



# Memorandum

Planning Division  
Community & Neighborhood Department

**To:** Planning Commission

**From:** Liz Hart, Principal Planner

**Date:** September 14, 2022

**Re:** Work Session for Hardware Village II – Design Review  
Petition PLNPCM2022-00586

---

**Property Address:** 152 N 500 W

**Parcel IDs:** 08-36-376-056-0000

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

**Master Plan:** Capitol Hill and Downtown

## **ACTION REQUESTED**

Salt Lake City has received a request from Evan Haslam with Dwell Design Studio, for approval of modifications to the required Design Standards in the TSA-UC-C district to construct a new 8-story mixed-use development at 152 N 500 W. The standards proposed to be modified for the Hardware Village II project include:

- Building setbacks require 50% of the building façade shall be within 5 feet of the property line along Hardware Avenue and North Temple. The applicant is proposing a modification to increase the building setbacks along Hardware Avenue to be between approximately 7 feet and 11 feet and along North Temple to be between approximately 8 feet and 16 feet.
- The applicant is requesting that the required ground floor use be reduced from 80% to 10% on 490 West and to 0% on North Temple.
- The applicant is requesting to reducing the amount of durable ground floor building from 90% materials to 70% on 490 West and 58% on North Temple.
- The applicant is requesting to reduce the amount of glass required for North Temple from 60% to 42%.
- The applicant is requesting that the amount of building entrances required for 490 West be 4 and zero for North Temple.
- The applicant is requesting that the building length be allowed to exceed the maximum of 200 feet by 124 feet along Hardware Avenue and North Temple, and 111 feet along 490 West.

Planning Staff requests that the Planning Commission hold a work session to discuss the application and provide initial input, feedback, and direction to Planning Staff and the applicant so they can finalize their Design Review proposal and bring it back to the Planning Commission for a final decision. The feedback should direct the applicant and Planning Staff on whether the proposal generally complies

with the standards for design modification of the TSA-UC-C zoning district found in chapter 21A.59 and attached to this Memorandum as Attachment A.

**ATTACHMENTS:**

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

**PROJECT DETAILS**

The proposed development consists of an 8-story mixed use building that includes a parking garage, commercial space, and residential units. The building has 3 street facing facades, Hardware Avenue to the north, 490 West, and North Temple to the south and an alleyway is proposed on the east for purposes of access to building utilities and the parking garage. The building provides commercial space on the ground floor at the corner of Hardware Avenue and 490 West. The ground levels of Hardware Avenue will also include residential units. The basement level and first 3 levels of the building will mainly consist of a parking garage. The proposed parking garage includes spaces for the residential units and for the office building located to the east of the project site. Levels 4-8 of the building will be residential units, the entire building will have a total of 343 residential units consisting of studios and 1-2 bedrooms.

The design of the proposed building is modern and consists of multiple material changes, vertical and horizontal breaks, balconies, recessed portions of the facades, and roof top amenity areas. The main entry of the proposed building is oriented towards Hardware Avenues, which is also where the main entries for the existing buildings on the block orient. Vertical emphasis is created with brick banding that delineates between material, use and window changes. The buildings upper levels are massed in three areas, each of the corners and in the middle. The corners are emphasized with lighter material banding and warm-toned inset balconies. The middle massing is composed of dark materials with balconies and pop-outs. The massing features includes balconies that are inset, semi-recessed and extended, vertical bays, belt course and window reveals. The ground floor includes glazing that appears to be two-stories and wraps around the corners of the building. Overall, the design of the building adds character to the Hardware District.

**BACKGROUND AND SITE CONTEXT**

The Hardware Village II project site is part of a larger block development known as the Hardware District. The Hardware District includes the Hardware Office building located on the corner of 400



West and North Temple, and two apartment buildings to the north of the project site. The two apartments buildings went through the TSA application process in 2015-2016. The subject property proposed for development is currently a parking lot for the office building to the east.

The project site is unique because of the North Temple viaduct/overpass which abuts the property on the south. The North Temple viaduct/overpass starts at the intersection of 400 West and ends at the intersection of 600 W. The elevation and plane of North Temple that interacts with the project site is over 10-20 feet above grade of the subject property. There is no accessible point to North Temple from this project via the south façade. Access begins at the

east side of the adjacent property or along the west side of the project site by elevator/stairs. For pedestrian access, North Temple has two sidewalks at two different vertical planes, one at grade at the bottom of the abutment and one on the viaduct/overpass. The viaduct/overpass and the area underneath are owned by the city.

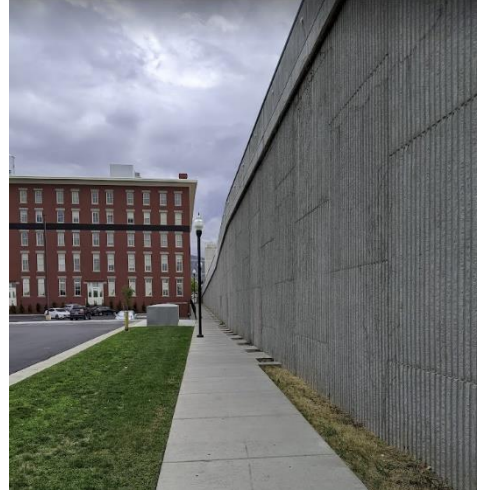
The applicant also submitted a TSA application, the application does not meet the points for administrative approval and will required Planning Commission approval, staff will be bringing this application with the Design Review application at a future date.

Please note, prior to the construction of the proposed building a subdivision plat will be required in order to relocate property lines and dedicate public right-of-way for 490 West. A required subdivision process will be included as a condition of approval in Planning Staff's recommendation to the Planning Commission's final decision of the petition.

**DESIGN STANDARD REQUESTED MODIFICATIONS AND ISSUES FOR CONSIDERATION**

The purpose of the Design Standards is to *“utilize planning and architecture principles to shape and promote a walkable environment., to foster place making as a community and economic development tool, protect property values, assist in maintaining the established character of the City, and implement the City’s master plans.”* Modifications to the Design Standards are possible through the Design Review Process. Modifications of the Design Standards may be modified by Planning Commission if it is found that the modification meets the intent for the specific design standards required to be modified. The standards for Design Review are found in Attachment A of this Memorandum.

The majority of the modifications requested are for the elevation along North Temple, the applicant has the opinion that because the North Temple façade ground floor faces the North Temple viaduct/overpass and not a street it does not create the environment intended by the ordinance, therefore these requirements should not be applicable. The applicant is also requesting that the proposed parking garage for the ground floor use along North Temple be allowed instead of a commercial or residential use as allowed per code. Staff's opinion is that the North Temple ground floor elevation is facing the public realm and is required to meet the applicable design standards and ground floor use requirements. By not applying these standards to the North Temple façade it will create a space that will be unsafe and undesirable for pedestrians.



Additional modifications are being requested for the 490 West and Hardware Avenue street facing facades. The design standards the applicant is requesting the Planning Commission to be modified from the underlying zoning district (TSA-UC-C) includes:

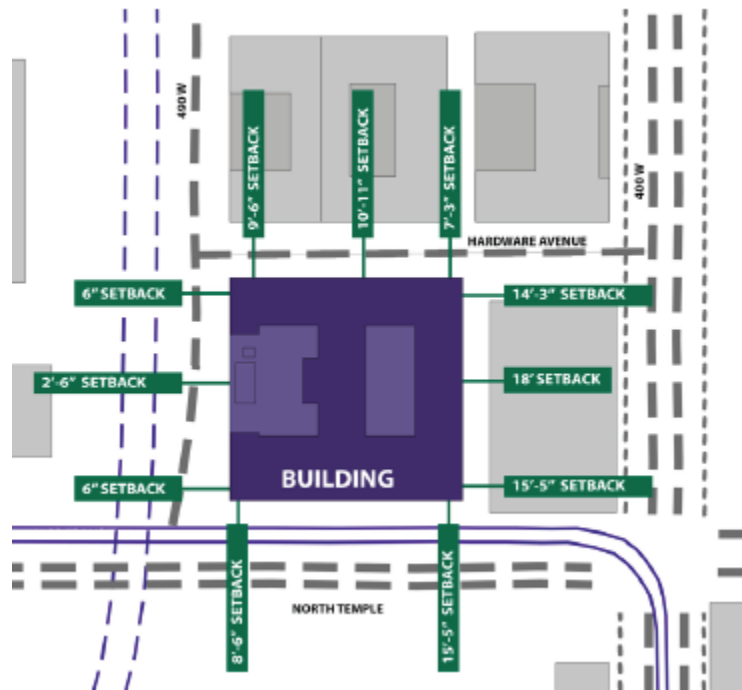
### **Building Setbacks**

The setbacks for the TSA-UC-C district require 50% of the building façade to be within 5 feet of the property line along Hardware Avenue and 490 West. The setback requirements for North Temple also requires 50% of the building façade to be within 5 feet of the property line but allows for a maximum of 15 feet if plazas, courtyards or outdoor dining are proposed within the setback.

The applicant is proposing the following setbacks:

Hardware Ave: ranging from ~7 feet to ~11 feet, 0% is within 5 feet of the property line.

North Temple: ranging from ~8 feet to ~16 feet, 0% is within 5 feet of the property line and no plazas, courtyards or outdoor dining is proposed at the ground level.



The purpose of the TSA-UC-C district is *to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed-use development... and to enhance the area closest to a transit station as a lively, people oriented place.*

Hardware Avenue is being proposed to have on-street parallel parking, with the proposed parking and sidewalk the building needs to be pushed back. Staff has the opinion that the setbacks along Hardware Avenue accomplishes an activated sidewalk that includes commercial space, residential units and a plaza area.

The existing at grade sidewalk along the North Temple viaduct/overpass abuts the property line of the subject property and the wall of the viaduct/overpass. Having the proposed building pushed back further from the property line creates a wider corridor instead of a narrow corridor between two large walls that would create an uncomfortable space. Staff agrees that the building setback needs to be push back further from the property line in order to make the space more comfortable to the public and future residents.

### **Ground Floor Use and Visual Interest**

The purpose of this design standard is to increase the amount of active uses and/or visual interest on the ground floor of a building. There are 2 options for achieving this, one dealing solely with the amount of ground floor use or combining a lesser amount of ground floor use with increased visual interest in the building facades design.

For the proposed project, the first option would require 80% of the ground floor to consist of a permitted or conditional use other than parking. The second option requires 60% of the ground floor consist of a permitted or conditional use and 25% of increased visual interest. Visual interest can include a combination of increased building material variety, architectural features, façade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the

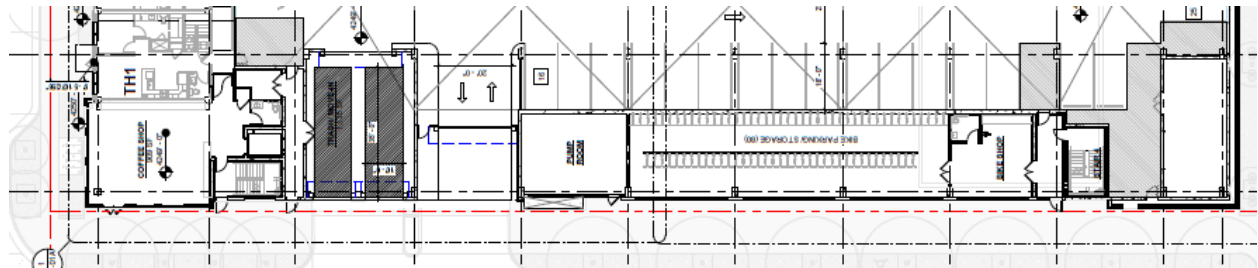
adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.

The applicant is requesting that this requirement be modified for 490 West and to North Temple.

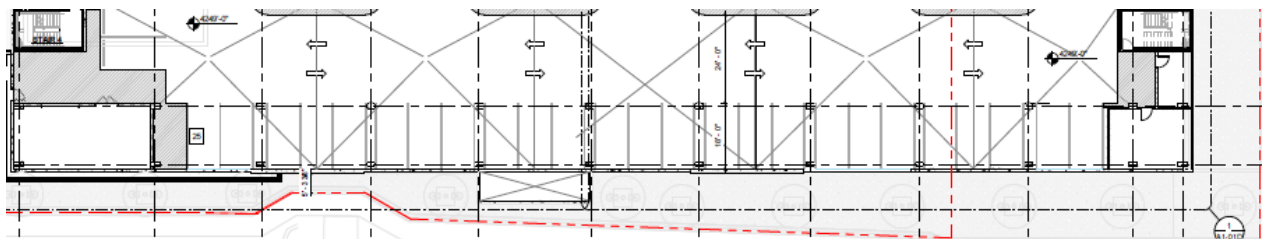
The 490 West facade faces the North Temple Frontrunner Station and the elevator/stairs that access the North Temple Bridge/Guadalupe Trax stations. The corner of 490 West and Hardware Avenue is proposed to include 909 SF of commercial space, ~10% of the ground floor. The ground level detail does include a variety of building materials, architectural features, and façade changes. It also includes a bicycle shop and storage area for residents and public transit users to utilize.



However, the main use of the interior is the proposed parking garage. Staff is of the opinion that the bicycle shop and storage area should be built to commercial standards so in the future the space can be converted into commercial space, but as proposed now it is meeting the intent of this design standard.



The North Temple ground floor level use is the interior parking garage. As proposed there is no visual interest to facilitate pedestrian interaction with the building on this façade. The applicant is requesting that this requirement not be applicable, due to the nature of the grade change between North Temple and the project site. Staff is of the opinion that this façade does face the public realm and therefore should incorporate these design requirements.



**Ground Floor Building Materials**

The requirement for ground floor durable building materials within the TSA-UC-C zoning district is 90%. Durable materials include stone, brick, masonry, texture or patterned concrete, and fiber cement board or proposed materials may be approved by the Planning Director or through the Design Review process. The purpose of this standard is to facilitate pedestrian interest and interaction.

The applicant is proposing 70% durable materials on the 490 West façade. The materials that are not considered durable are the glass and metal. In staff’s opinion the 490 West façade is meeting the intent of this standards because the use of materials is creating a visual interest and interaction with the pedestrian realm.

For North Temple the applicant is proposing 58% of durable materials.

The parking garage faces North Temple and is proposed to have metal screening as a large portion of the façade design. Metal screening is not considered to be a durable material, and the use of the metal screening occupying a large continuous portion of the building is not facilitating an active pedestrian realm along North Temple.

FACADE		NO.	MATERIAL DESCRIPTION	PERCENTAGE
490 West	UPPER		METAL	36%
			CEMENTITIOUS LAP SIDING	24%
			CEMENTITIOUS PANEL	31%
			BRICK	9%
		TOTAL DURABLE MATERIALS	64%	
	LOWER		METAL	30%
			BRICK	70%
		TOTAL DURABLE MATERIALS	70%	
North Temple	UPPER		METAL	30%
			CEMENTITIOUS LAP SIDING	18%
			CEMENTITIOUS PANEL	46%
			BRICK	6%
		TOTAL DURABLE MATERIALS	70%	
	LOWER		METAL	42%
			CEMENTITIOUS LAP SIDING	6%
		BRICK	52%	

Staff is of the opinion that the proposed building material design along North Temple is not meeting the intent of this design standard.

**Ground Floor Glass**

The ground floor of a building facing a public street is required to have 60% glass between 3 and 8 feet above grade. The intent of this standard is to facilitate pedestrian interest and interaction, as well as maximize transparency of ground floor facades. The applicant is requesting to allow the proposed design to be approved with ~43% ground floor glass for the North Temple elevation. The proposed glass is located on the corners of the building, with the middle portion of the building consisting of metal screening. The uses behind the proposed glass are not uses that are active, they accommodate the areas for the utilities of the building. Staff does not believe that the proposed glass design is meeting the intent of pedestrian interaction of this standard because of the proposed uses behind the glass.

**Building Entrances**

Operable building entrances are required every 40 feet on street facing building facades. The purpose of this standard is to engage the public sphere and orient the building to the adjacent street. 490 West has 4 entrances proposed and one parking garage entrance, the required amount is 7 building



entrances. The applicant is seeking to modify the required number of entrances to 4. It is Planning Staff's opinion that the intent is being met for 490 West based on the proposed commercial space, bicycle parking area and parking garage entrance engages the public sphere as intended.

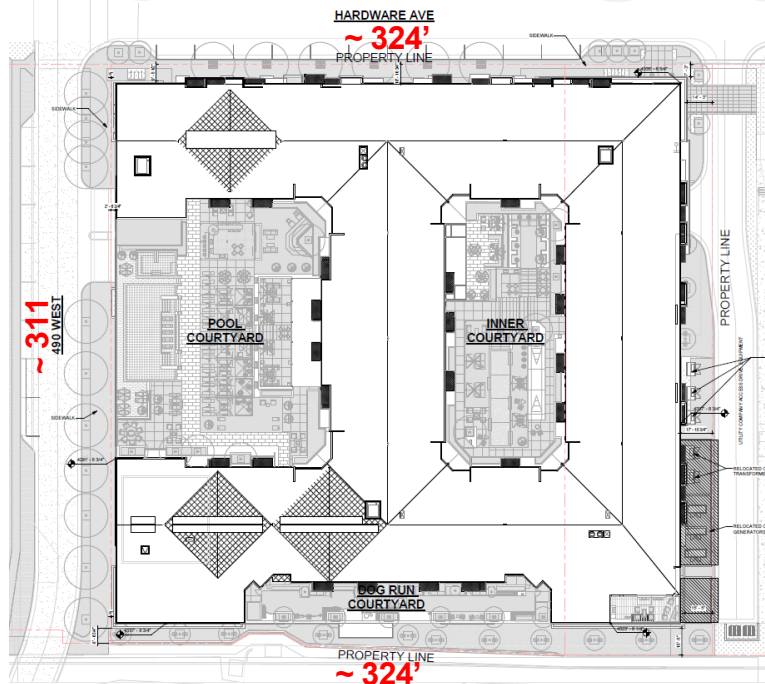
The applicant is proposing zero operable building entrances along North Temple, the required amount for this facade is 8 operable building entrances. There are no proposed building access points or commercial uses that would require an entrance along North Temple, the interior uses along this facade are the parking garage and building utility areas. In regard to the public space along this facade, it is staff's opinion that the intent of this standard is not being met because it is not engaging the public sphere as intended.



North Temple Elevation

### **Maximum Length of a Building Façade**

The maximum allowed length of a street facing façade in the TSA-UC-C zoning district is 200'. The intent of this standard is to mitigate excessive building lengths that have an impact on the pedestrian realm. The building is proposed to have a total length of approximately 324' on the north and south facades, which face Hardware Ave and North Temple, and will have approximately 311' along 490 West and the alleyway on the east side. In order to comply with the modification of exceeding the 200' limit, the proposed design of the building does include vertical and horizontal breaks, material changes, and massing changes on the facades. The ground level of North Temple does raise some concern to staff for meeting the intent of this standard.



### **North Temple Boulevard Plan – Viaduct Transfer Station Area Plan**

Part of the vision for the Viaduct Transfer Station Area Plan is that "...future development will continue to create a vibrant, active, safe and well connected urban center...". There are several policies identified on how to guide future infrastructure improvements and land use decisions to make this



vision a reality, staff believes connectivity and placemaking relate the proposed project specifically along the ground level of North Temple.

The area plan specifically calls out East-West Pedestrian connections other than the North Temple Viaduct. Creating a connection from the FrontRunner Station Platform along the north side of the Viaduct to 400 West is a critical need. This means providing a safe, comfortable, and interesting environment for walking, cycling and other similar modes of travel.



The public space along the North Temple viaduct/overpass needs to be recognized as important to the city. The city is responsible for what happens on the existing sidewalk and the city has an interest on how this space interacts with adjacent development. It is staff's opinion that the proposed North Temple ground floor design is not meeting the intent of this plan.

## DISCUSSION

This work session is an opportunity for the Planning Commission to review the Hardware Village II project and to guide Planning Staff and the applicant on how best to comply with the design standards. This work session is held prior to the request for a Design Review returning to Planning Commission for a final decision.

Prior to approval it must be shown that the intent of the Design Review is met as well, the purpose of the Design Review is to, *“verify new developments are compatible with their surroundings, impacts to public infrastructure and public spaces are addressed, and that new development helps achieve development goals outlined in the adopted master plans of the City as identified in the purpose statements of each zoning district”*.

It is Planning Staff's opinion that the ground level on North Temple raises the most concern. This façade does not meet the intent of the design standards, design review standards and creates an undesirable space for the pedestrian realm. Complying with the required and applicable design standards would improve this elevation and create an attractive and pleasant space for the public and future residents.

### ***Questions for Planning Commission consideration to guide development***

1. Is the proposed modification to the ground floor use and visual interest along 490 West and North Temple meeting the intent of the design standard?

2. Is the proposed modification to the ground floor building materials for the 490 West and North Temple façade meeting the intent of the design standard?
3. Is the proposed modification to the ground glass design standard for the North Temple meeting the intent of the design standards?
4. Is the proposed modification to the building entrances design standard for the 490 West and North façade meeting the intent of the design standard?
5. Is the proposed modification to the maximum length of a building façade for the entire building meeting the intent of the design standard?
6. Does the proposed ground floor design on North Temple meet the intent of the North Temple Boulevard Plan - Viaduct Transfer Station Area Plan?

# **ATTACHMENT A: STANDARDS FOR DESIGN REVIEW**

---

Applicants shall demonstrate how the applicant's proposal complies with the standards for design review:

- A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.
- B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.
  1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
  2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
  3. Parking shall be located within, behind, or to the side of buildings.
- C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
  1. Locate active ground floor uses at or near the public sidewalk.
  2. Maximize transparency of ground floor facades.
  3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
  4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
- D. Large building masses shall be divided into heights and sizes that relate to human scale.
  1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.
  2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
  3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.
  4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
- E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:
  1. Changes in vertical plane (breaks in facade);
  2. Material changes; and
  3. Massing changes.
- F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:
  1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");

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

- K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.
1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
  2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.
  3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.
- L. Streetscape improvements shall be provided as follows:
1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
  2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
    - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
    - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
    - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
    - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
    - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
    - f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

# ATTACHMENT B: SITE PLAN

OAKMONT PROPERTIES - HARDWARE VILLAGE  
 PARCEL #: 08-36-376-053-0000  
 1.95 ACRES  
 ZONE: TSAUC

OAKMONT PROPERTIES - HARDWARE VILLAGE  
 PARCEL #: 08-36-376-054-0000  
 1.35 ACRES  
 ZONE: TSAUC

ACKNOWLEDGMENT FOR  
**KBS**

ISSUE DATE	DESCRIPTION	REVISED BY
09/02/2022	SCHEMATIC DESIGN PACKAGE	JK
02/23/2022	DEVELOPMENT REVIEW PACKAGE	JK
09/22/2022	DESIGN DEVELOPMENT SET	JK

REVISION DATE	DESCRIPTION	REVISED BY

**DISCLAIMER**  
 THE DRAWINGS AND ASSOCIATED DOCUMENTS ARE THE EXCLUSIVE PROPERTY OF DWELL DESIGN STUDIO, AND ANY REUSE OR REPRODUCTION OF ANY PART OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF DWELL DESIGN STUDIO IS STRICTLY PROHIBITED. DWELL DESIGN STUDIO SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE DRAWINGS OR ANY CONSEQUENCES THEREOF. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION PROVIDED TO DWELL DESIGN STUDIO AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

**PROJECT NAME**  
 ARCHITECTURAL SITE PLAN

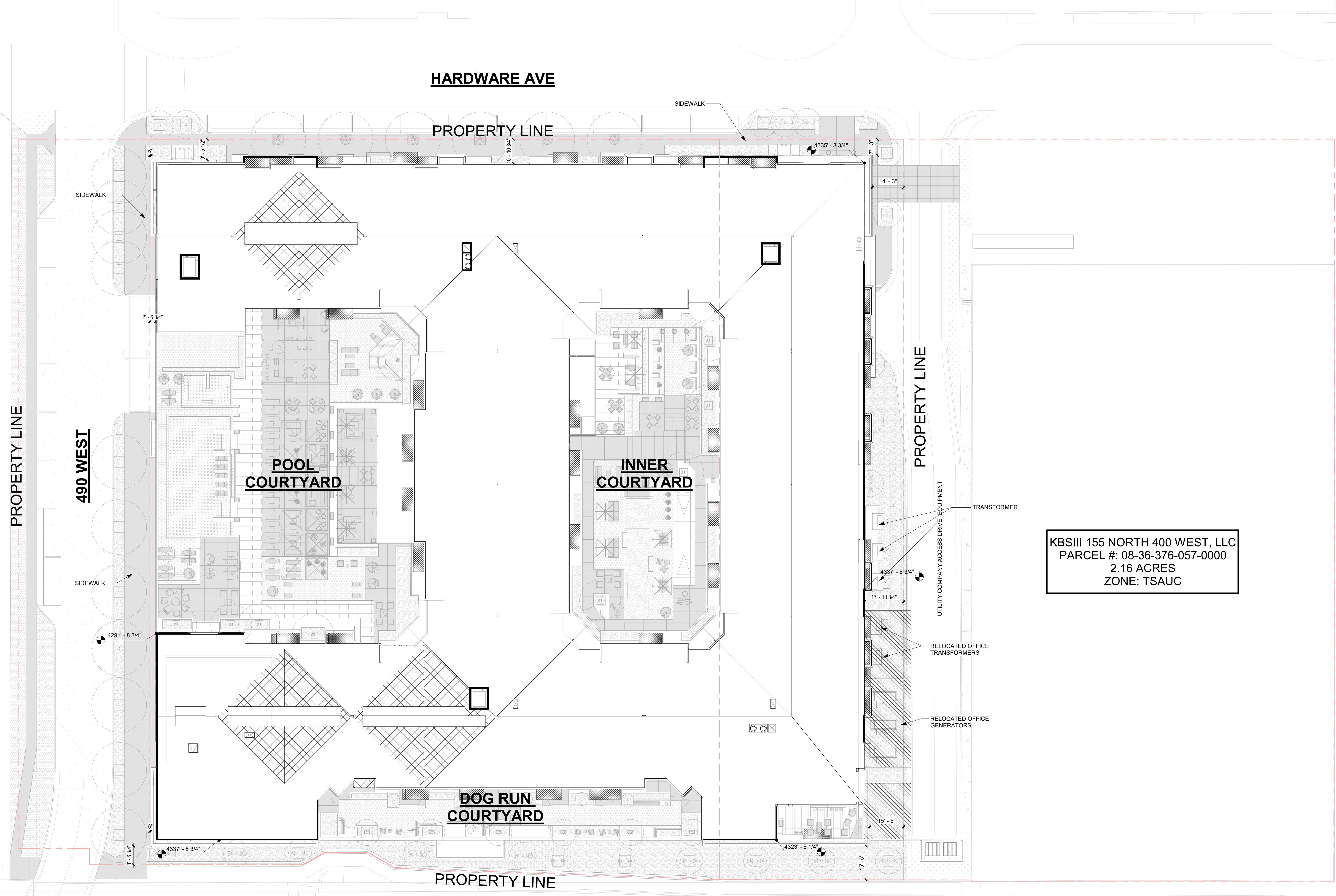
**JOB NUMBER:** 2143001

**DRAWN BY:** GPM/HLW/JK/EB  
**CHECKED BY:** EH

**SP-02**

© dwell design studio - ALL RIGHTS RESERVED

DESIGN DEVELOPMENT PACKAGE



KBSIII 155 NORTH 400 WEST, LLC  
 PARCEL #: 08-36-376-057-0000  
 2.16 ACRES  
 ZONE: TSAUC



# ATTACHMENT C: BUILDING ELEVATIONS



1 OVERALL BUILDING ELEVATION - EAST SIDE  
1" = 20'-0"



2 OVERALL BUILDING ELEVATION - NORTH SIDE  
1" = 20'-0"



3 OVERALL BUILDING ELEVATION - WEST SIDE  
1" = 20'-0"



4 OVERALL BUILDING ELEVATION - SOUTH SIDE  
1" = 20'-0"

EXTERIOR FINISH LEGEND		
NO.	MATERIAL DESCRIPTION	MANUFACTURER AND COLOR INFORMATION
MTL1	METAL PANEL - COLOR 1 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT BEIGE
MTL2	METAL PANEL - COLOR 2 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
MTL3	METAL PANEL - COLOR 3 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
CLS1	CEMENTITIOUS LAP SIDING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CLS2	CEMENTITIOUS LAP SIDING - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CLS3	CEMENTITIOUS LAP SIDING - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: MEDIUM GRAY
CPL1	CEMENTITIOUS PANELING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CPL2	CEMENTITIOUS PANELING (VERTICAL) - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
CPL3	CEMENTITIOUS PANELING (VERTICAL) - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CBB1	CEMENTITIOUS PANEL BOARD AND BATT SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CTB1	CEMENTITIOUS TRIM BOARD SIZE: VARIES	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
BRK1	BRICK - COLOR 1 SIZE: TBD	FINISH: TBD COLOR: BLACK
BRK2	BRICK - COLOR 2 SIZE: TBD	FINISH: TBD COLOR: BUFF
BRK3	BRICK - COLOR 3 SIZE: TBD	FINISH: TBD COLOR: TAN
BRK4	BRICK - COLOR 4 SIZE: TBD	FINISH: TBD COLOR: RED
SFG	STOREFRONT SYSTEM SIZE: VARIES (SEE STOREFRONT ELEVATIONS)	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MGS	METAL GARAGE SCREENING	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
MCP	METAL CANOPY SIZE: SEE DETAILS	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MR1	METAL PICKET RAILING	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
WND	VINYL WINDOW SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: BLACK (INTERIOR COLOR: WHITE)

**dwell design studio**  
360 WEST 300 SOUTH  
SUITE 102  
SALT LAKE CITY, UT 84101  
PHONE: 385.273.3838  
dwelldesignstudio.com

HARDWARE VILLAGE II  
152 NORTH 500 WEST  
SALT LAKE CITY, UT 84103

KBS

ISSUE	DATE	DESCRIPTION	BY
09/16/2022		SCHEMATIC DESIGN PACKAGE	X
09/23/2022		DEVELOPMENT REVIEW PACKAGE	X
09/23/2022		DESIGN DEVELOPMENT SET	

REVISION	DATE	DESCRIPTION	BY

OVERALL BUILDING ELEVATIONS

JOB NUMBER: 2143001  
DRAWN BY: Author  
CHECKED BY: Checker

A4-00

DEVELOPMENT REVIEW PACKAGE

# ATTACHMENT D: Site Photos



VIEW TO NORTH



VIEW TO EAST



VIEW TO SOUTH



VIEW TO WEST

## CONTEXT AND CHARACTER: SITE





VIEW OF HARDWARE AVENUE FROM 400 WEST



VIEW OF SITE FROM 490 WEST



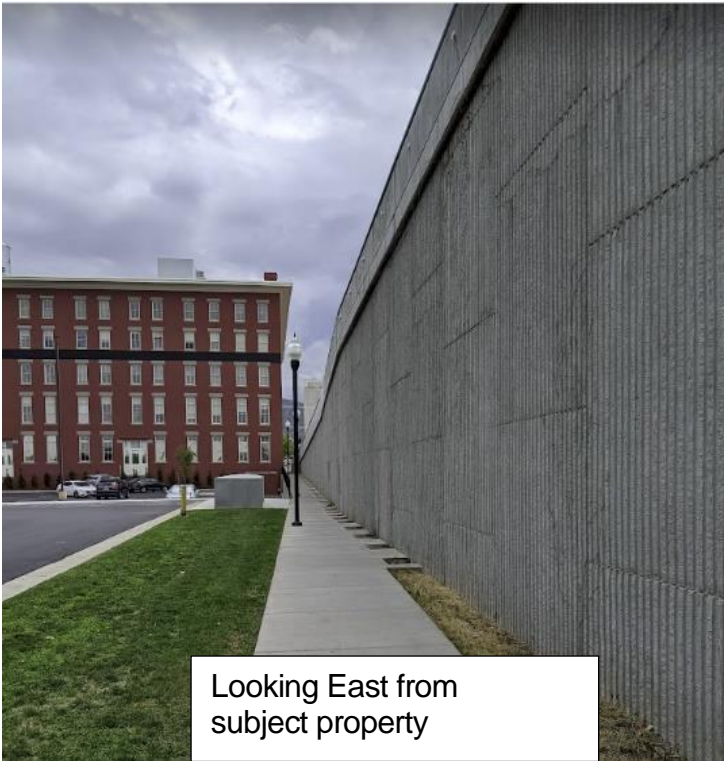
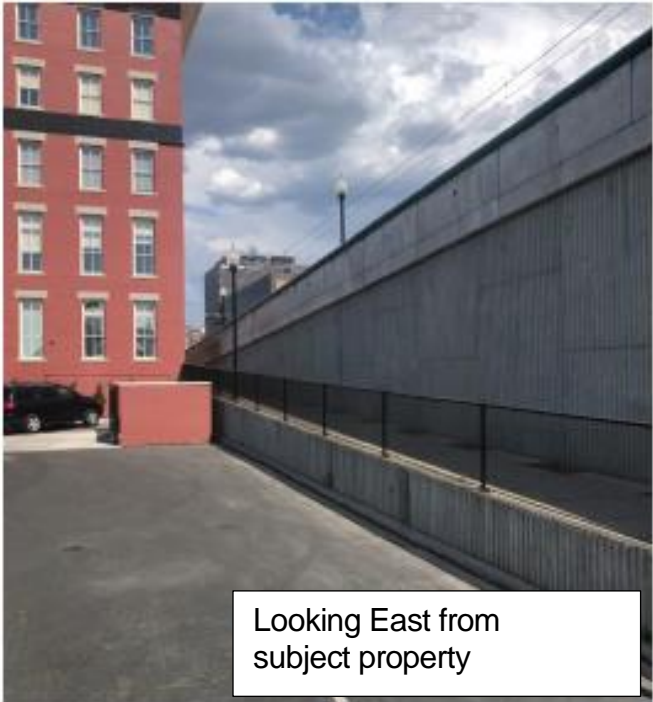
VIEW OF SITE FROM SOUTHWEST CORNER



VIEW OF HARDWARE OFFICE FROM NORTH TEMPLE AND 400 WEST

## CONTEXT AND CHARACTER: SITE

# North Temple Overpass/Viaduct Viewpoints



**ATTACHMENT E:**  
Applicant Narrative  
and Other Materials

design

Design Review

**Hardware Village II**

Salt Lake City, UT

studio

dwell



<b>PROJECT NARRATIVE</b>	<b>03</b>
<b>CONTEXT AND CHARACTER</b>	<b>04</b>
DISTRICT	
SITE	
ZONING	
<b>PROJECT DESIGN</b>	<b>19</b>
CONCEPT	
FORM, SCALE, AND HEIGHT	
MATERIALS	
PROJECT DATA	
PROGRAM	
PLANS AND SECTIONS	
<b>RENDERINGS</b>	<b>41</b>
<b>SITE DESIGN</b>	<b>46</b>
DEMO PLAN	
R.O.W. LANDSCAPE	
UTILITIES	
PARK AND MID-BLOCK DESIGN	
<b>DESIGN REVIEW STANDARDS</b>	<b>52</b>

## CONTENT



## PROJECT NARRATIVE

In coordination and cooperation with Salt Lake City's urban apartment community, that has been coined as the "Hardware District", KBS proposes a new multi-family development on the current surface parking lot at 152 North 500 West, adjacent to the Hardware Office Building. Fronting Hardware Avenue and also facing the FrontRunner North Temple Bridge/Guadalupe station, the project is poised to contribute to the city's ever-evolving built environment and the fast developing transit oriented development in the area.

Utah's Transit Authority's (UTA) TRAX system connects downtown activity, history, and commerce to the airport and regional destinations throughout the valley. The North Temple Bridge/Guadalupe station is one of many key stops in that system. This contributes to an area of comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development, as dictated by the Transit Station Area District and the Core Area.

The project design capitalizes on an already unique and vibrant existing character and architecture. From the Hardware Office Building to the Hardware Apartments, the District is an efficient and attractive transit and pedestrian oriented commercial, residential and mixed use developed area.

The Type IIIA construction will house 338 rental apartments, as well as several building amenities for resident use, including a pool courtyard, inner courtyard, WeWork space, fitness/yoga, dog run/spa, sky lounge and ground-floor retail space and bike shop/storage. The five stories of residential units will sit on a type IA, four story parking podium. The parking structure is intended to park the residential portion as well as the existing parking required for the Hardware Office Building, at a total of 784 stalls.

Redevelopment of the existing surface parking lot aims to significantly contribute to the evolution of Hardware District and Salt Lake City's downtown experience with 21st century design and construction.

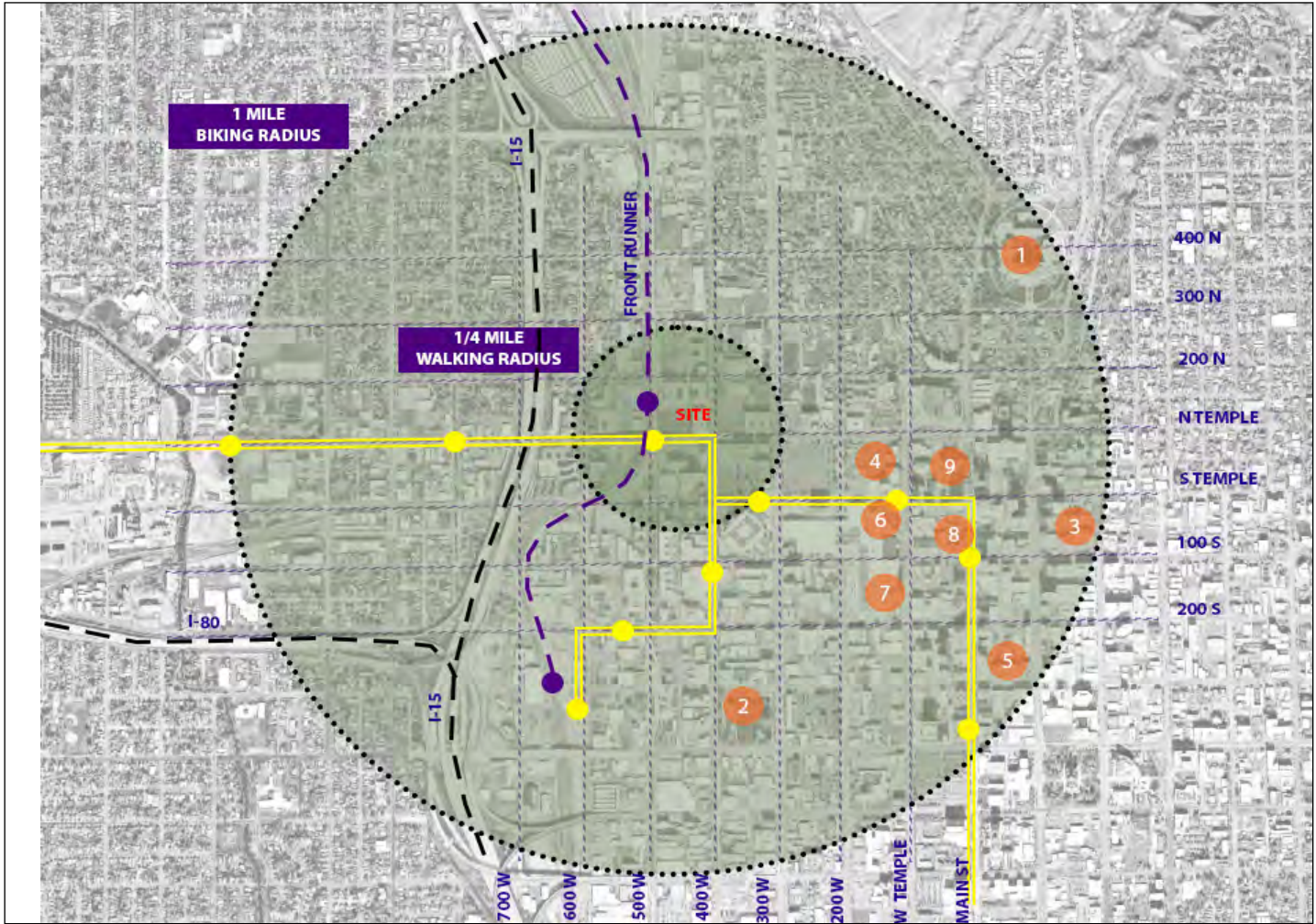
## PROJECT NARRATIVE



# CONTEXT AND CHARACTER



## CONTEXT AND CHARACTER: DISTRICT



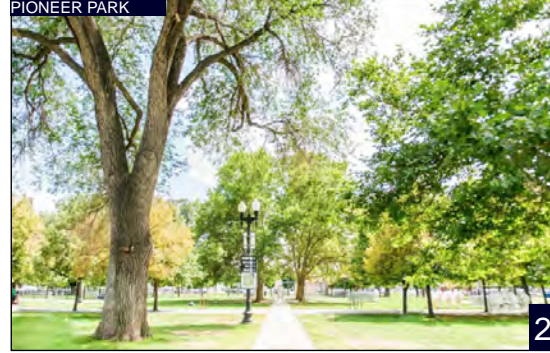
**Nodes**

- 1. Utah State Capital Building
- 2. Pioneer Park
- 3. Downtown Harmons
- 4. Temple Square
- 5. Gallivan Center
- 6. Utah Museum of Contemporary Art
- 7. Salt Palace Convention Center
- 8. Eccles Theater
- 9. City Creek Center



**CONTEXT AND CHARACTER: DISTRICT**



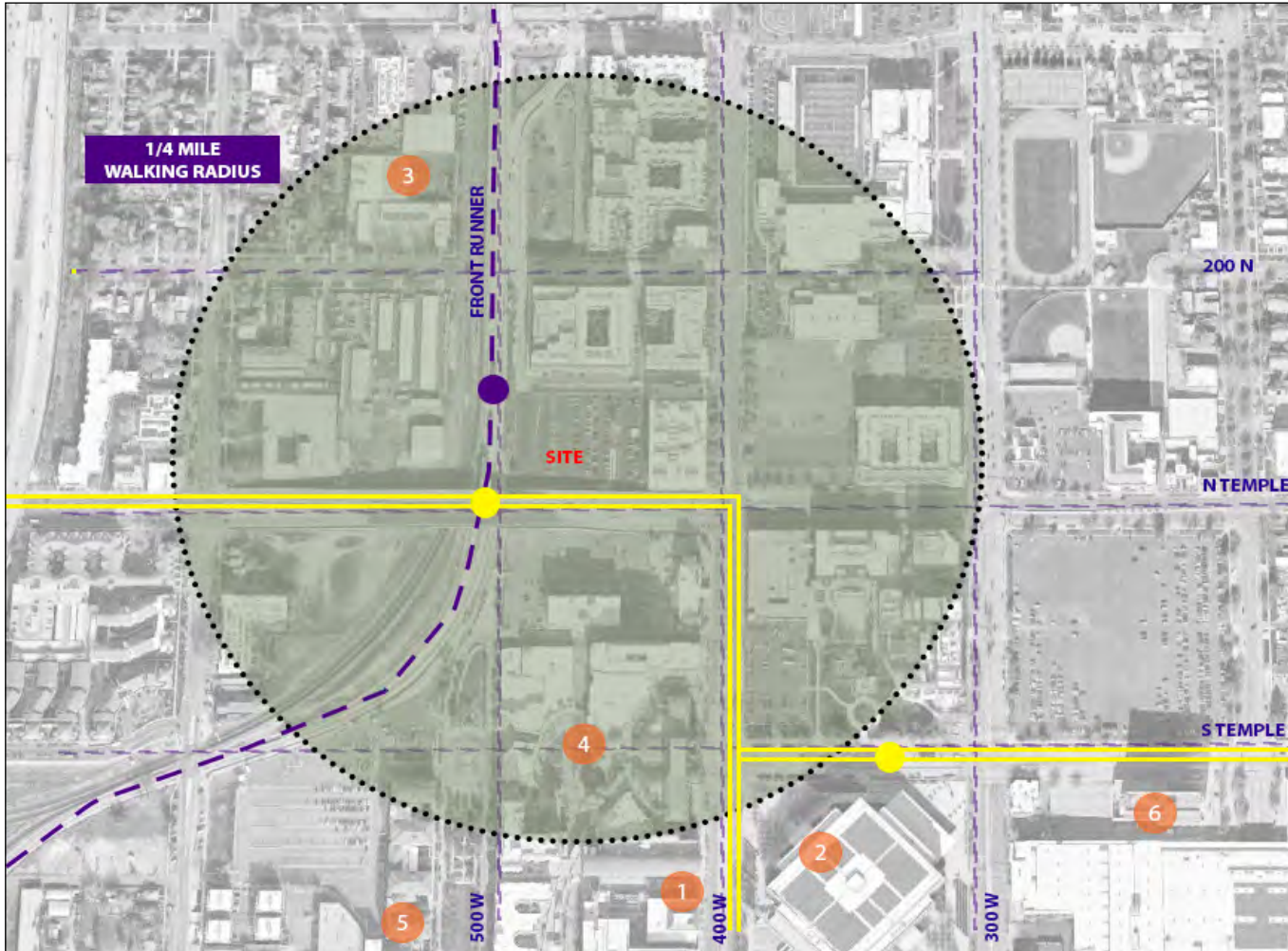


## CONTEXT AND CHARACTER: DISTRICT



LaPh  
// CooperHolt

## CONTEXT AND CHARACTER: DISTRICT



## Nodes

1. Clark Planetarium
2. Vivint Arena (Jazz)
3. The Union Event Center
4. The Gateway
5. The Complex
6. The Radisson Hotel

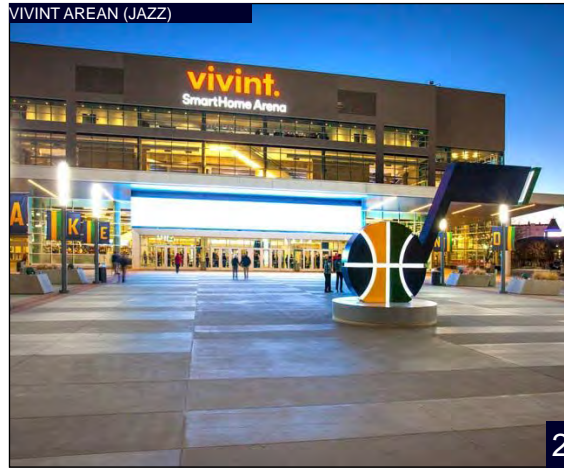


## CONTEXT AND CHARACTER: SITE

CLARK PLANETARIUM



VIVINT AREA (JAZZ)



THE UNION EVENT CENTER



THE GATEWAY



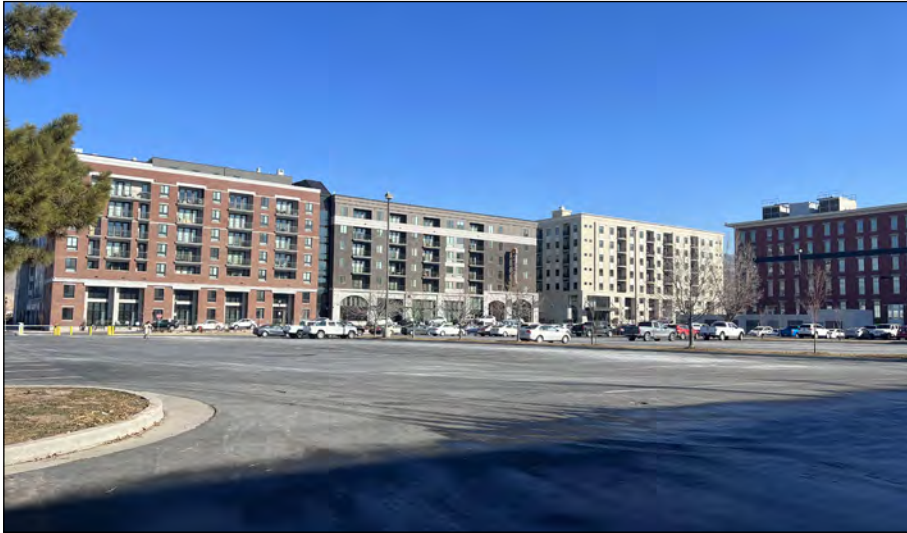
THE COMPLEX



THE RADISSON HOTEL



## CONTEXT AND CHARACTER: SITE



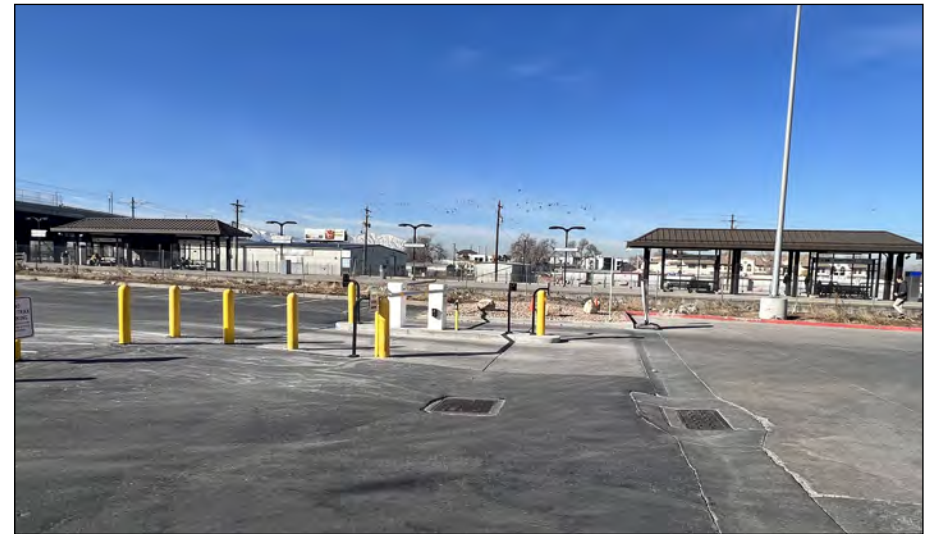
VIEW TO NORTH



VIEW TO EAST

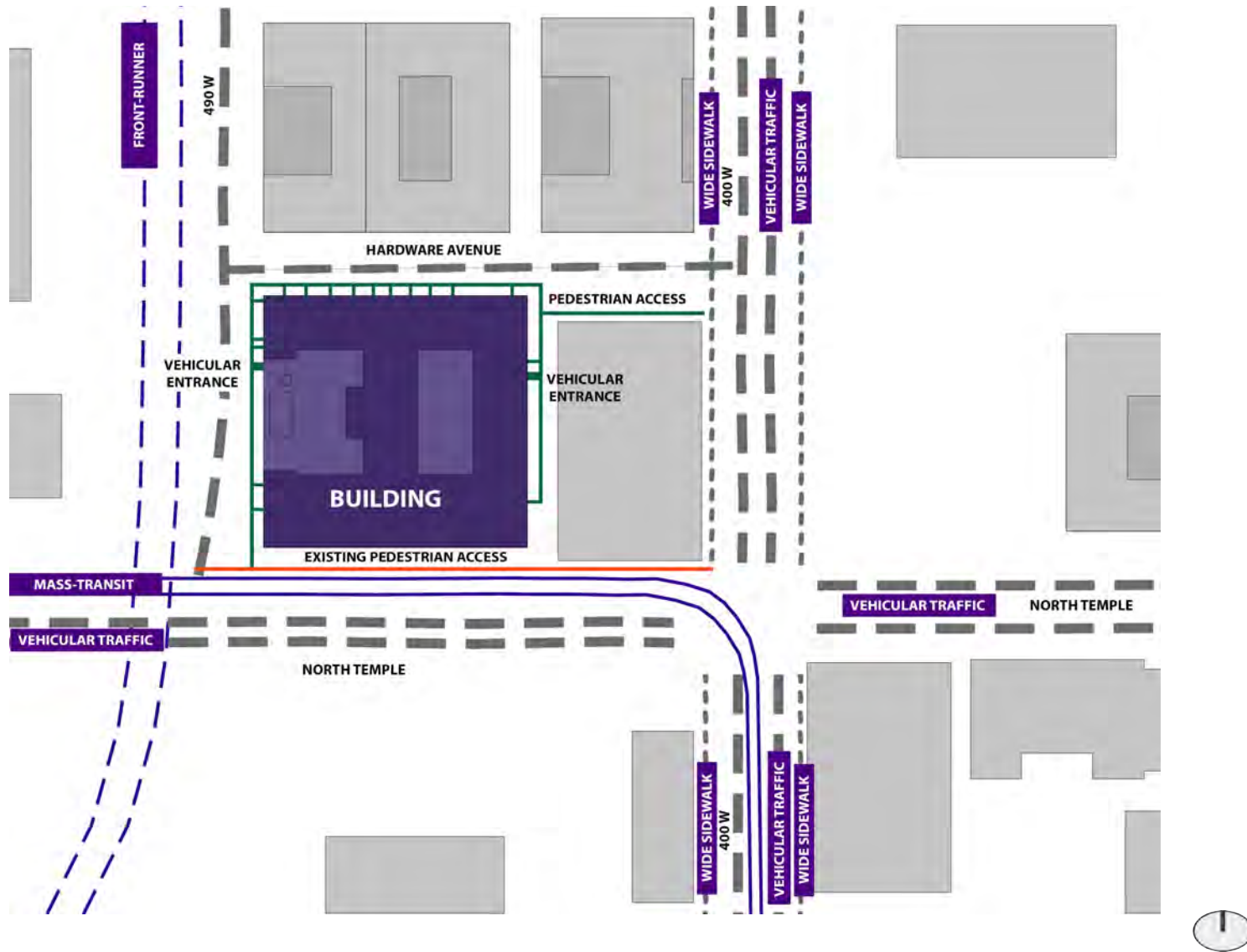


VIEW TO SOUTH



VIEW TO WEST

## CONTEXT AND CHARACTER: SITE



MOBILITY DIAGRAM

CONTEXT AND CHARACTER: SITE



VIEW OF HARDWARE AVENUE FROM 400 WEST



VIEW OF SITE FROM 490 WEST

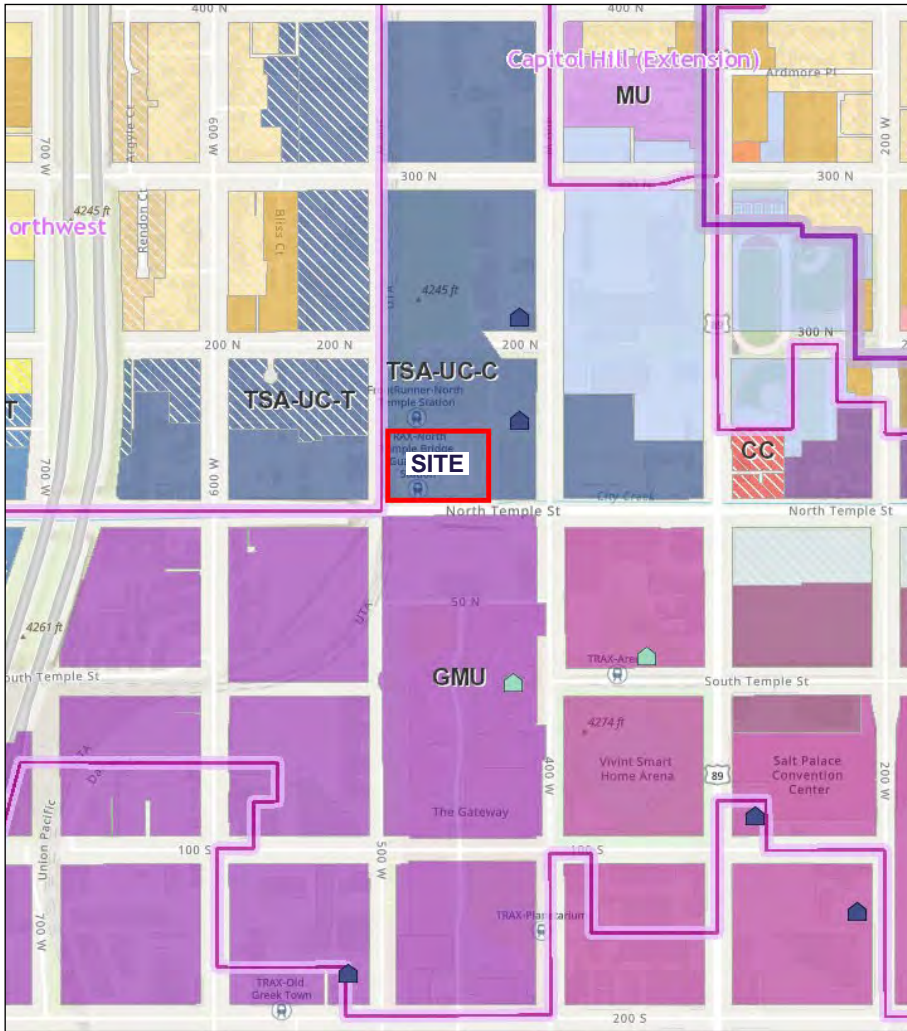


VIEW OF SITE FROM SOUTHWEST CORNER



VIEW OF HARDWARE OFFICE FROM NORTH TEMPLE AND 400 WEST

## CONTEXT AND CHARACTER: SITE



SLC ZONING MAP: TSA UC-C

## ZONING NARRATIVE

The purpose of the Transit Station Area District (TSA), where the subject property (152 North 500 West) is located, 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.

The Core Area provides 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.

Further, the Urban Center Station (UC) contains the highest relative intensity level and mix of uses. This type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.

The Downtown Plan designates Salt Lake City's downtown as the premier location for sustainable urban living, commerce, and cultural activity with a variety of housing options to meet the diverse needs of the region, to improve downtown livability, and to attract and retain skilled workers.

## CONTEXT AND CHARACTER: ZONING



## ZONING NARRATIVE CON'D

The design of Hardware Village II meets all applicable zoning-specific design standards except the setback requirements; maximum length of street facing facades; ground floor use; ground floor building materials and ground floor glass requirements facing North Temple; and building entrances along 490 West.

Detail and design reasoning for the requested exceptions:

### Zoning Setback Requirements

The zoning ordinance specifies Hardware Avenue (private road), 490 West (dedicated public right-of-way) and North Temple (public right-of-way) as Front Yards. This project proposes that North Temple be specified as a Side or Rear Yard.

The setbacks required, per table 21A.26.078.E.3b, state that North Temple must have 50% of the building's "street facing facade" built to the minimum 5 foot setback.

Many of the requested modifications to zoning requirements are along North Temple and are based on the unique conditions that exist there. The North Temple viaduct/overpass starts at its intersection with 400 West. Due to the change in elevation and plane of the street, by the time it interacts with the project site it is over 10 to 20 feet above ground level adjacent to the proposed building (see diagram on page 16). There is no accessible point to North Temple from this project via the south facade. Access begins at the East side of the adjacent property, or along the West side of our project then up an elevator/stair.

In the view of the applicant, this is no longer a street facing facade at the ground floor. You are facing the side of the viaduct/overpass, thus negating the intended street level connection intended for Front Yard setbacks. This same logic applies to other requested modifications, as will be explained in the following sections.

In addition to North Temple, Hardware Avenue creates another unique condition that prohibits 50% of the frontage to be within 5 feet. The project is proposing the same parallel parking, back of curb and sidewalk conditions that exist on the opposite side of the road in Hardware Phase I. The current location of the property line does not allow for parallel parking, back of curb and building frontage to be within the requested 5 feet (see civil site plan on page 48). It is requested that the maximum 15 feet be allowed for the entire facade, which the project is within as illustrated in the diagram on this page.



SETBACK DIAGRAM



## CONTEXT AND CHARACTER: ZONING



NORTH TEMPLE - STREET SECTION



SITE VIEW - WEST VIEW

SITE VIEW - SOUTH VIEW



Even the installation of half tree grates is an attempt to “meet code” while serving no purpose for the intent of the code.

Per 21A.26.078.E.2 (item 3), it is requested that the existing right-of-way sidewalk running along the North Temple viaduct/overpass meet a 10 foot width.

The existing sidewalk runs between the existing hardware building and the abutment walls for the North Temple bridge. The sidewalk cannot be widened because of its position between the existing office building and the viaduct. Once the sidewalk is past the hardware building, it remains elevated on a ramp that transitions the sidewalk down to grade as it goes west. Widening the sidewalk would require reconstruction of the ramp.

The North Temple property line is at the back of the existing walk. Widening the sidewalk would be a right-of-way take by the City for this project.

North Temple also has two sidewalks at two different vertical planes – one at grade at the bottom of the abutment (in plane with the project) and one on the viaduct/overpass. North Temple technically already has over 10 feet of sidewalk, but it’s split between two grade planes because of the bridge.

### Ground Floor Use, Material and Glass Requirements

The ground floor use requirements along North Temple require the project to accommodate an allowed commercial, institutional, or public use as well as percentages of building materials and glass.

As noted on the previous page, the applicant deems that these requirements are not applicable to a frontage that is not street facing, but rather faces a viaduct/overpass, and does not create the environment intended by the ordinance.

## PROJECT DESIGN: SOUTH FACADE



## Building Entry Doors

Per 21A.37.050.D, a building entrance is required every 40' along street facing facades.

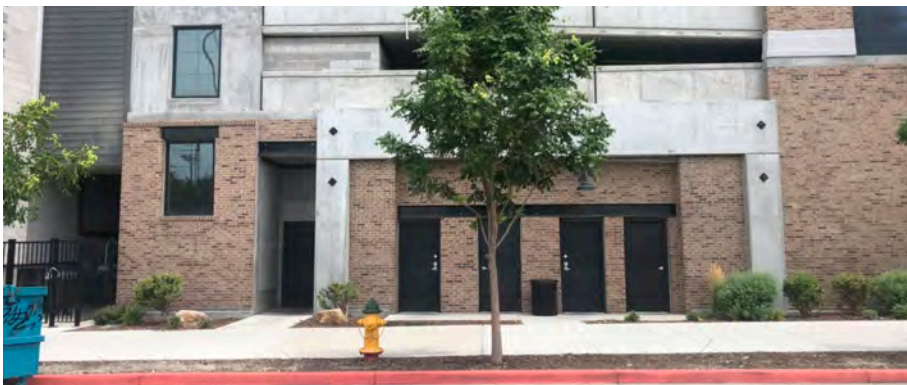
This requirement is met along Hardware Avenue. However, the applicant requests that this requirement be reduced to the amount of entrances (4) currently proposed along 490 West, and not applicable to the North Temple (not a street facing facade).

The existing Hardware office building has some electrical gear that will be housed between that existing building and the proposed project. With so much electrical gear on this project's East elevation, many of its back-of-house spaces were pushed to the West side of the building. Spaces such as trash and recycling, new tenant loading, parking entrances all require overhead access removing wall space available for building entrances.

The current language of the existing Hardware Village along 490 West is that doors do not meet this requirement. Doors are located at exist stairs only and there is even a fake door placed mid-block.

Similar to Hardware Village I, Hardware Village II needs a location for parking garage entrance and back-of-house access, due to only having two street facing facades to accomplish this.

The area between the existing office building and the proposed project is being dedicated to infrastructure for the office building and the new project, not allowing these uses to be located there. This was in an attempt to meet ground floor use requirements as much as possible, while still allowing garage and back-of-house access (see provided floor plans).





**GENERAL MASSING**



**VERTICAL / HORIZONTAL BREAKS**

### Maximum Building Length

Per 21A.37.050.F, the maximum building length is limited to 200 feet.

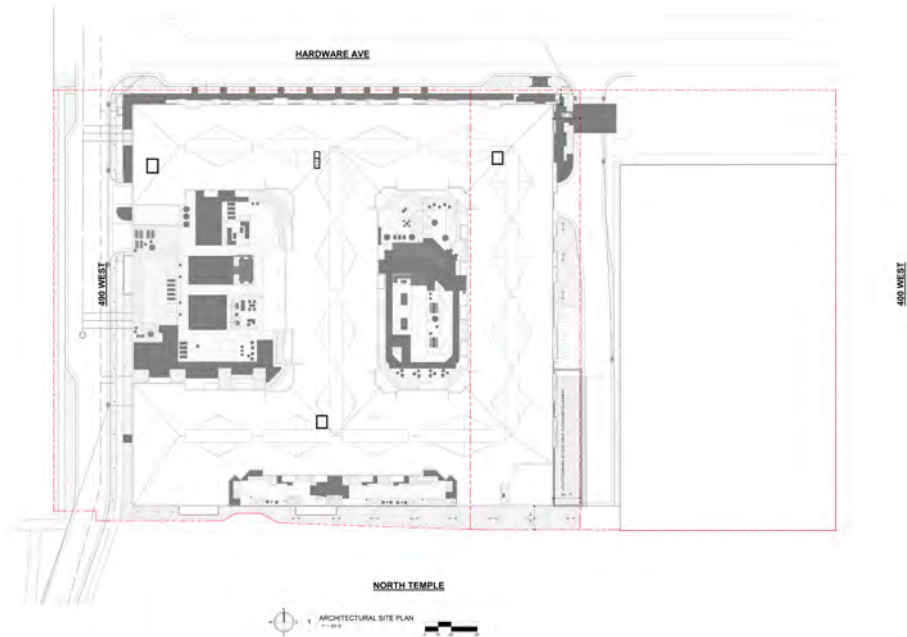
The applicant proposes a modification to the maximum length allowed along street facing facades from 200 feet to 328 feet. Per the general massing concept and the vertical/ horizontal breaks as shown on this sheet, the project demonstrates a different and unique multiple building usage for each facade while also incorporating the existing architectural design language along the North side of the site (See image for reference)



**HARDWARE VILLAGE I**

## PROJECT DESIGN: FORM, SCALE, AND HEIGHT

# PROJECT DESIGN



SITE PLAN



HARDWARE AVENUE - STREET SECTION

## DESIGN CONCEPT

Early concept design began with an investigation of building proportions of the site's immediate context, as well as the neighboring Hardware Apartments and the Hardware Office Building. Adjacency to the Hardware Office Building to the East and the Hardware Apartments to the north provide massing, material and siting cues.

The design team wanted to capitalize on the existing pedestrian connectivity and walkability of the district, as well as the connection to public transit. In addition to the site's context, views, and streetscape, parking conditions for the existing office and new residential portion informed the footprint. These considerations informed the following design objectives:

- 1) Establish a building massing hierarchy for a streetscape and pedestrian experience that clearly defined residential lobby and retail spaces.
- 2) Define that massing with materials and fenestration to reflect contextual cues.
- 3) Strategically locate amenity zones (mass vs. void) to take advantage of view corridors.

- Podium-level amenity to visually connect and activate the streetscape, further emphasizing the pedestrian-scale of the urban realm.

- Roof lounge amenity at a structurally desired-location—top story of the building—to create an aesthetic and experiential moment in the building.

- 4) Maximize balcony locations and views.

Collectively the project objectives aim to address the site at both the transit station area district level and pedestrian level, as well as define the resident experience and an engaged public experience.

## PROJECT DESIGN: CONCEPT

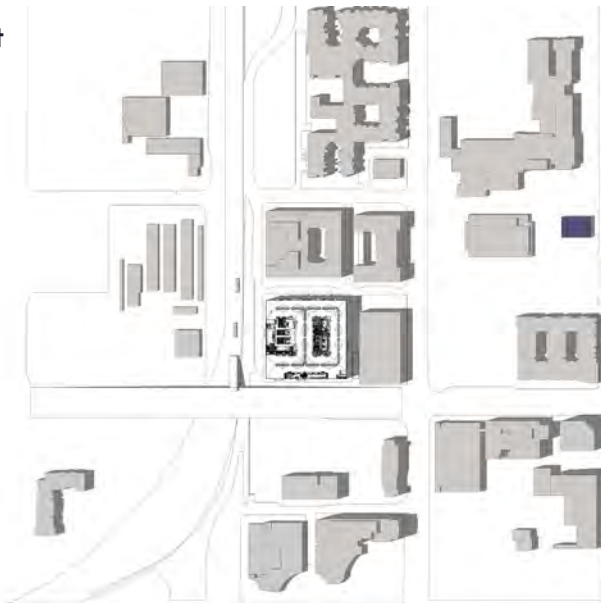
June 21st  
9:00 AM



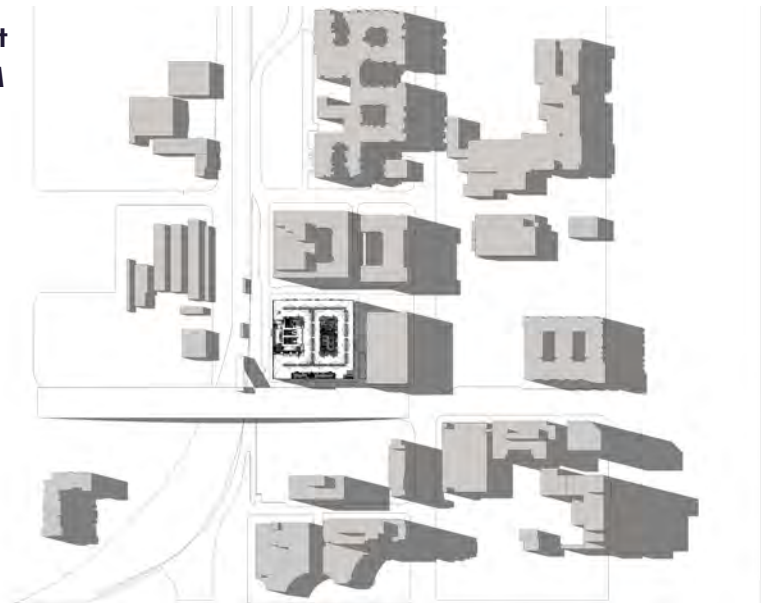
June 21st  
12:00 PM



June 21st  
3:00 PM



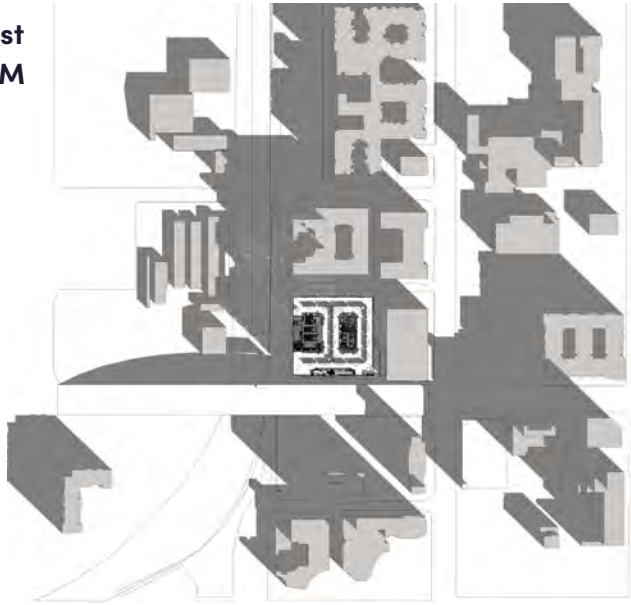
June 21st  
6:00 PM



SUN STUDY: SUMMER SOLSTICE

PROJECT DESIGN: FORM, SCALE, AND HEIGHT

Dec 21st  
9:00 AM



Dec 21st  
12:00 PM



Dec 21st  
3:00 PM



Dec 21st  
6:00 PM



SUN STUDY: WINTER SOLSTICE

PROJECT DESIGN: FORM, SCALE, AND HEIGHT



**GROUND FLOOR GLAZING**

The zoning ground floor glass calculation requires a minimum of 60%, as measured three feet (3') and eight feet (8') above grade (per 21A.37.050).

Ground floor glazing facing Hardware Avenue equals 60%.

Ground floor glazing facing 490 West equals 60%.

Refer to diagram below. The dark purple band denotes the transparency area used in the calculation, between 3 ft and 8 ft above ground level.

Signage to be placed outside of this band to meet transparency requirement.



PERCENTAGE OF GLAZING		
FACADE	GROUND FLOOR TRANSPARENCY	PERCENTAGE
NORTH	MINIMUM 60%	60%
WEST	MINIMUM 60%	60%

**PROJECT DESIGN: GLAZING**

EXTERIOR FINISH LEGEND		
NO.	MATERIAL DESCRIPTION	MANUFACTURER AND COLOR INFORMATION
MTL1	METAL PANEL - COLOR 1 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT BEIGE
MTL2	METAL PANEL - COLOR 2 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
MTL3	METAL PANEL - COLOR 3 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
CLS1	CEMENTITIOUS LAP SIDING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CLS2	CEMENTITIOUS LAP SIDING - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CLS3	CEMENTITIOUS LAP SIDING - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: MEDIUM GRAY
CPL1	CEMENTITIOUS PANELING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CPL2	CEMENTITIOUS PANELING (VERTICAL) - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
CPL3	CEMENTITIOUS PANELING (VERTICAL) - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CBB1	CEMENTITIOUS PANEL BOARD AND BATT SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CTB1	CEMENTITIOUS TRIM BOARD SIZE: VARIES	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
BRK1	BRICK - COLOR 1 SIZE: TBD	FINISH: TBD COLOR: BLACK
BRK2	BRICK - COLOR 2 SIZE: TBD	FINISH: TBD COLOR: BUFF
BRK3	BRICK - COLOR 3 SIZE: TBD	FINISH: TBD COLOR: TAN
BRK4	BRICK - COLOR 4 SIZE: TBD	FINISH: TBD COLOR: RED
SFG	STOREFRONT SYSTEM SIZE: VARIES (SEE STOREFRONT ELEVATIONS)	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MSG	METAL GARAGE SCREENING	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
MCP	METAL CANOPY SEE: SEE DETAILS	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MRT	METAL PICKET RAILING	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
WND	VINYL WINDOW SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: BLACK (INTERIOR COLOR: WHITE)

PERCENTAGE OF MATERIALS				
FACADE		NO.	MATERIAL DESCRIPTION	PERCENTAGE
WEST	UPPER	METAL		36%
		CEMENTITIOUS LAP SIDING		54%
		CEMENTITIOUS PANEL		31%
	LOWER	BRICK		9%
		TOTAL DURABLE MATERIALS		64%
		METAL		30%
SOUTH	UPPER	CEMENTITIOUS LAP SIDING		70%
		TOTAL DURABLE MATERIALS		70%
		METAL		30%
	LOWER	CEMENTITIOUS LAP SIDING		18%
		CEMENTITIOUS PANEL		46%
		BRICK		9%
EAST	UPPER	TOTAL DURABLE MATERIALS		79%
		METAL		42%
		CEMENTITIOUS LAP SIDING		9%
	LOWER	BRICK		52
		METAL		14%
		CEMENTITIOUS LAP SIDING		35%
NORTH	UPPER	CEMENTITIOUS PANEL		32%
		CEMENTITIOUS BOARD AND BATTEN		19%
		METAL		91%
	LOWER	CEMENTITIOUS LAP SIDING		5%
		CEMENTITIOUS PANEL		2%
		BRICK		42%
WEST	UPPER	METAL		30%
		CEMENTITIOUS LAP SIDING		13%
		CEMENTITIOUS PANEL		25%
	LOWER	CEMENTITIOUS BOARD AND BATTEN		12%
		BRICK		28%
		TOTAL DURABLE MATERIALS		78%
WEST	LOWER	METAL		9%
		CEMENTITIOUS LAP SIDING		14%
		BRICK		89%
		TOTAL DURABLE MATERIALS		94%

MAX BLANK WALL LENGTH		
FACADE		PERCENTAGE
NORTH	MAXIMUM 15'	8'-2"
EAST	MAXIMUM 15'	10'-0"
SOUTH	MAXIMUM 15'	8'-0"
WEST	MAXIMUM 15'	11'-0"



## PROJECT DESIGN: MATERIALS

EXTERIOR FINISH LEGEND		
NO.	MATERIAL DESCRIPTION	MANUFACTURER AND COLOR INFORMATION
MTL1	METAL PANEL - COLOR 1 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT BEIGE
MTL2	METAL PANEL - COLOR 2 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
MTL3	METAL PANEL - COLOR 3 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
CLS1	CEMENTITIOUS LAP SIDING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CLS2	CEMENTITIOUS LAP SIDING - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CLS3	CEMENTITIOUS LAP SIDING - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: MEDIUM GRAY
CPL1	CEMENTITIOUS PANELING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CPL2	CEMENTITIOUS PANELING (VERTICAL) - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
CPL3	CEMENTITIOUS PANELING (VERTICAL) - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CBB1	CEMENTITIOUS PANEL BOARD AND BATT SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CTB1	CEMENTITIOUS TRIM BOARD SIZE: VARIES	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
BRK1	BRICK - COLOR 1 SIZE: TBD	FINISH: TBD COLOR: BLACK
BRK2	BRICK - COLOR 2 SIZE: TBD	FINISH: TBD COLOR: BUFF
BRK3	BRICK - COLOR 3 SIZE: TBD	FINISH: TBD COLOR: TAN
BRK4	BRICK - COLOR 4 SIZE: TBD	FINISH: TBD COLOR: RED
SFG	STOREFRONT SYSTEM SIZE: VARIES (SEE STOREFRONT ELEVATIONS)	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MGS	METAL GARAGE SCREENING	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
MCP	METAL CANOPY SEE: SEE DETAILS	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MR1	METAL PICKET RAILING	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
WND	VINYL WINDOW SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: BLACK (INTERIOR COLOR: WHITE)

PERCENTAGE OF MATERIALS				
FACADE		NO.	MATERIAL DESCRIPTION	PERCENTAGE
WEST	UPPER	METAL		36%
		CEMENTITIOUS LAP SIDING		54%
		CEMENTITIOUS PANEL		31%
	LOWER	BRICK		9%
		TOTAL DURABLE MATERIALS		64%
		METAL		79%
SOUTH	UPPER	CEMENTITIOUS LAP SIDING		30%
		CEMENTITIOUS PANEL		18%
		CEMENTITIOUS LAP SIDING		46%
	LOWER	BRICK		9%
		TOTAL DURABLE MATERIALS		79%
		METAL		42%
EAST	UPPER	CEMENTITIOUS LAP SIDING		6%
		CEMENTITIOUS LAP SIDING		14%
		CEMENTITIOUS LAP SIDING		35%
	LOWER	CEMENTITIOUS PANEL		32%
		CEMENTITIOUS BOARD AND BATTEN		19%
		METAL		5%
NORTH	UPPER	CEMENTITIOUS LAP SIDING		5%
		CEMENTITIOUS LAP SIDING		13%
		CEMENTITIOUS PANEL		25%
	LOWER	CEMENTITIOUS LAP SIDING		2%
		CEMENTITIOUS PANEL		2%
		BRICK		42%
WEST	UPPER	METAL		30%
		CEMENTITIOUS LAP SIDING		13%
		CEMENTITIOUS LAP SIDING		25%
	LOWER	CEMENTITIOUS LAP SIDING		12%
		CEMENTITIOUS BOARD AND BATTEN		28%
		TOTAL DURABLE MATERIALS		78%
WEST	UPPER	METAL		9%
		CEMENTITIOUS LAP SIDING		14%
		CEMENTITIOUS LAP SIDING		18%
	LOWER	CEMENTITIOUS LAP SIDING		14%
		CEMENTITIOUS LAP SIDING		14%
		TOTAL DURABLE MATERIALS		34%

MAX BLANK WALL LENGTH		
FACADE		PERCENTAGE
NORTH	MAXIMUM 15'	8'-2"
EAST	MAXIMUM 15'	10'-0"
SOUTH	MAXIMUM 15'	8'-0"
WEST	MAXIMUM 15'	11'-0"



SOUTH ELEVATION

## PROJECT DESIGN: MATERIALS

EXTERIOR FINISH LEGEND		
NO.	MATERIAL DESCRIPTION	MANUFACTURER AND COLOR INFORMATION
MTL1	METAL PANEL - COLOR 1 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT BEIGE
MTL2	METAL PANEL - COLOR 2 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
MTL3	METAL PANEL - COLOR 3 SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
CLS1	CEMENTITIOUS LAP SIDING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CLS2	CEMENTITIOUS LAP SIDING - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CLS3	CEMENTITIOUS LAP SIDING - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: MEDIUM GRAY
CPL1	CEMENTITIOUS PANELING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CPL2	CEMENTITIOUS PANELING (VERTICAL) - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
CPL3	CEMENTITIOUS PANELING (VERTICAL) - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CBB1	CEMENTITIOUS PANEL BOARD AND BATT SIZE: TBD	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CTB1	CEMENTITIOUS TRIM BOARD SIZE: VARIES	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
BRK1	BRICK - COLOR 1 SIZE: TBD	FINISH: TBD COLOR: BLACK
BRK2	BRICK - COLOR 2 SIZE: TBD	FINISH: TBD COLOR: BUFF
BRK3	BRICK - COLOR 3 SIZE: TBD	FINISH: TBD COLOR: TAN
BRK4	BRICK - COLOR 4 SIZE: TBD	FINISH: TBD COLOR: RED
SFG	STOREFRONT SYSTEM SIZE: VARIES (SEE STOREFRONT ELEVATIONS)	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MGS	METAL GARAGE SCREENING	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
MCP	METAL CANOPY SEE: SEE DETAILS	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MR1	METAL PICKET RAILING	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
WND	VINYL WINDOW SIZE: VARIES (SEE ELEVATIONS)	BASIS-OF-DESIGN: TBD PRODUCT: TBD COLOR: BLACK (INTERIOR COLOR: WHITE)

PERCENTAGE OF MATERIALS				
FACADE		NO.	MATERIAL DESCRIPTION	PERCENTAGE
WEST	UPPER	METAL		36%
		CEMENTITIOUS LAP SIDING		54%
		CEMENTITIOUS PANEL		31%
	LOWER	BRICK		9%
		TOTAL DURABLE MATERIALS		64%
		METAL		30%
SOUTH	UPPER	BRICK		70%
		TOTAL DURABLE MATERIALS		70%
		METAL		30%
	LOWER	CEMENTITIOUS LAP SIDING		18%
		CEMENTITIOUS PANEL		46%
		BRICK		9%
EAST	UPPER	TOTAL DURABLE MATERIALS		79%
		METAL		42%
		CEMENTITIOUS LAP SIDING		6%
	LOWER	BRICK		52%
		METAL		14%
		CEMENTITIOUS LAP SIDING		35%
NORTH	UPPER	CEMENTITIOUS PANEL		32%
		CEMENTITIOUS BOARD AND BATTEN		19%
		METAL		5%
	LOWER	CEMENTITIOUS LAP SIDING		5%
		CEMENTITIOUS PANEL		2%
		BRICK		42%
WEST	UPPER	METAL		30%
		CEMENTITIOUS LAP SIDING		13%
		CEMENTITIOUS PANEL		2%
	LOWER	CEMENTITIOUS BOARD AND BATTEN		25%
		BRICK		28%
		TOTAL DURABLE MATERIALS		78%
WEST	UPPER	METAL		9%
		CEMENTITIOUS LAP SIDING		14%
		BRICK		89%
	LOWER	TOTAL DURABLE MATERIALS		94%

MAX BLANK WALL LENGTH		
FACADE		PERCENTAGE
NORTH	MAXIMUM 15'	8'-2"
EAST	MAXIMUM 15'	10'-0"
SOUTH	MAXIMUM 15'	8'-0"
WEST	MAXIMUM 15'	11'-0"



EAST ELEVATION

## PROJECT DESIGN: MATERIALS

EXTERIOR FINISH LEGEND		
NO.	MATERIAL DESCRIPTION	MANUFACTURER AND COLOR INFORMATION
MTL1	METAL PANEL - COLOR 1 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT BEIGE
MTL2	METAL PANEL - COLOR 2 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
MTL3	METAL PANEL - COLOR 3 SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
CLS1	CEMENTITIOUS LAP SIDING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CLS2	CEMENTITIOUS LAP SIDING - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CLS3	CEMENTITIOUS LAP SIDING - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: MEDIUM GRAY
CPL1	CEMENTITIOUS PANELING - COLOR 1 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CPL2	CEMENTITIOUS PANELING (VERTICAL) - COLOR 2 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: LIGHT GRAY
CPL3	CEMENTITIOUS PANELING (VERTICAL) - COLOR 3 SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: WOOD FINISH
CBT1	CEMENTITIOUS PANEL BOARD AND BATT SIZE: TBD	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
CTB1	CEMENTITIOUS TRIM BOARD SIZE: VARIES	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK GRAY
BRK1	BRICK - COLOR 1 SIZE: TBD	FINISH: TBD COLOR: BLACK
BRK2	BRICK - COLOR 2 SIZE: TBD	FINISH: TBD COLOR: BUFF
BRK3	BRICK - COLOR 3 SIZE: TBD	FINISH: TBD COLOR: TAN
BRK4	BRICK - COLOR 4 SIZE: TBD	FINISH: TBD COLOR: RED
SFG	STOREFRONT SYSTEM SIZE: VARIES (SEE STOREFRONT ELEVATIONS)	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MSE	METAL GARAGE SCREENING	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: DARK BRONZE
MCP	METAL CANOPY SEE: SEE DETAILS	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
MRT	METAL PICKET RAILING	PRODUCT: TBD FINISH: TBD COLOR: DARK BRONZE
WIND	VINYL WINDOW SIZE: VARIES (SEE ELEVATIONS)	BASES-OF-DESIGN: TBD PRODUCT: TBD COLOR: BLACK (INTERIOR COLOR: WHITE)

Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board.

21A.37.050.B.1 requires to project to have 90% durable materials at the ground level. The proposed project can meet this percentage if a metal garage screening material can be approved as a durable material.

PERCENTAGE OF MATERIALS			
FACADE	NO.	MATERIAL DESCRIPTION	PERCENTAGE
WEST	UPPER	METAL	36%
		CEMENTITIOUS LAP SIDING	54%
		CEMENTITIOUS PANEL	31%
	LOWER	BRICK	9%
		TOTAL DURABLE MATERIALS	64%
		METAL	30%
SOUTH	UPPER	METAL	30%
		CEMENTITIOUS LAP SIDING	18%
		CEMENTITIOUS PANEL	46%
	LOWER	BRICK	9%
		TOTAL DURABLE MATERIALS	79%
		METAL	42%
EAST	UPPER	METAL	14%
		CEMENTITIOUS LAP SIDING	35%
		CEMENTITIOUS PANEL	32%
	LOWER	CEMENTITIOUS BOARD AND BATTEN	19%
		METAL	91%
		CEMENTITIOUS LAP SIDING	5%
NORTH	UPPER	METAL	5%
		CEMENTITIOUS LAP SIDING	13%
		CEMENTITIOUS PANEL	25%
	LOWER	CEMENTITIOUS BOARD AND BATTEN	12%
		BRICK	28%
		TOTAL DURABLE MATERIALS	78%
WEST	LOWER	METAL	9%
		CEMENTITIOUS LAP SIDING	14%
		BRICK	89%
		TOTAL DURABLE MATERIALS	94%

MAX BLANK WALL LENGTH		
FACADE	MAXIMUM 15'	PERCENTAGE
NORTH	MAXIMUM 15'	8'-2"
EAST	MAXIMUM 15'	10'-0"
SOUTH	MAXIMUM 15'	8'-0"
WEST	MAXIMUM 15'	11'-0"



WEST ELEVATION

## PROJECT DESIGN: MATERIALS



## PROJECT DATA

**COFFEE SHOP:** 909 SF (ground floor)

### **RESIDENTIAL UNIT MIX:**

**Studio** - 59 Units / 17%

**1-Bed** - 170 Units / 50%

**2-Bed** - 114 Units / 33%

**Total - 343 Units / 100%**

Average unit size = 826 SF

### **PARKING DECK:**

#### **4 Levels (3 Levels + 1 Basement)**

Office Parking:

422 spaces provided

Residential Parking:

.5 space per dwelling unit required = 172 spaces minimum

362 spaces provided at 1.05 per unit

**Standard Spaces** - 351 spaces for Residents & 422 spaces reserved for Hardware Building

**ADA Spaces:** 9 spaces

**EV Spaces:** 21 spaces (1 EV space required per 25 spaces provided)

**Total - 803 Spaces**

Bicycle storage located at ground level near parking deck can accommodate 80 bikes or the required 5% of the provided parking spaces.

## **PROJECT DESIGN: PROJECT DATA**

## **PROGRAM**

The project's program primarily consists of apartments and accessory spaces (i.e. leasing/mail, pool area, dog run/spa and sky lounge), but also includes 909 square feet of coffee shop/retail space at the ground floor fronting Hardware Avenue and 490 West. The total number of units is 343. The building facade is a combination of glazed storefront, brick veneer, fiber cement paneling and lap siding and metal panel. The construction is Type IIIA above the Type IA parking podium.

The proposed parking structure's footprint is approximately 317 feet by 269 feet, with one level below grade, one level half below and half above grade and two levels above grade, with capacity for 803 vehicles.

### **Level 1 and 2 (double height):**

24 ft height space encompasses the residential lobby, leasing office, six (6) townhomes, four (4) studios and retail space. Two prominent points of entry along Hardware Avenue and plaza space between the project and Hardware Office Building, provide a grand first-impression of the building. 490 West includes access to the retail space and bike shop/storage.

Parking deck with back-of-house.

### **Level 3:**

Parking deck with one (1) 1-bed residential unit, four (4) studio units and mezzanine level of leasing.

### **Level 4:**

Forty-nine (49) studio, 1-bed and 2-bed residential units. Fitness and clubroom off of western facing courtyard, WeWork off of inner courtyard, and Dog Run/Spa off of south facing courtyard.

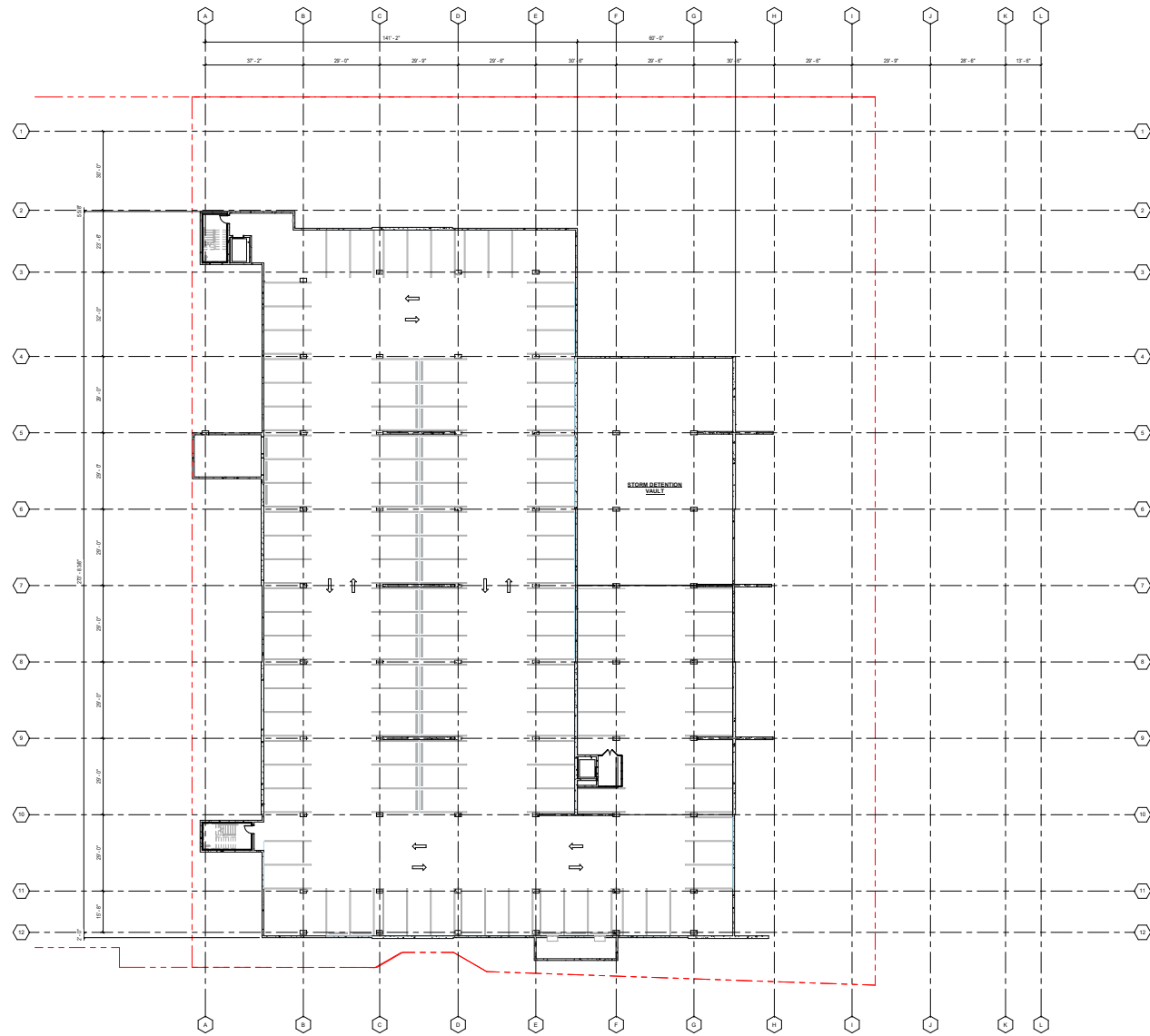
### **Levels 5-7:**

Fifty-seven (57) studio, 1-bed and 2-bed residential units.

### **Level 8:**

Fifty-six (56) studio, 1-bed and 2-bed residential units. Sky lounge facing southwest, providing unobstructed views of the Salt Lake Valley.

## **PROJECT DESIGN: PROGRAM**

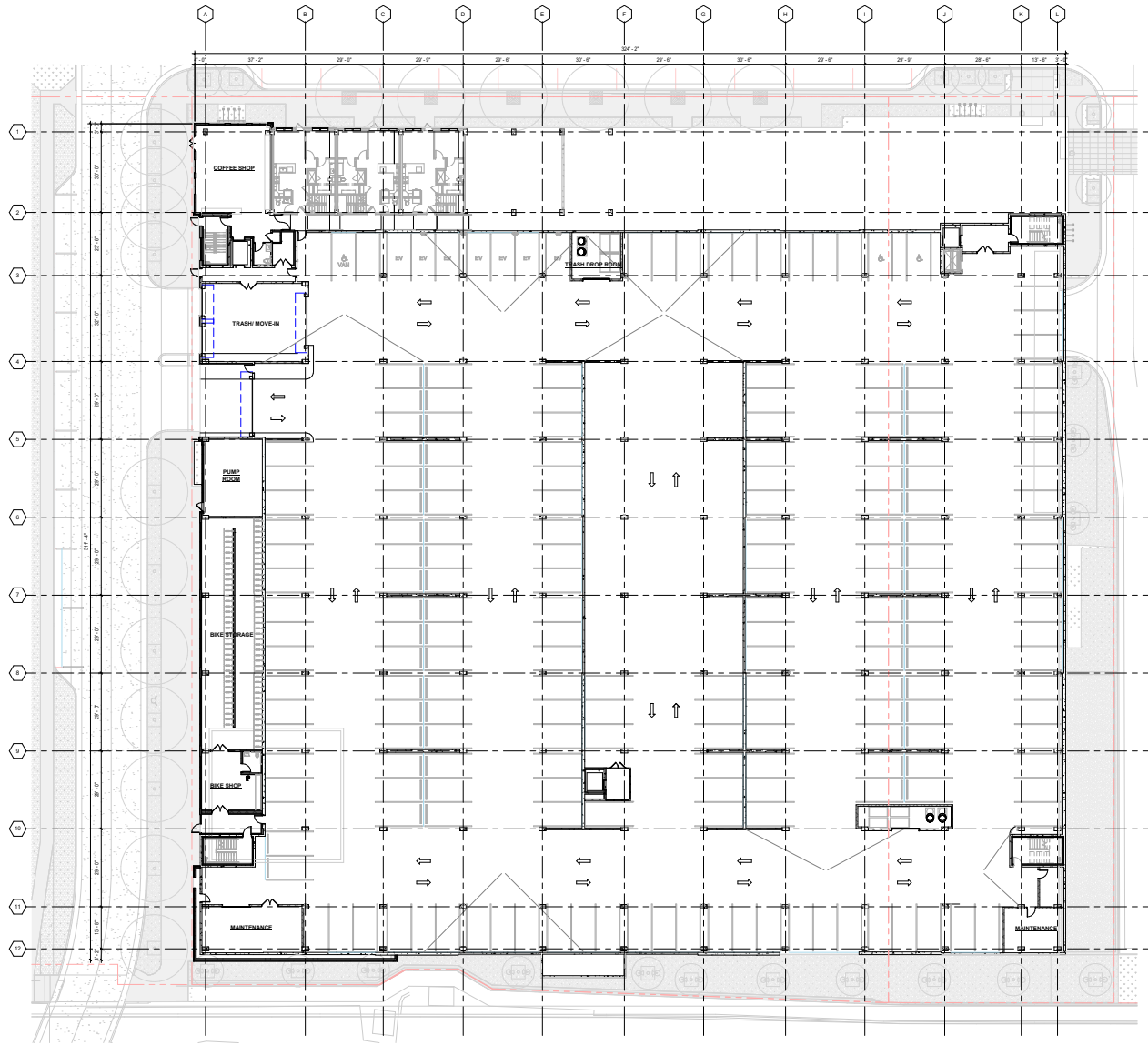


**BASEMENT LEVEL**



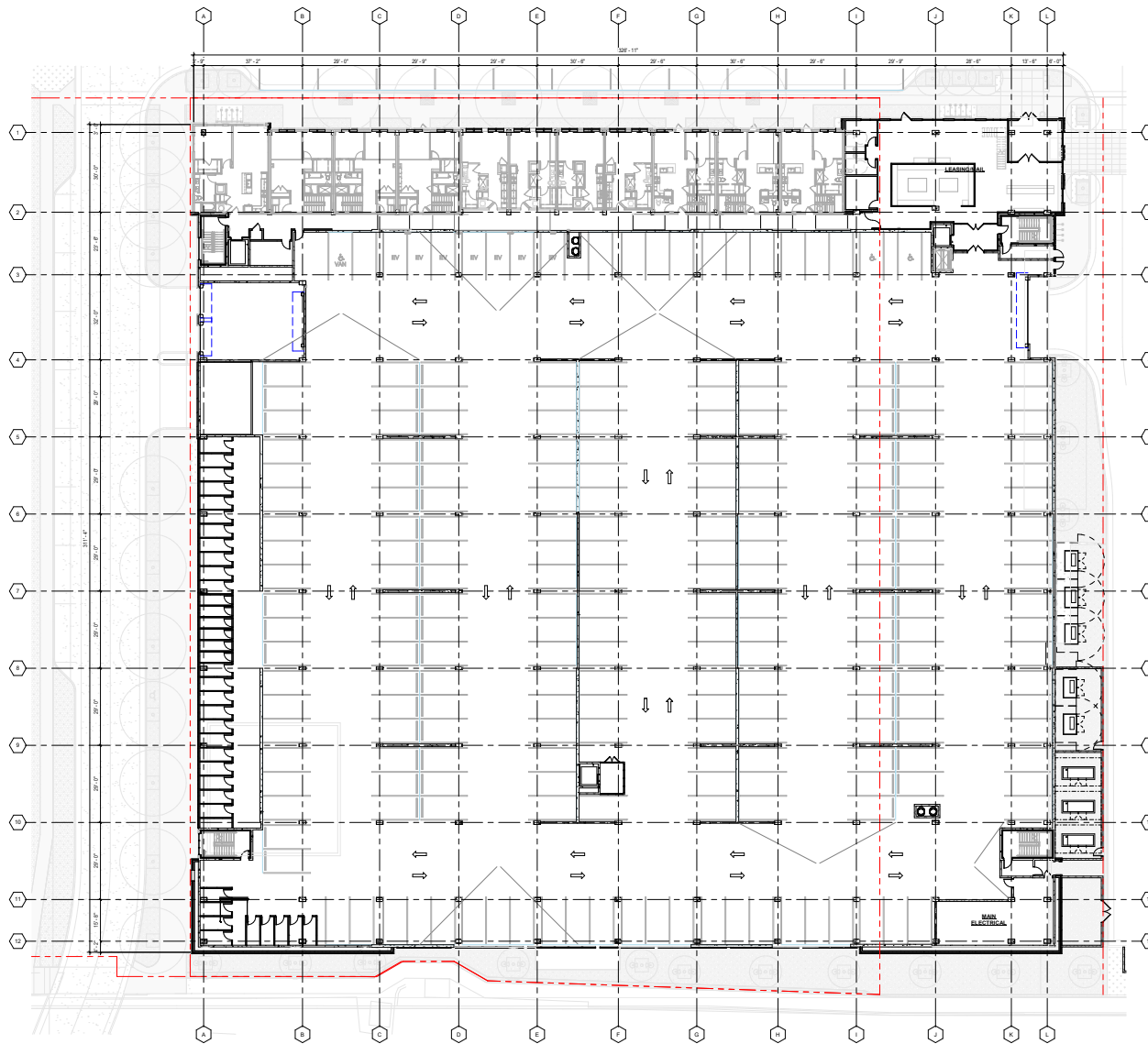
**PROJECT DESIGN: PLANS**





LEVEL 1

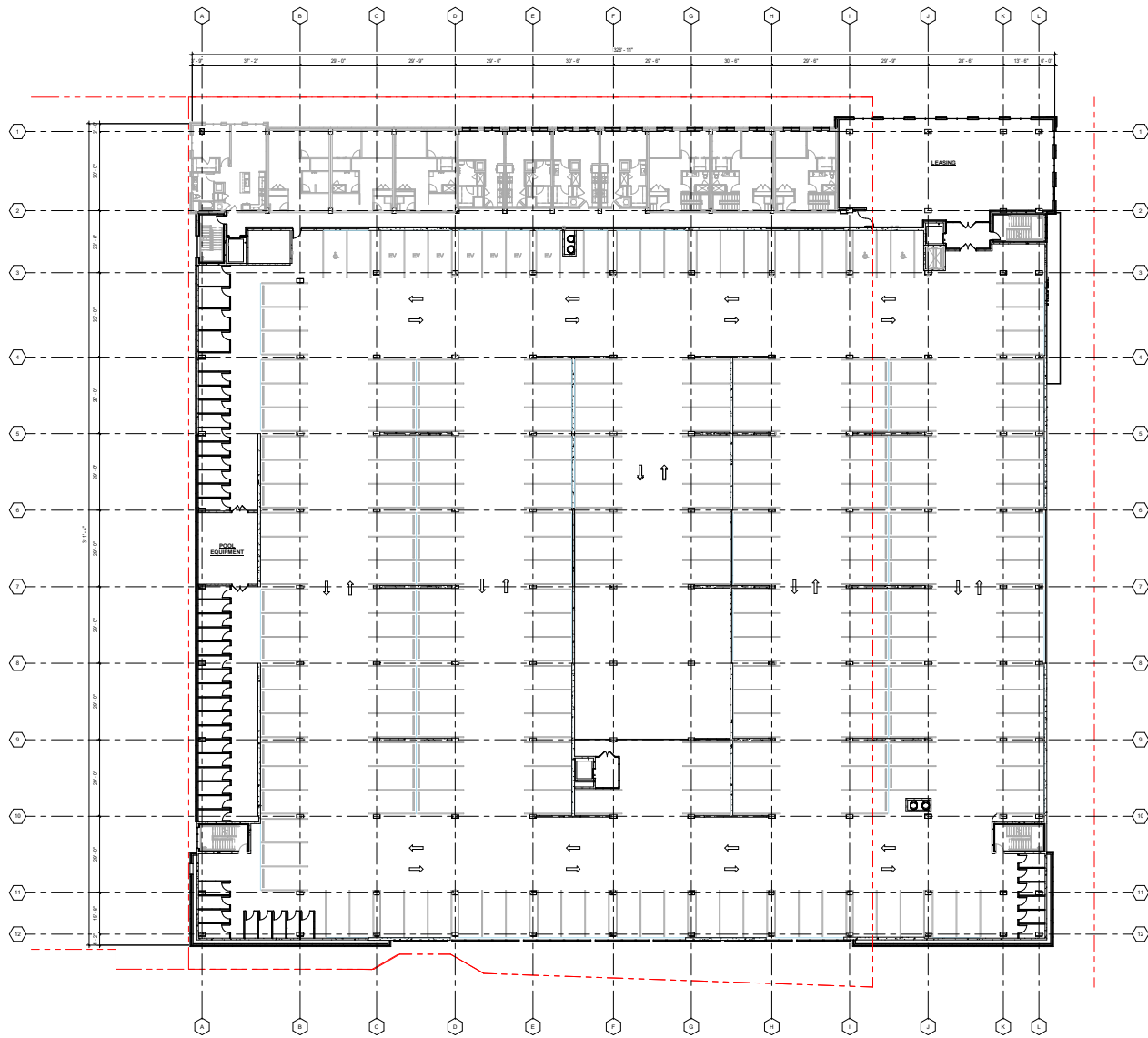
## PROJECT DESIGN: PLANS



LEVEL 2

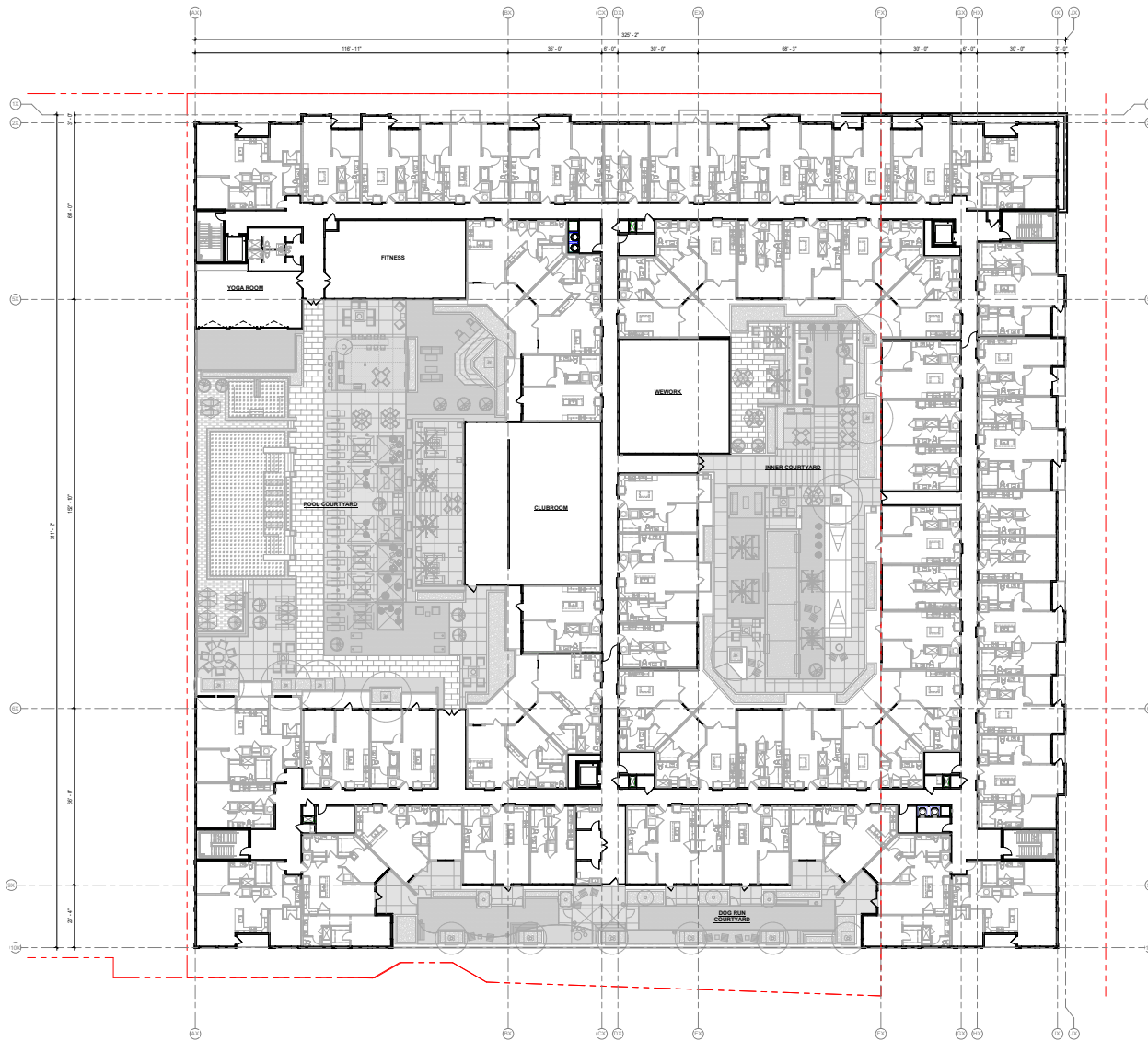


PROJECT DESIGN: PLANS



LEVEL 3

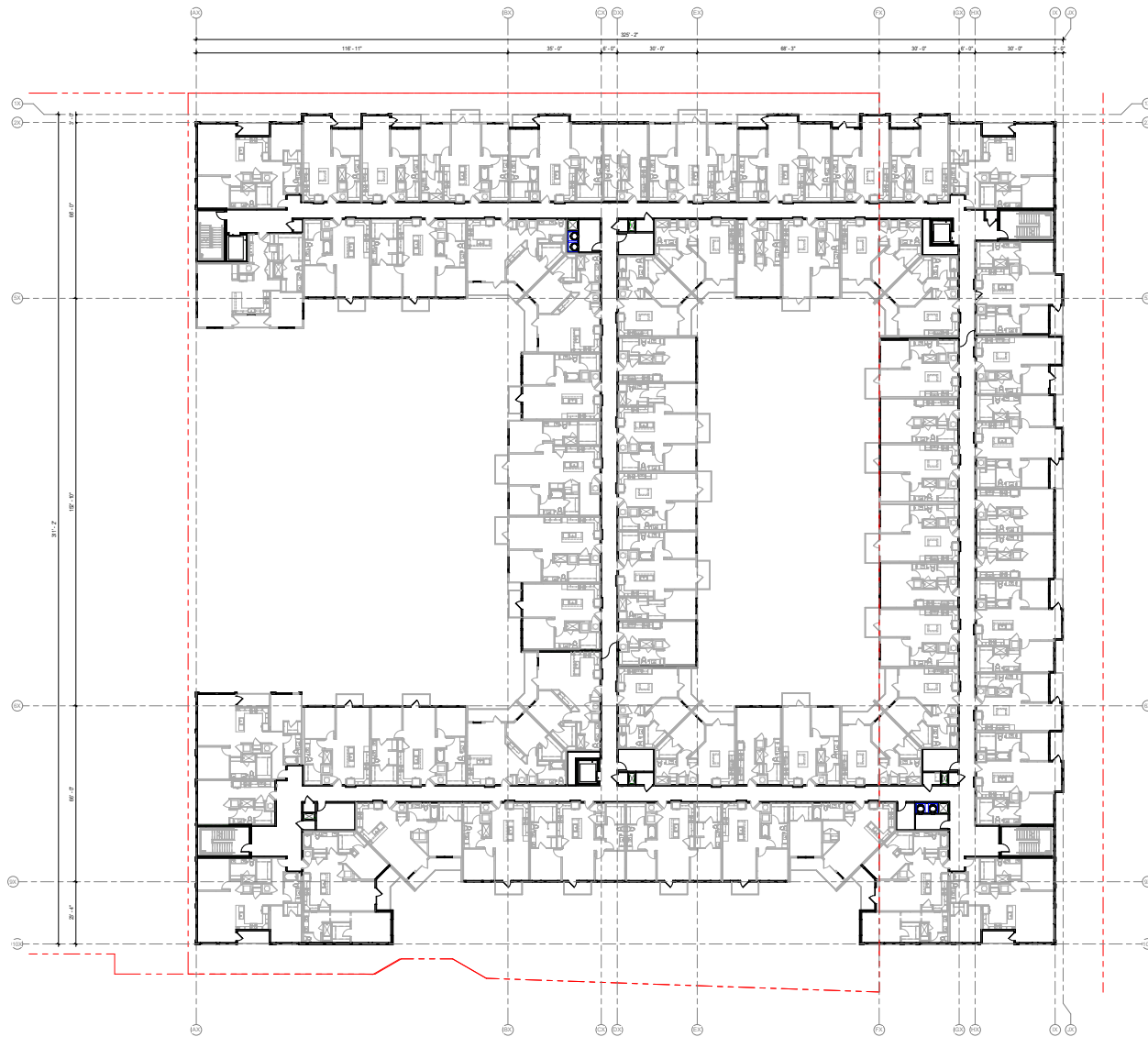
PROJECT DESIGN: PLANS



LEVEL 4



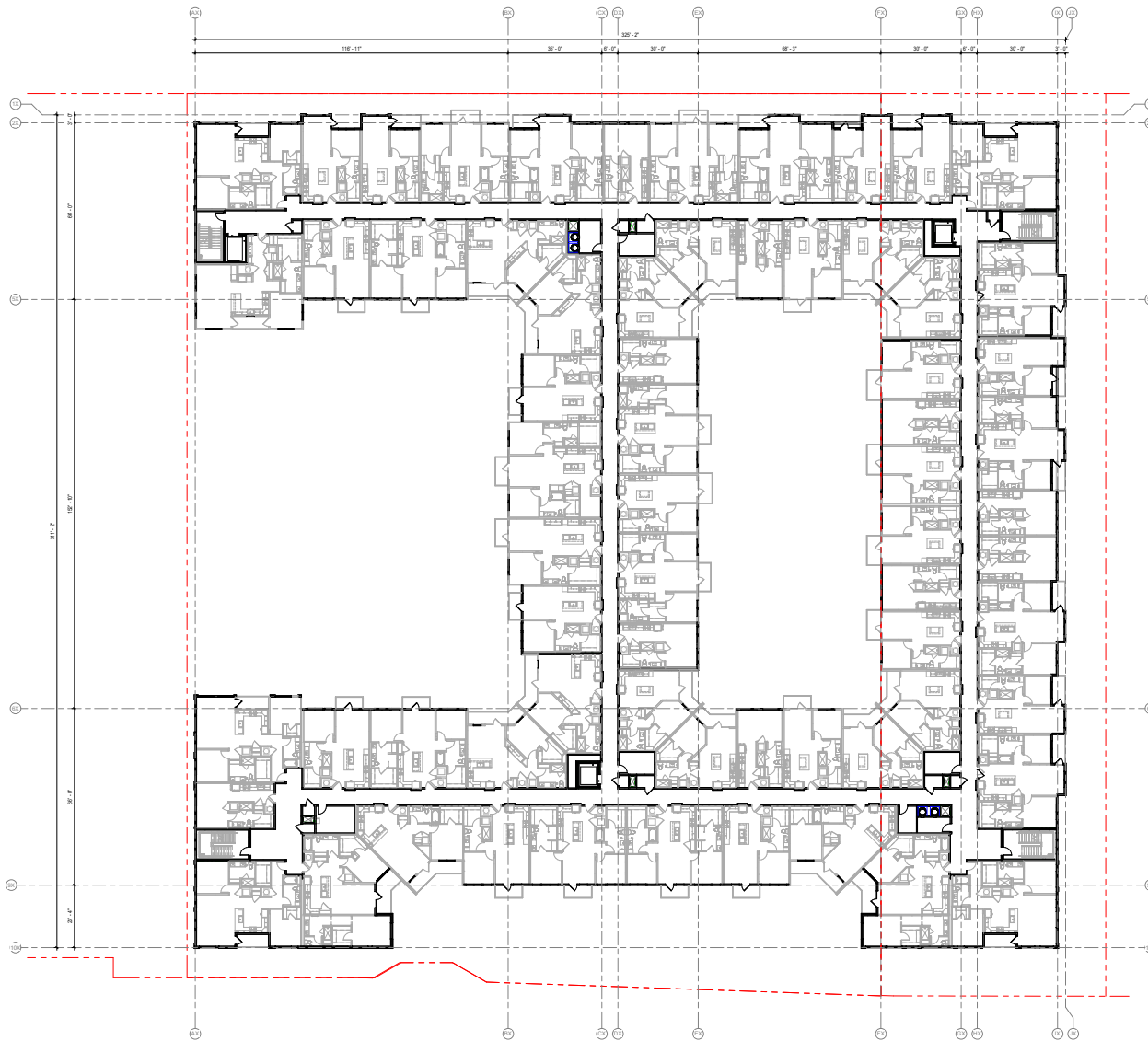
PROJECT DESIGN: PLANS



LEVEL 5



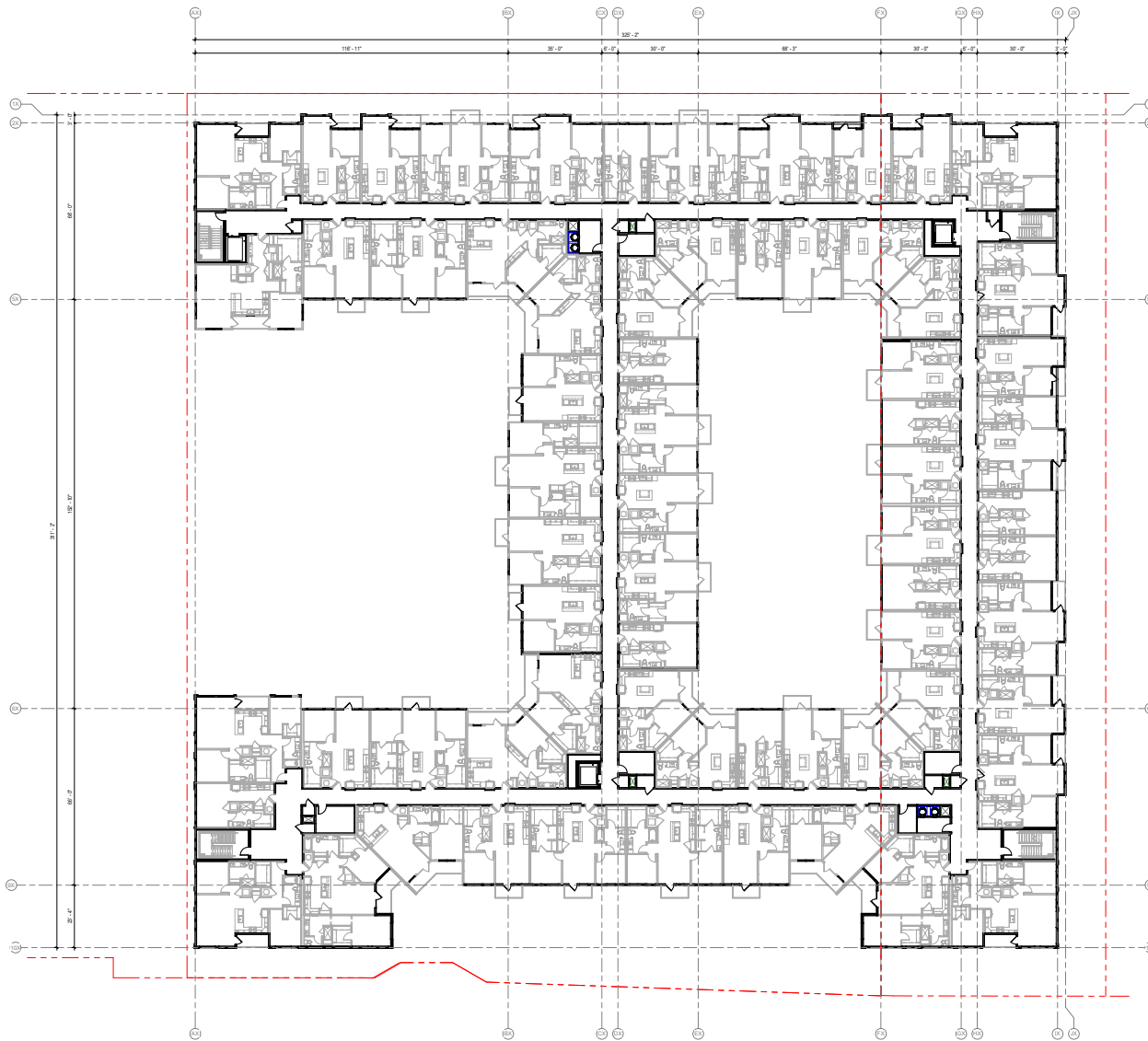
PROJECT DESIGN: PLANS



LEVEL 6



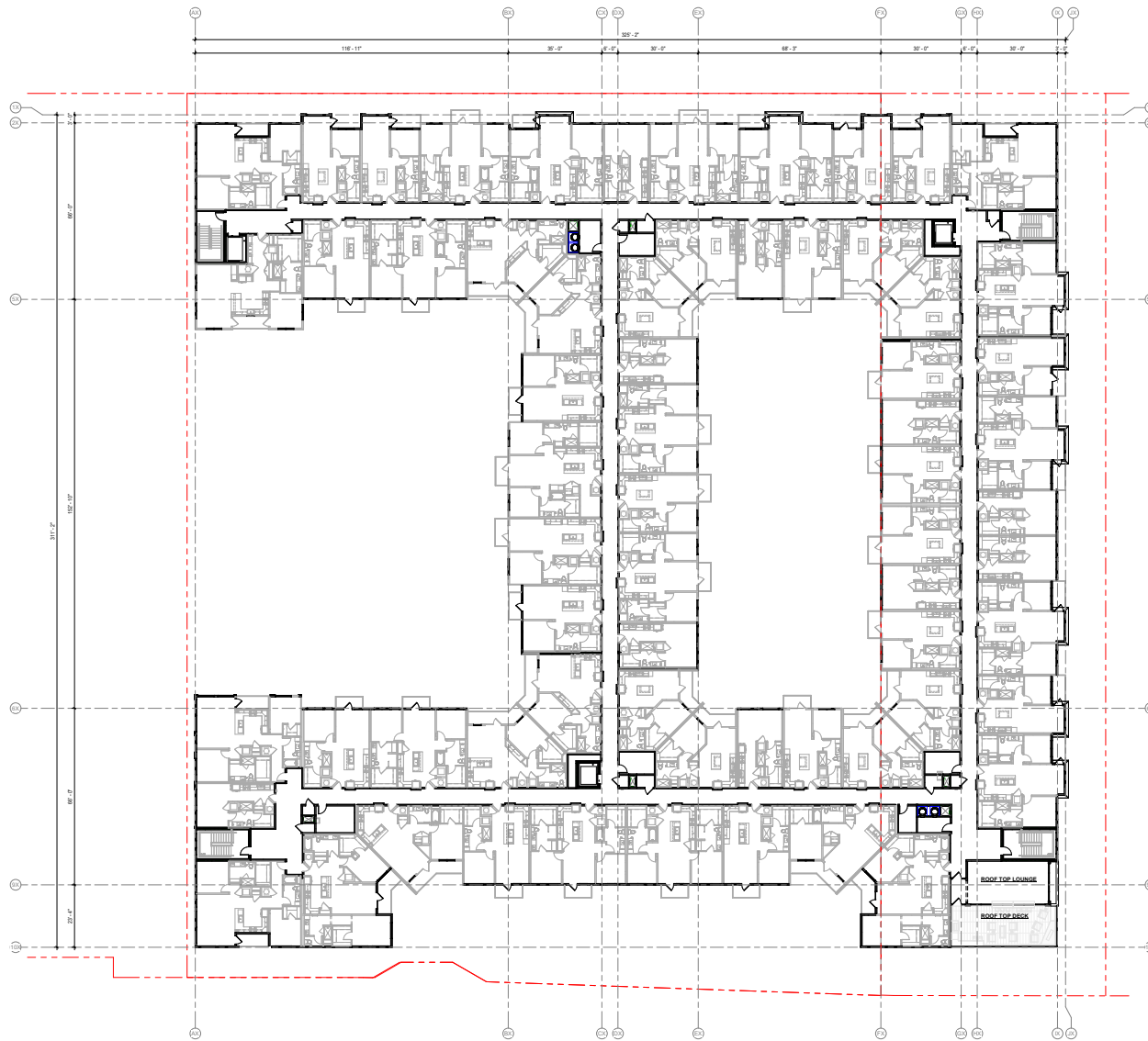
PROJECT DESIGN: PLANS



LEVEL 7



PROJECT DESIGN: PLANS

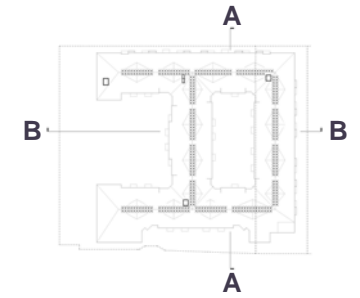


LEVEL 8



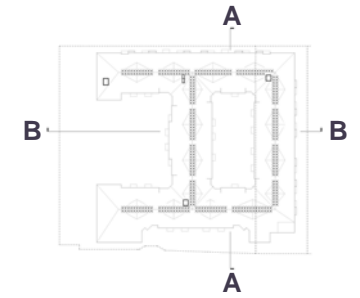
PROJECT DESIGN: PLANS





BUILDING SECTION A-A

PROJECT DESIGN: SECTIONS



BUILDING SECTION B-B

PROJECT DESIGN: SECTIONS

# RENDERINGS



**RENDERING: LEASING CORNER (NORTHEAST)**



## RENDERING: RETAIL CORNER (NORTHWEST)



**RENDERING: SOUTHEAST CORNER**

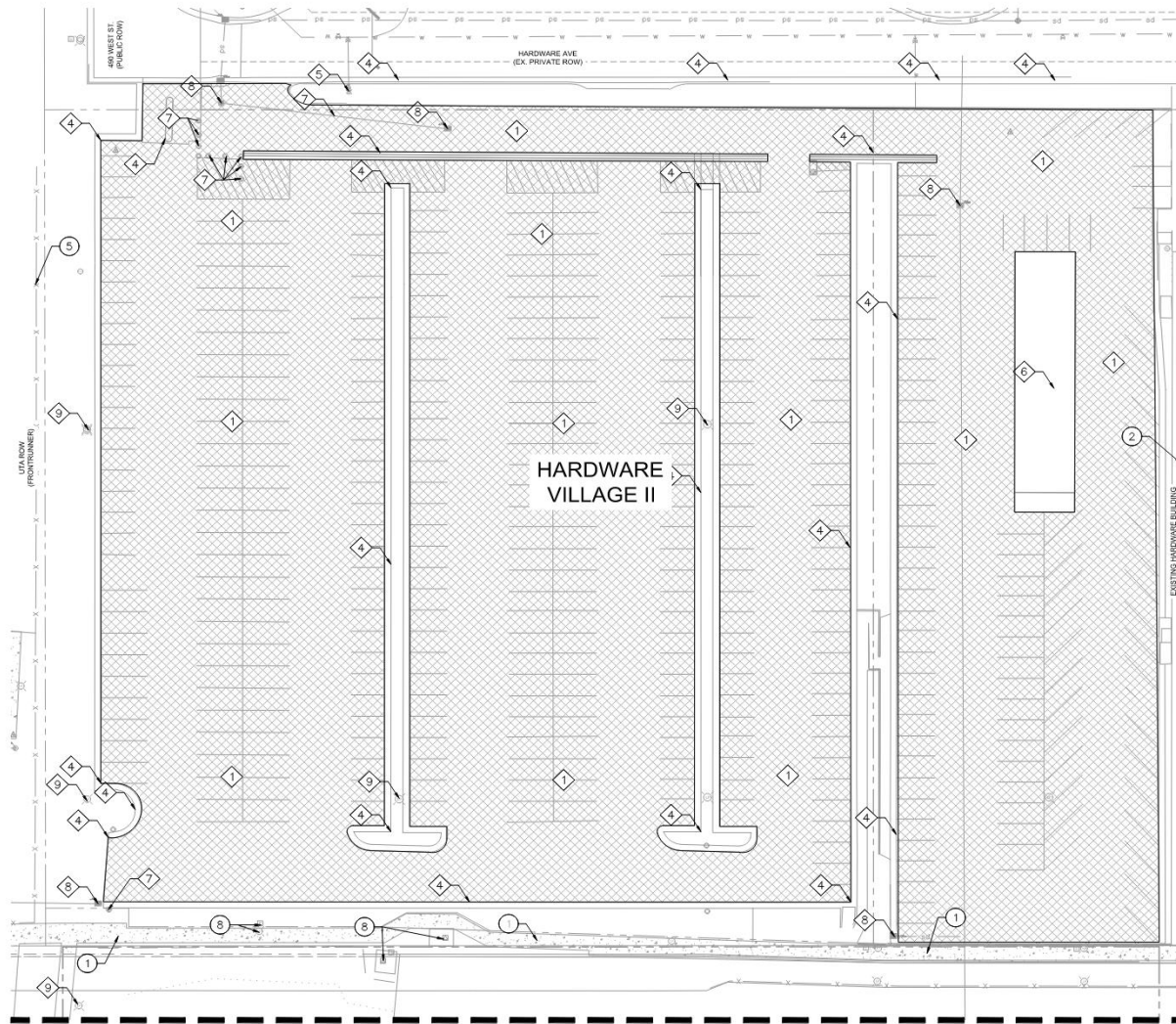


**RENDERING: SOUTHWEST CORNER**

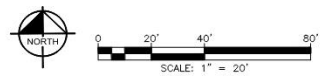


# SITE/COURTYARD DESIGN





MATCH LINE: SEE SHEET C1.2



**GENERAL NOTES**

1. CONTRACTOR TO VERIFY EXISTING IMPROVEMENTS SHOWN ON THE PLAN.
2. CONTRACTOR TO PROTECT IN PLACE, DURING DEMOLITION AND CONSTRUCTION, ALL EXISTING IMPROVEMENTS THAT ARE TO REMAIN AS NOTED ON THE PLAN.
3. ANY EXISTING STRUCTURE, IMPROVEMENT OR APPURTENANCE TO REMAIN THAT IS DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
4. ALL UTILITIES ARE SHOWN TO THE BEST OF THE ENGINEER'S KNOWLEDGE. UTILITIES MAY NOT BE IN LOCATIONS SHOWN ON PLAN. THE CONTRACTOR SHALL FIELD VERIFY ALL UTILITY LOCATIONS BEFORE COMMENCING CONSTRUCTION.
5. PUBLIC RIGHT-OF-WAY PERMIT OBTAINED FROM THE SALT LAKE CITY ENGINEERING OFFICE (801-535-6366) IS REQUIRED FOR WORK ON CURB, GUTTER, PAVING, ROADWAY, OR ANYWHERE IN THE PUBLIC WAY. OBSTRUCTION OF SIDEWALK AND ROADWAY ALSO REQUIRE A PERMIT. THIS IS A SEPARATE PERMIT FROM THOSE ISSUED BY OTHER MUNICIPAL ENTITIES SUCH AS BUILDING SERVICES, PUBLIC UTILITIES, ETC. IT MUST BE OBTAINED BY A CONTRACTOR WHO HAS BOND, INSURANCE, AND LICENSE ON FILE WITH THE ENGINEERING OFFICE.
6. POTENTIAL IRRIGATION WELL TO BE ABANDONED AND PLUGGED IN PLACE. CONTRACTOR TO FIELD VERIFY.

**DEMOLITION NOTES**

- ◇ SAWCUT AND DISPOSE OF ASPHALT EXISTING PAVEMENT.
- ◇ REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK.
- ◇ REMOVE AND DISPOSE OF EXISTING TREE.
- ◇ REMOVE AND DISPOSE OF EXISTING CONCRETE CURB AND GUTTER.
- ◇ REMOVE AND RELOCATE EXISTING HYDRANT.
- ◇ REMOVE AND RELOCATE EXISTING UTILITIES AND ENCLOSURE; SEE SITE AND UTILITY PLANS.
- ◇ REMOVE AND DISPOSE OF EXISTING BOLLARD.
- ◇ REMOVE AND DISPOSE OF EXISTING STORM DRAIN SYSTEM. CAP AT R.O.W.
- ◇ REMOVE AND DISPOSE OF EXISTING LIGHT POLE.

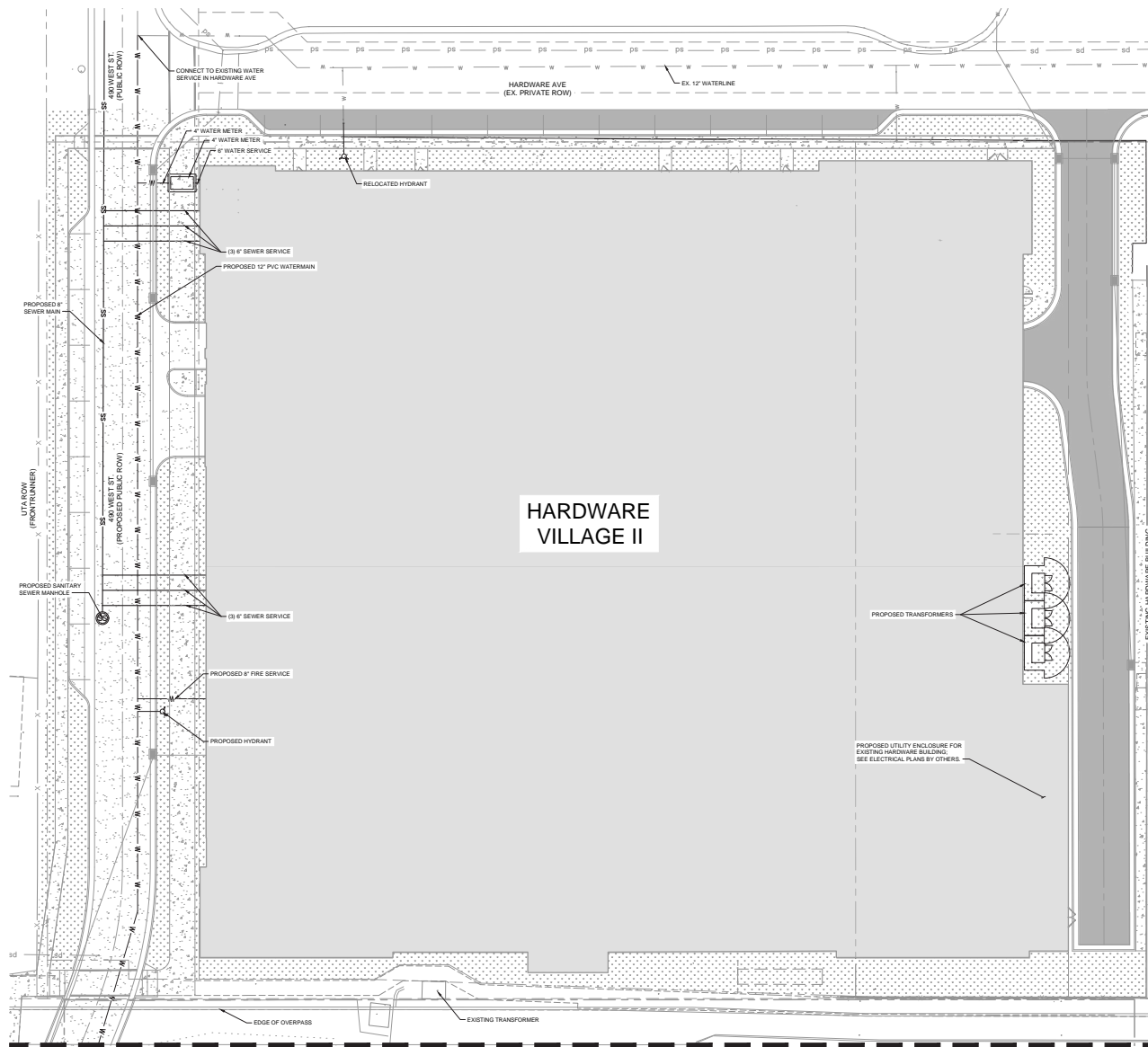
**PRESERVATION NOTES**

- EXISTING SIDEWALK TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING BUILDING TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING STORM DRAIN TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING STORM STRUCTURE TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING FENCE TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING CONCRETE DRIVE TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING CONCRETE ROADWAY (PAVING, STRIPING, SIGNAGE, ETC.) TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING ELECTRICAL EQUIPMENT TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING CONCRETE PILLARS TO REMAIN AND BE PROTECTED IN PLACE.
- EXISTING WATER LINE TO REMAIN AND BE PROTECTED IN PLACE.

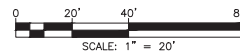
**LEGEND**

- |           |   |
|-----------|---|
| ---       | PROPERTY LINE                                       |
| ---       | RIGHT-OF-WAY LINE                                   |
| ---       | BUILDING SETBACK LINE                               |
| ---       | EXISTING/BUFFER LINE                                |
| ▨         | DEMOLISH EX. ASPHALT PAVEMENT; REPAIR PER SITE PLAN |
| — CH —    | EXISTING FIBER LINE                                 |
| — SD —    | EXISTING STORM DRAIN                                |
| — W —     | EXISTING WATER                                      |
| — SS —    | EXISTING SANITARY SEWER                             |
| — X — X — | EXISTING FENCE                                      |
| — G —     | EXISTING GAS LINE                                   |
| —         | PROPOSED FULL DEPTH SAW CUT LINE                    |
| ⊕         | EXISTING FIRE HYDRANT                               |
| ⊕         | EXISTING STORM DRAIN MANHOLE                        |
| ⊕         | EXISTING STORM DRAIN AREA DRAIN                     |
| ⊕         | EXISTING STORM DRAIN CURB INLET                     |
| ⊕         | EXISTING SANITARY SEWER MANHOLE                     |
| ⊕         | EXISTING DOMESTIC WATER VALVE                       |
| ⊕         | EXISTING ELECTRICAL EQUIPMENT                       |

**SITE DESIGN: DEMO PLAN**



MATCH LINE: SEE SHEET C4.2



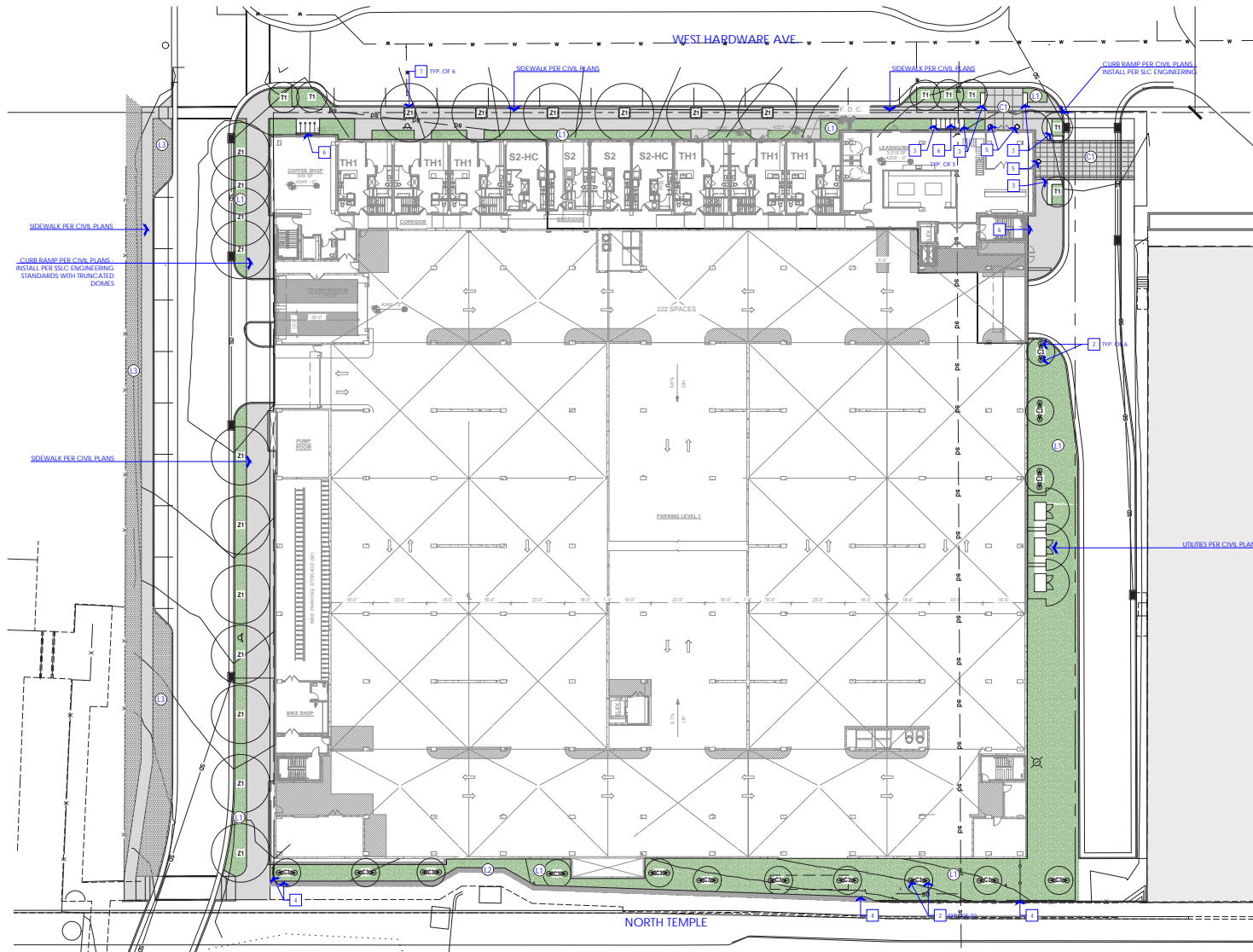
**GENERAL NOTES**

1. ALL EXISTING UTILITY LOCATIONS SHOWN HEREIN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION. NO REPRESENTATION IS MADE THAT ALL UTILITIES ARE SHOWN HEREIN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITIES NOT SHOWN OR UTILITIES NOT SHOWN IN THEIR PROPER LOCATION.
2. ALL ABOVE GROUND UTILITY APPURTENANCES SHALL BE ADJUSTED TO MATCH PROPOSED FINISHED GRADE ELEVATIONS.
3. CONTRACTOR TO FIELD VERIFY EXISTING INVERT ELEVATIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
4. PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
5. PROJECT SHALL COMPLY WITH ALL SALT LAKE CITY PUBLIC UTILITIES SPECIFICATIONS AND REQUIREMENTS.
6. ALL CONSTRUCTION IN THE CULINARY WATERLINE AND SANITARY SEWER LINE PIPE ZONE SHALL COMPLY WITH ALL SALT LAKE CITY PUBLIC UTILITIES SPECIFICATIONS AND REQUIREMENTS.

**LEGEND**

---	PROPERTY LINE
====	PROPOSED CURB IMPROVEMENTS
W - W	EXISTING WATER LINE
W - W	PROPOSED WATER LINE
- - -	EXISTING SANITARY SEWER LINE
- - -	PROPOSED SANITARY SEWER LINE
G - G	EXISTING GAS LINE
G - G	PROPOSED GAS LINE
OHE - OHE	EXISTING POWER LINE
OHE - OHE	PROPOSED POWER LINE
E - E	PROPOSED POWER LINE
sd - sd	EXISTING STORM DRAIN LINE
sd - sd	PROPOSED STORM DRAIN LINE
⊕	PROPOSED POWER POLE

**SITE DESIGN: UTILITIES**



STREET LEVEL SITE ITEMS	
HATCH	DESCRIPTION
1	5x5 TREE GRATE - MATCH EXISTING STANDARD INSTALL ON HARDWARE AVENUE
2	TREE UP-LIGHTING
3	BUILT-IN CONCRETE BENCH SEATING
4	BARRIER FENCING - TUBE STEEL
5	OPTIONAL PLANTER POT BY TENANT
6	ARTISTIC BIKE STATION - 12 PARKING SPACES TOTAL AVAILABLE @ (2) LOCATIONS

SURFACING MATERIALS		AREA
HATCH	DESCRIPTION	SQUARE FT.
	CONCRETE PAVING PER CIVIL PLANS	NA
1	ENHANCED PAVING PLAZA AREA / CONNECTION TO ADJACENT PLAZA PENDING FINAL DOCUMENTATION	900
2	PLANTING AREA W/ 4" ROCK MULCH NO TREE PROPOSED	13,240
3	DECORATIVE ROCK MULCH	565
4	PLANTED SWALE / LANDSCAPE DRAINAGE AREA	2,385

STREET LEVEL TREES		QTY.
HATCH	DESCRIPTION	
C1	SOUTH TEMPLE: VERTICAL ACCENT / SMALL STREET TREE PER S.C. URBAN FORESTRY: - CARPINUS BETULUS TRANS FONTANE - VERTICAL EUROPEAN HORSEAM	11
T1	HARDWARE AVENUE: TREE GRATES / SMALL PARKSTRIP PER S.C. URBAN FORESTRY: SMALL TREE SPACES - SUJA CORDATA HALKA - SUMMER SPRITE LINDEN	5
Z1	- ELKOVA SERRATA 'GREEN VASE' - GREEN VASE ELKOVA IN TREE GRATES	6
Z2	- ELKOVA SERRATA 'GREEN VASE' - GREEN VASE ELKOVA IN PARKSTRIP	11
Z3	- ELKOVA SERRATA 'GREEN VASE' - GREEN VASE ELKOVA IN PARKSTRIP	11
Z4	- SUJA CORDATA HALKA - SUMMER SPRITE LINDEN	1
Z5	- SUJA CORDATA HALKA - SUMMER SPRITE LINDEN	2
<b>28 TOTAL TREE ITEMS</b>		

TSA LANDSCAPING CALCULATIONS		SETBACK YARD
DESCRIPTION		
<b>400 WEST REQUIREMENTS 212' FRONTAGE</b>		
30% LIVE COVERAGE OF LANDSCAPE AREA - 1,480 S.F. @ 20% MIN. 60" TRC		3,480 S.F. OR EQUIV. TREE
PROVIDED: 50% S.F. OF LIVE COVERAGE FOLSCOM TRAIL / NO YARD REQUIREMENTS		1,480 LANDSCAPE
(11) STREET TREES PER S.C. URBAN FORESTRY		11 PARKSTRIP
11 PROVIDED IN PARKSTRIP		
<b>HARDWARE AVENUE 102' FRONTAGE</b>		
30% LIVE COVERAGE WITH PLAZA SPACE - 840 S.F.		2,800 S.F.
PROVIDED: 1,400 S.F. OF LANDSCAPE AREA WITH ANTICIPATED 75% LANDSCAPE LIVE COVERAGE 2,050 S.F.		
(11) STREET TREES PER S.C. URBAN FORESTRY		
11 PROVIDED - TREE GRATES & LANDSCAPE AREAS		
<b>NORTH TEMPLE 124' FRONTAGE</b>		
30% LIVE COVERAGE WITH PLAZA SPACE - 2,325 S.F.		4,850 S.F.
PROVIDED: 3,800 S.F. OF LANDSCAPE AREA WITH ANTICIPATED 75% LANDSCAPE LIVE COVERAGE 2,850 S.F.		
(11) STREET TREES PER S.C. URBAN FORESTRY		
11 PROVIDED - VERTICAL ACCENTS FOR SPACES INSTALLED BELOW NORTH TEMPLE BRIDGE		

## SITE DESIGN: STREET LANDSCAPE



# DESIGN REVIEW STANDARDS

## **SLC Design Review Standard - 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.

## **Compliance of Standard - B**

1-2. The main entry of the proposed project, referred to here as Hardware Village II, is oriented towards Hardware Avenue, and the connected plaza to Hardware Office Building, on the northeast side of the site. Similar to the development pattern along Hardware Avenue, the project's pedestrian-focused entry facade along Hardware Avenue provides two prominent points of access to the residential lobby, and access to the parking deck for office users that is beyond the connecting plaza. Both Hardware Apartments and Office Building's main entrances front off of Hardware Avenue.

3. Office parking entry, as mentioned, is located off the East side of the site beyond the connecting plaza. Residential parking access is located off 490 West, separating the retail space on the northwest corner of the site and the bike shop/storage that is accessed near the Front-runner transit station platform and the Southwest end of the site.

## **SLC Design Review Standard - C**

**Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.**

1. Locate active ground floor uses at or near the public sidewalk.
2. Maximize transparency of ground floor facades.
3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.

## **Compliance of Standard - C**

1. Active ground-floor uses at / near the public sidewalk include retail frontage, main residential lobby, bike shop/storage and residential town-home units.
2. Glazing at the ground floor is two-story in appearance. The glazing also wraps the corner of the residential lobby extending the transparency for pedestrians walking along the plaza connection and also and the Southwest corner of 490 West near the transit station.
3. The retail and residential lobby facades are delineated with clerestory glazing broken up by brick banding that speaks to both the existing office building and apartments.
4. The plaza between the existing office building will create a direct visual connection to Hardware Avenue and the entrance lobby, including Hardware Apartments across the street. The retail space on the northwest corner will create habitable landscape and open space that invites pedestrian activity.

## **DESIGN REVIEW STANDARDS**

## **SLC Design Review Standard - D**

**Large building masses shall be divided into heights and sizes that relate to human scale.**

1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs, and vertical emphasis.
2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration, and window reveals.
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.

## **Compliance of Standard - D**

1. The first two stories of the Hardware Avenue facade is scaled to create a horizontal continuation of the existing Hardware Apartments and maintain the pedestrian scale. Vertical emphasis is created with rhythmic brick banding that delineates between material, use and window changes. Massing below the horizontal line created at the podium level is stepped back a maximum of 2 feet. This creates visual interest at the pedestrian level.

Above the horizontal line of the podium, the residential units are massed in three areas, each corner and in the middle. The corners are emphasized with lighter material banding and warm-toned, inset balconies. The middle massing is composed of darker materials with rhythmic balconies and pop-outs.

The facade along 490 West has similarly massed corners, broken in the middle by the West facing pool courtyard. This is an active amenity that overlooks the West side of the valley and is highly visible from the North Temple Viaduct and the heavy rail.

2. The project is divided in height by the horizontal break at the podium level. The two to three stories below this line creates a pedestrian and street-scape-friendly experience, while the five stories above the line are massed at corners and the middle, breaking up the mass in width.
3. Each massing, as described above, includes balconies (inset, semi-recessed and extended), vertical bays, belt courses and window reveals as secondary elements to those masses.
4. The scale and ratio of doors at the ground level relate to the typical street frontage along Hardware Avenue (storefront scale and rhythm of transparency and entry).

## **SLC Design Review Standard - E**

**Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:**

1. Changes in vertical plane (breaks in facade);
2. Material changes; and
3. Massing changes.

## **Compliance of Standard - E**

The lot frontage for the proposed building is approximately 250 feet in length along Hardware Avenue and 312 feet along 490 West.

1-3. Vertical breaks in both the Hardware Avenue and 490 West facades occur over the retail space at the third level, matching the facade break in the adjacent Hardware Apartments, and at a recessed area over the town-home units, providing another break and relief in the front facade experienced at the pedestrian level. Materials and massing likewise change at the corners of the retail space and the residential lobby, to further delineate the change in building program.

## **SLC Design Review Standard - F**

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

1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
2. A mixture of areas that provide seasonal shade;
3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
4. Water features or public art;
5. Outdoor dining areas; and
6. Other amenities not listed above that provide a public benefit.

## **Compliance of Standard - F**

No privately-owned public spaces have been provided.



## **SLC Design Review Standard - G**

**Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive city skyline.**

1. Human scale:
  - a. Utilize setbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
  - b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle, and top sections to reduce the sense of apparent height.
2. Negative impacts:
  - a. Modulate taller buildings vertically and horizontally so that it steps up or to its neighbors.
  - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
  - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
3. Cornices and rooflines:
  - a. 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.

## **Compliance of Standard - G**

1. The two stories below the podium are stepped back a maximum 2 feet to create scale similar to adjacent and nearby buildings. The podium break creates a distinct base that divides the residential units above from below and reduces the sense of apparent height.
2. The project is massed with three distinctive courtyards above the podium level, creating minimal shadow impacts and wind breaks. Two of the three decks are located at the perimeter of the building footprint and provide breaks at the west and south facades.
3. Rooflines and parapet heights complement the existing rooflines of the existing buildings. Parapet heights are varied based on the massing breaks. A roof lounge has been provided on the southeast corner of the project that provides an unobstructed view of the Salt Lake Valley. Courtyards located above the podium are landscaped and provide reduced solar gain, pollution and added storm water volume.

## **SLC Design Review Standard - H**

**Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or mid-block walkway.**

## **Compliance of Standard - H**

Parking is located behind the ground floor uses located along Hardware Avenue and 490 West. Entrances to the parking deck will be from the east and west sides of the site. The east entrance will facilitate office users for the existing Hardware Office Building. The west entrance will be residences of the project. Pedestrian access/connection is provided to the North Temple Bridge/Guadalupe transit station.

## **SLC Design Review Standard - 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 the building or located within the structure.**

## **Compliance of Standard - I**

Service-use areas are not visible to the public, are located within the structure and are screened from public view. Site electrical/mechanical equipment is screened and location on the south end of the area between the existing Hardware Office Building and the project, with vehicular/maintenance access. Residential loading and trash/recycling pick-up are located behind overhead, decorative doors located along 490 West.

## **SLC Design Review Standards - J**

**Signage shall emphasize the pedestrian / mass transit orientation.**

1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.
2. Coordinate signage locations with appropriate lighting, awnings, and other projections.
3. Coordinate sign location with landscaping to avoid conflicts

## **Compliance of Standard - J**

SLC Design Review Standard noted by the design team. Signage to be reviewed by deferred submittal.

# DESIGN REVIEW STANDARDS

## **SLC Design Review Standards - K**

**Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.**

1. Provide streetlights 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 up-lighting 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

## **Compliance of Standard - K**

SLC Design Review Standard noted by the design team. The hardscape and landscape design of the exterior amenities and circulation to comply with the City's lighting requirements. Discussions with the Planning Director emphasized lighting along the south property line between the project and the North Temple Viaduct and will be addressed by the Design Team.

## **SLC Design Review Standard - L**

**Streetscape improvements shall be provided as follows:**

1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.

2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
  - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
  - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
  - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
  - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
  - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
  - f. Asphalt shall be limited to vehicle drive aisles.

## **Compliance of Standard - L**

1. Street tree requirements have been addressed, see landscape drawings.
2. Hardscape in privately-owned public spaces to comply with the design review standard requirements. Hardscape paving in the plaza between the existing Hardware Office Building and the project will utilize different paving materials.

# DESIGN REVIEW STANDARDS

