



Memorandum

Planning Division
Community & Neighborhood Department

To: Planning Commission

From: Nannette Larsen, Principal Planner

Date: February 26, 2020

Re: Work Session for Salt Lake Crossing – Design Review
Petition PLNPCM2019-01106

SALT LAKE CROSSING – DESIGN REVIEW

Property Address: 470 West 200 North

Parcel IDs: 08-36-331-001

Zoning District: TSA-UC-C (Transit Station Area – Urban Center Station – Core)

Master Plan: Capitol Hill – Medium/High Mixed Use

ATTACHMENTS:

- A. Standards for Design Review
- B. Site Plan
- C. Building Elevations
- D. Site Photos
- E. Applicant's Narrative
- F. Applicant's Plans

ACTION REQUESTED

Salt Lake City has received a request from Brian Hobbs, with Salt Development, for approval of modifications to the design standards to construct a new mixed-use development. The standards proposed to be modified include:

- ground floor use other than parking along at least 80% of the street facing building façade;
- ground floor façade consisting of at least 60% glass;
- provide operable building entrances at least every 40' on street facing building facades;
- and, the maximum length of a street facing façade of 200'.

The proposed development will include 150 micro and 150 studio residential units with co-working office space and retail space on the ground floor of a portion of the proposed development. The co-working office space will be housed in the bricked south section of the building. These spaces will also include an entry lobby, a coffee shop on the ground floor (on 200 North), as well as a gym and clubhouse. The middle-section, or the three columnar building articulations, of the building will include the 150 studio apartments, and the northernmost section will house the micro apartments. Each floor of the micro apartment section of the building will share a dedicated common area with kitchens, dining, work areas, and gathering areas. The proposed building will have an overall height of 88' which includes a clubhouse on the roof and will consist of 6 stories.

Planning Staff requests that the Planning Commission hold a work session to discuss the application and provide initial input, feedback, and direction to the applicant so they can finalize their Design Review proposal and bring it back to the Planning Commission for a final decision. . The purpose of this work session is to obtain feedback from the Commission on whether the proposal generally complies with the standards for design modification of the TSA-UC-C zoning district, in particular whether the ground floor façade on 490 West meets the standards for design modification.

BACKGROUND INFORMATION

The site being reviewed is presently vacant and unimproved, it is fronted by two public right-of-ways, 200 North and 490 West. The streets 490 West and the adjoining portion of 200 North were dedicated as public streets through the approval of the 490 West & 200 North Street Subdivision plat in 2017. Through the subdivision dedication process the subject site, located at 470 West 200 North, became a corner lot with two frontages on a street.

Planning Staff has worked with the applicant on multiple iterations of the front façade along 490 West in trying to more closely meet the design standards of the TSA zoning district. It is the opinion of the applicant, that due to the constraints of the site: the length and width of the lot, no connection with other lots through a midblock walkway, and UTA's present use of 490 West as a bus exchange not all of the design standards in the TSA zoning district can be met while still creating a viable project.

Presently, the surrounding environment has limited pedestrian activity. While the project site is located across the street from a heavily used North Temple Frontrunner Station the patrons of Frontrunner generally use the bus stops located on the west side of 490 West to continue to their ultimate destinations. This is generally done without many pedestrians



Figure 1: Existing Conditions

walking very far along 490 West. However, while the site is not currently heavily trafficked by pedestrians, additional infrastructure directed toward pedestrians and cyclists is proposed in the area which would provide for alternative transportation methods. This includes a proposed pedestrian bridge along 300 North (which will cross the tracks), a bike route along 300 North, and a pedestrian pathway underneath the North Temple Viaduct which will allow pedestrian access to and from the project site from The Gateway and to the growing neighborhood to the south. This is in addition to the transit infrastructure already in place: the Frontrunner Line and the TRAX line along North Temple (which is accessible to the project site through the North Temple Frontrunner Station).

The project site is also located in a unique area as the majority of the immediately surrounding lots have been developed and the proposed project will be the last development between 400 West and the Frontrunner line along 200 North. The other structures in the immediate vicinity were built to conform to Salt Lake City's Zoning Standards at the time of construction which allowed for façade lengths greater than 200 feet. Completed projects to the east and south far exceed the current permitted façade length regulations. In 2019 the City Council adopted new Design Standards which limited the massing and length of buildings to better conform to a human scale which is more appropriate to walkable neighborhoods in Salt Lake City. The result of the amendment and adoption of the new Design Standards in city code is that the current building massing and length standards will be different than the existing building environment on the block to the north and south of 200 North, between the Frontrunner line and 400 West, if current design standards are strictly enforced.

The applicant has submitted the following applications for review:

- **TSA Development Score Review (PLNTSD2019-00919):** Planning Staff received a TSA Development Score Review for new construction for the proposed Salt Lake Crossing project. During a preliminary review of the proposal submitted by Salt Development, staff found that the proposed project obtained sufficient points to constitute an administrative review by Planning Staff.
- **Design Review (PLNPCM2019-01106):** During the initial TSA Development Score Review it was identified by Planning Staff that the project did not meet several required design standards and in response the applicant submitted an application for Design Review to request modifications of said design standards. This application requires a decision by the Planning Commission to modify required design standards and must meet the Standards for Design Review as outlined in Attachment A or Section 21A.59.050 of the Zoning Code. Conditions to the Design Review approval may be appropriate.

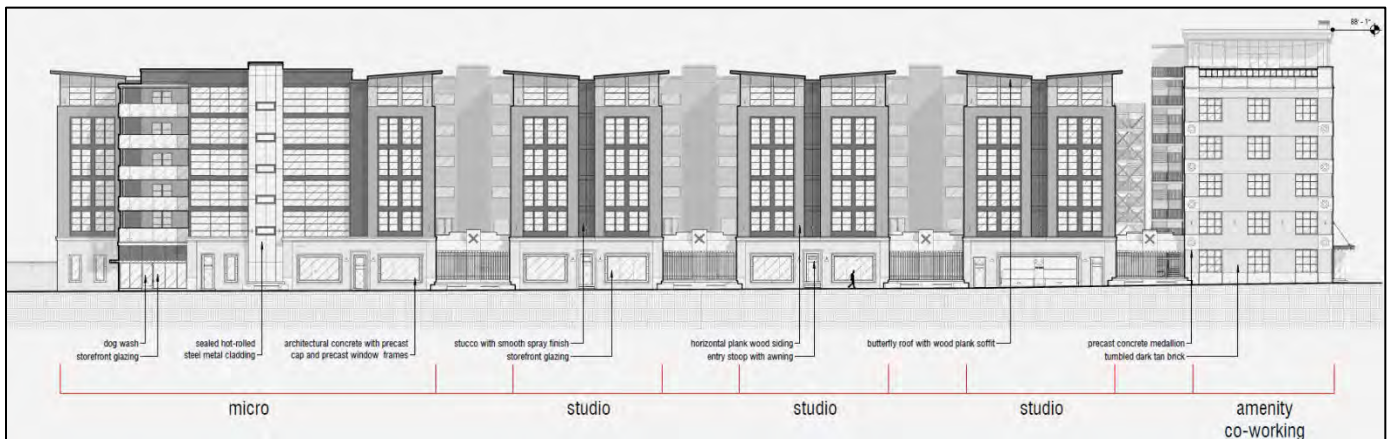


Figure 2: 490 West Elevation

DESIGN STANDARD REQUESTED MODIFICATIONS AND ISSUES FOR DISCUSSION

The design standards the applicant is requesting to be modified from the underlying zoning district (TSA) in order to develop the site include a modification to the required 80% of ground floor use as a use other than parking, a modification to the minimum 60% ground floor glass, modification to the number of required building entrances, and a modification to the allowed maximum 200' length of the building façade.

Maximum Length of a Building Façade

The maximum length of a street facing façade in the TSA zoning district is 200'. The proposed Salt Lake Crossing building will have a total length of 450' along 490 West. The design standard in the TSA districts also requires that a 20' wide separate individual buildings with at least a 5' wide sidewalk.

As explained previously the maximum building length standards were instituted spring 2019. As such, the properties to the east and south have a massing that is no longer consistent with the new building length design standard but is



Figure 3: Project Site and Building to the East, Looking North-East

more consistent with the proposed Salt Lake Crossing proposed building length of 450'. The property to the immediate east of the project site also has a similar façade length as Salt Lake Crossing's length, spanning the entire depth of the lot to the east. Requiring Salt Lake Crossing to separate the building to include an east/west walkway would not increase the pedestrian activity in the area as any proposed walkway bisecting the structure would lead to an existing parking garage to the east of the site. While the ground floor façade maintains a consistent setback from the sidewalk and is proposed to be built to the property line, the 5 floors above are stepped back to allow for a columnar appearance to the upper floors. The columnar appearance on the upper floors of the structure provide for the perception of smaller massing and variety to the length of the building. Planning Staff recommends allowing a modification for the maximum street façade length.

Ground Floor Use and Visual Interest

The intent of the Design Standards in establishing minimum standards for ground floor use and visual interest on street facing facades of buildings is to promote a walkable environment that accentuates comfort and safety for the pedestrian. The intent is also to activate the street by requiring ground floor uses next to the sidewalk which encourage alternative modes of transportation thereby reducing the emission of pollutants in the valley. Active ground floor uses also improve safety in the area by ensuring transparency from the building, which is occupied during all hours of the day, to public spaces creating a sense of visibility which generally reduces crime in the area.

While the Salt Lake Crossing proposal includes 100% ground floor use along the 200 North Façade, providing space for a co-working office and a coffee shop, the proposal only includes approximately 18% ground floor use, other than parking, along the 490 West building façade; this includes the coffee shop located at the south end of the building and a dog wash near the north end. The design standards for the TSA zoning district require that at least 80% of the ground floor use along any street facing façade includes a use other than parking. This

ground floor use must extend at least 25' into the building where parking may be located behind the active use. The 80% ground floor use standard may be reduced to 60% ground floor use in return for 25% additional design for the purpose of enhancing the visual interest of the street facing façade of the building.



Figure 4: Proposed Site Plan

The ground floor use proposed along 490 West does not meet the zoning district standards. While the uses include a dog wash (to accompany a City owned dog park across 490 West) and a café, the uses constitute only 18% of the ground floor, the rest of the ground floor along 490 West is dedicated to parking. Along 200 North the ground floor parking will be located behind the co-working office and cafe.

The project will include 0.63 parking spaces per unit, the maximum allowed for a development in the TSA district is 1 stall per residential unit; the TSA district does not have a minimum parking requirement. The parking garage will include the first floor and the basement level, due to the high-water table in the area there is not an option to move the ground floor garage to a second basement level. Further, the project site is a long and narrow lot which limits placing a parking garage behind active ground floor uses. The width of the project site is approximately 132' wide, making for a unique layout to a building which doesn't easily facilitate a parking garage located behind an exterior ground floor use.

In addition to the 60% active ground floor use the design standards in the TSA zoning district requires that additional design standards are accounted for through providing a ground floor façade with enhanced design along 25% of the entire facade. This may include increasing building material variety, additional architectural features, façade changes, art and increasing pedestrian activity through the use of building design. This may include enhancing the pedestrian experience along the façade of the building by providing niches, stairs, colonnades, or any other similar feature.

The applicant is proposing to integrate additional design elements into the building in an attempt at enhancing the pedestrian experience along 490 West. The use of green walls along the building step backs on the upper floors and attempting to delineate the open space where the upper floors of the building are stepped back. Where green walls are proposed seating areas and planters will also be placed and will be scaled to the pedestrian.

The applicant is also working with local artists, *A Gallery* and *West High School*, to develop a program to create a local art exhibit along the 490 West façade in their window displays to include in Salt Lake's Gallery Strolls. The proposal is to showcase local and student art along glassed galleries on the 490 West façade. The local art exhibits would include 6 showcases on the ground floor of the columnar projects of the building. The art exhibits would not meet the ground floor use requirement, as it doesn't extend 25' into the building, but rather adds visual interest of the site while also activating the street and adding to the visual interest of the building along the majority of the 490 West building façade. The use of different pavers in the sidewalk in front of the art displays accentuates the showcase and creates variety along the west façade.

The ground floor is proposed to be built in such a way as will facilitate the future development of active ground floor uses as the environment around the project site continues to develop. The placement of windows and doors along the 490 West façade will allow for uses other than parking, the applicant has stated that the placement of structure columns and walls will allow for the ground floor to be altered from a parking garage to other permitted or conditional uses at a future time.



Figure 5: Green Wall Rendering, 490 West Façade



Figure 6: Art Display Rendering, 490 West Façade

Ground Floor Glass

In the TSA district design standards the ground floor is required to have at least 60% glass between 3' and 8' above grade. All of the ground floor glass must be transparent and provide at least 5' of visual depth into the building. The ground floor glass standard is required along both the 200 North and 490 West street facing facades. The ground floor glass standard is being met along 200 North, however along the 490 West façade only 32% of glass is provided between the heights of 3' to 8'.



Figure 7: 490 West Façade Rendering

The proposed windows along 490 West will measure between 2 and 3 feet from established grade with an overall height of 12', as shown in Figure 6. While the size of the windows are larger than what is typical of human scale, the size and location is consistent with the massing of the building and better integrates the ground floor design with the 5 stories above.

The fenestration along 490 West will showcase the proposed art displays and will therefore have no visibility beyond 3' into the display area. This doesn't comply with the requirement that visibility into the building will be at least 5', however, each window display will feature art designed to attract interest from the street and, as described above, may be altered in the future and be transformed to windows for active ground floor uses.

Building Entrances

The TSA district building entrances are required approximately every 40' along a street facing building façade. The proposed façade along 490 West does not meet this standard as the separation between building entrances is approximately 80'. While previous iterations of the structure's west ground floor façade technically met this design standard, it is Planning Staff's opinion the ground floor façade meets the intent of the design standards for the TSA zoning districts as it continues the vertical lines of the upper floors of the building and better integrates the ground floor with the rest of the building. Planning Staff recommends allowing for a modification to the building entrance design standard.

DISCUSSION

While many of the Design Standards and TSA Development Score Review standards are being met, Planning Staff still has concerns with the ground floor along the 490 West building façade. The upper floors of Salt Lake Crossing meet all of the Design Standards and allow for the building to qualify for an administrative TSA Development Score Review, however, the ground floor along the 490 West façade still does not meet a significant number of required design standards in the TSA district. Modifying certain standards may be appropriate due to the unique configuration and location of the project site.

It is Staff's concern that the number of modifications to the design standards being requested by the applicant for only the ground floor of the building may not fully qualify as meeting the intent of the Design Standards in the TSA zoning district in, "*shap(ing) and promot(ing) a walkable environment in specific zoning districts, (and) foster(ing) place making as a community and economic development tool*". Overall, the proposed Salt Lake Crossing architecture and land uses would contribute to the urban environment in the neighborhood; it is still Staff's apprehension that approving the proposed ground floor design and use would limit future pedestrian accessibility and progression of this neighborhood as a pedestrian oriented built environment. Staff is requesting Planning Commission provide input and feedback to the applicant prior to the request for a Design Review returning to Planning Commission for a final decision.

ATTACHMENT A: STANDARDS FOR DESIGN REVIEW

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.

- 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 "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.
- B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.
 - 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
 - 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
 - 3. Parking shall be located within, behind, or to the side of buildings.
- 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.
- 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.
- E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:
 - 1. Changes in vertical plane (breaks in facade);
 - 2. Material changes; and
 - 3. Massing changes.
- F. 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 two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - 2. A mixture of areas that provide seasonal shade;

3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 4. Water features or public art;
 5. Outdoor dining areas; and
 6. Other amenities not listed above that provide a public benefit.
- G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.
1. Human scale:
 - a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
 - b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
 2. Negative impacts:
 - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
 - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
 - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
 3. Cornices and rooflines:
 - a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.
 - b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.
 - c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.
- 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.
- I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall 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 building or located within the structure. (See subsection [21A.37.050K](#) of this title.)
- J. Signage shall emphasize the pedestrian/mass transit orientation.
1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.
 2. Coordinate signage locations with appropriate lighting, awnings, and other projections.
 3. Coordinate sign location with landscaping to avoid conflicts.
- K. 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.

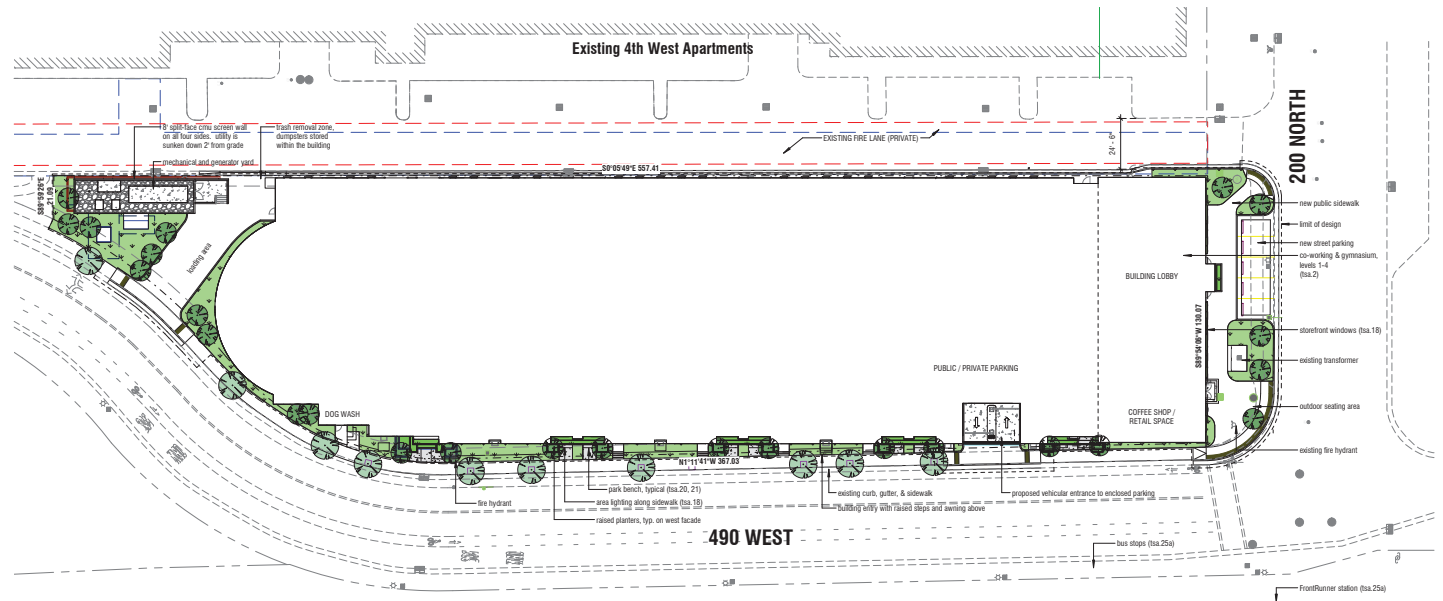
L. Streetscape improvements shall be provided as follows:

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 placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
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 standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - 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.
 - f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

ATTACHMENT B: SITE PLAN



2 TSA - Level 01 - Overall Floor Plan
1" = 30'-0"



1 TSA - Site Plan & Upper Parking Level P1
1" = 30'-0"

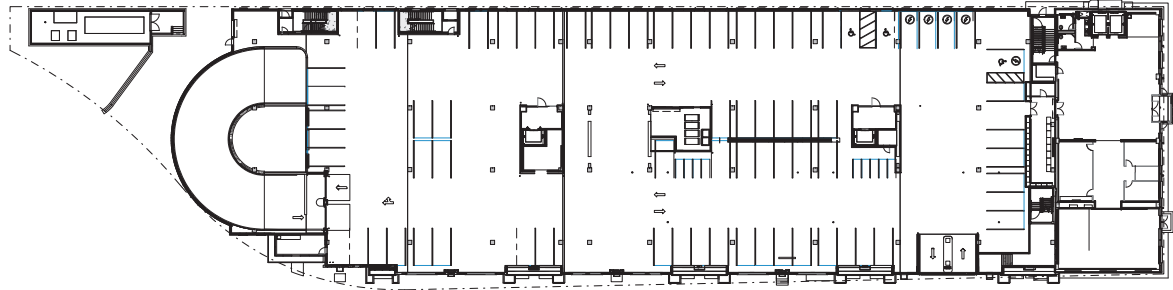
Site Plan / Level 01
1" = 30'-0"

salt lake crossing
490 W. 200 N. salt lake city, ut

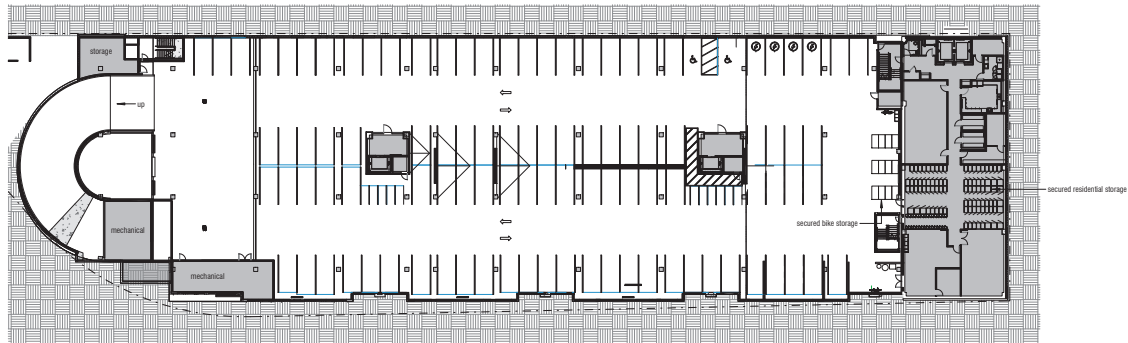
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2 TSA - Parking Level 1
1" = 30'-0"



1 TSA - Lower Parking Level P2
1" = 30'-0"

Parking Garage
1" = 30'-0"

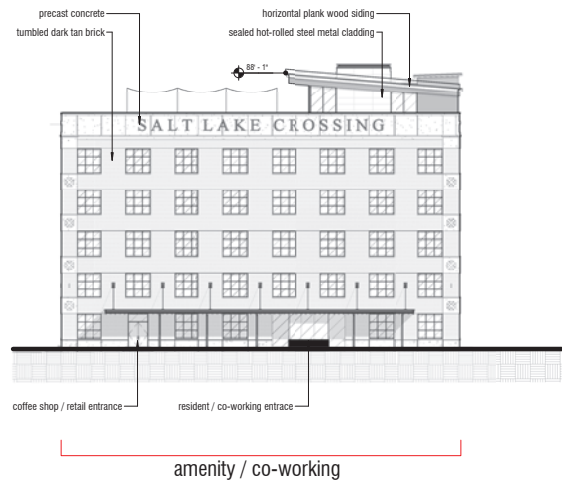
salt lake crossing
490 W. 200 N. salt lake city, ut

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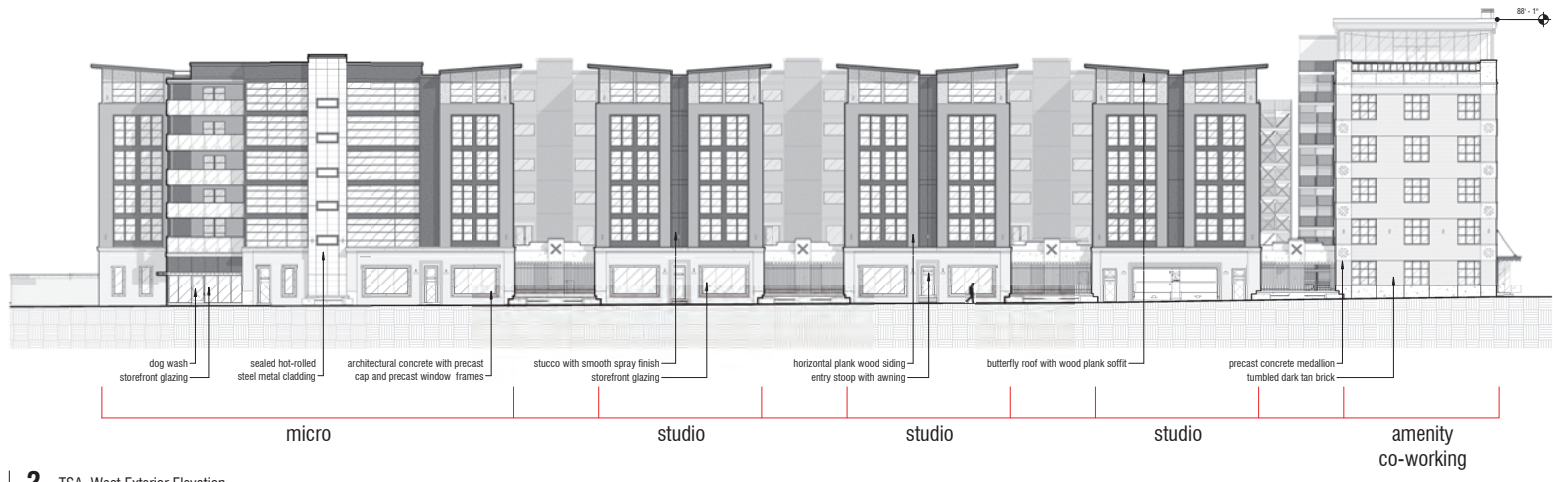
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ATTACHMENT C: BUILDING ELEVATIONS



1 TSA, South Exterior Elevation
1" = 20'-0"



2 TSA, West Exterior Elevation
1" = 20'-0"

Exterior Elevations
1" = 20'-0"

salt lake crossing
490 W. 200 N. salt lake city, ut

19.0345

2/10/2020



ATTACHMENT D: SITE PHOTOS



View of Site, looking north-east on 490 West and 200 North



View of Site, looking south on 490 West



View of Site, looking north on 200 North



Perspective Photo on 200 North, looking east.

ATTACHMENT E: APPLICANT'S NARRATIVE

February 10, 2020
Salt Lake Crossing – 490 West 200 North
Design Review Application

Project Description

Salt Lake Crossing will add to the unique character SALT Development has been investing into the neighborhood of the Hardware District over the years. The project adds 300 micro and studio apartments with a co-working office environment. This will be the Live/Work dream for many start-up and tech oriented businesses migrating to Salt Lake City. The street face along 490 West has been repurposed with display areas for local art interspersed with pedestrian sitting areas. We are currently working with *A Gallery* and *West High School* to develop a program for displaying art along this street. We are also incorporating Hardware West, Hardware East and Salt Lake Crossing as hosts for future Gallery Strolls. 490 West Street is a very wide street due to the UTA Bus parking and will work perfectly to *take back the street* using food trucks and mobile vendors during evening events. We have done this successfully just to the south along Hardware West where we have a less programmed façade and less road width. With all the residents we have brought to this area it will now become a great place for SLC Arts events. We envision 490 West Street as a future avenue leading to a planned pedestrian plaza at the apex of Frontrunner and Trax along South Temple Street and on into the Gateway shopping center.

Boasting an oversized cross-fit gym, roof deck and clubroom, the southernmost building houses only amenities and office space of a quality unseen in the Salt Lake market. The amenity building is a dedicated, standalone structure that will house: an entry lobby, coffee shop, three floors of co-working space, a state-of-the-art gym, and a club house which opens to a roof top patio. The building is inspired by the historic Hardware Building. It is fully bricked (inside and out) and has exposed concrete ceilings with large open coffers accented by wood beams. The concrete structure is topped with an over-sized hot tub and garden style roof deck.

The buildings to the north house 150 studio apartments and 150 micro apartments. The studio apartments have unique floor plans with large windows, glass cornered showers and a full kitchen. The micro units share the luxury experience with the same finish and quality fit into a small, highly livable footprint. Each level of micro units will share a large dedicated common area with gourmet kitchens, dining, working areas, deck area and gathering areas at the large fireplaces. The base of this portion of building, concealing public and resident parking, is clad in rusticated 4" tall block accented with precast masonry detailing. Great expense has been given to this façade to make it visually interesting, human scale and an exciting walkway connecting 200 North Street to 300 North Street. We are also showing substantial green walls and planting (on grade and in raised planters) that we are coordinating with *Sinc Constructors*, local experts in landscape installation and maintenance. They are assisting in careful plant selection and with the size, drainage and protection of planters, especially with regards to the vines and any trees raised in planters.

Project Location

The project is located at the corner of 200 North Street and 490 West Street on the west side of the Hardware District under the northwest corner of the TSA Core zone. The north boundary of the site tapers to a point as 490 curves to the east to give room for the intersection of 300 North Street and the train tracks. The east boundary of the site borders a private fire access lane which is the back side of a 300-foot long parking garage for 400 West Apartments. The south side of the site is the dominant face of the project and the main pedestrian entrance. This entry responds to the design character of the neighborhood and meets the zoning requirements and design standards. It is also perfectly situated to benefit from the FrontRunner station. The west side of the building faces 490 West Street which serves as bus parking for the bus transfer station. Adjacent to the UTA Bus staging area is a chain-link fence securing rails for the FrontRunner and Union Pacific trains.

Purpose for Design Review

The project is faced with contextual challenges that make meeting a few of the design standards for TSA zoning impossible. Challenges include the long narrow shape of the site, a high water table and insufficient space around and on the property for parking. We reduced parking and pushed as much as possible underground. The remainder we are treating as a rich, functional building alongside the walkway. We have faced the parking with the building lobby and coffee shop on the southwest corner and the glass enclosed dogwash on the northwest corner. The remainder of the façade is either green wall with planters and benches or art display nooks.

At this project site the train tracks present both a physical and visual boundary between downtown and the industrial neighborhoods. All projects, both new and old, present the back of their buildings to this line. In fact, in the development of the Hardware Village site to the south, the road 490 West Street was gifted to the City to provide access for the UTA bus line serving the Front Runner train. Beyond the train is a frontage road which serves a series of storage units and industrial buildings. Parking is not allowed on this portion of 490 West Street as its primary function is to serve the bus routes. To further the challenge of the street, the UTA Frontrunner station was installed without landscaping which does not soften the transition from the train tracks to the bus lane. To mitigate the harshness of the street and adjacent tracks with chain link fence we are implementing several strategies to soften our side of 490 West Street. We have added trees, planters, vine walls etc. We are adding trees in the raised courtyards as part of the architecture and we are adding glass and doorways along the base of the building.

The request for the design review is to demonstrate how we are addressing these challenges to still provide a world class project on a constrained site that deserves the density and attention of the TSA Urban Core.

TSA Zone Design Standards not being met:

21A.37.05A2 – Ground Floor Use 60% for TSA + Visual Interest

We have relocated uses to the 490 West Street façade including the Dog Wash Room which we have strategically placed on the north west corner (see rendering) with multiple walls of glass. This helps the façade feel more open and welcoming given the glass walls on the corner that we are providing for this space. This is a heavily used amenity and will help put some eyes on the street in this most remote corner of our project. We have also added six art display rooms along the length of this façade. The entirety of this façade is now, coffee shop, dogwash, green wall with benches or art display.

Given we are not able to provide 60% of the street facing facades as occupied space, we have put great effort into the quality of design, scale and visual interest for the pedestrian. This includes articulated openings, additional glass, green vine walls, added site and building lighting along with periodic sitting pockets with benches and planters along the street. Please see the renderings for accurate depictions of these spaces.

21A.37.050C1 – Glass: Ground Floor 60%

We have added glass and other elements to open the façade at the base. The project shows 43% glass along the public streets. 200 North Street is 56% glass and 490 West Street is 32% glass. We propose using other elements to break up the façade and create an articulated openness that is desirable to the pedestrian experience. The vine walls add texture, color and transparency to the concrete façade. The doorways and stoops allow for easy access to the interior elevators and add articulation to the façade. The garden bench areas add moments of respite along the walkway and give variety to the pedestrian pathway.

Percentages of Façade Materials:

Glass:	32%
Green walls:	23%
Masonry:	29%
Misc Decorative:	11% (Decorative Precast caps, Cold Rolled Steel Panels, etc)
Openings:	5%

21A.37.050F – Street Facing Façade: Maximum Length 200 Feet

Due to the nature of the site it is not feasible to split the building. However, we have divided up the building to appear as 5 individual pieces. The project varies the architectural style, the textural patterns as well as open vs solid masses to help articulate the separate nature of the buildings.

21A.37.050A1/A2 – Non-compliant – See comments above.

21A.37.050B1 – Complies with approved materials on ground floor.

21A.37.050B2 – Complies with approved materials on upper floors.

21A.37.050C1 – Non-compliant – See comments above.

21A.37.050C2 – Complies with glass requirements for upper floors.

21A.37.050D – Complies with building entrance requirement.

21A.37.050E – Complies with blank wall requirement.

21A.37.050F – Non-compliant – See comments above.

21A.37.050G – Complies with upper floor step back.

21A.37.050H – Complies with exterior lighting requirements.

21A.37.050I – N/A

21A.37.050J – Exterior mechanical equipment is all screened by decorative walls.

21A.37.050K – Complies – Service areas are tucked behind building.

21A.37.050L – N/A

21A.37.050M 1 – Exterior skin of garage complies with standards.

21A.37.050M 2 – Design complies with expression on façade.

21A.37.050M 3 – Complies – No ramping is visible.

21A.37.050M 4 – Complies – All access points are highlighted on the exterior.

21A.37.050M 5 – N/A No stairs or elevators are visible from the street.

21A.37.050M 6 – Complies – lighting levels and glare with the garage are controlled.

21A.37.050M 7 – Complies – Entrance drive clearly identified through materiality and texture.

21A.37.050M 8 – Addressed in item 21A.37.050A2

21A.37.050M 9 – Complies – venting volume and location is addressed.

21A.37.050N – N/A – project is in TSA zone.

21A.37.050O – N/A – project falls in the TSA zone.

ATTACHMENT F: APPLICANT'S PLANS

SALT LAKE CROSSING

A P A R T M E N T S

200 NORTH 490 WEST

300 ULTRA LUXURY
CO-LIVING AND STUDIO HOMES
WITH A CO-WORKING ENVIRONMENT

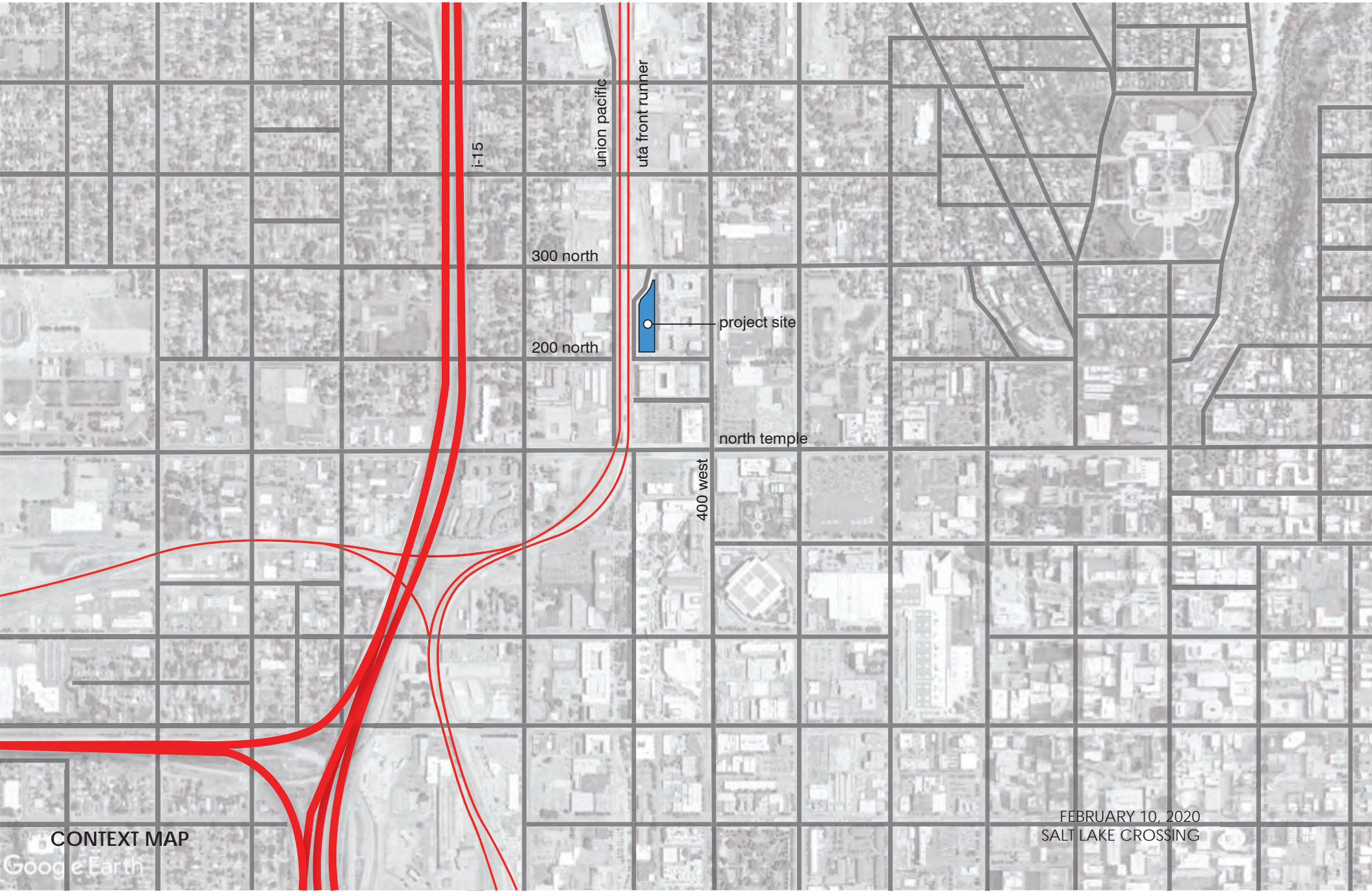




490 WEST STREET VIEW

FEBRUARY 10, 2020
SALT LAKE CROSSING

★
SALT
DEVELOPMENT



i-15

union pacific

uta front runner

300 north

200 north

project site

north temple

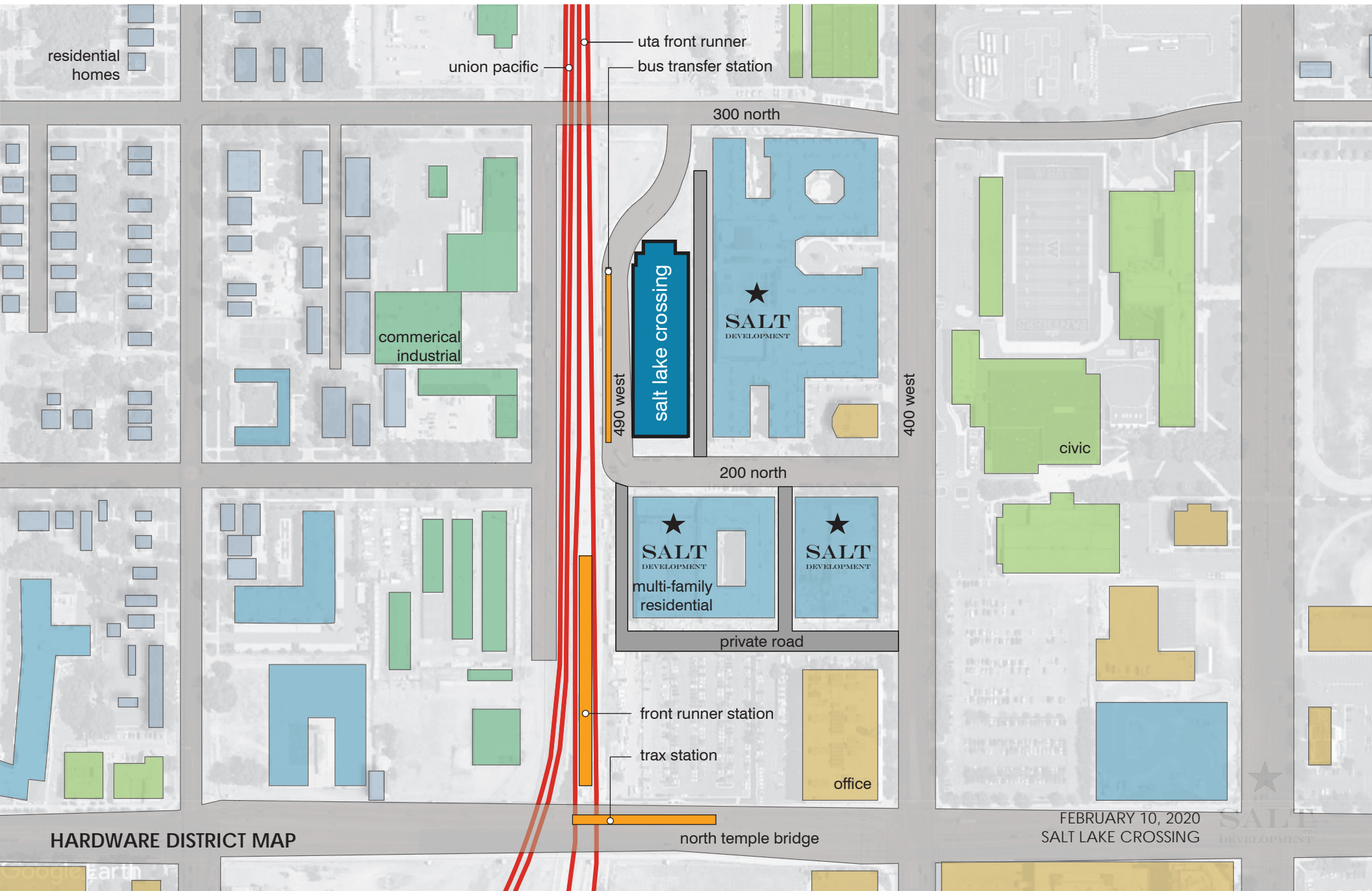
400 west

CONTEXT MAP

Google Earth

FEBRUARY 10, 2020
SALT LAKE CROSSING

UTAH DEPARTMENT OF TRANSPORTATION



HARDWARE DISTRICT MAP

FEBRUARY 10, 2020
SALT LAKE CROSSING





salt lake crossing

parking garage entrance

south side of street conforms to design standards

HARDWARE DISTRICT AERIAL

FEBRUARY 10, 2020
SALT LAKE CROSSING





500 WEST STREET
SOUTH OF 2ND STREET



500 WEST STREET
NORTH OF 2ND STREET



500 WEST STREET
SOUTH OF 300 NORTH



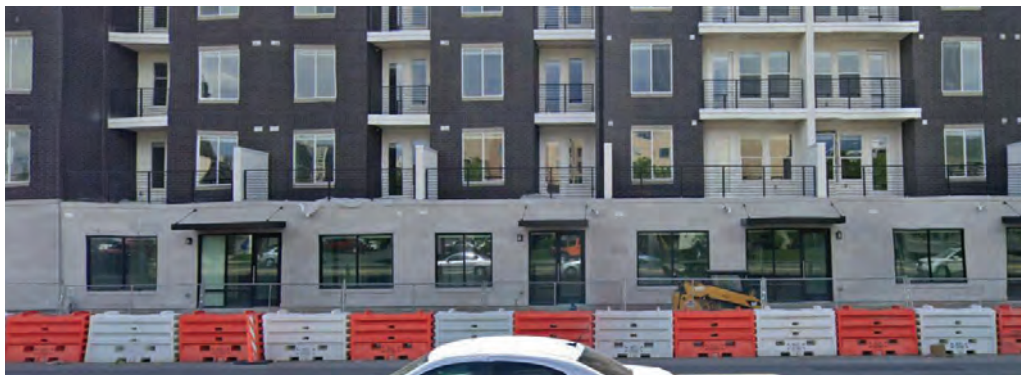
500 WEST STREET
SOUTH OF 300 NORTH



500 WEST STREET
300 NORTH: LOOKING NORTH

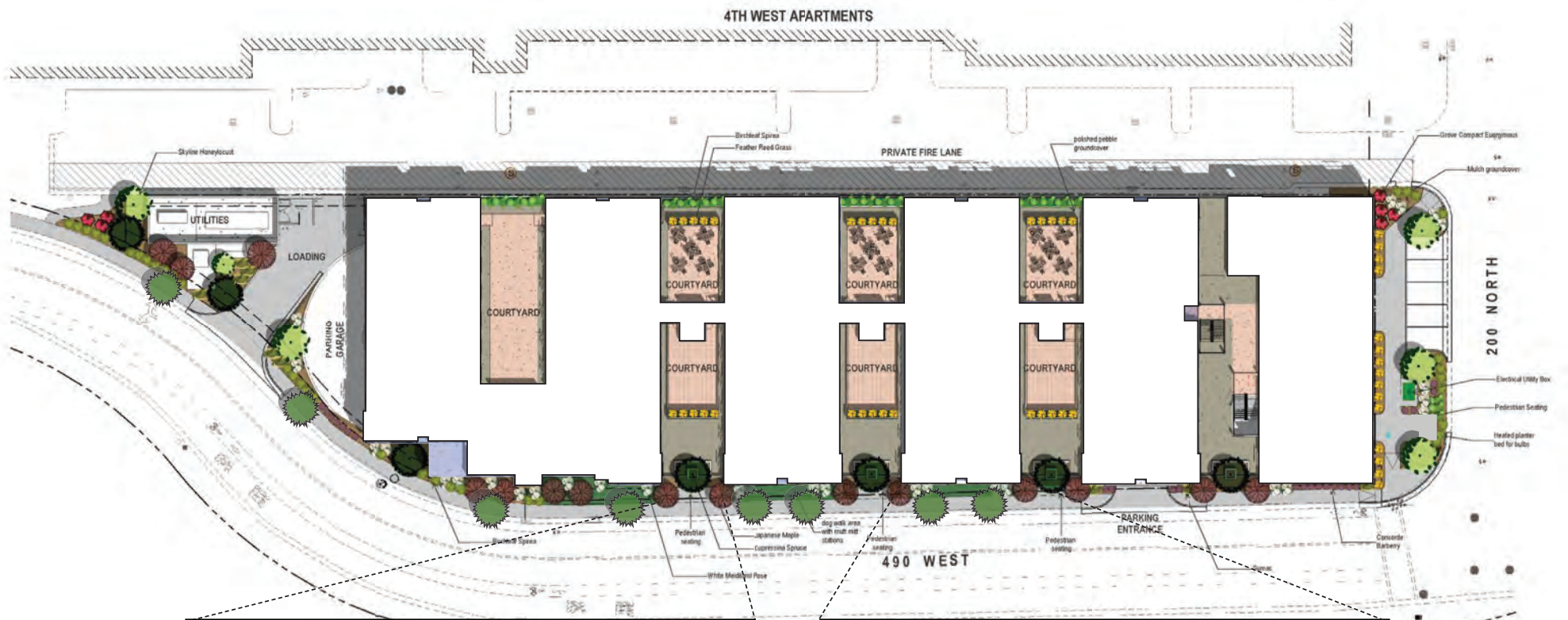


500 WEST STREET
MID BLOCK: 300 NORTH - 400 NORTH



NORTH TEMPLE/300 WEST
SKYHOUSE APARTMENTS

CONTEXTUAL PHOTOGRAPHS OF TSA-UC NEIGHBORING PROPERTIES



SITE PLAN

FEBRUARY 10, 2020
SALT LAKE CROSSING





APARTMENT HOTEL BUILDING
NEW YORK CITY, NEW YORK



SALT LAKE CROSSING
490 WEST STREET, SALT LAKE CITY, UTAH



KEARNS BUILDING
MAIN STREET, SALT LAKE CITY, UTAH

FACADE SCALE COMPARISONS



490 WEST FACADE

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DOG WASH AS NORTHWEST CORNER



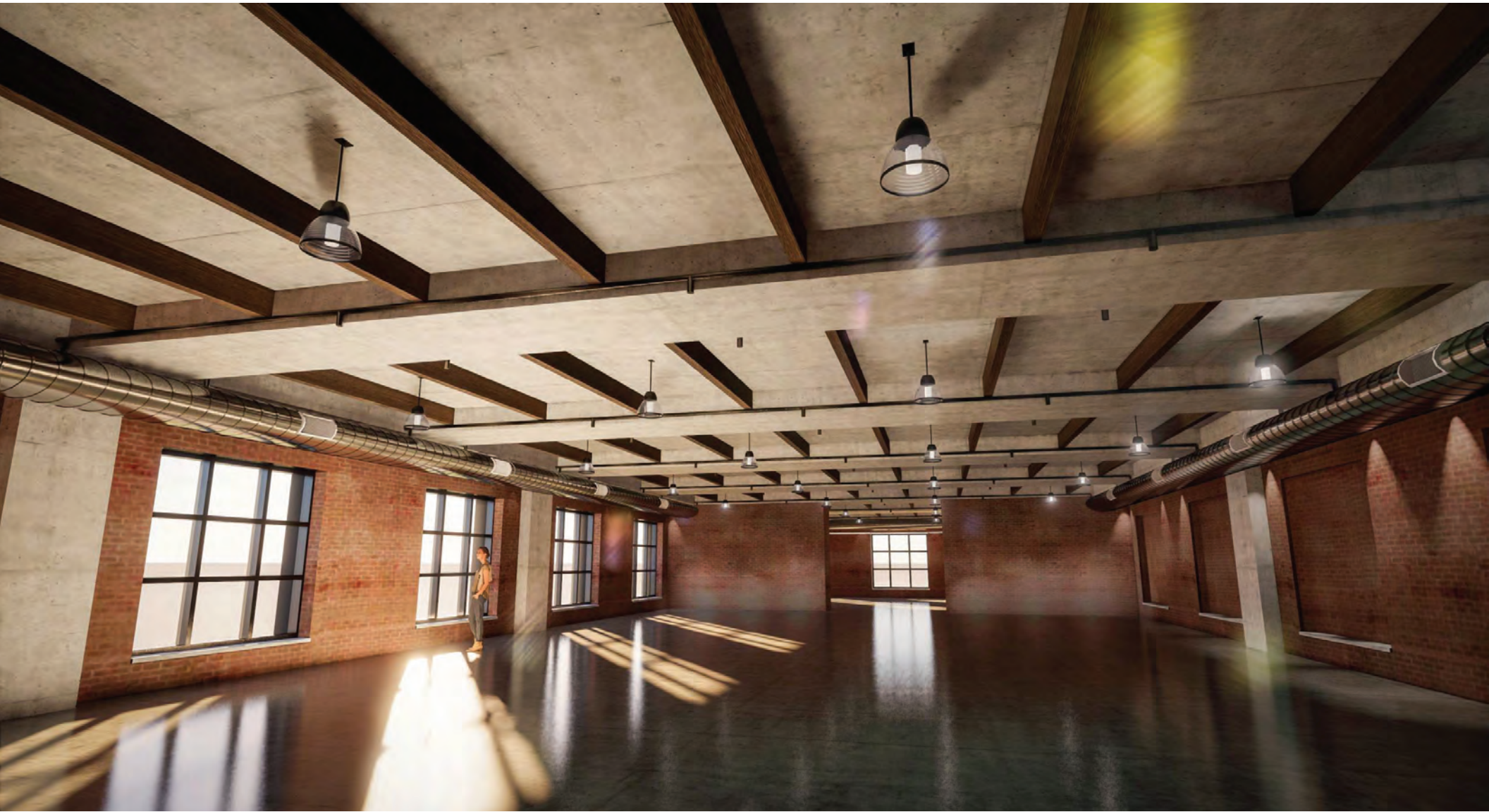
EVENING EVENT RENDERING ALONG 490 WEST



ENLARGED RENDERING OF BUILDING PLYNTH



ENLARGED RENDERING OF GREEN WALL AND BENCH AREAS



AMENITY BUILDING INTERIOR SHELL SPACE



AMENITY BUILDING ROOFTOP



RETAIL SPACE WITH OUTDOOR DINING AT INTERSECTION OF 200 NORTH AND 490 WEST

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uta bus transfer station
side walk with no landscape barrier or
visual separation of the frontrunner
and union pacific lines

SITE CONTEXT AERIAL

fire access lane

proposed parking
entrance

coffee/retail space at
Frontrunner juncture
the new project will face 200 north
as with the neighboring buildings
dedicated UTA employee restrooms

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