



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Amy Thompson, Principal Planner, amy.thompson@slcgov.com or 801-535-7281

Date: Published November 21, 2018

Re: The Exchange Planned Development and Conditional Building and Site Design Review (PLNSUB2018-00434 & PLNPCM2018-00470)

Planned Development & Conditional Building and Site Design Review

PROPERTY ADDRESS: Approximately 320 E 400 South

PARCEL ID: 16-06-405-001-0000, 16-06-405-003-0000, 16-06-405-004-0000,
& 16-06-405-005-0000

MASTER PLAN: Central City & East Downtown Neighborhood Plan

ZONING DISTRICT: TSA-UC-C Transit Station Area-Urban Center-Core

REQUEST: A request by Downtown SLC Partners, the developer representing the property owner, Salt Lake City Corporation, for *The Exchange* – a project that will consist of two new buildings that will be completed in two phases. The second phase of the development request is for a 5 story building with approximately 126 mixed-income units, 2,700 square feet of retail and 30,000 square feet of incubator co-working space. The applicant is requesting modifications of some of the design standards in section 21A.37 of the zoning ordinance through the Conditional Building and Site Design Review (CBSDR) process and a Planned Development to modify parking lot landscaping regulations.

RECOMMENDATION: Based on the findings listed in the staff report, it is the Planning Staff's opinion that phase two of *The Exchange* development (Building B) generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the Conditional Building and Site Design Review (Petition PLNPCM2018-00470) for modifications of the specified Design Standards in section 21A.37 of the zoning ordinance, and the Planned Development request (Petition PLNPCM2018-00434) for modifications to the parking lot landscaping requirements in 21A.48 and 21A.26.078 of the zoning ordinance with the conditions of approval below. Final approval of the details noted in the following conditions shall be delegated to Planning Staff:

1. Blair Street Parking Garage/West Elevation – To help ensure the requested modification of the design standards related to *ground floor glass, blank wall areas, active ground floor use and parking not wrapped in habitable space*, meet the intent of those design standards-

- More detail regarding the proposed screening material on the west elevation adjacent to Blair Street shall be submitted for determination of compliance. The building material used to screen the ground floor parking shall be located between 3 and 7 feet above grade and provide appropriate screening of the parking garage, sufficient visibility and ventilation. Screening material shall be consistent with the buildings design and primary building materials.
 - A minimum 3 foot solid knee wall shall be provided along all ground level parking to screen headlights from the public way.
 - Additional detailing and design should be provided and further refined with architectural features, material changes and or articulation.
2. Applicant shall submit details regarding screening material/gates for west and east ends of midblock walkway to determine compliance. Screening should be consistent with the buildings design and primary building materials as discussed in condition #1 above.
 3. The east elevation adjacent to Blair Street shall include a lenticular mural as initially presented at the work session to ensure the requested modification of the required *60% active use* meets the intent of that design standard by providing increased visual interest where inactive uses are proposed.
 4. Visual interaction along Blair Street should be further refined and details should be submitted for determination of compliance with the intent of the design standard related to active use. Visual interaction could be accomplished with playable public art or interactive lighting installations/displays.
 5. A public easement and development agreement will be recorded on the property for the 450 S midblock walkway. The development agreement will include a statement to ensure that when the property to the east develops, the walkway will be open to the public. A sign will be posted on the midblock walkway stating it is open to the public and will include the hours it is open.
 6. Final approval of the details for signage, art murals, street lighting, and landscaping/screening to be delegated to Planning Staff to ensure compliance with the *Salt Lake City Lighting Master Plan* and the standards for Conditional Building and Site Design and Planned Developments.
 7. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Plan Set](#)
- C. [Additional Information Provided by Applicant](#)
- D. [Property and Vicinity Photos](#)
- E. [Work Session Summary & Minutes](#)
- F. [TSA & Landscaping Zoning Standards](#)
- G. [Design Standard Modifications](#)
- H. [Conditional Building and Site Design Review Standards](#)
- I. [Planned Development Standards](#)
- J. [Public Process & Comments](#)
- K. [Department Review Comments](#)

PROJECT DESCRIPTION:



Quick Facts

Height: 57' – 5 stories

Ground Floor Uses (400 S): Retail

Ground Floor Uses (Blair Street): Retail, residential lobby and parking

Upper Floor Uses: residential units and office

Number of Residential Units: 126 mixed income units

Exterior Materials: Glass, aluminum composite panel, metal mesh screening

Parking: 54 spaces

Review Process & Standards: CBSDR, Planned Development, TSA-UC-C and general zoning standards.

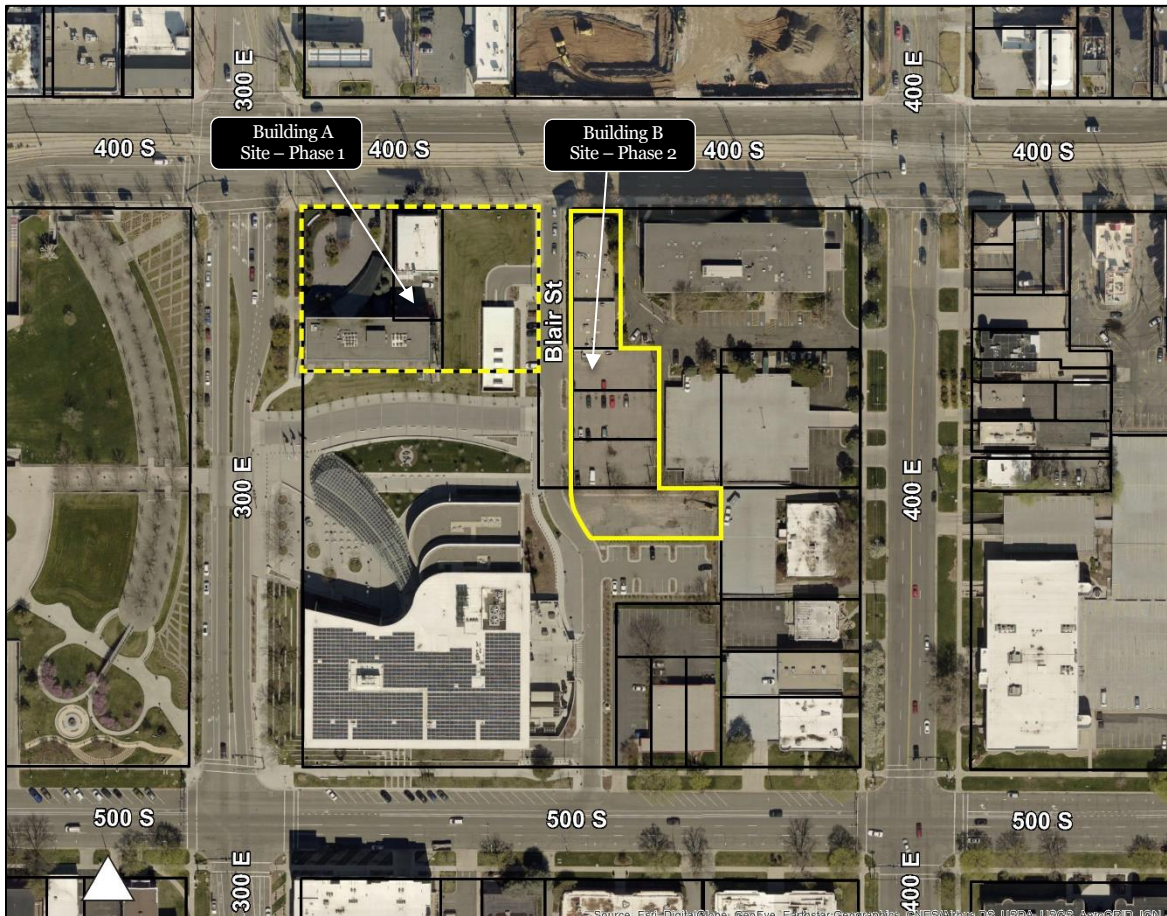
THE EXCHANGE – PHASE II DEVELOPMENT DETAILS:

“The Exchange” is a proposed mixed use development at approximately 320 E 400 South in the TSA-UC-C – Transit Station Area-Urban Center-Core zoning district. The development consists of two buildings that will be completed in phases. The Planning Commission granted conditional approval of the first phase of the development, Building A, on October 10th, 2018.

Phase two of the request is for the development of Building B, a five-story structure with over 2,700 square feet of retail, 126 mixed-income units, and 30,000 square feet of incubator co-working space. The property is currently occupied by a building formerly occupied by Christensen Law as well surface parking lots. The subject parcel has frontage on 2 streets – 400 S and Blair Street. The ground floor parking is accessed off of Blair Street. Blair Street is currently a two way street, but the applicant is proposing that Blair Street become a one way southbound street through a subdivision plat that is being processed separate from the applications that are before you for review. Above is a rendering of the development and a list of quick facts about the proposal. The developer has also provided a detailed narrative about their proposal and design considerations in [Attachment C](#).



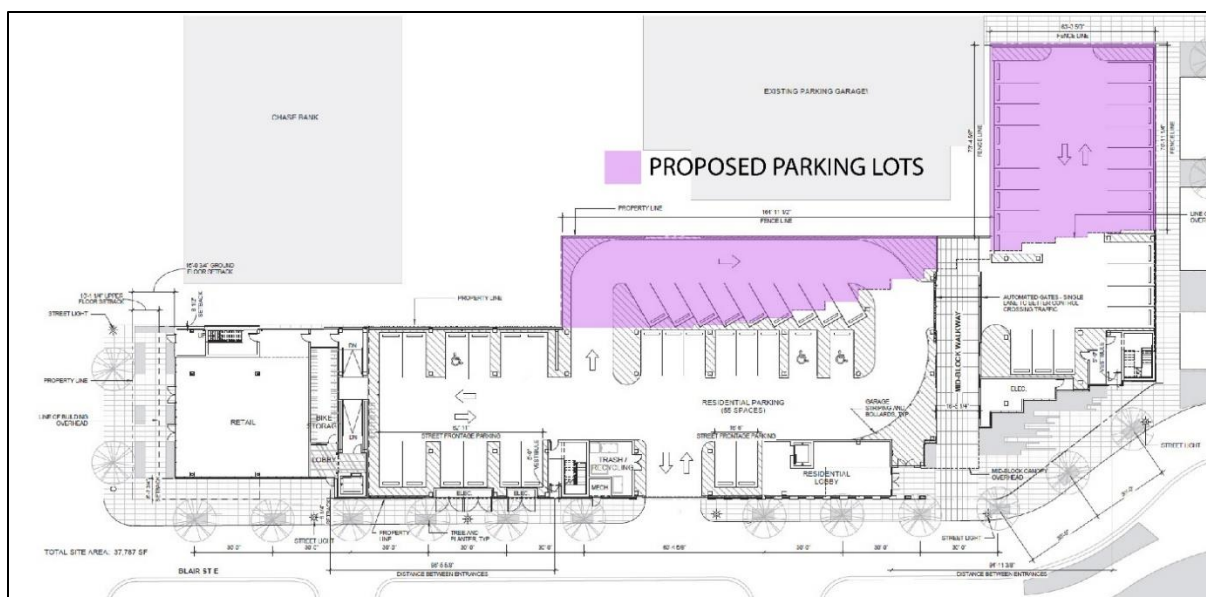
BUILDING B EXISTING SITE - VIEW FROM 400 S FACING SOUTHEAST



PLANNING COMMISISON REQUESTS:

Planned Development Request

The applicant is requesting a Planned Development to modify screening requirements for surface parking lots in the core area of the TSA zone, the 7 foot landscaping buffer requirement for parking lots, as well as the interior parking lot landscaping requirements. See [Attachment F](#) for more



information regarding the parking lot landscaping requirements in 21A.48 and 21A.26.078 and the requested modifications.

The applicant's narrative identifies several Planned Development objectives they seek to achieve with the proposal including preservation of open space and community gathering areas, housing affordability with 40 of the housing units dedicated to households earning 40% or less than AMI, and a sustainable building that once completed, will be powered entirely by the sun. The proposal helps implement Master Plan policies related to affordable housing in *Growing SLC* and transit oriented development in *Central City MP* by a project that is designed so residents can live, work, and provide for their daily needs along the transit corridor.

For complete analysis and findings in relation to the Planned Development standards please refer to [Attachment I](#).

Conditional Building and Site Design Review (CBSDR) Request

The applicant is requesting modifications of some of the Design Standards located in [21A.37](#) and [21A.26.078](#) of the zoning ordinance.

21A.37.040: Modifications of Design Standards:

The planning commission may modify any of the design standards identified in this chapter subject to the requirements of chapter 21A.59, "Conditional Building and Site Design Review". The applicant must demonstrate that the modification meets the intent for the specific design standards requested to be modified.

Below is a list of the design standards the applicant is requesting to modify through the CBSDR process. For complete analysis and findings for each of the modifications requested, and a more detailed definition of each design standard, please refer to [Attachment G](#).

Requested Modifications of Design Standards:

- Reduction of the required 60% active ground floor use and 25% visual interest along Blair Street: Reduced to approximately 36% active use on Blair Street 47% visual
- Exceeding the maximum distance between each ground floor building entrance – One entrance every 40 feet is required: 9 doors are required along Blair Street, 4 are proposed. Proposed distance between doors varies. Maximum distance is approximately 134 feet 10 inches
- Exceeding the 200 foot maximum length of a street facing façade along Blair Street: Proposed length is 378 feet on Blair Street.
- A reduction of the 60% required percentage of ground floor glass along Blair Street: Proposed 26%.
- Maximum 15 foot length of a blank wall at the ground floor level– Proposed approximately 83 feet along Blair Street
- Parking along a street frontage (Blair Street) not wrapped in habitable space – Proposed parking along Blair Street for approximately 152 feet of frontage.

PROJECT BACKGROUND:

The developer presented their project to the Planning Commission at a work session on September 12, 2018 to obtain preliminary input from the Planning Commission on how the development proposal is or is not complying with the applicable development standards. The following provides a brief summary of the issues raised at the work session and points of discussion. An excerpt from the work session minutes and an informal summary of the work session prepared by Planning Staff for the applicant is located in [Attachment E](#) of this report.

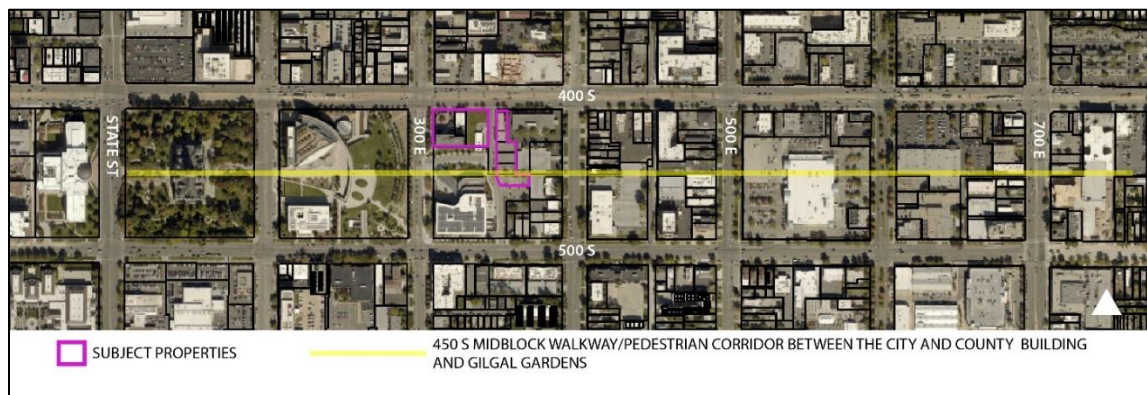
Work Session Comments and Feedback – Building B

- Pedestrian access points should be easy to identify
- Additional landscaping and treatments along areas that have uses that aren't active
- Blair Street – incorporate interesting or artful screening along parking garage/transparency
- More visual interest if active use doesn't meet requirements
- The Commission discussed façade length in depth when the design standards were being developed and even the permitted 200 foot façade length seemed long at the time
- Actual length may be somewhat artificial if the building is visually broken up
- If required entries aren't provided, architectural features or detailing should be added instead
- Treatment/breaking up massing at the pedestrian level of the building is important for human scale and visual interest.
- More attention to the south elevation of Building B and how the design will relate to the midblock walkway.
- The alignment of the midblock walkway straight as it exists from City County Building, vs. alignment to the south of the building.
- Wayfinding and signage will be important with this development

Revisions to proposal

Following the September 12th Work Session, the applicant provided updated plans that include the following revisions and additional information:

450 S Midblock Walkway – The TSA zoning standards require any new development to provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The Central City Community Master Plan (Ordinance 83 of 2010) identifies a midblock walkway/pedestrian corridor at 450 S and indicates the plan should be amended to include a policy statement that states that any development between the City and County Building and Gilgal Gardens shall preserve the 450 South corridor. The amendments also included legislative intent from the City Council requesting that the City's Administration research the costs to acquire a public easement of 450 S. between 300 and 400 East.



When the project was presented at the work session, the applicant was exploring options for development of a midblock walkway/parklet to the south of the proposal on an adjacent City owned parcel that is not part of this development site. Development of the midblock walkway on this adjacent parcel would require the police department to vacate or reconfigure the existing parking lot and that is not something they are willing to agree to at this time.

The proposed midblock walkway is incorporated into the ground level parking garage of the building and maintains the 450 S alignment of the walkway, as identified in the Central City Master Plan. The height of the ceiling above the walkway is approximately 8 feet and the walkway is approximately 16 ¼ feet wide. The paving of the



walkway is different than the public sidewalk paving to help with identification of the thoroughfare. The interior of the midblock walkway is open to parking lot vehicular traffic from the north and south accessed through parking gates.

Although the midblock walkway is proposed as part of this development, until the property to the east is redeveloped and required to continue the midblock walkway through the block, the developer is requesting to keep the walkway closed to the public. Once the property to the east is redeveloped, the proposed walkway would be open to the public during the day, and at night, the walkway would be closed off with gates at both the east and west end of the pedestrian entrances to the walkway. As a condition of approval, a public easement will be recorded for the walkway and a sign will be posted indicating the times the public may use the walkway.

South Elevation – During the work session, there was some discussion regarding the south elevation of the building and how improvements to the design of the south façade would help



Initial design of south façade.



Revised design of south façade.

the building be more oriented with midblock walkway – which was initially envisioned to the south on an adjacent parcel. As discussed above, the proposal is for the midblock walkway to be incorporated into the ground floor of the building through the structured parking. The adjacent parcel to the south of the development is a surface parking lot associated with the police department. The south elevation of the building wall is proposed right up to the property line and there is not a pedestrian pathway proposed to the south of the building. Because the building wall is not setback from the property line, the amount of openings is limited by the building/fire code. To meet these code requirements, the windows that have been proposed are inset into the south façade approximately 5 feet.

The applicant has revised the design of the south elevation to include a mural. The mural shown in the rendering is for illustrative purposes only. With the

addition of the mural on the south elevation, the lenticular mural that was presented at the work session has been removed.

Although this elevation may be readily visible from portions of Blair Street as well as 500 S, because the south elevation is not adjacent to a public street, the design standards in 21A.37 are not applicable to this façade and the proposal does not include any modification or relief requests related to the south façade. As a condition of approval, Staff is recommending the lenticular mural that was initially presented be included on the west façade to provide increased interest and visual activation where a modification is being requested for a non-active parking use along the ground floor facing Blair Street.

KEY CONSIDERATIONS:

The key considerations listed below were identified through the analysis of the project, and discussion during the Work Session:

1. Modification of Design Standards through CBSD
2. Relief from Parking Lot Landscaping Requirements through PD
3. Development Potential

1. Modification of Design Standards through CBSD–

The applicant is requesting modifications to design standards as discussed earlier in this report. The design standards are intended to utilize planning and architecture principles to shape and promote a walkable environment in specific zoning districts, foster place making as a community and economic development tool, protect property values, assist in maintaining the established character of the city, and implementing the city's master plans. The ordinance allows for modifications of the design standards if the modification meets the intent for the specific design standards requested to be modified.

Staff has provided analysis and findings on the requested modifications as they relate to the intent of the design standards and finds, that with the recommended conditions of approval imposed, the proposed modifications meet the intent of the design standards. (See [Attachment G](#) and [Attachment H](#) for analysis and findings).

2. Relief from Parking Lot Landscaping Requirements through PD–

As earlier mentioned, the applicant is requesting to modify landscaping requirements related to surface parking lots proposed with the development through the Planned Development process. The landscaping requirements call for a 7 foot wide landscape buffer screened with a landscaped hedge or wall between 36 and 42 inches in height, and in addition to perimeter landscaping, at least 5% of the interior of parking lots must be landscaped. Parking lot landscaping is applicable to surface parking lots with 15 or more spaces.

The proposed parking lot has approximately 24 spaces and an area of approximately 9,044 square feet. The combined perimeter and interior parking lot landscaping provided is approximately 573 square feet, which exceeds the 5% requirement but does not strictly meet the landscaping standards which call for 5% interior landscaping with each area being a minimum of 120 square feet in addition to the 7 foot wide permitted landscaping. A 5 foot buffer has been provided on the south east property line of the surface parking area which is adjacent to R-MU-45 zoning.

The parcel depth varies from about 65 feet to 165 feet. The surface parking areas associated with the development are intersected by the proposed midblock walkway through the ground floor of the parking garage. One of the parking lot areas has two rows of parking and the other has one row. The dimensions of the parking spaces and associated drive isles meet the dimensional requirements established in 21A.44.020 of the zoning ordinance. If parking lot landscaping requirements were strictly enforced with the proposal, the design of the surface

parking area and circulation of the site would have to be modified and some of the parking spaces provided would have to be eliminated. Although there is not any parking required for the development, the development includes a minimal amount of parking to make the retail and office associated with the development viable, and Staff is of the opinion, that with the recommended conditions of approval imposed, the provided landscaping is appropriate for buffering of adjacent uses, which are currently structured parking garages and surface parking lots.

The proposal meets several goals and policies in the associated master plans by creating a development with vital and sustainable commerce, unique and active places that increase pedestrian accessibility and providing housing opportunities that meet social needs and income levels of a diverse population. More analysis and findings related to the Planned Development Standards is located in [Attachment I](#).

3. Development Potential

If the developer were to meet all zoning standards, the length of the façade along Blair Street could be a maximum of 200 feet and 60% (or a length of 120 feet) of the ground floor of the building adjacent to Blair Street would have to be wrapped in a permitted use other than parking for a depth of 25 feet. The building façade along Blair Street would have to meet all the design standards related to glazing, durable building materials, and pedestrian entrances. Any surface parking areas would have to include interior parking lot landscaping as well as perimeter landscaping and screening.

With a parcel length of approximately 394 feet along Blair Street, more than one building could be constructed on the site. If multiple buildings were constructed on the parcel, a 20 foot wide separation between buildings would be required and this separation would have to include a 5 foot pedestrian path. This zoning district permits height up to 90 feet, with the potential for additional height of one story equal to the average height of the other stories in the building.

Meeting all of the zoning standards would impact the design of the west façade of the building and the layout of the site and uses would have to be redesigned. Because the parcel depth from Blair Street is approximately 65 feet, if 25 feet of that were an active use as required, that would leave less than 40 feet of depth to provide for ground floor parking, and the proposed parking for the project would have to be reduced. Additionally, breaking up the building so building façade lengths do not exceed 200 feet and developing multiple buildings on the site would require significant changes to the proposal.

Although the proposed surface parking areas are adjacent to parcels with existing surface and structured parking, the eventual redevelopment of properties to the east and south should be considered when determining the development potential of the site. The proposed parking lot areas border the side and rear yards of adjacent TSA zoned parcels where no building setback is required. The southeastern portion of the parcel is adjacent to R-MU-45 (Residential Mixed Use District) which requires a maximum rear yard setback of 20 feet.

NEXT STEPS:

Approval of Planned Development & Conditional Building and Site Design Review

If the requests are approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by other City departments and the Planning Commission. The applicant will be able to submit plans for building permits and certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

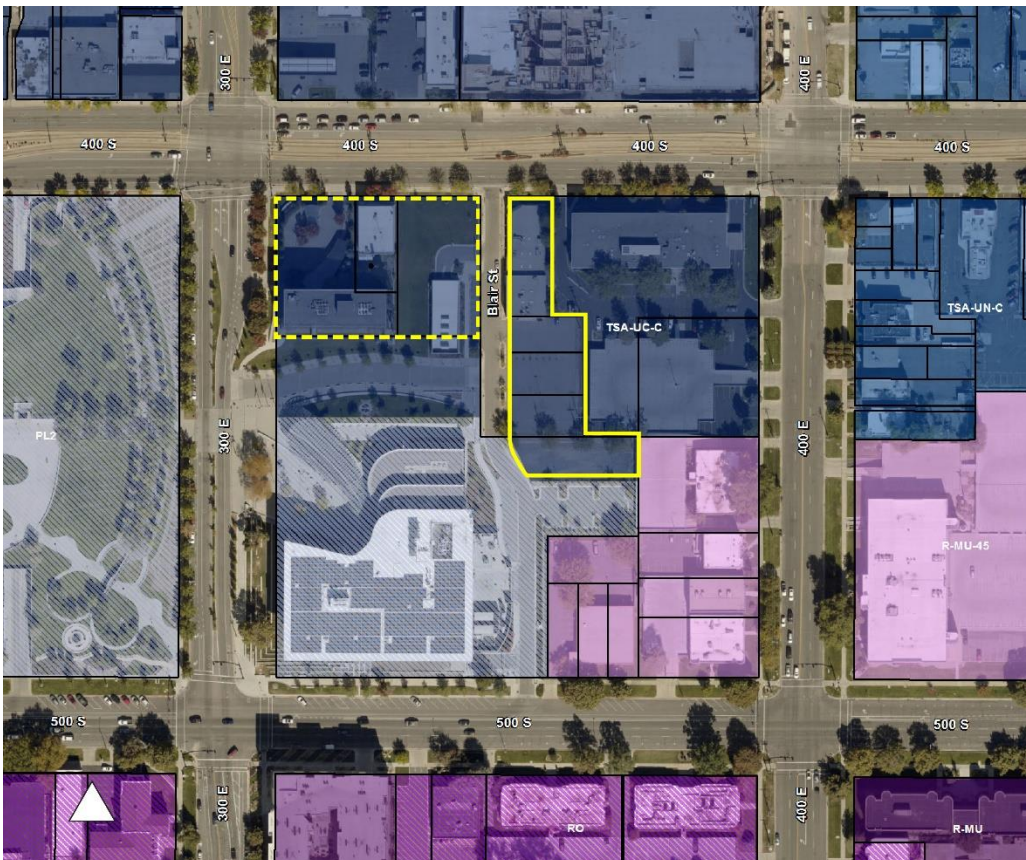
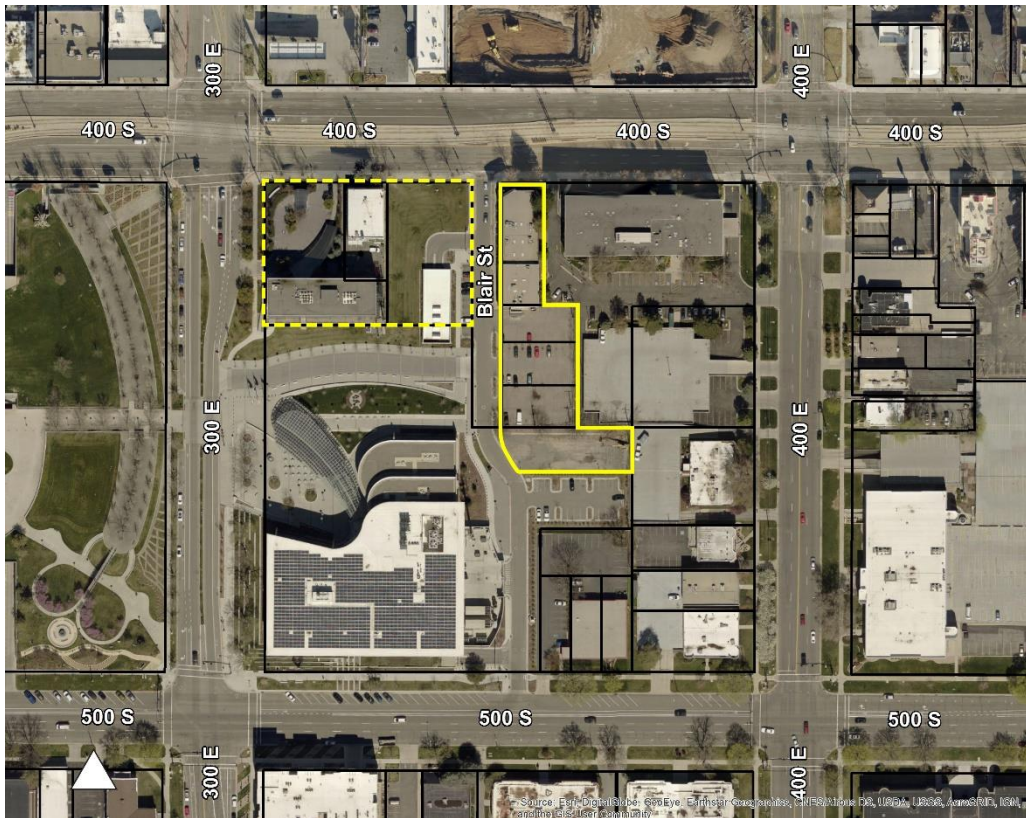
Denial of Conditional Building and Site Design Review and Planned Development

If the requests are denied, the applicant will still be able to develop the property by right, but with a smaller building footprint. More than one building could be constructed on the site if there was a 20

foot separation between buildings. This zoning district permits height up to 90 feet, and the proposed building height is 57 feet.

Any new development would need to meet the design standards in 21A.37 related to façade length, active ground floor uses, building entries and entry features and percentage of ground floor glass and any parking lots would need to comply with the landscaping requirements in 21A.48 and 21A.26.078 of the zoning ordinance. Additional discussion regarding the development potential for the site is discussed above under [Key Considerations](#).

ATTACHMENT A – VICINITY MAP



ATTACHMENT B – PLAN SET

THE EXCHANGE

BUILDING B CBSD RESPONSE

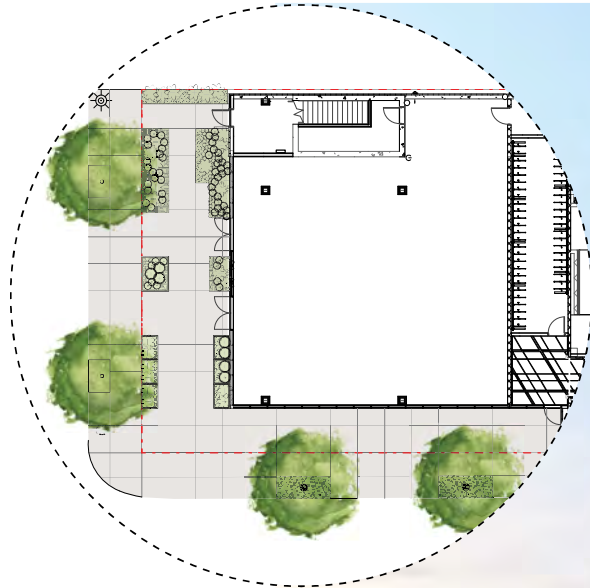
NOVEMBER 2018

ESKEW+DUMEZ+RIPPLE ARCHITECTURE. INTERIOR ENVIRONMENTS. URBAN STRATEGIES



CONCEPTUAL RENDERING - VIEW FROM 400S LOOKING SOUTHEAST

NOTE:
ARTWORK IS FOR ILLUSTRATIVE
PURPOSES ONLY



LANDSCAPE PLAN



CONCEPTUAL RENDERING - VIEW 400S AND BLAIR STREET - RETAIL / OFFICE ENTRANCE

NOTE:
ARTWORK IS FOR ILLUSTRATIVE
PURPOSES ONLY



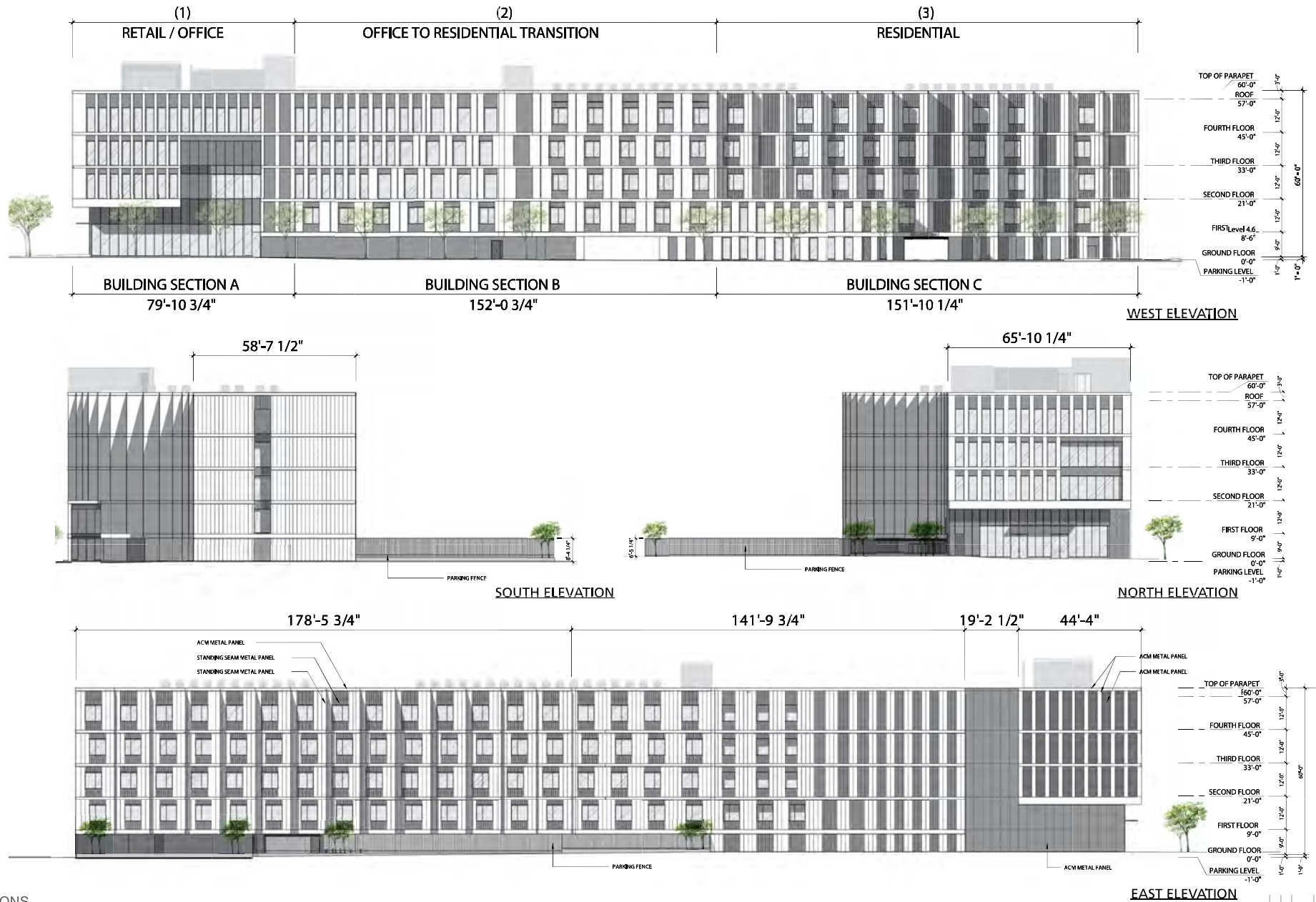
CONCEPTUAL RENDERING - VIEW FROM PEOPLE'S WAY LOOKING EAST

BUILDING A RENDERING IS FOR RELATIVE SCALE ONLY -
ARCHITECTURAL FEATURES MAY NOT BE CURRENT

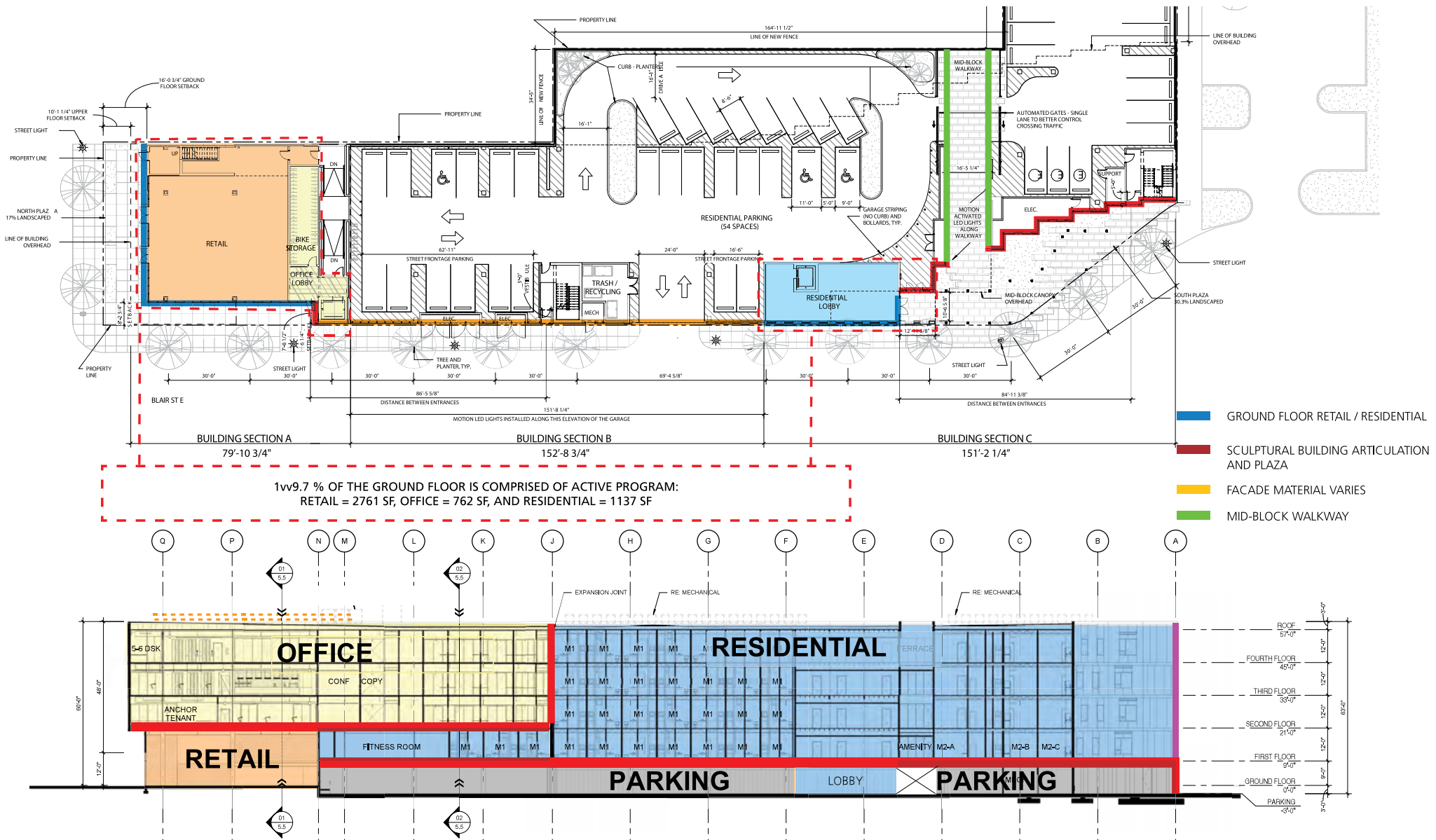


CONCEPTUAL RENDERING - VIEW FROM BLAIR STREET LOOKING NORTH

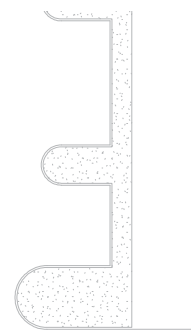
NOTE:
ARTWORK IS FOR ILLUSTRATIVE PURPOSES ONLY - PROPOSED MURAL
WILL COVER APPROX. 1600 SF OF THE SOUTH ELEVATION.



ELEVATIONS



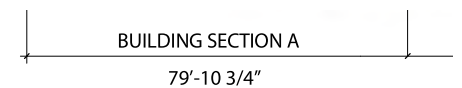
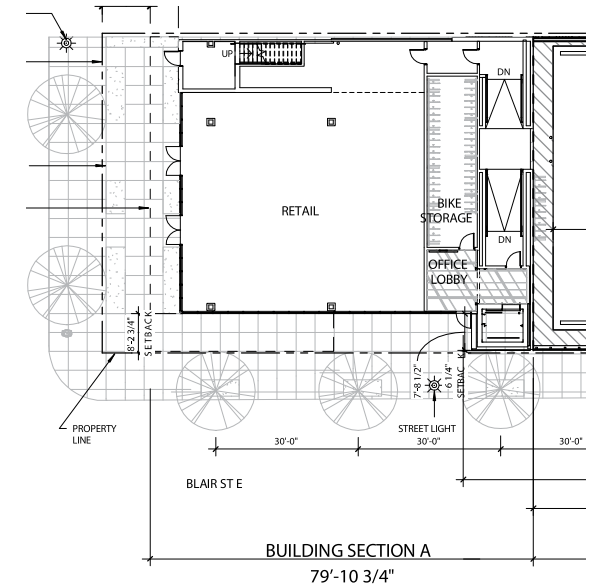
GROUND FLOOR PLAN / PROGRAM SECTION





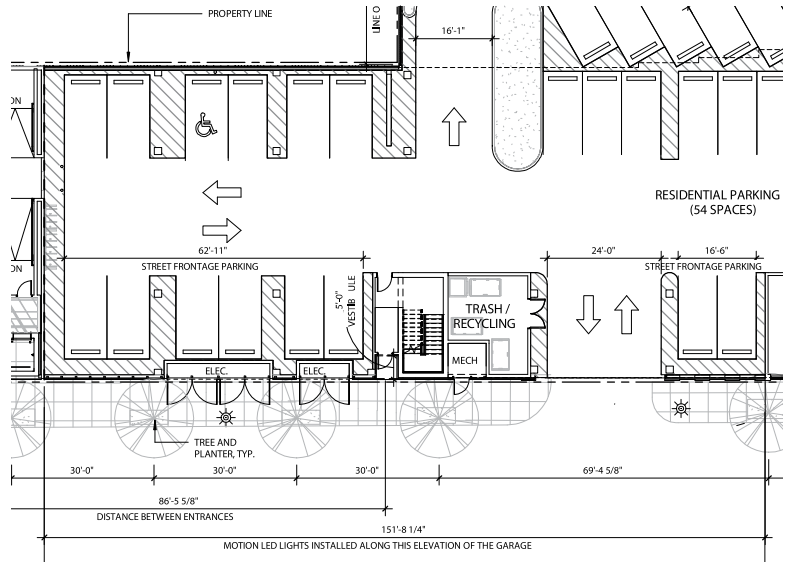
1 - RETAIL / OFFICE (VIEW LOOKING SOUTH ON BLAIR)

CARVED GEOMETRY AT NORTH AND WEST IS ACCENTUATED WITH MATERIAL SELECTIONS THAT ARE BOTH TECHTOMIC AND INVITING WHILE PROVIDING SHELTERED ENTRANCES FOR THE RETAIL AND OFFICE TENANTS





2 - OFFICE / RESIDENTIAL (VIEW ALONG BLAIR STREET)



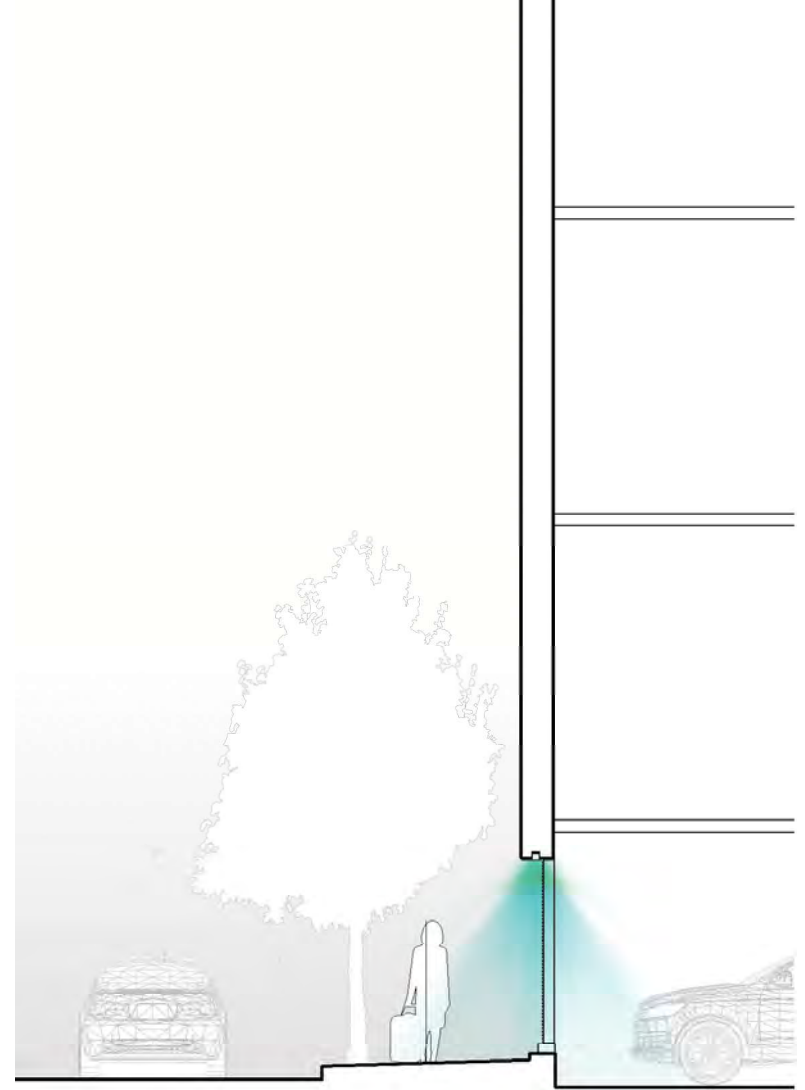
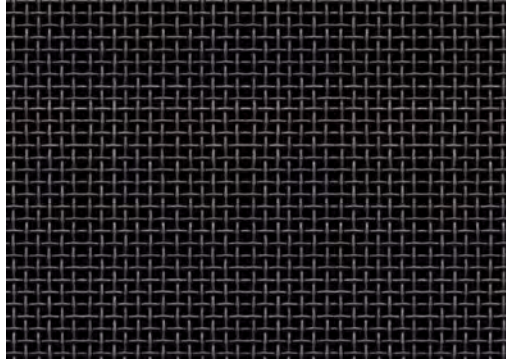
2

RESIDENTIAL / OFFICE TRANSITION



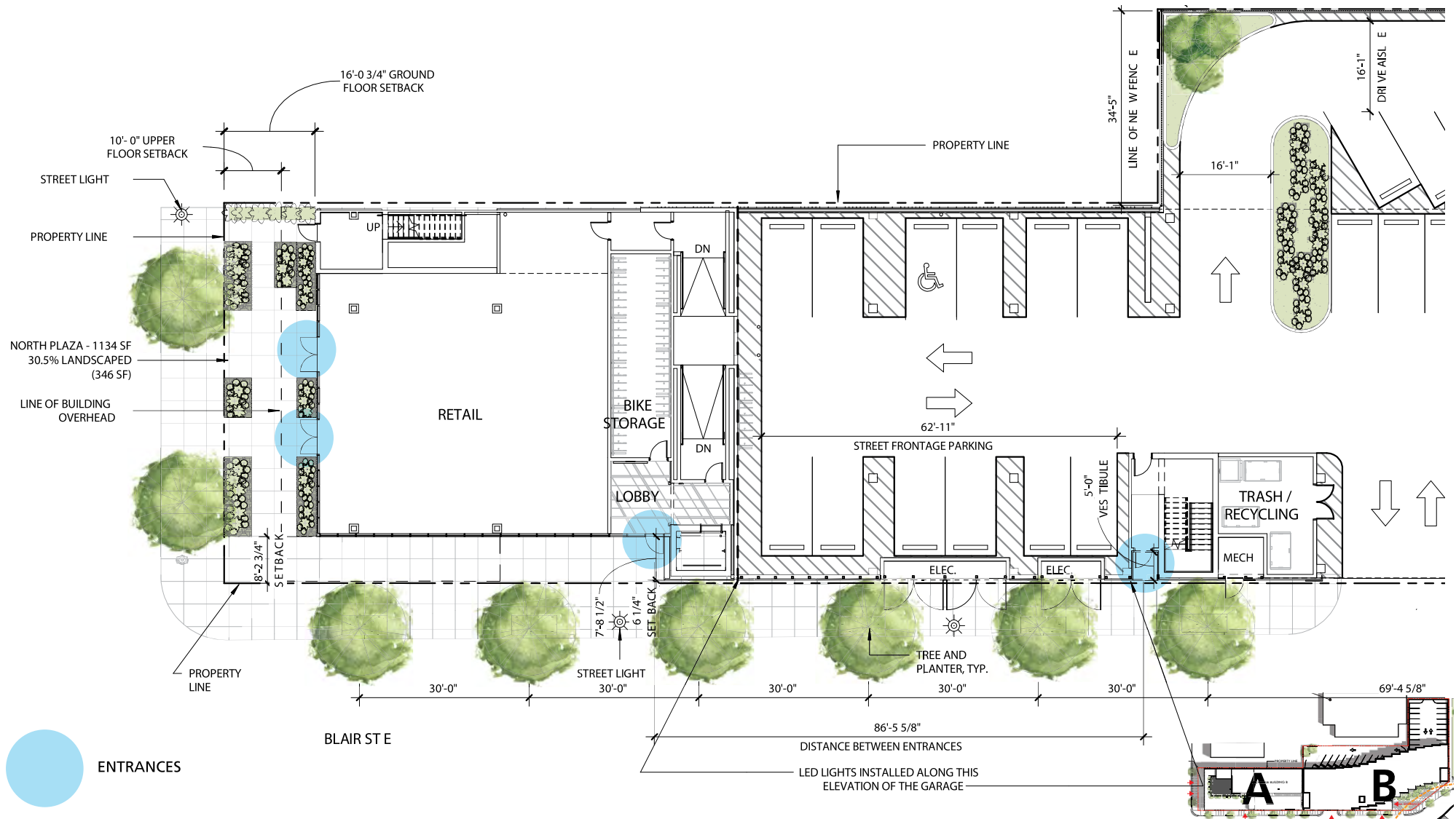
BUILDING SECTION B

152'-8 3/4"

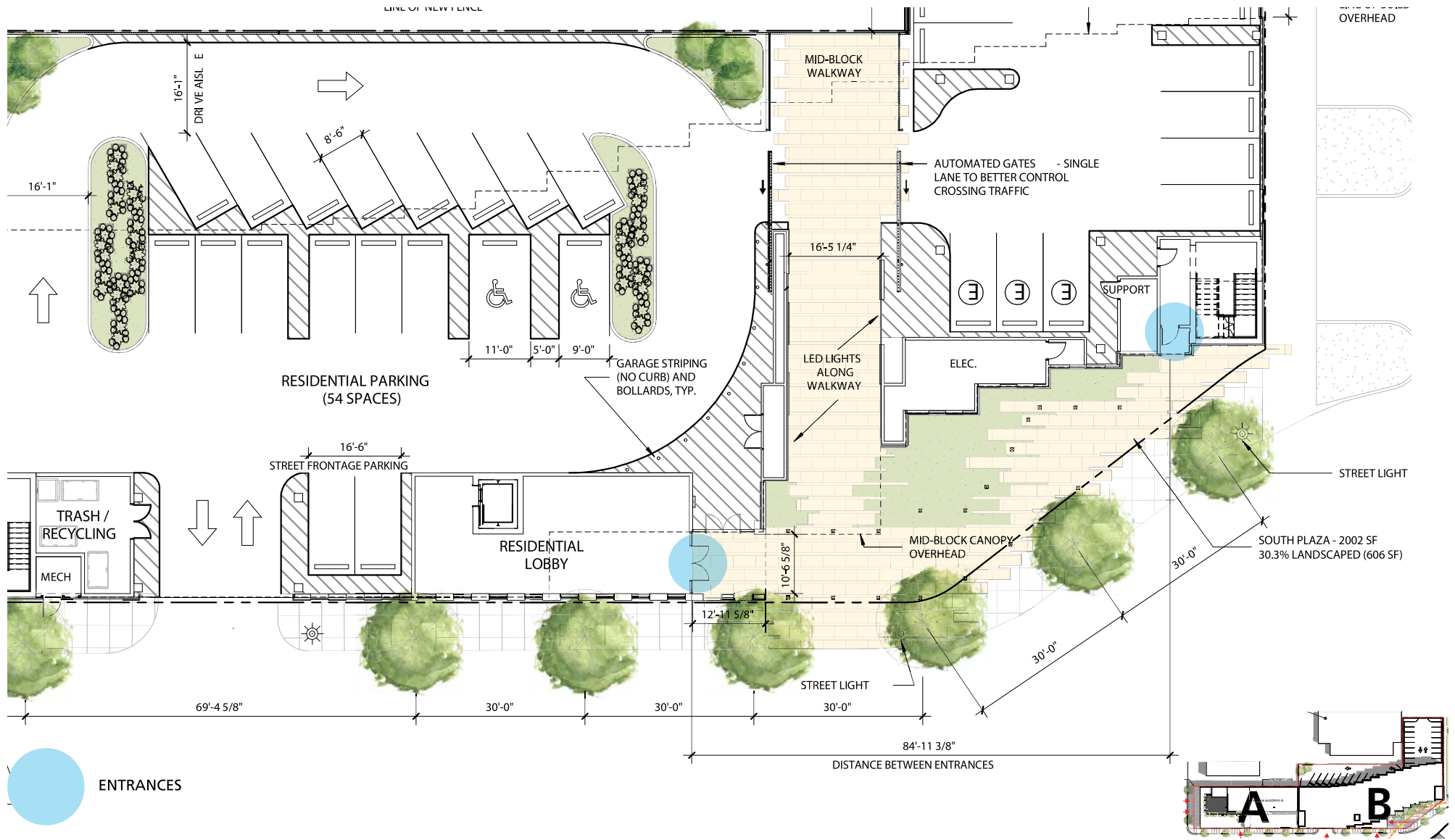


MOTION ACTIVATED LED LIGHTS MOUNTED AT GARAGE MESH OPENINGS ALLOW FOR AN INTERACTIVE EXPERIENCE AS PEDESTRIANS TRAVERSE BLAIR STREET.

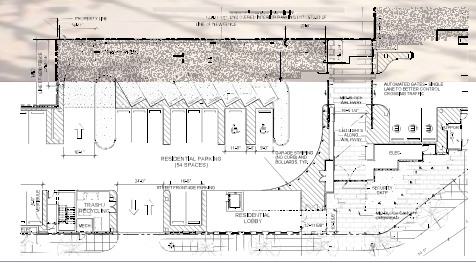
GARAGE SCREEN - CONCEPTUAL RENDERING - PRECEDENT IMAGERY AND DIAGRAMMATIC SECTION



GROUND FLOOR ENTRANCES - ENLARGED LANDSCAPE PLAN A

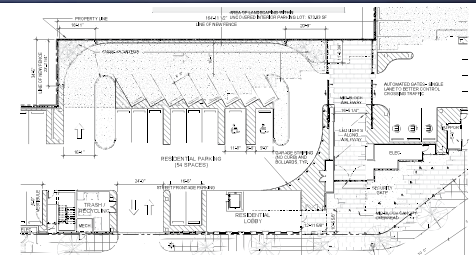


GROUND FLOOR ENTRANCES - ENLARGED LANDSCAPE PLAN B



MID-BLOCK WALKWAY

THE EXCHANGE BUILDING B | CBSD RESPONSE | NOVEMBER 2018



MID-BLOCK WALKWAY

THE EXCHANGE BUILDING B | CBSD RESPONSE | NOVEMBER 2018

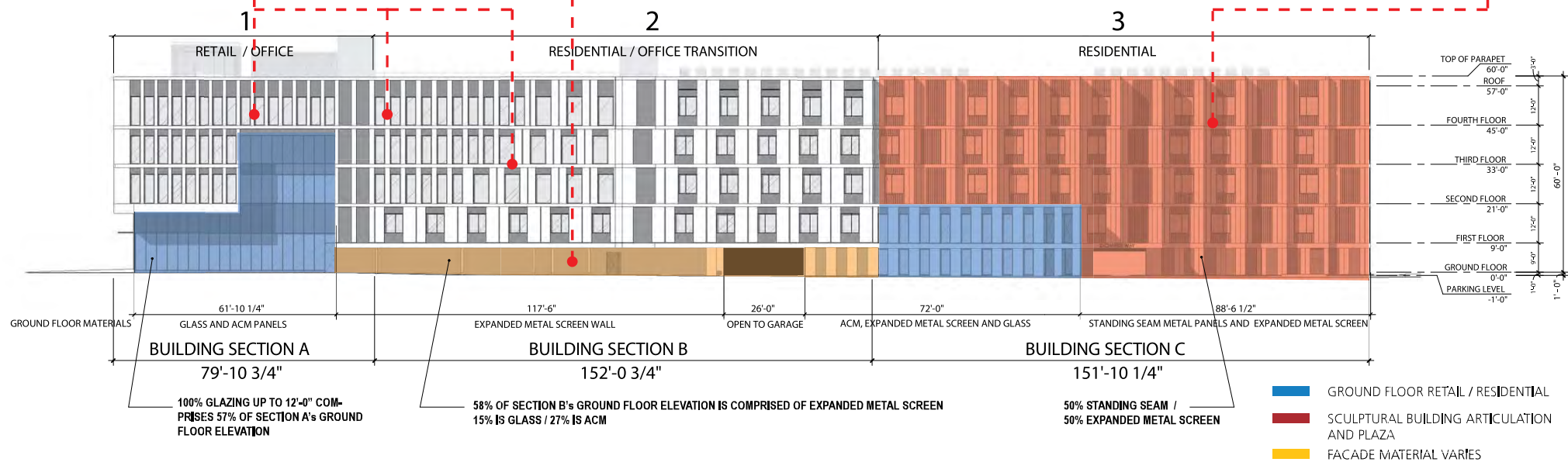


ACM IN CONTEXT

EXPANDED METAL SCREEN IN CONTEXT

CLOSE UP OF SCREEN

STANDING SEAM PANELS IN CONTEXT



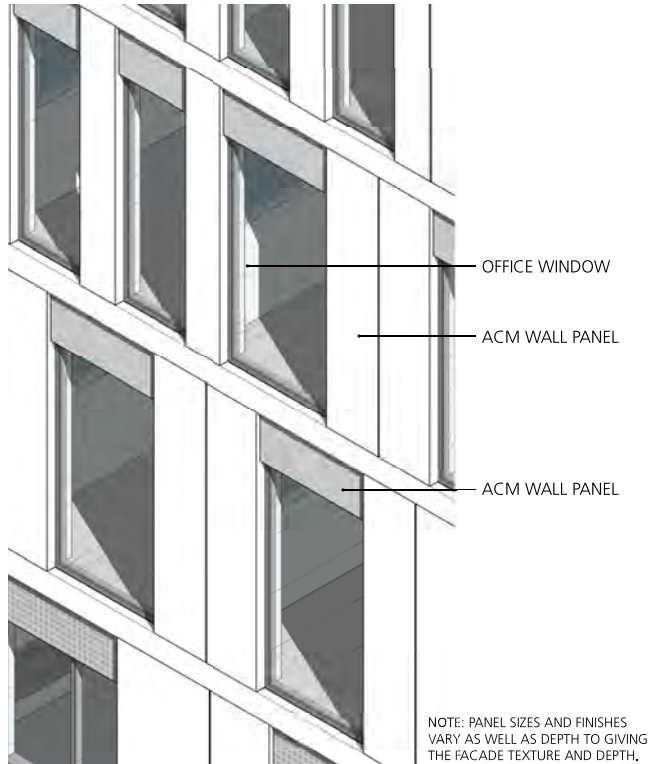
FACADE MATERIALS AND PRECEDENTS

THE EXCHANGE BUILDING B | CBSD RESPONSE | NOVEMBER 2018

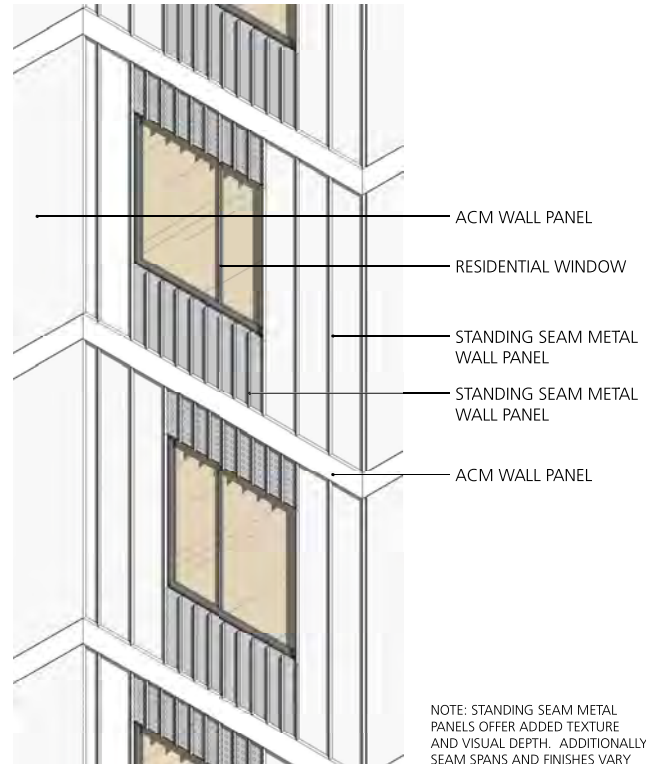
18



BLAIR STREET AND 400S ELEVATIONS - MATERIAL REFERENCE



AXON - ALUMINUM COMPOSITE MATERIAL (ACM) PANELS



AXON - STANDING SEAM METAL PANELS

LOCAL METAL PANEL PRECEDENTS:



S.J. Quinney College of Law, University of Utah



Adobe Campus, Salt Lake City



Guest House, University of Utah, Salt Lake City

WINDOW AND METAL PANEL INFORMATION

ATTACHMENT C – ADDITIONAL INFORMATION PROVIDED BY APPLICANT

MEMORANDUM

12 November 2018

To Amy Thompson
Principal Planner, SLC

From Hussein Alayyan
Senior Designer, Eskew+Dumez+Ripple, APC.

Re CBSD Petition #PLNPCM2018-00470 and Planned Development #PLNSUB2018-00434

Ms. Thompson,

I have received your summary of the Standards of Review and notes from work sessions with the owners and planning staff. I am writing to respond to those comments and demonstrate that the requested modifications to the city's Design Standards meet the intent and spirit of said standards as follows below. Furthermore, I have illustrated below those items noted that needed further clarification to show conformance with the city's Design Standards and TSA Development Standards.

Please note for clarity – I have copied your comments in *italics* and provided and response for each.

21A.37.040: MODIFICATIONS OF DESIGN STANDARDS

Active Use/Visual Interest

Reduction of the required 60% active ground floor use and 25% visual interest along Blair Street. Indicate exactly what is proposed for visual% and active%. If active is with murals, lighting etc. provide square footage of murals.

Architect's Response - Modification Requested:

Active Use: The proposed active ground floor use accounts for 21.9% of the ground floor area – including retail, office, and residential lobby spaces, the mid-block walkway and south plaza. The latter 2 pedestrian features tie directly to People's Way / 450S Master Plan walkway. Additionally, pedestrians will have access to the adjacent amenities of the sister development, Exchange A.

Visual interest: The ground floor elevation of Blair street is articulated with 3 primary facade materials of varying finish, texture and scale – including glass storefront, architectural mesh (expanded metal screen)*, and ACM (aluminum

composite) panels. These materials tell the narrative of the buildings program beyond and as such create three (3) building sections.

1. Section A – Ground floor composed of 48% glass, 46% ACM, and 6% metal screen
2. Section B – Ground floor composed of 92% metal screen (parking garage) and 8% ACM.
3. Section C – Ground floor composed of 64% ACM, 22% Glass, and 14% metal screen.

*Colorful LEDs to be installed above the screens – creating an interactive experience as pedestrians pass (see rendering and section on page 12)

Collectively, the ground floor elevation (including the double height retail and residential lobby) is 4498 sf. The percentage of visual interest (glass and animated lighting) is 47%.

Additionally, the south elevation of Building B (3567 sf) is slated to be a canvas for a large public mural approx. 1600sf. This constitutes 45% of the south elevation.

No modifications are being requested for Visual Interest.

Distance Between Entrances

Exceeding the maximum distance between each ground floor building entrance – One entrance every 40' is required. Provide information with distance between each proposed entrances. A vehicular entrance is not counted toward this requirement.

Architect's Response - Modification Requested:

Refer to the site plan (page 6) for dimensions. Entrances exceed the required minimum but are located within reasonable locations and distances to accommodate building users, and pedestrians.

Entry Feature Requirement

More detail on entry features is needed see 21A.26.078(F)(2)(c) for required features

Architect's Response - No modification requested:

The building's entrances comply with item #2 of 21A.26.078(F)(2)(c). Refer to the site plan on page 6 of the CBSD package. All entrances are setback a minimum of 5'-0" providing coverage for tenants.

Maximum Length of Street Facing Façade

Exceeding the 200 foot maximum length of a street facing façade along Blair Street: Proposed length is approximately 378 feet on Blair Street.

Architect's response - Modification Requested:

The building's length is mitigated architecturally with material and façade variations. Carved entrances and setbacks, a double height portico at the residential entrance (a symbolic gesture to the library) and the serrated articulation towards the southern end of the development make up a 3 part transition sequence noted on the elevations (Section A – Retail/Office, Section B – Office to Residential transition, and Section C – Residential) all of which contribute to a unique pedestrian experience that changes as one traverses Blair Street.

Ground Floor Glass

A reduction of the 60% required percentage of ground floor glass along Blair Street. Provide information on what percentage of glass is proposed.

Architect's response - Modification Requested:

31% proposed – see page 19 for highlighted areas. In the spirit of the Design Standards, glass is being used at primary locations for building occupants. The retail program is surrounded in 12 ft tall storefront and the residential lobby can be seen through 16 double height windows. For the section of building between the major points of entry the façade will be enlivened by colorful LEDs and adjacent to residential entrance near the southern end of the site, a mid-block walkway – conforming to the city's masterplan.

Building Materials

Provide spec sheets and information for all proposed building materials for Planning Director determination on durability (I have the ACM info). For the metal screening also include the gauge of opening. For the ACM panel, you've provided examples that have used this material in our climate, but please provide examples of where this product has been used adjacent to public sidewalks on the ground floor of buildings where the material may be subject to impacts from things like bikes, skateboards scooters, deliveries etc.

Architect's Response - No modification requested:

Samples and product data of proposed materials have been provided. See page 18 for contextual precedents and page 20 for additional information. Below is a list of some built work in the Salt Lake City / Utah area that uses ACM panels:

- SLC Public Library, Glendale Branch
- Boulton Elementary School, Bountiful
- Brent Brown Toyota, Orem
- BYU Engineering, Provo
- City Creek Center, SLC
- Carolyn Tanner Irish Humanities Building, Univ. of Utah
- Crate & Barrel, Murray

Maximum Length of Blank Wall

15' required; Provide information on what is proposed show all areas that are more than 15' without changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing or features (windows, balconies, cornices, etc.).

The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").

Architect's Response - Modification requested:

See page 18 for areas of consistent materials that span > 15ft. The first area is at the Retail and Office Lobby entrance. This "blank wall" is glazed storefront and in the spirit of the Design Standards will not be monotonous given the program of the spaces this wall encloses. The second area is along the parking garage – the metal screen which allows for transparency, security, ventilation, and architectural embellishment will be animated with interactive light features as previously outlined above and seen on page 12.

Parking

Parking along a street frontage not wrapped in habitable space – provide length of parking areas along Blair Street.

Architect's Response - Modification requested:

As noted on the site plan (page 6) there are 2 areas with a visual connection to Blair Street. These areas are screened by the metal mesh and are segmented. 62'-11" and 16'-6". While parking is not mandatory in this zoning district – it is an amenity many tenants find necessary in dense urban housing. Furthermore, a naturally ventilated parking garage (which cuts down on equipment carbon emissions) needs exposure on the Blair street side.

TSA DEVELOPMENT STANDARDS

**Front Yard Setbacks
Along 400S**

10' minimum setback and at least 50% must be built to the minimum. A modification to this can be requested through Conditional Building and Site Design, but cannot be reduced below the minimum. It appears 16' 3" is proposed. Please provide setback information and if a modification is requested include justification for the request.

Architect's Response - No modification requested:

See site plan on page 6. The north façade is 3830 sf – only the ground floor is setback 16ft. 72% of this is 10'-0" from the property line and is in conformance with development standards.

**Corner side yard setback
along Blair**

No minimum but at least 50% shall be within 5 feet of the corner side yard property line. It doesn't appear that the front retail area is meeting this requirement and maybe some of the areas further south along Blair by the residential lobby entrance. Please provide setback information along all of Blair Street and provide a measurement anywhere there is a variation in the setback and if a modification is requested, include justification for the request.

Architect's Response - No modification requested:

From north to south along the Blair street elevation: 17% of the building is outside of the 5ft range (8'-2 ¾" setback), 60% is within 5 ft (6 ¼"), 23% is outside of 5ft range (depth varies).

Open Space

Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for core areas; In yards greater than 10' in depth, 1 shade tree shall be planted for every 30' of street frontage.

- *At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard.*
- *At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.*

Architect's Response – No Modifications requested:

See site plan on page 6 for open space calculations and landscape % and summarized below:

- Total site area = 37,787 SF
- OPEN SPACE:

NORTH PLAZA =	1134 SF (30.5% Landscaped)
MID-BLOCK WALKWAY =	1223 SF
<u>SOUTH PLAZA =</u>	<u>2002 SF (30.3% Landscaped)</u>
TOTAL=	4259 SF

No modification is requested for open space

Landscaping

Park Strip Landscaping per 21A.48.060.

- *Show one street tree every 30 linear feet as approved by Urban Forestry along 400 South Street.*

Parking lot landscaping

- *Interior Parking Lot landscaping per 21A.48.B; and Perimeter Parking Lot Landscaping per Table 21A.48.C. Trees and shrubs must be shown in 7-foot wide landscape buffers along all property lines where parking is provided within 20 feet of a lot line. Provide the number of trees and shrubs required and the number of trees and shrubs provided per Table 21A.48.070G. Please show calculations.*

Surface parking in TSA core area requirements

- *Screened with a landscaped hedge or wall that is at least thirty-six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.*

Architect's Response - Modification requested:

The required area of landscaping per section 21A.48.070 B is not less than 5 % of parking area. (5% of 9044.41 sf = 452.22 sf). The provided area of landscaping within uncovered interior parking lot: 573.83 sf. The modification being requested is to the size 7 ft wide buffer that fully extends across the interior property line. We have provided the maximum amount of landscaping that makes the parking garage functional (areas and dimensions are noted on the site plan). The building is designed to conceal and contain the parking presence from pedestrian traffic. These interior property lines abut existing buildings and lots and are away from the public right of way. In addition to the landscape buffers provided, the open parking area is surrounded by a decorative metal fence – further reducing its presence and conforming to the spirit of good urban planning.

**Midblock Walkway
21A.26.078(E)(6)**

The Central City Master Plan Update identifies extending the 450 S midblock walkway through to 650 East.

Circulation and Connectivity:

c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:

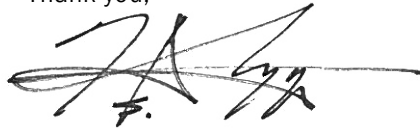
- 1. The midblock walkway must be a minimum of ten feet (10') wide and included a minimum six foot (6') wide unobstructed path.*
- 2. The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.*

Architect's Response – No Modifications requested:

We have incorporated a mid-block walkway that conforms to the standards outlined above.

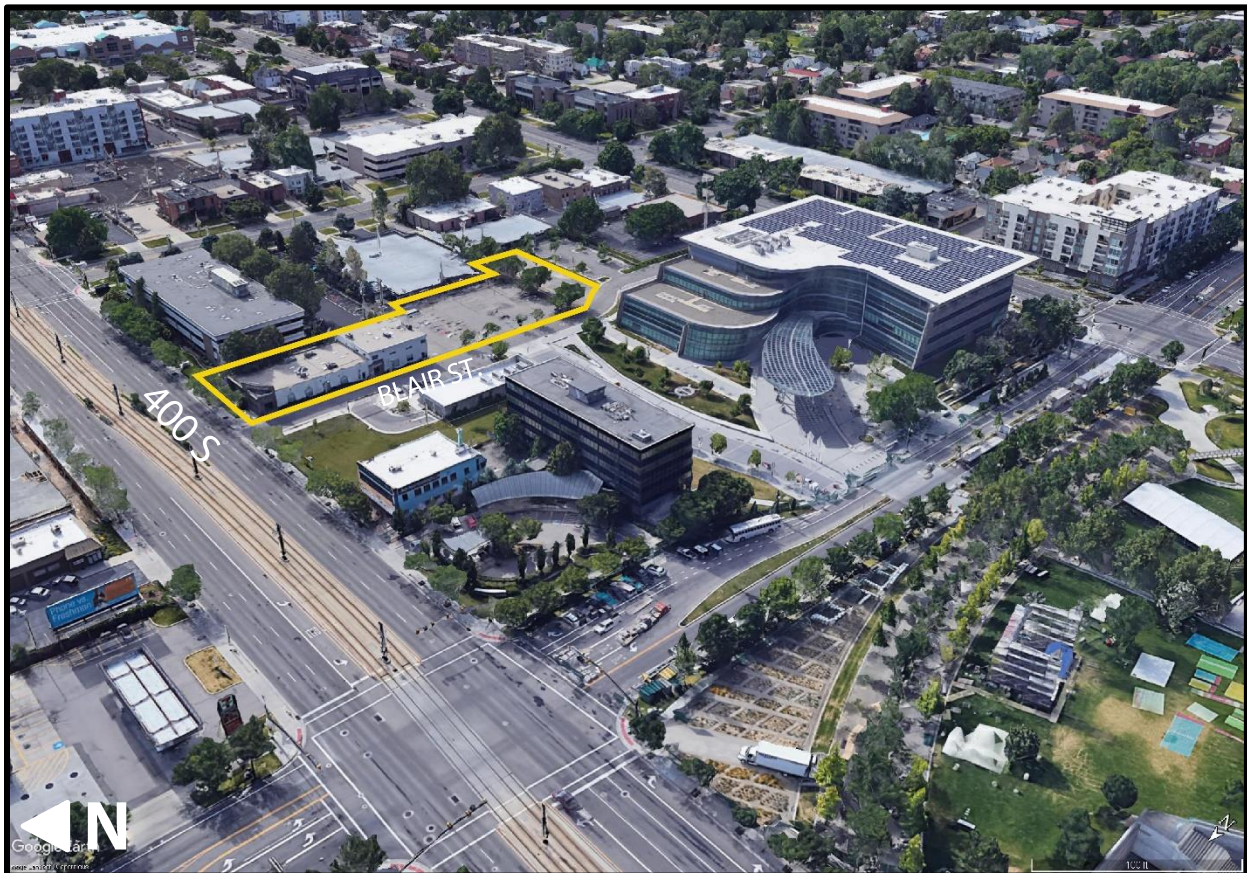
Please let me know if you require any additional information.

Thank you,

A handwritten signature in black ink, appearing to read 'H. Alayyan', with a stylized flourish extending to the right.

Hussein Alayyan

ATTACHMENT D – PROPERTY AND VICINITY PHOTOS





400 S looking south



400 S looking southeast down Blair Street



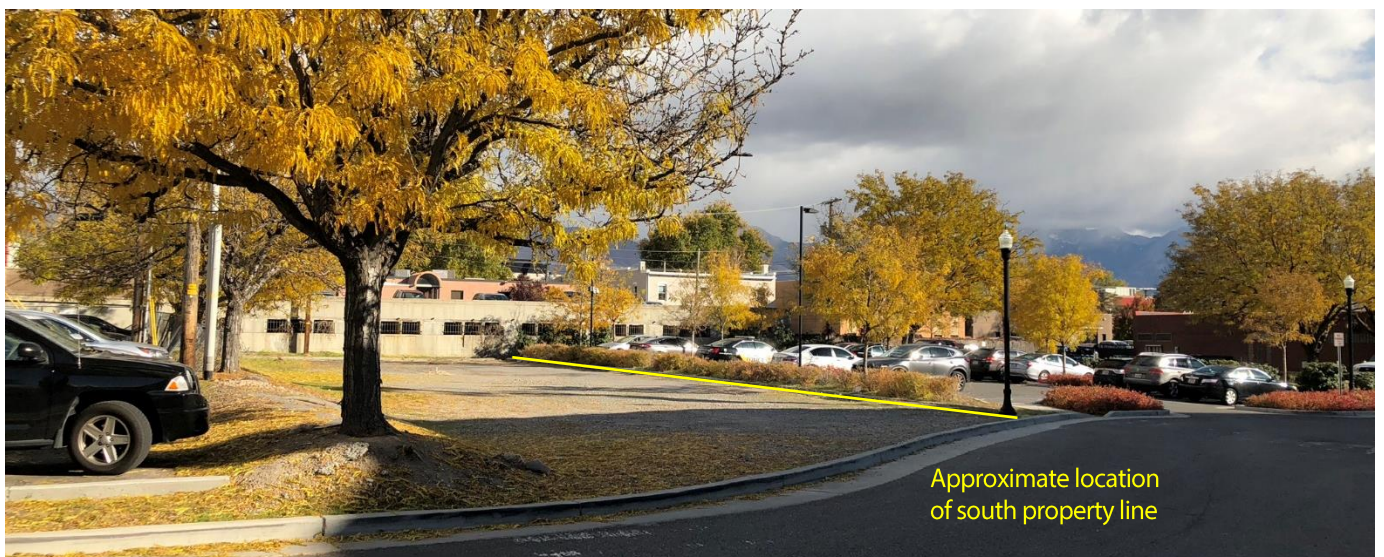
East side of the existing site looking south west



400 S looking southeast down Blair Street. The existing building on the site has a façade length of approximately 159 feet.



Blair Street looking north east



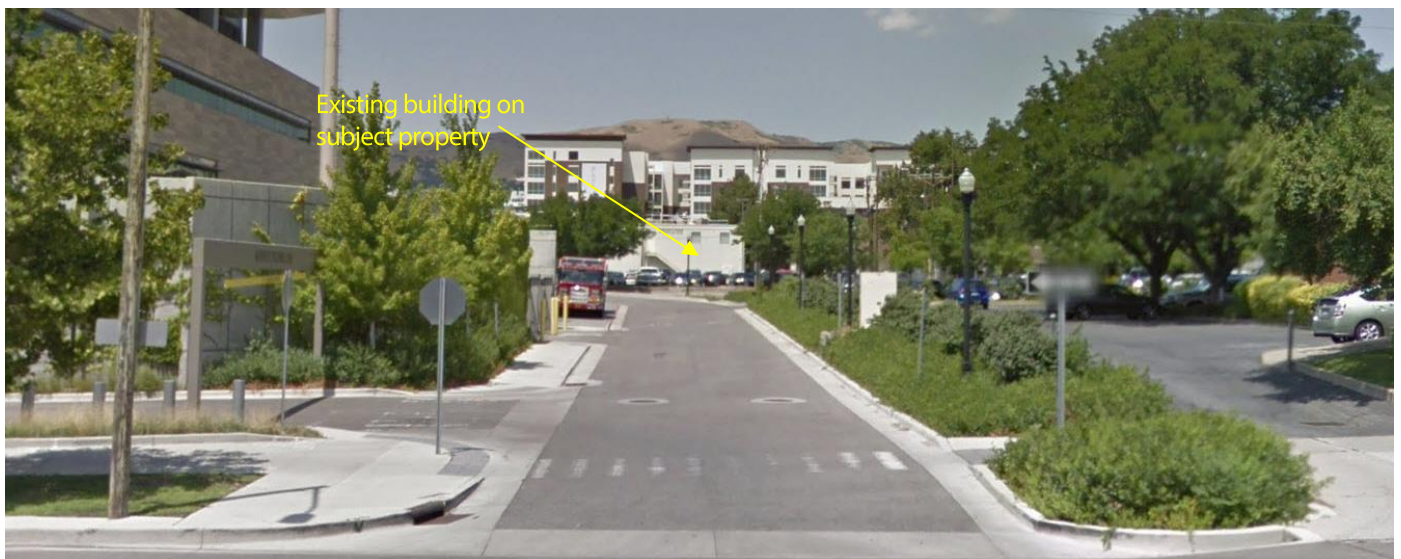
View of the south portion of the subject parcel from Blair Street looking east



View of the subject parcel from Blair Street facing north



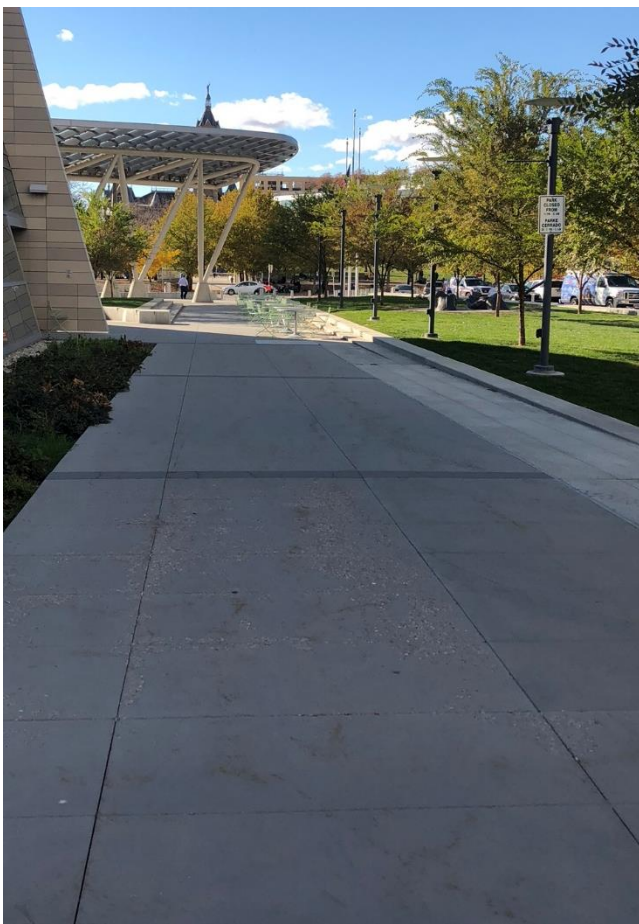
Blair Street facing north



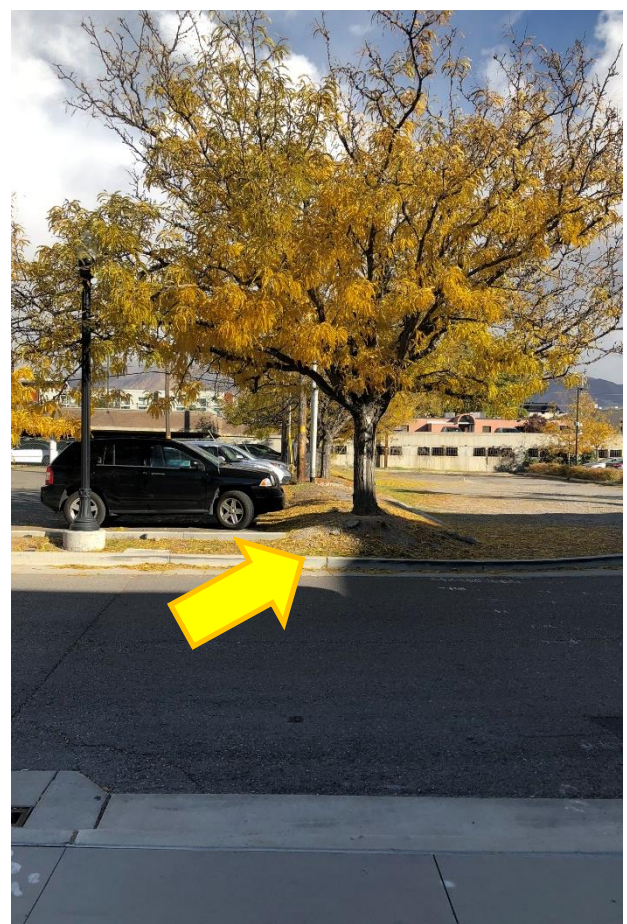
500 S looking north down Blair Street



Blair Street looking south. The curb on the west side of Blair Street will be brought in line with existing as part of phase 1 of this development (indicated with the yellow line)



450 S midblock walkway looking west



450 S looking east – location of proposed midblock walkway that will continue east through the buildings ground level parking garage



Surrounding development north side of 400 S



Surrounding development south side of 400 S



Surrounding development east of the subject property

ATTACHMENT E – WORK SESSION SUMMARY & MINUTES

The Exchange – Work Session Summary

The following is an informal summary of the comments and discussion from the Work Session for the Exchange with the Planning Commission on September 12, 2018. 5 out of the 9 Planning Commissioners were present for the Work Session Discussion.

It should be noted that participating in a work session does not guarantee an approval when the project comes before a public hearing for a decision. The issues raised will need to be sufficiently addressed to meet the standards for approval for Planned Development and Conditional Building and Site Design. The applicant must also demonstrate that the modification meets the intent for the specific design standards requested to be modified.

Once the meeting minutes are finalized, they can be accessed here:

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

A video recording of the meeting can be accessed here:

<https://www.youtube.com/watch?v=HvO4dSD1Chc>

- Pedestrian access points aren't easy to identify
- Proposed Landscaping along areas that have uses that aren't active
- Blair Street elevation – possibility to incorporate interesting or artful screening along parking garage/transparency
- More visual interest if active use doesn't meet requirements
- Visual interest being associated with how inviting a building feels
- There are many nearby active uses to the development
- Like the color separation on building A to break up upper level massing
- Design reflects library
- When developing the standards, façade length was a specific focus of the Commission and at the time even 200 FT seemed long and the request is for much more than that
- Actual length may be somewhat artificial if appropriately broken up visually
- Focus on peoples way vs. 400 S.
- If required entries aren't provided, architectural features or detailing could be added instead
- More attention to the south elevation of Building B and how the design will relate to the midblock walkway.
- The alignment of the midblock walkway straight as it exists from City County Building, vs. alignment to the south of the building.
- Treatment/breaking up massing at the pedestrian level of the building is important

Additional Staff Notes and Information that is needed along with any revisions to the proposal:

- If Building A and B are split up for the CBSD review, a separate Conditional Building and Site Design Application will be required for Building B.
- Your narrative indicates that you have active uses on building A along Blair. Staff has determined other than the north east corner retail, the proposed uses along Blair which include bike storage and mechanical areas do not meet the active use requirements.
- All elevations of building B – we currently only have a west elevation with this application
- Information on proposed building materials/metal screening over parking area related to Building B. Renderings were submitted showing what metal mesh may look like, however many of the renderings and examples provided are over office building windows and may not accurately reflect what this material might look like over parking.

- Additional information on landscaping/plazas/outdoor seating/open space show calculations and compliance with requirements. Indicate any trees you are proposing to remove
- Additional information on lighting
- Additional information on signage
- Additional information on entrances/and entry features
- Identify Trash collection/recycling areas
- Application needs to clearly state what is required and what is proposed for each design modification. Example for Active Use/Visual Interest: 60% Active/20% Visual is required along the ground floor. Building A along Blair has X% active and X% visual. We believe this meets the intent of the design standard because we've done xyz to activate the space.
- Midblock walkway –Details on alignment and proposed design of the walkway/space. If not proposed on development sight and proposed on adjacent parcel currently used for parking - information that ensures actual development of the walkway (vacating parking spaces, who pays for development, etc.)

SALT LAKE CITY PLANNING COMMISSION MEETING
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, September 12, 2018

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:33:09 PM](#). Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson Weston Clark, Vice Chairperson Maurine Bachman; Commissioners Amy Berry, Clark Ruttinger and Brenda Scheer. Commissioners Carolynn Hoskins, Matt Lyon, Andres Paredes, and Sara Urquhart were excused.

Planning Staff members present at the meeting were Wayne Mills, Planning Manager; Paul Nielson, Attorney; Amy Thompson, Principal Planner; Daniel Echeverria, Senior Planner; Tracy Tran, Senior Planner and Marlene Rankins, Administrative Secretary.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were: Maurine Bachman, Weston Clark, and Clark Ruttinger. Staff members in attendance were Wayne Mills, and Amy Thompson.

- **320 E 400 South** - Staff summarized project and reason for Planning Commission review.
- **22-26 N M Street** - Staff summarized project.

APPROVAL OF THE AUGUST 22, 2018, MEETING MINUTES. [5:33:16 PM](#)

MOTION [5:33:23 PM](#)

Commissioner Bachman moved to approve the August 22, 2018, meeting minutes. Commissioner Ruttinger seconded the motion. Commissioners Barry, Scheer, Bachman, and Ruttinger voted "Aye". The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:33:37 PM](#)

Chairperson Clark stated he had nothing to report.

Vice Chairperson Bachman stated she had nothing to report.

REPORT OF THE DIRECTOR [5:33:43 PM](#)

Mr. Wayne Mills, Planning Manager, stated he had nothing to report.

[5:34:13 PM](#)

22-26 N M Street Eleemosynary Conditional Use & Lot Consolidation - A request by Angela Dean who represents Ronald McDonald House Charities, for a Conditional Use to expand the existing eleemosynary operations located at 935 E. South Temple, to three adjacent properties to the north (22-26 N. M Street). An eleemosynary is generally a non-profit use that provides housing for people who are being treated at a nearby hospital. The proposal includes converting two existing single family homes into meeting spaces for Ronald McDonald House and developing an outdoor space that will include

pavilion and picnic tables, a stage, and an elevated/accessible vegetable garden. Sculptures and new landscaping are proposed throughout. The project is located in the RMF-35 (Moderate Density MultiFamily Residential) zoning district within the Avenues Local Historic District in City Council District 3 represented by Chris Wharton. (Staff Contact: Amy Thompson at 801-535-7281 or amy.thompson@slcgov.com) **Case Numbers PLNPCM2018-00553 and PLNSUB2018-00447**

Amy Thompson, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the petition with the conditions listed in the Staff Report.

Carrie Romano, Applicant, further reviewed the petition and provided details of the proposed project.

The Commission, and Applicant discussed the following:

- Sound concerns

PUBLIC HEARING [5:46:23 PM](#)

Chairperson Clark opened the public hearing; seeing no one wished to speak, Chairperson Clark closed the public hearing.

MOTION [5:46:58 PM](#)

Commissioner Scheer stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission approve Conditional Use Petition PLNPCM2018-00553 with the conditions listed in the staff report and associated Lot Consolidation PLNSUB2018-00447.

Commissioner Bachman second. Commissioners Ruttinger, Bachman, Scheer and Barry voted “Aye”. The motion passed unanimously.

[5:47:48 PM](#)

Inland Port Zoning Modifications - The Mayor has initiated a petition to respond to the State Bill HB2001 that requires zoning modifications by December 31, 2018 to allow inland port uses as permitted or conditional uses within the Inland Port Jurisdictional Area. The majority of the Inland Port Authority Jurisdictional Land area is located in the Light Manufacturing (M-1) zoning district and typical inland port uses are already allowed in the M-1 zone. However, there are eight other zoning districts and six overlay districts located within the inland port area that may not currently allow uses associated with an inland port. The main focus of this project is to identify the types of uses associated with an inland port in Salt Lake City and develop regulations that support the City’s sustainability and master plan goals. (Staff Contacts: Daniel Echeverria at 801-535-7165 or daniel.echeverria@slcgov.com or Tracy Tran at 801-535-7645 or tracy.tran@slcgov.com) **Case Number PLNPCM2018-00601**

Tracy Tran, Senior Planner; Daniel Echeverria, Senior Planner, reviewed the petition as outlined in the Staff Report (located in the case file). The Planners provided details regarding the benefits of the port and the drawbacks.

The Commission and Staff discussed the following:

- Clarity regarding air quality and water quality
- Standards with conditional use
- Regulations regarding number of cars and trains
- Possible future traffic impacts
- Conditional uses clarifications

- Who provides reviews of air quality
- Prison location
- Whether prison population is considered residential
- Transportation impact for future employee and use of public transportation
- Social impacts

PUBLIC HEARING [6:34:39 PM](#)

West Point Community Council Chairperson, Dorothy Pappas Owen – Stated she has been working with 6 other Community Councils to review the project. All Community Councils reached a unanimous agreement on two suggested changes on the zoning that they would like to be considered.

Chairperson Clark read the 2 suggestions provided by the Chair of Community Council:

1. The railroad freight terminal within 1 mile of residential areas needs to include a similar 1 mile buffer around the new Utah State Prison.
2. If Grain Silos and railroad repair shops are to be included under M-1 zoning, they should be included as conditional uses rather than permitted ones.

Deeda Seed – Stated she agrees there should be a 1 mile buffer for the prison and is in favor of bird conservation

Jack Ray – Raised his concern with preservation with wetland areas and habitats

Wayne Martinson – Raised concern with wildlife conservation, and said that there should be a buffer surrounding the State Prison

Nigel Suaby – Raised concern regarding landscaping and railroad traffic

Dr. Heidi Hoven – Raised concern regarding wildlife study of migrating birds in the area

Heather Dove – Raised concern with environmental impacts to the birds and people of the valley

David Scheer – Provided six suggested modifications to the ordinance which were listed as follows:

1. Consider specifically light and noise pollution
2. Consider a requirement to the applicant to hire a 3rd party to create a traffic analysis
3. Energy efficiency in buildings
4. Consider numerical limits on 1 off volume per unit side area
5. Consider requiring a letter from the water district stating that sufficient water supplies that are available to serve the project with current resources for defined period of time
6. Consider requiring all projects to submit an impact mitigation plan

Tom McLaughlin – Raised concern regarding quality of life and air quality

John Kotab – Submitted comment card but was not present to speak

Terry Marcasco – Raised concern regarding air quality

Carl Moore – Raised concern regarding quality of human life and wildlife

Kathy Wilson – Raised concern regarding quality of life and bird preservation

Seeing no one else wished to speak, Chairperson Clark stated that the Public hearing will be continued on September 26, 2018.

The Commission and Staff further discussed the following:

- Suggestion of energy conservation components that require onsite energy production
- What the process is by which the changes would be incorporated
- Possibility of soil and water issues
- The Commission recommended that Staff consider the comments that were made during the public hearing and provide revisions to the proposed ordinance for their consideration

→ **WORK SESSION** [7:30:43 PM](#)

The Exchange Planned Development and CBSD at Approximately 320 E 400 S - Downtown SLC Partners, the developer representing the property owner, Salt Lake City Corporation, has initiated petitions for a Planned Development and Conditional Building and Site Design (CBSD) for "The Exchange" a proposed mixed use development at approximately 320 E 400 South. The proposal consist of two new buildings - One 9-story structure with over 15,000 square feet of retail and 286 mixed-income units, and one 5-story structure with 2,700 square feet of retail, 126 mixed-income units, and 30,000 square feet of co-working space. The applicant is requesting 5 FT of additional building height through the Planned Development process and Conditional Building and Site Design Approval for modifications to the Design Standards in 21A.37 of the zoning ordinance. The project is located in the TSA-UC-C (Transit Station Area Urban Center Core) zoning district in Council District 4, represented by Derek Kitchen. (Staff Contact: Amy Thompson at 801-535-7281 or amy.thompson@slcgov.com) **Case Numbers PLNPCM2018-00470 & PLNSUB2018-00434**

Amy Thompson, Principal Planner, reviewed the petition as outlined in the memorandum.

Chris Parker, Applicant, provided further details and a presentation regarding the proposed project.

The Commission, Staff and Applicant discussed the following:

- Garage parking entrance and pedestrian entrances
- Residential entrances
- The possibility of an artful screen
- The length of the building
- Color of the building
- Sidewalk experiences and pedestrian activity
- Landscaping for building B
- What were the expectations when writing the RFP
- Height of the building
- Costs of wood frame building versus steel

Chair and Vice Chair Elections [8:30:10 PM](#)

Commissioner Scheer stated, I move to table the elections.

Commissioner Ruttinger second. Commissioners, Barry, Scheer, Bachman, and Rutting voted "Aye". Motion passed, and the elections were postponed until September 26, 2018.

The meeting adjourned at [8:31:23 PM](#)

ATTACHMENT F – ZONING STANDARDS (TSA & Landscaping)

TSA-UN-C Development Standards 21A.26.078

REQUIREMENT	STANDARD	PROPOSED	COMPLIANCE Y/N
Front Yard – 400 S	10' Min Setback - at least 50% of the 400 S street facing building facade must be built to the minimum. 20' Max Setback - may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.	400 S ~10' setback	Complies
Corner Side Yard- Blair Street	No minimum. At least 50% of the street facing building facade shall be within 5' of the front or corner side property line.	Blair Street ~ varies from 0' to 8' 2 3/4" approximately 215' or 56% built to the property line	Complies
Side/ Rear Yard	No Minimum	south: 0' east: 0' - ~35'	Complies
Lot Area	No Minimum or Maximum	~0.87 acres or 37,787 square feet	Complies
Lot Width	No Minimum	~66.5' 400 S and ~394' on Blair	Complies
Maximum Height	90'; If the project receives a TSA score that qualifies for administrative review (score of 125) the building can have additional height equal to the average floor height.	Project qualified for administrative review of the TSA score – score of 136 received, 125 required. Average floor height – 11' 2/5" $90' + 11' 2/5" = 101' 2/5"$ allowed by the TSA zoning district standards. Proposed - ~57'	Complies
Open Space	Open Space: Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space	10% of 37,787 = 3,779 (up to 5,000 square feet required for core area) North Plaza – 1134 sq ft Midblock Walkway – 1123 sq ft South Plaza – 2002 sq ft Total = 4,830 square feet of open space provided	Complies

	amenity. All required open space shall be accessible to the users of the building(s).		
Open Space (continued)	<p>(1) In yards greater than ten feet (10') in depth, one (1) shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.</p> <p>(2) At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard.</p> <p>(3) At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.</p>	<p>There are not any yard areas that are greater than 10' in depth.</p> <p>Submitted plans show 30% of the north and south plazas areas are landscaped with ground plantings and planter boxes that will serve as outdoor public space.</p>	Complies
Circulation & Connectivity	<p>Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.</p> <ul style="list-style-type: none"> • All parking lots shall comply with the standards in section 21A.44.020, "General off Street Parking Regulations". • Parking is prohibited between the street-facing building line and any front or corner side property line. This 	<p>The sidewalks along both sides of Blair Street will be improved with the development proposal and provide greater connectivity to peoples way as well as the 450 S midblock walkway which will be extended further east through this development site. Blair Street is currently a private right of way but the proposal is to make it a one way public street. As a recommended condition of approval, Staff is recommending an overall sign plan for this development to help formalize the circulation network and make the connections for different</p>	Complies with recommended conditions of approval.

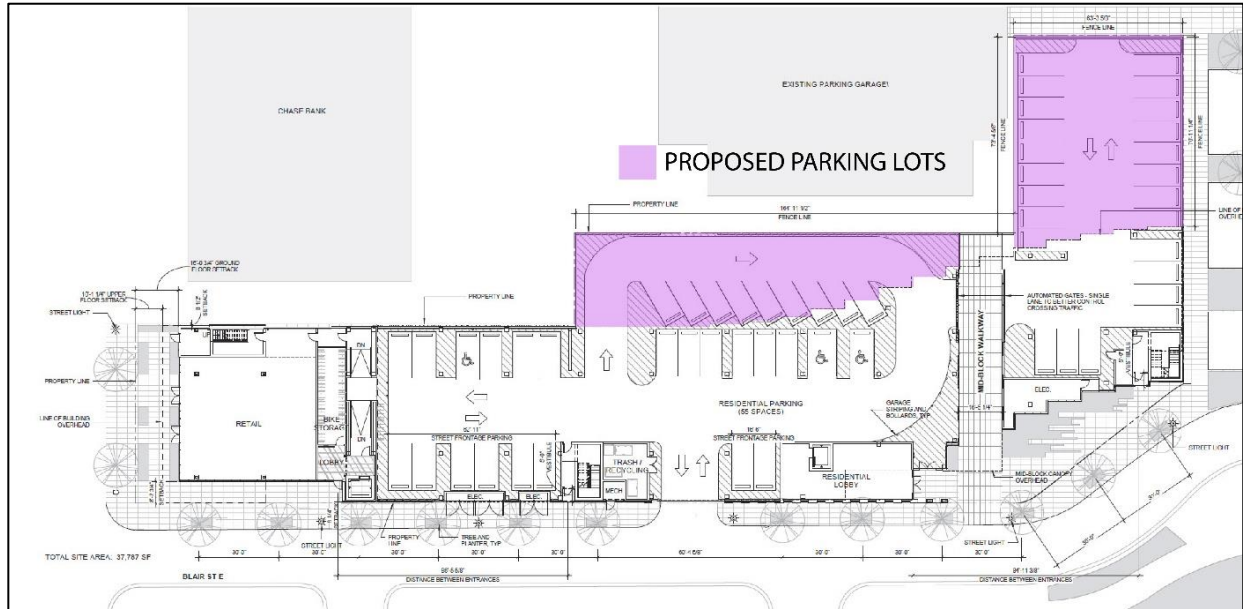
	<p>shall include any drive aisle that is not perpendicular to the front or corner side property line.</p> <ul style="list-style-type: none"> Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway: <ul style="list-style-type: none"> The midblock walkway must be a minimum of 10' wide and include a minimum 6' wide unobstructed path. The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway. 	<p>modes of travel more identifiable.</p> <ul style="list-style-type: none"> There are two proposed parking lots with this development on the eastern portion of the subject parcel. The parking lots appear to comply with the location and parking space dimensional requirements in 21A.44.020. Modifications to the Parking Lot Landscaping requirements in 21A.48 are being requested through the Planned Development. See analysis in Attachment I. No parking or drive aisles are proposed between the street-facing building line and any front or corner side property line. The Central City Master Plan identifies a midblock walkway running east/west on the subject property at 450 S. A midblock walkway has been proposed through the ground floor parking structure of the building and maintains the 450 S alignment. <ul style="list-style-type: none"> The proposed walkway is approximately 16' 5 1/4" wide and has a ceiling height of approximately 8'. Vehicles may cross the midblock walkway through automated gates on either side and gates on both the east and south end will close off pedestrian traffic to the midblock walkway during specified times/overnight. 	<p>(continued) Complies with recommended conditions of approval.</p>
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		<ul style="list-style-type: none"> ○ The proposed midblock walkway is incorporated into the structured ground floor parking of the building and will be open to the public. As a condition of approval, signs indicating the walkway is open to the public will be posted and a public easement will be recorded on the property for the walkway. ○ Additionally, more detail regarding the proposed material for screening/gating off the west and east ends of the walkway is needed to determine compliance with zoning requirements since while closed off, this area will essentially be perceived as part of the building façade. As a condition of approval, Staff is recommending the screening material be consistent with the buildings design and primary building materials as identified in the recommended conditions of approval. 	
Parking – Surface parking in the core area	<p>Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.</p> <p>a. Requirements: When located to the side of a building, the parking lot shall be:</p> <ol style="list-style-type: none"> 1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be 	<ol style="list-style-type: none"> 1) The proposed parking is located to the side of the principal building and setback 165' from 400 South and is located behind the building adjacent to Blair Street. 	<p>Does not comply. Planned Development requested and condition of approval recommended. See Attachment I for further analysis.</p> <p><i>(continued)</i></p>

	<p>landscaped or activated with outdoor dining, plazas or similar feature.</p> <p>2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.</p> <p>3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section 21A.44.020, table 21A.44.020 of this title.</p>	<p>2) The proposed area does not strictly meet this requirement for screening with a hedge or a wall that is at least 36" above grade and a Planned Development is requested for modifications to this requirement. Decorative metal fencing is proposed for screening of the parking area. The intent of this standard is to screen surface parking with dense vegetation or a wall. More details regarding the fencing design are needed. Depending on spacing between pickets/balusters, vegetation vining plants may be required to fill in these areas. As a condition of approval, Staff is recommending final details regarding fencing design are delegated to Staff.</p> <p>3) No more than two rows of parking and one drive isle are proposed with the surface parking areas.</p>	<p>Does not comply. Planned Development requested and condition of approval recommended. See Attachment I for further analysis.</p>
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Parking Lot Landscaping 21A.48.070

The requirements below are applicable to the paved open parking areas proposed in the development.



STANDARD	PROPOSED	COMPLIANCE Y/N
<p>Interior Parking Lot Landscaping</p> <p>5% of the interior of a parking lot shall be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.</p> <ul style="list-style-type: none"> • Landscape areas shall be improved in conformance with the following: <ul style="list-style-type: none"> ○ Dispersion - Interior parking lot landscaping shall be dispersed throughout the parking lot ○ Minimum Size – Interior parking lot landscaping areas shall be a minimum of 120 square feet in area and a minimum of 5' wide as measured from the back of the curb to the back of the curb. ○ Landscape Material - The plants used to improve the landscape areas defined above shall conform to the following: <ol style="list-style-type: none"> 1. Type – The primary plant materials used in parking lots or vehicle sales or lease lots shall be shade tree species in conformance with applicable provisions of subsections 21A.48.050A and B of this chapter. Ornamental trees, shrubbery, hedges, and other plants may be used to supplement the shade tree plantings, but shall not be the sole contribution to such landscaping; 2. Quantity – One shade tree for every 120 square feet of landscaping area 3. Ground Cover – a minimum of 50% of the parking lot shall be planted with an 	<p>The proposed parking lot areas are approximately 9,044 square feet and 5% of that is approximately 452 square feet of landscaping. Approximately 573 square feet of landscaping has been proposed, however, it is along the perimeter of the parking lot and doesn't meet the requirements for interior parking lot landscaping. The applicant is requesting modifications to this standard through the Planned Development process.</p>	<p>Does not comply. Modification through Planned Development requested. See Attachment I for Analysis</p>

approved ground cover in the appropriate density to achieve complete cover within 2 years.		
<p>Perimeter Parking Lot Landscaping</p> <ol style="list-style-type: none"> 1. Applicability – Where a parking lot is located within a required yard, or within 20' of a lot line, perimeter landscaping shall be required along the corresponding edge of the parking lot in conformance with the provisions in table 21A.48.070G. 2. Landscape Area: Where perimeter landscaping is required, it shall be provided within landscape areas at least seven feet (7') in width, as measured from the back of the parking lot curb and extending any parking space overhang area. 3. Required Improvements: Within the landscape area required above, landscape improvements shall be required as established in table 21A.48.070G of this section. 	<p>The proposed parking areas are located within 20' of a lot line and subject to the required perimeter landscaping. Perimeter parking lot landscaping has been provided in some of the required areas, however, the proposal does not meet the 7' width requirement and a modification to these requirements is being requested through the Planned Development process.</p>	<p>Does not comply. Modification through Planned Development requested. See Attachment I for Analysis</p>

ATTACHMENT G – DESIGN STANDARD MODIFICATIONS

21A.37.040: MODIFICATIONS OF DESIGN STANDARDS:

The planning commission may modify any of the design standards identified in this chapter subject to the requirements of chapter 21A.59, "Conditional Building and Site Design Review". The applicant must demonstrate that the modification meets the intent for the specific design standards requested to be modified.

Staff has provided analysis and findings related to the requested modifications and the intent of the design standards below. A more detailed definition of the design standards as they relate to this project/zoning district are provided following the chart below.

DESIGN STANDARD	REQUIREMENT	PROPOSED	ANALYSIS & FINDINGS
21A.37.050 A. Active Ground Floor Uses and Visual Interest:	80% Active Uses: 80% of the ground floor of a street facing façade occupied by a permitted or conditional use other than parking for a depth of 25 FT. Or 60% Active Use & 25% Visual Interest: 60% Active use as identified above and 25% visual interest and features to facilitate pedestrian interaction with the building	400 S – 100% Active Use Blair St. – ~36% Active Use (including midblock walkway)	<p>With recommended conditions of approval imposed, the project complies with intent of the Design Standard.</p> <p>Staff is of the opinion that with the recommended conditions of approval, Building B meets the intent of this design standard which is applicable to the ground floor uses along 400 S and Blair Street. 100% of the ground floor uses along 400 S are active uses which exceeds the 80% requirement. A modification is being requested to the 60% / 25% requirement for active uses and visual interest along the ground floor adjacent to Blair Street to accommodate proposed structured parking. Approximately 36% of the ground floor façade along Blair Street has active uses that include retail, residential lobby areas and the proposed pedestrian walkway through the ground floor parking garage.</p> <p>The applicant has indicated that 47% of the west elevation is visually activated through a combination building materials including metal screening that also provides some transparency into the parking structure and motion activated lighting mounted along the metal screening will help to visually activate the ground level from a pedestrian viewpoint while providing additional lighting for improved safety. Although a modification to the visual interest is not being requested, Staff is of the opinion increased visual activation and interest should be provided if the uses fronting Blair Street are not active as proposed.</p> <p>More detail is needed regarding the proposed metal screening material to ensure compliance with the design standard. Screening material should be</p>

			<p>consistent with the building materials and design of the building.</p> <p>Additionally, Staff is recommending a knee wall be provided to screen the public way from headlights. More detail is needed regarding residential entrances and how they are incorporated into this façade/material.</p> <p>Motion lighting has been proposed to help provide visual activation along Blair Street. More refined details are needed regarding lighting to ensure that lighting meets the intent of visual activation and pedestrian interest in addition to safety.</p> <p>Staff is recommending the lenticular mural that was initially presented at the work session be included on the west elevation adjacent to Blair Street to provide visual interest and emphasize the nearby pedestrian connections and public spaces on the block.</p> <p>The development will also benefit from nearby active uses and gathering spaces connected to the development site – People’s Way, outdoor dining areas that are associated with Building A as well as Library Square.</p>
C. Glass	<p>Ground Floor Glass: The ground floor building elevation of all new buildings facing a street shall have a minimum of 60% glass between 3 and 8 FT above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least 5 FT.</p>	<p>400 S – 70% Ground Floor Glass Blair St. – 26% Ground Floor Glass</p>	<p>With recommended conditions of approval imposed, the project complies with intent of the Design Standard.</p> <p>One of the intents of this design standard is to engage pedestrian and visual interest at the ground floor level of the building. The 400 S elevation exceeds the minimum glass requirements. There are some site constraints with the property in that the development site is narrow and deep; Although there is not any minimum parking required by the zoning ordinance for this development, in order to provide parking the developer thinks is sufficient for staffing the proposed uses and make them viable, parking has been proposed on the ground floor. There are 55 parking spaces proposed with this development which is well under the maximum parking allowance for TSA zoned properties in the core area. Building material along ground floor parking areas allows for transparency and ventilation into the parking garage.</p> <p>Staff is of the opinion that even with the request for a reduction of the % of ground</p>

			<p>floor glass along Blair Street, subject to recommended conditions of approval as discussed above, the overall project provides pedestrian oriented design elements along Blair Street to improve the pedestrian experience as Blair continues south to outdoor dining areas, open space and midblock pedestrian connections that transcend through this block.</p>
<p>D. Building Entrances</p>	<p>At least one operable building entrance on the ground floor for every street facing facade. Additional operable building entrances are required at a minimum of every 40 FT of street facing building facade.</p>	<p>400 S. – 2 entrances required; 2 entrances proposed and meets the 40' requirement</p> <p>Blair Street – 9 entrances required; 4 entrances proposed. Spacing varies. Largest distance between entrances is approximately 134 FT 10 IN</p>	<p>With recommended conditions of approval imposed, the project complies with intent of the Design Standard.</p> <p>Staff is of the opinion that Building B meets the intent of this design standard. At least one entrance has been provided on the ground floor for every street facing façade and the entrances on the 400 S elevation are spaced in accordance with the 40' requirement. A modification through CBSDR has been requested to provide 4 entrances. Staff is of the opinion that 4 entrances is adequate for Blair Street, however, the entrances that are provided are rather discrete and may be difficult for visitors to identify – specifically the entrances to the residential spaces in the building. Staff is of the opinion the entrances could be better defined with a greater level of architectural detail or more prominent entry feature. An overall sign plan for the development could also resolve this issue. More detail is needed regarding building entrance design along the Blair Street façade.</p>
<p>E. Maximum Length of a Blank Wall</p>	<p>The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15 FT.</p>	<p>Blair St. – Approximately 83 FT</p>	<p>With recommended conditions of approval imposed, the project complies with intent of the Design Standard.</p> <p>More detail is needed regarding the screening over the parking areas. Based on the plans submitted it appears the screening material is proposed for the entire height of the ground floor all the way down to grade. Staff is recommending a minimum 3 FT solid wall be included along parking areas adjacent to Blair Street so the public way is not flooded with lights from vehicles parking in the garage. It appears from the plans submitted that the ground floor screening material will be layered over columned areas. Staff is of the opinion, these large areas of screening material with minimal detailing and variation could be improved by putting the screening behind the columns to help divide up the building material and frame architectural details.</p>

			Continuing columns down from the upper levels in front of the screening material would also provide some visual depth and articulation to the ground floor façade, thus improving the pedestrian experience along Blair Street.
F. Maximum Length of a Street Facing Façade	Maximum length of a street facing façade is 200 FT. A minimum of 20 FT is required between separate buildings and the space between buildings shall include a pedestrian walkway at least 5 FT wide.	400 S – 65' 10 ¼" Blair Street – 378 FT	<p>Complies with the intent of this Design Standard.</p> <p>The intent of this design standard relates to breaking up the overall building mass and scale of the building as well as our large city blocks.</p> <p><u>400 S</u> - The façade length along 400 S complies with this design standards.</p> <p><u>Blair Street Modification Request</u> -</p> <p>The overall building mass has been visually broken up into three different sections and each section is under the maximum 200' façade length requirement. The south 100 feet of building has a design that zigzags with the curve of the development site which further helps to break up the massing. Another intent of this design standard is to break up our large city blocks and this development includes a 16' wide pedestrian walkway through the ground floor of the building that extends the existing developed portion of the 450 S midblock walkway to the east property line of the subject property. Additionally, Blair Street and People's way help break up this block and provide gathering spaces and connections.</p>
M. Parking Garages & Structures	The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.	Blair St. – Portions of the street facing façade along Blair St. is parking that is not wrapped with habitable space. The longest length of parking along the street level façade is approximately 158 FT	<p>Complies with the intent of this Design Standard.</p> <p>As discussed in other sections of this report, the subject parcel is rather narrow (65') and deep. There is not any parking required for this development, however, to provide parking that applicant thinks is sufficient for the success of the retail and office associated with <i>The Exchange</i>, parking is proposed on the ground floor along some portions of Blair Street. Because of the narrow width of the parcel, wrapping the parking areas with habitable space would essentially only allow for one row of parking as opposed to the two rows that are proposed. Blair Street does not strictly meet this design standard however, with conditions of approval related to screening materials and increasing visual activation along parking areas, Staff is of the opinion the proposal meets the intent of this standard.</p>

21A.37.050: DESIGN STANDARDS DEFINED:

The design standards in this chapter are defined as follows. Each design standard includes a specific definition of the standard and may include a graphic that is intended to help further explain the standard, however the definition supersedes any conflict between it and a graphic.

A. Ground Floor Use and Visual Interest: The purpose of this standard is to increase the amount of active uses and/or visual interest on the ground floor of a building. There are two (2) options for achieving this, one dealing solely with the amount of ground floor use, and the other combining a lesser amount of ground floor use with increased visual interest in the building facade's design.

1. Ground Floor Use Only (80%): This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum of 80% of any street facing building façade. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces. Vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such accessways shall not exceed thirty feet (30') in width.
2. Ground Floor Use & Visual Interest (60% & 25%): This option allows for some flexibility in the amount of required ground floor use, but in return requires additional design requirements for the purpose of creating increased visual interest and pedestrian activity where the lower levels of buildings face streets or sidewalks. The requirement for this zone if this option is pursued is 60% ground floor use and 25% visual. An applicant utilizing this option must proceed through the conditional building and site design review process for review of the project for determination of the project's compliance with those standards, and in addition, whether it contributes to increased visual interest through a combination of increased building material variety, architectural features, facade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.

B. Building Materials –

1. **Ground Floor Building Materials:** Other than windows and doors, 90% of the ground floor facade's wall area of any street facing facade shall be clad in durable materials. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor facade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the planning director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.
2. **Upper Floor Building Materials:** Floors above the ground floor level shall include 60% durable materials on any street facing building facade of those additional floors. Windows and doors are not included in that minimum amount.

C. Glass–

1. **Ground Floor Glass:** The ground floor building elevation of all new buildings facing a street shall have a minimum of 60% glass between three (3) and eight feet (8') above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5').

- D. Building Entrances:** At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required, at a minimum of every 40 FT of street facing building facade. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a forty five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.
- E. Maximum Length of Blank Wall:** The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15 FT. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").
- F. Maximum Length of Street Facing Facades:** No street facing building wall may be longer than 200 FT. A minimum of twenty feet (20') is required between separate buildings when multiple buildings are placed on a single parcel according to subsection [21A.36.010B](#), "One Principal Building Per Lot", of this title. The space between buildings shall include a pedestrian walkway at least five feet (5') wide.
- H. Exterior Lighting:** All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.
- J. Screening of Mechanical Equipment:** All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of siting include on the roof, enclosed or otherwise integrated into the architectural design of the building, or in a rear or side yard area subject to yard location restrictions found in section [21A.36.020](#), table [21A.36.020B](#), "Obstructions In Required Yards", of this title.
- K. Screening of Service Areas:** Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened, and in the case of fences and/or masonry walls the height shall not exceed eight feet (8'). Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.
- M. Parking Garages or Structures:** The following standards shall apply to parking garages or structures whether stand alone or incorporated into a building:
1. Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space. Examples include heavy gauge metal screen, precast concrete panels; live green or landscaped walls, laminated or safety glass, decorative photovoltaic panels or match the building materials and character of the principal use. The planning director may approve other decorative materials not listed if the materials are in keeping with the decorative nature of the parking structure.
 2. The architectural design of the facades should express the internal function of the structure. Facade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail or public open space.

3. Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.
4. Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points.
5. Signage and wayfinding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structures entrances shall be clearly signed from public streets.
6. Interior garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white stained ceilings are a good strategy to control light levels on site while improving energy efficiency.
7. Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.
8. The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.
9. Parking structures shall be designed to minimize vehicle noise and odors on the public realm. Venting and fan locations shall not be located next to public spaces and shall be located as far as possible from adjacent residential land uses.

ATTACHMENT H – CBSDR STANDARDS

21a.59.060: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

Standard	Finding	Rationale
A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.	Complies	The proposed development site has two street frontages – 400 S and Blair Street. The development along 400 S is generally oriented to the street with street level entrances, high level of glazing and pedestrian oriented uses along that frontage. Modifications of some of the design standards related to pedestrian orientation are being requested along Blair Street and are further discussed and analyzed in Attachment G .
B. Primary access shall be oriented to the pedestrian and mass transit.	Complies	<p>Each building façade has entrances that are oriented to the pedestrian and mass transit.</p> <p>The parking garage has stairwell access that is oriented to the pedestrian and accessed directly from the sidewalk.</p> <p>Through the CBSDR process, the applicant is requesting modifications to the design standard relating to pedestrian entrances. Staff acknowledges that the proposal does not have the required amount of pedestrian access points along Blair Street and the distance between other required entrances along Blair Street exceed what is required by the design standards; however, Staff also is of the opinion that some flexibility may be warranted due to the long narrow site. As further discussed in Attachment H, Staff recommends approval of the proposed configuration despite not strictly meeting this standard.</p>
C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.	With Recommended Conditions of Approval, Project Complies.	<p>Each building façade includes detailing and glass to facilitate pedestrian interest and interaction. The 400 S façades includes approximately 76% glazing and building articulation and detailing helps create shadow lines. The upper floors cantilever over the lower level providing some shading overhead for pedestrians while also emphasizing the retail entrance of the building along 400 S.</p> <p>The first 79' of ground floor building length along Blair Street meets the required ground floor glass. The Blair Street façade has approximately 26% glass and pedestrian interest is facilitated with changes in material, material scale, and the transparency of materials (metal screening) helps to provide visibility into the building. Additionally, motion activated</p>

		lighting is proposed along Blair Street to provide pedestrian interaction and additional safety. More detail is needed regarding the material and detailing along the ground floor of the west elevation. Staff has recommended conditions of approval related to architectural detailing and pedestrian interest along Blair Street as discussed in the Design Standard Modification requests.
D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.	With Recommended Conditions of Approval, Project Complies.	As noted in standard C, architectural detailing is included on the ground floors of the buildings along 400 S to emphasize the pedestrian level. These details include depth/setback variations, and high levels of glass to allow visibility to active uses along 400 S. Staff is recommending conditions of approval related to refinement of materials and architectural detailing on the ground floor adjacent to Blair Street to ensure compliance with this standard.
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.	With Recommended Conditions of Approval, Project Complies.	The development is not adjacent to a residential neighborhood that would be impacted by lighting from the parking structure which is accessed off Blair Street which is a smaller midblock street and the proposed configuration of the garage would not be adjacent to any neighborhoods or residences. Staff is recommending a condition of approval to provide a knee wall along the parking areas to help screen headlights from the public way. The open air parking lots associated with this development are adjacent to parking areas on adjacent lots. Modification to the required landscape buffer is being requested through the Planned Development process, and Staff is of the opinion the landscaping provided is sufficient in terms of buffering from adjacent uses.
F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.	Complies	The parking is located in a parking structure. Parking access is provided through elevators and stairwells within the parking structure that lead directly into the building or onto sidewalks within the development. There is a midblock walkway proposed through the parking structure/ground floor of the building.
G. Dumpsters and loading docks shall be appropriately screened or located within the structure.	Complies	Dumpsters are located on the west building wall adjacent to Blair Street within the parking structure and are not visible. The development does not appear to include any loading areas on the plans submitted, and based on the square footage of the proposed uses, a loading area is not required.
H. Signage shall emphasize the pedestrian/mass transit orientation.	Complies. Staff is Recommending as a condition of approval that final design details	Information regarding locations for future building signs has not been submitted. Staff is recommending as a condition of approval that wayfinding for the site be included in future sign plans and any final design details regarding

	regarding signs be delegated to Staff.	signs for the development be delegated to Planning Staff.
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.	More information is needed. Staff is Recommending as a condition of approval that final design details regarding lighting be delegated to Staff.	Proposed lighting includes streetscape lighting, pathway bollards, and downlit motion activated LED lighting along the parking garage/Blair Street. There are existing street lights along Blair Street that are a public amenity and coordination with the City's street lighting program manager will be required as well as approval of a detailed lighting plan prior to removal and relocation of any existing street lights. More information is needed regarding lighting levels. Staff is recommending any final details regarding lighting be delegated to Planning Staff.
<p>J. Streetscape improvements shall be provided as follows:</p> <p>1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.</p> <p>2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.</p> <p>3. 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.</p> <p>4. 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.</p> <p>5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant</p>	More information is needed. Staff is Recommending as a condition of approval that final design details regarding these standards be delegated to Staff.	<p>1. The submitted plans appear to comply with the landscaping requirements for tree planting every 30' of property frontage. All existing street trees along Blair Street are proposed for removal and coordination with the city's urban forester will be required during the building permitting process and any tree mitigation (if applicable).</p> <p>2. Landscaping will generally be installed within planter boxes, however, some ground level landscaping will be installed in limited areas around trees. Landscaping materials are expected to provide 80% coverage in the provided landscaped areas.</p> <p>3. Hardscaping includes concrete and pavers.</p> <p>4. There is no outdoor storage associated with this development. Trash storage is located off of Blair Street within the parking structure and are not visible from public right-of-way. More information is needed regarding trash collection, deliveries, etc. as there doesn't appear to be any loading areas required or proposed in this development. Mechanical and storage areas are within the structure and exterior walls facing these uses are screened and not visible to the public way.</p> <p>5. Landscaping includes at two different tree varieties, as well as various shrubs, grasses, perennials and succulents. All landscaping is required by ordinance to comply with the City's water-efficient landscaping regulations that regulate plant varieties to ensure efficient water usage. Compliance will be ensured during the building permit review process.</p>

species well adapted to the local climate.		
K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:		
<p>1. The orientation and scale of the development shall conform to the following requirements:</p> <p>a. 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.</p> <p>b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</p>	Complies	<p>1.a. The development has incorporated the requirements noted for large building masses by visually dividing the building up into sections that that relate to human scale. This is done with high levels of glazing on the north façade that wraps around and continues along the first section of Blair Street, upper building levels that cantilever over the lower levels providing shelter, building façade articulation and building materials. The south end of the west façade has a modulated zigzag pattern that follows the curve of Blair Street further helping to visually break up the length of the façade and provide architectural interest at the buildings main residential entrance.</p> <p>b. The requested building length is 389 feet on the west elevation and therefore does not strictly meet this standard, however, Staff is of the opinion some flexibility may be warranted with the proposed building design which helps to visually break up the overall building length. This is done through a combination of building materials with a variety of scale, building articulation, pedestrian oriented lighting, and sheltered entrances. Architectural detailing helps to break up the building massing into three smaller sections, the longest of those sections is approximately 152'. Because of the configuration of the lot and the orientation of the building on the site in relation to surrounding development, the actual physical length may not be perceived from pedestrian vantage points.</p>
<p>2. Public spaces shall be provided as follows:</p> <p>a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be</p>	Complies	<p>The public space requirement results in at least 13,000 square feet of required public space due to the total amount of occupiable building floor area in this development. The amount increases significantly if the ground floor structured parking is counted toward building floor area. The developer noted in their development plans that they are providing approximately 4,830 square feet of open space.</p> <p>Staff has considered the public open space provided throughout and around this development toward meeting this requirement. The development includes pedestrian midblock connections, widened sidewalk along Blair Street, and landscaped plazas along 400 south and on the south end of the development.</p>

<p>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");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p>		<p>This project also benefits from nearby public open space facilities such as Library Square, Washington Square and People's Way. Staff believes that access to additional public open space facilities in addition to the provided public space, will help to achieve the intent of this standard sufficiently.</p>
<p>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.</p>	<p>Partially complies, request for modifications through CBSDR process.</p>	<p>The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. The core area of the TSA Districts provides areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place.</p> <p>An urban center station contains the highest relative intensity level and mix of uses. This station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.</p> <p>The proposal generally complies with the purpose statement by providing commercial and residential opportunities in a form that generally complies with the applicable Master Plans and associated zoning regulations for the TSA-UN-C district.</p> <p>The proposal does not strictly comply with all of the applicable design standards and flexibility is being requested through the CBSDR process.</p>

ATTACHMENT I – PLANNED DEVELOPMENT STANDARDS

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

Standard	Finding	Rationale
<p>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.</p>	<p>Complies</p>	<p>The applicant's narrative identifies several Planned Development objectives they seek to achieve with the proposal. Staff has determined the proposal meets at least the following Planned Development objectives:</p> <ul style="list-style-type: none"> C. Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies. E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems. F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal. <p><i>Central City Master Plan</i> The intent of this Master Plan is to create a future for the Central Community based on livable communities and neighborhoods, vital and sustainable commerce, unique and active places and increased pedestrian mobility and accessibility. The Master Plan includes the following applicable goals:</p> <ul style="list-style-type: none"> • Encourage the creation and maintenance of a variety of housing opportunities that meet social needs and income levels of a diverse population. • Encourage a variety of housing types for higher-density multi-family housing in appropriate areas such as East Downtown, the Central Business District, the Gateway area, and near downtown light rail stations to satisfy housing demand. • Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment. <p><i>Urban Design Element</i></p> <ul style="list-style-type: none"> • Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian. • Maintain pedestrian oriented development at the ground floor of the building

		<ul style="list-style-type: none"> To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks.
<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 the following, among other objectives that the project meets:</p> <ul style="list-style-type: none"> Develop new housing opportunities throughout the City. Foster and celebrate the urban residential tradition; Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the city; Emphasize the value of transit-oriented development, transit accessibility, and proximity to services; and Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments; <p><i>400 S Livable Communities TOD</i></p> <p>Applicable policy statements:</p> <ul style="list-style-type: none"> Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment. Support a variety of low-, medium- and high-density residential uses around light rail stations in TOD districts, based on the Future Land Use map designations. Extend 450 South midblock walkway through to 650 East. Develop and enhance existing public gathering spaces, including parks, plazas and courtyards to attract people and transform 300 South and 500 South into active pedestrian places. <p><i>East Downtown Neighborhood Plan</i> envisions East Downtown as a vibrant, diverse, mixed use urban neighborhood that provides a variety of activities and opportunities within the community.</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 generally complies with all design and compatibility considerations however some modifications of the design standards are being sought through the CBSDR process. See detailed analysis in Attachment H.</p>

C1	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;	Complies	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 uses and intensity. The proposal is not unique for the zoning district or this neighborhood context. The surrounding properties could be similarly redeveloped.
C2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	Complies	<p><i>Building Orientation</i> The proposed project is located on or near the property line on all four sides and meets the specific setback requirements of the TSA zoning district along 400 S. This siting is consistent with the transit oriented development of this area and provides greater connectivity through the block.</p> <p><i>Building Materials</i> The ground floor of the project has high levels of glass on the 400 S façade that continues to wrap around the front of the west elevation along Blair Street. The proposal uses a variety of building materials that are compatible with the surrounding neighborhood development. Building material includes metal paneling in a variety of sizes and finishes that provide texture and depth to the façade and accents are achieved with metal windows that vary in pattern for residential and office use.</p>
C3	<p>Whether building setbacks along the perimeter of the development:</p> <ul style="list-style-type: none"> a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise. d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance. 	Complies	<p>The proposed project is located on or near the property line on all four sides and complies with the specific maximum setback requirements for the zoning district along 400 S. Exterior space is provided in the form of landscaped plaza areas and the development provides further connectivity east through the block with the extension of the 450 S midblock walkway. The applicant is requesting to modify the 7' wide perimeter parking lot landscaping, the areas adjacent to the parking lots include a surface parking lot and a two-story parking structure. The parking lots within the development will be screened with decorative fencing.</p> <p>The west elevation includes mechanical areas that are right at the property line and therefore maintenance of these areas may require a permit for encroachments into the public way.</p>
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The ground floor offers high levels of glass on the 400 south façade that continues to wrap around the west elevation of the building along Blair Street for approximately 75'. The structured ground floor parking along Blair Street is faced in a metal screening that allows visibility into the space. Motion activated lighting has been proposed along portions of the west façade to increase pedestrian safety and provide visual interest. The applicant is requesting a modification to the Blair Street ground floor building façade through the CBSDR process

			and conditions of approval are recommended for compliance.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies with Conditions	Proposed lighting includes street lighting and motion activated LED lighting mounted on the building along the parking garage adjacent to Blair Street. As a condition of approval, Staff is recommending final design details regarding lighting are delegated to Planning Staff.
C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	Dumpsters are located in an enclosure inside the parking structure on the ground level of the building. Mechanical equipment is appropriately screened.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	<p>A modification to the perimeter and interior parking lot landscaping is being requested through the Planned Development process. The location of the parking lots associated with this development are adjacent to surface and structured parking on the surrounding properties. Some parking lot landscaping has been proposed as well as fencing to help appropriately screen the proposed parking areas.</p> <p>The parking entrance to the development is located off Blair Street. The garage door is recessed 2 feet from the building wall to 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:		Partial	Specific calculations are needed to confirm compliance.
D 1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Partial	Removal of all trees is proposed on the periphery of the property along Blair Street and new plantings will meet the landscaping requirements of one tree every 30 feet of building frontage. Applicant will need to coordinate with the City's Urban Forester on any street tree removal and mitigation if applicable. Compliance will be ensured during the building permit stage of the proposal.
D 2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	The existing trees on the site will not be maintained with the proposal, however, new trees will be planted every 30 feet. The existing groundcover landscaping is minimal and the proposal includes significantly more vegetation than what exists on the site now. There are currently not many street trees along Blair Street, and with the proposal, one will be planted every 30', thus improving the pedestrian experience along Blair. The north east portion of the parcel has existing landscaping, however because the proposed building will be built right up to the east property line, that landscaping will be removed. This portion of the building will be buffered by a driveway on an adjacent parcel.

D 3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	Proposed landscaping will need to meet the water wise requirements; compliance will be confirmed during building permit review stage.
D 4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	Relief of some of the parking lot landscaping requirements is being requested through the Planned Development process. Staff is of the opinion the proposed landscaping is appropriate for the scale of the development and for buffering of adjacent parcels with similar uses and development potential.
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:		Complies	The proposed project complies with all 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	Negative impacts from the single driveway access on Blair Street are not anticipated.
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. Some modifications are requested to provide for parking on the ground floor and utilize the entire depth of the site. The project site is located one block from the 400 south TRAX stop – Library Square. Bike amenities are provided within the development. People's Way and the existing 450 S midblock walkway transcend through this block and the midblock walkway is being extended eastward through the ground floor parking of this development proposal. Developing clear directional signage will be important with the overall pedestrian orientation of development and to minimize any conflicts between pedestrians and vehicular traffic.
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	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	Complies	The development will be required to provide adequate emergency vehicle access and compliance will be ensured during building permit review process. 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. See fire department comments in Attachment K .

E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	Trash enclosures are located inside the structure and accessed from within the parking area. Because a loading area is not required or included in the proposal, it's unclear how garbage will be collected because there is not a designated area for garbage bins/dumpsters to be located to await collection and the building is located at the property line adjacent to Blair Street. Garbage receptacles cannot be stored on sidewalks and because Blair Street has a proposed width of 20 feet, there is not adequate room for access if the street were lined with bins. More detail regarding garbage collection is needed during the building permit phase of the proposal. Mechanical areas are enclosed within the west building wall, but because of the proximity of that wall to the property line/public sidewalk, there may be encroachments into the public way when those areas are serviced.
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	The proposal is adjacent to a shared pedestrian and vehicular thoroughfare (People's Way) and the development contributes to the pedestrian activation of that area. Sidewalks will be included along both sides of Blair Street providing further connectivity throughout the block. The 450 S midblock walkway/corridor will be preserved and developed further east through the block.
G.	Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	See department comments from public utilities for more information. Proposal will be required to comply with any requirements from public utilities including any sewer and water main upgrades if applicable.

ATTACHMENT J– PUBLIC PROCESS & COMMENTS

Public Notice, Meetings, Comments

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

- July 27, 2018 - Central City Community Council as well as property owners and residents within 300 FT of the development were provided notice of the proposal.
- August 16th, 2018 - A City Open House was held on the project and three members of the public attended the open house. As of the publication of this memo, Staff has not received any public comments related to the proposal.
- September 5, 2018 - The Central City Community Council requested a presentation on the project at their September 5th community council meeting. Comments at the meeting were made about the existing homeless population in the area, the breakdown of affordable unit's vs. market rate and construction timeline.
- September 12, 2018 – Work Session on the development was held with the Planning Commission to get preliminary feedback on the proposal.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on November 15, 2018

Public hearing notice posted on November 16, 2018

Public notice posted on City and State websites and Planning Division list serve on November 15, 2018

Public Input:

As of the publication of this Staff Report, Staff has not received any public comments related to the proposal. If Staff receives any future comments on the proposal, they will be included in the public record.

ATTACHMENT K– DEPARTMENT REVIEW COMMENTS

The developer has submitted a building permit for the project as proposed in their submitted plan package for your review. In addition to the comments below, all department comments related to building permit BLD2018-06272 are also applicable.

Engineering: (Scott Weiler at scott.weiler@slcgov.com or 801-535-6159)

- At least some of the existing asphalt in Blair Street must be replaced due to the water line installation.
- Please provide a pavement section design for Blair Street
- Please clarify if you propose to rebuild the existing curb cut assemblies at the intersection of 400 South/Blair Street. If not, please show the match line locations to existing concrete. A UDOT permit is required if you are proposing to rebuild these ramps.
- Please specify a public works plan for the proposed drive approach to serve Building B.
- If SLC Urban Forestry allows the existing trees to be removed on the frontage of 400 South, please work out a root watering system (including structural soil) with SLC Urban Forestry to irrigate the proposed Japanese Zelkovas.
- If tree grates are to be installed, please specify the type and dimensions for the grates. Not all potential grated areas are the same size.

Transportation: (Michael Barry at michael.barry@slcgov.com or 801-535-7147)

- 1) Provide parking calculations on the site plan including the following:
- 2) Show dimensions of parking spaces including aisle widths (21A.44.020). Parking spaces adjacent to columns must be one foot wider,
- 3) Show the electric vehicle parking spaces.
- 4) One of the ADA parking spaces does not appear to have an unloading aisle. One van accessible parking space with an eight foot wide unloading aisle must be provided.
- 5) Provide the following details on appropriate detail sheets:
 - ADA parking stall dimensions, signage, pavement markings, and ramps.
 - Signage and/or pavement markings for electric vehicle parking spaces indicating exclusive availability for electric vehicles (see 21A.44.050.B.2).
 - Bike rack installation (See SLC Transportation Standard Detail, F1.f2, Bicycle Parking at <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>).

Street Lighting (David Pearson at david.pearson@slcgov.com or 801-483-6738)

The street lights along Blair Street are a public city amenity. If any lights are proposed for removal, a detailed lighting plan must be approved and relocation of the lighting may be required. Safety is a big concern on this street.

Urban Forestry: (Cory Davis at cory.davis2@slcgov.com or 801-972-7839)

- All information included in the Urban Forestry Plan Review Checklist must be included on all Site, Demolition and Landscape Plans.
- All existing trees on site (both private and public property), and within 15 feet of the site (including park strip trees and adjacent private property trees) must be easily identified on the drawings and must include the following information:
 - Tree Species
 - Size expressed in “d.b.h.” (dbh is **D**iameter at **B**reast **H**eight and is measured at 4.5 feet above grade)
 - Condition
 - Status- “proposed removed” or “proposed preserved”
 - Any proposed pruning or root cutting

- Depiction of tree protection fencing
- Landscape plans shall depict only proposed preserved and proposed new trees
- Trees (and tree protection fencing) that are proposed to remain and be protected must be depicted on the site, demolition and grading & drainage plans.
- A comprehensive tree inventory spread sheet of all public and private property trees shall be provided on the plan
- Depict footprints for all existing and proposed structures and hardscapes. Landscape plan should only show remaining existing and proposed structure footprint.
- Label all proposed vegetation in park strip and private property with size, species and quantity. Plan must indicate distances between trees to be planted in the park strip, distances between trees and utilities, distances between trees and driveways and buildings.
- Submit tree planting information for planting in the Public Right of Way (park strip)
- Comprehensive tree planting directions will be provided with all planting permits

Public Utilities: (Jason Draper at jason.draper@slcgov.com)

- Lots must be consolidated before project will be approved.
- Project must meet all Salt Lake City ordinance, policy and standards.
- Submitted plans are incomplete and additional review will be required.
- Demolition - Identify all sewer laterals and water meters to be capped. These must be capped at the main.
- Provide storm water quality treatment of all surface parking. Provide green infrastructure where possible
- Covered parking requires water quality treatment and discharge to the sanitary sewer. Show the garage drains and connection to the treatment system and discharge to the sanitary sewer lateral
- New Storm drain crossing Blair Street must be a minimum of 12”.
- Provided drainage study or analysis of offsite drainage to verify that the existing private and Blair street drainage can provide adequate capacity for this drainage
- Provide a Plan and Profile for the water main in Blair Street and for the water Main in 400 South.
- Provide a cost estimate and description of the proposed water mains
- Show all utilities including gas, power, and communications.
- The new 12” main must be 10’ from the existing sewer. The main also is very difficult to install in the same alignment of the existing 6”. Show valves and connections to the existing infrastructure
- The new water main in Blair Street must be 10’ from the existing sanitary sewer
- Public utility fees and agreements must be completed prior to final plan approval. Agreements and fees will be prepared after acceptance of design

Zoning Review: (Alan Hardman at alan.hardman@slcgov.com or 801-535-7742)

In my zoning review for building permit BLD2018-06272 dated July 19, 2018, the following items were identified requiring possible approval through the Conditional Building and Site Design Review process, since they appear to not meet the requirements of the zoning ordinance:

- 1) The minimum setback along 400 South Street is 10 feet, and at least 50% of the building must be built to the minimum per Table 21A.26.078E3b. Plans show a continuous setback of 16.4 feet;
- 2) Ground floor glass building elevation facing a street to have at least 60% glass per 21A.37.060;
- 3) Building materials meeting the standards in 21A.26.078F and 21A.37.050;
- 4) Operable building entrances on Blair Street required per 21A.37.060;
- 5) The maximum length of any blank wall on Blair Street must be 15 feet per 21A.37.060.

Planning Division Response to Zoning Comments– Applicant has requested modifications to the design requirements listed above through the Conditional Building and Site Design process.

Fire: (Ted Itchon 801-535-6636 or ted.itchon@slcgov.com)

This project has aerial apparatus access problems even after extensive explanations of the International Fire Code Appendix D Sections D104.1 and sub sections of D105.

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. The aerial apparatus access road 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. 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 Code: (Todd Christopher 801-535-7981 or todd.christopher@slcgov.com)

No Building Code issues beyond those addressed in the building permit review BLD2018-06272

Applicable comment related to building design from BLD2018-06272 -

There are windows shown on the first, second, third and fourth floors at the south end of the building approximately 4'-7" from the property line. These windows cannot occupy more than 15% of the aggregate area of walls between 3' to less than 5' from that property line. The portion of the south wall that is within 3' of the property line cannot be used in the calculation with the portion that is between 3 and 5' from the property line.