



Architecture Belgique Inc  
7583 S Main St - Suite 100  
Midvale, Utah 84047

September 17, 2020

RE: Village at North Station – 1925 W North Temple – TSA (MUEC-Core & Transition)  
Ordinance Modification

To Whom it May Concern,

Gardner Batt & Architecture Belgique Inc. are proposing the redevelopment of 1925 W North Temple which is the current location of Diamond Airport Parking. The new 769-Unit 100% Affordable Housing development will be replacing the non-conforming Diamond Airport Parking Site. This 7 apartment-building and 1 amenity-building complex will include a block style layout with a private main drive from North Temple that continues south and east through the development connecting back onto the South End of Orange St. This development aims to bring a lively pedestrian friendly residential component to the TSA-MUEC Zone. Midblock walkways along with typical sidewalks allow pedestrian transit within the development helping to create a neighborhood-style feel.

The following item is a descriptive explanation of the TSA ordinance modification request associated with the proposed development:

#### Orange Street Setback (Front & Side Yard Setback Standards)

- 1.) Ordinance Provision – 21A.26.078E3b | 50% of “all other street” facing facades shall be within 5’ of the front or corner side property line.
  - a. RMP High Power Transportation Lines exist along the Orange Street Side of the property, these high-power transport lines are cost-prohibitive to bury and thus impact the placement of Building “D” along the south east portion of the development. RMP requires a setback distance of 25’ from the power line to allow safe power transport service. At the maximum extent of a roof element, placement of Building “D” occurs approximately 26-30ft from the property line across the Orange Street façade. The ground space east of Building “D” will be landscaped and improved to create the look of a pocket park or open-space casual use and rest area. Community-Only Amenities located on an open space located north of Building “D” are currently planned to include multiple pickleball courts. While these amenities are private use and intended to be fenced for both function and privacy they will add to the look and feel of a true park extending the entire length of the Orange Street Property boundary. The landscaping will be designed such that ground floor patios are offered some additional privacy and a more dense landscape view along the Orange street development

community "pocket park". (See Orange Street Power Corridor Landscape Plan)

The Village at North Station Development has been thoughtfully designed to enhance the TSA-MUEC zone's intention of creating an environment for attractive and efficient Transit and Pedestrian oriented use near the 1940 W North Temple Trax Station. The materials used in the design have been thoughtfully utilized to meet the intent of the TSA zone while also meeting the cost considerations that come with the development of an all affordable-housing project.

Preliminary plans & renderings have been attached for your review. We look forward to your consideration and approval of this project in its current form.

Regards,

A handwritten signature in black ink, appearing to read 'Eric Balls', with a long horizontal flourish extending to the right.

Eric Balls  
Project Manager – Architecture Belgique Inc.

CC: Michael Batt; Tammy Clarke; Guillaume Belgique; Mike Ackley



Architecture Belgique Inc  
7583 S Main St - Suite 100  
Midvale, Utah 84047

September 9, 2020

RE: Village at North Station – 1925 W North Temple – Design Review Standards

To Whom it May Concern,

Gardner Batt & Architecture Belgique Inc. are proposing the redevelopment of 1925 W North Temple which is the current location of Diamond Airport Parking. The new 769-Unit 100% Affordable Housing development will be replacing the non-conforming Diamond Airport Parking Site. This 7 apartment building and 1 amenity-building complex will include a block style layout with a private main drive from North Temple that continues south and east through the development connecting back onto the South End of Orange St. This development aims to bring a lively pedestrian friendly residential component to the TSA-MUEC Zone. Midblock walkways along with typical sidewalks allow pedestrian transit within the development helping to create a neighborhood-style feel.

We have detailed our intentions to meet the design standards listed in 21A.59.050 as described below:

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

- 1.) – Primary Entrances face the public sidewalk (secondary entrances can face the parking lot.)
  - a. The residential occupancy lends itself to provide entrance-like impressions oriented towards the North Temple sidewalks as well as the main private boulevard that traverses the development from north to south. This impression comes from the individual unit patios & decks. The active use of the patio spaces by residents brings life to the zone and street levels along North Temple. The main future tenant/leasing office is oriented at the developments northwest entry and is a distinct Primary Entrance feature for the development.
- 2.) Building(s) shall be cited close to the public sidewalk following, and responding to the desired development patterns of the neighborhood.
  - a. Village at North Station aims to bring dramatic scale & presence to North Temple with building Facades prominently positioned along pedestrian sidewalks and roadways as well as becoming a new way finder for Trax travelers. This added residential

development helps to create a sense of large-scale neighborhood community by supplementing other developments such as North Temple Flats, GLo Hotel & the Meridian all along the south side of the street. This strengthens the walkable street/ neighborhood feel with greater residential presence located so close to Trax. Dramatic wrap around balconies anchor the corners of each building while a mid-building patio feature draws attention skyward while traveling by foot or by vehicle at the street level. (See Renderings)

- 3.) Parking shall be located within, behind or to the side of the building.
  - a. The multi-building complex positions buildings so that parking is shielded from view while traveling along North Temple as well as north to south travel through the development's main private boulevard. (See Renderings). Vehicular access to the development is provided at multiple points intended for multiple means of entrance. The main northwest entrance is primarily designed and intended as an entrance to the development for future tenants & employees with minimal parking immediately accessible or viewable from the street. The gated Northeast entrance is intended to be used by most residents and funnels traffic through a main north-south boulevard connecting parking access streets between buildings to the main south entrance running east-west from Orange Street. Parking at all development entrances is minimized with parallel parking (creating a street parking feel, rather than parking lot feel) or screened by landscape according to zoning standards. (See Renderings)

Building Facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest & interaction.

- 1.) Locate active ground floor uses at or near the public sidewalk.
  - a. Changes & various wall plane fluctuations as well as oversized windows, varied materials and material transitions as well as recessed unit patios help to facilitate pedestrian interest & interaction.
- 2.) Maximize transparency of ground floor facades
  - a. The ground floor of all buildings (sans clubhouse and leasing) are designed as residential units, each with an open exterior patio. Large oversize windows are located within each unit (a combination of 6'0" x 6'-0" located at bedroom areas and 10'-0" x 6'-0" windows located at most living room spaces.) and 8' tall glass-pane patio doors. While some level of privacy is expected by residents glazing has been thoughtfully designed to balance glazing requirements of the zone with the intended residential use of the spaces. It is assumed that some of these windows may be more transparent during daytime hours and more screened or private during evening hours.

- 3.) Use or reinterpret traditional store front elements like sign bands, clerestory glazing articulation and architectural detail at window transitions.
  - a. The ground floor of each building is detailed in full brick exteriors with pre-cast concrete window head and sill accents with additional pre-cast transitions with other planned exterior finishes. These materials vary in quantity for upper floors and alternate between brick with precast concrete transitions, Hardie panel, and minor stucco areas. The brick base helps to ground the buildings and provides a more visually appealing and upscale ground floor. (See Renderings)

Large masses shall be dividing into heights and sizes that relate to human scale.

- 1.) Relate building scale and massing to the size and scale of existing and anticipated buildings such as alignment established cornice heights building massing, step-backs and vertical emphasis.
  - a. The Village at North Station development's overall scale falls in line with neighboring developments such as North Temple Flats (4-Stories), GLo Hotel (4-Stories) and Meridian Apartments (4-Stories). The 4-Story Buildings along the North Temple create a scale more appropriate for the width of the roadway, Trax Transit line and main artery from Salt Lake International Airport. The open wrap around patios that anchor each building corner provide a more open and visibly transparent corner which helps to bring down the scale of each building at roadway intersections and property line extents. (See Renderings)
- 2.) Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights & widths) of the building in context to reduce the visual width or height.
  - a. The unified design of individual buildings within the development allows for a cohesive community feel while allowing the flexibility of varying the location and vertical height terminations of all exterior finishes. Along with the varying horizontal exterior finish emphasis the building planes vary in both width and depth along each façade effectively helping to reduce the overall scale of the building while creating more visual interest and while creating an ever changing light/shadow presence. (See Renderings)
- 3.) Include secondary elements such as balconies porches vertical bays, belt courses fenestration & window reveals.
  - a. Apartment units include patios in varying widths and sizes and "unit stack" patios are framed in an alternate brick column or hardie panel planes to create a grouped differentiation of indoor vs. outdoor space. (See Renderings)

- 4.) Reflect scale & solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
  - a. Window Glazing at residential ground level has maximized to 34% of the North Temple Façade while 33% of the façade is further recessed a minimum of 5' from the main building plane at exterior patios creating more perceived void space at each floor. (See Renderings)

Building facades that exceed a combined contiguous length of 200' shall include:

- 1.) Changes in vertical plane (breaks in façade)
- 2.) Material Changes
- 3.) Massing Changes
  - a. While we do not have a contiguous street facing building façade at or greater than 200' (North Temple Façades are not greater than 196'-0"). We have still provided changes in vertical plane Through the varying of unit footprint, material transitions, patio projections, a slanted multi-story deck awning feature as well as varying vertical material transitions along the entire length of the building. (See Renderings)

If provided, privately owned public spaces shall include at least three (3) of the six (6) following Elements

- 1.) Sitting space of at least one sitting space for each 250 sq ft shall be included in the plaza. Seating shall be a minimum of 16" in height and 30" in width. Ledge benches shall have a minimum depth of 30".
  - a. Multiple benches are included within the planned pocket park
- 2.) A Mixture of areas that provide seasonal shade
  - a. The planned pocket park includes seating areas in both hard and soft-scaped areas, shade is provided by both trees and the location and height of the neighboring building provide additional early afternoon shade.
- 3.) Trees in Proportion to the space, at a minimum of one tree per 800 square feet at least 2" in caliber.
  - a. See Landscape Plans for new tree counts and locations.
- 4.) Water Features or public art
  - a. None Planned
- 5.) Outdoor dining areas
  - a. None Planned
- 6.) Other amenities not listed above that provide a public benefit – none planned
  - a. N/A

Building height shall be modified to relate to human scale and minimize the negative impacts.

- 1.) Human Scale
  - a. Vertical Material & design changes create a base for the Village at North Station development at all ground floor

facades, a change in brick, hardie panel and stucco above the ground floor helps to create multiple distinct perceived building masses. The same material changes work horizontally by adding additional perceived vertical masses. Both approaches help to create multiple smaller “buildings” or grouped visual masses. (See Renderings & Elevations)

- b. The building has a distinct full brick base while hardie panels and brick columns define patios throughout building plans while precast material transitions help to define vertical elevations changes. (See renderings & elevations).

## 2.) Negative Impacts

- a. See explanations of building modulations in “Human Scale” Above. See Renderings & Elevations.
- b. The modular shape breaks and varying roof/parapet heights will also vary the intensity of shadows when cast.
- c. Wind Impacts – no impact different from neighboring buildings of similar height and accented roof element.

## 3.) Cornices & Rooflines

- a. Village at North Station has 3 distinct roofline elements integrating seamlessly with the overall design of the project. Mid-façade Exterior Patio(deck) Areas are adorned with a 4-story slanted façade and roof that terminates below a 6ft cantilevered roof. Parapet walls also varies in height and materials around the building. (See Renderings)

Parking & Circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities or midblock walkway.

- 1.) Waste & recycling containers, mechanical equipment, storage areas and loading docks that be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of the building or located within the structure.
  - a. The Trash & Recycling and Collection are located within the interior parking lots and enclosed within CMU Block structures & gates.

Signage shall emphasize the pedestrian/mass transit orientation

- 1.) Define Specific spaces for signage that are integral to the design of the building.

Signage for the development is still in tentative schematic design along with an official project & community name and branding. We are intending that multiple signage opens may be provided such as marquee, monument and building façade variations.

Streetscape improvements shall be as follows:

- 1.) One Street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be places for each 30' of property frontage.
  - a. Street trees are intended to be provided at the required intervals along public streets consistent with SLC Urban Forestry guidelines along with adequate ground cover and other ornamental landscaping.
  
- 2.) Hardscape paving material shall be utilized to differentiate privately owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately owned public spaces shall meet the following guidelines:
  - a. See Landscape Plans.

The Village at North Station development has been thoughtfully designed to coordinate with its neighboring communities and businesses creating a sense of unity within the zone while still creating a unique differentiator between the other residential developments withing the area.

Preliminary plans & renderings have been attached for your review. We look forward to your consideration and approval of this project in its current form.

Regards,



Eric Balls  
Architecture Belgique Inc.

CC: Michael Batt; Tammy Clarke; Guillaume Belgique; Mike Ackley