To: Salt Lake City Planning Commission

From: Eric Daems, Senior Planner, eric.daems@slcgov.com or 801-535-7236

Date: May 1, 2020 (Publishing Date)

Re: PLNPCM2020-00015 Design Review

Design Review

PROPERTY ADDRESS: 880, 876, & 866 W 200 S, and 141, 151, 153, 175, & 181 S 900 W
880 W 200 S
MASTER PLAN: West Salt Lake Community Master Plan
ZONING DISTRICT: TSA-UN-T (Transit Station Area- Urban Neighborhood- Transitional District)

REQUEST: A request by Gary Knapp, representing JZW Architects, in partnership with J Development, for Design Review for Building Entrances and Maximum Length of Street-Facing Façade at approximately 880, 876, & 866 W 200 S, and 141, 151, 153, 175, & 181 S 900 W 880 West 200 South. The applicant is proposing a 206-unit residential building and is requesting an additional 10 feet of separation between two entrances facing 900 West and a total building length of 340’ (where 200’ is allowed in the zone), through the Design Review process.

RECOMMENDATION: Based on the findings listed in the staff report, it is the Planning Staff’s opinion that the request for additional building length and separation of entrances generally meets the applicable Design Review standards of approval and therefore recommends the Planning Commission approve the request with the following conditions:

1. A subdivision or parcel consolidation to be recorded including the removal or establishment of any easements on the property.
2. 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. Applicant Submittal & Plan Set
C. Property and Vicinity Photos
D. Zoning Analysis
E. Design Review Analysis
F. Public Process & Comments
G. Department Review Comments
PROJECT DESCRIPTION:

The proposal is for a five story, 206-unit residential building with ground level executive suites that would be built to be convertible to commercial spaces as the market dictates. The building is proposed to include lofts, studio, and 1-2 bedroom units. 213 parking stalls would be provided interior to the project in the basement and ground level. 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 review considerations in Attachment B.

The exterior of the building is proposed with two colors of brick applied on the ground floor and a section of the second level. The brick color helps create variation in the different building masses. The gray brick portion would also be slightly recessed from the dark brick. Cementitious siding is proposed for the upper floors. Portions of the building which include wood appearing siding are to be inset from the main walls and give variety to the building. The gray and white fiber panels are to be smooth. Black anodized aluminum is proposed around the storefront windows and as a cornice feature at the top of the building.

The project has three main masses that are created due to jogs in the building. The jogs create outdoor amenity space and allow more light into the building. A pop out, recession, material, and height change have been proposed at the corner of the building along 900 West and 200 South to bring prominence to the corner. The façade also includes recessed balconies, bump outs, and material changes running vertically through the building to further break up the mass. The building is in keeping with the design standards of the TSA zone and as discussed in master plans for the area. Although the project will be substantially larger in scale than the existing single-family homes or single-story small commercial buildings in the area, the design will be compatible with development throughout the TSA zone as it occurs.
Large storefront windows, articulated surfaces, material changes between the main and second levels and awnings on all sides of building lend to the human scale. The rear of the building includes a step back design on the second floor and includes balconies that will help the building better relate to the single-family homes to the east.

Amenities provided for tenants include a yoga loft (overlooking 900 West), bike repair/storage, a ground level fitness center, dog wash, club room, storage units, and a theater room. The project proposal includes two courtyard deck areas totaling 8,850 SF that include pergolas and landscaping. The decks are designed with seating, barbecues, a fire pit, and outdoor games. The courtyards are depicted below and create deep building insets that help break up the building length and mass.
During the early review stages of the petition, Planning Staff suggested several revisions to the building including the application of materials, creating visual interest along the street and more design focus for the corner of the building, visually separating the length of the building, and creating a more distinguished base, middle, and cap for the building. In response to feedback received during Planning Staff’s review of the proposal, the applicant provided updated plans that include the following revisions shown below.
DESIGN STANDARD OVERVIEW AND REQUESTED MODIFICATIONS

The applicant is going through the Design Review process to request to modify the following:

- Maximum Length of a Street Facing Façade
- Maximum Separation of Building Entrances

Specifically, the applicant seeks an additional 140 feet of building length along 900 West (340 feet where 200 feet allowed by base zone) and 10’ additional feet of separation between two of the entrances facing 900 West (50’ where 40’ would be allowed). The graphic shows the West elevation, which faces 900 West.
The graphics below show the area where proposed entrances exceed the allowed 40’ separation. The lobby area does show additional glass between the entrances, but it is not shown as an operable door on the plans received.

Entrances which exceed 40’ maximum spacing
The Design Review process is intended to ensure high quality outcomes for developments that have modifications to design standards and to achieve development goals/purposes stated in City master plans and the zoning district. For complete analysis and findings in relation to the Design Review standards please refer to Attachment E.

KEY CONSIDERATIONS:

The key considerations listed below were identified through the analysis of the project and in consideration of public comments received:

1) **Zoning district purpose**

The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed-use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian-oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area.

The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit-oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.

The proposal is consistent with the purpose statement of the zoning district as it provides a building with active uses and the proposed development is sited to encourage pedestrian activity along 900 West and 200 South. The underlying property is under-utilized and includes a vacant lot, an auto-oriented restaurant with a large surface parking area, and a corner store. The corner building has character and could potentially be re-utilized and become a community asset, but it has been vacant for some time. The proposed development would more closely comply with the purpose of providing a support base and transit ridership for the TSA core.
2) **Master plan compliance**

The project is located in the Euclid neighborhood which is not included any of the neighborhood master plans but is included in the North Temple Boulevard Study for transit station area planning. Plan Salt Lake includes guiding principles applicable citywide. Applicable goals and objectives of those plans are discussed below.

**North Temple Boulevard Study (800 West Station Area)**

2/ **Intensify mix of uses**
2c/ Allow for more intense mix of uses in Euclid neighborhood
2d/ Create neighborhood commercial district along 900 West

The project area is identified in the transitional area for the 800 West station area of the North Temple Boulevard Study. This project meets the objectives listed for this area by creating a more intense mix of uses in the area and by helping to establish a commercial district along 900 West. The map shown below shows the anticipated intensity of future land uses. The proposed multi-family housing and potential commercial units is appropriate for the transitional area.
5/Parking should be required for all uses, but it should be located behind or to the side of buildings and shared parking should be strongly encouraged to maximize developable space.

All parking for the project is located underground or interior to the project.

**Plan Salt Lake**

1/ Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.

The project would contribute to a safe environment by creating greater interaction for the pedestrian along the public sidewalk and by adding “eyes on the street”. The building includes private balconies, residential and storefront windows, and second level courtyard spaces which would interact with the street. The building proposes areas for residents to gather, socialize, and recreate. Businesses that may occupy the first floor would create further opportunity for community interaction.

2/ Growing responsibly while providing people with choices about where they live, how they live, and how they get around.

3/ Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.

The property is proposed to include sufficient parking for vehicles and bicycles and is located less than three blocks from a TRAX station.

The project includes a variety of unit sizes including studio, 1 and 2 bedroom units, executive suites, and ground level units designed to be convertible to residential or commercial spaces. The project should provide housing for a diverse demographic and allow for housing choices not widely available in the neighborhood.

6/ Minimize our impact on the natural environment.

The compact nature of the project combined with provided tenant amenities encourages a lower carbon footprint. The convertible suites along the street frontages create an opportunity for future neighborhood businesses and services to operate within the building. These would help create a more walkable neighborhood for the greater neighborhood area.

3) Neighborhood Compatibility

The TSA zoning designation of this property was assigned due to the extension of the TRAX line on North Temple. The TSA zone provides opportunities for unique and more compact growth that provides a mix of uses and transportation options. Projects that meet the TSA standards will often be larger and more dense than existing and surrounding development.

As referenced in Attachment F of this report. The Poplar Grove Community Council has outlined concerns over the proposed development and its compatibility with the surrounding neighborhood. In part, the letter expresses that the project is too large, lacks landscaping, is not in character with the neighborhood, could generate congestion, and does not reuse the existing corner pharmacy building.

One of the challenges of planning and development is to balance the preservation of existing neighborhood character while allowing for new growth and development to...
occur in accordance with the regulations and objectives of the existing zoning ordinance and adopted master plans. TSA zoned projects have increased design standards that are intended, in part, to improve compatibility of proposed projects with surrounding properties. These standards are also used to create compatibility among projects that will yet be developed in the future.

This project area is primarily surrounded by 1-2 story single-family or small commercial development. By right, the TSA zone allows a 50’ tall building (plus an additional story with a TSA score of 125 or more) with no yard setbacks. The zone allows open space to be in the form of landscaped yards, courtyards, rooftop and terrace gardens. The buildings on the site do not include historic protection and are not required to be re-used. Although reducing the building length to less than 200’ would help the building to be more compatible in size, it would also eliminate the need for the building to comply with the more stringent Design Review standards.

In general, Staff feels the proposed building is consistent with master plans, meets the provisions of the TSA zone and has incorporated the following design elements to be more compatible with the neighborhood:

- Building materials including brick, smooth and wood-like fiber cement boards, and glass
- Ground-level active uses along 900 W and 200 S
- A 9’ step back on the second story along the rear (east side) of the building
- Parking that is entirely internal to the project
- Landscaping within the park strips, in front of the building and on the 2nd story courtyards
- Articulation, material, and color changes to divide the building into smaller portions visually

4) TSA (Transit-Station Area) Score
This project had previously applied for a TSA score review. That process awards points and an overall score based on compliance with design and development requirements and qualifies projects for an expedited review process. Projects which receive a TSA score exceeding 125 points qualify for Administrative Review rather than Planning Commission approval. With approval of additional building length and separation of building entrances, this project would be eligible for 130 points and also an additional story above the 50’ maximum height in the zone.

DISCUSSION:
In general, the proposal meets the intent of the Transit Station Area zoning district and is compatible with the various master plans of the city. The modifications requested are sufficiently mitigated using design elements intended to enhance the pedestrian experience. The building may serve as a catalyst for additional transit-oriented development in the area.

NEXT STEPS:
If the requests are approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by other City departments and the Planning Commission. A parcel combination or new subdivision plat will need to be submitted and recorded on the subject property. 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.

If the design review request for is denied, the applicant will still be able to develop the property by right, but at a smaller scale. Specifically, the building would need to meet the 200’ length and 40’ entrance
separation requirements as allowed in the TSA-UN-T zone. A new parcel combination or subdivision plat will still need to be submitted and recorded on the subject property. The applicant will be able to submit plans for building permits and certificates of occupancy for the buildings subject to meeting all applicable zoning requirements and requirements of other divisions.
Crossing at 9th
Planning Design Review Submittal

Project Description

In partnership with J Development, we propose construction of a 204-Unit Multifamily Development at 880 W 200 S, Salt Lake City aimed at providing housing at a time of great need while engaging the urban neighborhood and becoming an integral piece of the city fabric. This 1.2 acre property is part of the TSA-UN-T zone and, as such, will meet TSA zoning and go through the TSA Development Score Review process. Current land uses on site are surface level parking, a small vacant restaurant and single level abandoned commercial space.
Attached are drawings indicating the designed building form, exterior materiality, diagrammatic uses and design intent. Proposed construction type is one level of 1-A construction with 3-HR podium separation from four levels of V-A stick-framed construction above. Our proposed building uses a brick masonry system on the ground floor level and a durable cementitious panel siding on the levels above along with a wood-look cementitious plank siding for a dynamic look. This project is designed to provide multiple outdoor amenity spaces with two courtyards on the podium deck in addition to indoor amenity spaces including a ground floor fitness space and open lobby.

The main level is designed to engage the street frontage with a combination of building amenity spaces and residential units. The main floor has an increased floor-to-floor height (14’ - 0”) and with it running parallel to two main streets, it creates an ideal space and opportunity for future commercial or other mixed-use functions. The design also includes sufficient parking (which is not visible from the street) to allow for an increase in main floor building square footage and convert to a 44’ deep building enclosure footprint along 900 West.

We employ design techniques to break up the large building and give a more human scale to the project. The project has three main masses like vertical towers, this massing allows for more light into the building and leaves space for outdoor amenity space. The podium jogs and changes façade material to further the horizontal visual disruption of the form of the building. Changes in height, bump outs, and material changes running vertically through the building give prominence to the corners of the building and further break up the mass and lend to the human scale.
The residential portion of the development includes Executive Suites and Lofts on the Main Level and Studios (see the image below), 1 and 2-Bedroom apartment units making up the upper levels for a total of 206 units in this project. This brings the overall project density to 172 units/acre. A complete breakdown of unit counts, layouts, and square footages is found in the accompanying drawings.

**Existing Site**

There are two sites that are being combined for the project. The south site includes an unoccupied structure that used to house a café. Behind the café was a garden that is not currently being maintained and is overgrown. The north site includes a vacant Mexican restaurant, abandoned parking lot and an empty neglected dirt lot. The following photos were taken from the site:
North View of the old Café on the South Site

East view of the old Café on the South Site
South East View of the abandoned parking lot and Old Restaurant on the North Site

Northeast View from the corner of 900 West and 200 South of the North Site
View of the Empty Dirt Lot to the North

**Compliance with the Individual Zoning District**

This development site is part of the TSA-UN-T zone. The purpose of the Transit Station Area (TSA) zoning is to provide redevelopment, infill development, and increased development to underutilized parcels that will become a part of a walkable, Mixed-Use District. The properties that are being combined and redeveloped under this proposal are currently underutilized parcels with expansive open area and surface parking. This development replaces these run down and abandoned structures with a single residential (with a potential for future Mixed-Use) structure and fully enclosed multi-level parking within.

The intent of the Urban Neighborhood Station (TSA-UN) area type is to create an evolving and flexible development pattern. There is a goal to include multilevel buildings designed with the intent of creating an active, lively and safe streetscape. To accomplish this goal, we have designed the building to include a combination of uses on street level to active the use.
This includes the main lobby for the building, an in-house fitness center, and a combination of short-term use Executive Suites and residential Loft units. The Main Floor of the structure is designed at 14'-0" floor to floor height to allow for flexibility of use for the main level with the potential of conversion to retail or other commercial uses when the economic forces make these uses viable.
Design Standards

The project has been designed to exceed the Development Score required for administrative review. The following is a list of scored items along with the applicable score and project total:

<table>
<thead>
<tr>
<th></th>
<th><strong>Density of Use</strong>: More than 25 Units/Acres (172 units/acre provided)</th>
<th>12 points</th>
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<tbody>
<tr>
<td>6</td>
<td><strong>Redevelopment of Surface Parking Lots</strong>: over 50% of existing parking lot being covered with a new building.</td>
<td>15 points</td>
</tr>
<tr>
<td>14</td>
<td><strong>Building Materials</strong>: The building exteriors are composed of dark and light gray brick, fiber-cement panels, and wood-grained fiber-cement siding.</td>
<td>20 points</td>
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<tr>
<td>15</td>
<td><strong>Corner Building</strong>: The building corner includes an entry with an open bay design.</td>
<td>10 points</td>
</tr>
<tr>
<td>16</td>
<td><strong>Rooftop Design and Use</strong>: The rooftop of the parking structure is used as a common space for building occupants.</td>
<td>6 points</td>
</tr>
<tr>
<td>18</td>
<td><strong>Lighting</strong>: The project lighting will include lighting that casts lights from the storefront areas onto the sidewalk.</td>
<td>6 points</td>
</tr>
<tr>
<td>19</td>
<td><strong>Signs</strong>: The project includes canopy signage that is integrated into the design of the building.</td>
<td>2 points</td>
</tr>
<tr>
<td>21</td>
<td><strong>Streetscapes and Amenities</strong>: The project will include four street furnishings.</td>
<td>3 points</td>
</tr>
<tr>
<td>23</td>
<td><strong>Connection and Walkways</strong>: The project includes a 10’-0” walkway from private property to the public way.</td>
<td>4 points</td>
</tr>
<tr>
<td>24</td>
<td><strong>Bicycle Amenities</strong>: The project includes bike racks for bicycle parking inside and outside as well as a bike repair station.</td>
<td>3 points</td>
</tr>
<tr>
<td>27</td>
<td><strong>Parking Structure</strong>: There is no visible evidence of the underground parking area other than the entrance. The ground floor has entrances at-grade</td>
<td>25 points</td>
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</table>
The project is being presented to the Planning Commission for approval due to the overall building façade exceeding 200 feet. The following design elements have been incorporated into the design to mitigate the 350’ building length:

- The upper three levels of the building have been designed with changes in the vertical plane to create breaks in the façade. These undulations allow for rooftop common area and additional daylight into the building.

- There are material changes between the Main and Second Levels, as well as variations in the materials on the third floor. Horizontal material changes with extruded portions of the upper levels have been provided for added variation.

- The building massing has been broken up with the undulation of the upper levels (creating the Courtyards) as well as the inclusion of recessed portions of the Main Level and Second Level.

See the included project drawings for more information regarding the building design and massing.
To: Salt Lake City Planning  
From: Gary Knapp  
Re: Crossing at 9th - 1st Review Comments  
Date: 4-6-2020

This letter is responding to the review comments on Crossing at 9th located in Salt Lake City, UT dated February 2020. I will respond to the items in the order that they are addressed.

Design Review Comments:

1. The intent of the Design Review process is to allow some flexibility to base zoning standards in exchange for better building and site design. 21A.59.030.B (3-5) Talks about the need to show compliance through plans, graphics, and written narrative. Please provide additional details for design review consideration.
   - Project Narrative has been updated to more comprehensively narrate compliance with more details. Please see revised project narrative.

2. Provide a more detailed and dimensioned site plan showing all setbacks including from balconies, awnings, and canopies to property lines. Submitted site plan does not call out dimensions and does not have legible property lines or setbacks.
   - Site plan is being revised by the civil engineer to be more detailed and clearer.

3. Building Entrances (21A.37.050.D): Building entrances along street facing facades are to be spaced no more than 40’ apart in the TSA zone. The south end of the West elevation does not meet this standard. Please revise plans to meet this standard.
   - Two new building entrances have been added to fulfil this requirement. Please see A1.1 ENLARGED MAIN FLOOR PLAN and A2.2 NORTH & WEST ELEVATIONS.

4. Maximum Length of a Street Facing Façade (21A.37.050.F): The length of any building façade is 200’ in the TSA zone. The design standards intended to break up buildings longer than the base standard allows focus on activating the ground floor and designing to the human scale. As proposed, the design has a monolithic design for the first 2 floors and a completely different design for the upper floors. More should be done to connect those two portions of the building vertically.
   - Design techniques have been employed to break up the building and create a more human scale design. Façade materials have been pulled down to lower levels bringing vertical continuity. A portion of the podium has been jogged and assigned a different façade material to break up the building horizontally to look and feel like multiple buildings in more places than just at the parking garage entrance. A cornice has also been added to the top edge of the building to give a cap feature. A pop out, recession, and height change has been used at the corners of the building along with façade material change to bring prominence to the corner. See updated Elevations and Perspectives.

5. 21A.26.078.E.5- Open space areas shall be provided at a rate of one 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 areas include landscaped yards, patios, public plazas, pocket parks, courtyards,
rooftop and terrace gardens and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s).
Please provide additional details, explanation, and design on the proposed courtyards or other open space.

-Please see the schematic breakdown of the required open spaces shown in the Building Material packet attached. The design is shown in plans and 3 Dimensional diagrams.

6. 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.

-The majority of the project does not include side yards and is built property line to property line.

7. 21A.26.078.F.2.b.3- At least 30% of front and corner side yards are to be occupied by outdoor dining, areas, patios, outdoor public space, or private yards. Please show this on landscape plans and provide explanation of compliance.

-The majority of the project does not include side yards and is built property line to property line. Landscape Architect is creating the Landscape Plan.

8. Please provide material samples for proposed exterior building materials.

-Please see attached Building Materials Packet.

9. Off Street Loading is to be provided according to 21A.44.080. Please provide details on plans.

-Loading and unloading zone has been provided within the parking garage. Please see A1.1 MAIN OVERALL FLOOR PLAN.

10. Ground Floor Uses (Per 21A.37.050. A) are to be a minimum 25’. Currently they are shown at just over 19’ deep. Revise plans to show compliance. This could include incorporating the space used for the unnecessary walkway provided in the parking garage. Alternatively, you may provide visual interest as explained 21A.37.050.A.2 and by providing both drawings and explanations as part of the Design Review submittal. An explanation of this has not been provided with submitted materials. Either option should include the % of the building length which meets this requirement.

-All Ground floor uses have been increased to be a minimum of 25’ deep.

11. Exterior lighting (21A.37.050.H) will need to be shielded and directed downwards. Also, 21A.59.050.K- Please provide lighting details to meet the following standards: Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.

1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.
3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

-Please see attached Site Lighting Plan from the Electrical Engineer.

12. Provide details on proposed Streetscape improvements (21A.59.050.L)

-Four streetscape improvements are proposed. Park benches will be placed along the west side of the building next to 900 West. A large wall along the south side of the building facing 200 South is set aside as an art wall. There will be planter boxes in areas along both street frontages. Lastly, we are adding an exterior drinking fountain that can be accessed from the sidewalk. Please see the attached Architectural Site Plan and the Elevations.
Transportation Division Comments

1. The parking calculations should be more detailed to include the non-residential component and show the breakdown of the number of spaces for each type of dwelling unit. There are no dimensions on the plans for the parking spaces and aisle widths; these dimensions must meet city standards.

   - Parking calculations and dimensions have been added please see A1.0 UNDERGROUND PARKING LEVEL and A1.1 MAIN OVERALL FLOOR PLAN to show compliance.

Please feel free to call me with any questions.

Thanks,

Gary Knapp
JZW Architects
p. (801) 936-1343
ARCHITECTURAL FEATURES:

- Awning around all four sides of building
- Recessed/offset building facades with material changes
- Inset upper floor balconies to add depth
- Brick corner feature to add prominence to the corner of 900 West & 200 South
ARCHITECTURAL SITE PLAN

PROJECT BREAKDOWN:

SITE AREA: 52,290 SF (1.2 ACRES)

TSA-UN-T ZONING

• HEIGHT LIMIT: 50 FT (ADDITIONAL STORY THROUGH TSA)
• PARKING: (1/2 OF REQUIRED- TSA ZONING)
  1. 5 STALL PER 1BED UNIT
  2. 1 STALL PER 2BED UNIT
  3. .25 STALL PER STUDIO
• TSA ZONING REQUIRES "ACTIVE SPACE" ALONG STREET FRONTAGES - PROVIDED WITH LOFT AND EXECUTIVE UNITS
• GROUND FLOOR SPACE MUST BE 12'
• PARKING MUST BE LOCATED BEHIND STRUCTURE

APARTMENT COUNT:

- 1-BEDROOM: 95 TOTAL (46%)
- 2-BEDROOM: 25 TOTAL (12%)
- STUDIO: 71 TOTAL (35%)
- EXECUTIVE: 5 TOTAL (2%)
- LOFT: 8 TOTAL (2%)
- 175 UNITS/ACRE

PARKING COUNT:

- 104 STALLS - GROUND LEVEL
- 109 STALLS - UNDERGROUND LEVEL
- 213 STALLS PROVIDED
- 99 REQUIRED
- 1.04 STALLS/UNIT

LEVEL 1 CALCULATIONS

COMMON SPACE AREA: 4,372 SF
LIVING SPACE AREA:
L1 UNITS: 3,013 SF
LOFTS: 3,118 SF
LOBBY AREA: 1,221 SF
LEASING: 246 SF
MAIL: 284 SF
OTHER (CIRCULATION, PARKING, MECH.): 36,831 SF
TOTAL LEVEL AREA: 49,085 SF

LEVEL 2 CALCULATIONS

LIVING SPACE AREA:
L2 UNITS: 24,855 SF
LOFTS: 3,118 SF
COURTYARD AREA: 8,850 SF
BALCONIES: 4,777 SF
CLUB ROOM: 831 SF
OTHER (CIRCULATION, MECH.): 3,376 SF
TOTAL LEVEL AREA: 45,786 SF

LEVEL 3-5 CALCULATIONS

LIVING SPACE AREA:
L3-5 UNITS: 30,642 SF
OTHER (CIRCULATION, MECH.): 1,706 SF
TOTAL LEVEL AREA: 35,724 SF

UNDERGROUND PARKING LEVEL

Bike Storage/Repair Area: 1,671 SF
Pet Wash: 298 SF
Group Room: 5,900 SF
Storage Area: 4,500 SF
Other (Circulation, Parking, Mech.) 40,000 SF
TOTAL LEVEL AREA: 51,259 SF

LEVEL 1 CALCULATIONS

COMMON SPACE AREA: 4,372 SF
LIVING SPACE AREA:
L1 UNITS: 3,013 SF
LOFTS: 3,118 SF
LOBBY AREA: 1,221 SF
LEASING: 246 SF
MAIL: 284 SF
OTHER (CIRCULATION, PARKING, MECH.): 36,831 SF
TOTAL LEVEL AREA: 49,085 SF

LEVEL 2 CALCULATIONS

LIVING SPACE AREA:
L2 UNITS: 24,855 SF
LOFTS: 3,118 SF
COURTYARD AREA: 8,850 SF
BALCONIES: 4,777 SF
CLUB ROOM: 831 SF
OTHER (CIRCULATION, MECH.): 3,376 SF
TOTAL LEVEL AREA: 45,786 SF

LEVEL 3-5 CALCULATIONS

LIVING SPACE AREA:
L3-5 UNITS: 30,642 SF
OTHER (CIRCULATION, MECH.): 1,706 SF
TOTAL LEVEL AREA: 35,724 SF

LEVELS 3-5 CALCULATIONS

LIVING SPACE AREA:
L3-5 UNITS: 30,642 SF
OTHER (CIRCULATION, MECH.): 1,706 SF
TOTAL LEVEL AREA: 35,724 SF

TOTAL LEVEL AREA: 45,786 SF
APARTMENT COUNT:
- 1-BEDROOM: 95 TOTAL (46%)
- 2-BEDROOM: 25 TOTAL (12%)
- STUDIO: 73 TOTAL (35%)
- EXECUTIVE: 5 TOTAL (2%)
- LOFT: 8 TOTAL (3%)
206 TOTAL UNITS

LEVEL 1 CALCULATIONS
COMMON SPACE AREA: 4,172 SF
LIVING SPACE AREA:
L1 UNITS: 3,013 SF
LOFTS: 3,118 SF
LOBBY AREA: 1,221 SF
LEASING: 246 SF
MAIL: 284 SF
OTHER (CIRCULATION, PARKING, MECH.) 36,831 SF
TOTAL LEVEL AREA: 49,085 SF

LEVEL UNDERGROUND PARKING LEVEL CALCULATIONS
BIKE STORAGE/REPAIR AREA: 1,671 SF
PET WASH: 298 SF
GROUP ROOM: 1,132 SF
STORAGE AREA: 5,360 SF
OTHER (CIRCULATION, PARKING, MECH. ECT.) 43,598 SF
TOTAL LEVEL AREA: 51,259 SF

LEVEL 2 CALCULATIONS
LIVING SPACE AREA:
L2 UNITS: 24,855 SF
LOFTS: 3,118 SF
COURTYARD AREA: 8,850 SF
BALCONIES: 4,777 SF
CLUB ROOM: 811 SF
OTHER (CIRCULATION, MECH. ECT) 3,376 SF
TOTAL LEVEL AREA: 45,786 SF

LEVELS 3-5 CALCULATIONS
LIVING SPACE AREA:
L3-5 UNITS: 30,642 SF
OTHER (CIRCULATION, MECH. ECT) 1,706 SF
TOTAL LEVEL AREA: 35,724 SF

LEVEL 4 OVERALL LAYOUT
LEVEL 5 OVERALL LAYOUT

LEGEND
- BIENNIAL SPACE
- BIENNIAL SPACE
- EXTERIOR AMENITIES SPACE
- RESIDENTIAL UNITS

APRIL 7, 2020
Crossing @ 9th

EXTERIOR FINISHES & PATIO AREAS
Exterior Finish Palette

- Wood look fiber cement planks
- Smooth fiber cement panels
- Thin brick veneer
- Anodized aluminum for storefront and parapet cap material
Fiber cement wood look plank siding
White smooth fiber cement panels
Light gray thin brick veneer
Charcoal gray smooth fiber cement panel
Black anodized aluminum storefront mullions and parapet cap
PATIOS

LOUNGE DECK

BBQ DECK
LOUNGE DECK

Main Features:
- Deck planters
- Raised central deck
- Slide wire canopy trellis
- Central firepit
- Lounge Furniture
- Corn hole game set
LOUNGE DECK
Main Features:
- Deck planters
- BBQ stations under slide wire trellis
- Lounge furniture
- Dining furniture
- Foosball & table tennis games
BBQ DECK
IRRIGATION SPECIFICATIONS

A. General

The following standards will apply to the work of this Section:

1. The Contractor shall provide materials to make the system complete and operational.

2. The Contractor shall provide pressurized water pump to increase or boost pressure where existing static pressure is less than 50 psi.

3. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and start up system the AM side of these quantities and test for leakage.

4. The Contractor shall provide the system with a minimum of one-year experience. Those workers performing tasks related to PVC pipe shall have a minimum of one-year experience. This person shall be a current Certified Irrigation Contractor in good standing as set forth by the

5. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

6. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

7. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

8. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

9. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

B. Open trenches or hazards shall be protected with yellow caution tape.

C. Contractor shall protect and work around existing plant material. Coordination of trench and valve locations shall be made with Owner Approved Representative (hereafter

D. Workmanship and Materials:

1. All lateral line fittings shall be S/40 PVC

2. All solvent weld joints shall be assembled using IPS 711 glue and P70 primer according to

3. The Contractor shall provide materials to make the system complete and operational.

4. The Contractor shall provide pressurized water pump to increase or boost pressure where existing static pressure is less than 50 psi.

5. The Contractor shall provide all necessary shut-off valves, including water pressure regulation device. Compressor shall be regulated to not more than 60 PSI. Start up system the AM side of these quantities and test for leakage.

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CROSSING AT 9TH
880 WEST 200 SOUTH
SLC, UTAH

JOE JOHNSON
381-912-1242

IZW-ARCHITECTS
163 EAST CENTER STREET
NORTH SALT LAKE, UT 84054
801-356-1341

PKJ DESIGN GROUP
www.pkjdesigngroup.com
505-253-1234

PRELIMINARY PLANS NOT FOR CONSTRUCTION
IR 100
CROSSING AT 9TH
880 WEST 200 SOUTH
SLC, UTAH

IRRIGATION NOTES
1. Irrigation system must contain check valves to prevent low point drainage.
2. Irrigation system must contain check valves to prevent low point drainage.
3. Provide 2 wire loop system.
4. Irrigation system must contain check valves to prevent low point drainage.
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IRRIGATION LEGEND
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Birdseye view of property
View of subject property from 900 W looking north east

View of subject property from 900 W looking south east
View of subject property from 200 S looking north west

View of subject property from 200 S looking east
Surrounding context – west side of 900 W

Surrounding context – View from Jeremy Street looking south west
View of existing commercial building on corner of 200 S and 900 W
<table>
<thead>
<tr>
<th>Requirement</th>
<th>Standard</th>
<th>Proposed</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area/Lot Width</td>
<td>2,500 square feet/40 FT wide</td>
<td>Lot Area – 1.2 acres Lot Width – 148 FT</td>
<td>Complies</td>
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<tr>
<td>Front/Corner Side Yard -</td>
<td>No Minimum Setback</td>
<td>0 FT</td>
<td>Complies</td>
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<td></td>
<td>At least 50% of the façade at no more than 5 FT</td>
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<td></td>
<td>Maximum Setback</td>
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<tr>
<td>Side/ Rear Yard</td>
<td>No Minimum</td>
<td>0 FT</td>
<td>Complies</td>
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<tr>
<td>Maximum Height</td>
<td>50 FT plus 1 additional story if project achieves a TSA score of 125 points or more</td>
<td>58 FT</td>
<td>Complies</td>
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<td>Open Space Area</td>
<td>1 square FT for every 10 square FT of land area up to 2,500 square FT. May include landscaped yards, plazas, courtyards, rooftop terrace gardens and similar.</td>
<td>8,850 square FT provided from second level outdoor courtyards</td>
<td>Complies</td>
</tr>
<tr>
<td>Circulation &amp; Connectivity</td>
<td>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.</td>
<td>The building is built to street-facing property lines. Parking will be accessed from a driveway accessed from 200 South or from 900 West. Bicycle parking will be provided both adjacent to the public sidewalk and within the building for tenant use.</td>
<td>Complies</td>
</tr>
<tr>
<td>Design Standards</td>
<td>1. Development shall comply with design standards in chapter 21A.37</td>
<td>1. The design elements required by chapter 21A.37 have been incorporated into the project. A further analysis of these items will be made during the building permit process.</td>
<td>Complies:</td>
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<td>2. EIFS not to be used on ground floor and no more than 10% for upper floor street facing facades.</td>
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<td>Planning</td>
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<td>separation</td>
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<td>Entry Feature shall include at least 1 of the following: (1) An awning or canopy over the entrance that extends a minimum of five feet (5’) from the street facing building facade; (2) A recessed entrance that is recessed at least five feet (5’) from the street facing facade; (3) A covered porch that is at least five feet (5’) in depth and at least forty (40) square feet in size; or (4) A stoop that is at least two feet (2’) above sidewalk level and that includes an awning or canopy that extends at least three feet (3’) from the street facing building facade.</td>
<td>2. EIFS is not one of the exterior materials. Brick, fiber cement panels, glass, and metal would all be used as exterior materials on the building. Awnings have been provided over the entrances.</td>
<td>of building entrances</td>
<td></td>
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<thead>
<tr>
<th><strong>Off-Street Parking Requirements</strong></th>
<th><strong>Minimum</strong></th>
<th>213 stalls (109 underground, 104 ground level interior to building)</th>
<th><strong>Complies</strong></th>
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<tbody>
<tr>
<td>Minimum</td>
<td>1 stall per 2-bedroom unit, ½ space per 1 bedroom or studio dwelling unit (116 for this project)</td>
<td>213 stalls (109 underground, 104 ground level interior to building)</td>
<td><strong>Complies</strong></td>
</tr>
<tr>
<td>Maximum</td>
<td>3 stalls per 2-bedroom unit, 1.5 stalls per 1 bedroom or studio dwelling unit (347 for this project)</td>
<td>213 stalls (109 underground, 104 ground level interior to building)</td>
<td><strong>Complies</strong></td>
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| **TSA Development Score** | A project receiving a TSA development score of 125 points or more qualifies for Administrative review. | The project would receive 130 points. This qualifies the project for not only an administrative review only, but also for 1 additional story added to the 50’ height limit. Because of the TSA score, the project only is required to comply with the Design Review standards most closely related to any modifications sought. | **Complies** |

| Complies | Complies | Complies |
**21A.59.050: Standards for Design Review:** For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified. The standards below have been identified as most closely related to the request for additional building length and separation between building entrances.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Finding</th>
<th>Rationale</th>
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<tbody>
<tr>
<td>A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted &quot;urban design element&quot; and adopted master plan policies and design guidelines governing the specific area of the proposed development.</td>
<td>Complies</td>
<td>See “Key Considerations” of this report for discussion of zoning district purposes and master plan policies.</td>
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</table>
| C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.  
  1. Locate active ground floor uses at or near the public sidewalk.  
  2. Maximize transparency of ground floor facades.  
  3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.  
  4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces. | Complies | 1. Active uses on the ground floor would include a fitness center, lobby, and flexible units which have been designed for residential or commercial use, depending on demand.  
  2. The proposed project maximizes the transparency of the ground floor street-facing facades with 70% glazing (along 900 W) and 72% (along 200 S).  
  3. Both street-facing facades include large storefront windows, steel awnings. Each section of the building has articulated surfaces and changes in brick color. Horizontal banding has been provided over the windows for future signage.  
  4. The proposed building is set at a 0’ setback however there is 4-6’ wide space between the building and sidewalk along both 900 West and 200 South. That area would include full landscaping and pavers at building entrances. |
D. **Large building masses shall be divided into heights and sizes that relate to human scale.**

1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.

2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.

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

4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.

<table>
<thead>
<tr>
<th>Complies</th>
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<tbody>
<tr>
<td>1. Discussion on the building scale as it relates to existing or anticipated buildings is included in the “key considerations” section of this report.</td>
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<tr>
<td>2. The proposed building is taller than others in the vicinity but is in line with the requirements of the TSA zone and the stated objectives of both the neighborhood master plan and the North Temple Blvd. Study. The proposed structure modulates well to relate to both the human scale of pedestrians and to balance the need to relate to the existing one-story structures to the east and the anticipated structures to be built as the neighborhood redevelops. The east side of the building includes a step back on the second story that pulls the height and main mass of the building further from the single-family homes along Jeremy St. Additional discussion on the modulation of the building can be found in the “project description” section of this report.</td>
</tr>
<tr>
<td>3. The building incorporates deep undulations with the inclusion of second story courtyards along 900 West. On the street-facing facades the balconies have been recessed into the facade and the balconies step back on the second story at the rear of the building. Horizontal and vertical material changes include articulation. Banding above the first floor and a metal cap feature at the roofline create additional visual interest.</td>
</tr>
<tr>
<td>4. The proposed building exceeds required glass percentages for all floors. Recessed balconies have also been included along the street frontages to balance the solid-to-void ratio. A further discussion of established and desired neighborhood character has been included in the “key considerations” section of this report.</td>
</tr>
<tr>
<td>E. Building facades that exceed a combined contiguous building length of two hundred feet (200’) shall include:</td>
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<td>---------------------------------------------------------------</td>
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<tr>
<td>1. Changes in vertical plane (breaks in façade);</td>
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<td>2. Material changes; and</td>
</tr>
<tr>
<td>3. Massing changes.</td>
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<th>Complies</th>
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<tr>
<td>1. Pop outs, recession, and a height change at the corner of the building has been included to create changes in the plane. The building has two deep jogs above the second level create breaks in the façade.</td>
</tr>
<tr>
<td>2. The building proposes material changes to break up large spans visually. The ground and second level have a change in brick color with the upper floor building insets. This helps the building read as smaller more modulated building spaces. The same portion is also slightly inset from the rest of the façade. The upper floors include blocks of three different materials: wood looking fiber cement, smooth fiber cement panels, and brick.</td>
</tr>
<tr>
<td>3. Massing changes are created through the changes in materials, colors, and by setting them back. The ground floor is separated by a large inset created by the garage entrance and with articulation along the storefronts. The upper floors of the building are divided visually into three distinct masses due to the large jogs in the façade.</td>
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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:

- **February 5, 2020** – The Poplar Grove Community Council was sent the 45-day required notice for recognized community organizations.

- **February 5, 2020** - Property owners and residents within 300 feet of the development were provided early notification of the proposal.

- **March 24, 2020** – The Poplar Grove Community Council sent a letter of concern with the proposed development. A copy of that letter has been attached on the next page.

- **April 14, 2020** - As the applicant was unable to attend a community council meeting due to emergency health declarations associated with the Coronavirus, Planning Staff posted the project on the City website for an additional two-week virtual open house comment period.

Notice of the public hearing for the proposal included:
- Public hearing notice mailed on May 1, 2020
- Public notice posted on City and State websites and Planning Division list serve on May 1, 2020
- Public hearing notice sign posted on the property April 30, 2020

Public Input:
As of the publication of this Staff Report, Staff has received one anonymous phone call in opposition to the proposal. The individual expressed that the development was too large and therefore out of character with the neighborhood. The individual would not like to see apartments and so many units on this property. If Staff receives any future comments on the proposal, they will be included in the public record.
February 19, 2020

ATTN Eric Daems
Salt Lake City Planning Division
451 S State St Rm 406
PO Box 145480
Salt Lake City UT 84114-5480

Dear Eric Daems,

The Poplar Grove Community Council (PGCC) has major concerns and issues with the request by J Development in partnership with JZW Architects, to the proposed mixed-use development at 880 W 200 S. Our issues are outlined below:

Although we believe redevelopment including housing would be great at this location it is our concern that this building is too large and doesn’t reflect the true needs of the neighborhood.

The neighbors, whose back yards would be overlooked by a 60’ wall and windows, will not appreciate this type of development so close to their homes. Also, it’s a bit misleading to say the corner lot was “abandoned” considering that the petitioner purchased it from the owner who had only just recently moved from the property.

We would like to see a few things in regards to building in the current location: something smaller with more landscaping; a larger, more inviting space for the public which would include the restoration of the diner/pharmacy/ soda jerk; the conservation of the old pharmacy on the corner which we consider a neighborhood landmark.

We believe bigger does not necessarily mean better. And in this case, the development plan is out of place for what we believe will enhance our neighborhood. Yes, something should happen to this plot of land and we don’t want it to sit vacant, however this does not satisfy the neighborhood need for responsible development in Poplar Grove.

Further, bullet-pointed concerns are outlined below from our neighbors.
● Aesthetically, the proposed development feels out-of-place in regards to the architecture and appearance that the general neighborhood has. In short, it looks very cookie-cutter.
● We are concerned that the developer is taking advantage of lower prices in the area in order to introduce accommodations that we do not find necessary and are unwanted in our neighborhood.
● We feel as if the design has not taken into consideration the feel and character of the neighborhood into consideration; to that extent, neither the developer nor the architect have presented any plans or had any discussions with the community about their proposed plans.
● We are not keen on new developments using stucco as an exterior material due to its ugly aesthetics, its brittleness, and its poor insulation properties.
● We are concerned about the lack of setbacks, greenspace, and landscaping for the area
● Parking, congestion, and traffic will become noticeably and appreciably worse in the area with this many apartments away from easily accessible public transportation. A good example of this is less than a block away: Red Iguana 2 and the parking fiasco for our neighbors in that tiny street.
● Bob, who owned the old pharmacy lot, was a renowned rose expert and we feel this location deserves a nod to its historical narrative of Poplar Grove. To that end we would love to see either the roses transplanted and/or taken care of and/or restoration of the pharmacy itself.

Respectfully,

Erik Lopez, Chair
Poplar Grove Community Council
1ST REVIEW COMMENTS

PLANNING DIVISION COMMENTS

Comments by: Eric Daems
Email: eric.daems@slcgov.com
Phone: 801-535-7236
Status: Make Corrections

General Review Comments: (comments to be aware of, but not entirely critical for the Design Review approval)

1. The project will require a lot consolidation or subdivision to prepare the underlying parcels for development. As part of one of those processes, the existing alley will need to be identified and eliminated if it is not already.

2. It appears that the accessible walkway in the parking garage was intended to meet the standard for “Walkways Through Parking Lots”. However, that standard only applies to surface lots and is not necessary for this project. That space should be reconsidered to be used to meet the ground floor use depth requirements per the Design Review.

3. You will need to provide details on dumpster placement and refuse control.

4. You will need to submit a landscape plan compliant with the standards in 21A.48. These will need to include park strip landscaping approved through the City Forester. The will need to include plant species and size, ground covers, park strip landscaping, and water-wise design.

5. 21A.26.078.F.c- You will need to define (on submitted plans and with written explanation) your entry features according to the listed standards.

6. Please provide details on Transportation Demand Management as required in 21A.44.050 including Electric Vehicle parking (3 shown where minimum 9 required) and further break down of bicycle parking (this could include if bike storage is provided within units).

7. Utilities (such as electrical boxes or gas meters) will not be permitted in the public right-of-way. You will need to provide space for them on site. It is recommended you reach out to Rocky Mountain Power and other providers early in your design.

Design Review Specific Comments

1. The intent of the Design Review process is to allow some flexibility to base zoning standards in exchange for better building and site design. 21A.59.030.B (3-5) Talks about the need to show compliance through plans, graphics, and written narrative. Please provide additional details for design review consideration.
2. Provide a more detailed and dimensioned site plan showing all setbacks including from balconies, awnings, and canopies to property lines. Submitted site plan does not call out dimensions and does not have legible property lines or setbacks.

3. Building Entrances (21A.37.050.D): Building entrances along street facing facades are to be spaced no more than 40’ apart in the TSA zone. The south end of the West elevation does not meet this standard. Please revise plans to meet this standard.

4. Maximum Length of a Street Facing Façade (21A.37.050.F): The length of any building façade is 200’ in the TSA zone. The design standards intended to break up buildings longer than the base standard allows focus on activating the ground floor and designing to the human scale. As proposed, the design has a monolithic design for the first 2 floors and a completely different design for the upper floors. More should be done to connect those two portions of the building vertically. This would help break up the building length and mass. This could be done by extending some materials from the ground level of the building up through the top floor. See example below:

![Example Image]

It could also be done by carrying the design of some ground level windows vertically into the upper floors. Materials and colors could be more prominent on sections of the building from bottom to top to help create the feeling of more than one building. There should be more design continuity between lower and upper floors. See example below of how long facades are broken up visually.
That being said. The building also needs to have a base, body, and cap design. Currently, the building does not have a cap feature. Rather the body design extends all the way to the roofline. Design prominence should be given to the corner at 900 W and 200 S. Specifically, materials, color, and a more prominent cap feature should be considered.

In order to break up the building length further, additional articulation and undulations should be incorporated into the ground level. This may include areas for plazas, landscaping, or just recessed portions (10’-20’) of the building. See example below.

5. **21A.26.078.E.5** - Open space areas shall be provided at a rate of one 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 areas include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s)
Please provide additional details, explanation, and design on the proposed courtyards or other open space.

6. **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.**

Please show this on landscape plans and provide explanation of compliance

7. **21A.26.078.F.2.b.3- At least 30% of front and corner side yards are to be occupied by outdoor dining, areas, patios, outdoor public space, or private yards.**

Please show this on landscape plans and provide written explanation

8. Please provide material samples for proposed exterior building materials.

9. **Off Street Loading is to be provided according to 21A.44.080. Please provide details on plans.**

10. **Ground Floor Uses (Per 21A.37.050. A) are to be a minimum 25’. Currently they are shown at just over 29’ deep. Revise plans to show compliance. This could include incorporating the space used for the unnecessary walkway provided in the parking garage. Alternatively, you may provide visual interest as explained 21A.37.050.A.2 and by providing both drawings and explanations as part of the Design Review submittal. An explanation of this has not been provided with submitted materials. Either option should include the % of the building length which meets this requirement.**

11. **Exterior lighting (21A.37.050.H) will need to be shielded and directed downwards. Also, 21A.59.050.K- Please provide lighting details to meet the following standards: Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.**
   1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
   2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.
   3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

12. **Provide details on proposed Streetscape improvements (21A.59.050.L)**

**TRANSPORTATION DIVISION COMMENTS**

Comments by: Michael Barry

Email: Michael.barry@slcgov.com
Phone: 801-535-7147

Status: Make Corrections

- The parking calculations should be more detailed to include the non-residential component and show the breakdown of the number of spaces for each type of dwelling unit. There are no dimensions on the plans for the parking spaces and aisle widths; these dimensions must meet city standards.

PUBLIC UTILITIES DIVISION COMMENTS

Comments by: Jason Draper
Email: Jason.draper@slcgov.com
Phone: 801-483-6751

Status: Approved with Comments

- Full Building Permit and Development permit review will be required.
- Design Review does not provide utilities development permit. Requirements for utility development will be determined by permit review.
- The existing water services on 900 West and 200 S are 6” water mains. The proposed project may require replacement of water mains to provide adequate culinary water and fire protection.
- The location shown for the signs at the corner appear to be in conflict with storm drain pipes.
- Stormwater Technical Drainage study will be required. Stormwater detention and water quality treatment will be required. Green infrastructure is encourage where possible for stormwater conveyance and treatment.
- Streetlight improvements may be required.
- All improvements must meet SLCDPU ordinance, policies and standards.

ZONING REVIEW COMMENTS

Comments by: Anika Stonick
Email: anika.stonick@slcgov.com
Phone: 801-535-6192

Status: Approved with comments

PLNPCM2020-00015, Design Review application, for development proposal at 153 So. 900 West that would house 204 dwelling units, amenity spaces and parking, which is asking to have allowed a greater than 200 foot long building street facing façade (which is limit per 21A.37.060.B table and 21A.37.050.F). As suggested by the applicant, the design of the building having courtyard openings for the levels above the first two floor levels does much to break up the much longer than 200 foot façade.

But not as much variation is provided at the ground floor level, so perhaps more should be done to satisfy, perhaps even exceed, requirements of 21A.26.078.F.3.a (General Standards for Front and Corner Side Yards) and 21A.26.078.F.2.b (Front and Corner Side Yard Design Requirements). These requirements include requirement that front and corner side yards provide 30% of area in such features as private yards for ground floor residential uses, outdoor dining, patios, and outdoor public space. The current design might perhaps be improved with design additions or changes in the yards or perhaps for the façade, its materials and lengths/locations of.

Comments are suggestions and do not reflect that there are major zoning issues with granting design review.
also, on the site plan submittal, signage is shown in the public way, which is a condition that cannot be given a building permit. Signage should be proposed that would be per 21A.46, for sign types and locations on private property that are possible per zoning ordinance, for zoning district.

**BUILDING REVIEW COMMENTS**

Comments by: Todd Christopher  
Email: todd.christopher@slcgov.com  
Phone: 801-535-7918  
Status: Approved  
- No Building Code issues with the submitted Design Review.

**ENGINEERING REVIEW COMMENTS**

Comments by: Scott Weiler  
Email: scott.weiler@slcgov.com  
Phone: 801-535-6159  
Status: Approved with comments  
- Multiple drive approaches exist on the frontage of this site. If any are not to be used, curb & gutter must be installed in place of the "dead" drive approach.  
- It is recommended that any defective sidewalk on the frontage of this development be replaced as part of this development.  
- Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor who has a bond and insurance on file with SLC Engineering.

**FIRE REVIEW COMMENTS**

Comments by: Doug Bateman  
Email: douglas.bateman@slcgov.com  
Phone: 801-535-6619  
Status: Approved with comments  
- The fire department access provided for property shall be a minimum 26 foot clear width, The vertical clearance is 13 ft. 6 inches. The following will apply for all fire department access roads.

503.2.3 Surface.  
Fire apparatus access roads shall be designed and maintained to support the imposed loads of 80,000 pound fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.
503.2.4 Turning radius.
The required turning radius of 20 ft. inside and 45 feet outside a fire apparatus access road.

503.2.5 Dead ends.
Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.

503.2.7 Grade.
The grade of 10% the fire apparatus access road are the limits established by the fire code official based on the fire department’s apparatus.

503.2.8 Angles of approach and departure.
The angles of approach and departure for fire apparatus access roads shall be 8 degrees the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking.
Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

D104.1 Buildings exceeding three stories or 30 feet in height.
Buildings or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.

D105.1 Where required.
Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width.
Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building.
At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. There are exceptions through the Fire Prevention Bureau for this requirement. Contact this office for a list of exceptions.

D105.4 Obstructions.
Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

Fire Department Connections shall be located on the street address side of the building; and have a fire hydrant within 100-lineal feet.

Fire Hydrants shall be positioned within 400-feet of all first story exterior portions of the building.

POLICE REVIEW COMMENTS

Comments by: Not Provided
Status: Police review comments are non-binding comments for consideration

SUSTAINABILITY REVIEW COMMENTS

Comments by: N/A

Status: Comments not yet provided. Refer to sustainability comments from Planning.