



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHORHOODS DEPARTMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria, 801-535-7165, daniel.echeverria@slcgov.com

Date: January 7, 2021 (publication)

Re: PLNPCM2020-00730 Village at North Station Building D Design Review

Design Review

PROPERTY ADDRESS: 1925 W North Temple (approx., building located on Orange Street)

PARCEL ID: 08-34-353-054

MASTER PLAN: North Temple Boulevard Small Area Plan

ZONING DISTRICT: Transit Station Area – Mixed Use Employment Center – Transition (TSA-MUEC-T)

REQUEST: Michael Batt, representing the property owner, is seeking Design Review approval to modify a front setback requirement for a proposed building located at approximately 1925 W North Temple. The applicant is requesting to modify the maximum 5' front yard setback requirement due to the location of a high voltage power line along Orange Street. The applicant is requesting increased front yard setback so that the front of the building is a required minimum safe distance from the power line. A modification to the front yard tree size requirement is also included in the request due to the power line location. Modifications to the front yard setback and associated landscaping standards can be approved through the Design Review process.

RECOMMENDATION: Based on the findings listed in the staff report, it is Planning Staff's opinion that overall, the project meets the applicable standards and therefore recommends the Planning Commission approve the requests with the following conditions:

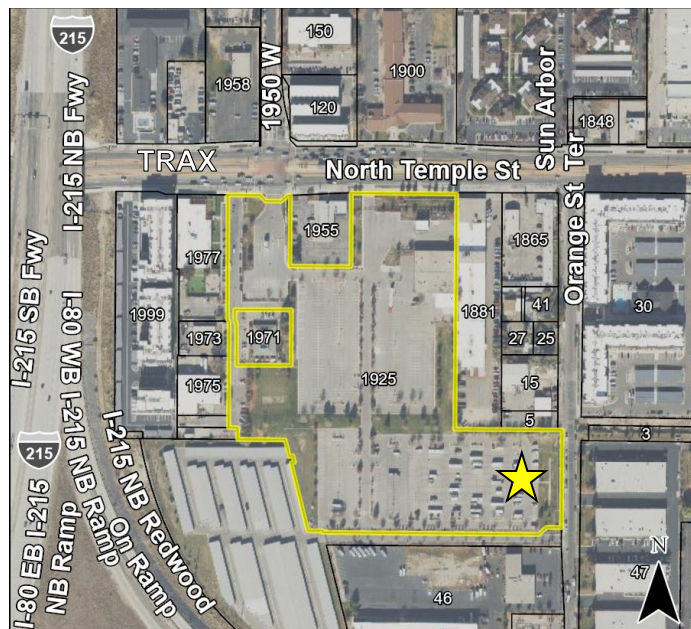
1. Any further changes to the building façades are delegated to Planning staff. Any building material changes are limited to those materials allowed by the TSA zone.
2. Fencing and walls between the front façade of Building D and Orange Street are limited by the following restrictions:
 - a. Any solid walls are limited to 4' in height,
 - b. Any fencing over 4' in height must be "open" type fencing that allows for visibility into the site and that doesn't substantially obstruct visibility of the area from the sidewalk, and
 - c. Any fencing is not greater than 6' in height. (*See fence discussion in Consideration 1*)
3. Final approval of the details of the setback area in front of Building D shall be delegated to Planning staff.



ATTACHMENTS:

- A. [Vicinity and Zoning Maps](#)
- B. [Renderings](#)
- C. [Elevations](#)
- D. [Site, Landscape, and Floor Plans](#)
- E. [Applicant Narrative and Additional Applicant Provided Information](#)
- F. [Property & Vicinity Photographs](#)
- G. [Existing Conditions – Master Plan and Zoning Standards](#)
- H. [Analysis of Standards – Design Review](#)
- I. [Public Process and Comments](#)
- J. [Department Review Comments](#)
- K. [Overall Development Plans \(Reference Only\)](#)

Project Description

This is a Design Review request for a building located at approximately 1925 W North Temple. The applicant is seeking modifications to the front yard setback requirements for a 5-story tall, 130-unit building on the property. The building is identified as “Building D” in the plans and is located adjacent to Orange Street. The building is part of a larger development of the overall property that is currently under building permit and TSA Development Guideline score reviews. That overall development consists of seven multi-family buildings of similar size and design, labeled Buildings A through G, and includes approximately 769 units. For reference, the overall development site plan is located in [Attachment K](#).



-  Subject Property
-  Location of Building D

Building D in the development is impacted by the location of a high voltage power line. The power line and its associated electrical safety setback area directly conflict with the zoning requirement that the building be located close to the sidewalk, and so they are requesting Design Review approval to modify that setback requirement. That setback is the subject of this Design Review petition. The remainder of the development is anticipated to receive enough points through the applicable Transit Station Area Development Guidelines to be administratively approved by Planning staff and will be reviewed for all zoning requirements as part of the building permit review. That process is detailed below under “Applicable Review Processes and Standards.” The applicant has provided a narrative about their request in [Attachment E](#).

Quick Facts

Height: 5 stories, ~49'5" to roof, additional ~6'-9' parapets for up to ~59' height. Elevator/stairway tower bulkhead is at ~63',

Number of Dwellings: 120 units in subject building (90 1-bedroom, 30 2-bedroom)

Front Setback: ~35' (from Orange Street)

Side Setback: ~82' (north)/~26' (south)

Exterior Materials: Brick, stucco, fiber cement board siding, glass, metal railings

Parking: Parking provided in rear and to the side (at .94 stalls per unit), accessed from a private street



Front of the building and yard along Orange Street (See [Attachment B](#) for full size renderings.)



A larger version of the landscape plan is in [Attachment D](#).

The building ("Building D") is setback approximately 25' from the power lines along Orange Street, and 35' from the front property line, with some portions of the face set further back to provide some articulation and visual interest. The setback is occupied by a "pocket park" that includes landscaping and seating areas, including low walls and tables with chairs. There are a total of 19 trees proposed for the space, which includes 10 existing trees that are to be preserved.

There are seven units on the ground floor along Orange Street and each includes a direct entry way and a sidewalk connection to the park space. There are also two main building entrances along the building face that connect to the park space. The park space includes two walkways that connect the public sidewalk to the building entrances at the north and south ends of the building.

On the north side of the building is a group of pickleball courts and a pedestrian walkway that connects westward to the rest of the overall development site. On the south side is a private street, including on-street parking and a sidewalk, that connects to the rest of the site.

The street facing facade complies with the TSA zone design standards, including the requirements for high-quality facade materials, glass, limits on blank walls, and blank wall limits. The

applicant is seeking modifications related only to the front building setback. Those modifications are discussed in [Consideration 1](#) below.

Vehicle parking is located behind the building to the west and to the side of the building along the private street on the south.

Applicable Review Processes and Standards

Review Processes: Transit Station Area Development Guidelines Score Review, Design Review

Applicable Standards: TSA-MUEC-T and general zoning standards (landscaping, parking, etc.)

TSA Guidelines Review: The TSA Development Guidelines Score Review is required for any development within the Transit Station Area (TSA) zone. The TSA point system awards points for several various aspects of a development that go above what is required by the zoning, including such things as high quality building materials, architectural detailing, public amenities, affordable housing, energy efficiency, resident amenities, and landscaping. If a development doesn't receive enough points in the scoring system, it is required to go to the Planning Commission for a full Design Review. If it receives enough points, it can simply proceed with building permits without a public review process. The applicant's development has been reviewed by staff and has tentatively received enough points through the TSA point review process to be approved administratively by staff. Planning Staff is waiting on some additional legal documentation to verify points being awarded for being a 100% affordable housing development.

Design Review: The Design Review process allows for flexibility in meeting certain measurable design related zoning standards, as long as the proposed alternative design still generally meets the intent of those standards. The Design Review process includes review standards primarily related to ensuring a development is pedestrian oriented and will include elements that provide pedestrian interest. The full list of standards is reviewed in [Attachment I](#). Some base zoning standards, like front setbacks, can be modified through the Design Review process in the TSA zone. For such modifications to base zoning standards, the modifications must comply with the "standards for design review that are directly applicable to the design standard(s) (base zoning standard) that is proposed to be modified" and are not subject to compliance with all of the Design Review standards. Staff found that a few of the Design Review standards are related to the setback modification request and those are discussed in [Attachment I](#) and in the "Key Considerations" section below.

KEY CONSIDERATIONS:

The below considerations were identified through analysis of the proposal.

1. [**Front Setback Modification for the Power Line**](#)
2. [**Scope of Design Review Petition**](#)

Consideration 1: Setback Modification for the Power Line

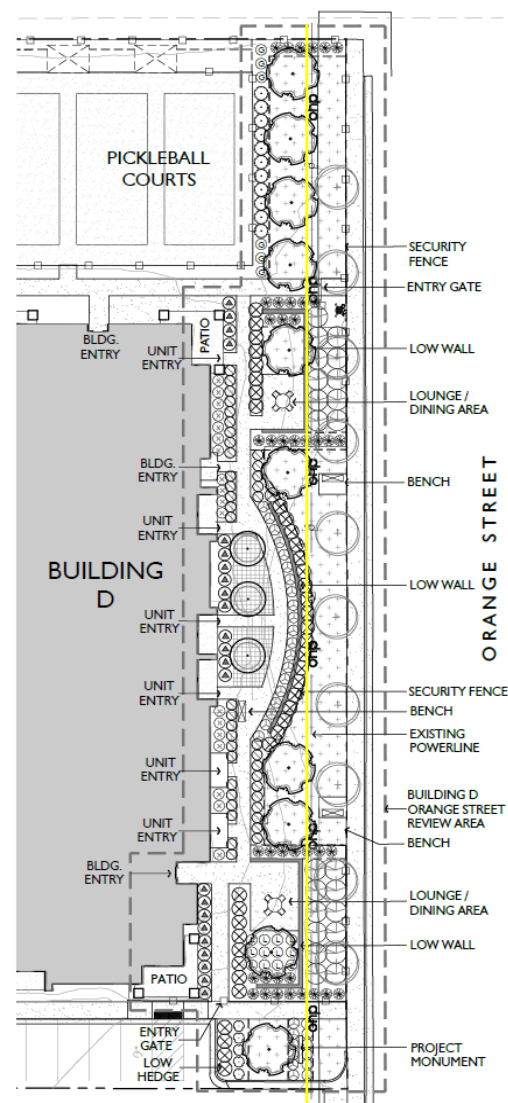
The TSA zone has a maximum front setback for buildings. For buildings along streets such as Orange Street, a minimum of 50% of the front face of the building must be within 5' of the front property line (next to the sidewalk); in other words, half of a building façade can't be more than 5' from the front property line. The intent of this is to help ensure that buildings are close to the street where they can provide opportunities for pedestrian interest and interaction.

In this case, there is a high voltage powerline on the property within the area that the zoning would require the building to sit. National electrical codes require certain minimum distances between structures and power lines for electrical safety. Rocky Mountain Power (RMP) has noted that a setback of 25' from the power line will meet electrical codes (see e-mail from RMP in [Attachment E](#).) This setback prevents the building façade from being located near the sidewalk on Orange Street, pushing the building back approximately ~35' from the sidewalk, and so prevents the façade from directly engaging the pedestrian. However, in lieu of this direct building engagement the applicant is proposing a park/plaza space (“pocket park” in the plan narrative) in front of the building to help activate that space and create alternative visual interest. The building itself will still meet all the standards required for street facing building facades, including those related to building materials, entrances, and transparency (glass), but will be setback approximately 35' from Orange Street.

A few of the Design Review standards are directly applicable to setback modifications, including those regarding privately owned public spaces, building pedestrian orientation, and building façade detailing. Those applicable standards are listed in [Attachment I](#) and discussed further below.

The “pocket park” area includes both private elements and semi-public elements, such as the seating and landscaping adjacent to the sidewalk. As there are semi-public elements to this space, this area has been reviewed for compliance with the “privately owned public space” standards of the Design Review process. The Design Review process requires that a development include at least 3 specific public space elements out of a list of six in such spaces. The applicant is incorporating (1) “outdoor dining areas,” (2) a “mixture of areas that provide seasonal shade” and “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.” Those elements are identified in their landscape plan for the space. The applicant has also provided additional seating areas via low walls throughout the plaza space, which are another potential element allowed and called for by the public space standard.

Another applicable Design Review standard is that “the development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.” That standard includes additional considerations that should be reviewed to ensure that it is met, including that primary entrances face the public sidewalk, the building is sited close to the public sidewalk, and that parking be



Landscape plan showing the location of the power line (yellow). A larger version of the landscape plan is located in [Attachment D](#). Renderings are also in [Attachment B](#).

located “within, behind, or to the side of buildings.” The building meets all these standards. Although parking is provided, that parking is mostly behind the building with some parking along the side on the private street to the south. The building is primarily oriented to the street and pedestrian with direct entrances from all of the seven ground floor units and the two main building corridors onto the plaza, which all includes walkways that connect directly to the public sidewalk. Although not located directly adjacent to the sidewalk, the building is located as close as possible given the location of the power line and utilizes a landscaped pedestrian-oriented plaza space to provide visual interest and engagement from the public sidewalk.



View of the front yard area and the front of the building from Orange Street. Full size renderings are located in [Attachment B](#).

An additional applicable standard is that “building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.” Despite being setback 35' from the sidewalk, the building façade is still meeting all of the base design standards for glass, entrances, active uses, and building materials that are intended by the ordinance to facilitate pedestrian interest and interaction. Ground floor units are located as near to the public sidewalk as possible, glass on the ground floor exceeds the minimums required by the base design standard, and the outdoor plaza (“pocket park”) being provided is located directly in front of the building where it has a direct visual connection to the street. As such, staff believes that the proposed design meets the standards of review that are “directly applicable” to the modification and recommends approval of the setback modification.

Visual Connection to the Street and Fence/Wall Limits

The standards related to building facades also note that outdoor spaces, such as plazas or pocket parks, should be positioned so that they “have a direct visual connection to the street and outdoor spaces” and other Design Review standards pertain to ensuring that there is activity visible from the sidewalk. Related to these standards, the landscape plan includes 6' tall open steel “security fence” running down the middle and edges of the pocket park space that would limit full public access to the space from Orange Street and a low wall that provides enclosure and potential seating opportunities for the outdoor dining/lounge spaces. To ensure that there is direct visual connection between the outdoor space and the street/sidewalk and that it provides visual interest to pedestrians, Staff is including a condition of approval on any future fencing and walls.

The condition would limit fence/walls between the front façade of Building D and Orange Street in the following ways:

1. Any solid walls are limited to 4' in height,
2. Any fencing over 4' in height must be “open” type fencing that allows for visibility into the site and that doesn’t substantially obstruct visibility of the area from the sidewalk, and
3. Any fencing is not greater than 6' in height.

The fencing condition would allow the proposed 6' tall open steel fencing, but it would not allow solid wood fencing or fencing with slats in the future.

Tree Size Modification

The TSA zone requires that front yards over 10' in depth include trees with a mature height of at least 40' and a mature tree canopy of at least 30', with a minimum spacing of 1 tree required for every 30' of frontage. This would require 10 large trees along Orange Street. The proximity of the power line makes meeting this problematic as such sizable trees would conflict with the power lines at maturity. As such, the development provides smaller trees, but more trees than required, that at maturity will still fit in the front yard space between the building and the power lines, as well as additional smaller trees below the power lines. The tree requirement and the alternative trees proposed are below.

Tree Requirement	Trees Proposed
10 large size trees (min. 40' height, min. 30' diameter canopy at maturity)	19 medium sized trees: <ul style="list-style-type: none">• 10 Hedge Maple (existing, ~25'-35' canopy/height)• 7 Ivory Tree Lilac (new, ~20' canopy, ~25' height)• 2 Javelin Pear (new, ~10' canopy, ~25-40' height)

The tree requirement can be modified through Design Review if the “intent of the standard” is still met. Staff believes the intent is met with simply smaller trees in larger numbers that fill the space, acknowledging that the power lines effectively prohibit larger sized trees, and recommend approval of the modification.

Consideration 2: Scope of Building D Design Review Petition

The scope of this Design Review petition is limited to elements of the building and site that are associated with the front setback increase request for Building D. Building D is part of a larger multi-family development on the property that includes 769 income restricted units, spread across seven new buildings. Although Building D is part of this larger overall development, the rest of the overall development is not subject to this Design Review.

For context, plan sheets of the overall development are included in [Attachment K](#). The entire overall site is being divided by private streets that cut through the middle of the property and by a network of pedestrian walkways. Seven new multi-family buildings are proposed for the site, located along North Temple, Orange Street, and the private streets, and will accommodate 769 units overall. The units are income restricted with 10% restricted to 50% Area Median Income (AMI), 80% restricted to 60% AMI, and 10% restricted to 70% AMI. The overall development is being reviewed for full zoning compliance by the Building Services department and has also been reviewed for compliance with the TSA Development Review Score requirements as discussed in the “Applicable Review Processes and Standards” section.

Additional changes to the overall development may be required through the zoning review process for building permits.

Although the overall development is large, the size does not trigger any discretionary public review processes for the development, such as Planned Development or Design Review. If the developer wishes to request a modification to any other zoning or design requirements for the development, beyond the setback requirements for Building D, they can apply for a modification through the applicable public process, including Planned Development and Design Review, whichever is applicable to the standard requesting to be modified.

DISCUSSION:

The requested modifications have been reviewed against the Design Review standards in [Attachment I](#) and the proposal generally meets those standards as discussed in that attachment and in the considerations section above. The proposal addresses the pedestrian oriented requirements of the zone and the Design Review standards through an alternative landscaping design that provides visual interest to pedestrians and outdoor activity along the sidewalk, in lieu of a more limited front setback, due to the location of the power line. As the applicant is generally meeting applicable standards and guidelines for the associated Design Review, staff is recommending approval of the proposed development with the conditions noted on the first page of the report.

NEXT STEPS:

Design Review Approval

If the proposal is approved, the applicant will be able to build “Building D” with the proposed ~35' building setback. The final landscape and site plans submitted for building permits will be reviewed to ensure that they substantially comply with the approved Design Review plans and all conditions of approval. The building, and the remainder of the overall development, will need to comply with all other zoning requirements.

Design Review Denial

If the Design Review is denied, the applicant will not be able to build “Building D” with the proposed setback.

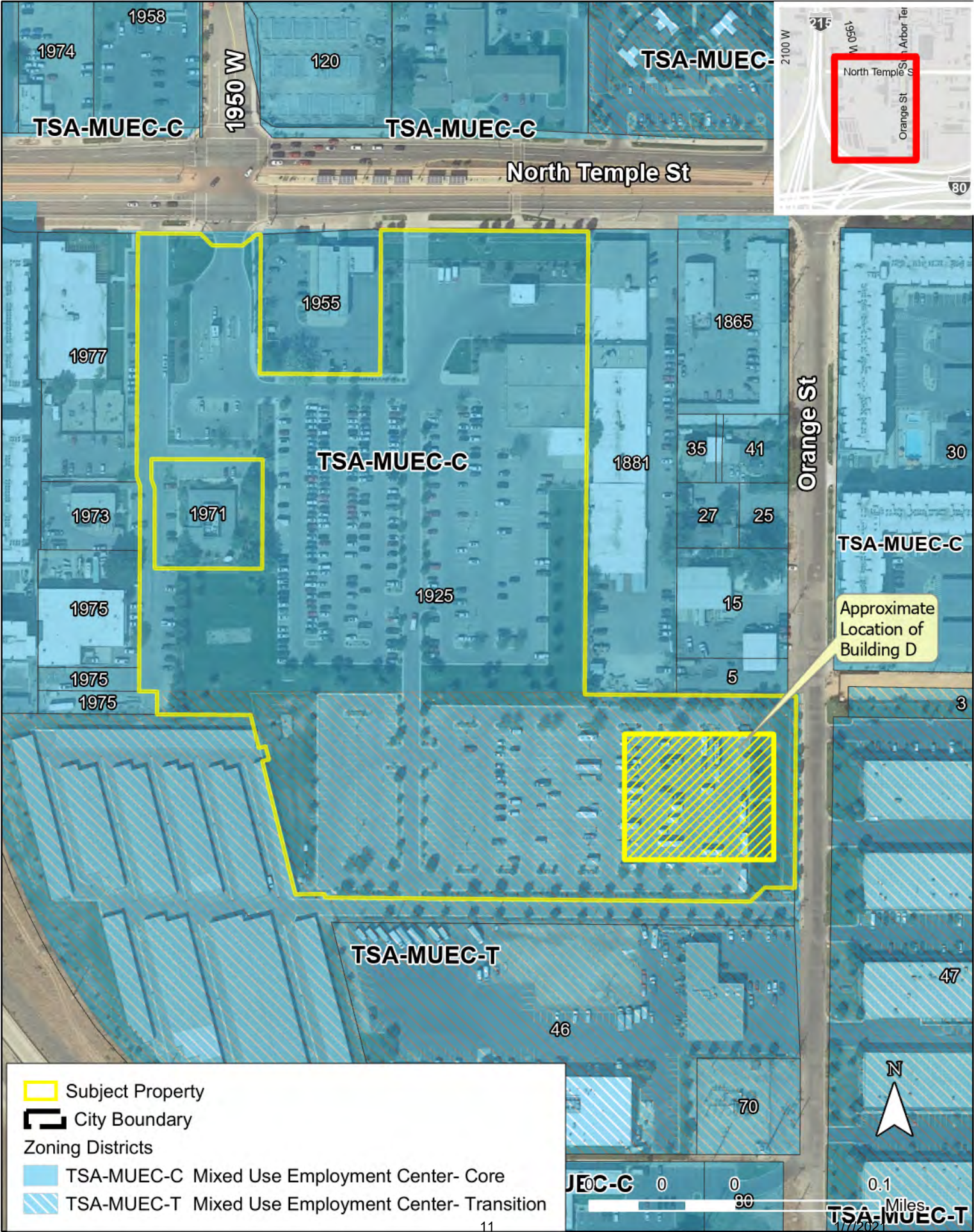
The applicant could alternatively seek relief from the front setback through a Variance. Through a Variance process, the applicant would need to demonstrate that the power lines are causing a “hardship.” A Variance would be reviewed and decided by the City Appeals Hearing Officer.

ATTACHMENT A: Vicinity and Zoning Maps

Vicinity Map



Zoning Map



ATTACHMENT B: **Renderings**













ATTACHMENT C: Elevations

The following includes elevations of Building D in color and black/white elevations with dimensional labels.



1 BUILDING ELEVATION SOUTH
TSA BUILDING D
SCALE: 1/16" = 1'-0"
(30' x 42')



2 BUILDING ELEVATION EAST
TSA BUILDING D
SCALE: 1/16" = 1'-0"
(30' x 42')



3 BUILDING ELEVATION NORTH
TSA BUILDING D
SCALE: 1/16" = 1'-0"
(30' x 42')

EAST ELEVATION BUILDING MATERIAL CALCS			MATERIAL LEGEND	
BUILDING MATERIAL LEVELS 2-5 SQFT	%			BRICK
OVERALL ELEVATION	8,977	100%		HARD PANEL
BRICK	907	10%		HARD PANEL (COLOR CHANGE)
HARD PANEL	3,723	42%		STUCCO
STUCCO	386	5%		
GLAZING	2,798	31%		
RAILINGS/FASCIA/PRECAST	1,103	12%		
GROUND FLOOR GLAZING BETWEEN 3-5				
TOTAL	12,000 SQFT			
GLAZING	547 SQFT = 55%	MIN REQUIRED 45%		

*GROUND FLOOR IS ENTIRELY CLAD WITH DURABLE MATERIALS: BRICK OR HARD PANEL.

BUILDING ELEVATION KEYED NOTES:

- ① PRE-FINISHED METAL PARAPET WALL CAP.
- ② THREE-COAT STUCCO (HARD COAT) EXTERIOR VENEER SYSTEM (7/8" MIN THICKNESS) ON SCHEDULED SHEATHING OVER SCHEDULED FRAMING. SAND FINISH.
- ③ RUNNING BOND KING BRICK.
- ④ HARDIE PANEL WITH EASY TRIM.
- ⑤ UNIT ENTRANCES TO TIE IN TO ADJACENT SIDEWALK.
- ⑥ BUILDING / AREA LIGHTING. SEE ATTACHED SPEC.

BUILDING D TSA DEVELOPMENT SCORE LEGEND			
CATEGORY	GUIDELINE	DESCRIPTION	POINTS
LAND USE			
1	INTENSITY & DENSITY OF USE	51 DWELLING UNITS PER ACRE	20
2	MIX OF USES	N/A	0
3	MIXED INCOME	100% AFFORDABLE HOUSING	40
4	ACCESSIBLE DWELLING UNITS	N/A	0
5	COMMUNITY SERVING USES	N/A	0
6	REDEVELOPMENT OF PARKING LOTS	3% OF EXISTING PARKING COVERED BY NEW BUILDINGS	10
7	REDEVELOPMENT OF NON-CONFORMING	N/A	5
8	REMOVAL OF BILLBOARDS	N/A	0
BUILDING & SITE DESIGN			
9	SUSTAINABLE SITE AND OPEN SPACE DESIGN	N/A	0
10	GREEN BUILDING	N/A	0
11	ENERGY EFFICIENT	N/A	0
12	360 ARCHITECTURE	ARCHITECTURAL DETAILING WRAPS ALL 4 SIDES OF ALL BUILDINGS	10
13	HISTORIC PRESERVATION	N/A	0
14	BUILDING MATERIALS	N/A	0
15	CORNER BUILDINGS	N/A	0
16	ROOF TOP DESIGN AND USE	DISTINGUISHABLE PARAPET ON ALL BUILDINGS	5
17	EYES ON THE STREET	OPERABLE WINDOWS AND BALCONIES FACING STREET AND PUBLIC SPACES	15
18	LIGHTING	CASTS LIGHT FROM STOREFRONTS ONTO THE SIDEWALK	0
19	SIGNS	A MONUMENT SIGN THAT IS INTEGRATED INTO THE SITE AND COMPATIBLE WITH THE BUILDING ARCHITECTURE	0
PUBLIC SPACES			
20	PUBLIC SPACES AND PLAZAS	N/A	0
21	STREETSCAPE AMENITIES	N/A	0
22	PUBLIC ART/WORK	N/A	0
CIRCULATION			
23	CONNECTIONS AND WALKWAYS	6'-0" ACCESSIBLE SIDEWALK FROM PRIVATE PROPERTY TO PUBLIC SPACES	0
24	BICYCLE AMENITIES	COVERED, SECURED BICYCLE PARKING THAT INCORPORATES ART INTO THE DESIGN	0
25	ACCESS TO TRANSIT	TRANSIT ACCESS WITHIN 300 FEET	5
26	PUBLIC WALKWAYS INTERIOR TO THE BLOCK	PUBLIC STREET FOR CARS, BICYCLES AND PEDESTRIANS INCLUDED	0
PARKING			
27	PARKING STRUCTURE DESIGN	N/A	0
28	ALTERNATIVE FUEL VEHICLE PARKING	3 LEVEL 2 STATIONS PROVIDED	6
29	PARKING RATIOS	PARKING RATIO OF LESS THAN 1 STALL PER DWELLING UNIT	25
COMMUNITY ENGAGEMENT			
30	NEIGHBORHOOD NAUT	N/A	0
TOTAL POINTS			131



4 BUILDING ELEVATION NORTH
TSA SCALE: 1/8" = 1'-0"
(30' x 42')



5 BUILDING ELEVATION WEST
TSA SCALE: 1/8" = 1'-0"
(30' x 42')



6 BUILDING ELEVATION WEST
TSA SCALE: 1/8" = 1'-0"
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- ③ RUNNING BOND KING BRICK.
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BUILDING D TSA DEVELOPMENT SCORE LEGEND

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7	REDEVELOPMENT OF NON-CONFORMING	N/A	5
8	REMOVAL OF BILLBOARDS	N/A	0
BUILDING & SITE DESIGN			
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17	EYES ON THE STREET	OPERABLE WINDOWS AND BALCONIES FACING STREET AND PUBLIC SPACES	15
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TOTAL POINTS			131

ATTACHMENT D: **Site, Landscape, and Floor Plans**

THE VILLAGE AT NORTH STATION
1925 W North Temple
Salt Lake City, Utah

Date
9th, 2020

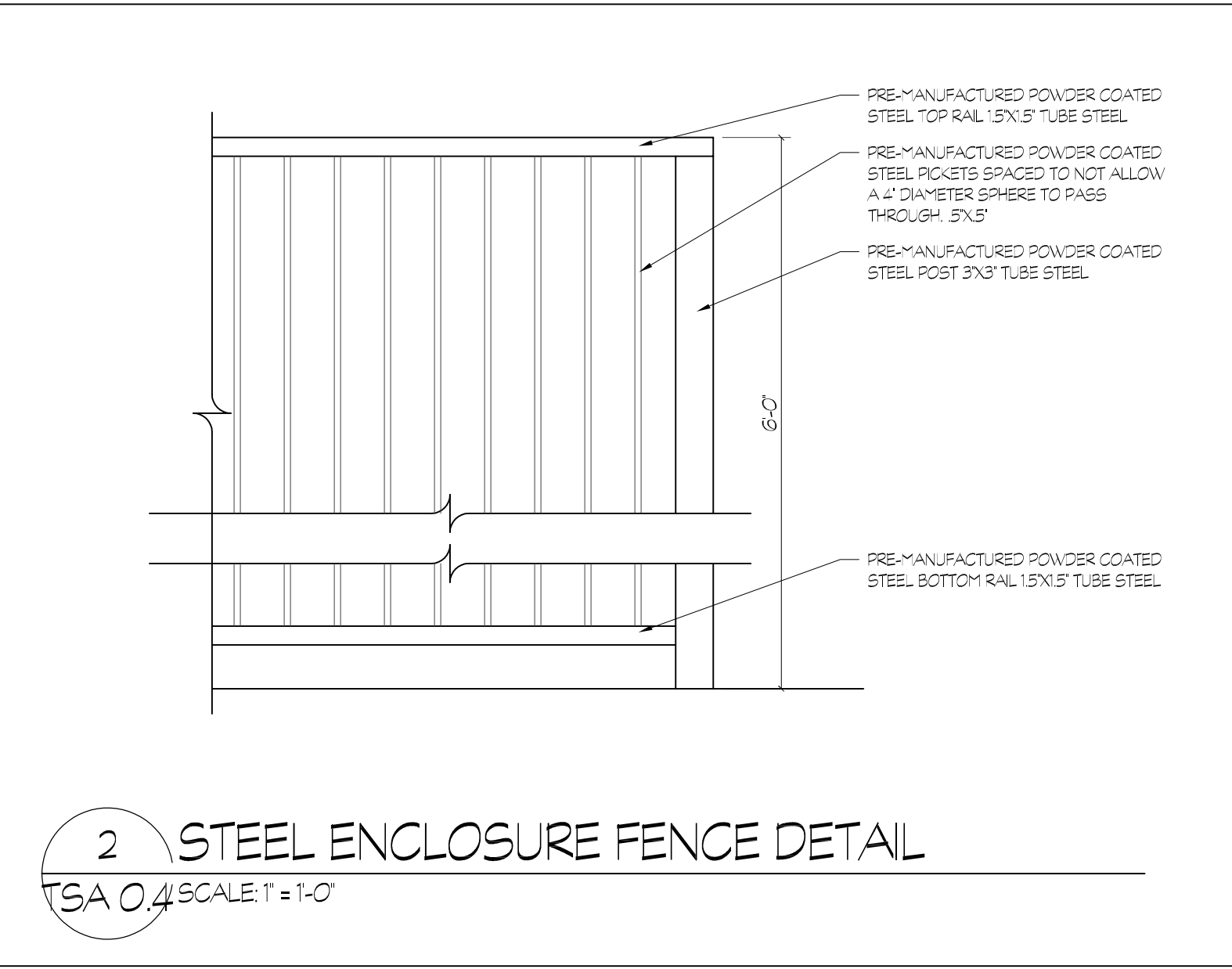
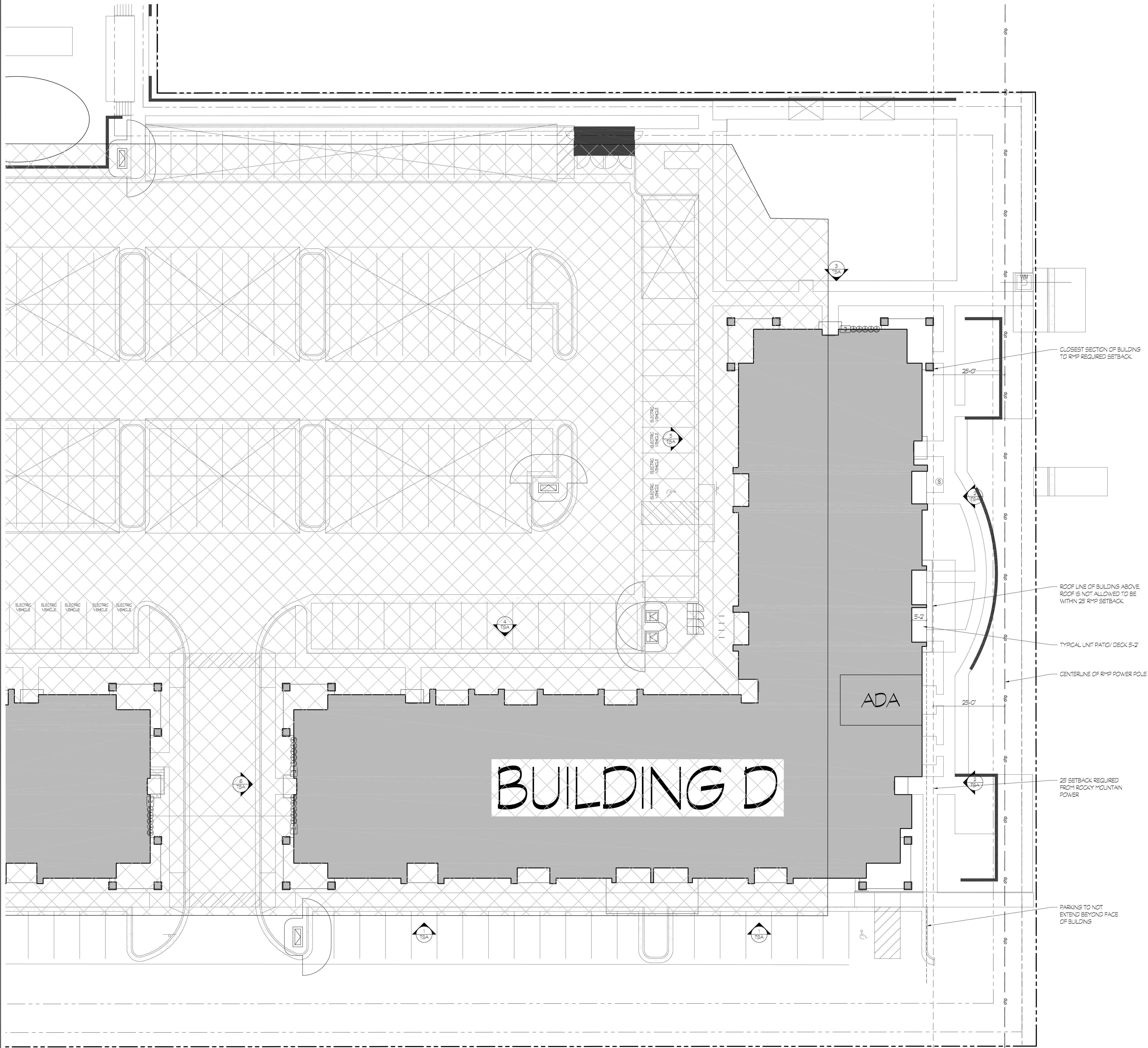
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Sheet Title

Building D TSA Site
Plan

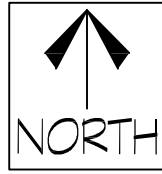
Sheet Number

TSA 0.4



BUILDING D TSA DEVELOPMENT SCORE LEGEND			
CATEGORY	GUIDELINE	DESCRIPTION	POINTS
		LAND USE	
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3	MID-LEVEL INCOME	100% AFFORDABLE HOUSING	40
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5	COMMUNITY SERVING USES	N/A	0
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27	PARKING STRUCTURE DESIGN	N/A	0
28	ALTERNATIVE PUBLIC VEHICLE PARKING	3 LEVEL, 2 STATIONS PROVIDED	6
29	PARKING RATIOS	PARKING RATIO OF LESS THAN 1 STALL PER DWELLINGS UNIT	25
		COMMUNITY ENGAGEMENT	
30	NEIGHBORHOOD INPUT	N/A	0
		TOTAL POINTS	131

1 BUILDING D TSA SITE PLAN
TSA 0.4 SCALE: 1" = 15'-0"
(30' x 42')





ISSUE DESCRIP.	DATE
	12.30.2020

[illegible]

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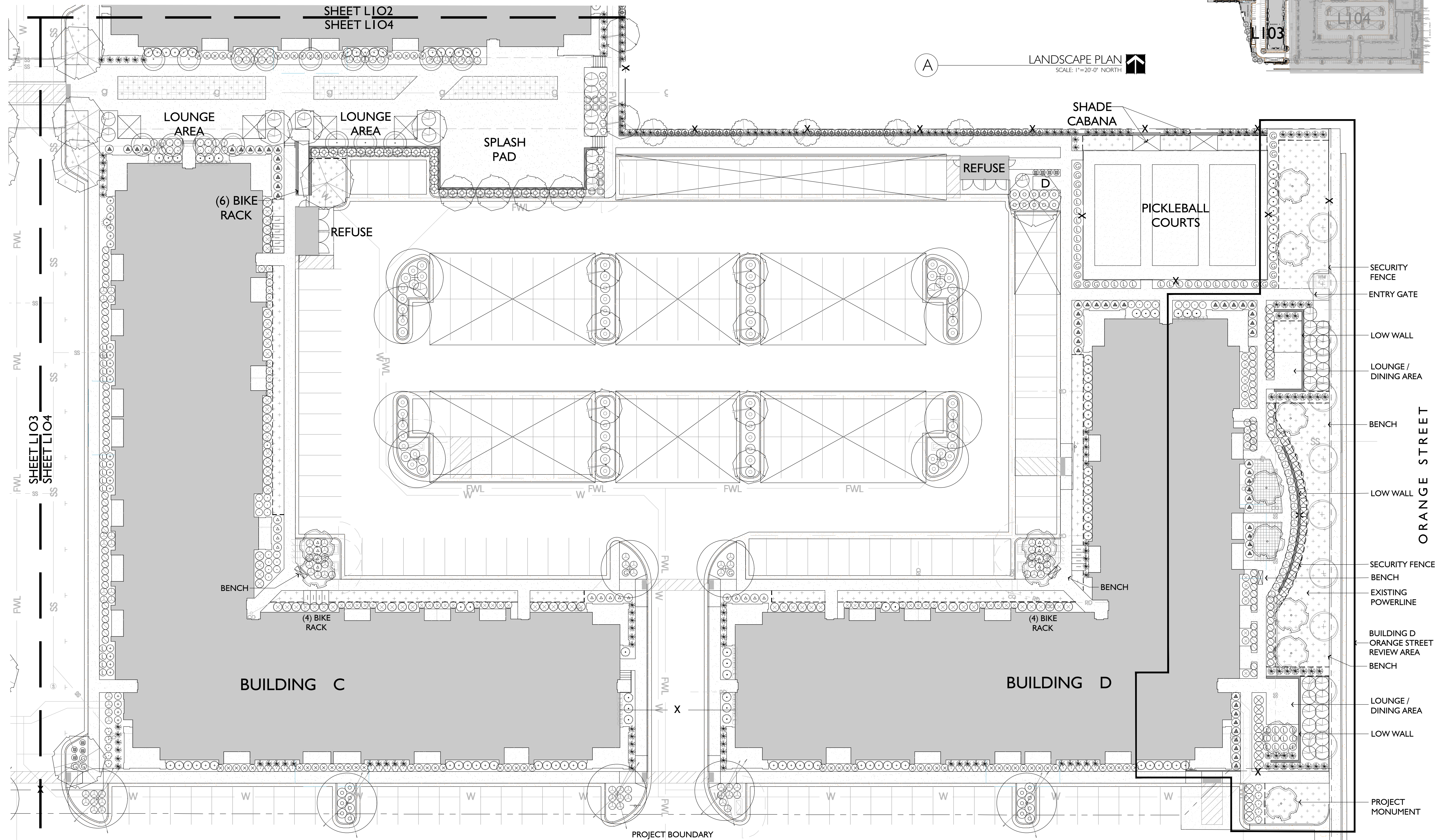
THE VILLAGE AT NORTH STATION
1065 WEST NORTH TEMPLE

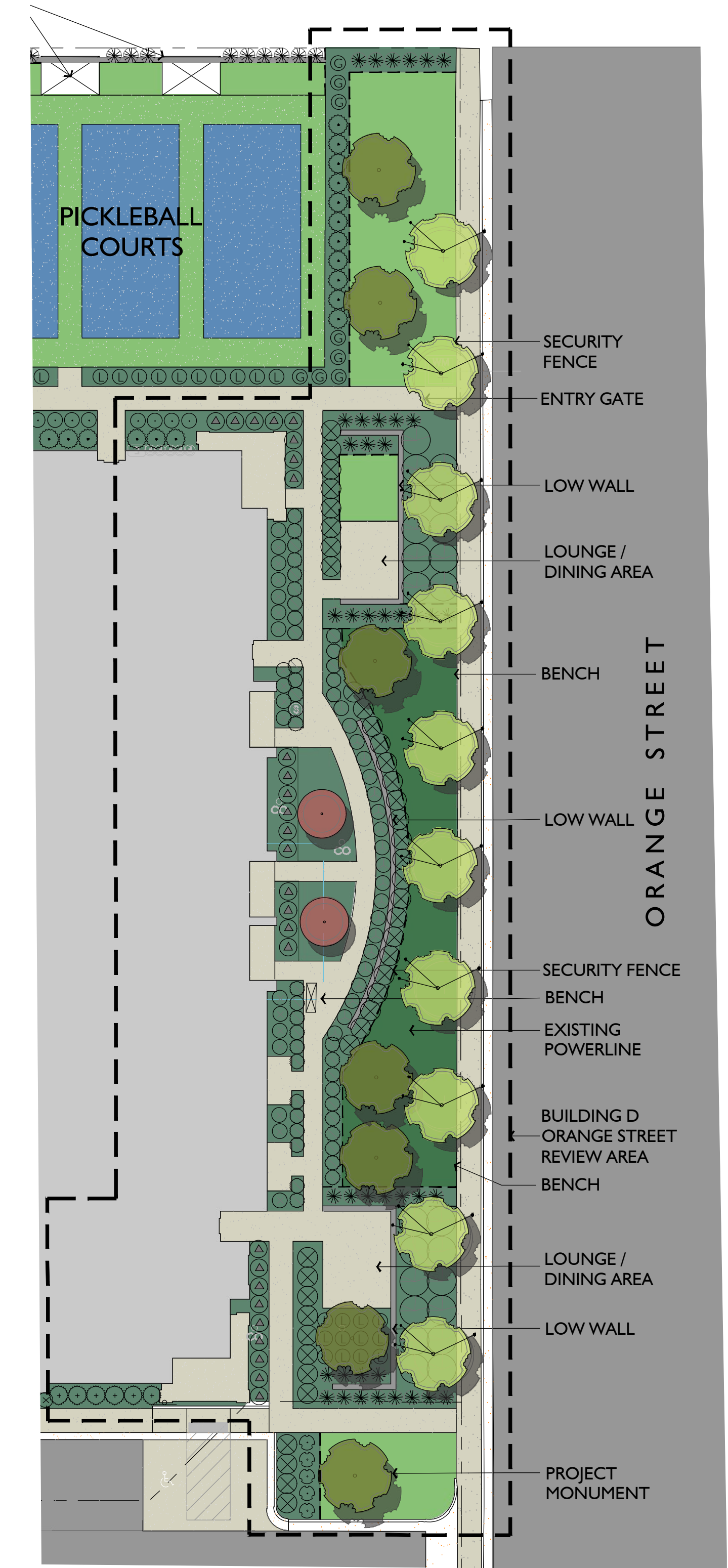
THE VILLAGE AT
1865 WEST NORTH TEMPLE
SALT LAKE CITY, UTAH

ORANGE STREET
POWER
CORRIDOR

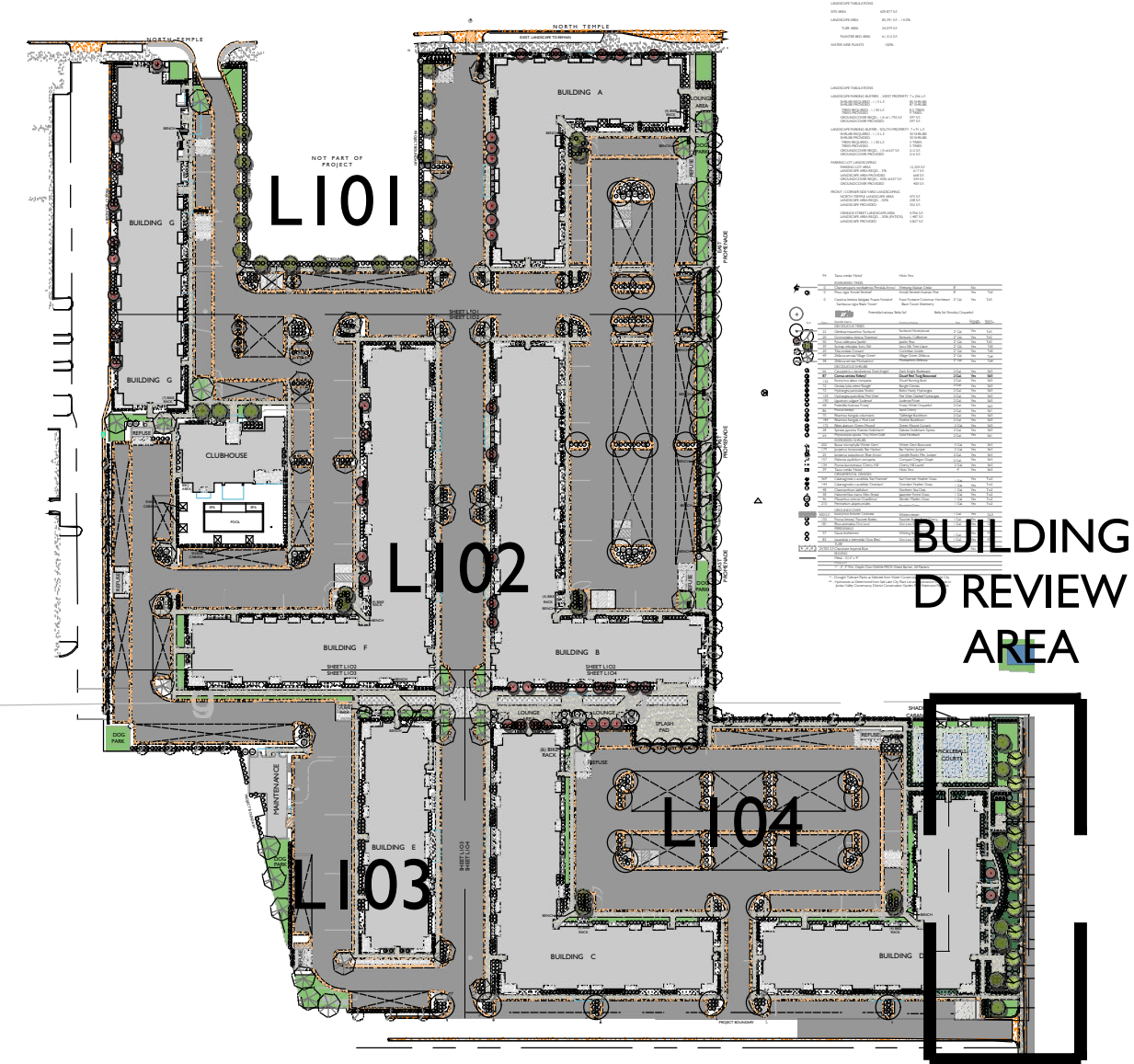
LANDSCAPE
PLAN - CONCEPT

L104





A LANDSCAPE PLAN
SCALE: 1"=20'-0" NORTH



LANDSCAPE SCHEDULE						
Sym	Qty	Scientific Name	Common Name	Size	Drought Tolerant*	Hydro Zone**
	DECIDUOUS TREES					
	3	Pyrus calleryana 'Javelin'	Javelin Pear	2" Cal.	Yes	Td3
	10	Syringa reticulata 'Ivory Silk'	Ivory Silk Tree Lilace	2" Cal.	Yes	Td3
	10	Existing Trees to Remain				
	DECIDUOUS SHRUBS					
	5	Caryopteris x clandonensis 'Dark Knight'	Dark Knight Bluebeard	2 Gal.	Yes	Sd3
	3	Cornus sericea 'Kelsey'	Dwarf Red Twig Boxwood	2 Gal.	Yes	Sd3
	40	Euonymus alatus compacta	Dwarf Burning Bush	2 Gal.	Yes	Sd3
	27	Hydrangea paniculata 'Ivobo'	Bobo Hardy Hydrangea	2 Gal.	Yes	Sd3
	EVERGREEN SHRUBS					
	41	Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	5 Gal.	Yes	Se3
	6	Juniperus horizontalis 'Bar Harbor'	Bar Harbor Juniper	5 Gal.	Yes	Se3
	14	Prunus laurocerasus 'Cherry Hill'	Cherry Hill Laurel	2 Gal.	Yes	Se3
	ORNAMENTAL GRASSES					
	41	Calamagrostis x acutifolia 'Overdam'	Overdam Feather Grass	1 Gal.	Yes	Tw2
	18	Chasmanthium latifolium	Northern Sea Oats	1 Gal.	Yes	Tw2
	23	Miscanthus sinensis 'Gracillimus'	Slender Maiden Grass	1 Gal.	Yes	Tw2
	26	Pennisetum alopecuroides	Fountain Grass	1 Gal.	Yes	Tw2
	GROUNDCOVER					
	450 S.F.	Euonymus fortunei 'Colorata'	Wintercreeper	1 Gal.	Yes	Gv3
	PERENNIALS					
	3	Gaura lindheimeri	Whirling Butterflies	1 Gal.	Yes	P1
	18	Lavandula x intermedia 'Gros Bleu'	Gro Low Sumac	1 Gal.	Yes	P2
	TURF					
	3,965 S.F.	Chanshare Imperial Blue		Sod	No	
	EDGING					
	Metal - 3/16" x 4"					
	MULCH					
	1" - 2", 3" Min. Depth Over DeWitt PRO5 Weed Barrier, All Planters					

* - Drought Tolerant Plants as Selected from Water Conserving Plants for Salt Lake City
** - Hydrozone as Determined from Salt Lake City Plant List and Hydrozone Schedule or Jordan Valley Conservancy District Conservation Garden Park Waterwise Plant List

LANDSCAPE SCHEDULE	
STREET TREES - ORANGE STREET (302'-9" L.F.)	
TREES REQD. - 1 / 30 L.F.	10 TREES
TREES PROVIDED	10 TREES - EXIST.
VEGETATION - 10,693 S.F. AREA	
REQUIRED - 30%	3,208 S.F.
PROVIDED - TURF AND SHRUBS	6,375 S.F.
OPEN SPACE - 10,693 S.F.	
OUTDOOR DINING AREAS	2 PROVIDED
SEASONAL SHADE	PROVIDED
TREES - 1 / 800 S.F. - 13.3 REQD.	13 PROVIDED



ISSUE DESCRIP.	DATE
	12.30.2020

#	REV. DESCRIPTION	DATE
1		
2		
3		
4		
5		

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ATTACHMENT E: Applicant Narrative and Additional Applicant Provided Information



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

September 17, 2020

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

To Whom it May Concern,

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

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

Orange Street Setback (Front & Side Yard Setback Standards)

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

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

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

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

Regards,

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

Eric Balls
Project Manager – Architecture Belgique Inc.

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



Mike Ackley <mike@archbelgique.com>

Village at North Station Setback Clarification

Mike Ackley <mike@archbelgique.com>
To: Cody.Nunley@pacificorp.com
Cc: Jennifer.Blum@rockymountainpower.net

Tue, Nov 17, 2020 at 2:47 PM

Original Email from CODY.

----- Forwarded message -----

From: **Nunley, Cody** <Cody.Nunley@pacificorp.com>

Date: Mon, May 18, 2020 at 4:10 PM

Subject: RE: [INTERNET] RE: [INTERNET] Schematic

To: Michael Batt <mbatt@gardnerbatt.com>, Blum, Jennifer <Jennifer.Blum@rockymountainpower.net>, Dudley, Harold <Harold.Dudley@rockymountainpower.net>, Burton, Scott <Scott.Burton@pacificorp.com>

Cc: Jared Ford <jford@ensignutah.com>, Guillaume Belgique <guillaume@archbelgique.com>, joe.hutchings@royaleng.com <joe.hutchings@royaleng.com>

Mike

The high voltage power line on the west side of Orange Street, south of North Temple, is our Gadsby - Chevron 46kV line. If you can maintain a 25ft horizontal clearance between a line defined by the center of the poles and your buildings we would meet National Electrical Safety Code (NESC) clearance requirements. You'll want to look closer at how you are going to build the buildings relative to Federal, State and Local safety requirements as those issues can be more restrictive in regards to separation between the power line and the building.

Let me know if you have additional questions.

Thanks,

Cody Nunley, PE

Transmission Engineer

PacifiCorp / Rocky Mountain Power

1407 West North Temple, Suite 230

Salt Lake City, UT 84116

801-220-4650

[Quoted text hidden]

ATTACHMENT F: **Property & Vicinity Photographs**



View of the Building D site from the east side of Orange Street, looking west



View of the site from the sidewalk on Orange Street, looking west



View of the front setback area on Orange Street taken from the south side of the lot, looking north



View of the warehouse buildings across the street from the site on Orange Street, looking south-east



View of the site from the adjacent property on the north, looking south down the sidewalk



View down the sidewalk in front of the building site, looking south



View from the middle of the front of the site looking south down the sidewalk on Orange Street



View looking south down Orange Street, building site on the right, warehouses on the left (Google Street View, May 2019)



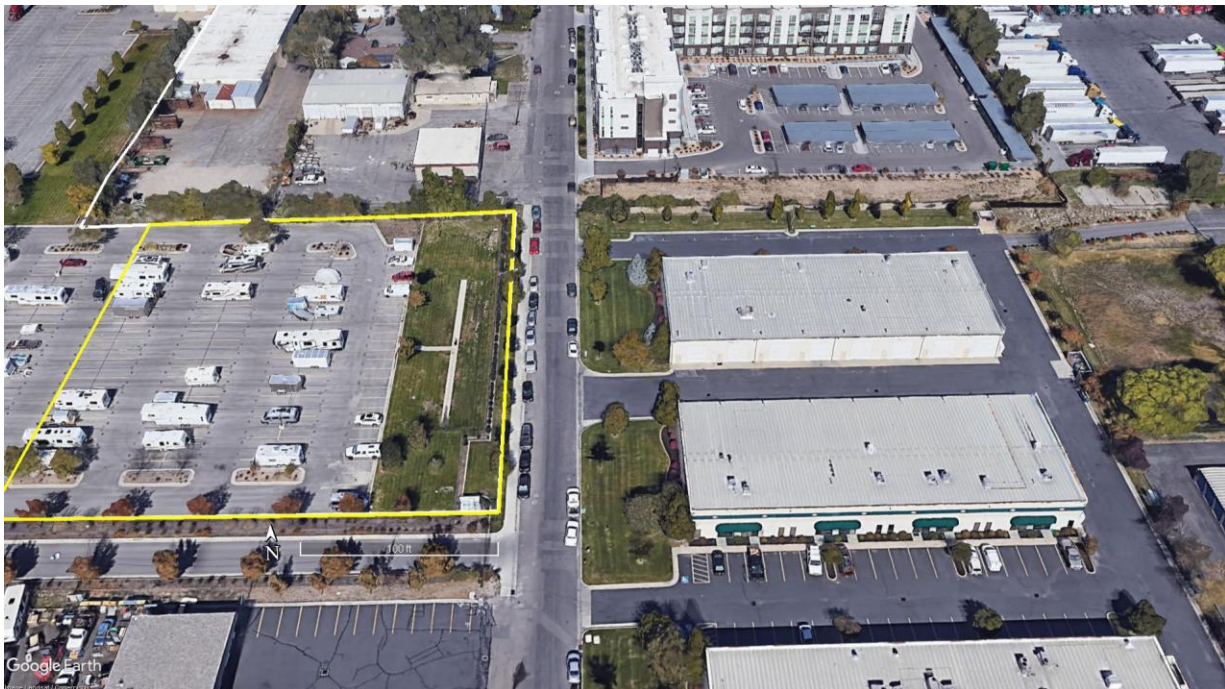
View of warehouse buildings across Orange Street on the east, looking east (Google Street View, 2018)



View of nearby developments to the north of the site on Orange Street, looking north



View of the properties to the south from the south edge of the subject site, looking south. Warehouse buildings and a power substation are visible.



Birds-eye aerial view of the site looking north. Approximate location of Building D site is highlighted in yellow.

ATTACHMENT G: Existing Conditions – Master Plan and Zoning Standards

City Master Plan Policies

North Temple Master Plan

This development is located within the 1950 West/2200 West Station Area of the *North Temple Boulevard Small Area Plan*. The plan includes the following general vision statement for the area and associated policies:

The 1950/2200 West Station Area is a major employment and economic development center in the City. Future development will enhance the area as an employment center by improving pedestrian and vehicular connections throughout the area, enhancing the mix of uses to better serve the major employment centers, and by improving public spaces for all users. The following policies will help implement the vision:

1. **Mobility:** Improve the overall connectivity around the station area.
2. **Compact Mix of Uses:** Intensify the mix of uses around the 1950 West Station and the future 2200 West Station.
3. **Placemaking:** Create safe, vibrant and useful public spaces.
4. **Integrating Redwood Road:** Improve the area between Redwood Road and the 1950 West Station.

The plan also notes the following about the transitional area at 1950 West:

The Transitional Area is the area that will see some change over the next 20 years, but the change will generally be smaller scale and less intense than the Core Station Area. Appropriate zoning regulations would be characterized by:

- *Smaller scale building up to 4 stories in height*
- *A horizontal mix of land uses*
- *Parking behind or to the side of buildings*
- *Appropriate scaled residential development where compatible with airport overlay zones.*
- *Permitted uses that support the role of the area as an employment and airport service center*

The zoning adopted for the area is generally reflective of these general policies, particularly regarding allowing for smaller scale buildings (compared to the core zone) and allowing a mix of land uses. Permitted land uses include light industrial, commercial, and residential uses that would support a mixed-use employment center. Parking is also required to be located behind or to the side of buildings.

Below are additional applicable policies and guidelines related to the proposal from the section of the plan pertaining to the 1950 West Station.

Policy #1: Mobility

Improve the pedestrian environment to create a walkable transit-oriented neighborhood with improved connections for other types of vehicles that are required to serve the area.

- *Strategy 1-A: Develop design guidelines that focus on creating a pedestrian-friendly environment while accommodating automobiles.*
- *Strategy 1-B: Improve connections for all modes of transportation.*
- *Strategy 1-C: Design and build streets throughout the station area to accommodate all users, with emphasis placed on the safety and security of the pedestrian and bicyclist*

Staff Discussion: Although the above policies are not directly related to the specific setback request, the overall development incorporates a private street and pedestrian walkway network that provides access through the development site for pedestrians and bicyclists.

Policy #2: Compact Mix of Uses

Strategy 2-A: Create standards that produce compact, dense and intense development closer to the station.

b. Activate landscaped setbacks with appropriate outdoor activities, such as plazas or outdoor dining.

Policy #3: Placemaking Create safe, vibrant and useful public spaces.

Strategy 3-A: Recognize streets as being important public spaces.

- a) Create regulations that require buildings to be oriented to the street, with doors and windows opening to the street and parking located behind or to the side of buildings.*
- b) Allow buildings to be set back from the property line when the space is to be used for public plazas or active use, such as outdoor dining.*
- c) Encourage a range of activities in and around public spaces to allow for natural surveillance, people watching, active uses, etc.*

Strategy 3-B: Identify key elements of desirable public spaces.

- a) Public spaces should be designed to allow for a wide array of activities*
- b) Public spaces on private property, such as plazas at building entrances, should be inviting, comfortable and distinguishable from public property.*
- c) Elements in public spaces should be appealing to the senses. This can be accomplished by using materials of various colors or textures, adding features that create sound and movement (such as water features, or elements that move in the wind), and using landscaping materials that produce different scents, textures, etc. and that are appropriate for the local climate.*
- d) Incorporate Crime Prevention through Environmental Design (CPTED) principles into the design of buildings and public spaces.*

Staff Discussion: Although many of the above policies generally pertain to how the city should write zoning regulations for development in the area, the included sub-strategies regarding setbacks relate to this proposal. The proposed setback is being landscaped into a “pocket park” that includes plaza and outdoor seating/dining elements that can activate the space, which fulfills the policies related to activating public spaces and allowing for setbacks when the space is used for public plazas or other outdoor active uses.

Applicable Major Zoning/Design Standards

TSA-MUEC-T Zoning Standards

Note that some of the zoning standards apply to the overall development, rather than the specific building involved in this Design Review request.

Requirement	Standard	Development Proposal	Compliance/Impact on Development
Front/Corner Side Yard	5' max setback for 50% of front façade, no limit otherwise	~35'	Does not comply. Seeking modification through Design Review. See discussion under Consideration 1 . Staff recommends approval of the modification.
Side/Rear Yard	No minimums	Development site setbacks overall: Side (North): 82' Side (South): 26' Rear (West): 0' for the overall development, another building is located adjacent to the rear property line	Complies
Lot Area	2,500 sq. ft minimum per lot, except if a single-family attached use that has rear loaded parking, maximum of two drive way access points, and no front facing garages.	13.86 acres or ~603,741 square feet (total development site)	Complies
Lot Width	No minimum for single-family attached uses	284' wide on Orange Street, total development site	Complies
Maximum Height	60'	~49'5" to roof, additional ~6'-9' parapets for up to ~59' height (5 stories), 63' at top of elevator/stairway bulkhead (allowed to exceed zone height by up to 16")	Complies
Ground Floor Glass	45% glass for residential (minimum), located between 3' and 8' height	55% between 3' and 8'	Complies
Entrances	1 per front façade, and at least 1 every 40'	5 entrances required, 9 entrances provided, spacing varies from 12' to 36' apart.	Complies
Entrance feature	Each required entry must include 5' depth awning/canopy, 5' depth covered porch, stoop with 3' awning/canopy, or be recessed 5' (see ordinance	Each required entry includes a 5' depth entry feature, either an awning or covered porch.	Complies.

	for full dimensional requirements)		
Façade Building Materials	Min. 90% lower front façade clad in durable high-quality material (fiber-cement board, brick, concrete, etc.) Min. 60% of upper	100% of ground floor covered in durable materials (brick) 93% of upper floor covered in high quality durable materials 75% covered in high quality durable materials (brick, Hardie panel/fiber cement board)	Complies
Street Facing Building Façade Length	Max. 200'	200'	Complies
Maximum Length of Blank Wall	Max blank wall length 15'	7.5' between windows	Complies
Stucco Limitations	0% on ground floor, 10% of upper floors	0% on ground floor; 6% upper floors	Complies
Front Yard Landscaping/Design Requirements	50% of provided front yard must include landscaping, can include planter boxes. May be reduced to 30% if at least 50% of yard includes patios or is a private residential yard Min. 30% shall be outdoor public space, private residential yards, patios, or outdoor dining areas	~2,746 sq ft hardscaping, out of ~11,722 of yard space for approximately 23% hardscaping, 77% landscaping.	Complies.
Front Yard Landscaping for Yards Over 10' in Depth	In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.	The trees provided generally have a mature height and spread of approximately 25'. 10 trees are required in the space and 19 are provided.	Does not comply. The applicant is requesting a modification to the specific tree requirements as trees of the size required at maturity would not fit between the building and the power lines without considerable trimming and/or topping of the tree. The applicant is proposing smaller trees that at maturity will be more proportional to the space. The number of trees exceeds the minimum requirement. See additional discussion in Consideration 1 . Staff recommends approval of the modification.
First Floor/Street Level Requirements	Use besides parking for min. 25' depth along	Residential use across entire ground floor, no	Complies

	ground floor street facing facade	parking within the building.	
Mechanical Equipment	Must be on roof or in rear yard/must be screened	Located in the rear of the development	Complies
Street Frontage	Each lot is required to have public street frontage	Lot has street frontage.	Complies.
Parking	<p>TSA-MUEC-T:</p> <p>1 parking stall for 1-bedroom units,</p> <p>2 parking stalls for 2-bedroom units,</p> <p>then divided by half for total parking. (50% of the basic parking requirement)</p> <p>Over half of the overall development site is in the Core zone and has no parking requirement.</p>	<ul style="list-style-type: none"> • 90 stalls for 90 one-bedrooms • 60 stalls for 30 two-bedrooms <p>Total 150 stalls, divided by half for TSA Transition zone, results in 75 stalls required. At least 75 stalls provided on site.</p> <p>Overall parking ratio for the entire development site is .96, complying with TSA requirements.</p>	Complies
Open Space	1 foot per every 10 feet of land, up to maximum 2,500 in Transition zone, for developments over 5 acres this is increased to 10% of the lot area up to 15,000 square feet	The Orange Street pocket park and the adjacent pickleball courts provide approximately 16,000 square feet of open space. Additional open space is provided within the overall development site.	Complies

ATTACHMENT H: Analysis of Standards – Design Review

21A.59.050: Standards for Design Review:

The standards in this section apply to all applications for design review as follows:

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

Planning Staff Note: *The Design Review standards below have been reviewed for those directly applicable to the setback modification requested.*

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Finding	Rationale
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.	Complies	<p>The zone purpose is described in the specific purpose statement for “transition areas” and the typology statement of the “Mixed Use Employment Center” zone:</p> <p><i>A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.</i></p> <p><i>The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding</i></p>

		<p><i>neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.</i></p> <p>The zoning for the area is reflective of these statements, allowing for medium scale residential and mixed-use development. The scale and use of the proposed development comply with the zoning purpose statements.</p> <p>The proposed modification also aligns with policies regarding activating outdoor landscaped setbacks with plaza and other active use elements. These master plan policies are noted in Attachment G.</p> <p>There are no other adopted urban design guideline documents related to this proposal.</p>
<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 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. 	Complies	<ol style="list-style-type: none"> 1. The primary entrances to the Orange Street adjacent units face the public sidewalk. There are also two additional main corridor entrances that are directly accessed from walkways adjacent to Orange Street. There is an additional entrance that faces the parking lot to the rear. 2. The building is located as close to the sidewalk as possible, taking into consideration the power line and associated electrical setback. Other buildings along the street will also need to be setback similarly, and new existing developments have been setback from the power line establishing a neighborhood development pattern. 3. The majority of the parking is located behind the building, with one row of parking located along the private street to the side/south of the building.
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p>	Complies, with conditions	<ol style="list-style-type: none"> 1. The ground floor of the building consists of active residential uses. The landscaped setback is activated with outdoor elements to provide pedestrian

<ol style="list-style-type: none"> 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. 		<p>comfort and encourage use of the space. Outdoor game courts are also located adjacent to the public sidewalk to provide additional human activity visible from the street.</p> <ol style="list-style-type: none"> 2. Approximately 55% of the ground floor between 3' and 8' is glass, exceeding the minimum requirement of 45% for residential uses. This is an overall high level of transparency for a residential use. 3. As this is a residential building that is setback from the public sidewalk by a landscaped “pocket park” space, storefront elements aren’t necessarily appropriate in its context. However, the building does incorporate horizontal and vertical articulation, with portions of the building setback from the main front façade, patios and porches on the first floor providing activity on the ground level, architectural detail at ground level window transitions including transom elements, and awnings to the building entrances that provide depth and emphasize the entrances. The ground level materials also differ from the upper level, emphasizing the ground floor. 4. The development is incorporating outdoor dining, plaza elements, habitable yard area, and recreational open space uses within the proposed front setback that provide a direct visual connection to the street. The space is proposed to be bordered by a “security fence” to limit full public access to the space. In order to maintain the “direct visual connection to the street” staff is recommending that a condition be imposed that any fencing in this area of the site be “open,” such as wrought iron fencing, rather than “solid” and that it be limited in height (6' total height for fence/wall, 4' for any solid walls). <p>See additional discussion related to this standard and condition in Consideration 1.</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as 	<p>Complies/ Not Applicable</p>	<p>This standard doesn’t directly apply to the setback modification request as no modifications to building size or scale are being requested as part of this Design Review.</p>

<p>alignments with established cornice heights, building massing, step-backs and vertical emphasis.</p> <ol style="list-style-type: none"> 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. 		
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	Complies/ Not applicable	The building does not exceed 200' in width and so this standard does not apply.
<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. 	Complies	The applicant is complying with items 2, 3, 5, and 6. The applicant has provided calculations on the plans regarding the trees, providing 13 new trees in addition to the 10 trees already located in the front yard. The trees provide a mixture of areas that provide seasonal shade and are proportional to the space. The applicant is also providing lounge or outdoor dining table areas within the pocket park, as well as low walls and benches that can serve as additional seating area. See additional discussion in Consideration 1.
<p>G. Building height shall be modified to relate to human scale and minimize negative impacts.</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 	Complies/ Not Applicable	This standard doesn't directly apply to the setback modification request as no modifications to building height are being requested as part of this Design Review.

<p>building with distinct base, middle and top sections to reduce the sense of apparent height.</p> <p>2. Negative impacts:</p> <ul style="list-style-type: none"> 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. <p>3. Cornices and rooflines:</p> <ul style="list-style-type: none"> a. Shape and define rooflines to be cohesive with the building's overall form and composition. b. 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. 		
<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>Complies/ Not Applicable</p>	<p>This standard doesn't directly apply to the setback modification request as no modifications related to parking and on-site circulation are being requested as part of this Design Review and the building is not subject to an overall Design Review. However, the parking is located predominantly behind the building, with sidewalks that directly connect from the building to the public sidewalk and walkways that run through the site that lead directly to the transit station on North Temple.</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. (Subsection 21A.37.050.K.)</p>	<p>Complies/ Not Applicable</p>	<p>This standard doesn't directly apply to the setback modification request as no modifications related to such elements are being requested as part of this Design Review and the building is not subject to an overall Design Review. However, refuse/recycling containers and any electrical utility boxes required to serve the development are located</p>

		behind the building and are screened from public view, complying with the underlying zoning requirements for those elements.
J. Signage shall emphasize the pedestrian/mass transit orientation. <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. 	Complies/ Not Applicable	<p>This standard doesn't directly apply to the setback modification request as no modifications related to signage are being requested as part of this Design Review and the building is not subject to an overall Design Review. The building is setback enough from the sidewalk that pedestrian level signage on the building would have limited pedestrian engagement value. However, signage will be incorporated into a monument sign on the south side of the building near the south entrance gate, next to the sidewalk, incorporated into the landscaping.</p>
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. <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. 	Complies	<ol style="list-style-type: none"> 1. The pocket park will be lit by existing the streetlights currently attached to the power line poles along the street. City Lighting Master Plan does not call for specially designed city streetlights on smaller local streets like Orange Street. 2/3. The applicant notes that the power line safety setback/easement prevents pedestrian lighting from being installed within the plaza. However, the applicant is incorporating down lighting on the façade of the building to light the pocket park and provide pedestrian comfort and safety.
L. Streetscape improvements shall be provided as follows: <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 applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: <ol style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily 	Not applicable/ Complies	<ol style="list-style-type: none"> 1. There is no City park strip on this portion of Orange Street. The existing City right of way includes sidewalk, curb/gutter, and street paving. However, there are trees that serve as street trees and those are not being removed. The applicant is providing additional trees within the pocket park as well. 2. The proposed pocket park uses concrete walkways and hardscape elements such as short walls to differentiate between the sidewalk public space and the private space on the site. The considerable amount of softscape landscaping will allow for rainwater infiltration into the ground. The plaza space includes seating elements that can serve as resting points. Asphalt is not used as a hardscape material in the plaza space.

<p>repairable or replaceable should damage or defacement occur.</p> <ul style="list-style-type: none"> 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. 		
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ATTACHMENT I: **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:

- Early Notification and Planning Division Online Open House – November 5, 2020
 - Early notification regarding the project, including the overall development that Building D is associated with, and a link to the open house was mailed out November 5, 2020
 - Notices were mailed to property owners/residents within ~300 feet of the proposal and sent out on the City's Planning listserv and e-mailed directly to the local community council contacts (Jordan Meadows and Poplar Grove).

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on December 30, 2020
- Public hearing notice posted on December 30, 2020
- Public notice posted on City and State websites and Planning Division list serve on December 30, 2020

Public Input:

Staff received four letters from individuals in response to the notification of the overall development project. Those letters are attached on the following pages.

No concerns were provided about the setback modification itself. However, concerns were provided regarding the overall development, including regarding the number of parking stalls being inadequate, the number of affordable housing units, the scale of the development, and the amount of open space in the site plan.

Echeverria, Daniel

From: Sherrie Gardner [REDACTED]
Sent: Thursday, November 12, 2020 4:18 PM
To: Echeverria, Daniel; Roman, Amanda
Cc: [REDACTED]
Subject: (EXTERNAL) New Development "Village at North Station"

From: Dennis Gardner

This is Dennis Gardner, with Gardner Legacy LLC. We own the property at 15 North Orange St.

We have reviewed the details for the proposal on the above development.

It indicates that "primary access will be off North Temple connecting south-east to Orange St. It also indicates that there will be 1.1 parking spaces per unit.

Orange St. is already very congested with the Meridian Apartments overflow parking and many trax users trying to park there as well.

It is not clear if the proposal envisions Orange St. as a major access roadway for this development.

What percentage of the housing is expected to access via Orange St. and what percentage onto North Temple directly from the development?

Also, is it expected that Orange St. will be used in any way as a construction access during development?

What can be done to mitigate parking congestion issues which are already overwhelming?

Thank-you for any clarification you can provide.

Dennis Gardner
[REDACTED]

Sent from my iPhone

Echeverria, Daniel

From: KD N [REDACTED]
Sent: Thursday, November 12, 2020 6:55 AM
To: Echeverria, Daniel
Subject: (EXTERNAL) North Temple Multi-Family Development

Hello Daniel

I'm super concerned about a 769 housing unit placed in this area.

I am a former Community Council Chair of the Westpointe Community Council.

This is an insanely large housing unit that is way oversized for this area. It sounds to me like it will be tenement housing.

The children will have to be bused to school as the only elementary school in the area is over a mile away. No Jr High for more than 2 miles. Tracks is there. But not where the schools are located. This area wasn't developed for that giant of an apartment complex because it's a bad fit.

There are so many large apartment building complexes in the process of being built, are you sure we need that many?

We are a housing community out here. We are here cause we didn't want big buildings all over our neighborhoods. Now you're approving big apartments in our community. Not a good fit for our communities. All the buildings prior to the apartments at the 100 North Redwood Road have been a maximum of 2 stories. Why are you allowing giant buildings in residential housing areas?

I feel the planning division is saying YES to every development that is put across your desks without consideration for the existing community or for the people who will be in a giant apartment complex with no hope for convenient living. There is no playground mentioned, no parking is mentioned. If this is "affordable" housing per se, there is no walkable access to the grocery store. There is a hipanic store a mile away on North Temple but no other stores within walking distance or by Trax.

These are things that need to be considered. The development is way too big for this area. There isn't any kind of green space/ park even nearby. There needs to be more consideration given to these types of developments and Green Space, Parking and SAFE playgrounds. Yes more than one.need to be included in apartment developments AND SAFE.

This property is very near a HALFWAY House. Not the kind of neighborhood you would want for your family. Why would you approve this kind of overbuilt apartment complex anywhere? Especially in these Northwest Community Council areas where it has mostly single family dwellings until the overbuilt apartment boxes right off the sideways, No green space anywhere. It's located on approximately 100 North Redwood Road. It doesn't fit the community.

I feel Salt Lake City Planning is letting Developers over build the City for Tax raising efforts and not for what is good for a community or the City.

Kadee Nielson
[REDACTED]

Echeverria, Daniel

From: Cameron Blakely [REDACTED]
Sent: Friday, November 6, 2020 9:45 AM
To: Echeverria, Daniel
Subject: (EXTERNAL) Public Comment on 1925 N Temple Development

Daniel,

I am excited with all of the latest developments occurring along the N Temple Corridor, so when I heard about this latest proposal I had to check it out.

I think the density will be great for this area, and for the most part I am liking the materials choice. Obviously I understand that the renderings provided are very preliminary, but the whole site seems sterile. There is an incredible amount of parking and hardly any green or amenity space for residents. I wonder if that main north/south drive through the site could be converted into more of a festival type street- remove parking and allow more space for pedestrian or plaza-like uses. What little open space I can see (for example the splash pad) is tucked right up next to parking with no screen or buffer whatsoever. No one is going to use that. The road alignment with the traffic light seems secondary even though that will probably be the main entry/exit point. And even though this is largely up to the developer, I wonder if there could be any sort of mixed-use opportunity along N. Temple (even just a café or coffee shop) to activate the street a bit more. It looks like the Wells Fargo lot is remaining- what sort of interaction will the properties have? Is there any way to make it feel like a cohesive site?

I apologize for the ramble, I just think this site has quite a bit of potential and don't want to see it turned into just another run of the mill, forgettable multi-family project. I look forward to more of this project and hopefully more people can express their opinion to turn it into something the neighborhood really values. I'd be happy to answer any follow-up questions should there be any.

Thanks and good luck,

CAMERONBLAKELY
designer

loici

[REDACTED] 569 East 2nd Avenue, Building B, SLC, UT 84103

[REDACTED] | www.loici-slc.com

Echeverria, Daniel

From: [REDACTED]
Sent: Thursday, November 5, 2020 9:41 PM
To: Echeverria, Daniel; Roman, Amanda
Subject: (EXTERNAL) 1925 W North Temple Multi-Family Development

Daniel and Amanda,

I live at nearby Cornell Place Apartments and some of my comments regarding 1925 W North Temple are based on what I perceive as deficient here at Cornell Place Apartments:

1. There is not near enough secure and gated parking at Cornell Place. Many vehicle are parked down both sides of the street in front of the property and well beyond the property, thus irritating the neighbors. Property crime is rampant for the cars parked on the street.
2. The gated and secure parking spaces at Cornell Place are too narrow. Anyone with a large vehicle or truck can barley park with enough space to exit the vehicle. I've gone out to my car in the morning where someone has parked within 3 inches of my car where they were wedged in between two large vehicles that simply don't fit in the narrow parking spots. This risks a lot of damage to cars and you might not be able to open your car door to get in.
3. The number of low income units should be capped at somewhere around 30%. This forces the property owner to operate, maintain and build the property in a way that will attract market rate tenants. Low income tenants like myself are so desperate that we will rent units regardless of the condition or upkeep of the property, and the owner has less incentive to operate the property in way to attract market rate tenants. Too many low income units may cause the property to degrade into a slum that only desperate low income renters will accept. I'm seeing some signs of this here at Cornell Place with high turnover of tenants and too many police visits to the property. Having to attract market rate tenants provides a great incentive to the owners.
4. I'm amazed at how many tenants here at Cornell Place have dogs and luckily there is a nearby park and adjacent green areas. Looking at 1925 W North Temple, I don't see any green areas of size in the plan. They need to add a large open green area with a dog park if they intend to allow pets. The pets deserve better than an asphalt parking lot or tiny green area.

Please don't attribute my name to these comments. I'd like to remain anonymous.

[REDACTED]

[REDACTED]

ATTACHMENT J: Department Review Comments

Engineering (Scott Weiler at scott.weiler@slcgov.com or 801-535-6159)

No objections to increased setback.

Public Utilities (Jason Draper at jason.draper@slcgov.com or 801-483-6751)

No utility objections to the increased setback. This actually provides a little more room for utilities.

Transportation (Michael Barry at michael.barry@slcgov.com or 801-535-7147)

Transportation has no issues with the proposed setback modification. Transportation has requested a traffic impact study for the project and we are awaiting the report, mostly to do with the intersection on North Temple but will also include the driveway on Orange St. It is not anticipated that the setback modification will impact the traffic impact study. Please let me know if you have any questions.

Fire

Planning Staff Note: Fire is reviewing the development as part of their building permit review for fire code compliance. The setback modification is not anticipated to impact any fire code requirements.

Building Code

Planning Staff Note: Building is reviewing the development as part of their building permit review for fire code compliance. The setback modification is not anticipated to impact any building code requirements.

Zoning

Planning Staff Note: Zoning is reviewing the building as part of their building permit review. The zoning required setback and associated standards are being modified through this request.

ATTACHMENT K: **Overall Development Plans**

The following plan sheets of the overall development are provided for contextual reference only and are not included in the scope of this petition. The plans are being reviewed by Building Services for zoning and other code requirements. Additional changes may be made to the plans to address those code requirements.

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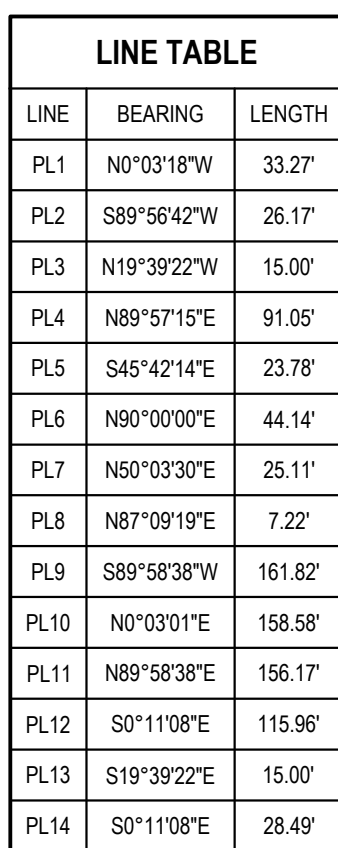
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

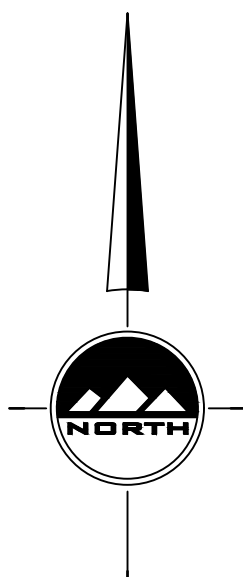
STREET MONUMENT
2050 WEST STREET &
NORTH TEMPLE STREET

ELEV = 4229.40'

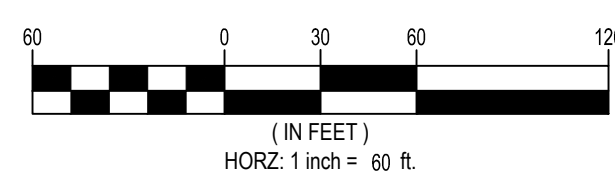
STREET MONUMENT
2050 WEST STREET &
NORTH TEMPLE STREET
ELEV = 4229.40'



LINE TABLE		
LINE	BEARING	LENGTH
PL1	N0°03'18"W	33.22
PL2	S89°56'42"W	26.17
PL3	N19°39'22"W	15.00
PL4	N89°57'15"E	91.05
PL5	S45°42'14"E	23.78
PL6	N90°00'00"E	44.14
PL7	N50°03'30"E	25.11
PL8	N87°09'19"E	7.22
PL9	S89°58'38"W	161.82
PL10	N0°03'01"E	158.58
PL11	N89°58'38"E	156.17
PL12	S0°11'08"E	115.96
PL13	S19°39'22"E	15.00
PL14	S0°11'08"E	28.49



HORIZONTAL GRAPHIC SCALE



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7583 So. Main Street #100
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information@archbelgique.com

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Royal Engineering
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ELECTRICAL ENGINEER
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LANDSCAPE ARCHITECT
STB Design
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PHONE : (601) 304-6146
EMAIL : scott@stbdesigninc.com

INTERIOR DESIGNER
Kj Designs
Contact : Teena Gardner

THE VILLAGE AT NORTH STATION
1925 W North Temple
Salt Lake City, Utah

Date
September 30th, 2020

[illegible]

Sheet Title
COMBINED SITE PLAN
AND PLAT UNDERLAY

Sheet Number

C-002