

LDS HOSPITAL REPLACEMENT DESIGN REVIEW APPLICATION NARRATIVE

PROJECT DESCRIPTION

The project is a replacement campus for the existing LDS Hospital currently located in the Avenues. The new campus is located on the old Sears block bounded by 700 South, State Street, 800 South, and Main Street, minus some parcels on the northeast corner of the block. The campus has two primary buildings, a 10-story, 541,449 sf inpatient Hospital, including the Central Utility Plant (CUP) and a 7-story, 184,866 sf outpatient medical clinic / Medical Office Building (MOB). These two buildings are connected at the lower levels. Accessory buildings include a 6-level, 198,500 sf, 505 stall parking garage located at the north side of the site. There is also a 7-level, 256,560 sf, 632 stall parking garage proposed to be located on the block immediately to the west that will have a bridge connection across Main Street to the MOB. The Offsite Parking Garage and Pedestrian Bridge will be addressed through a separate Development Agreement, but the parking garage is included in this Design Review application. The Design Review process is needed to approve select modifications to the D-1 Zoning Ordinance and Design Standards including minimum building front yard setback, glass percentage at upper floors on some facades, and 20' blank wall maximum of at a few particular locations and few other miscellaneous provisions as identified herein.

The Hospital and CUP Construction Type is IA, noncombustible, protected. The MOB and Parking Garages are Construction Type IB, noncombustible, protected. The Hospital and MOB are connected at the lower floors with a 3-hour firewall separating construction types. The primary exterior building materials are proposed to be EIFS and glazing. Brick veneer is used at the ground floor level, and perforated metal panels are used to screen rooftop equipment and street facing facades of the parking garages.

The primary use of the campus is healthcare, including inpatient and outpatient services. Other uses are accessory or incidental to the primary use. The complete list of proposed uses as defined by the SLC Zoning ordinance include Clinic (medical), Commercial food preparation (cafeteria and inpatient food service), Heliport (accessory), Hospital, Laboratory (medical related), Open Space, Pharmacy, Restaurant, and Retail. Occupancy Classification and Uses as defined by the International Building Code include: Group A-2 Assembly, (cafeteria), Group A-3 Assembly (education center), Group B Business (medical office and outpatient areas, Group B – Ambulatory Care (outpatient surgery), Group I-2 Condition 2 (inpatient hospital & behavioral health, emergency department, inpatient surgery, and obstetrics), Group M Mercantile (Outpatient Pharmacy and Gift Shop), Group S-2 Low Hazard Storage (parking garages), and Group U Utility (fences, retaining walls, and storage tanks). The number of parking spaces for the campus includes 505 stalls in the onsite parking garage, 632 stalls in the offsite parking garage, and 30 standard vehicle parking stalls at grade within the block for a total of 1,167 parking stalls. This does not include emergency and service vehicle parking stalls provided on the site, nor the available street side parking surrounding the campus. The minimum number of parking stalls required by SLC Zoning Ordinance Table 21A.44.040.A is 0 because the campus is located in a "Transit Context" (within 1 block of a Trax Station). The proposed number of parking stalls is based on existing and forecasted demand including offsets due to proximity to public transportation and other Transportation Demand Management (TDM) strategies.

DEVELOPMENT AGREEMENT RECITAL OBLIGATION COMPLIANCE:

(Note: the Development Agreement is only applicable to the primary block)

F.2.a.i - Active Ground Floor uses of the building on the Property shall total not less than 79% along State Street, 70% along Main Street. 60% along 800 South and 50% along 700 South.

The percentage provided of Active Ground Floor use along State Street is 81%, (>79%) comprised of the Food Truck Court and outdoor space with art wall.

The percentage provided of Active Ground Floor use along Main Street is 80%, (>70%) comprised of open space, gift shop, building reception area, lobby and waiting areas.

The percentage provided of Active Ground Floor use along 800 South is 66%, (>60%) comprised of open space, retail pharmacy, reception, lobby, and waiting areas.

The percentage provided of Active Ground Floor use along 700 South is 57%, (>50%) comprised of retail space within the parking structure.

F.2.a.ii – Developer shall provide a minimum one acre (43,560 sf) of landscaped open space generally located in the middle of the block with midblock walkways providing access to at least three of the adjoining public streets. Within the open space, a minimum of 33% of the area shall be covered by vegetation coverage, and no less than 33% of the open space shall be shaded by trees at maturation.

The development includes a central open space in the north central area of the block. A midblock walkway running east/west through the central open space, connects Main Street and State Street with an additional midblock walkway that connects to 800 South. The midblock walkways are integrated into the central open space. The combined area of the central open space with the midblock walkways is 46,052 square feet. Additional open space on the block includes the Food Truck Court, Healing Garden and Art Wall at the southeast corner at 38,973 square feet, the Sculpture Garden at the northwest corner at 26,094 square feet, and the Welcome Plaza at the southwest corner at 19,813 square feet. The total site area designed as open space (not including perimeter landscaping in the public right of way) is 130,932 square feet (3 acres).

F.2.a.iii – 150 linear feet along State Street for activated food truck / outdoor activity area with seating, tables, shade, power, access to restrooms and perimeter landscaping.

The food truck courtyard extends about 156 feet north along State Street from the south property line to the south edge of the east portion of the hospital building. The depth of the food truck courtyard measured from the property line on State Street to the east face of the hospital tower is about 147 feet. The Food Truck Court is fitted with seating and tables for dining. Trees and a pergola structure provide shade. Electric hook-ups are provided for the Food Trucks to eliminate the need for portable generators. Restrooms are accessible within the hospital on level 1 via the hospital's main entrance. The food truck court is designed with landscaping throughout, and perimeter landscaping between the courtyard, building and public right of way.

F.2.a.iv – The hospital is not subject to the maximum building façade length.

No response required.

F.2.a.v – Driveways no wider than 100’ wide on 700 South and 800 South. Such driveways may not exceed one per block face.

The 100’ wide drive approaches are no longer proposed for this project.

The project includes one 30’ wide drive approach on 700 South for visitors and staff access to the onsite parking garage and emergency department. One 30’ wide drive approach on State Street for service and emergency vehicles and one 16’ wide drive approach for food truck egress. One 16’ wide drive approach for the food truck access on 800 South.

The existing number of drive approaches will be reduced on all streets adjacent to the project. 700 South includes a modification of 1 drive approach and the elimination of 3 drive approaches. State Street is a modification of 2 drive approaches and the elimination of one drive approach. 800 South is an elimination of 1 drive approach and 1 new drive approach. Main Street eliminates 5 drive approaches with no new proposed drive approaches.

F.2.a.vi – A sidewalk that is a minimum of 8 feet wide shall run parallel to the driveway providing primary vehicle access to the emergency room in order to afford pedestrian access to the interior of the block.

The 8’ wide pedestrian pathway runs parallel to the vehicular pathway to access the emergency department extending from the public sidewalk on 700 South to the Emergency Department entrance at the interior of the block.

F.2.a.vii – Developer shall install transparent glass for certain ground floor uses such as gift shop, other retail goods and services, café, salon, restaurant, and other similar uses that abut the public right of way.

Transparent glazing is provided at all Level 1 storefronts.

F.2.c – Developer shall provide public pedestrian access Midblock Walkways along the routes approximately in the locations shown on Exhibit B on a form approved by the City and recorded with the Salt Lake County Recorder.

While the site masterplan has evolved from the conceptual diagram shown in Exhibit B attached to the Development Agreement, 15’ wide Midblock Walkways compliant with zoning ordinance description are included in the campus design connecting State Street, 700 South, and Main Street. The midblock walkways have been designed with a focus on the pedestrian experience. They are integrated with other open spaces with abundant landscaping while maintaining a minimum 6’ wide unobstructed path.

F.2.d – All of the active ground floor uses on the Property shall have direct access to the sidewalk or midblock walkway through doors that are open during business hours.

Active ground floor uses have been located with orientation toward the street frontage, or public open spaces contiguous with the street frontage such as the Welcome Plaza. Active ground floor uses have access through the main building entrances and public circulation ribbon along the perimeter storefronts of the building. Pedestrian paths have continuous flow on the interior and exterior of the building.

APPLICABLE DESIGN REVIEW OBJECTIVES (SECTION 21A.59.050)

A. Comply with the intent of the purpose statement of the zoning district and design regulations.

“The downtown districts are intended to provide use, bulk, urban design and other controls and regulations appropriate to the commercial core of the city and adjacent areas in order to enhance employment opportunities: to encourage the efficient use of land; to enhance property values; to improve the design quality of the downtown areas: to create a unique downtown center which fosters the arts, entertainment, financial, office, retail, and governmental activities: to provide safety and security: encourage permitted residential uses within the downtown area: and to help implement adopted plans.”

“The purpose of the D-1 Central Business District is to provide for commercial and economic development within Salt Lake City’s most urban and intense uses...”

The proposed campus and primary healthcare use is consistent with the high intensity and desired 24-hour active environment. The buildings on the campus are planned to provide high density and pedestrian oriented open space, some of which will allow room on the site for building expansions. The minimum 1 acre of central open space and midblock walkways will be preserved at full building expansion.

Refer to more extensive analysis in the following sections that review zoning district requirements in detail. Parking garages are more consistent with the purpose of the zoning ordinance with increased density and much more efficient land use.

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

1. Primary Entrances that face the public sidewalk

The primary entrance for the Hospital is located adjacent to the sidewalk on 800 South. The primary entrance of the Medical Office Building is adjacent to the sidewalk along Main Street. The Onsite Parking Garage faces 700 South and has entrances to the retail spaces directly facing the street frontage. The vehicle entrance is from a private driveway on the west side of the garage. The Offsite Parking Garage has ground floor retail space with an entrance that faces Main Street. There are two vehicle entrances, one that faces Main Street and one on the back side that is accessed from Richards Street.

2. Buildings located close to the public sidewalk.

Building faces are generally located on the property lines, close to the public sidewalk. The hospital building has a setback and colonnade at the first two levels to provide pedestrian scale experience along the sidewalk that is sheltered, usable outdoor space for respite, circulation, and waiting for pick-up.

The MOB is located along Main Street with the southern portions of the building stepped back from the property line to provide an accessible path to the main entrance. The sidewalk is generally located off the property line about 7’-4” which is the remaining distance after including the 12-foot-wide park strip and 10-foot-wide sidewalk while maintaining the current gutter line. This also keeps the eastern edge aligned with the current sidewalk. Along the west of the MOB, a portion of the sidewalk is located on private property to maintain a continuous public path around the patient drop-off/pick-up zone. Since the zoning ordinance lists a maximum setback of 8 feet,

Design Review is needed to provide administrative approval of the building setbacks. The patient drop-off/pick-up will need to be approved through a right of way encroachment review and permit.

The Onsite Parking Garage is located near the property line along 700 South. The setback from the property line is due to an easement required for the high voltage overhead power lines that are located in the park strip on the south side of 700 South. The Offsite Parking Garage is located on the property line with some variation in the façade plane for entrances and other architectural features.

3. *Parking located within, behind, or to the side of buildings.*

The Onsite parking structure is located behind the hospital building and to the side of the MOB and is located along the street frontage of 700 South. The parking garage includes ground floor activated space and will meet the other design standards for parking structures along street frontage in the D-1 zone.

The Offsite Parking Garage is located on the block immediately to the west and is located within 460 feet walking distance of the main entrances of the MOB and Hospital, which is less than the maximum distance of 1,000 feet listed in Table 21A.44.060-B for the Transit Context. The Offsite Parking Garage is located on the Main Street frontage and includes ground floor activated use to comply with the zoning ordinance.

C. *Building facades shall facilitate pedestrian interest and interaction by including:*

1. *Active ground floor uses at or close to the public sidewalk*

Active ground floor uses incorporated into the design include Open Spaces, Lobby Spaces, Waiting Areas, Religious Support space, Café, Gift Shop, and Retail Pharmacy. These spaces are of general interest to visitors of the Hospital and MOB and are also open to the general public. The parking garages each include shelled space on the street facing ground floor. The actual uses of the spaces are to be determined. Note: active ground floor use percentages were modified by the Development Agreement for the primary block.

2. *Maximum transparency of street-facing facades.*

Ground floor glass for all buildings is transparent and has been maximized when adjacent to public areas within the buildings. The low-e coating used to enhance energy performance of the glazing adds some reflectivity but is not considered a “reflective treatment”.

3. *Traditional storefront elements:*

The ground floor utilizes traditional storefronts along public building spaces with transparent glazing to maximize the view between the exterior and interior while bringing natural light to the interior of the building.

4. *Buildings located on corner lots shall incorporate architectural features that emphasize the building's corner.*

The full site includes three corners; however, the initial construction phase does not locate buildings within 100 feet of any corner. Master planning efforts show future expansion of the hospital on the southeast corner of the block and future MOB

expansion on the northwest corner of the block. The southwest corner is designed as a permanent open space “Welcome Plaza” for the campus.

For the Offsite parcels, the parking garage is not located on a corner lot. The existing Garff vehicle display lot is located at the corner of Main Street and 800 south and will be extended west to the corner of 800 South and Richards Street and does not include any buildings.

5. *Outdoor dining patios, courtyards, plazas, habitable landscaped yards and open spaces, if provided, should be situated so that they have a direct visual connection to the street or midblock walkway.*

Several outdoor, open spaces are included in the site design. The open spaces at the three block corners (Welcome Plaza, Sculpture Garden, and Food Truck Court) are adjacent to streets. The open space in the center of the block is connected to State Street, Main Street and 700 South via integrated Midblock Walkways.

Offsite, there is a midblock walkway proposed on the north side of the parking garage with landscaping buffer on each side and a clear path that is at least 6’-0” wide.

D. *Building Masses shall be divided into heights and proportions that minimize the perceived mass of the structure and relate to human scale by demonstrating compliance with the following standards.*

1. *Relate building scale and massing to the size and scale of the surrounding buildings, context of the site...*

Building scale for the primary block conforms to the Zoning Ordinance Requirements of the D-1 Zone for a minimum building height of 100 feet with actual building heights of 221’ (hospital) and 145’-6” (MOB). The accessory Onsite Parking Garage has a height of 88’-0” and portions of the Hospital and MOB buildings are 1-3 stories. Since this site is zoned D-1 and the surrounding area is zoned D-2 the buildings will inherently be taller than the surrounding area. Most of the existing surrounding buildings are 1-story, but the expectation is that much of the surrounding area will be redeveloped in the coming years with buildings of scale allowed by the D-2 zone designated to the area surrounding the site, which is up to 120’ (design review required above 65’).

For the Offsite, the building scale conforms to the Zoning Ordinance Requirements of the D-2 Zone and is not significantly different than the multi-unit housing complex on the adjacent property to the north. The proposed building height is 84’-3” at the highest parapet.

2. *For buildings with more than three stories, compose the design of the building with a distinct base to create a sense of human scale orientations. For buildings taller than fifty feet (50’), the height of the base shall be at least twenty (20’). For buildings taller than one hundred feet (100’), the minimum base height should be three stories or be consistent with the existing street wall.*

The Hospital and MOB buildings exceed three stories and have a distinct, connected 2-story (31’-6”) base providing a continuous flow along the circulation routes inside and outside the buildings. The mass of the hospital is further broken up with a 5-story podium (including the 2-story base) and a 5-story tower. While the bases of the

hospital and MOB are connected, the high rise, tower portions of the two buildings are separated, resulting in two distinct masses in the skyline.

The Onsite Parking Garage is 6 stories, but the base is only 15' high which correlates to the retail function to address the ground floor activated use requirement.

The Offsite Parking Garage exceeds 50 feet in height and has a base at the ground floor to enhance the pedestrian level and accentuate the retail storefront. The height of the base is 10' which is lower than the standard but is more consistent with the retail function of the ground floor of the building and the adjacent multi-unit housing to the north.

3. *Include secondary architectural elements such as balconies, porches, vertical bays, belt courses, fenestration or window reveals.*

Secondary architectural elements on the Hospital and MOB include vertical sunshade devices, and fenestration reveals. Color and texture patterns also provide visual interest in the facades. The parking garages have architectural elements including pattern and color variations. The street facing façade includes a decorative perforated metal panel with an overall graphic.

4. *Reflect the scale and solid (wall) to void (window/door openings) ratio of the established character of the neighborhood or that which is desired in the general plan. Windows shall have a consistent spacing pattern and alignment.*

The scale and ratio of solid wall to window of the north and south elevations of the hospital and north and east elevations of the MOB relate to the nearby, recent development on the block to the west named Seven02 Apartments. The west elevations of the MOB and Hospital provide mostly glass, which is more consistent with the elevations of the new 650 South Main building on the block to the northwest. Precise ratios for glazing of street facing facades are addressed in the section on Design Standards.

The parking garages are designed as an “open” garages. Other than the ground floor retail, there are no windows and the garages have been designed to meet the screening requirements for parking garages with perforated metal panels at street facing facades.

E. *Street Facing building façade length*

Requirements for street facing building façade length were specifically excluded by the Development Agreement recital F.2.a.iv. for the primary block.

For the Offsite Parking Garage: The street facing façade of the parking structure is 203 feet.

1. *Reductions to the ground floor use requirement of the underlying zoning district are not permitted.*

The ground floor use requirement listed in Table 21A.37.060 for the D-2 Zone is 80%. Vehicle entry and exit ways necessary for access to parking are exempt from the requirement per 21A.37. A.3.c. The vehicle entrance/ exit on Main Street is 34'-6" wide leaving 165.5 feet. 80% of that is 135 feet. The length of activated ground floor use consisting of retail and pedestrian access locations to the parking garage is 138 feet.

- 2. Building facades that exceed the maximum street facing façade length shall be designed to reduce the perceived length of the façade and provide visual interest by including elements of such as; significant changes in wall plane measuring at least 2', massing changes, or distinguished roof lines.**

The Main Street building façade of the parking garage includes a distinct mass at the north end that includes a wall plane change of 4'-4" from the dominant plane of the façade, different finish materials, colors, and textures from the main façade and a roof line elevation change of 13 feet.

- F. If provided, publicly accessible outdoor spaces shall include at least three (3) of the seven (7) following elements: sitting spaces (1 per 250 sf), seasonal shade, trees (1 per 800 sf), water feature or public art, outdoor dining, children's amenity or other public benefit.)**

The outdoor spaces are provided with amenities as follows:

Entry Plaza: Approximate Area = 19,813 sf; Includes 192 sitting spaces (1 per 103 sf), a water feature, and public art.

Sculpture Garden: Approximate Area = 26,094 sf; multiple public art installations, children's amenity, variety of gardens and meandering pathways for public enjoyment.

Central Open Space: Approximate Area = 46,052 sf; shade structures, public art, and integration of midblock walkways.

Food Truck Courtyard: Approximate Area = 28,775 sf; shade structures, outdoor dining area, and public art.

Offsite parcel includes a Midblock Walkway at the north end of the property.

- G. Additional building height**

This project is not requesting additional building height as there is no height limit in Zoning District D-1. The Offsite Parking Garage is also within the allowed height limit for the D-2 Zone.

- H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway. Parking lots and structures shall be setback a minimum of twenty-five feet (25') from required midblock pedestrian access locations.**

The design includes pedestrian pathways on site which connect the Onsite Parking Garage to the MOB and Hospital buildings with minimal crossing of vehicular traffic. A path is provided from the public sidewalk to all public building entrances without crossing vehicle circulation routes. Streetside drop-off / pick-up zones provide the immediate, covered pedestrian access to MOB and Hospital building entrances as required by the Utah Department of Health and Human Services. The onsite parking structure is at least 50' from the midblock walkway access locations. The path from the Trax (light rail) station located one block north of the campus on Main Street requires crossing from the street center stop location to the sidewalk on the east side of Main Street and crossing one signalized street intersection at 700 S. The path at the perimeter of the block utilizes public sidewalks to access building entrances.

Parking and on-site circulation for the Offsite Parking Garage includes direct pedestrian pathways from the parking garage to the sidewalks on Main Street, the midblock walkway to the north and a walkway on private property adjacent to Richards Street on the west. The midblock walkway is immediately adjacent to the parking garage. However, the vehicle entrance to the parking garage is located more than 25' from the midblock walkway and a 4'-0" landscape buffer is included in the width of the midblock walkway between the clear unobstructed path and the parking garage. A pedestrian bridge connecting the Offsite Parking Garage to the main campus will provide a direct, pedestrian route without crossing vehicle traffic.

- I. Screening of Service Areas: Service areas, loading facilities, refuse containers, utility meters, and similar areas shall be fully screened from public view or located along a side yard. 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.***

Service areas including the loading dock, refuse compactors/containers, and utility equipment are located along a side yard and are screened from public view with an 8' tall wall. The wall screening the loading dock is designed to be an "Art Wall" on the side facing the street.

The offsite parcel has an electrical transformer and gear positioned within a screened area of the building at the northwest corner. Refuse containers are located within the building.

- J. Site and building lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.***

- 1. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto abutting properties and uplighting directly to the sky.***

Site Lighting fixtures have been selected to be BUG (Backlight, Uplight, Glare) compliant for lighting in the Model Lighting Ordinance MLO zone LZ-3 associated with the site.

- 2. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.***

Site lighting is provided on site to highlight pathways and art features throughout the open spaces. Ambient lighting along pedestrian pathways enhances pedestrian safety. Critical wayfinding signage on the site will be internally illuminated at levels adequate to be readily visible without glare.

- K. Streetscape improvements shall be provided as follows:***

- 1. Impervious surfaces shall be utilized to differentiate privately-owned public spaces from public spaces. All paving for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards.***

a. Use materials that are durable...

Proposed surfaces for pedestrian traffic include standard, and colored, acid etched concrete. Bid alternates include desired granite pavers in select locations. The landscape design anticipates extending colored concrete patterns across public sidewalks for an integrated campus aesthetic if approved.

b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.

Some lower traffic areas such as pedestrian pathways through the sculpture garden and access to some electrical gear utilize decomposed granite to allow for rainwater infiltration.

c. Limit contribution to the urban heat island effect by limiting use of dark materials and incorporating materials with high Solar-Reflective Index (SRI)

Colors for concrete and pavers will be selected from the range with an SRI greater than 30, such as light grey, buff, and light tan.

d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.

Paving materials such as colored and etched concrete and granite pavers will be utilized to help create an identity for the campus and guide pedestrians around the block and through the campus.

e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.

Materials and features such as acid etched, colored concrete, pavers, and compacted decomposed granite will provide pathways compliant with the ADA. Landscape planters with integrated seating supplement traditional benches. Other landscape elements add visual interest, variety, seating, and shade for comfort. Art installations add enjoyment for people of all abilities. For the offsite parcel, the midblock walkway includes two benches. Another bench is proposed in the right-of-way in front of the retail space.

f. Asphalt shall be limited to vehicle drive aisles

Asphalt paving is limited to vehicle drive aisles and on grade parking areas. Most parking spaces for the campus are located within covered parking structures. Some areas for heavy service vehicles will be paved with standard concrete. Asphalt paving is used at the Garff vehicle display lot (existing and expansion)

DESIGN STANDARDS (SECTION 21A.37)

A.2 Ground Floor: Enhanced Active Use:

Ground Floor Activation requirements were modified by the Development Agreement. Refer to section on Development Agreement Compliance near the beginning of this document.

For the offsite parcels, the ground floor use requirement listed in Table 21A.37.060 for the D-2 Zone is 80%. Vehicle entry and exit ways necessary for access to parking are exempt from the requirement per 21A.37. A.3.c. The vehicle entrance/ exit on Main Street is 34'-6" wide leaving 165.5 feet. 80% of that is 135 feet. The length of activated ground floor use consisting of retail and pedestrian access locations to the parking garage is 138 feet.

B.2 Building Materials: Durable Material:

The project proposes to use building materials not specifically listed in the zoning ordinance as durable material, namely EIFS. Documentation for EIFS will be submitted to be approved as a durable material.

B.3 Ground Floor Building Materials: (other than windows and doors) -Street Facing Table 21A.37.060 minimum wall area of durable materials on any street facing façade at ground level = 70%

Proposed percentage of durable materials = 100%

B.4 Upper Floor Building Materials: (other than windows and doors) Table 21A.37.060 minimum wall area of durable materials on any street facing façade at upper levels = 50%

Proposed percentage of durable materials = 100% (with acceptance of EIFS.)

C.1 Glass: Ground Floor Glass: Table 21A.37.060 minimum percentage of glass in facades facing a street, as calculated between 3 and 8 feet from the finished floor = 60%

Proposed percentage of glass at ground level

Hospital street facing façade (south) = 50% (variance requested)

Hospital street facing façade (west) = 91%

MOB street facing façade (south) = 100%

MOB street facing façade (west) = 79%

Onsite Parking Garage street facing façade (north) = 70%

Offsite Parking Garage street facing façade (east) = 63%

C.2 Upper Floor Glass: Table 21A.37.060 minimum percentage of glass in facades facing a street = 50%

Proposed percentage of glass at upper levels:

Hospital street facing façade (south) = 26.2% (variance requested)

Hospital street facing façade (west) = 63%

MOB street facing façade (south) = 63%

MOB street facing façade (west) = 75%

Parking Garages do not have glass at upper floors.

C.3 Reflective Glass: Maximum Percentage...

Reflective Glass is not proposed to be used on this project.

D. Building Entrances:

Each street facing façade of the Hospital and MOB has a main entrance that is ADA-compliant including automatic operable entrance doors and a minimum 5' wide walkway to the public sidewalk. Both main entrances include a canopy cover to help identify the entrance location visually and protect pedestrians from weather. Entrances to the retail uses at ground level of the parking garage all face 700 South and have awnings.

For the offsite, the parking garage and retail space each have an entrance facing Main Street. The pedestrian entrances to the parking garage are open with no doors.

Entrances are ADA compliant connecting to the public sidewalk.

The retail entrance will be accessible to customers during business hours.

Entrances to the retail space and bicycle storage room are located in glazed storefronts with an awning.

E. Maximum Length of Blank Wall: The maximum length of any blank wall uninterrupted by doors, art, or architectural detailing at the ground floor level along any street facing façade listed in Table 21A.37.060 is 20'. Changes in plane, texture, dimension or pattern of materials, art, bay windows, recessed or projected entrances, balconies, cornices, columns, or other similar architectural features are considered acceptable architectural detailing.

The proposed design includes some "blank" sections of wall at ground level of street facing facades longer than 20'. The north end of the west (Main Street) façade of the MOB has a length of brick wall that is 61' long adjacent to elevator shafts and the fire command center. Portions of the south (800 South) façade of the Hospital has two sections of brick wall that exceed 20' adjacent to imaging services. This wall is set back behind a colonnade that gives relief, but the colonnade has a 30' on center spacing.

G.1. Upper Story Stepback: Upper level Front Stepback: Street facing facades of buildings over 85' in height shall have an upper level stepback with a minimum depth listed in Table 21A.37.060 of 10 feet. This provision shall be considered complied with if a front or corner side yard setback is provided that is equal to or greater than the requirement in Table 21A.37.060.

The Hospital façade on 800 South has a stepback of 30' at the top of Level 5 (68')

The southern third of the MOB façade on Main Street has a front yard setback of 24'.

The predominant street facing façade of the MOB has a stepback of thirty feet (30') at Level 8 (112'). The shared corner yard at the connection of the Hospital and MOB buildings has a corner yard setback exceeding 100 feet. Stepbacks are not required for the parking garages due to their lower height.

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.

Exterior lighting is generally compliant with BUG ratings for the MLZ 3. The Helipad is required to have specialized light fixtures and beacons visible from the sky that are illuminated throughout the night, including obstruction warning beacons with flashing red lights. These fixtures are required at the highest points of the buildings near the flight path to meet safety requirements.

I. *Parking Lot Lighting: Poles for the parking lot lighting are limited to 16' in height and the globe shall be shielded and the lighting directed down.*

Light poles provided in parking areas will be 16 feet in height with shielded fixtures. Other lighting fixtures throughout the site are also lower than 16' and are directed downward.

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.*

Mechanical and electrical equipment located outside the building enclosure will be screened with walls or screens that are integrated with the building they are associated with. The bulk oxygen storage tanks and vaporizers require open air circulation so they are enclosed with an ornamental steel fence, they also extend above the height of 8' which is the screen wall limit. Mechanical equipment for the parking garages will be located within the structures.

K. *Screening of Service Areas: Service areas, loading facilities, refuse containers, utility meters, and similar areas shall be screened from public view or located along a side or rear yard. All screening enclosures visible from the street shall be incorporated into the building architecture or site design. All screening enclosures shall be a minimum of 1' higher than the object being screened and in the case of fences and/or walls the height shall not exceed 8'.*

The loading dock and refuse containers are located in the rear yard of the hospital and are screened from public view from State Street with an 8' tall CMU wall that also serves as the substrate for the "Art Wall" on the side facing State Street.

For the offsite parking garage the electrical transformer is located within the building footprint at the rear corner of the building. Refuse containers will be located within the building.

L. *Parking Garages or Structures:*

1. *Parking Structures shall be designed to conceal the view of all parked cars and drive ramps... allowed materials include heavy gage metal screen, live green or landscaped walls, decorative panels, or other materials matching the building materials and character of the principal building.*

For both parking garages, the exterior materials of the street facing facade screens the parked cars with a decorative, perforated metal panel. Green Screen walls with living vines are used at lower levels at locations on building faces facing the public open space and other building facades.

2. *Façade elements shall align to parking level: Internal circulation shall allow parking surfaces to be level along each parking garage façade adjacent to a public street or public open space...*

The Onsite Parking structure is designed with level floors at the perimeter of the structure on the street facing façade, and the east and west facades. The back side of the parking garage has ramps that are visible from the open space. The Offsite Parking Garage is designed with level floors around the perimeter of the structure and internal ramps.

3. ***No horizontal length of the parking garage façade adjacent to a public street or public open space shall extend longer than 40' without the inclusion of architectural elements such as decorative grillwork, louvers, translucent screens, alternating building materials, and other external features to avoid visual monotony.***

The street facing facades of both parking garages utilize a decorative, perforated metal panel. This functional and aesthetic feature is longer than 40' but has a large-scale graphic image to avoid visual monotony. See Rendering Sheets A-801.4 and A-814.4)

4. ***The location of elevators and stairs shall be highlighted through the use of architectural features or changes in façade colors, textures, or materials so that visitors can easily identify these entry points both internally and externally.***

Elevators are highlighted with a distinct mass that extends above the dominant roof line. Stairs are wrapped with different finish material than the adjacent façades. Stairs on the Offsite Parking Garage are exposed to the exterior at ground level.

5. ***Signage and wayfinding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. The entrances of public parking structures shall be clearly signed from public streets.***

The parking structures are for private, non-commercial parking for staff and public patients and visitors. Wayfinding signage will be provided at street drive approaches and throughout the site to facilitate traffic flow and safety.

6. ***Interior garage lighting shall not produce glaring sources toward adjacent properties...***

Parking garage lighting is generally ceiling mounted and directed downward. The parking structures are designed as an "open" parking garages so light will be visible from the exterior. Openings are screened on the street facing facade with a decorative perforated metal panel to mitigate glare.

7. ***Parking structures shall be designed to minimize vehicle noise and odors in the public realm.***

Parking structures are designed to meet the openness requirements for parking garages without mechanical ventilation so there are no concentrated exhaust locations. Exterior materials include solid concrete walls and perforated metal panel screening.

Additionally, the Offsite Garage north façade facing the multiunit housing is predominantly solid with perforated metal panel screening at the east end.

8. If the parking structure is adjacent to a midblock walkway, pedestrian oriented elements shall be provided. These may include, but are not limited to lighting, seating and vegetation.

The Onsite Parking Garage is near the midblock walkways that run along the south and west of the garage. The midblock walkways run through larger areas of open space that include lighting, seating, and vegetation to enhance the pedestrian realm and buffer the parking structure.

The Offsite Parking Garage is located adjacent to the midblock walkway that runs from Main Street west to Regent Street. The midblock walkway design includes lighting, seating, and vegetation to enhance the pedestrian realm and buffer the parking structure.

M. Public Improvements: M.1.a(4) Sidewalk Width: D-1 Zone. Sidewalk width shall be 10 feet.

New sidewalks on Main Street and 700 South are designed with a width of 10 feet. The design on State Street matches the city's "Life on State" layout which provides an unobstructed path less than 10' wide because of the introduction of street trees. If a 10' sidewalk is mandated on 800 South, the remaining available width between the property line and the back of curb leave 9'-1" for the park strip. An 8'-0" sidewalk on 800 South would leave 11'-1" for the park strip to balance the shortfall between sidewalk width and park strip width. There are additional walkways on private property along the 800 South frontage except at the hospital entrance.

For the Offsite parcels new sidewalks are designed to align with existing and adjacent sidewalks on the blocks along both Main Street and 800 South. The existing sidewalk width is about 6 feet.

1.b Expanding Sidewalk Width: When adding width to a sidewalk, the sidewalk may be added to an existing park strip provided the park strip maintains a minimum width of 12'.... This may be modified by the planning director to accommodate existing trees or other structures that are already existing in the right of way after consulting with the urban forester, city engineer, and/or transportation director.

The 10' sidewalk width does not match existing or surrounding infrastructure. Existing 6' wide sidewalks are being replaced with expanded width on 700 South, 800 South and Main Street. The Main Street 10 ft sidewalk width can be accommodated while maintaining a 12' park strip; however, the current sidewalk alignment pushes the expanded width into the existing park strip where the two trees on Main Street that the Urban Forestry has indicated should be preserved exist. The expanded sidewalk would likely have a detrimental effect on the trees which have extensive exposed roots up to the existing sidewalk. A modification to the sidewalk width requirement may be in order. Alternatively, the design team prefers the existing trees be replaced with new trees consistent with the overall block redevelopment landscape plan which allows for the continuation of the 10' sidewalk along the route from the Trax Stop to the MOB and Hospital.

- 2. Curb, Gutter, and Park Strips:** *This standard applies when a street that abuts a proposed development does not contain an existing curb, gutter, or park strip. When a curb and gutter is not present, the development shall include installing curb, gutter and a park strip that complies with standards adopted by the City. The curb and gutter shall be placed to provide a minimum park strip width of 6'*

The proposed offsite development maintains existing alignment of the curb, gutter and park strips along Main Street and 800 South. Richards Street on the west boundary does not currently have curb, gutter, park strip or sidewalk. Richards Street is a dead end with a right-of-way width of about 41 feet which does not provide space for elements such as a 12' park strip and 10' sidewalk. For purposes of this evaluation, the requirements associated with public streets are not applicable to Richards Street which functions as an alley. The project does propose to add curb and gutter in alignments with the end of the curb and gutter return at the intersection with 800 South. A 5' wide walkway along the west side of the parking garage is also provided on private property to facilitate pedestrian circulation. The space between the property line and the back of curb will be landscaped with street trees and shrubs.

- 3 Street Lighting:** *All development shall install street lighting that is consistent with the current lighting master plan.*

Communication with David Pearson indicated the use of SL-9 fixtures at 150' spacing on State Street, 700 South and 800 South. Main Street will have SL-5 light fixtures at a spacing of 120'. The existing streetlight fixtures on State Street meet the requirement but one streetlight will need to be relocated.

- 5 Exceptions:** *Exceptions and/or modifications to the improvement standards may be approved due to right-of-way limitations or other technical constraints by the planning director in consultation with the urban forester, city engineer, public utilities director, and/or transportation director.*

There are right of way limitations on State Street and 800 South where the dimension from the existing back of curb to the property line does not allow for the combination of a 12' wide park strip and 10' sidewalk. The implemented version of the "Life on State" design includes concrete paving with street trees in tree grates and minimal plantings at other designated locations. Right of Way limitations on 800 South do not allow for both a 10'-0" wide sidewalk and 12'-0" wide park strip. The design team requests approval to provide a 9'-1" park strip and 8'-0" sidewalk as described in paragraph M above.

THE PURPOSE OF THE ZONING DISTRICT 21A.30 DOWNTOWN DISTRICTS (D-1 and D-2)

GENERAL PROVISIONS

- A. Statement of Intent:** *The downtown districts are intended to provide use, bulk, urban design and other controls and regulations appropriate to the commercial core of the city and adjacent areas in order to enhance employment opportunities; to encourage the efficient use of land; to enhance property values; to improve the design quality of the*

downtown areas: to create a unique downtown center which fosters the arts, entertainment, financial, office, retail, and governmental activities: to provide safety and security: encourage permitted residential uses within the downtown area: and to help implement adopted plans.

The proposed Hospital and Medical Clinic offer a unique addition to the downtown core which will include employment opportunities and increased quality of life by providing convenient access to a variety of healthcare services. The campus is designed with a focus on the pedestrian realm including generous open spaces, dining opportunities and public art.

B. Permitted Uses

Per Table 21A.33.050, all proposed uses are permitted within the D-1 District except Hospital, and Heliport (accessory) are Conditional Uses. The Conditional Use Application was submitted on August 12, 2026.

Per Table 21A.33.050, "Parking, off site", and "Vehicle: Automobile sales/renal and service" are permitted uses

C. Impact Controls and General Restrictions in the Downtown Districts:

1. Refuse Control:

Refuse containers include a sealed compactor container unit for trash and separate compactor and a removeable container for recyclables. Electrical and Mechanical equipment is located beside the dock which is all screened from public view. Offsite refuse containers will be located within the parking garage. Electrical equipment (transformer) is located at the rear of the building.

2. Lighting:

Lighting fixtures have been selected to be BUG compliant for the MLO lighting zone LZ3 associated with the urban hospital campus.

3. Fencing for vacant lots:

Vacant lots are not planned as part of the hospital campus. A separate lot among those at the northeast corner is owned by Intermountain Health Services Inc. The building on that lot may be demolished creating a vacant lot at some point. If such occurs, a 4' high, wrought iron fence will be installed as required.

D. Outdoor Sales, Display and Storage: "Sales and display (outdoor)" and "storage and display (outdoor)", as defined in Chapter 21A.62 of this title, are allowed where specifically authorized in Section 21A.33.050, "Table of Permitted and Conditional Uses for Downtown Districts", of this title. These uses shall conform to the following:

1. The outdoor sales or display of merchandise shall not encroach into areas of required parking for periods longer than 30 days.

The proposed expansion of the vehicle display (Garff) lot does not encroach on any required parking.

2. The outdoor sales or display of merchandise shall not be located in any required yard area within the lot when the required yard abuts a residential zoning district.

The existing and expanded vehicle display area is not located within any required front or corner side yard but does encroach on the 10' landscaped yard along street frontage required by 21A.30.030.F.3.

3. *The outdoor sales or display of merchandise shall not include the use of banners, pennants or strings of pennants:*

No banners or pennants are proposed with this project.

4. *Outdoor Storage shall be allowed only where specifically authorized in the applicable district regulation and shall be required to be fully screened with opaque fencing not to exceed 8' in height.*

The vehicle sales and display lot is not "storage" in this context.

5. *Outdoor sales and display and outdoor storage shall also be permitted when part of an authorized temporary use...*

The vehicle sales and display lot is permanent.

E. *Restrictions on Parking Lots*

1. The surface parking on the site is associated with the Hospital functions.
2. The surface parking is located behind the Hospital and MOB
3. The surface parking includes 30 stalls for standard vehicles along with dedicated parking for Ambulance, Fire Trucks, and EMS vehicles.

Parking garages and vehicle, automobile sales and service are defined separately from parking lot.

F. *Midblock Walkways:*

1. Midblock Walkways are provided as required by the Development Agreement.
A Midblock Walkway is identified in the city master plan for the offsite to run at the north end of the property from Main Street to the west.
2. All Midblock Walkways are 15' wide and include landscaping while preserving a minimum 6' wide unobstructed path. Some shade structures are proposed at select locations as permitted by 21A.30.010.F.2.c.(6).

G. *Sidewalks: For all downtown districts, sidewalks must be a clear walking path that is a minimum of 10' wide.*

Proposed public sidewalks are 10 feet wide on 700 South and Main Street. The sidewalk design on State Street will implement the city's "Life on State" design. The sidewalk width on 800 South is proposed to be 8'-0" wide pursuant to modifications requested under 21A.37.040.M.5.

Proposed public sidewalks for the Offsite parcels (West of Main Street) occurring on Main Street and 800 South are designed to match the adjacent sidewalk width of 6'-0" which is less than 10'.

H. *Landscaping and Buffers: All uses in the downtown districts shall comply with the provisions governing landscaping and buffers in Chapter 21A.48 of this title. Where a park strip does not exist, street trees are only required when the sidewalk width of at least 10' can be maintained, in which required street trees shall be planted in tree wells with tree grates.*

The project anticipates utilizing existing park strips or creating new park strips of sufficient width along Main Street and 700 South to accommodate street trees without tree wells with tree grates. The “Life on State” design includes street trees that require the use of tree grates and soil cells. The proposed sidewalk width of 8’-0” on 800 South increases the available width of the park strip to 11’-1” to enhance the landscape buffer. The Offsite development proposes matching the existing park strip widths on Main Street and 800 South which are less than 12 feet.

I. Additional Standards:

The project has been designed to be compliant with the various chapters of the Zoning Ordinances including: 21A.36 General Provisions, 21A.37 Design Standards, 21A.40 Accessory Uses, Buildings, and Structures, 21A.44 Off Street Parking, Mobility, and Loading, 21A.46 Signs, and 21a.48 Landscaping and Buffers. However, the specific nature of this project warrants the following modifications.

- A modification is requested for the ratio of bicycle parking since the patients of the MOB and especially the Hospital are likely to use bicycle transportation. The proposed ratio is 1 per 5,000 square feet instead of 1 per 3,000 square feet for the Transit Context.
- A modification is requested for the number of loading dock berths. Table 21A.44.070-A requires 1 short berth per 100,000 sf for Institutional uses yielding a requirement of 7 short berths. The project includes 4 long berths along with separate positions for trash, recycling, and van deliveries.

D-1 CENTRAL BUSINESS DISTRICT PROVISIONS:

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

The proposed hospital is a 24- hour facility and the medical clinic includes significant activity during normal business hours. Both will bring intense use with staff, patients and visitors. The campus is designed prioritizing the pedestrian realm with generous public open space, walkable pathways, dining and public art. The proposed onsite parking garage has a footprint of about 33,000 square feet but provides parking for what would take nearly 6 acres of land if designed as surface parking according to city standards.

B. Permitted Uses:

The Medical Office Building and all accessory uses, except the helipad, are permitted uses per Land Use Table 21A.22.050 for the D-1 Zone. The Hospital and Helipad

(accessory) uses are listed as Conditional Uses and a Conditional Use Application was submitted August 12, 2026.

C. D-1 Central Business District General Regulations:

1. Yard Requirements

No minimum yards (front, side or rear) are required. A maximum yard of eight feet (8') is allowed. No maximum yard limits are indicated for interior side yards or rear yards. Paragraph 21A.30.020.C.1.b stipulates that exceptions may be authorized through the design review process. Therefore, this application requests the following exceptions to the yard requirements:

- An exception to the maximum front yard setback for a length of approximately 98 feet along the southern portion of the MOB where the front yard setback is 23'-6" to help accommodate a pedestrian pathway to the main entrance. This yard includes a canopy for weather protection from the drop-off/ pick-up area to the entrance.
- An exception to the maximum front yard/corner side yard setback with proposed setbacks of about 179' from 800 South to the MOB and about 111' from Main Street to the Hospital. This public outdoor space is designed as a permanent "Welcome Plaza" to create an outdoor pedestrian experience between the main entrances of the hospital and MOB. This plaza area is about 19,880 sf and includes 280 linear feet of bench seating and 15 trees.
- An exception to the maximum front yard setback with a proposed setback of about 96' and 156' from 800 South for portions at the east end of the hospital. This space is designed to accommodate the Food Truck Court required by the Development Agreement. The Food Truck Court and garden area includes about 28,775 square feet, seating with tables for 80, and 20 trees.

1.a If provided, the yard must include one of the following elements:

(1) Seating at a ratio of at least one bench for every 500 square feet

(2) Landscape w/ increase of at least 25% in the total number of trees

(3) Awning or similar weather protection

The provided front yard along Main Street includes building supported awning at the MOB main building entrance.

The provided front yard along 800 South includes the Food Truck Court required by the Development Agreement.

D. Building Height regulations: No building shall be less than one hundred feet (100') (exception for accessory buildings; e.g. parking garage)

The proposed building heights are as follows:

Hospital – 221'-0" (top of highest parapet)

MOB – 145'-6" (top of highest parapet)

Onsite Parking Structure (accessory building) – 88'-0" (top of highest parapet)

Some portions of the Hospital and Medical Office Building are less than 100' tall.

3.a. Buildings in Excess of 100' shall have a minimum stepback of 5' or other architectural feature that can deflect snow and ice from falling directly onto a

sidewalk, midblock walkway, or other public space. [for buildings that are clad in glass]

The street facing façade of the Hospital is not completely clad in glass but does include a stepback of thirty feet (30') at Level 5 (68'). The west façade of the Hospital facing the public Welcome Plaza has a stepback of eight feet (8') at Level 2 (18'). The street facing façade of the MOB has a stepback of thirty feet (30') at Level 8 (112'). The south façade of the MOB facing the public welcome plaza has a stepback of fifteen feet (15') at Level 2 (19').

4a. Buildings in excess of two hundred feet (200') – Midblock Walkways:

Midblock Walkways and a privately owned, publicly accessible open space on the property are included as stipulations of the Development Agreement: Midblock walkways are 15 feet wide with a minimum clear path of 6 feet. The midblock walkways connect 700 South, State Street and Main Street. The midblock walkways intersect in the midblock public open space.

E. Special Controls Over the Main Street Retail Core:

While this block is outside the contiguous Downtown Retail Core, the following Controls are understood to apply.

3. First Floor Retail Required:

The Development Agreement addresses the requirements for ground floor activation with reduced percentages and expanded approved uses. Refer to the section under the Development Agreement Compliance.

4. Restrictions on Driveways: Driveways shall not be permitted along Main Street within the D-1 zone.

No Driveway is proposed on the D-1 (east) side of Main Street.

D-2 DOWNTOWN SUPPORT DISTRICT PROVISIONS, 21A.30.030: (Offsite Development)

A. Purpose Statement: The purpose of the D-2 Downtown Support District is to provide an area that fosters the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the Central Business District. Development within the D-2 Downtown Support District is intended to be less intensive than that of the Central Business District, with high lot coverage and buildings placed close to the sidewalk. This district is appropriate in areas where supported by applicable master plans. Design standards are intended to promote pedestrian oriented development with a strong emphasis on a safe and attractive streetscape."

B. Uses:

Offsite Parking is a permitted use per Land Use Table 21A.22.050 for the D-2 Zone. Footnote 19 references subsection 21A.30.010.E that only relates to restrictions on Parking Lots with concerns about urban design objectives which the parking structure address much better than surface parking. Footnote 21 is a prohibition when it includes the demolition of a dwelling unit, which is not applicable to this project.

C. Lot Size Requirements: No minimum lot area or lot width shall be required.

D. Maximum Building Height: The Maximum permitted building height shall not exceed 120' subject to the following review process: Buildings over 65' in height are subject to design review according to the requirements of Chapter 21A.59.

The proposed parking structure height is 71'-10" therefore design review process is applicable.

E. D- Downtown Support District General Regulations:

2. Yard Requirements

No minimum front, side or rear yards requirement for nonresidential uses where abutting properties are zoned D-2. The maximum front yard is 10'. No maximum yard limits are indicated for interior side yards or rear yards. Any provided yard shall be landscaped subject to the provisions of Chapter 21A.48 for required landscaped yards. The front yard must contain seating, landscaping or an awning.

The proposed parking garage is located on the Main Street property line, but the north end of the building steps back about 4'-4" from the property line and pedestrian entrances are set back 3' to allow doors to swing out without encroaching on the public right of way as required.

5. Landscape Buffer Yards: Any lot abutting a lot in a residential district shall conform to the landscape buffer yard requirements.

The entire block is in the D-2 zone. The lot to the north has multi-unit residential use but is not a residential district.

F. Existing Vehicle Sales or Lease Lots:

1. Vehicle Display Area: The parking provided in the vehicle display area will not be counted as off street parking when computing maximum parking requirements and is not considered to be a surface parking lot when determining required setbacks in this section.

The "Garff Lot" located to the south of the parking structure will be expanded as part of this project but does not include any structures.

3. Landscaping: A landscaped yard of at least 10' in depth is required along any portion of the street frontage of the property that is not occupied by a permanent structure. All other landscaping requirements in Chapter 21A.48 remain applicable.

The existing landscaped yards for the Garff Lot are about 5'-0" along both Main Street and 800 South. The proposed expansion of the vehicle sales lot extends the 5'-0" landscaped yard along 800 South and proposes a landscaped yard of 14'-1" along Richards Street.

SUMMARY OF MODIFICATION REQUESTS:

In accordance with 21A.37.040 Modification of Design Standards the following modifications are requested as described in the body of this narrative.

- Onsite Parking Garage – single story, 15’ tall base in lieu of 20’ tall. (Ref. 21A.59.050.D.2 Design Review).
- EIFS as a durable building material (Ref. Design Standards 21A.37.050.B.2).
- 8’-0” wide sidewalk on 800 South (Ref 21A.30.010 Downtown Districts General Provisions).
- MOB blank wall, west façade, section at the north end and 2 bays of the Hospital south façade. (Ref 21A.37.050.E. Design Standards and Table 21A.37.60)
- Bulk oxygen storage screening. (Ref 21A.37.050.K – Design Standards) The equipment is located in a rear yard but is taller than 8 feet and will have an 8’ tall ornamental iron fence for security while providing required air circulation.
- Onsite parking garage ramps visible from public open space. (Ref 21A.37.050.L.2 – Design Standards) Parking levels are flat on street facing façade but building and parking stall modules require ramps that are visible on the rear side of garage which is visible from the open space.
- Exceed 40’ limit to parking garage façade with large-scale graphic image. (Ref 21A.37.050.L.3 – Design Standards)
- Front Yard minimum setbacks along portions of Main Street and 800 South as described (Ref 21A.30.020.C.1 – Downtown Districts)
- Request to remove two existing street trees on Main Street that the Urban Forester would like to preserve. If the removing the trees is not allowed a sidewalk width modification will be needed if there is any hope to save the trees.

OFFSITE

- The existing and expanded Garff vehicle display lot encroaches into the required 10’ landscape yard required along street frontages along Main Street and 800 South.
- Proposed public sidewalks on Main Street and 800 South are designed to match the existing sidewalk alignment and width of 6’-0” which is less than 10’-0” minimum stated in the zoning ordinance.
- The project proposes matching the existing park strip widths on Main Street and 800 South which are less than 12 feet.
- The height of the base portion of the parking garage is 10’ which is lower than the 20’ standard but is more consistent with the function of the building and the adjacent multi-unit housing to the north.

- The midblock walkway is immediately adjacent to the parking garage and does not include a 25' separation. However, the vehicle entrance to the parking garage is located more than 25' from the midblock walkway and a 4'-0" landscape buffer is included in the width of the midblock walkway between the clear unobstructed path and the parking garage.
- The proposed percentage of glass at upper levels of the parking garage is 0%. (50% required)
- The street facing facade of the parking garage utilizes a decorative, perforated metal panel. The aesthetic feature provides a large-scale graphic that is longer than 40' but has a large-scale cohesive image to avoid visual monotony.
- Richards Street on the west boundary does not currently have curb, gutter, park strip or sidewalk. Richards Street is a dead end with a total right-of-way width of about 41 feet which does not provide space for elements such as a 12' park strip and 10' sidewalk. For purposes of this evaluation, the requirements associated with public streets are not applicable to Richards Street which functions as an alley. The project does propose to add curb and gutter in alignments with the end of the curb and gutter return at the intersection with 800 South. A 5' wide walkway along the west side of the parking garage is also provided on private property to facilitate pedestrian circulation. The space between the property line and the back of curb will be landscaped with street trees and shrubs.