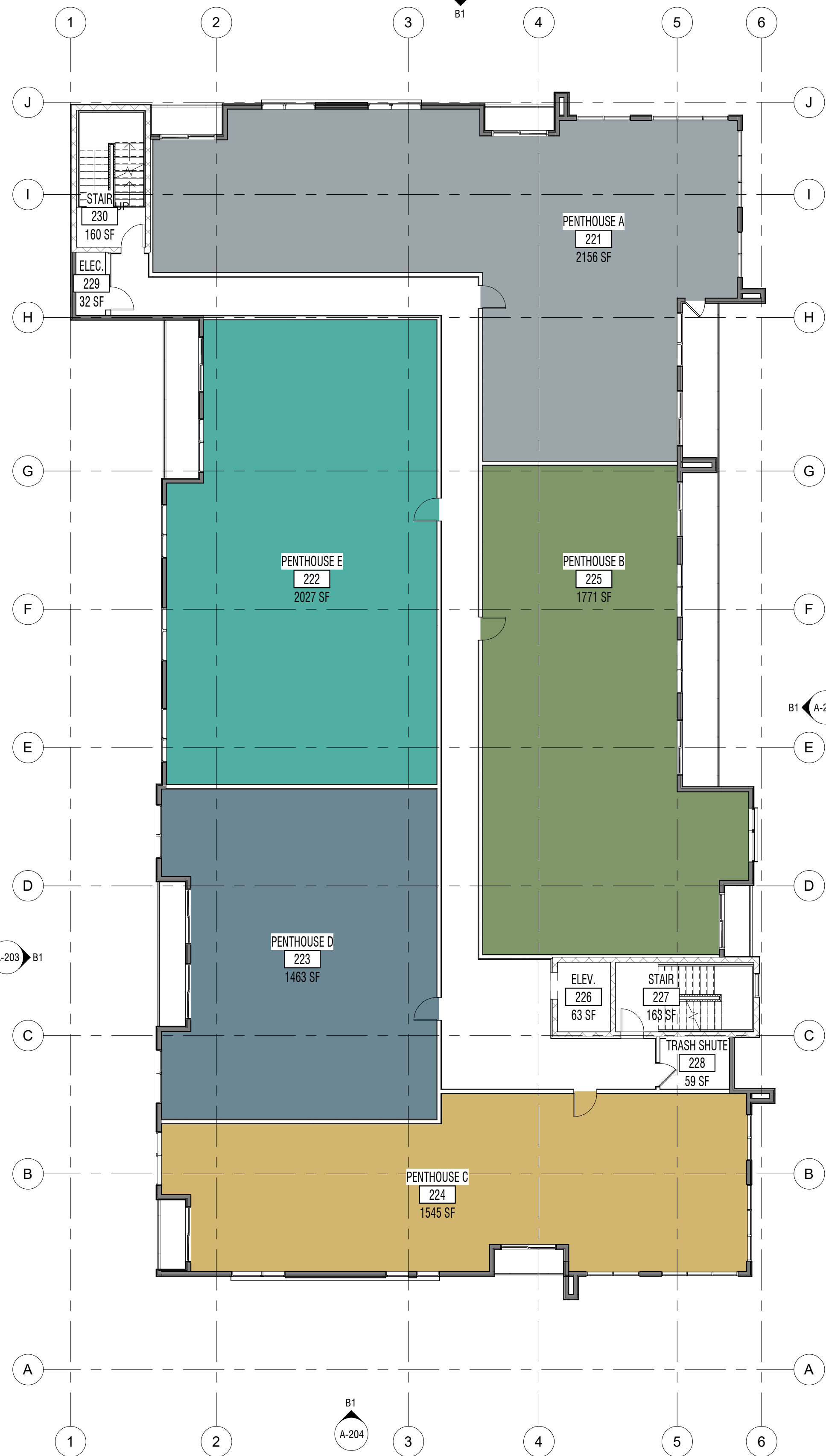
URBAN
C.W.

218 S 200 E SALT LAKE CITY, UT





A1 TYPICAL LEVELS 2 TO 5
3/32" = 1'-0"



A3 LEVEL 6 FLOOR PLAN
3/32" = 1'-0"

UNIT COUNT

STUDIO	3 PER FLOOR
1 BED	4 PER FLOOR
1 BED + FLEX SPACE	5 PER FLOOR
2 BED	2 PER FLOOR
14 UNITS/FLOOR x 4 FLOORS = 56 UNITS	
PENTHOUSES = 5 UNITS	
TOTAL:	= 61 UNITS

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PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

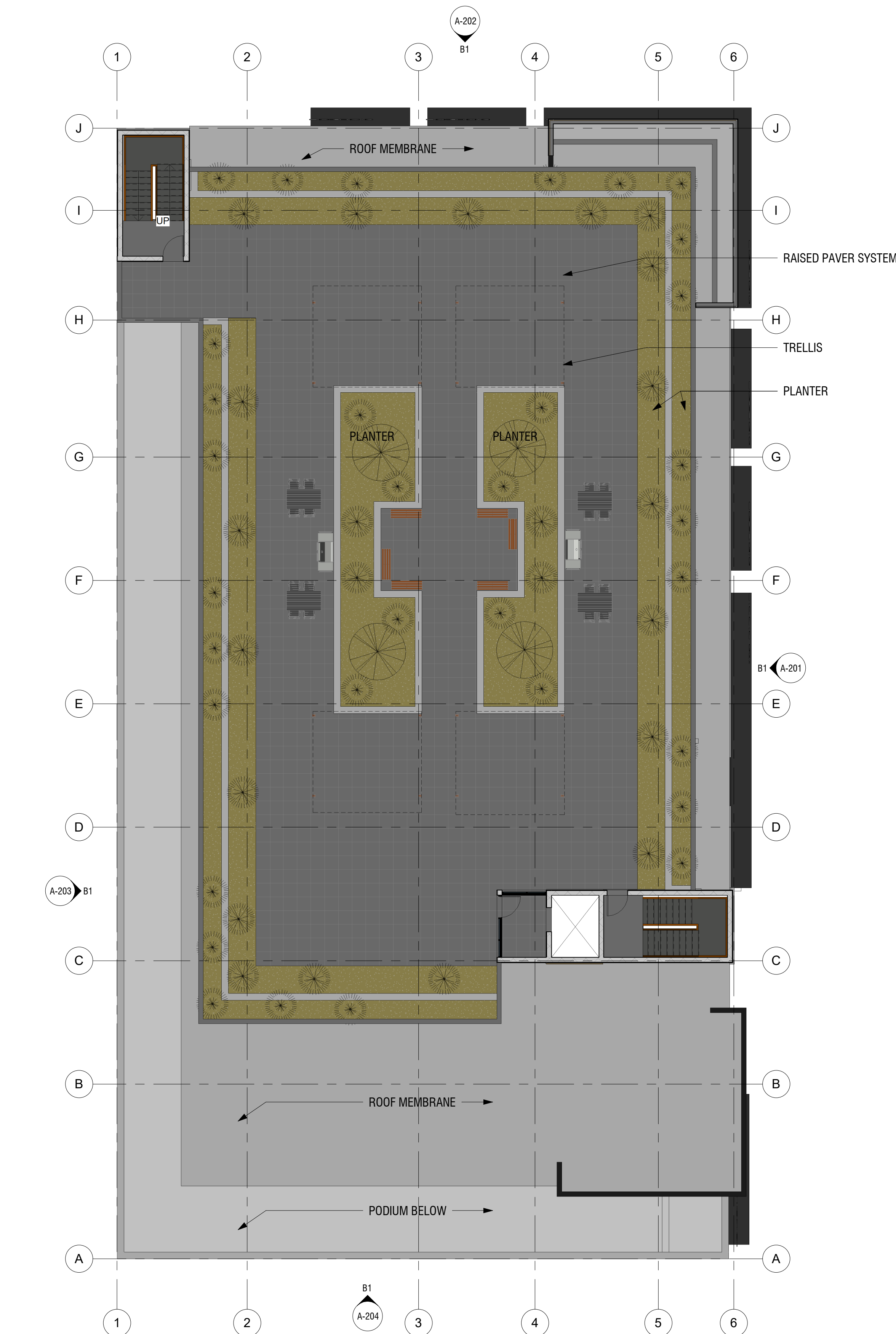
TITLE:
**LEVEL 2-6
FLOOR PLAN**

SHEET
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A-102

ISSUE DATE:

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A1 ROOF
3/32" = 1'-0"



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PROJECT
THE BIRDIE

218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
**ROOF FLOOR
PLAN**

SHEET
:
A-103

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ATTACHMENT C: BUILDING ELEVATIONS & RENDERINGS



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PROJECT

THE BIRDIE

218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:

ELEVATIONS

SHEET

A-201

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PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
ELEVATIONS

SHEET
:
A-202

ISSUE DATE :
SCHEMATIC DESIGN



B1 WEST ELEVATION
1/8" = 1'-0"

MATERIAL LEGEND

- CERACLAD 8 REVEAL PANEL, CHARCOAL
- CERACLAD SMOOTH PANEL, MEDIUM GRAY
- ALL STUCCO TO BE SMOOTH, COLOR TO MATCH TONES AS INDICATED ON ELEVATION
- EXPOSED CONCRETE, WITH INTEGRAL STAIN
- CERACLAD SMOOTH PANEL, SUMI

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PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

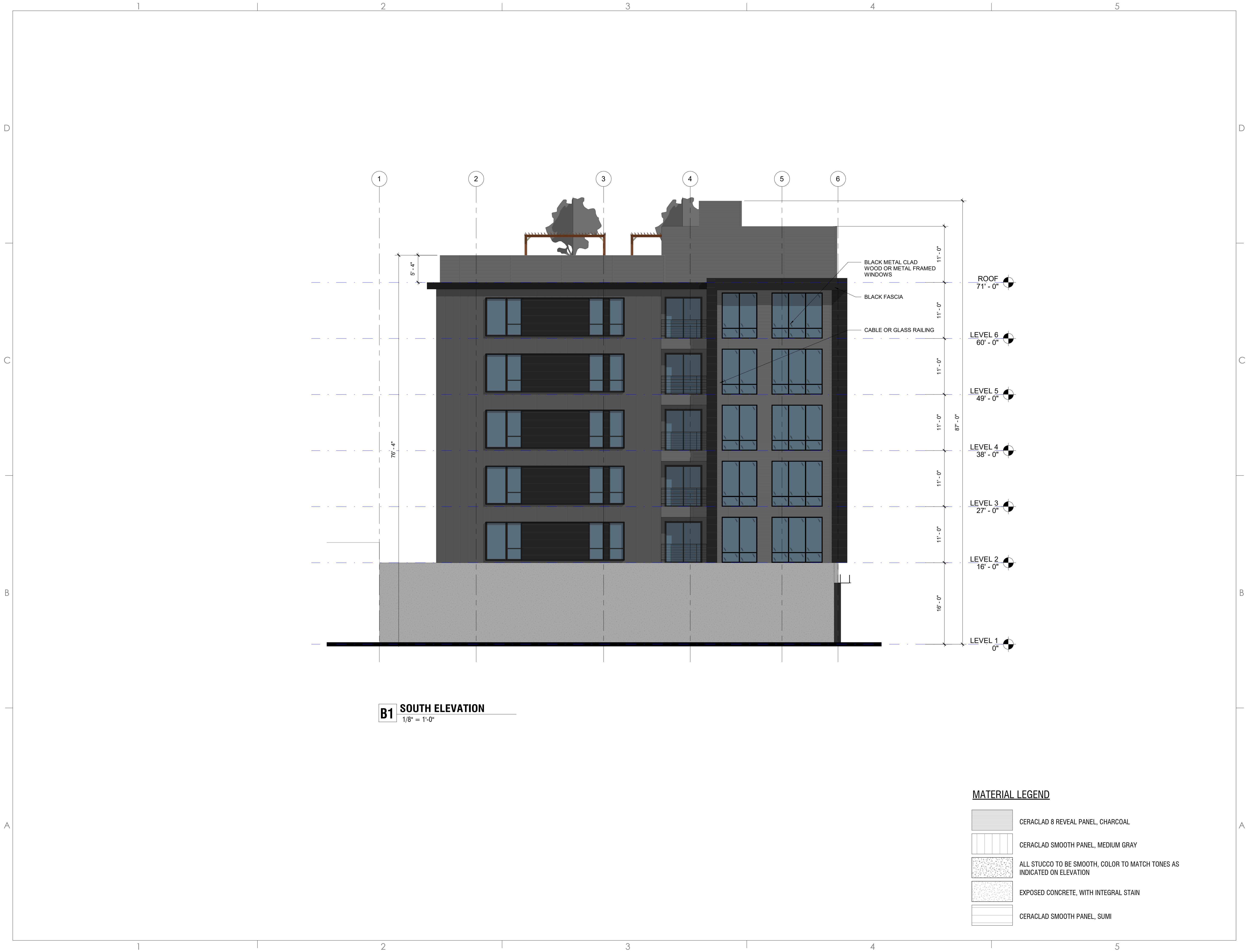
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ISSUE DATE :

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PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
ELEVATIONS

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ATTACHMENT D: ADDITIONAL APPLICANT INFORMATION



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PROJECT
THE BIRDIE

218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
PERSPECTIVES

SHEET
:
A-100

ISSUE DATE:

SCHEMATIC DESIGN

theBIRDIE

The Birdie is a mixed use urban infill project replacing a surface parking lot at 218 S 200 E. This project activates an underutilized corner of the CBD. We are requesting relief from the 100' height minimum requirement in order to bring this project to fruition. The site is only .34 acres and as mentioned earlier occupies an important corner of the east side of the CBD. With its small size it becomes impossible to activate the street fronts on both 200 S and 200 E and fit sufficient parking to support a building over 100' tall. Our proposed project is 6 stories, 5 stories of stick framed construction over a one-story podium with 2300 square feet of ground floor commercial, 70 residential units, and a 7600 square foot rooftop plaza.

Design Review Requirements (our responses are in blue):

- A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.

In order to fit sufficient parking for the residential units and ensure the important street fronts along 200 S and 200 E were the focus of this project we will be using an automating parking lift system that allows us to fit the parking on 1/3 of the normal footprint and allow it to sit behind the ground floor commercial and the residential lobby/lounge.

This allowed for an ample commercial space which we are working with Downtown alliance to curate a local tenant that will complement the beer bar, bar x, and the art gallery across the street.

- B. Primary access shall be oriented to the pedestrian and mass transit.

All access is oriented to the street and the bus stop that sits just outside our front doors on 200 S.

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

Street facing facades between 3' and 8' have over 60% glass. This space will also house a local commercial tenant and a lounge/lobby that will function as active amenity space for the residents.

- D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.

We used floor to ceiling glass along all street facing facades to connect the active ground floor uses visually with the pedestrians walking on the street. We also used metal shrouds and signage to articulate the entries to the building and further connect the project to the pedestrian experience.

- E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.

All parking is contained in the building and set behind the ground floor commercial.

- F. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.

theBIRDIE

There is only one parking entrance and exit which lessens and simplifies the pedestrian auto interaction. This area will be clearly identified to ensure safe pedestrian crossing.

- G. Dumpsters and loading docks shall be appropriately screened or located within the structure.

Dumpsters will also be self-contained inside the building and screened from the outside.

- H. Signage shall emphasize the pedestrian/mass transit orientation.

All signage will be well lit and focused on the different entrances that interact directly with the street.

- I. Lighting shall meet the lighting levels and design requirements set forth in [chapter 4](#) of the Salt Lake City lighting master plan dated May 2006.

We will comply with all lighting requirements.

- J. Streetscape improvements shall be provided as follows:

- a. 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.

There are no existing trees but we will be adding them every 30' and therefore comply.

- b. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.

Existing lawn will be maintained.

- c. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.

We comply.

- d. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.

We do not have any outdoor storage areas.

- e. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

We will comply.

theBIRDIE

K. The following additional standards shall apply to any large-scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:

a. The orientation and scale of the development shall conform to the following requirements:

- i. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small-scale lighting.

As indicated in the elevations perspective ground floor glazing varies in width in order to provide variety and interest to the pedestrian experience. This ground floor glazing also functions as a direct visual connection to the active spaces that will occupy this space.

Above the ground floor podium the upper floor steps back from the front façade at varying depths to add interest and emphasize the human scale for the pedestrians on the street.

- ii. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').

We comply with our longest wall just under 175'

b. Public spaces shall be provided as follows:

- c. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.

We are providing a roof top garden that will be 7600 sq. ft. and is 11.8% of the floor area. This space will be designed and created in a way to give the residents a landscaped urban oasis.

- d. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:

- i. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");

We will comply with this requirement.

- ii. A mixture of areas that provide shade;

We will have pergolas and trees to provide shade to the seating and dining areas.

theBIRDIE

- iii. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;

We will comply with this requirement.

- iv. Water features or public art; and/or

We may look to incorporate some sort of art feature but do not have any definitive plans at this point.

- v. Outdoor eating areas.

We will have a BBQ area as well as outdoor dining tables and seating areas.

- L. 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 adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 15-13, 2013)

We meet all D1 design standards and a full D-1 Zoning review can be found below.

21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT:



In addition to standards provided in section [21A.59.060](#) of this chapter, the following standards shall be applied to all applications for conditional building and design review regarding height:

- A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.

Rooftop has been designed as a rooftop garden with trees, shading trellises, and other landscape features to provide a park like outdoor experience for the tenants and public, an urban oasis.

- B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.

We are using a minimal and dominant cornice overhang to express the roof detail. It is a modern interpretation of a classical cornice.

- C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title. (Ord. 15-13, 2013)

All lighting will be designed to meet city standards.

theBIRDIE

Zoning Requirements Review (our responses are in blue):

- A. Purpose Statement: The purpose of the D-1 central business district is to provide for commercial and economic development within Salt Lake City's most urban and intense areas. A broad range of uses, including very high density housing, are intended to foster a twenty four (24) hour activity environment consistent with the area's function as the business, office, retail, entertainment, cultural and tourist center of the region. Development is intended to be very intense with high lot coverage and large buildings that are placed close together while being oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape and preserving the urban nature of the downtown area. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban design, pedestrian amenities and land use control.

We meet the purpose of this district with a building that fills the entire site and have achieved a mixed-use project that includes residential dwellings at over 210 units to the acre.

- B. Uses: Uses in the D-1 central business district as specified in section [21A.33.050](#), "Table Of Permitted And Conditional Uses For Downtown Districts", of this title, are permitted subject to the general provisions set forth in section [21A.30.010](#) of this chapter. In addition, all conditional uses in the D-1 district shall be subject to design evaluation and approval by the planning commission.

We comply.

- C. Organizatio Of District Regulations: In addition to regulations that apply to the D-1 central business district as a whole, three (3) sets of regulations are contained in this district that apply to specific geographical areas:

1. Special Controls Over Block Corners: These regulations apply only to properties within a specified distance from street intersections, as established in subsection E of this section.

We are applying for a reduction in the 100' height minimum.

2. Special Controls Over Mid Block Areas: These regulations apply only to the intervening property between block corner properties, as established in subsection F of this section.

NA

3. Special Controls Over The Main Street Retail Core: These regulations apply only to the Main Street retail core area, as established in subsection G of this section. The regulations governing block corners and mid block areas also apply to the Main Street retail core.

NA

- D. D-1 District General Regulations: The regulations established in this section apply to the D-1 district as a whole.

1. Minimum Lot Size: No minimum lot area or lot width is required, except in block corner areas as specified in subsection E5 of this section.

theBIRDIE

We Comply

2. Yard Requirements:

- a. Front and corner side yards: No minimum yards are required, however, no yard shall exceed five feet (5') except as authorized through the conditional building and site design review process. Such conditional building and site design reviews shall be subject to the requirements of chapter 21A.59 of this title. Where an entire block frontage is under one ownership, the setback for that block frontage shall not exceed twenty five feet (25'). Exceptions to this requirement may be authorized through the conditional building and site design review process, subject to the requirements of chapter 21A.59 of this title.

We comply.

- b. Interior side and rear yards: None required.

3. Restrictions On Parking Lots And Structures: An excessive influence of at or above ground parking lots and structures can negatively impact the urban design objectives of the D-1 district. To control such impacts, the following regulations shall apply to at or above ground parking facilities:

- a. Within block corner areas and on Main Street, parking lots and structures shall be located behind principal buildings.

Parking is contained in the building and set behind the ground-floor commercial space.

- b. Within the mid block areas, parking lots and structures shall only be located behind principal buildings or be at least seventy five feet (75') from front and corner side lot lines or parking structures are allowed to be located adjacent to the front or corner side lot lines only if they provide adequately sized retail goods/service establishments, office and/or restaurant space on the ground floor adjacent to the public sidewalk to encourage pedestrian activity. The facades of the ground floor shall be designed to be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area. Levels of parking above the first level facing the front or corner side lot line shall have floors/facades that are horizontal, not sloped.

NA

- c. Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as conditional uses with the approval of the planning commission pursuant to the provisions of chapter 21A.54 of this title.

NA

- d. No special restrictions shall apply to belowground parking facilities.

NA

- e. Parking lots, proposed as a principal use to facilitate a building demolition, are prohibited in the D-1 district.

theBIRDIE

NA

4. Interior Plazas, Atriums And Galleries: Interior plazas, atriums and galleries shall be permitted throughout the D-1 central business district.

NA

5. Location Of Service Areas: All loading docks, refuse disposal areas and other service activities shall be located on block interiors away from view of any public street. Exceptions to this requirement may be approved through the site plan review process when a permit applicant demonstrates that it is not feasible to accommodate these activities on the block interior. If such activities are permitted adjacent to a public street, a visual screening design approved by the zoning administrator shall be required.

We Comply

6. Landscape Requirements: All buildings constructed after April 12, 1995, shall conform to the special landscape requirements applicable to the D-1 central business district as contained in chapter 21A.48 of this title.

We comply.

7. Mid Block Walkways: As part of the city's plan for the downtown area, it is intended that mid block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the D-1 central business district shall conform to this officially adopted plan for mid block walkways.

NA

8. Landscape Requirements For Demolition Sites: Vacant lots, resulting from demolition activities where no replacement use is proposed, shall conform to chapter 21A.48 of this title, special landscape requirements applicable to the D-1 central business district.

NA

E.Special Controls Over Block Corners:

1. Intent: Special controls shall apply to land at block corners to encourage greater commercial vitality in the downtown by focusing a higher level of development intensity at street intersections. Control over the intensity of development on blocks is needed due to the large size of blocks and streets and the resulting effects on pedestrian/vehicular circulation and business activity.

We have made a point to allow the corner and 200 S facing ground floor space to be completely dedicated to a commercial use that will be curated to contribute positively to the neighborhood. At over 200 units to the acre we are still putting forward a high intensity even at the limited height because of the small size of the site.

theBIRDIE

2. Block Corner: "Block corner" means the ninety degree (90°) intersection of private property adjacent to the intersection of two (2) public street rights of way both of which are at least one hundred thirty two feet (132') wide.
3. Corner Building: "Corner building" means a building, the structure of which rises above the ground within one hundred feet (100') of a block corner on the street face and one hundred feet (100') in depth.
4. Application: For corner buildings, the provisions of this subsection shall extend to one hundred sixty five feet (165') from the block corner on the street face and one hundred sixty five feet (165') in depth.
5. Lot Size And Shape: The size and shape of the lot shall conform to the following. Lots existing prior to April 12, 1995, which do not meet these requirements shall be exempt.
 - a. Minimum lot area: Ten thousand (10,000) square feet.

We comply.

- b. Minimum lot width: One hundred feet (100').

We comply.

6. Height Regulations: No corner building shall be less than one hundred feet (100') nor more than three hundred seventy five feet (375') in height. The minimum one hundred foot (100') high portion of the building shall be located not farther than five feet (5') from the lot line along front and corner lot lines. Buildings higher than three hundred seventy five feet (375') may be allowed in accordance with the provisions of subsections E6a and E6b of this section.

We are applying for a conditional use site design review to lower the overall height to 82'.

- a. Conditions For Taller Corner Buildings: Corner buildings may exceed the three hundred seventy five foot (375') height limit provided they conform to the following requirements:

NA

- b. Additional Standards For Certain Height Modifications:

- (1) The first one hundred feet (100') of height shall not be set back from the street front more than five feet (5') except that setbacks above the first fifty feet (50') may be approved through the conditional building and site design review process.

We comply.

- (2) Modifying the height will achieve the preservation of a landmark site or contributing structure in an H historic preservation overlay district.

NA

theBIRDIE

- (3) Modifying the height will allow interim service commercial uses to support the downtown community.

NA

- c. Conditional Building And Site Design Approval: A modification to the height regulations in subsection E6a of this section may be granted through the conditional building and site design review process, subject to conformance with the standards and procedures of chapter 21A.59 of this title.

We comply with the Conditional Building & Site Design requirements as covered above.

RESPONSES TO MOLLY O'NEIL ROBSON, AICP Planning Manager
PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

I need the following information for my review in addition to any updates to the original drawing and narrative package (NOTE: I may need additional materials to complete the review and will communicate this to you ASAP during the review.):

1. More information is needed on the architectural detailing for the ground floor (standard D). Right now, I don't see enough differentiation between the ground floor and upper levels in terms of materiality, color, banding, cornices, etc. Glass is part of that to provide visual interest and eyes-on-the-street, but we are really looking for is detailing that defines spaces, rhythm, and give. Some questions:
 - a. Will the commercial space have roll-up garage like doors/windows for direct retail/restaurant spill out on the sidewalk? You might consider a knee wall/window base to provide customers or tenants with a greater degree of privacy with an opaque knee wall. R: Two areas for spill out were created in the parking strip landscape area since the sidewalk is not very deep. There will be no rollup door at the, multiple or single tenant may occupy the ground floor. A horizontal mullion was added to the store front in case a tenant wants to block out the bottom portion for privacy.
 - b. Are there overhead canopies or awnings that define entrances or seating areas? R: Canopies were added at the storefront entrances.
 - c. Do you intend your commercial tenant to have outdoor dining? If so, where will that go? Do you have the necessary sidewalk width to accommodate that? Two areas for spill out were created in the parking strip landscape area since the sidewalk is not very deep
2. The parking access needs more refinement. Ideally, we like to see parking garage doors recessed behind the main building line. This is also a safety issue for pedestrians – specifically, vehicles exiting the garage need space to queue before crossing the sidewalk. This calls into question the viability of the first parking stall noted in your plans. Can you provide images or diagrams of how the parking lift system works? R: The garage door was recessed to create a queueing area.
3. Dumpsters and service access. Can you confirm that the trash enclosure location is going to work for truck access? With the single elevator, will that location and orientation work for move-in and move-out. Where do you anticipate moving vans to stage –inside or outside the building? R: The trash enclosure was moved to close to the garage door. The 4 yards trash and recycle bins will be rolled out of the enclosure for the pickup days.
4. More detailed information is needed on proposed signage. Is the "signage" lettering shown in drawings integral to the building architecture? Is this what the commercial tenant will utilize for their signage? Or will they use the space above the windows? Is the latter, please identify the sign band area, designating it with a distinct material band like precast concrete, plaster, wood, or other material. Locations for any projecting signs should be noted similarly. How will signage be lit? R: Tenants will use architecture lettering shown in the drawings.
5. More detailed information is needed on proposed lighting. Lighting should be coordinated with signage and entrances. Location of any outdoor lighting should be

noted on drawings. Typically, we asked applicants to provide images that demonstrate how you *intend* to light the building –examples from other projects, options for proposed fixtures, examples of signage, etc. The final fixtures do not have to be specified at this time.

R: The building will have down light wall sconces and floor up light shining in the canopies. The signage will be backlit halo lettering (see images on A201 sheet)

6. Streetscape:

- a. Please indicate on your drawings the proposed species of street tree and distance between trees. By my calculation, you should show 5 trees on 200 E. (The fifth could be located south of your driveway, if that meets Transportation's sight triangle rules.) Three trees may be required on 200 S, depending on Transportation and UTA bus stop requirements.
R: The drawings were revised to show trees information and distances.
 - b. Hardscape/paving pattern requirements should match downtown standards. The standard can be modified for the 200 E streetscape due to the park strip.
R: The drawings was revised to show pattern to match existing.
 - c. Street lighting on 200 E needs to match the downtown "cactus light" standard. 200 S these are already existing and should be noted on drawings.
R: The existing lights are to remain. Two other street light will be added on 200E.
 - d. You might consider that the turf will get roughed up during construction. Consider replacing some or all of it with low-water ground cover or other plants. Consider proposing at least one pedestrian path from street parking to sidewalk aligned with your residential front door. See the [Park Strip Landscaping](#) chapter for guidance. Attached is a list of low-water plants suitable for park strips.
R: The site plan was revised to add water conserving ground cover by the Park Strip Landscaping guide, a path was created.
 - e. Indicate where the existing bus stop and bench are located on drawings. If you propose to move them, indicate preferred location on drawings.
R: A new proposed Bus Stop location is shown in sheet A101.
7. Generally in downtown locations, we waive the requirement for public space (standard K, subsection c) as it was intended for large big-box style development with large surface parking lots. However, I want to encourage you to provide outdoor space for tenants that complies with the rest of the public space standard (seating, shades, etc.).
R: A roof deck is shown in the drawings for the tenants.
8. More detailed information on the cornice design is needed for review.
R: The cornice is a square edge to match the building language. See Section on sheet A201.
9. Since you are applying for a reduction in the minimum building height at a block corner, we expect to see a more pronounced architectural treatment of that corner to make up for the loss in height. There are many examples of good and bad corner designs in SLC and beyond. The purpose of the minimum and maximum heights in the D-1 (100 and 375' respectively) are to emphasize the node/intersection of two primary streets. The width of the streets is very wide, which in turn makes a huge intersection. The larger intersections are better defined and enclosed with larger buildings. Attached is an excerpt from the Urban Design Compendium (produced by English Partnerships and The Housing Corporation out of the UK), which explains the principles of corner design.
R: The corner was revised to address the street corner. See Rendering.

Thanks,
Molly

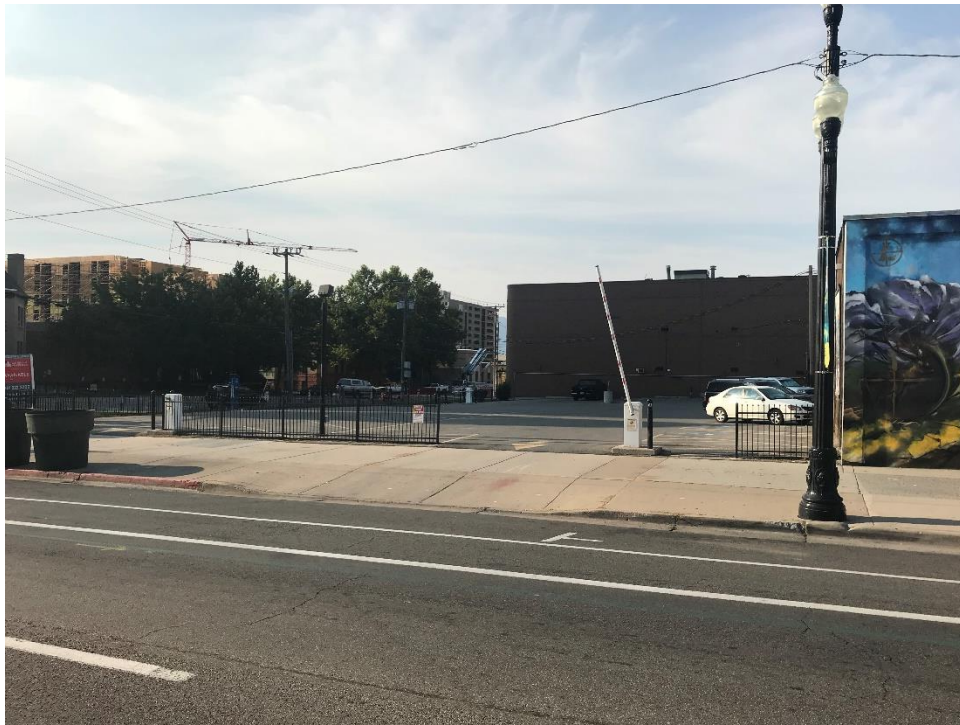
ATTACHMENT E: SITE PHOTOS



Looking southwest from corner of 200 S and 200 E



Looking southwest from corner of 200 S and 200 E



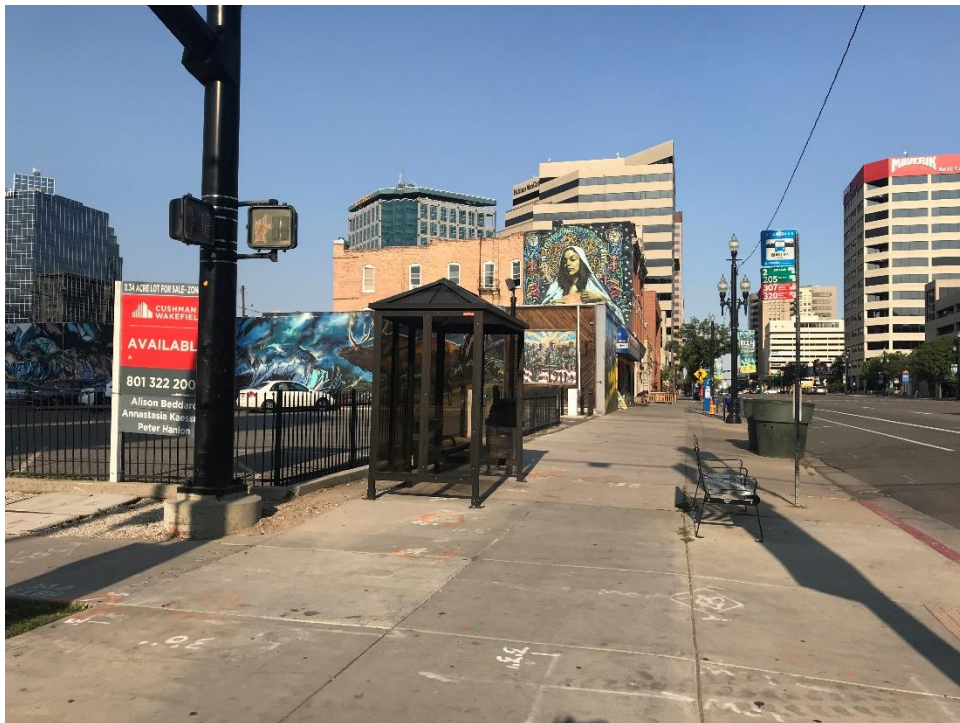
Looking south along 200 S frontage



Looking south along 200 E



Looking north towards subject property from across 200 E



Looking west along 200 S



Stratford Hotel (Second & Second)



First Methodist Episcopal Church



Northeast corner of 200 E and 200 S

ATTACHMENT F: MASTER PLAN POLICIES AND ZONING STANDARDS

Master Plan Policies

Downtown Plan

Central Business District

The site is located in the “High-rise Core” identified in the Downtown Plan. It is located at the edge of the Central Business District. The CBD is planned to offer “the most urban living in Utah with housing choice identified as a key component of the livable city. Most of the housing offered in the CBD is high-density apartment similar to the proposal; additional housing stock adds to available units for rent, which fills a need in the downtown and a goal of the Downtown Plan for increased residential density. Specifically, the CBD vision is described as the following:

The Central Business District (CBD) will continue to be defined by Main Street shopping, the tallest buildings in the city, and arts and cultural institutions. As a growing residential community, the CBD will be home to those seeking the ultimate urban experience that Utah has to offer. Dense apartment and condo-style living in a variety of unit types and sizes will be supported by local serving retail and community services within walking distance.

The Downtown Plan specifically recognizes an abrupt shift in urban form along 200 East where the CBD transitions from the tallest buildings along Main and State Streets to the adjacent residential neighborhood to the east. The project represents the shift in building height to heights more appropriate to the adjacent East Downtown neighborhood. 200 East is proposed as a linear parkway –a green recreational loop that utilizes the existing right-of-way for more park-like uses in addition to vehicle access.

Livability

Basic features that provide safety, privacy, security, comfort, and contribute to the public realm are fundamental to downtown living. Best practices identified in the plan for urban residential development include: outdoor access (patios, balconies or roofdecks), onsite amenities for residents, views and sunlight, and a strong relationship to the street. The project exemplifies urban living by providing balconies and roofdeck amenities, views and sunlight for units, and active uses and transparency at the ground floor.

Underutilized Property

The Downtown Plan also recognizes surface parking lots as great opportunities for redevelopment; the subject property is identified as an Opportunity Site. The present use of the site is a surface parking lot.

Housing Choice

The *Downtown Plan* outlines a plan for residential uses that provide a variety options in a variety of forms that respond to our mountain context. The plan considers that housing choice is

a critical to the attraction and retention of skilled workers and supports a diverse community. The proposal generally complies with the following residential land use policies identified in the *Downtown Plan*:

- *Evaluate and address City Hall's regulatory process, including permitting and fees, to encourage new housing development downtown and promote an efficient approval process.*
- *Develop design guidelines or form-based regulations that encourage quality construction that contributes to public spaces, such as windows and doors at the street level, stoops and porches, patios, balconies, and high quality building materials.*
- *Modify zoning regulations to encourage a variety of housing types throughout downtown. Housing types should vary by district as not all types or scales are appropriate in all downtown districts.*
- *Use development regulations and modify density requirements to promote housing in a mix of housing types to appeal to a broad market, promote diversity and make downtown living accessible to a wide variety of people.*

Growing SLC: A Five Year Housing Plan

The housing plan focuses on ways the city can meet its housing needs in the next five years. The plan seeks to, among other objectives:

- Foster and celebrate the urban residential tradition;
- Respect the character and charm of predominantly residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods; and
- Develop new housing opportunities throughout the City.

The planned development process is a zoning tool that provides flexibility in the zoning standards and a way to provide in-fill development that would normally not be allowed through the strict application of the zoning ordinance. This process allows for an increase in housing stock, housing options and provides a way to minimize neighborhood impacts through the review and assurance of the compatibility standards. The proposed development is utilizing this process to provide additional housing stock.

Urban Design Element

The Urban Design Element (1990) specifically calls for a general height benchmark of 14 stories in the downtown core with a liberal encouragement of exceeding that height. Tall buildings on the corners with shorter buildings around them is an historical pattern designed to emphasize nodes formed at the intersections of main streets. The project is seeking relief from this zoning standard.

Plan Salt Lake

The City has an adopted citywide master plan that includes policies related to providing additional housing options. The plan includes policies related to growth and housing in Salt Lake City:

Growth

Guiding Principal: Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

1. *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
2. *Encourage a mix of land uses.*
3. *Promote infill and redevelopment of underutilized land.*
4. *Preserve open space and critical environmental areas.*
5. *Reduce consumption of natural resources, including water.*
6. *Accommodate and promote an increase in the City's population.*
7. *Work with regional partners and stakeholders to address growth collaboratively.*
8. *Provide access to opportunities for a healthy lifestyle (including parks, trails, recreation, and healthy food).*

Housing

Guiding Principle: Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.

1. *Ensure access to affordable housing citywide (including rental and very low income).*
2. *Increase the number of medium density housing types and options.*
3. *Encourage housing options that accommodate aging in place.*
4. *Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.*
5. *Enable moderate density increases within existing neighborhoods where appropriate.*
6. *Promote energy efficient housing and rehabilitation of existing housing stock.*
7. *Promote high density residential in areas served by transit.*
8. *Support homeless services.*

Staff Discussion of Master Plan Policies

The proposed 70-unit apartment building with ground floor commercial provides in-fill development on a relatively small underutilized parcel. The subject property is located in the Central Business District, which anticipates the highest density of development in Utah. The limited modifications promote the redevelopment of this underutilized land to help meet City growth and housing goals. This development is supported by the master plan and associated housing policies and goals.

Zoning Standards

D-1 Central Business District

The purpose of the D-1 central business district is to provide for commercial and economic development within Salt Lake City's most urban and intense areas. A broad range of uses, including very high density housing, are intended to foster a twenty four (24) hour activity environment consistent with the area's function as the business, office, retail, entertainment, cultural and tourist

center of the region. Development is intended to be very intense with high lot coverage and large buildings that are placed close together while being oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape and preserving the urban nature of the downtown area. This district is appropriate in areas where supported by applicable master plans. The standards are intended to achieve established objectives for urban design, pedestrian amenities and land use control.

D-1 Central Business District	Finding	Rationale
Front/Corner Side Yard: 5 foot maximum setback	Complies	Project is located at or near the property line on all four sides.
Side/Rear Yard: No minimum	Complies	None
Lot Size: 10,000 square feet minimum	Complies	Lot area is approximately .34 acres (14,849 sf).
Lot Width	Complies	Width of 200 East frontage is approximately 165 feet.
Minimum Height within 165' of Block Corner: 100 feet	Complies with Planned Development Approval	Building reaches 87 feet at its highest point (top of the stairwell and elevator shaft). The primary mass of the building is 76'4".
First Floor Windows: 40% and non-reflective glass	Complies	Street facing facades between 3' and 8' have over 60% glass.
Parking Lot and Structure Setback: 75' or Located Behind Commercial Uses	Complies	The proposal locates parking within the interior of the building structure and is surrounded by other active uses. Garage access is setback from the main building line.

ATTACHMENT G: ANALYSIS OF STANDARDS – PLANNED DEVELOPMENT

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

Standard	Finding	Rationale
A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (Section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.	Complies	<p>Applicant seeks to achieve the Master Plan Implementation objective of the planned development ordinance. Requires that a project help “implement portions of an adopted master plan in instances where the master plan provides specific guidance on the character of the immediate vicinity of the proposal.” Specifically, that the project “is consistent with the guidance of the master plan related to building scale, building orientation, site layout, or other similar character defining features.”</p> <p><i>Downtown Plan</i> The site is located in the “High-rise Core” identified in the Downtown Plan. It is located at the edge of the Central Business District. The CBD is planned to offer “the most urban living in Utah with housing choice identified as a key component of the livable city. Most of the housing offered in the CBD is high-density apartment similar to the proposal; additional housing stock adds to available units for rent, which fills a need in the downtown and a goal of the Downtown Plan for increased residential density. The project does not fulfill the potential density available on the site by limiting the building height. The potential building height as-of-right is 375 feet, which could support a much greater density of development.</p> <p>Basic features that provide safety, privacy, security, comfort, and contribute to the public realm are fundamental to downtown living. Best practices identified in the plan for urban residential development include: outdoor access (patios, balconies or roofdecks), onsite amenities for residents, views and sunlight, and a strong relationship to the street. The project exemplifies urban living by providing balconies and roofdeck amenities, views and sunlight for units, and active uses and transparency at the ground floor. The balconies measure only 3 feet in depth, are not included with every unit, and therefore would not fulfill this goal for outdoor space for downtown residents alone. Without these amenities –specifically, the roofdeck—the project would lack merit.</p> <p>The Downtown Plan specifically recognizes an abrupt shift in urban form along 200 East where the CBD transitions from the tallest buildings along Main and State Streets to the adjacent residential neighborhood to the east. The project represents the shift in building height to heights more appropriate to the adjacent East Downtown neighborhood. 200 East is proposed as a linear parkway –a green recreational loop that utilizes the existing right-of-way for more park-like uses in addition to vehicle access.</p>

		<p>The Downtown Plan also recognizes surface parking lots as great opportunities for redevelopment; the subject property is identified as an Opportunity Site. The present use of the site is a surface parking lot.</p> <p><i>Urban Design Element</i></p> <p>The Urban Design Element (1990) specifically calls for a general height benchmark of 14 stories in the downtown core with a liberal encouragement of exceeding that height. Tall buildings on the corners with shorter buildings around them is an historical pattern designed to emphasize nodes formed at the intersections of main streets. The project is seeking relief from this zoning standard.</p>
<p>B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.</p>		<p>Complies</p> <p>See statement above.</p> <p><i>Growing SLC: A Five Year Housing Plan</i></p> <p>The housing plan focuses on ways the city can meet its housing needs in the next five years. The plan seeks to, among other objectives:</p> <ul style="list-style-type: none"> • Foster and celebrate the urban residential tradition; • Respect the character and charm of predominantly residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods; and • Develop new housing opportunities throughout the City. <p>The planned development process is a zoning tool that provides flexibility in the zoning standards and a way to provide in-fill development that would normally not be allowed through the strict application of the zoning ordinance. This process allows for an increase in housing stock, housing options and provides a way to minimize neighborhood impacts through the review and assurance of the compatibility standards. The proposed development is utilizing this process to provide additional housing stock.</p>
<p>C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the planning commission should consider:</p>		<p>Complies with conditions</p> <p>The proposed project complies with all design and compatibility considerations with the following conditions:</p> <ul style="list-style-type: none"> • That no floor uplifts are used in the public way; and • That loading and service access does not impact the pedestrian experience on 200 East or 200 South.
C1	<p>Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;</p>	<p>Complies</p> <p>The proposed development is located within a zoning district that anticipates the size, scale and intensity of the proposed development. The nearby properties contain a variety of housing types and density. The proposal is not unique for the zoning district or this neighborhood context. The surrounding properties could be similarly redeveloped. Two nearby properties are listed on the National Register of Historic Places: the Stratford Hotel to the north (the "Second & Second" building) and the First Methodist Episcopal Church to the east. The proposed project is considered "in scale" with the two historic buildings.</p>
C2	<p>Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the</p>	<p>Complies</p> <p><i>Building Orientation</i></p> <p>The proposed project is located on or near the property line on all four sides. This siting is consistent with the downtown area.</p>

	<p>policies stated in an applicable master plan related to building and site design;</p>		<p><i>Building Materials</i></p> <p>The proposed project is grounded with an exposed concrete ground floor with metal shrouds and signage to articulate the entries to the building connect the project to the pedestrian experience. Upper floors are clad in Ceraclad panels or varying texture. Accents are achieved with black fascia, black metal or wood windows, and aluminum storefronts in dark bronze. Materials are consistent with new development in the downtown area.</p>
C3	<p>Whether building setbacks along the perimeter of the development:</p> <p>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</p> <p>b. Provide sufficient space for private amenities.</p> <p>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</p> <p>d. Provide adequate sight lines to streets, driveways and sidewalks.</p> <p>e. Provide sufficient space for maintenance.</p>	Complies	<p>The proposed project is located on or near the property line on all four sides. Upper stories are stepped back along the south and west property lines to allow for windows and balconies for south and west-facing units. Not all units include a balcony. Provided balconies are small: approximately 27 square feet each and only 3 feet in depth. The lobby space on the ground floor is approximately 1,302 square feet; no specific uses were defined by the applicant for the use of this space. The 7,600 square foot roofdeck provides a garden-like space for residents with trees, shading trellises, and other landscape features. This is a key amenity for the building's residents and integral to the planned development.</p>
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	<p>The ground floor offers approximately 60% ground floor transparency on both 200 East and 200 South streetfronts. Metal shrouds and signage articulate the entries to the building and connect the project to the pedestrian experience. No kneewall or window bases are provided for privacy to the ground floor spaces –both apartment lobby and commercial space. A horizontal mullion was added to the store front in case a tenant wants to block out the bottom portion for privacy.</p>
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Partial	<p>Proposed lighting includes downlight wall sconces, floor up lights, and signage will be backlit halo lettering. Floor uplights are not recommended as they contribute to dark sky pollution and pedestrian disorientation.</p>
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Partial	<p>Garbage and recycling collection is proposed from an enclosure accessed from the public sidewalk along 200 East with bins that would need to be rolled out to the street for pick-up by a privately contracted service. The enclosed room is 86 square feet and accessed by double doors directly from the sidewalk. It is unclear whether this is sufficient space for the number of residential units. The applicant proposes shared use of the facility with the commercial space. No information on loading or other service access was provided.</p>
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	<p>Parking access to the proposed project is from a driveway off 200 East. The garage door is recessed is 6'11" from the property line and 8'5" from the sidewalk to create a queueing area and provide greater visibility of pedestrians.</p>
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:		Complies	<p>The proposed project complies with all landscaping considerations.</p>
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	<p>No existing trees on site or in the public way.</p>

D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	No landscaping exists along abutting property lines.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	Proposed landscaping must meet the requirements of 21A.48.060 Park Strip Landscaping. Rooftop landscaping should be appropriate to the local climate and provide adequate shade.
D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	Tree species selection should be made in coordination with the City Forester.
E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the planning commission should consider:		Does not comply	The proposed project complies with most mobility considerations related to the Planned Development review. See rationale for emergency access for note about compliance with Fire Department requirements.
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	Proposed project reduces the number of driveways accessing the site from 3 to 1. The single driveway access in the proposal is relocated to the south end of the 200 East frontage. Existing driveways will be removed, new curb installed, and areas filled with waterwise ground cover such as creeping thyme (<i>Thymus spp</i>) or Turkish speedwell (<i>Veronica Liwanensis</i>).
E2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	Complies	The project is oriented to the pedestrian, providing active ground floor uses, high ground floor transparency, and sufficient lighting. The applicant proposed relocating the existing bus stop to the west. This will need approval by the Utah Transit Authority and Salt Lake City Transportation. Conflicts are minimized between transportation modes. No parking is allowed on 200 South due to the presence of the bus stop. Relocation of the bus stop west may impact the existing on-street parking in front of Gallenson's, Fice, Este, and Cedars of Lebanon. On-street parking on 200 East should not be impacted other than relocation of the driveway.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	The proposal will eliminate an existing surface parking lot. Access to adjacent uses and amenities is improved for pedestrians, cyclists, and transit riders.
E4	Whether the proposed design provides adequate emergency vehicle access; and	Does not comply	Emergency vehicle access is proposed from 200 South and 200 East frontages. Fire denied the applicant's Alternate Means and Methods application to meet fire code requirements due to lack of a second means of access for its aerial apparatus. 200 South is proposed as the primary means of fire apparatus access. Existing overhead wires on 200 E prevent use of that frontage as the secondary means of access unless the wires are buried. The 200 E park strip is at capacity and cannot accommodate any additional buried lines. Therefore, 200 E cannot be used as the second access. Additional information on existing overhead lines, their location, and plans for burial is required. Compliance through the Planned Development review does not guarantee compliance with the International Fire and Building Codes and it does not guarantee the issuance of any building permit, or the approval of any AM&M application.
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Does not comply	No information on loading or other service access was provided. While service and loading direct to the sidewalk is typical in a downtown urban location, without a clear

			narrative as to how this activity will be conducted the impact on the adjacent public sidewalk and rights-of-way is undetermined.
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.	Complies		No existing natural or built features on site.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies		<p>The project proposes burying overhead power lines, which would need to be located in this area. DRT review indicates that substantial utilities are located in the parkstrip on 200 East adjacent to the property, that the parkstrip is at capacity and cannot accommodate any additional buried lines. Existing lines may also impact tree planting.</p> <p>Property is served by an 8" water main in 200 South and a 20" water main in 200 East. No new connections will be allowed to the 20" water main. All new water services must come off of the 8" water main in 200 South. See Department Comments for more information.</p>

ATTACHMENT H: PUBLIC PROCESS AND COMMENTS

Notice to the Recognized Community Council:

A notice was emailed to the East Central Community Council, the Downtown Community Council, and the Downtown Alliance on May 30, 2018. The groups were given 45 days to respond with any concerns and to request that the applicant to attend a meeting. Only the Downtown Alliance requested a meeting with the applicant. Their letter in support of the project is included in this staff report.

Open House

The applicant and several members of the public attended a Planning Division Open House on July 19, 2018.

Notice of Public Hearing for Planning Commission

Public hearing notice mailed on July 27, 2018.

Public hearing notice posted on July 27, 2018.

Public notice posted on City and State Websites and Planning Division list serve: July 27, 2018.

Sign posted: July 27, 2018.

Public Comments

One written public comment was received at the Open House in support of the lower height on the corner:

This intersection has 2 historic buildings and the third existing building on the northeast corner has been added to in terms of its original height. In short, we would not want a developer to build to 100 feet based on the existing urban fabric.



May 17, 2018

Salt Lake City Planning Division
PO Box 145480
Salt Lake City, UT 84114-5480

To Whom It May Concern:

Infill development is one of the most important indicators of success in building a dynamic and diverse downtown. New buildings that replace empty lots or abandoned structures help to raise land values, eliminate urban blight, increase tax revenue and bring new clientele to local business.

The Downtown Alliance is very supportive of CW Land's mixed-use development, "The Birdie", on the corner of 200 East and 200 South. The size of this parcel makes it a difficult development site – and we appreciate the creativity behind the proposed project that includes an automated stacked parking system to complement a pedestrian-centric site design.

While the current proposed development does not meet the minimum height threshold in the D-1 zone, we believe that this project will bring additional needed residential units and commercial space to a vibrant commercial corridor in our urban center.

CW Land has been proactive in reaching out to the Downtown Alliance to improve their project and relationship with surrounding property owners and businesses. We are looking forward to seeing this project go from concept to reality – and hope to play a constructive role to further enhance the development.

The ongoing transformation of our downtown would not be possible without the creativity and energy of private investors and developers. We encourage the Salt Lake City Planning Division to grant CW Land a conditional use permit that allows the project to move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Mathis".

Jason Mathis
Executive Director

ATTACHMENT I: DEPARTMENT REVIEW COMMENTS

Zoning (Alan Michelsen):

Initial Review:

As per DRT Notes: It is not clear why the conditional building and site design review process is being used to reduce the minimum height requirement of one hundred feet (100') for corner buildings in the D-1 zoning district. 21A.30.020 E.6 regulates minimum and maximum height of corner buildings, and 21A.30.020 E.6.c offers a modification of height regulations of a building which exceeds three hundred seventy five foot (375'). There is no provision in this section to reduce the building height to less than one hundred feet (100'). Clarification may need to be provided from the planning division.

Updated Review:

- Hardscape/paving pattern requirements should match downtown standards.
- Any public way encroachments will need to be discussed with the SLC Real Property Division (planters, ramps, stairs, outdoor dining, etc.).
- A certified Address is to be obtained from the SLC Engineering Dept. for use in the plan review and permit issuance process.
- See 21A.34 for overlay district regulations relative to the Groundwater Source Protection Overlay.
- See 21A.36.250 for a permanent recycling collection station.
- See Table 21A.37.060 for the ground floor glass requirement for the D-1 zoning districts.
- See 21A.40 for permitted locations of ground mounted utility boxes.
- See 21A.44 for parking and maneuvering, with parking calculations provided that address the minimum parking required, maximum parking allowed, number provided, bicycle parking required/provided outside of the building and within 50' of the principle entry, electric vehicle parking required/provided and any method of reducing or increasing the parking requirement.
- See 21A.44.080 for off-street loading docks required/provided
- All uses in the downtown districts shall comply with the provisions governing landscaping in chapter 21A.48 of this title, including park strip trees.

Building Services (Larry Lincoln):

Please note that because the roof of the building is being occupied (Group A-3 occupancy) and a sixth story is not allowed under the Type III type of construction, an alternate means and method application (AM&M) would be required to be submitted to the building department for the use of the 2018 IBC code section 503.1.4 which addresses occupied roofs.

Transportation (Mike Barry):

Parking spaces and parking aisles must meet dimensional requirements of 21A.44.020.E. See DRT notes.

UTA, and their preferences are, in this order:

1. Move the stop to the far (east) side of the intersection, where we would lose a couple of parking spaces in front of the church, but there would not be impacts to the development (other than transit being a bit further away), and Scott V is comfortable with this;
2. Keep the stop in its current location. We gain flexibility with the orientation of street furniture if they are eliminating the easternmost driveway;
3. Remove the stop altogether;

4. The proposed location is only a couple hundred feet from the stop to its west, and since the western stop is close to State Street, we wouldn't want to remove this key transfer point to consolidate at the new location.

Additional comments:

- There will most likely be a frequently used future stop (1-3 years from now) on the east side of the building, southbound on 200 East. The most desirable location is as close to the intersection as possible, and would require an ADA pad roughly 80' south of the corner that measures 6' wide by 8' deep and does not exceed 2% grade. Ideally the landscaping is "transit ready" for those conditions, or even creates the potential for design integration as a "transit place".
- The building appears to create a couple of alleys between itself and the buildings to the west and to the south of it. Pedestrians (and by extension transit users) may appreciate lighting in these areas from a CPTED perspective.

Housing and Neighborhood Development (Melissa Jensen):

This is a corner parcel and will capstone that community. As such it seems as it should realize its height and ground floor activation. I'm not sure that in its current state that is reflected.

Real Estate Services (Dan Rip):

No comments received.

Engineering (Scott Weiler):

No objections.

Public Utilities (Kristeen Schumacher):

- 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 feet minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 feet minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 feet minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Property is served by an 8" water main in 200 South and a 20" water main in 200 East. No new connections will be allowed to the 20" water main. All new water services must come off of the 8" water main in 200 South.
- There is an existing 1" lawn meter off of the 20" water main in 200 East. If the 1" size is adequate for culinary service to the building, then it may be reused for the building, but would need converted to a culinary service. If a new service is required, then a new tap to the 8" main in 200 South will be required. The unused service will need killed at the water main per SLCPU standards. Only one culinary service will be allowed. The parcel is too small to permit an irrigation meter. A fire line will be allowed, if required. It will require a separate tap to the 8" water main.
- Applicant must provide fire flow and culinary water demands to SLCPU for review. The public water system will be modeled with these demands. If the demand is not adequately delivered by the existing 8" main, then a water main upsizing will be required at the property owner's expense. Required improvements on the public water system will be determined by the Development Review Engineer. New water mains must cross the entire frontage of the property. A plan and profile and Engineer's

cost estimate must be submitted for review. The property owner is required to bond for the amount of the approved cost estimate.

- Property is served by an 8" sewer main in 200 South and a 12" sewer main in 200 East. New lateral connections will be allowed to each of these mains. There is one existing sewer lateral from the property. This was installed in 1897 and will not be permitted for reuse. This lateral must be capped and plugged at the sewer main per SLCPU standards.
- 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 4 foot diameter sampling manhole must be located downstream of the device and upstream of any other connections.
- If leased space has any food production (i.e. a restaurant), then an exterior grease interceptor with a 4 foot diameter sampling manhole will be required.
- All site stormwater must be collected and retained on site or discharged to the public storm drain system. Stormwater can sheet flow via driveways to the public roadway, but cannot cross property lines or public sidewalks. If a piped connection to the public storm drain is desired, then a storm drain main extension will be required in 200 South or storm drain will have to be piped across 200 East to the existing public storm drain on the east side of 200 East. Plans must show how all site stormwater is addressed.
- If there is any below ground work for the parking garage that requires foundation drains, then this drainage will need pumped to the site storm drain system and gravity drained to the public system.

Fire (Kenney Christensen):

- Initial Review: Additional Information Required:
 - The proposed Conditional Building and Site Design Review (PLNPCM2018-00378) at 218 S 200 E. proposing 70 apartment units (6-story structure with a rooftop occupancy) in an 82-foot tall structure, with internal stacked parking.
 - Based on the drawings provided, the structure appears to sit on or near property line on all four sides; and the structure is possibly a high-rise (measuring from the lowest level of fire access in the public roadway to the highest occupied level of the rooftop occupancy); and the structure will require aerial fire apparatus access, drawings do not clearly show the dimensions from the face of building to the roadway where the aerial apparatus would park, exclusive of waterway and on street parking (no closer than 15 feet and no further than 30 feet); and the drawings do not clearly identify the overhead utility lines.
 - Development will be subject to all the fire access and fire flow requirements in 2015 IFC and the appendices. Fire department access and fire flow apply to all R occupancy types regardless if they are constructed under the provisions of IBC or IRC.
 - Fire access roads; and means of fire department access for both apparatus; and fire personnel shall be by an "approved" means, in accordance with the State adopted code set, or by an approved Alternative Means and Methods (AM&M), accepted by the State adopted code set as an alternative; and/or by both the building and fire officials approved means. Compliance with the information in this review does not guarantee compliance with the International Fire and Building Codes; and it does not guarantee the issuance of any building permit, or the approval of any AM&M application.

- Updated Fire Review:
 - The proposed Subdivision and Condominium - Planned Dev - Conditional Use (PLNSUB2018-00519) at 218 S 200 E. proposing 70 apartment units (6-story structure with a rooftop occupancy) in an 82-foot tall structure, with internal stacked parking.
 - Based on the drawings provided, the structure appears to sit on or near property line on all four sides; and the structure is possibly a high-rise (measuring from the lowest level of fire access in the public roadway to the highest occupied level of the rooftop occupancy); and the structure will require aerial fire apparatus access, drawings do not clearly show the dimensions from the face of building to the roadway where the aerial apparatus would park, exclusive of waterway and on street parking (no closer than 15 feet and no further than 30 feet); and the drawings do not clearly identify the overhead utility lines.
 - The internal stacked parking will need to meet IFC Chapter 32 high-piled storage, and be approved by the fire official.
 - Development will be subject to all the fire access and fire flow requirements in 2015 IFC and the appendices. Fire department access and fire flow apply to all R occupancy types regardless if they are constructed under the provisions of IBC or IRC.
 - Fire access roads; and means of fire department access for both apparatus; and fire personnel shall be by an “approved” means, in accordance with the State adopted code set, or by an approved Alternative Means and Methods (AM&M), accepted by the State adopted code set as an alternative; and/or by both the building and fire officials approved means. Compliance with the information in this review does not guarantee compliance with the International Fire and Building Codes; and it does not guarantee the issuance of any building permit, or the approval of any AM&M application.
- See attached review dated 8/1/18.

Sustainability (Vicki Bennett):

No comments received.

Police (Lamar Ewell):

No comments received.

Urban Forestry (Tony Gliot):

No comments received.

Alternative Means and Methods

Stipulation Clarification

Address: 218 S 200 E

Date: 8/1/2018

Subject: PLNPCM2018-00378 - Fire access

The application for AM&M has been denied; NO modification (IFC 104.8) was proposed as an alternative (IFC 104.9); and the drawings provided do not have fire access, in accordance with IFC Section 503 and Appendix-D. Based on the attached drawings and how the structure is described in the application, it would appear to be a "high-rise" structure with the fire area of the roof top occupancy.

- **2015 IFC 104.8 Modifications.** Where there are practical difficulties involved in carrying out the provisions of this code, the fire code official shall have the authority to grant modifications for individual cases, provided the fire code official shall first find that special individual reason makes the strict letter of this code impractical and the modification is in compliance with the intent and purpose of this code and that such modification does not lessen health, life and fire safety requirements. The details of action granting modifications shall be recorded and entered in the files of the department of fire prevention.
- **104.9 Alternative materials and methods.** The provisions of this code are not intended to prevent the installation of any material or to prohibit any method of construction not specifically prescribed by this code, provided that any such alternative has been approved. The fire code official is authorized to approve an alternative material or method of construction where the fire code official finds that the proposed design is satisfactory and complies with the intent of the provisions of this code, and that the material, method or work offered is, for the purpose intended, at least the equivalent of that prescribed in this code in quality, strength, effectiveness, fire resistance, durability and safety. Where the alternative material, design or method of construction is not approved, the fire code official shall respond in writing, stating the reasons why the alternative was not approved.
- **2015 IFC 503.1 Where required.** Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.
- **2015 IFC 503.2 Specifications.** Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.
- **2015 IFC 503.4 Obstruction of fire apparatus access roads.** Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Sections 503.2.1 and 503.2.2 shall be maintained at all times.
- **2015 IFC D103.1 Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
- **2015 IFC D104.1 Buildings exceeding three stories or 30 feet in height.** Buildings or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.
- **2015 IFC D105.1 Where required.** Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. 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.
- **2015 IFC D105.2 Width.** Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
- **2015 IFC D105.3 Proximity to building.** At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
- **2015 IFC D105.4 Obstructions.** 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. Other obstructions shall be permitted to be placed with the approval of the fire code official.



BUILDING SERVICES DIVISION
451 South State Street, Room 215
Salt Lake City, UT 84111
Main (801) 535-6000 Fax (801) 535-7750

**APPLICATION FOR MODIFICATION
FROM THE BUILDING/FIRE CODE**

PROJECT NAME The BIDIE	PROJECT ADDRESS 218 South 200 East Salt Lake City, UT	DATE 7/25/2018 PERMIT OR LOG NO. PLNPCM2018-00378
OWNER'S NAME CW The Birdie LLC	OWNER'S ADDRESS 1222 West Legacy Crossing Blvd#6, Centerville, UT 84014	PHONE 801.698.6685
TENANT'S NAME (If other than owner)	TENANT'S ADDRESS	PHONE
APPLICANT'S NAME (Not company name) (Please Print) Jon Galbraith	APPLICANT'S ADDRESS 1222 West Legacy Crossing Blvd#6, Centerville, UT 84014	PHONE 801.698.6685

RELATIONSHIP OF APPLICANT TO PROJECT AND COMPANY NAME
Employee/Architect of Record

BUILDING SERVICES EMPLOYEE FAMILIAR WITH PROJECT
Kenney Christensen

Appeal is hereby made to the Building Official for a modification from, or interpretation of, Section
503.1.1

of the 2015 IFC Code, which requires that:

Approved fire apparatus access roads shall be provided for every facility, building or portion of the building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45,720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

This Code requirement presents extreme difficulty in this project because:

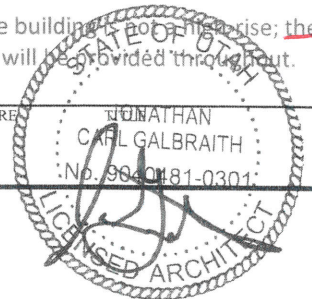
(Use attachment if necessary.) It is in a location where the City allows to build up to the lot line and without this the project is not feasible.

I request your acceptance of: Aerial Apparatus, the overhead power lines on 200 East will be buried, the roads are 200 South 90 feet wide and 200 East 72 feet. There are two fire hydrants close to the site one located on 200 South 30 feet from North West corner and other in the middle of the site along 200 East.
(Use attachments if necessary.)

I believe this proposal is a minor modification and meets the intent of the Code because: The building is a high-rise; the roof deck is located 75'-0" from the lowest level that the fire truck will be parked, and fire sprinkler will be provided throughout.

IF THE APPLICANT IS NOT THE OWNER OR THE OWNER'S ARCHITECT OR ENGINEER,
THEN THE OWNER'S SIGNATURE MUST APPEAR ON THE LINE ABOVE.

APPLICANT'S SIGNATURE



DECISION OF THE BUILDING OFFICIAL

Approved

☐ Approved with Stipulations:
☒ Denied

Attendees: No modification proposed; no Alternative proposed; No Approved Fire Access in accordance with Section 503 and Appendix-D Structure appears and is described as a "high-rise" structure.

DATE:

BUILDING CODE OFFICIAL:

DATE:

FIRE MARSHAL:

8-1-18

8/1/18

APPLICANT'S AGREEMENT TO ABIDE BY CONDITIONS


The undersigned expressly acknowledges and agrees that acceptance of this application for modification from the construction code and any subsequent issuance of a permit(s) based upon the proposed alternative(s) or modification(s), has been made subject to certain conditions which Building Services Division, in its sole discretion, deems necessary. The undersigned agrees to comply strictly with all conditions imposed by Building Services Division. With respect to all permit(s) issued based upon any alternative to or modification of the Salt Lake City Construction Codes, the undersigned's failure to comply strictly with all conditions imposed by Building Services Division in granting any permit(s) pursuant to this application will render any right to proceed with construction, occupancy or use of any property or premises pursuant to said permit VOID, and will subject the undersigned to immediate revocation of said permit issued in connection with this application. The undersigned and all subsequent owners, occupants or users of these premises claiming any right of occupancy or use of the premises through the undersigned, shall be liable for all costs and expenses, including any reasonable Attorney's Fees and Expert Witness Fees, for enforcement of any condition or term of any permit(s) issued to this application.

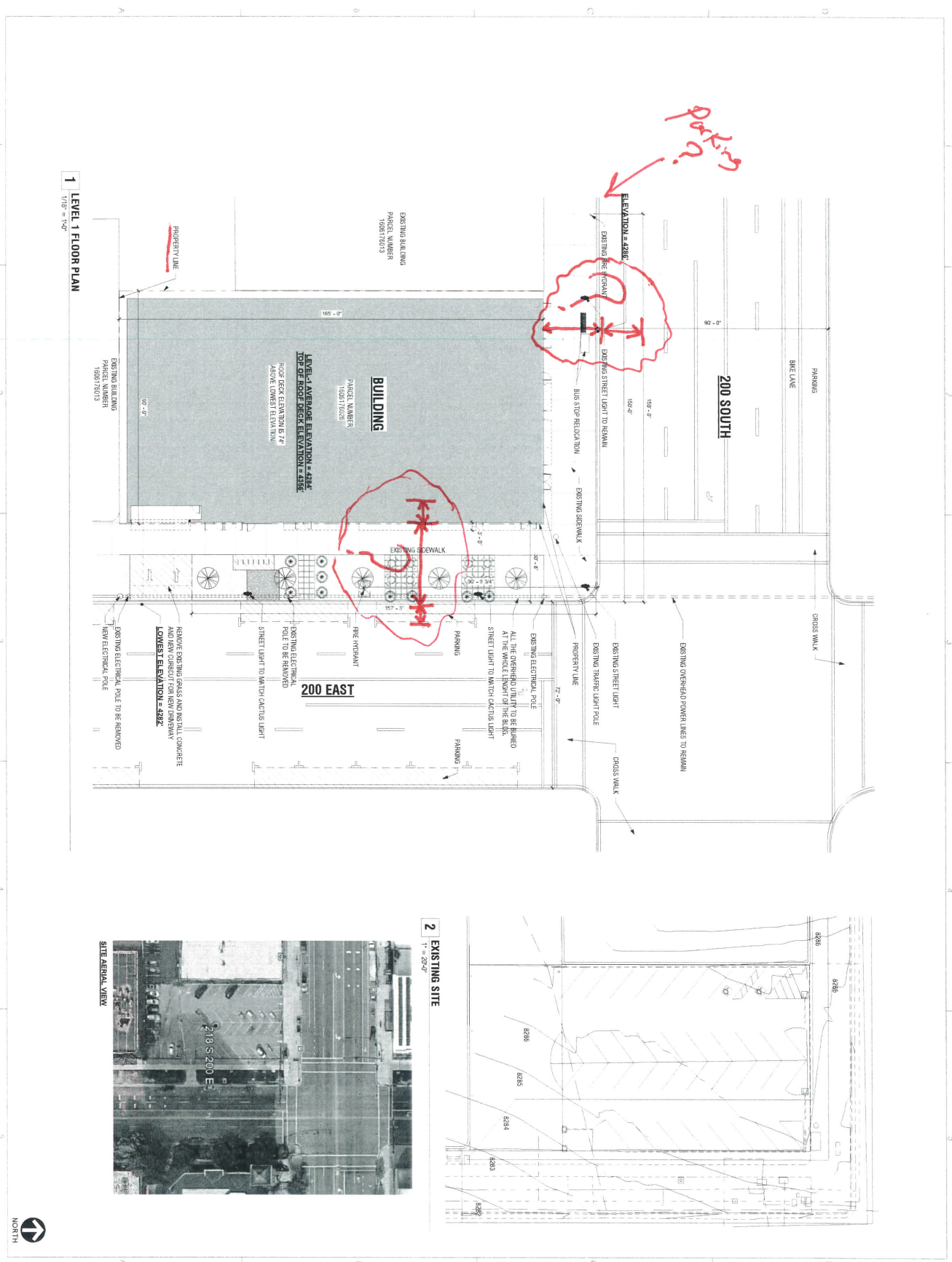
The undersigned acknowledges that this agreement does not in any way limit any remedy or right the City may otherwise have with respect to enforcement of any of its Codes or Ordinances.

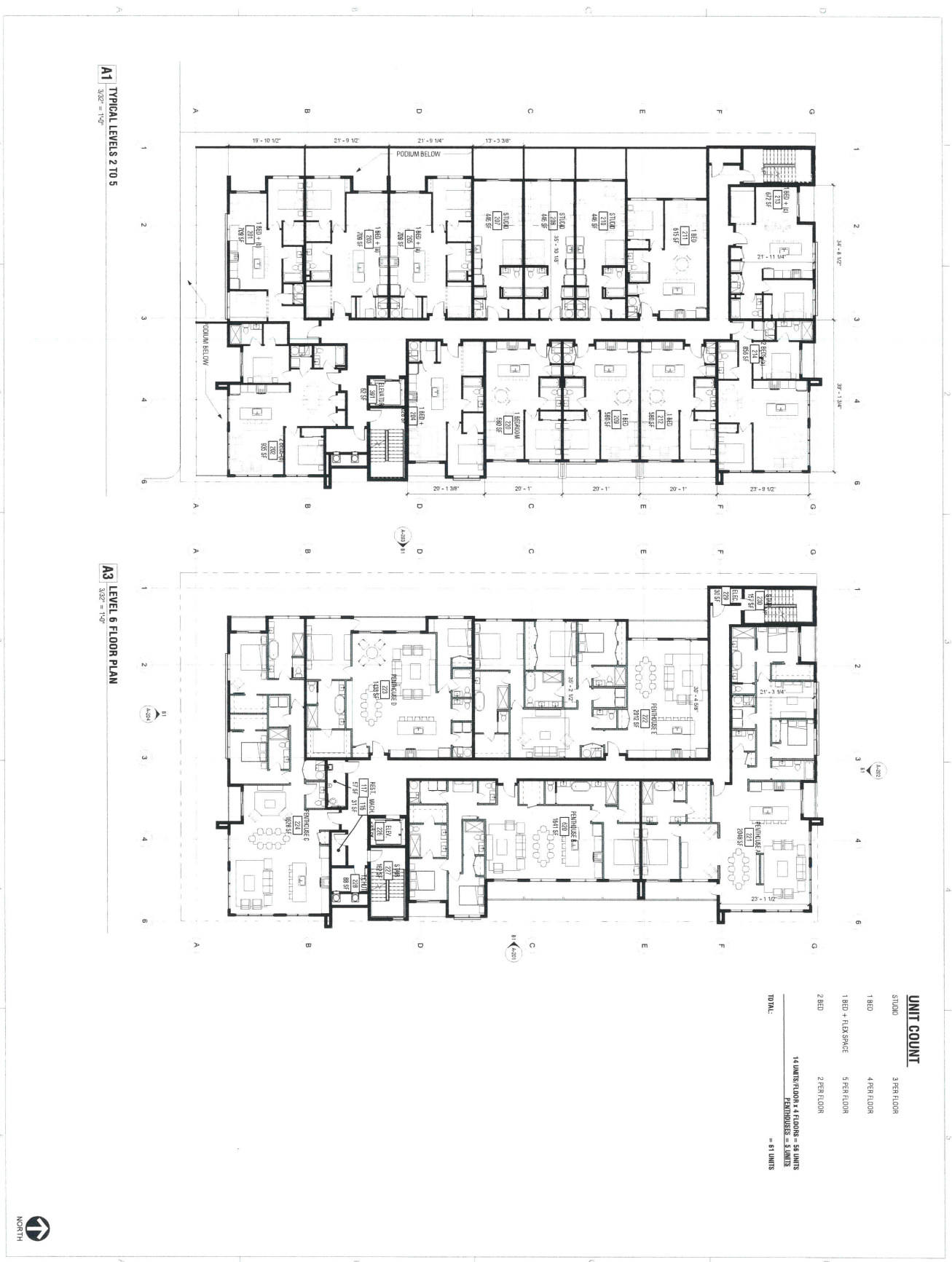
AGREED AND ACCEPTED:

Owner's Signature: _____ Date: 7/25/2018

(if Applicant is not the Owner or the
Owner's Architect or Engineer)

Applicant Signature/Title:  _____ Date: 7/26/18
Director of
DESIGN + ARCHITECTURE





A1 TYPICAL LEVELS 2 TO 5
3/32" = 1'-0"

A3 LEVEL 6 FLOOR PLAN
3/32" = 1'-0"

UNIT COUNT

STUDIO	3 PER FLOOR
1 BED	4 PER FLOOR
1 BED + FLEX SPACE	5 PER FLOOR
2 BED	2 PER FLOOR
14 UNITS/FLOOR x 4 FLOORS = 56 UNITS	
PENTHOUSES = 5 UNITS	
= 61 UNITS	

TOTAL:

C.W.
URBAN

PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
**LEVEL 2-6
FLOOR PLAN**

SHEET
A-102

ISSUE DATE:
SCHEMATIC DESIGN





THE THIRTY-SEVEN AND FORTY-ONE PERCENT OF THE STUDENTS IN THE FIRST AND SECOND GRADES, RESPECTIVELY, HAD BEEN EXPOSED TO THE INFLUENZA VIRUS. THE STUDENTS WHO HAD BEEN EXPOSED TO THE VIRUS WERE MORE LIKELY TO HAVE BEEN EXPOSED TO THE VIRUS IN THE FIRST GRADE THAN IN THE SECOND GRADE.

REVISIONS:

SHEET

SCHEMATIC DESIGN

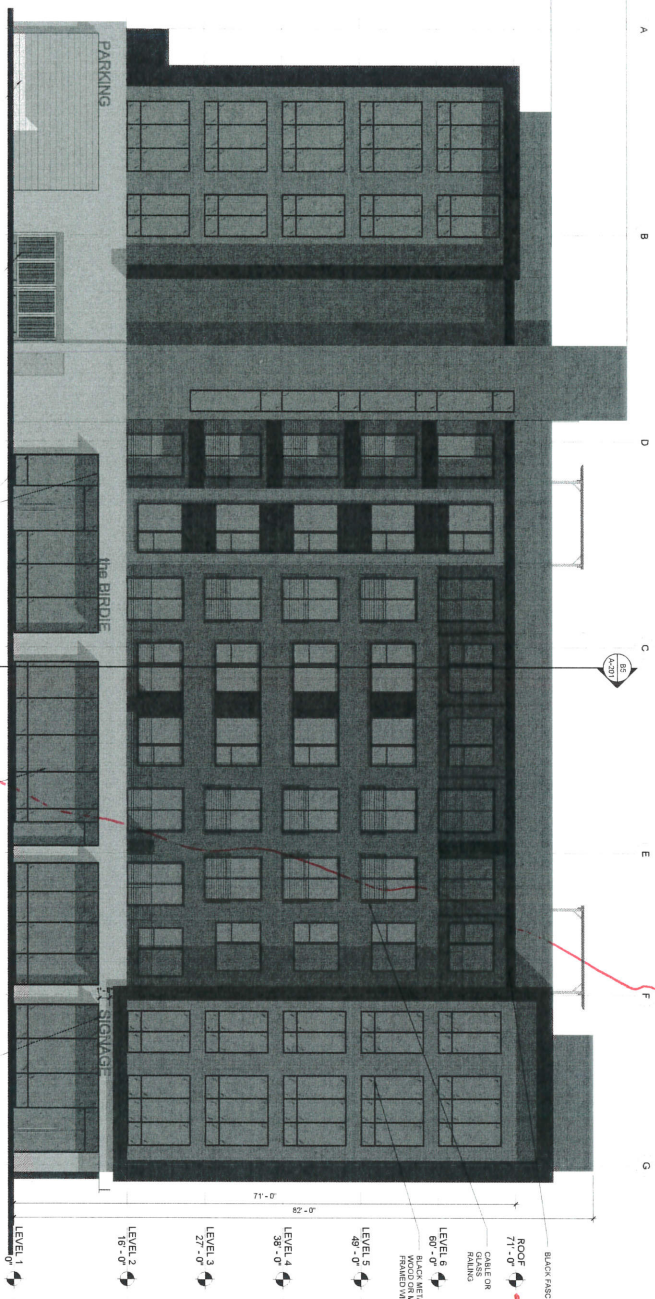
PROJECT
THE BIRDIE

218 S 200 E SALT LAKE CITY, UT

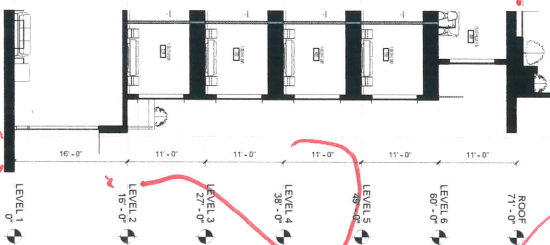
TITLE:
ELEVATIONS

SHEET
A-201
ISSUE DATE
SCHEMATIC DESIGN

B1 EAST ELEVATION
1/8" = 1'-0"



B5 WALL SECTION 1
1/8" = 1'-0"

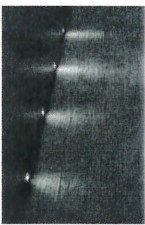


MATERIAL LEGEND

	CERACOLOR S SMOOTH PANEL, CHARCOAL
	CERACOLOR S SMOOTH PANEL, MEDIUM GRAY
	ALL STUDIOS TO BE SMOOTH, COLOR TO MATCH TONES AS INDICATED ON ELEVATION
	EXPOSED CONCRETE, WITH INTEGRAL STAIN
	CERACOLOR S SMOOTH PANEL, SLATE

Provide Street Profile

FD Vehicle Access



FLOOR UP LIGHT



WALL SCONCES



HALO BACKLIT SIGNAGE

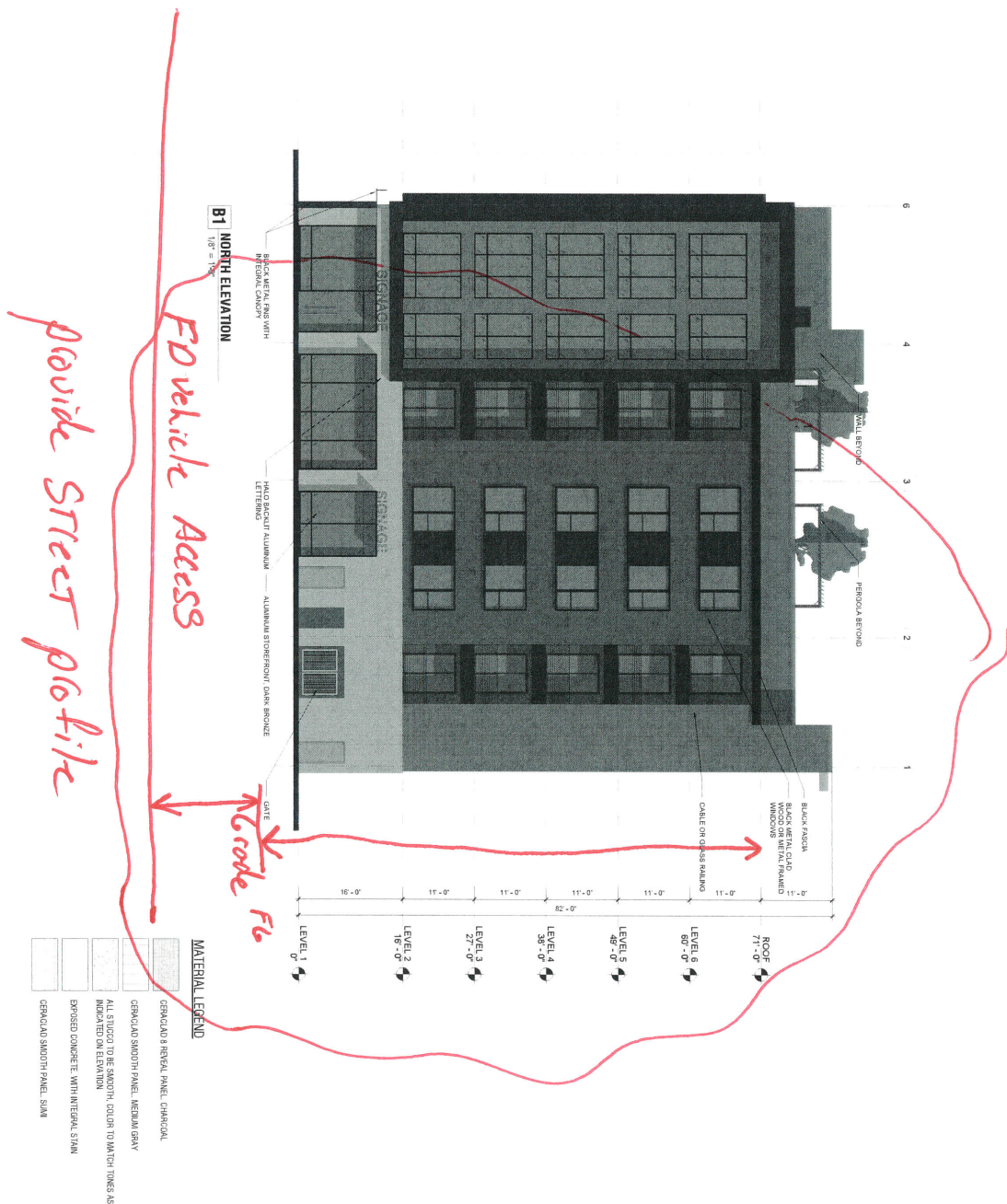
PROJECT
THE BIRDIE

SHEET

A-202

ISSUE DATE: _____

SCHEMATIC DESIGN



C.W.
URBAN

PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
ELEVATIONS

SHEET
A-203

ISSUE DATE
SCHEMATIC DESIGN

B1 WEST ELEVATION
1/8" = 1'-0"



MATERIAL LEGEND

[Pattern]	GERAILED & REPAIR PANEL, CONCRETE
[Pattern]	GERAILED SMOOTH PANEL, MEDIUM GRAY
[Pattern]	ALL STUCCO TO BE SMOOTH, COLOR TO MATCH TONES AS INDICATED ON ELEVATION
[Pattern]	EXPOSED CONCRETE, WHITE INTEGRAL STAIN
[Pattern]	GERAILED SMOOTH PANEL, STAIN

DATE: 11/11/14
BY: C.W. URBAN
PROJECT: THE BIRDIE
SHEET: A-204

C.W.
URBAN

THE BIRDIE IS A 10-STOREY, 100,000 SQ. FT. OFFICE BUILDING. THE BUILDING IS DESIGNED TO BE A LEED GOLD CERTIFIED BUILDING. THE BUILDING IS DESIGNED TO BE A LEED GOLD CERTIFIED BUILDING. THE BUILDING IS DESIGNED TO BE A LEED GOLD CERTIFIED BUILDING.

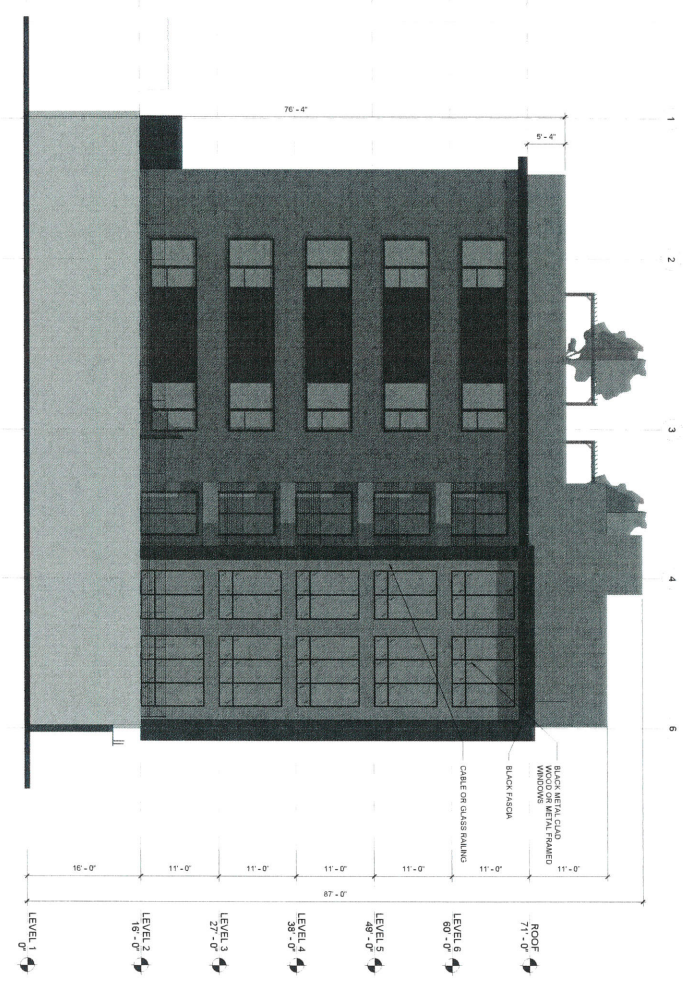
PROJECT
THE BIRDIE
218 S 200 E SALT LAKE CITY, UT

REVISIONS:

TITLE:
ELEVATIONS

SHEET
A-204

ISSUE DATE
SCHEMATIC DESIGN



B1 SOUTH ELEVATION
1/8" = 1'-0"

- MATERIAL LEGEND**
- CERAMIC & METAL PANEL, CHARCOAL
 - CERAMIC SMOOTH PANEL, MEDIUM GRAY
 - ALL STUCCO TO BE SMOOTH, COLOR TO MATCH TONES AS INDICATED ON ELEVATION
 - EXPOSED CONCRETE, WITH INTEGRAL STAIN
 - CERAMIC SMOOTH PANEL, STAIN