



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Nannette Larsen, 801-535-7645
Date: April 8, 2020
Re: PLNPCM2019-01106 – Salt Lake Crossing – 470 West 200 North

Design Review

PROPERTY ADDRESS: 470 West 200 North

PARCEL ID: 08-36-331-001

MASTER PLAN: Capitol Hill – Medium/High Mixed Use

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

REQUEST: 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 facades, ground floor façade consisting of at least 60% glass, providing operable building entrances at least every 40' on street-facing facades, and the maximum length of a street-facing façade of 200'.

RECOMMENDATION: It is Planning Staff's opinion that overall the project meets the intent of the zoning district and the Design Review standards with the recommended conditions of approval listed in this report. Therefore, Planning Staff recommends that the Planning Commission approve the Design Review subject to the following conditions of approval:

1. The design of the project shall be consistent with this staff report and submitted Design Review application.
2. TSA Development Score approval is required prior to building permit approval.
3. The ground floor shall be built in such a way as to allow for future active commercial uses along the street-facing facades.
4. Any changes to the site shall comply with all standards required by City Departments.

ATTACHMENTS:

- A.** Applicant Submittal and Information
- B.** Site Plan
- C.** Building Elevations
- D.** Site Photos
- E.** Zoning Ordinance Standards
- F.** Planned Development Standards
- G.** Department Comments
- H.** Public Process and Comments

PROJECT DESCRIPTION:

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', including a clubhouse on the roof, and will consist of 6 stories. The ground floor of the mixed use development is also proposed to include art displays along the building façade length on 490 West. Parking will be located on the ground floor as well as one level of underground parking.

BACKGROUND

The site under review is presently vacant and



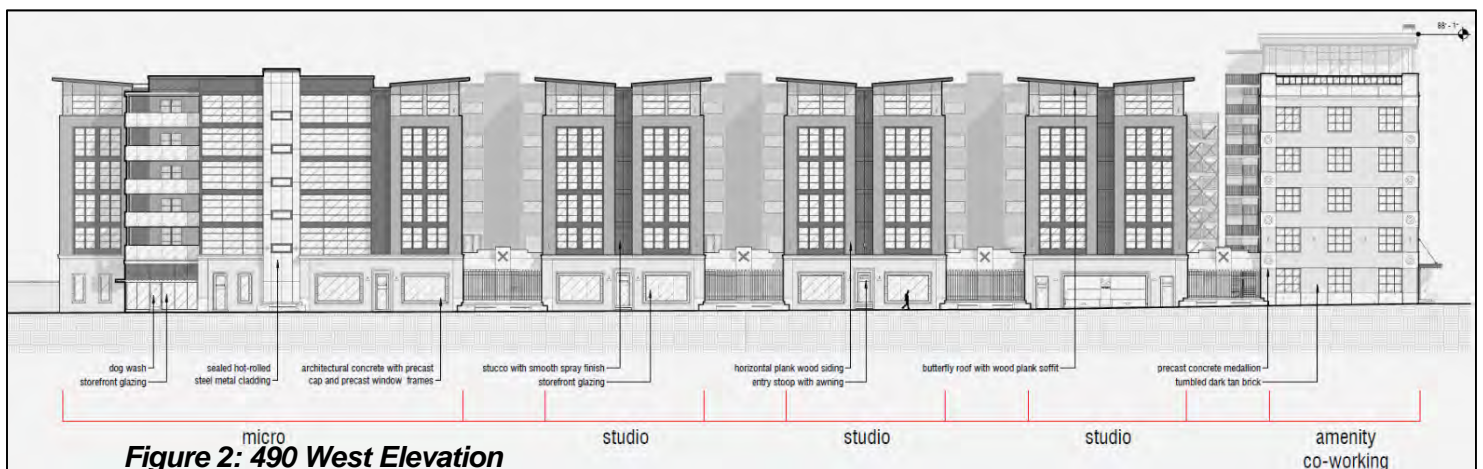
Figure 1: Existing Conditions

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.

The subject site is located in an area of the City which is developing pedestrian and bicycle infrastructure. 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 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.

Initially the applicant, Salt Development, submitted a TSA Development Score Review (PLNTSD2019-00919) for new construction as the project is located in the TSA-UC-C Zoning District. During the preliminary review of the TSA Development Score Review Planning Staff found the



proposed Salt Lake Crossing Development obtained sufficient points to constitute an administrative review by Planning Staff. It was during the preliminary review of the TSA Development Score Review that Planning Staff identified that the project did not meet several required design standards. In response the applicant submitted an application for Design Review to request modifications of certain design standards. Due to the expanse of requested design modifications the application requires a decision by the Planning Commission to modify the required design standards.

Planning Commission previously reviewed the proposed Design Review application during a work session on February 26, 2020. It was during this work session that the Planning Commission heard and discussed Planning Staff and the applicant's perspective of the location of the site. During this meeting the Planning Commission gave staff direction on the project. During the work session meeting the unique location of the site was considered as well as the design modifications requested by the applicant. While all of the requested modifications were discussed, the Planning Commission recommended that the applicant address the intermittent green walls along 490 West. The applicant worked to address this concern by increasing the depth of the green walls, so that the green walls are stepped back 3' from the surrounding front façade of the building. The proposed green wall are discussed further in Key Consideration 2 in this Staff Report

DESIGN STANDARD OVERVIEW AND REQUESTED MODIFICATIONS

The design standards the applicant is requesting to be modified from the underlying zoning district (TSA) in order to develop the site includes:

- Modification to the required 80% of ground floor use as a use other than parking;
- Modification to the minimum 60% ground floor glass;
- Modification to the number of required building entrances;
- And, modification to the allowed maximum 200' length of the building façade.

The extent of modification the applicant with Salt Development is requesting necessitates review by the Planning Commission. In making a decision for the Design Review the Planning Commission should consider whether the proposal meets the standards in Section 21A.59.050 of the zoning code. The standards of review may be found in this Staff Report as Attachment F.

KEY CONSIDERATIONS:

The key considerations listed below have been identified through the analysis of the project, neighbor and community input, and department review comments.

1. Compliance with the Underlying Zoning District
2. Modifications to Maximum Building Façade Length
3. Modifications to Ground Floor Use and Visual Interest
4. Modifications to Ground Floor Glass
5. Modifications to the Number of Building Entrances

Consideration 1 – Compliance with the Master Plan and the Underlying Zoning District

The Salt Lake Crossing site is located in the Capitol Hill Master Plan. One goal of the Capitol Hill Master Plan in guiding development in the community is to, *“encourage appropriate housing opportunities in the community in appropriate locations through renovation of existing structures and compatible infill development and redevelopment”*.

The Salt Lake Crossing development meets this goal as it increases housing stock in the area by providing 300 additional residential units. The development also accommodates for a diversity of housing types by introducing micro apartments with shared living spaces.

A Design Review requires, per Section 21A.59.050, that any approved design review meet the intent of the underlying zoning district. The subject property is located in the TSA-UC-C (Transit Station Area Urban Center Core) zoning district. The TSA district purpose is outlined in Section 21A.26.078 of the Salt Lake City Zoning Code:

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.

The Urban Center station area in the TSA zoning district includes the following purpose in Section 21A.26.078:

"An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use."

Finally, the Core substation area purpose is to:

"...provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm."

Salt Lake Crossing meets the intent and goals of the underlying TSA-UC-C zoning district in that it creates a mixed use development on a site which supports transit and pedestrian oriented development by providing additional residential housing units located near the North Temple Frontrunner and TRAX stations. By providing additional housing in these locations it supports transit ridership while increasing the number of pedestrians along both frontages of the subject site – 200 North and 490 West.

Commercial uses will be located on the 200 North ground floor which will activate the space for pedestrian activity and functions as a connector use between the North Temple Frontrunner station to the west and the rest of the community along 200 north. While the 490 West ground floor use will not include an active use, the ground floor use along 490 West is proposed to be a ground floor parking garage, art displays along the 490 West frontage will be created in order to develop visual interest to pedestrians on the street and activate 490 West. The use of art displays create a sense of space which is unique to the area and which will allow for the continual development of the space as an active and lively street scape.

Initially the building will provide a space for art displays, for use by local and youth artists in the area, as the surrounding properties continue to develop this space will change to a more commercial use which will further activate the 490 West public space. A condition of approval of the Design Review is

that the ground floor will be constructed in a way that would easily allow the spaces to convert to commercial development of the building on the ground floor which faces 490 West.

While the ground floor use will utilize art spaces to increase public interest along 490 West the façade along this street frontage will also be designed in a way which is oriented toward the pedestrian. Green walls will break up the expanse of the building while highlighting the columnar appearance of the upper portions of the building. Further the facades of both frontages of the building are pedestrian oriented as they are scaled

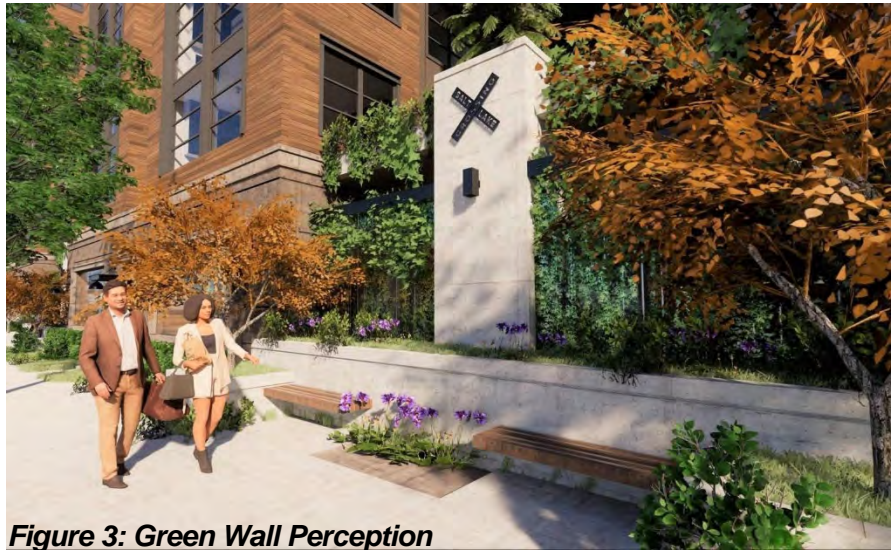


Figure 3: Green Wall Perception

appropriately to the sidewalk and the proposed building materials will include durable materials, such as brick, architectural concrete, and precast capping and window frames. This material detailing creates further interest in the building.

The development proposal provides for a variety of land uses; the differing land uses are delineated by the differing architecture of the building. The building articulation along 400 North which houses the office and co-working spaces is different from the middle columnar section of the building which houses the studio apartments. The last and northern most portion of the building has a greater window to wall ratio and affords space for the micro-apartment with shared living space.

While technically, the proposed Salt Lake Crossing development doesn't meet the active ground floor use requirement as required by the design standards in the TSA zoning district, the proposed development meets the intent of the underlying zoning district in that it provides spaces for pedestrians along 490 West and 200 North, it creates interest along the entire façade length by instilling differing architectural styles and a unique land use type along the entire façade length, and by ensuring, as the development of the neighborhood continues, that future commercial uses are available to active the street.

Consideration 2 – Modification to Maximum Building Façade Length

The maximum permitted building façade length is 200' in the TSA zoning districts. The Salt Lake Crossing development will exceed this by over double at 450'. The purpose of creating a maximum building façade length is to break up large expanses of building and to create spaces which are more human scale and comfortable to the pedestrian. Salt Lake Crossing appears to be accomplishing this objective in the window size and massing which is considered to be human scale. Further, the overall design of the building is differentiated between the different types of uses creating an overall sense of a reduced building length.

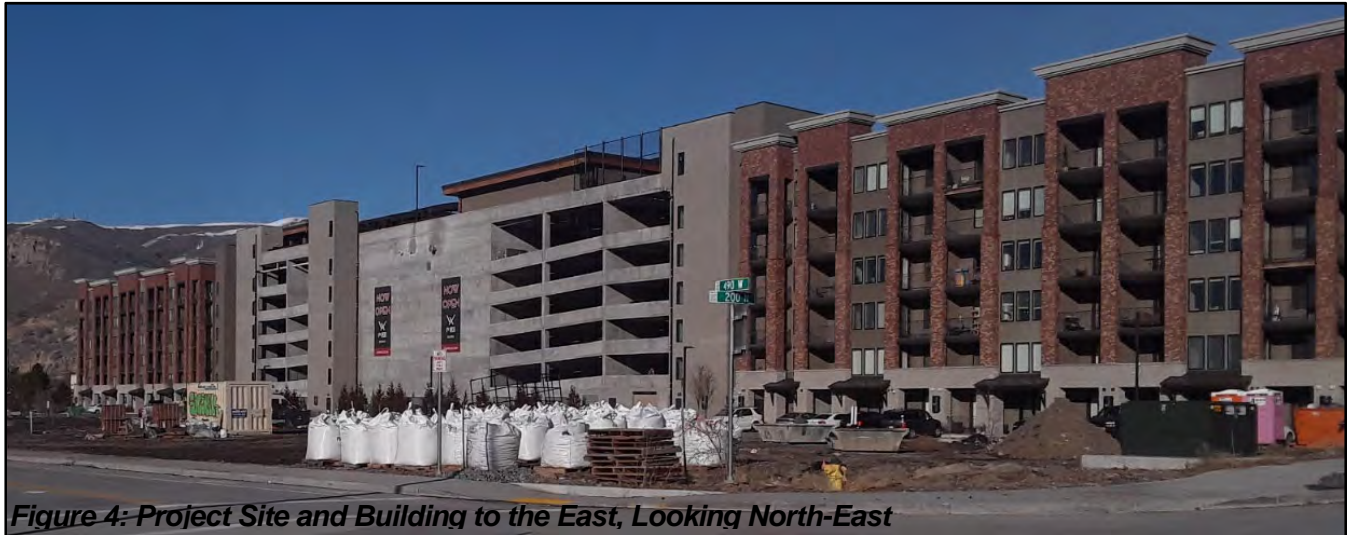


Figure 4: Project Site and Building to the East, Looking North-East

Between the columns of the building an open courtyard is proposed, while this courtyard doesn't extend to the ground floor, the use of a green wall is proposed to accentuate this space and connect the upper story courtyard with the ground facade. The green walls are proposed to be setback from the façade approximately 3' and will include a sitting space which ties this space to the courtyards above. The green wall proposed on the ground floor will further provide contrast from the surrounding lengths of façade by creating depth in a kind of terraced green wall space with a column in the center of the green wall.

Additionally, the sites to the east and south of the subject property are fully developed. The façade length of these two developments exceed the design standard façade maximum, as the sites were developed prior to the enactment of the current design standards, including the maximum façade length of a building. Because the surrounding buildings were previously developed with façade lengths which far exceed the maximum required today, the proposed Salt Lake Crossing will be similar to the massing and size of the surrounding community.

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 that the Planning Commission approve a modification to the maximum street façade length.

Consideration 3 – Modification to 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 emphasizes comfort and safety of 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, increasing visibility to the street generally reduces crime in the area.

While the Salt Lake Crossing proposal includes a 100% active ground floor use along the 200 North façade, providing space for a co-working office and a coffee shop, the proposal 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 5: Proposed Site Plan

The amount of 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 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.

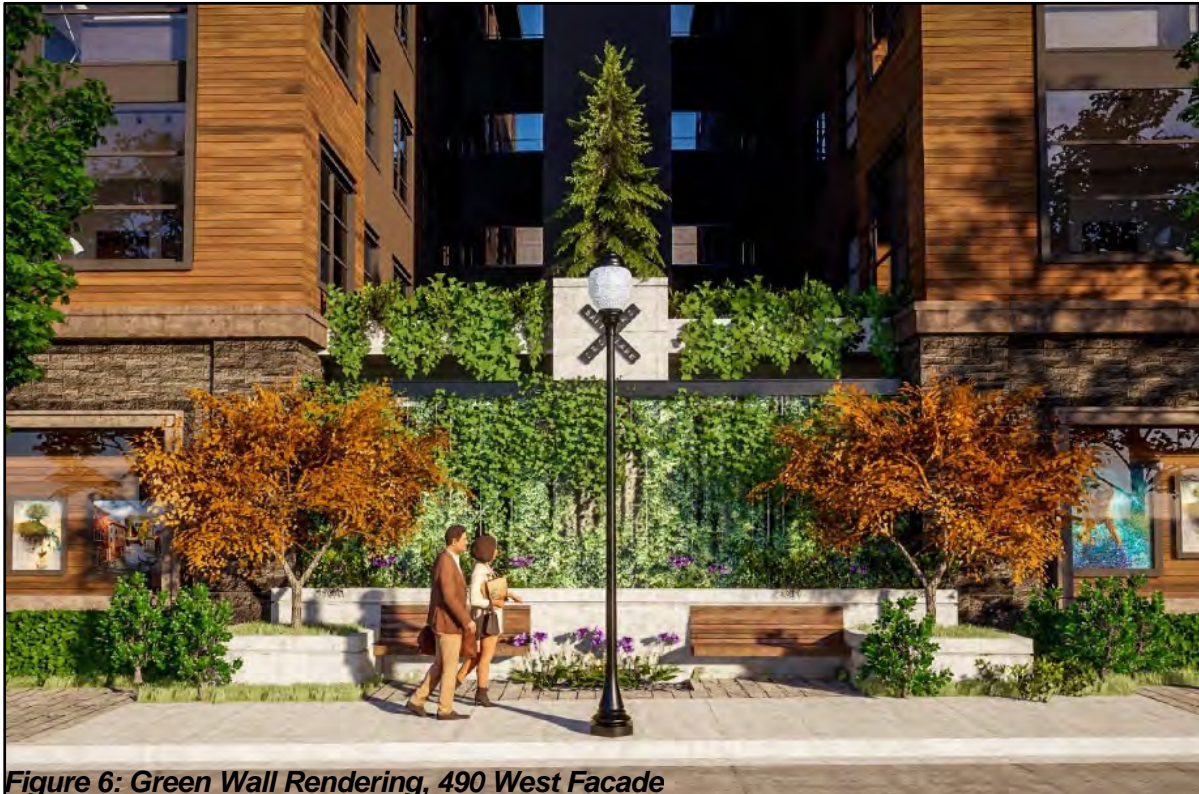


Figure 6: Green Wall Rendering, 490 West Facade

In addition to the 60% active ground floor use the design standards in the TSA zoning district requires 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 where the building step backs on the upper floors in order to define 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 proposed green walls will be terraced towards the top and will be stepped back from the neighboring façade walls approximately 3' in order to create a sense of

dimension and depth to these spaces. This increase depth establishes a feeling of enclosure and pedestrian comfort to these spaces.

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 meets the intent of the Design Standards in that it 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 design and material variety along the west façade.



Figure 7: Art Display Rendering, 490 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. As part of a Planning Staff recommendation is a condition for approval that these spaces are constructed in such a way which would allow for these spaces to be easily converted into commercial development of the ground floor street facing façade on 490 West.

Consideration 4 – Modifications to Ground Floor Glass

TSA district design standards require the ground floor 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 façades. 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 8: 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. Further, requiring the windows to be expanded won't necessarily improve the scale of the building but could instead enlarge the sense of scale of the development away from a pedestrian oriented design.

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. Even though technically the design standard is not being met the intent is as the proposed art displays orient the design of the building to the sidewalk rather than the street and creates visual interest by providing variety to the pedestrian scale of the building.

Consideration 5 – Modifications to the Number of Building Entrances

In the TSA district building entrances are required 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, Planning Staff recommends the Planning Commission approve the request modification to the building entrance design standard on the ground floor façade as the proposal meets the intent of the design standards for the TSA zoning districts. The proposed placement of the building entry doors allow for it to continue the vertical lines of the upper floors of the building and better integrates the ground floor with the rest of the building. The vertical lines above the entry doors as well as the slope of the roof of the building also emphasize the entry doors and create a kind of way finding element for pedestrians from the sidewalk to the building. In the future, when parking areas are converted to commercial spaces additional entrances will need to be installed to provide access. Planning Staff recommends allowing for a modification to the building entrance design standard.

DISCUSSION:

The proposed Salt Lake Crossing development will meet the intent of the TSA Urban Center zoning district by creating a development with a diversity of uses, a building design which is oriented to the street, and by providing residential uses near transit stations to the west of the site. The land uses

proposed on the site will create demand for transit services and will increase pedestrian activity in the area, further the design of the building allows for land uses on the site to adapt to future developments in the area which would support additional commercial uses.

Due to the constraints of the site, the narrow and lengthy nature, and the development built and pedestrian infrastructure surrounding the site, the requested modifications to the Design Standards are appropriate. The building architecture and design proposed are human scale and oriented toward pedestrian use, the design and massing of the building will also be compatible to the established built environment surrounding the North Temple transit stations. Staff recommends approval of the proposed Design Review.

NEXT STEPS:

Design Review Approval

If the design review is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

Design Review Denial

If the design review is denied, the applicant cannot proceed with the project and will be required to meet the design standards of the underlying zoning ordinance in order to develop the property.

ATTACHMENT A: APPLICANT SUBMITTAL AND INFORMATION



Design Review

SALT LAKE CITY PLANNING

OFFICE USE ONLY

Project #:	Received By:	Date Received:	Zoning:
PLNPCM2019-01106	NL	11/21/19	TSA

Project Name:
Salt Lake Crossing

PLEASE PROVIDE THE FOLLOWING INFORMATION

Request:
To not consider 490 West as pedestrian street frontage as per the TSA design standards.

Address of Subject Property:
470 West 200 North

Name of Applicant: Brian Hobbs	Phone:
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Address of Applicant:

[REDACTED]

E-mail of Applicant: [REDACTED]	Cell/Fax:
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Applicant's Interest in Subject Property:

☒ Owner ☐ Contractor ☐ Architect ☐ Other:

Name of Property Owner (if different from applicant):

E-mail of Property Owner:	Phone:
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➔ **Please note** that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

AVAILABLE CONSULTATION

➔ Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.

WHERE TO FILE THE COMPLETE APPLICATION

<i>Mailing Address:</i>	Planning Counter PO Box 145471 Salt Lake City, UT 84114	<i>In Person:</i>	Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
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REQUIRED FEE

➔ Filing fee of **\$776** plus **\$121** per acre in excess of (1) acre.
➔ Plus additional fee for required public notices.

SIGNATURE

➔ If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent:	Date:
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Updated 4/2/19

SUBMITTAL REQUIREMENTS

Staff Review

1. Project Description (please attach additional sheet)

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Written description of your proposal. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Type of construction and list the primary exterior construction materials. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Number, size, and type of dwelling units in each building, and the overall dwelling unit density. |

2. Minimum Plan Requirements

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | A digital (PDF) copy of each plan and elevation drawing. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | One 11 x 17 inch reduced copy of each plan and elevation drawing. |

3. Site Plan

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Site plan (see Site Plan Requirements flyer for further details). |
|--------------------------|-------------------------------------|---|

4. Elevation Drawing

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Detailed elevation, sections and profile drawings with dimensions drawn to scale. |
|--------------------------|-------------------------------------|---|

5. Additional Requirements

- | | | |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | All of the application information required for site plan review as identified in Section 21A.58 of this title. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Photos showing the facades of adjacent development, trees on the site, general streetscape character, and views to and from the site. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the purpose of the individual zoning district in written narrative and graphic images. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the purpose of the applicable design standards of the individual zoning district in written narrative, graphic images, and relevant calculations. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Demonstration of compliance with the applicable design review objectives (Section 21A.59.060) in written narrative, graphics, images, and relevant calculations. |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

_____ I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

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.

SALT LAKE CROSSING

A P A R T M E N T S

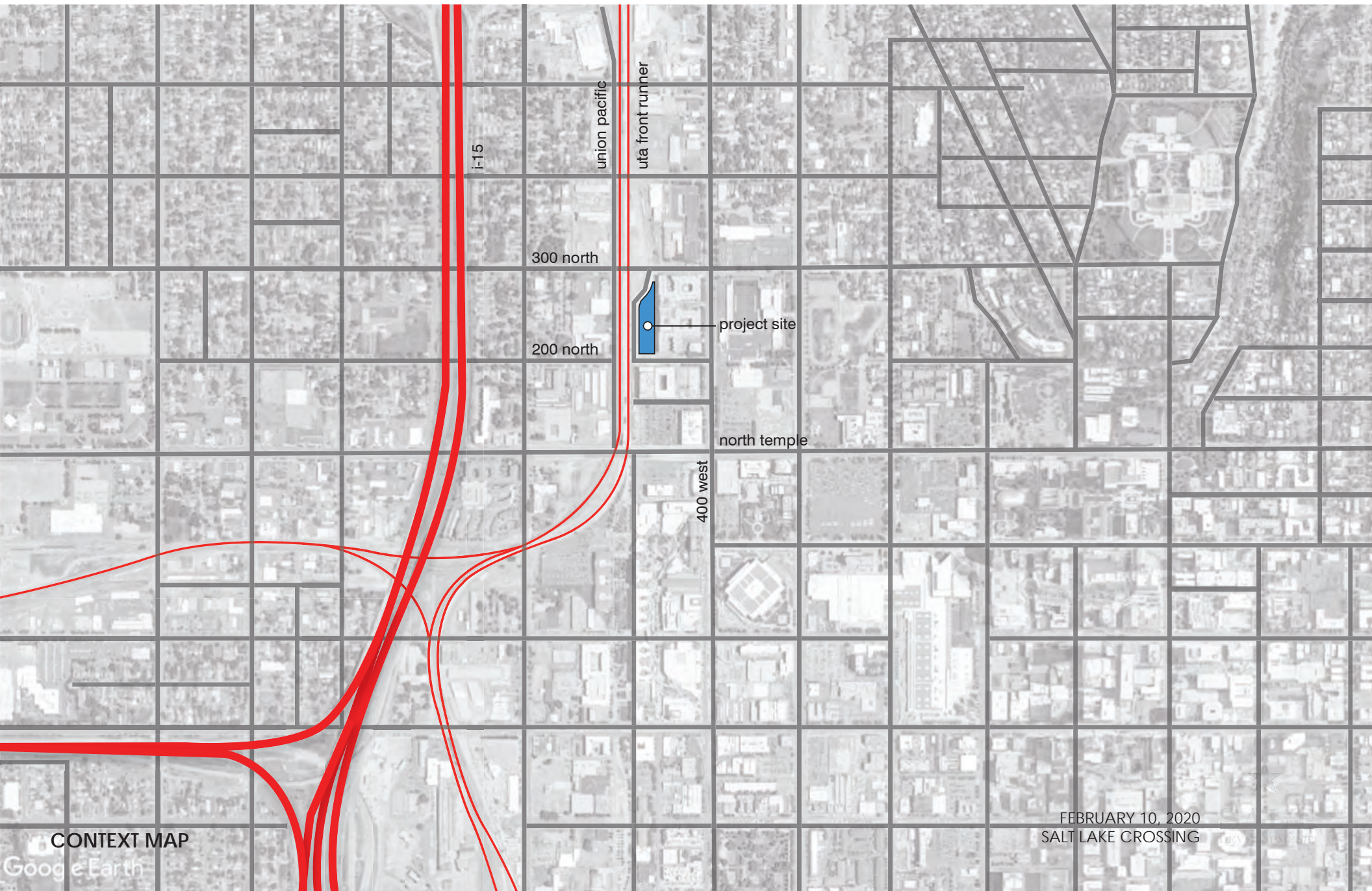
200 NORTH 490 WEST

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





490 WEST STREET VIEW

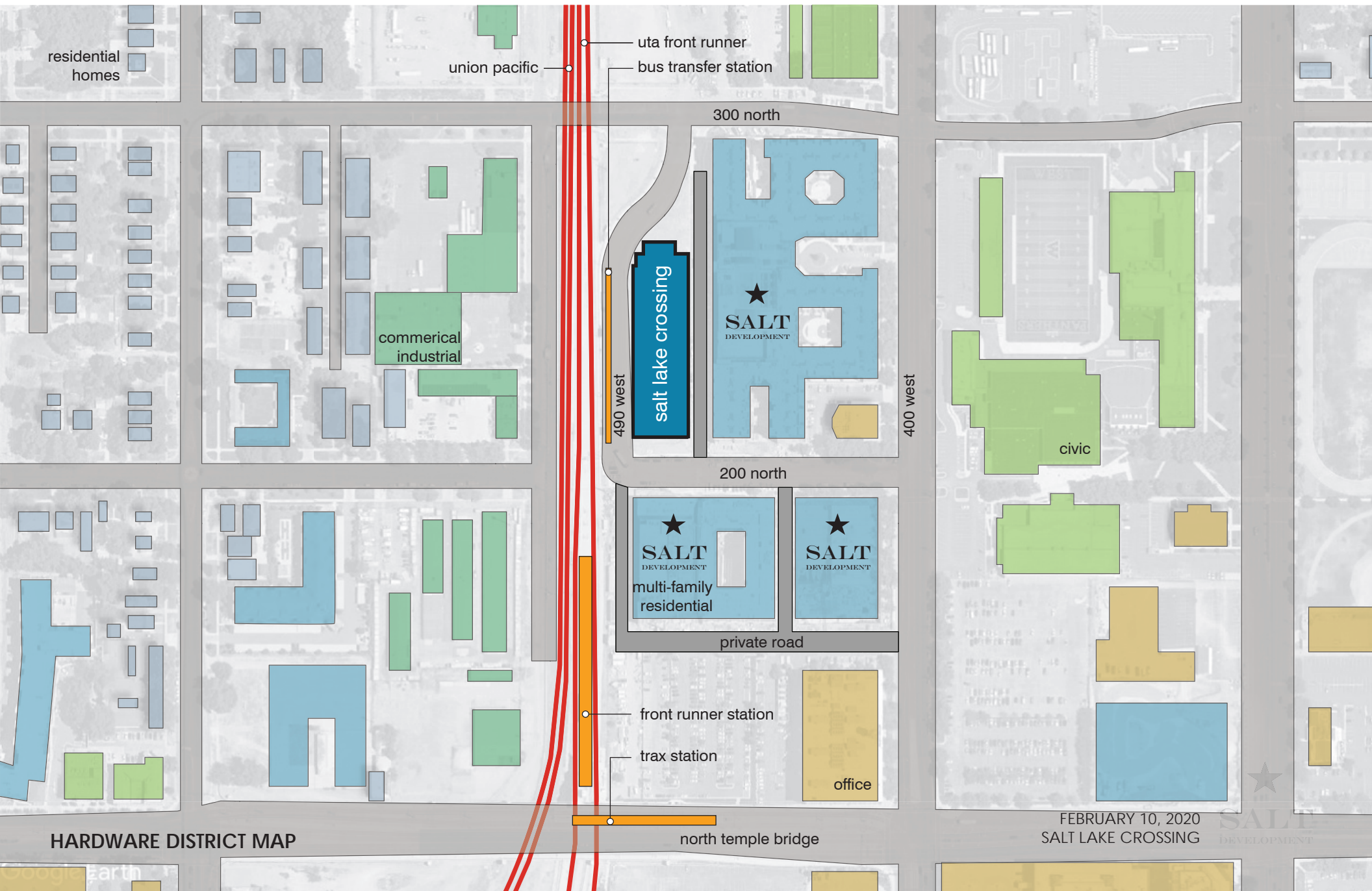


CONTEXT MAP

Google Earth

FEBRUARY 10, 2020
SALT LAKE CROSSING

UTAH DEPARTMENT OF TRANSPORTATION



HARDWARE DISTRICT MAP



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



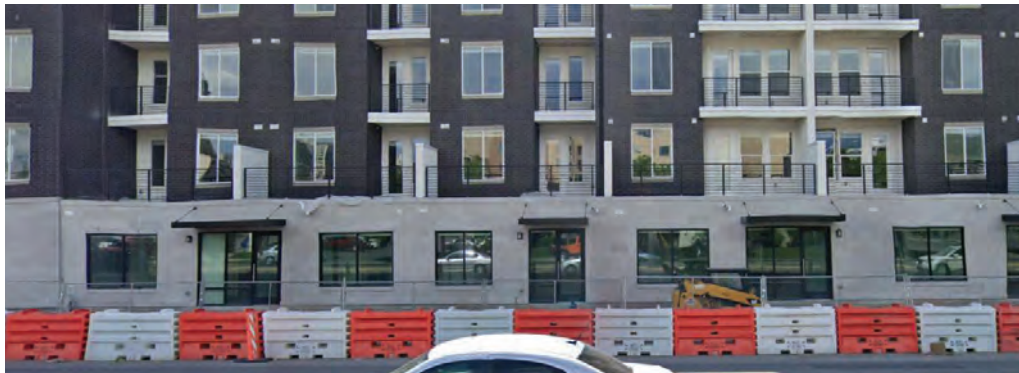
500 WEST STREET
SOUTH OF 300 NORTH



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

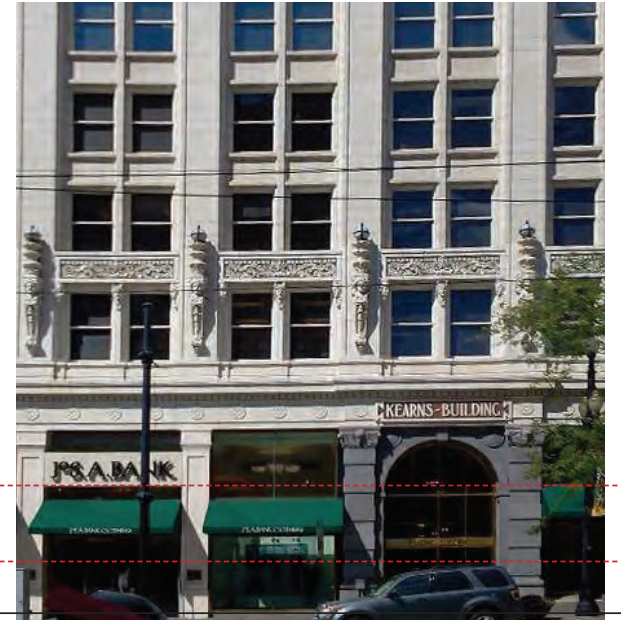




APARTMENT HOTEL BUILDING
NEW YORK CITY, NEW YORK



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



KEARNS BUILDING
MAIN STREET, SALT LAKE CITY, UTAH

FACADE SCALE COMPARISONS

FEBRUARY 10, 2020
SALT LAKE CROSSING





490 WEST FACADE

FEBRUARY 10, 2020
SALT LAKE CROSSING





DOG WASH AS NORTHWEST CORNER

FEBRUARY 10, 2020
SALT LAKE CROSSING





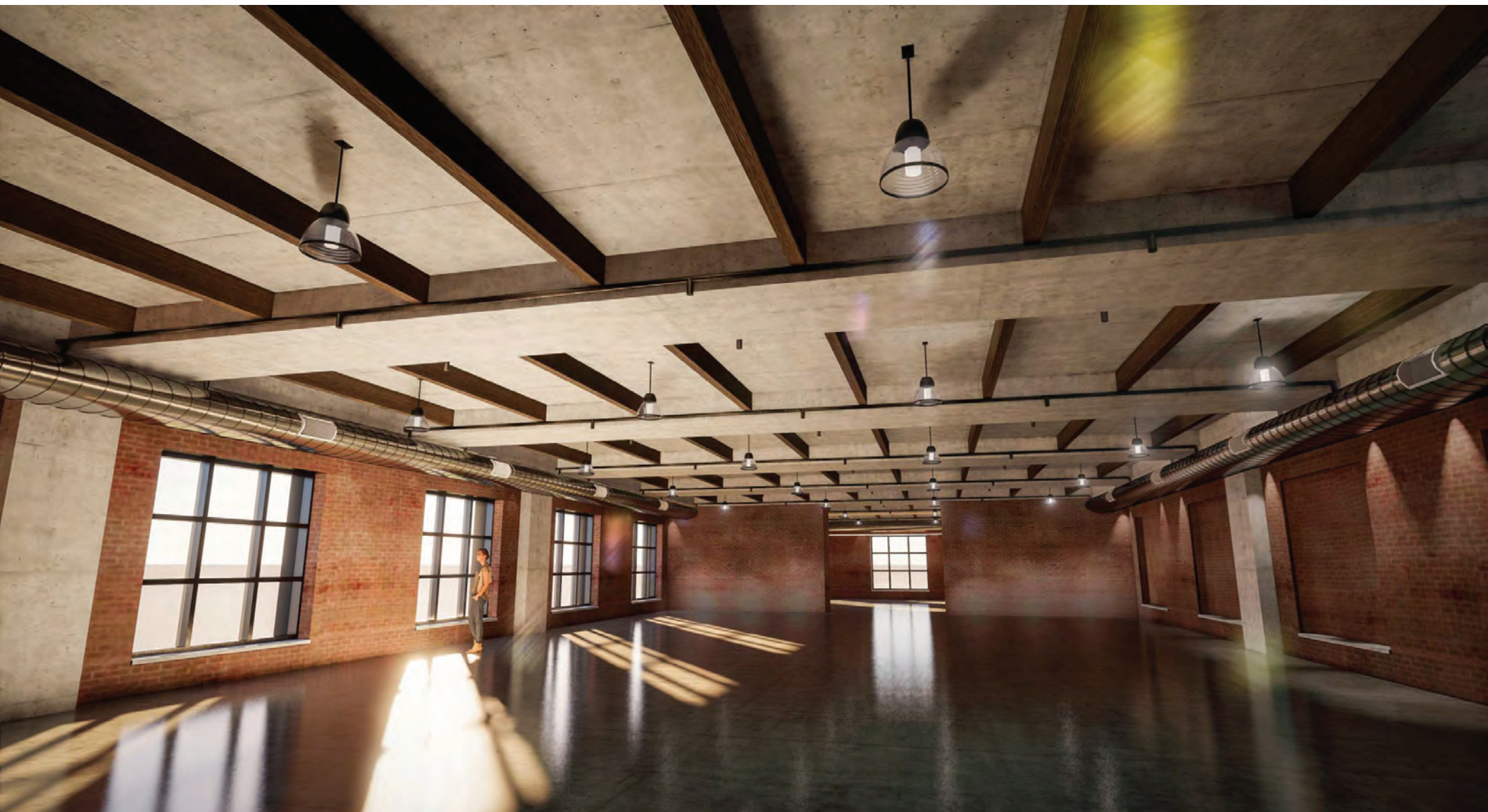
EVENING EVENT RENDERING ALONG 490 WEST



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

FEBRUARY 10, 2020
SALT LAKE CROSSING





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

fire access lane
proposed parking
entrance

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

FEBRUARY 10, 2020
SALT LAKE CROSSING

★
SALT
DEVELOPMENT

SITE CONTEXT AERIAL



SALT
LAKE



SALT
DEVELOPMENT



SALT
DEVELOPMENT

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"

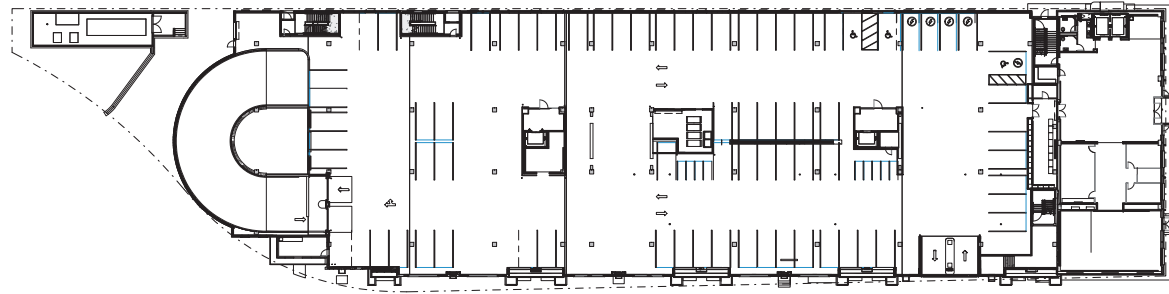
Site Plan / Level 01
1" = 30'-0"

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

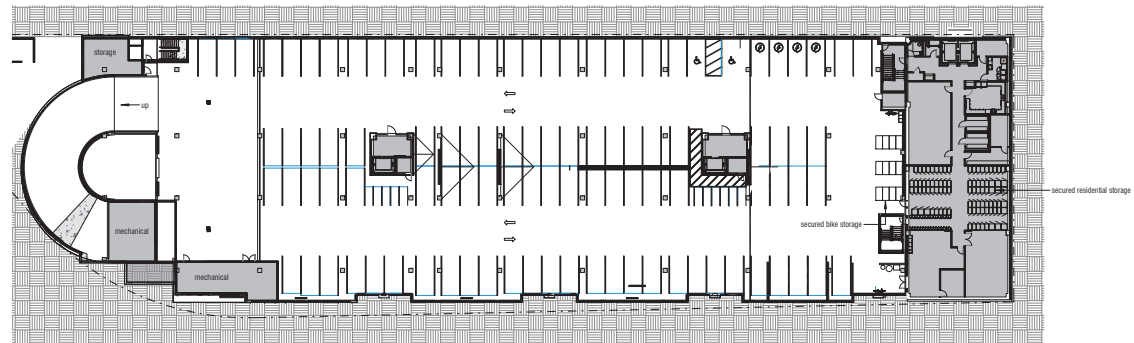
19.0345

02/10/20





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

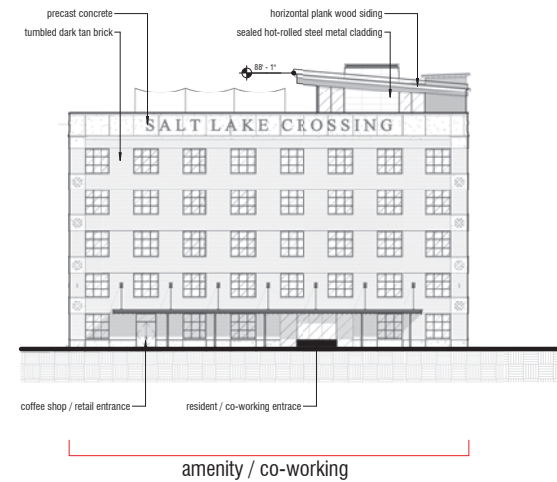
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1/03/2020

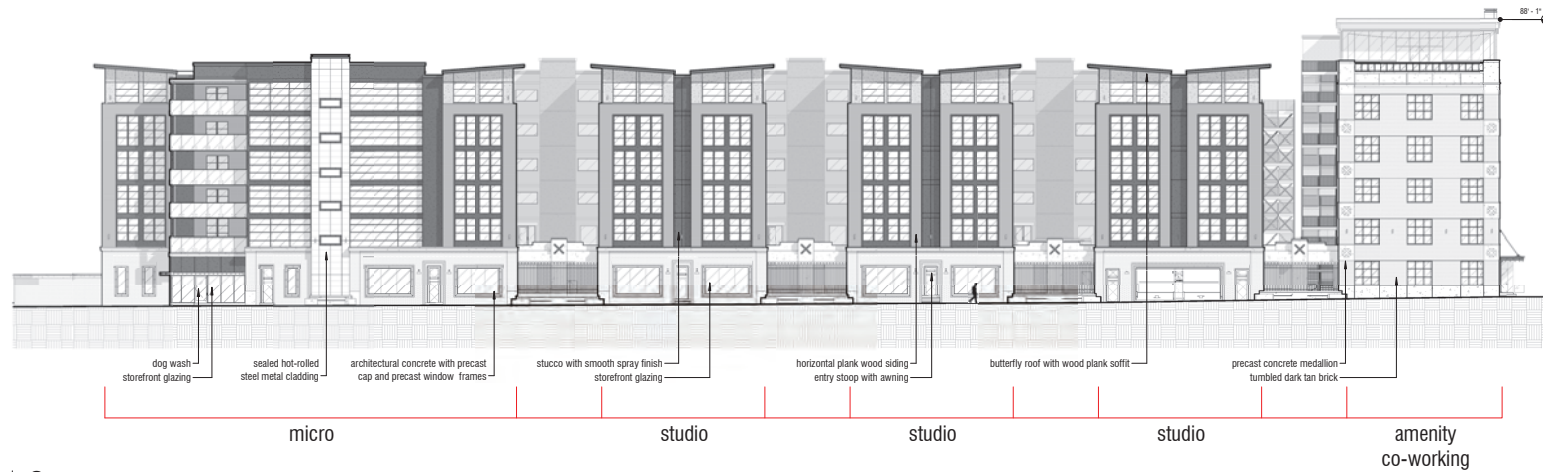
SALT
DEVELOPMENT



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

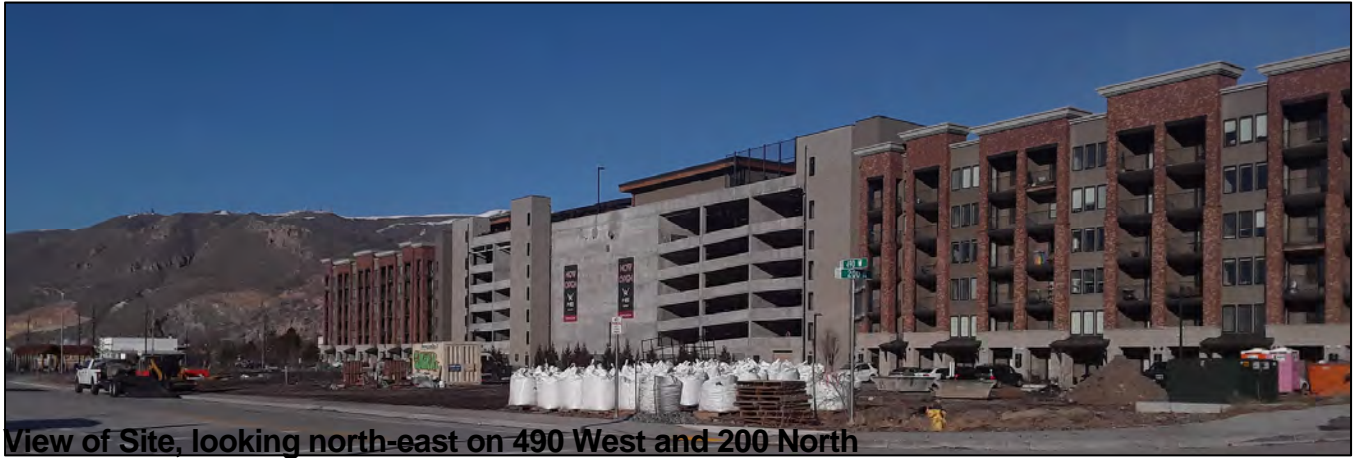
19.0345

2/10/2020

SALT
DEVELOPMENT



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: TSA-UC-C ZONING STANDARDS

TSA (Transit Station Area District)

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. The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Zoning Ordinance Standards for TSA-UC-C zone (21A.26.078)			
Standard	Requirement	Proposed	Finding
Minimum Building Height	40'	88'	Complies
Maximum Building Height	90'; 105' with 2 sloping roof planes	88' at the highest point.	Complies
Front/Corner Side Yard Setback	None At least 50% within 5'	The majority of the building will have a zero setback, the maximum setback is 2.5'	Complies
Minimum Lot Area	2,500 sq ft	66,694 square feet	Complies
Minimum Lot Width	40'	132'	Complies
Open Space Area	5,000 sq. ft. Including patios, courtyards, and rooftop and terrace gardens.	Over 17,000 square feet of open space is provided. This includes courtyards, patios, and rooftop gardens.	Complies
Site Circulation and Connectivity	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.	Sufficient pedestrian access to the building is being provided. There are building entrances for pedestrians on the street facing facades. These building entrances will be easily spotted and accessible to pedestrians and residents. Pedestrian access to the building will be highlighted by entrance stoops, and awnings. Within the building entrances are clearly marked accessways to resident elevators.	Complies
	All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations"	Measurements and location of parking access and stalls meets the standards of Sections 21A.44.020. Refer to Salt Lake City's Transportation review comments.	Complies

	Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.	No parking is proposed between the front facades of the building and the property lines.	Complies
	Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City.	The Capitol Hill Master Plan does not identify a midblock walkway on the subject property.	Complies
TSA Design Development Review	Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.	The ground floor building material will be brick and architectural concrete. On upper floors of the building less than 10% of stucco is proposed, with the majority of the building clad in wood siding, brick, and metal cladding.	Complies
	In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage.	The majority of the proposed structure will be building within 10' of the property line. On the north side of the building, along the rear property line one tree per 30' of street frontage will be provided.	Complies
	At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material.	Where sitting areas aren't located the front and corner side yards will be covered in live plant material.	Complies
	<p>Entry Feature Requirements: All required building entries shall include at least one of the following features:</p> <p>(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;</p> <p>(2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;</p> <p>(3) A covered porch that is at least five feet (5') in depth and</p>	Each building entrance to Salt Lake Crossing will have an awning; the building entrance along 200 North the awning will extend over 5' from the street facing building façade. The building entrances which face 490 West will include an awning which extends 3' from the building façade and will include an entryway stoop that is at least 2' above the sidewalk level.	Complies

	<p>at least forty (40) square feet in size; or</p> <p>(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.</p>		
Parking	<p>Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One (1) walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.</p>	<p>The Salt Lake Crossing development does not propose an open parking lot.</p> <p>A parking garage is proposed on the ground floor and basement of the building.</p>	Complies

ATTACHMENT F: DESIGN REVIEW STANDARDS

21A.59.050: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

Standard	Rationale	Finding
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.	<p>As reviewed previously in this Staff Report as Key Consideration 1, the proposed Salt Lake Crossing development and Design Review modifications meets the intent and purpose of the TSA-UC-C zoning district and the Capitol Hill Master Plan the project is within.</p> <p>The proposed project also meets the intent of the urban design element of the City.</p> <p>The Salt Lake City "urban design element" document states that high density residential house and commercial uses are appropriately located west of the central downtown area. Salt Lake Crossing will support this objective in that it creates needed housing west of the downtown area and accommodates an increase in demand by providing commercial and future commercial spaces on the ground floor of the development.</p>	Complies
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.	<p>While the Salt Lake Crossing development will include rooftop community spaces and courtyards, the ground floor street facing façade's designs are oriented toward the public sidewalks.</p> <p>Building entrances for patrons and residents of the building will all face the street and are accessible from the sidewalk.</p> <p>The building will be located with 5' of the front and corner property lines along 200 North and 490 West.</p> <p>The parking garage will be located within the building, on the ground floor and basement levels of the structure.</p>	Complies
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	<p>The upper floors of the building meet the glass requirements in the Design Standards Section 21A.37.060 of Salt Lake City Zoning Code.</p> <p>The ground floor along 490 West does not meet the Design Standards for glass coverage, this is required at 60% of the ground floor street facing façade length. However, the placement and size of windows are sufficient to activate the street along</p>	Complies

<p>ground floor facades.</p> <p>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</p> <p>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.</p>	<p>490 West. While the amount of fenestration doesn't meet the standard, it does provide sufficient visual interest from the street with the use of intermittent green walls and architectural detailing at window transitions at a more human scale, this allows for a greater degree of interaction and interest from the street.</p> <p>Additional connection to pedestrians along 490 West is provided through seating areas near the proposed green walls and differing paving materials near these seating areas. Planters will be used to highlight these locations and to enhance a sense of enclosure to these spaces.</p>	
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <p>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.</p> <p>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.</p> <p>3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.</p> <p>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.</p>	<p>As review in Key Consideration 2, the proposed building mass exceeds the maximum street facing façade length along 490 West. However, because the surrounding built environment was developed prior to the Design Standards maximum façade length codification, all of the surrounding, previously constructed, buildings also exceed the required façade length restriction. Because of this, the proposed Salt Lake Crossing building meets the established character of the neighborhood with larger building lengths and massing.</p> <p>While none of the other buildings in the area are stepped back, the proposed new construction will have intermittent setbacks to accommodate a courtyard area between the columnar structures of the building. These step backs will mimic a shorter façade length and alter the perception of the building size by creating voids in the upper stories of the structure.</p> <p>The upper stories of Salt Lake Crossing will have sufficient fenestration to create a more open appearance of the structure than what is perceived with the proposed front façade. While the courtyard necessitates that the building is stepped back, the columns, where there is no step back, will have ceiling to floor windows on their upper floors. This creates an increased sense of openness in the building and a reduced void to wall ratio.</p>	<p>Complies</p>
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <p>1. Changes in vertical plane (breaks in façade);</p> <p>2. Material changes; and</p> <p>3. Massing changes.</p>	<p>Salt Lake Crossing will meet all three of these requirements. The building façade along 490 West will provide changes in the horizontal and vertical plane by the use of courtyards on the upper floors and a green wall stepped back from the façade of the building to add a perception of depth.</p> <p>The building materials will intermittently change as well, the green walls and seating areas with</p>	<p>Complies</p>

	surrounding planters will provide a sense of depth to the building while the art display areas will include architectural caps and brick veneers in these spaces.	
<p>F. If provided, privately owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 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. 	The proposed structure will be built to and within 5' of the public right-of-way. This subsection of the chapter does not apply	Complies
<p>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.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks 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 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: <ol style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. 	Salt Lake Crossing meets the minimum and maximum requirements for building height in the TSA district.	Complies

<p>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.</p> <p>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.</p> <p>3. Cornices and rooflines:</p> <p>a. Shape and define rooflines to be cohesive with the building's overall form and composition.</p> <p>b. Include roof forms that complement the rooflines of surrounding buildings.</p> <p>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.</p>		
<p>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.</p>	<p>Parking will be located within the building and should not negatively impact pedestrians and cyclists in the public right-of-way. The majority of the building entrances into the parking garage will be geared toward the pedestrian. A single ingress and egress access for vehicles using the parking garage will be provided along the 490 West frontage. The width and location of this access is appropriate to the site and development.</p>	<p>Complies</p>
<p>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.</p>	<p>The proposed development does not include exterior loading docks. All waste and recycling containers will be screened from view of neighboring sites and the street. Waste and recycling areas are located on the north side of the property and will be screened with an 8' split faced CMU wall along the east property, this structure will be setback from the corner property line.</p>	<p>Complies</p>

<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <ol style="list-style-type: none"> 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. 	<p>Signage for the building will be provided on the 200 North façade of the building. While the name of the development will be placed on the top floor of the building space, the ground floor façade will accommodate an area for attached signs which are directed toward the pedestrian.</p>	<p>Complies</p>
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 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. 	<p>Lighting along 490 West will be placed around the building entrances. The lighting will be downward facing and directed toward the pedestrian. Directing the building entrance lighting toward the pedestrian will also minimize glare and light trespass onto neighboring properties.</p> <p>The lighting on the building will be placed at a human scale and will be directed toward the pedestrian and toward architectural elements on the building. Lighting along the public sidewalk is sufficient to support pedestrian comfort and safety.</p>	<p>Complies</p>
<p>L. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 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 	<p>Presently the subject site is undeveloped and unimproved; there are no trees on the site. The proposal includes a sufficient number of trees to meet the landscaping standards in the TSA zoning district with 1 tree provided for every 30' of property frontage on a street.</p> <p>Differing paving material will be used to define seating areas and art display viewing areas along 490 West. The materials proposed as hardscape and as part of the building veneer are considered durable and should withstand Salt Lake City's climate.</p> <p>The subject site is located in an area which is highly urbanized and is projected to be highly trafficked, pervious materials are not appropriate.</p>	<p>Complies</p>

<p>applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:</p> <ul style="list-style-type: none"> 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. 	<p>While the proposal includes darker materials most of the materials are not reflective, further, the proposed façade length will include green walls and landscaping which will reduce the urban heat island effect.</p> <p>The building materials and design are compatible to the area and will further the character of the neighborhood and the connections with the Frontrunner and TRAX stations.</p> <p>ADA access will be provided along the 200 North building façade. Paving materials and cuts in the concrete will be practical and considerate for those of all abilities.</p> <p>No exterior asphalt is proposed for the Salt Lake Crossing Development</p>	
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ATTACHMENT G: DEPARTMENT COMMENTS

Transportation Review: (Michael Barry, michael.barry@slcgov.com)

Transportation is okay with this. There is a sidewalk and bike lanes along this façade.

Building Review: (Steven Collett, steven.collett@slcgov.com)

- The type of construction per IBC Chapter 6 will dictate the allowable heights, areas, and occupancies limitations per IBC Chapter 5.
- Fire protection and life safety systems per IBC & IFC Chapter 9
- Means of egress design per IBC Chapter 10
- Provisions of IBC Section 420 as applicable

Engineering Review: (Scott Weiler, scott.weiler@slcgov.com)

No objections to the proposed exceptions to design standards.

490 West Street and 200 North Street are both concrete pavements and have an excavation restriction at this location. Utility cuts will require a double permit fee and full concrete panel replacements (see APWA Std. 256 Plans.

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

- No objections to the proposed exceptions with the following conditions:
- All construction must meet SLCPU standards, ordinances and policies.
- Plans to be submitted for review and approval.
- Acceptance of the site design review does not provide permit for construction.

Zoning Review: (Anika Stonick, anika.stonick@slcgov.com)

- The street, known and signed as 490 West, is a public street that was created by “490 West & 200 North Street Subdivision Plat” for location, lengths and widths, radii, and area/size of a “Street Dedication”; therefore, requirements for building design in relation to street frontage are required and should be met or modifications from should be considered per specific provisions of zoning ordinance, which in this case would be available per 21A.37.050.A.2;
- The stated purpose of Chapter 21A.37 Design Standards is found at 21A.37.010 and relates desire to use planning and architecture principals to provide walkability, place/identity making, and to make sound economic development/capital investment efforts for Salt Lake City;
- Proposal does not appear to comply with either 21A.37.050.A.1 or 21A.37.050.A.2- which relates minimum requirements for ground floor use(s);
- 21A.37.050.A.1 requires that a permitted or conditional use other than parking shall occupy minimum 25 foot depth of building on the ground floor, and, 21A.37.060.B table requires for TSA zones that the minimum portion of the length of ground floor satisfy the ground floor use requirement by 80% – instead, use(s) other than parking is proposed for approximately 50 feet length of total building length of 448 feet where up to 25 foot depth from west façade (“amenity/co-working” use is proposed at south end of building, instead of also being for parking);
- Alternatively, 21A.37.050.A.2 would allow a lesser amount of portion of length of ground floor façade to be use other than parking (reduced to 60% per 21A.37.060.B) in exchange for design providing visual interest (to be minimum 25% of façade length) but this option is not being used because parking is proposed for so much less

than 60% of length and depth of façade whether or not features providing visual interest are proposed;

- 21A.37.050.C requires that ground floor of building, for street facing façade, have minimum amount of glass -60% for development in TSA zones, for area between three (3) and eight (8) feet above grade; but, only 3 windows provide glass (at south end, where “amenity/co-working” use for the residential building is proposed);
- 21A.37.050.D requires that at least one operable building entrance be provided in a street facing façade and for building length that would require, that additional building entrances be provided every 40 feet; no operable entrance is provided either to “amenity/co-working” use at south end of building nor to proposed parking garage use of the rest of the ground floor level;
- Proposing required non-parking uses, at least minimally (60-80% of length of street facing façade, for minimum 25 foot depth- depending on whether would also provide visual interest features, at least minimally for 25% of western façade) will do a lot to provide opportunities to provide required glass material to façade and the required building entrances, and so make the proposal a much better candidate for successful design review;

Fire Review: *(Ted Itchon, ted.itchon@slcgov.com)*

- Fire department access roads shall be a minimum of 26 foot clear width and 13 foot 6 inches clear height for which measured from the lowest fire department access road to the highest occupied floor is 30 foot and greater.
- Aerial apparatus access roads 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(s)
- Fire hydrants shall be within 400 feet of all exterior walls of the structure.
- Fire Department access roads that are dead ends greater than 150 feet shall be provide with a turn-around.
- The turning radius of fire department access roads are 45 foot outside and 20 foot inside.
- Fire department access roads are measured from the inside edge of the waterway of the curb and gutter to the inside edge of the curb and gutter.
- Fire Department Connection(s) FDC shall be located on the address side of the structure.
- Fire Department Connections(s) FDC shall be within 100 feet of a fire hydrant.

ATTACHMENT H: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

PUBLIC PROCESS AND INPUT

Timeline

- The application was submitted on November 21, 2019.
- Notice of the proposal, and request for input, was provided to the Capitol Hill Community Council on December 12, 2019.
 - The Capitol Hill Community Council met on January 15, 2020 to discuss the proposed Salt Lake Crossing Design Review.
 - A letter from the Community Council is included in this Staff Report
- Early Notification mailings were sent out on December 17, 2019 to property owners and residents within 300' of all four corners of the project site.
- Public notice of the Planning Commission hearing was mailed to property owners and residents within 300' of the subject site.
- A public notice sign was posted on both frontages of the subject site on March 26, 2020. No further public comments were received before this report was finalized.



**THE CAPITOL HILL
NEIGHBORHOOD COUNCIL**

**CHNC PURPOSE
STATEMENT**

*Enhance and strengthen the
vitality of our neighborhoods
by fostering a participatory
community of Informed,
Engaged and Empowered
residents working together
to improve our
neighborhoods.*

January 21, 2020
Ms. Nannette Larsen
Salt Lake City Planning Division
By email
Re: "Salt Lake Crossing"

Dear Ms. Larsen,

This letter will serve as the response of the Capitol Hill Neighborhood Council to the proposed project called "Salt Lake Crossing on 480 West. Having reviewed the applicant's submitted materials and heard the developer's presentation of the project, we would like to make the following comments:

We support the construction of this project and thank the developer for making design changes that improve the building's relationship to 480 West. We applaud the open nature of the courtyards between the wings of the building, providing views from the street into those courtyards.

It is unfortunate that the high water table on this site forces the underground parking garage to protrude several feet above the adjacent sidewalk. We ask that developer do as much as possible to mitigate the effect of the continuous concrete wall on the street.

We ask the developer to continue their efforts to add planting and other visual and shade relief to this barren streetscape. In particular, we support creating a green space on the triangular area at the north end of the project. We oppose its use as a dog park which, by its nature, will not provide as much planting or respite for people as an ordinary green space. In line with the Mayor's program to plant 1000 trees, we would like to see this area planted with as many large trees as possible. Creating a planted median in 480 West would also be very beneficial to the currently bleak area.

Sincerely,

David R. Scheer, Chair
Capitol Hill Neighborhood Council

Cc: Chris Wharton