Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Mayara Lima, Principal Planner
(801) 535-7118 or mayara.lima@slcgov.com

Date: August 14, 2019

Re: PLNPCM2019-00408 – Best Western Glo Design Review

Design Review

PROPERTY ADDRESS: 1865 W North Temple
PARCEL ID: 08-34-353-006
MASTER PLAN: Northwest Master Plan
ZONING DISTRICT: TSA-MUEC-C Transit Station Area District, Mixed Use Employment Center Station, Core

REQUEST: Eric Balls, an architect representing the property owners, is requesting Design Review approval of a new four-story hotel at 1865 W North Temple. The applicant is requesting modifications to several TSA development and design review standards that will affect the building's placement on the lot, street facing facades and landscaping of yards.

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

- Final approval of landscaping plans to be delegated to Planning staff to ensure compliance with zoning and Design Review standards.
- Applicant shall comply with all other department/division requirements.

ATTACHMENTS:

A. Vicinity Map
B. Property Photographs
C. Site Plan & Elevations
D. Building Floor Plans
E. Renderings
F. Additional Application Materials
G. TSA-MUEC-C Zoning Standards
H. TSA Development Score Checklist
I. Analysis of Standards – Design Review
J. Public Process and Comments
K. Department Review Comments

PROJECT DESCRIPTION: The applicant is proposing to redevelop the property located at approximately 1865 W North Temple with a new hotel. There are currently two buildings on site: a one-story hotel and a food market. These two buildings will be demolished to accommodate the new hotel and its associated parking area.

Image 1 – Aerial photograph showing existing buildings on site.

The proposed new hotel will be an L-shaped, four-story building with 84 guest rooms. The ground floor of the building will accommodate the hotel's reception, lobby, guest amenities and some guest rooms. The upper floors will be exclusively used for guest rooms.

Image 2 – Rendering of the interior (west) façade of the proposed building.

All building facades will be clad with stone and metal panels interrupted only by the glass of windows and doors. Street facing facades will include architectural features such as curved rooftop porticos, glass curtain walls around the elevator lobby, and lighting elements around elevator shafts and main entrances.

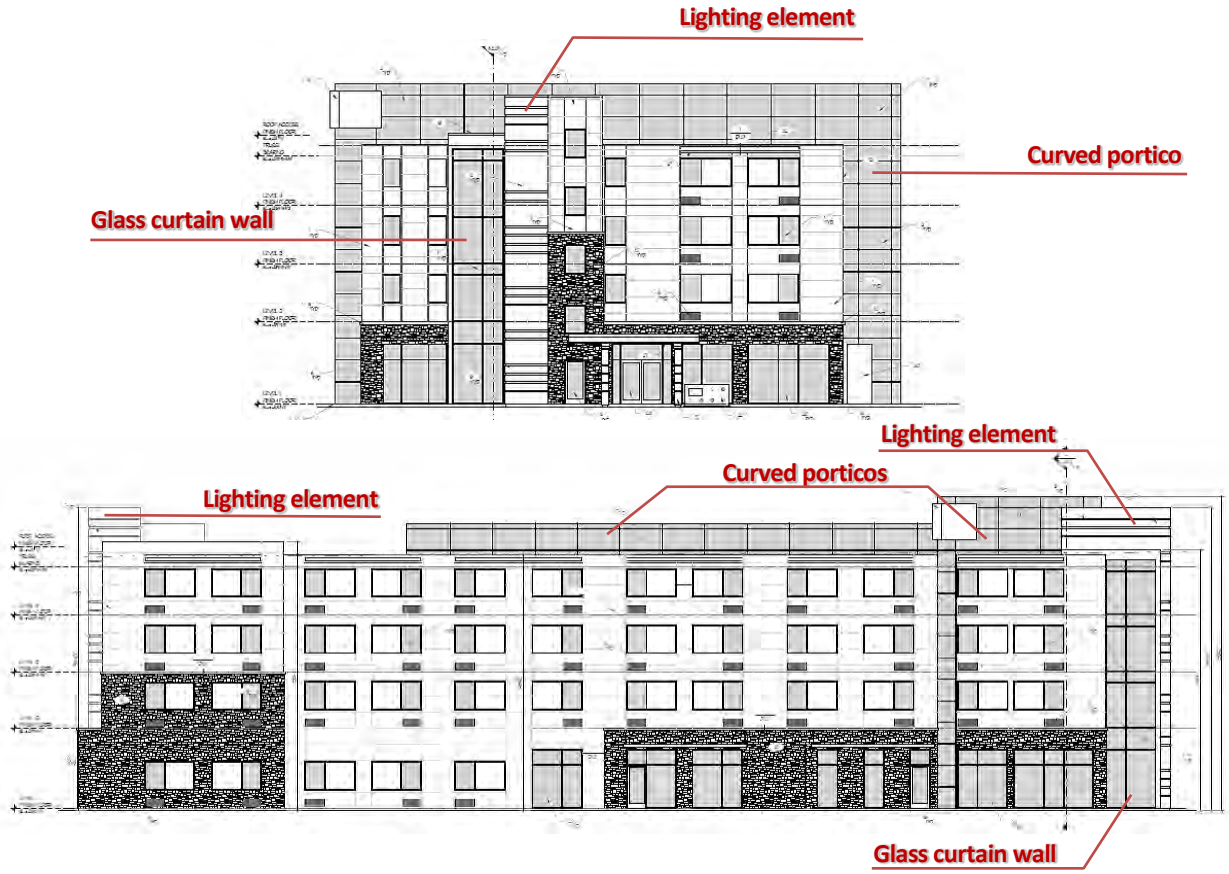


Image 3 – North Temple façade on top and Orange Street façade below.

The proposed hotel will also include a surface parking lot for 40 vehicles located behind the building, a private pocket park along Orange Street and an outdoor seating plaza for hotel guests on the northeast corner of the lot.

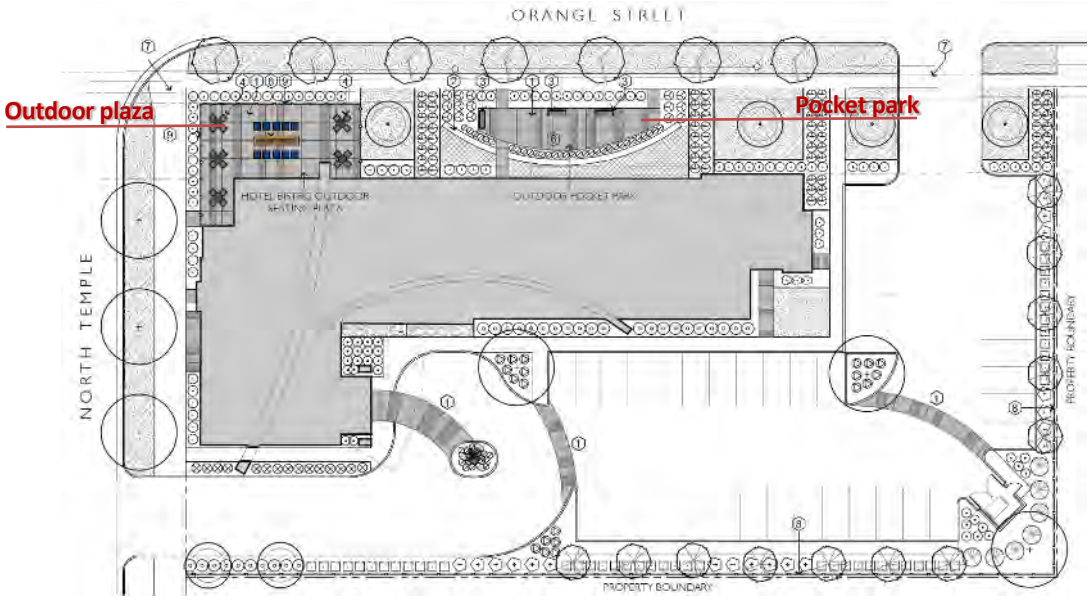


Image 4 – Proposed landscape plan

In order to develop the proposed hotel, the applicant is requesting Design Review approval for the modification of the following zoning standards:

- **Maximum corner side yard setback of 15 feet**
  The applicant is proposing that the building be setback approximately 29.5 feet from the property line along Orange Street due to existing electrical transmission lines that run along the west property line. To reduce the distance, roof overhangs, outdoor seating plaza and public plaza are being proposed within the setback area.

- **One shade tree for every 30 feet of street frontage in a corner yard greater than 10 feet**
  Four shade trees are being proposed within the corner side yard instead of the nine required by the zoning district. The reason for the reduced number of trees is the interference these trees could have on the existing transmission lines.

- **No EIFS as a building material on the ground floor of street facing facades**
  The hotel brand-standards specify a lighting element that includes an EIFS product, which is a prohibited material on the ground floor of street facing facades in this zoning district. This lighting element is proposed around the elevator shafts and extending through the four stories of the building. As proposed, EIFS will cover 7% of the ground floor on the North Temple facade.

- **One building entrance for every 40 feet of a street facing facade**
  The applicant is proposing two entrances on the façade along Orange Street, as opposed to the five that are required. This modification is motivated by the location of the guest rooms on the ground floor of the building and general hotel operations. The proposed entrances on the façade along North Temple complies with this standard.

- **Minimum 60% of glass on the ground floor of a street facing facade**
  The ground floor façade along Orange Street has 53% of clear glass. The applicant is requesting the reduced amount of glass because the hotel brand-standard limits the size of the guest room windows. To counter the glass reduction, an additional 4% of treated glazing is being proposed to other areas of the building.

- **Street facing façade no longer than 200 feet**
  The façade along Orange Street is approximately 204 feet long. To visually break up the façade, the façade is proposed with changes in material, massing and vertical plane.

This proposal has been reviewed for compliance with the TSA standards and given a development review score. Attachment H shows that the proposed hotel have received sufficient points to be approved without a public hearing. However, the modifications listed above require public notice and a decision from the Planning Commission.

KEY CONSIDERATIONS:

Consideration 1: Engagement with Orange Street

The modifications requested largely affect how the building is perceived from Orange Street. Orange Street is an approximately 40-foot-wide road that extends for a little over a quarter mile south of North Temple and then dead ends into Interstate 80. The street does not have continuous curb along the road bed and has inconsistent sidewalks, existent only where development occurred recently. In order to create the environment intended for this transit-oriented district, new development should be promoting engagement with the street in a way to make it more walkable and attractive. This includes physical improvements to the right of way, as well as increasing the street presence through the careful design of the buildings and its surroundings.

This development is providing street improvements such as curb and gutter, sidewalks and landscaped park strips that will help in setting this area to a more pedestrian-friendly environment. The modification of the TSA design standards however could compromise the engagement between the private property and the street. By increasing the setback and reducing the number of building entrances and glass, the building could reduce its interest to pedestrians and reinforce a less compact form of development.

Image 5 - View of Orange Street from North Temple. The subject property is located to the right on the photo.

Nonetheless, the request to increase the setback is legitimate. The high cost of moving or burying state-to-state transmission lines of this scale could mean that this site will likely not be redeveloped for several years. While there are businesses currently operating on site, the buildings and services it provide are not considered assets to the neighborhood. The existing buildings do not achieve the street presence expected in a TSA district and redevelopment would mean a positive change towards achieving the city goals for the area.

Image 6 – Existing buildings on site viewed from North Temple.

Along the same lines, the request to modify the requirements for the number of entrances and percentage of glass is warranted for a hotel use. Due to the nature of the use, some privacy and controlled access is necessary.

In recognizing the potential issues created by the modification of the TSA zoning requirements, the applicant is proposing an enhanced landscaped area, roof overhangs, public and semi-private uses within the increased setback, and changes in building materials. Glazing will be maximized, although it cannot be all transparent, and side doors will connect the building to the street via defined walkways. The use of stone and metal panels will create some interest in the building façade and the proposed outdoor spaces along Orange Street will connect enclosed/private to the open/public.

The pocket park will be a small paved area, surrounded by landscape and enfolded by a curved wall that matches the building. The outdoor seating plaza will have a low, wrought iron fencing that will delineate the private space without compromising the visual connection with the sidewalk. These spaces create an opportunity for the public to engage with the building and provide an appropriate transition between the enclosed private hotel space and the open public realm.

Image 7 – Night rendering of the outdoor seating plaza.

Consideration 2: Primary entrance

Developments requesting modification through the Design Review process shall be oriented primarily to the street. The proposed building has two primary entrances: one facing North Temple and another to the rear, facing the parking lot. The hotel lobby and reception serve the two entrances, each catering to a type of travel mode. A large multicolored illuminated sign and large porte cochere accentuate the rear entrance, which is designed to the vehicular scale.

A doubled door with vertical illumination on both sides and an awning create a similar accentuation of the North Temple entrance, but in a scale more appropriate to the pedestrian. Additionally, a small monument sign and address number over the doors help to orient the building to the public sidewalk and increase the street presence on North Temple.

Image 8 – Night rendering of the entrance facing the parking lot.

Image 9 – Night rendering of the entrance facing North Temple.

Consideration 3: Prohibited Building Material and Design Quality

One of the goals of the TSA zoning district is to have buildings that incorporate in its design durable, high quality materials that are easy to maintain. Traditionally, EIFS has not been considered a durable material and in the TSA district, its use is specifically limited. In the district, this material is identified as prohibited on the ground floor of street facing facades and limited to 10% on the upper floors of street facing facades. It may be used in other facades that are not street facing.

This proposal includes a small percentage of EIFS on all facades, including the ground floor of street facing facades. The material will be used to achieve the look required by the hotel brand-standards, but that is also an architectural element that enhances the design of the building. While the building could be redesigned to have the material only on the upper floors, this change would break the vertical continuity of this element and could be a compromise to the design quality of the structure.

Image 10 – Rendering of the front façade of the building, where the lighting element with EIFS is most visible.

Consideration 4: Conflict with existing uses

Different uses are coexisting in the area surrounding the subject property. Existing nonconforming heavy commercial uses are in proximity to existing light commercial and small-scale residential, as well as new high-density buildings encouraged by the standards of the TSA district. The resulted difference in intensity of uses, building scales, building masses, setbacks, and parking requirements could potentially create some visual and use conflicts.

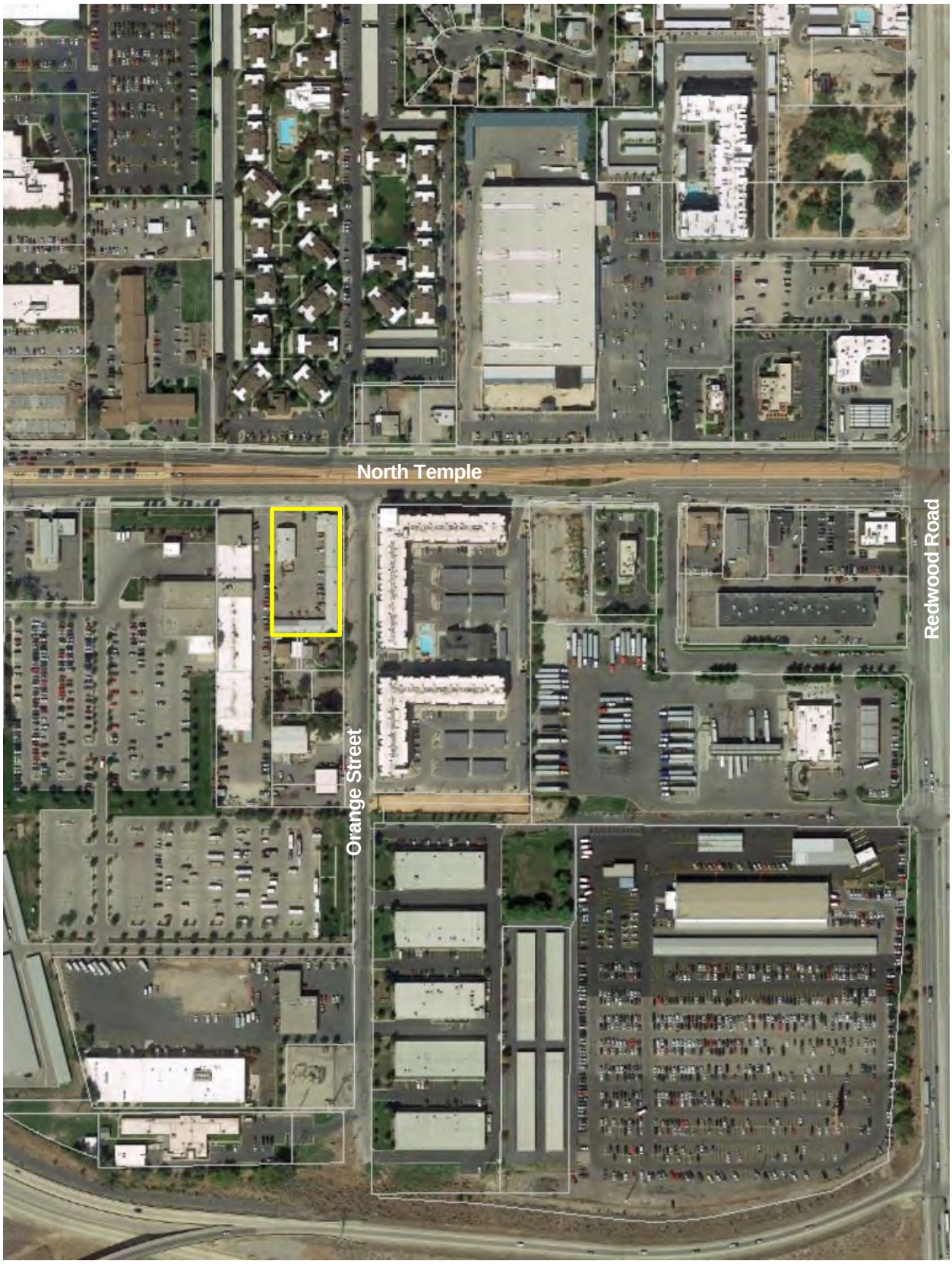
In considering the adopted master plan and the purpose of the zoning district, the overall redevelopment of the site is desirable. The use of the land as a hotel is permitted, as it is the proposed mass and scale of the building. The reduced number of parking spaces limits the use of car while supporting transit, which is in line with the intent of the TSA zoning district. Likewise, the requested modifications to this development do not seem to directly create any impact to surrounding properties and neighborhood.

DISCUSSION:
The applicant is requesting modifications to the setback and design of the building in order to accommodate requirements outside of the City's zoning district, such as the setback for transmission lines imposed by Rocky Mountain Power and programming and design standards specified by the hotel-brand. Despite the changes, the proposed development complies with the purpose of the zoning district and is in line with adopted city plans and policies. Furthermore, the proposal generally meets the standards of the Design Review process as identified in Attachment I.

NEXT STEPS:
If the Design Review request is approved, the applicant may proceed with the project as proposed and will be required to obtain all necessary building permits.

If the request is denied, the applicant will not be able to redevelop the property as proposed. A different proposal could be submitted to the Planning Division as a new application.

ATTACHMENT A: VICINITY MAP



ATTACHMENT B: PROPERTY PHOTOGRAPHS

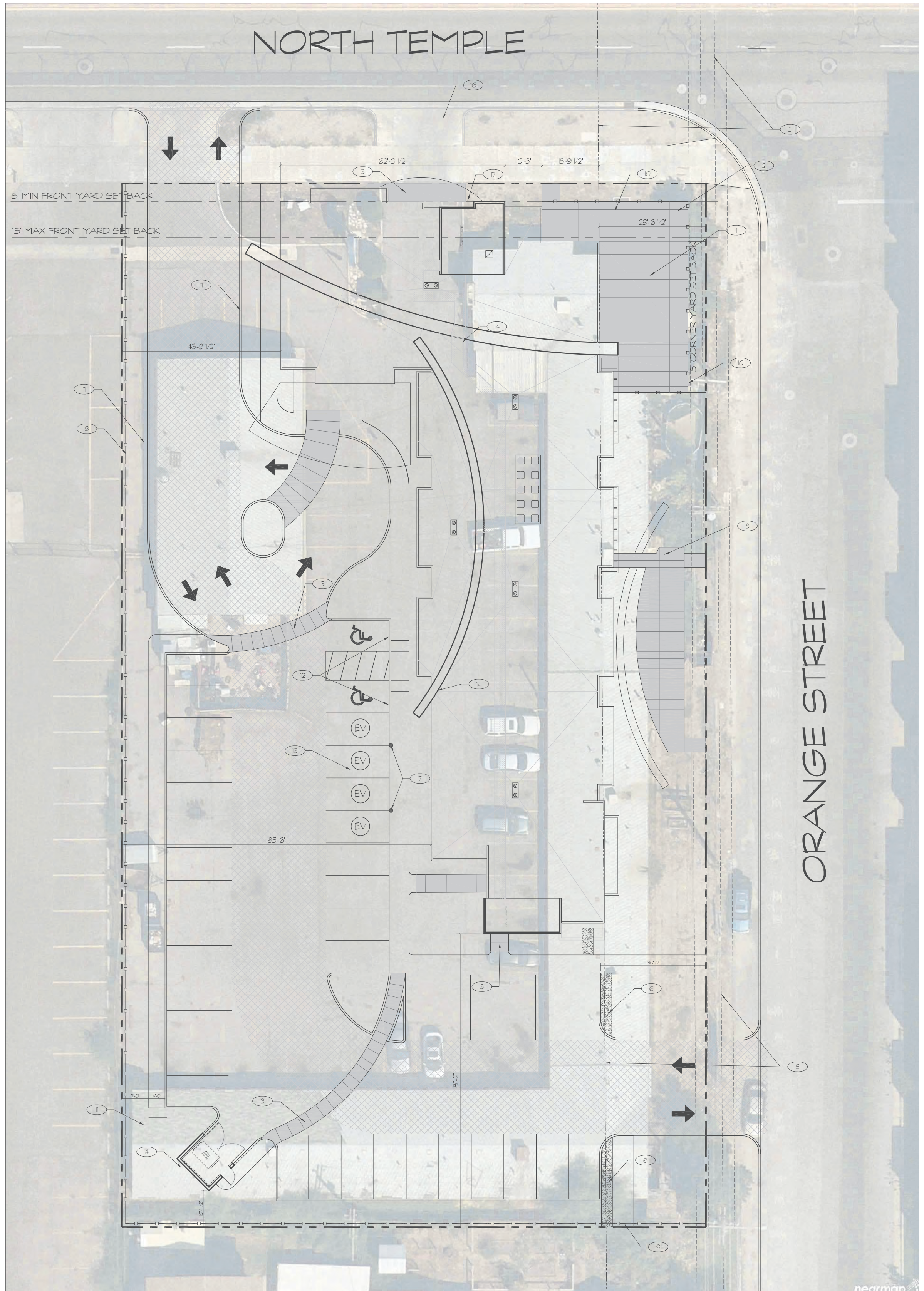
Image 9 – View of the existing hotel from the northeast corner of the lot on North Temple.

Image 10 – View of the existing food market from North Temple

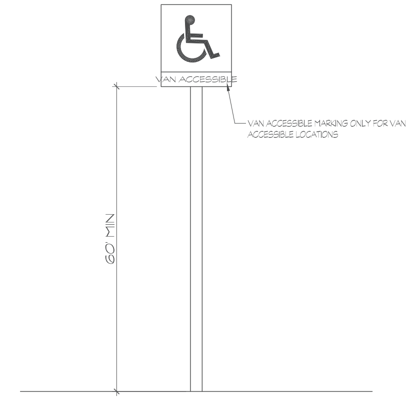
Image 11 – Existing parking areas viewed from North Temple.

Image 12 – Existing transmission lines along Orange Street.

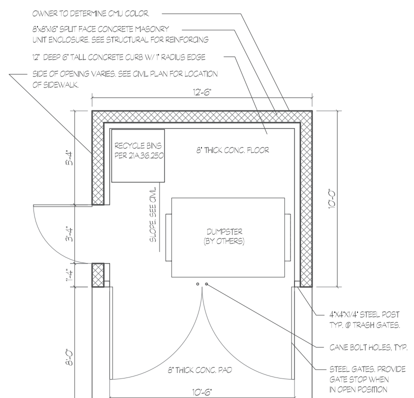
ATTACHMENT C: SITE PLAN & ELEVATIONS



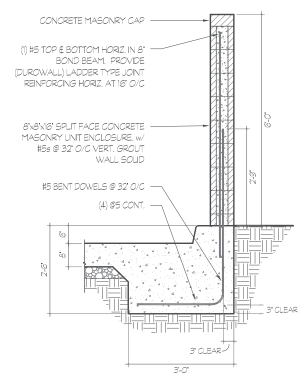
1 A0.01 ARCHITECTURAL SITE PLAN
SCALE : 1" = 15'
(30"X42")
NORTH



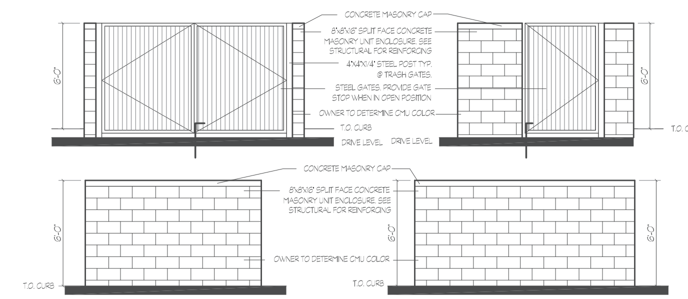
2 A0.01 HANDICAP PARKING SIGN
SCALE : 1" = 1'-0"



3 A0.01 ENLARGED DUMPSTER ENCLOSURE PLAN
SCALE : 1/4" = 1'-0"



4 A0.01 DUMPSTER ENCLOSURE WALL SECT.
SCALE : 1/2" = 1'-0"



5 A0.01 DUMPSTER ENCLOSURE ELEVATIONS
SCALE : 1/4" = 1'-0"

SITE TABULATION

TOTAL SITE : 100%	46,641 SQFT	(1.07 ACRES)	
BUILDING :	10,783 SQFT	(.25 ACRES)	23%
OPEN SPACE :	11,732 SQFT	(.27 ACRES)	26%
HARDSCAPE :	18,454 SQFT	(.42 ACRES)	39%
AMENITY :	5,581 SQFT	(.13 ACRES)	12%

CITY ZONING: TSA MUEC-C

TOTAL ROOM TABULATION

K1	25
K2	3
K3	3
K1-END	4
K2-END	3
QQ1	30
QQ2	3
QQ3	6
QQ1-END	4
QQ2-END	3
TOTAL ROOMS	84
TOTAL ROOM COUNT	84
REQUIRED TYPE "A" UNITS	5
PROVIDED TYPE "A" UNITS	5

TOTAL PARKING TABULATION

TOTAL REQUIRED:
1 PER EACH 2 SEPARATE ROOMS MAX
84 ROOMS = 42 REQ'D STALLS

TOTAL REQUIRED ACCESSIBLE STALLS:
LOT SIZE 26-50 = 2 STALLS (2 PROVIDED)

EV PARKING	4
ACCESSIBLE PARKING	2
SURFACE PARKING	34
TOTAL PROVIDED	40

ZONE: TSA- MUEC-C REQ's

SETBACKS:
FRONT: MIN 5' (50% MUST BE AT 5') MAX 15'-0"
SIDES: NONE (50% MUST BE WITHIN 5' ON STREET FACING SIDE)
REAR: NONE

ARCHITECTURAL SITE PLAN KEYED NOTES

1. HOTEL BISTRO AND SEATING PATIO
2. LOW PATIO PERIMETER FENCE AND GATE. SEE LANDSCAPE DRAWINGS
3. SCORED COLORED CONCRETE AT ALL HOTEL ENTRANCES, EXITS, AND PEDESTRIAN WALKWAYS THROUGH PARKING LOT. SEE LANDSCAPE PLAN.
4. TRASH ENCLOSURE COMPLYING WITH BEST WESTERN STANDARDS. SEE SITE DETAIL X.XX ON A0.02
5. EXISTING ROCKY MOUNTAIN POWER TRANSMISSION LINES. 20 FT BUILDING SET BACK REQUIRED MEASURED AT POLE
6. PARKING LOT LANDSCAPE SCREEN. SEE LANDSCAPE DRAWINGS
7. ELECTRIC VEHICLE CHARGING STATIONS. LEVEL 2 CHARGERS TO SERVE 4 STALLS
8. OUTDOOR POCKET PARK. SEE LANDSCAPE DRAWINGS
9. 6' TALL DECORATIVE WROUGHT IRON PERIMETER FENCING AT PROPERTY LINE COMPLYING WITH BEST WESTERN STANDARDS, SEE LANDSCAPE DRAWINGS
10. PATIO ACCESS GATE
11. 6" CURB AT EDGE OF PARKING. SEE CIVIL FOR CURBS AND GUTTER DETIAL
12. ACCESSIBLE PARKING SIGN ON POST COMPLYING WITH ADA STANDARDS
13. DEDICATED ELECTRIC VEHICLE PARKING STRIPE AND DESIGNATE STALL PER CITY STANDARDS
14. GLo ROOFTOP BLADE. SEE ROOF PLAN AND DETAIL X.XX
15. FIRE DEPARTMENT VEHICLE AND AERIAL APPARATUS ACCESS LANE
16. EXISTING CURB CUT AND DRIVE ACCESS
17. FIRST FLOOR OF BUILDING CONTINUES AT 5'-0" SET BACK

GENERAL NOTES

ARCHITECTURAL SITE PLAN FOR GENERAL REFERENCE ONLY. SEE CIVIL AND LANDSCAPE PLANS FOR APPROPRIATE AND DETAILED INFORMATION.

PROJECT SITE

6 A0.01 VICINITY MAP
SCALE : N.T.S.

Architecture Belgique, Inc.
801.561.1333
7583 So. Main Street #100
Midvale, Utah 84047
information@archbelgique.com

CIVIL ENGINEER
FOCUS Engineering
Contact : Eric Winters
PHONE : (801) 352-0075
EWINTERS@FOCUSUTAH.COM

STRUCTURAL ENGINEER
BHB Structural Engineers
Contact : Joel Pace
PHONE : (801) 355-5656
JOEL.PACE@BHBENGINEERS.COM

MECHANICAL / PLUMBING ENGINEER
Royal Engineering
Contact : Chris Falslev
PHONE : (801) 375-2228
CHRIS.FALSLEV@ROYALENG.COM

ELECTRICAL ENGINEER
Royal Engineering
Contact : Dave Swearingen
PHONE : (801) 375-2228
DAVE.SWEARINGEN@ROYALENG.COM

LANDSCAPE ARCHITECT
STB Designs
Contact : Scott Blake
PHONE : (909) 798-7490
SCOTT@STBDESIGNLLC.COM

Best Western Studio Designs
Contact :
PHONE : (801)
EMAIL : @.COM

PRELIMINARY PLANS

GLo HOTEL - UT-161
1865 W N TEMPLE
Salt Lake City, Utah

Date

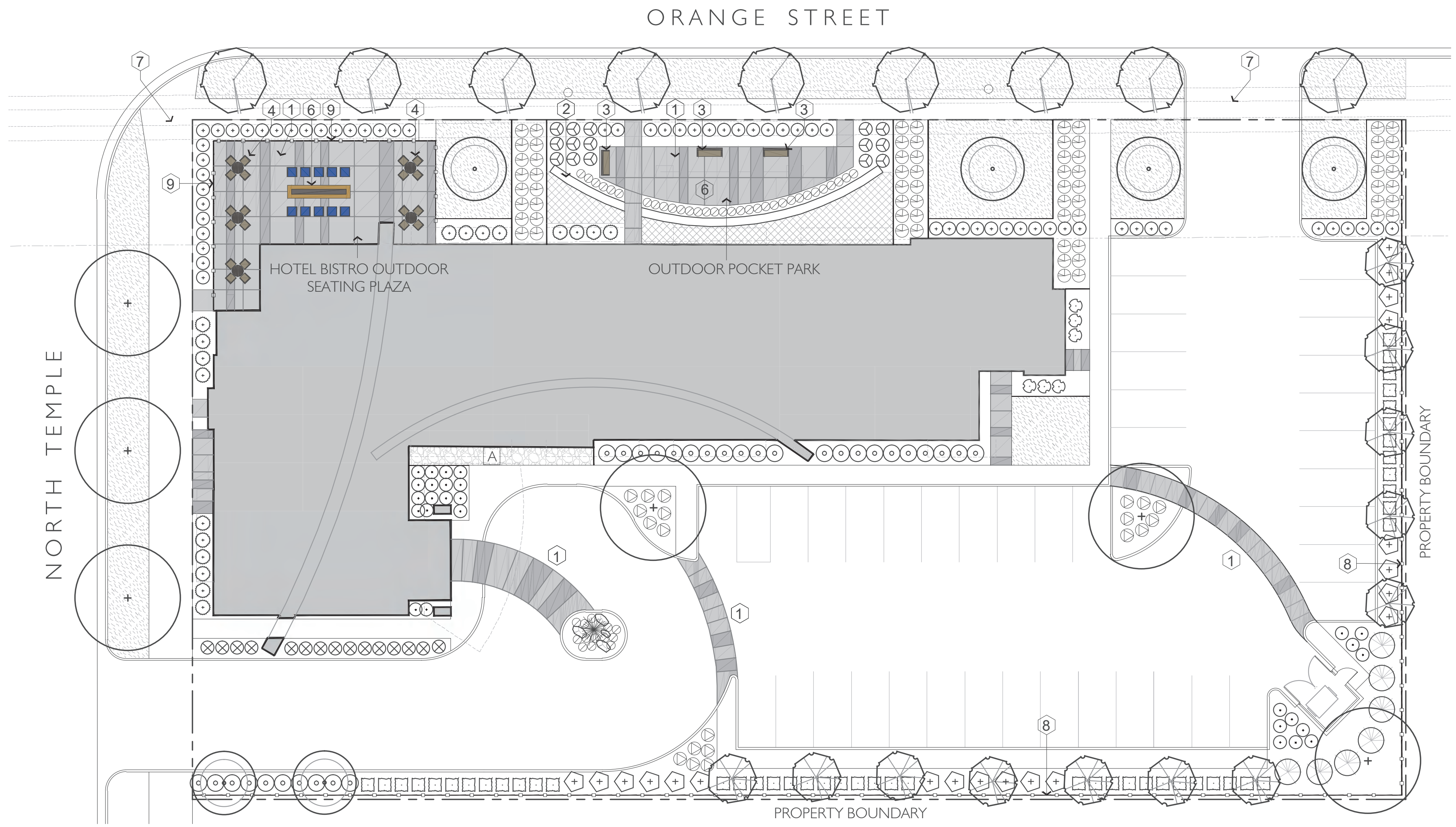
DATE REVISIONS

Sheet Title
Site Plan

Sheet Number
A0.01

LANDSCAPE GENERAL NOTES

1. Contractor shall locate and verify the existence of all utilities within project area prior to commencement of work.
2. Do not commence planting operation until rough grading has been completed.
3. All plants shall bear the same relationship to finished grade as the original grade before digging.
4. All alterations to these drawings during construction shall be approved by the Project Representative and recorded on "as Built" drawings by the Contractor.
5. Pre-emergent herbicide shall be used prior to mulch placement.
6. All plant materials shall conform to the minimum guidelines established by the American Standard for Nursery Stock, published by the American Nursery Association, Inc.
7. All plants to be balled and burlapped or container grown, unless otherwise noted on the plant list.
8. The contractor shall supply all plant material in quantities sufficient to complete the planting shown on the drawings.
9. Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf color, fruit and culture only as approved by the Project Representative.
10. The Contractor shall locate and verify all existing utility lines prior to planting and shall report any conflicts to the Landscape Architect.
11. Stake location of all proposed planting for approval by the Landscape Architect prior to commencement of planting.
12. All turf areas shall receive four inches (4") of topsoil prior to planting. All shrub, groundcover, and perennial beds shall receive four inches (4") of topsoil prior to planting.
13. Submit topsoil report prepared by a qualified soil testing laboratory prior to soil placement. Topsoil shall meet the following mechanical analysis:
    Sand (0.05 - 2.0 mm Dia.) 20 - 70%
    Clay (0.002 - 0.05 mm Dia.) 20 - 70%
    The max. retained on a #10 sieve will be 15 percent. the topsoil shall meet the following analysis criteria:
    pH Range of 5.5 to 8.2, a min. of 4% and max. of 8% organic matter content and free of stones $\frac{3}{4}$" or larger. Soluble salts <2 dS/m or mmho/cm and sodium absorption ration (sar) <6.
14. All tree rings and plant beds to receive mulch as specified in the Landscape Schedule.



A LANDSCAPE PLAN
SCALE: 1/16"=1'-0" NORTH

LANDSCAPE SCHEDULE

Sym	Qnty	Scientific Name	Common Name	Size	Water Wise
		TREES			
	3	Acer truncatum x A. plat. 'Warrenred'	Pacific Sunset Maple	2" Cal.	Yes
	4	Prunus virginiana 'Canada Red'	Canada Red Chokecherry	2" Cal.	Yes
	9	Zelkova serrata 'JFS-KW1'	City Sprite Zelkova	2" Cal.	Yes
	12	Zelkova serrata 'Mushashino'	Mushashino Zelkova	2" Cal.	Yes
		SHRUBS			
	15	Budleia 'Blue Chip Jr. PP26581	Lo & Behold Blue Chip Jr.	2 Gal.	Yes
	61	Ligustrum vulgare 'Lodense'	Lodense Privet	2 Gal.	Yes
	27	Mahonia aquifolium compacta	Compact Oregon Grape	2 Gal.	Yes
	1	Pinus densiflora umbraculifera 'compacta'	Tanyosho PIne	42" B&B	Yes
	48	Rhamnus frangula columnaris	Tallhedge Buckthorn	2 Gal.	Yes
	31	Rhus aromatica 'Gro Low'	Gro Low Sumac	2 Gal.	Yes
	6	Sambucus nigra 'Black Tower'	Black Tower Elderberry	5 Gal.	Yes
	7	Sambucus racemosa 'Sutherland Gold'	Sutherland Gold Elderberry	2 Gal.	Yes
	15	Spiraea japonica 'Dakota Goldcharm'	Dakota Goldcharm Spirea	2 Gal.	Yes
	18	Taxus baccata repandens	Dwarf English Yew	2 Gal.	Yes
		ORNAMENTAL GRASSES			
	66	Calamagrostis x acutifolia 'Karl Foerster'	Karl Foerster Feather Grass	1 Gal.	Yes
	20	Miscanthus sinensis 'Gracillimus'	Slender Maiden Grass	1 Gal.	Yes
	20	Penisetum alopecuroides	Fountain Grass	1 Gal.	Yes
	45	Sesleria autumnalis	Autumn Moor Grass	1 Gal.	Yes
		GROUNDCOVER			
	600 S.F.	Vinca minor 'Bowles'	Dwarf Periwinkle	F/36	Yes
		TURF			
	5,889 S.F.	Chanshare Imperial Blue		Sod	
		EDGING			
		Metal - 3/16" x 4"			
		MULCH			
		TM Crushing, Champlain, 1" - 2", 3" Min. Depth Over DeWitt PRO5 Weed Barrier, All Planters			
A		Mexican Cobble - 2" - 3"			

KEY NOTES

1. COLORED CONCRETE
2. LOW WALL - MATCH BUILDING CURVED WALL COLOR
3. BENCH
4. TABLE WITH CHAIRS
5. FIRE TABLE WITH SEATING
6. ACTIVITY AREA
7. OVERHEAD POWER LINES / EASEMENT
8. 6' DECORATIVE FENCING
9. LOW PATIO FENCING

STB DESIGN
LANDSCAPE ARCHITECTURE & LAND PLANNING

POTOMAC BUSINESS CENTER
699 EAST SOUTH TEMPLE, 201D
SALT LAKE CITY, UTAH 84102
PH/TXT/MO 801.554.6146
SCOTT@STBDESIGNLLC.COM

STATE OF UTAH SCOTT T. BLAKE LICENSED LANDSCAPE ARCHITECT

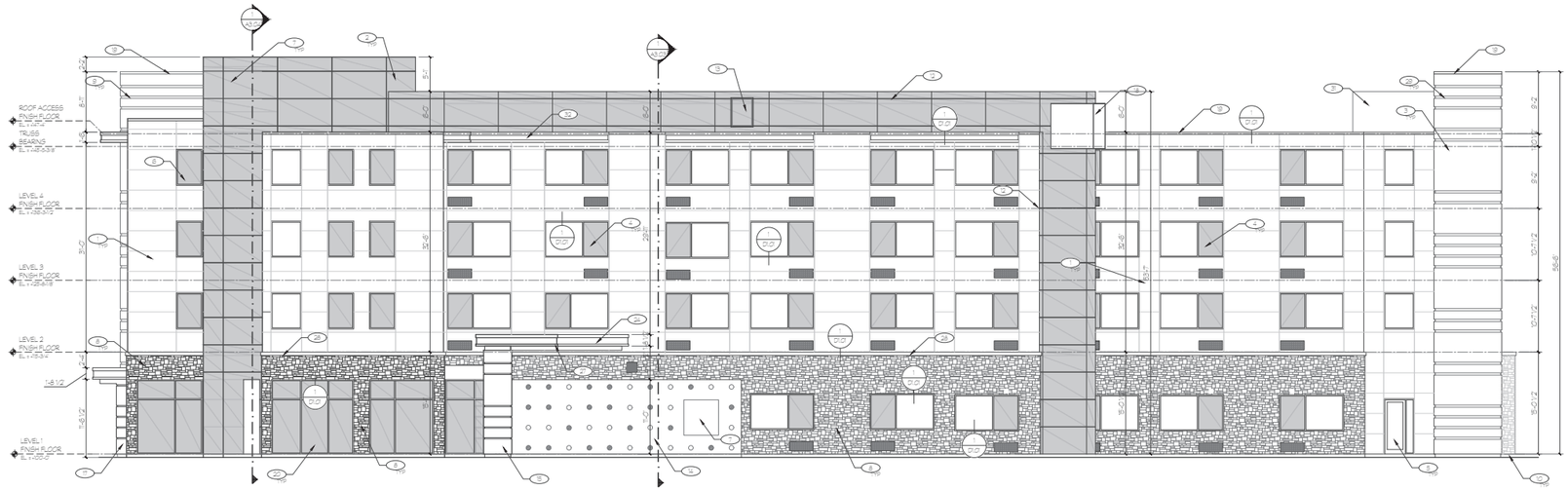
ISSUE DESCRIP.	DATE
	07.29.2019

#	REV. DESCRIPTION	DATE

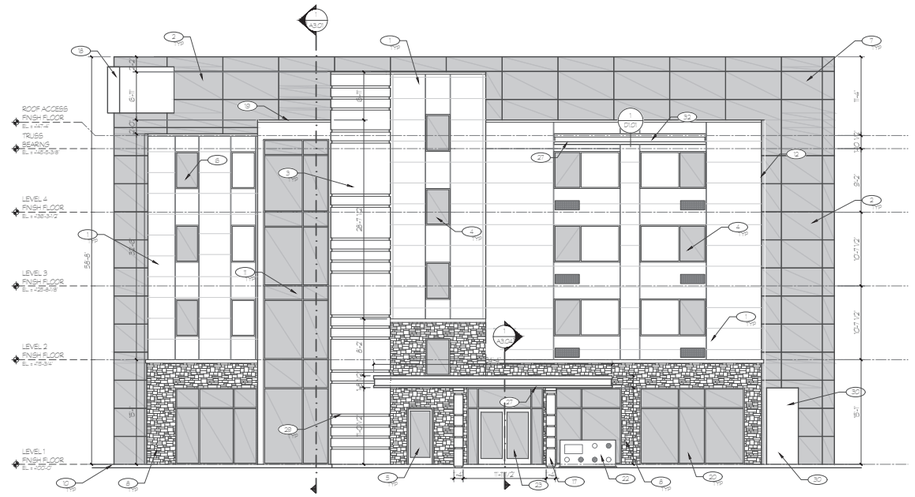
GLo HOTEL - UT 161
1865 WEST NORTH TEMPLE
SALT LAKE CITY, UTAH

LANDSCAPE PLAN

L101



1 A2.01 WEST ELEVATION
SCALE 1/8" = 1'-0"
(30"x42")



2 A2.01 NORTH ELEVATION
SCALE 1/8" = 1'-0"
(30"x42")

EXTERIOR ELEVATION KEYED NOTES

1. METL SPAN ARCHITECTURAL OP HORIZONTAL WALL PANEL CUSTOM BEST WESTERN BRAND COLOR # - PPG 1008-2 SHARK INSTALL PER MANUFACTURERS RECOMMENDATIONS. ARCHITECTURAL OP PANEL SYSTEM AND PANEL JOINTS INSTALLED PER LAYOUT ON ELEVATION
2. HARDIE REVEAL PANEL SYSTEM - PPG 1240-7 COBALT GLAZE. SEE DETAIL DX.XX
3. EPS - COLOR 3 - PPG 1008-4 GRAY STONE
4. SCHEDULED WINDOW. SEE SHEET A6.01
5. SCHEDULED DOOR. SEE SHEET A6.01
6. TRANSLUCENT WINDOW GLASS
7. BRAND STANDARD LITE BRITE WALL AND BEST WESTERN DESIGN APPROVED Glo LOGO. SEE DETAIL DX.XX
8. HARRISTONE UINTAH LEDGESTONE SLATE COLOR INSTALL PER MANUFACTURES RECOMMENDATIONS
9. 1"X 4 REVEAL IN WALL PANEL. SEE DETAIL DX.XX. SEE ELECTRICAL PLANS FOR LIGHTING LAYOUT
10. SLOPE GRADE AWAY FROM BUILDING. FINAL GRADE TO BE 6" MINIMUM FROM WOOD FRAMING
11. CURTAIN WALL & SPANDREL GLASS SYSTEM. SPANDREL COLOR TBD.
12. VERTICAL ROOF BLADE LIGHT BOX AT ROOF INTERSECT. SEE DETAIL DX.XX
13. ROOF AREA ACCESS DOOR. PAINT TO MATCH ROOF BLADE. BEST WESTERN EXTERIOR COLOR COBALT GLAZE
14. LITE-BRITE WALL. SEE DETAIL DX.XX. 60% CLEAR LIGHTS, 40% COLORED
15. PORTE COCHERE COLUMN. SEE STRUCTURAL PLANS. COLUMN WRAPPED IN METL SPAN ARCHITECTURAL OP PANEL. SEE DETAIL DX.XX
16. OPAQUE WINDOW GLASS
17. PEDESTRIAN PORTE COCHERE COLUMN. SEE STRUCTURAL PLANS FOR SIGNS SUPPORT. COLUMN WRAPPED WITH METL SPAN ARCHITECTURAL OP PANEL.
18. Glo BRAND ROOF BLADE SIGN. SEE DETAIL DX.XX
19. 4" PARAPET CAP FLASHING. SEE DETAIL DX.XX
20. SILVER ANODIZED ALUMINUM STOREFRONT WINDOW. SEE SHEET A6.01 FOR WINDOW SCHEDULE SHADED PANEL DENOTES BLUE GLASS PANEL
21. AUTOMATIC SLIDING DOOR. INSTALL PER MANUFACTURER RECOMMENDATIONS
22. 4X8 MN LIGHT BRIGHT MONUMENT SIGN. SEE DETAIL DX.XX. REFER TO A0.01 FOR LOCATION
23. SILVER ANODIZED ALUMINUM STOREFRONT DOOR. SEE WINDOW SCHEDULE A6.01
24. VEHICULAR SIZE PORTE-CHOCHERE. SEE DETAIL DX.XX
25. NOT USED
26. GUEST ROOM PTAC VENT GRILLE
27. ALUMINUM SOFFIT AND FASCIA
28. PRECAST CONCRETE CAP W/ ACID ETCHED SMOOTH SAND TEXTURE FINISH
29. 1"W. REVEAL CHANNEL IN EPS FOR LED LIGHTING
30. 54" WIDE X 11' TALL PEDESTRIAN PASS THROUGH ARCHITECTURAL ROOF BLADE
31. ROOF ACCESS SCREEN WALL EPS FINISH COLOR 3 - PPS 1008-4 GRAY STONE COLOR TO MATCH STAIRS
32. ROOF OVERHANG AT WINDOW. ROOF OVER HANG TO BE INTEGRAL WITH ROOF TRUSS. SEE DETAIL DX.XX

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PRELIMINARY PLANS

GLo HOTEL - UT-161
1865 W N TEMPLE
Salt Lake City, Utah

Date

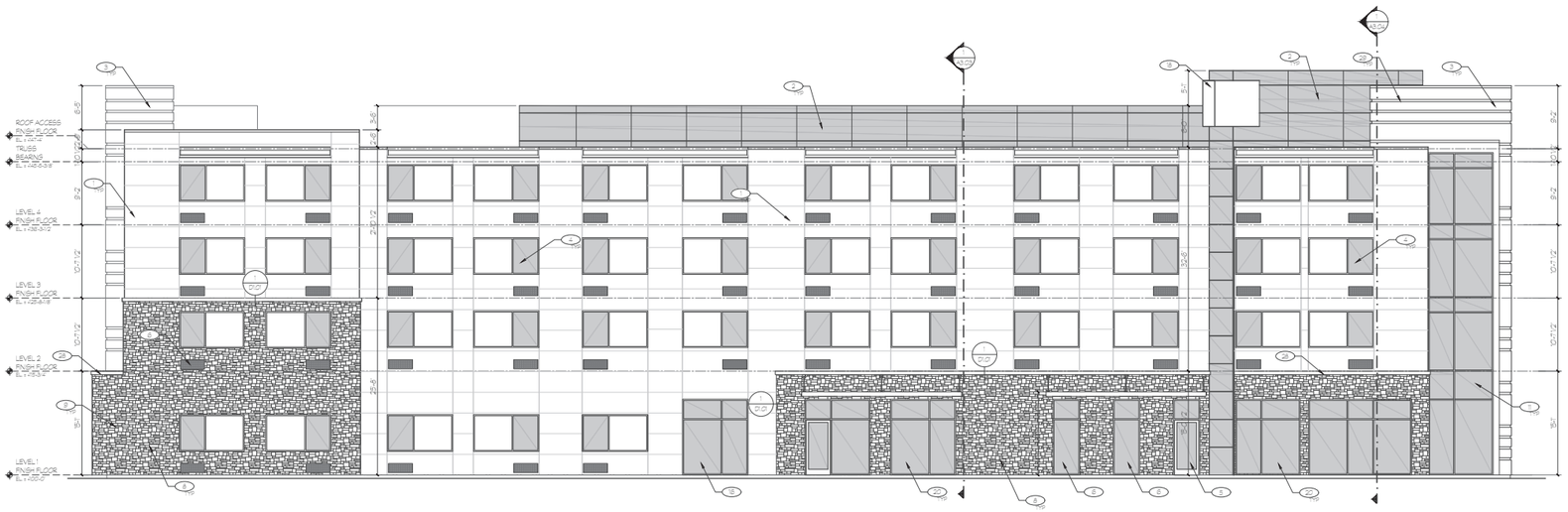
DATE	REVISIONS

Sheet Title

ELEVATIONS

Sheet Number

A2.01



1 A2.02 EAST ELEVATION
SCALE : 1/8" = 1'-0"
(30"x42")

2 A2.02 SOUTH ELEVATION
SCALE : 1/8" = 1'-0"
(30"x42")

EXTERIOR ELEVATION KEYED NOTES

1	METLSPAN ARCHITECTURAL CF HORIZONTAL WALL PANEL CUSTOM BEST WESTERN BRAND COLOR #1 - PPG 1006-2 SHARK INSTALL PER MANUFACTURERS RECOMMENDATIONS. ARCHITECTURAL CF PANEL SYSTEM AND PANEL JOINTS INSTALLED PER LAYOUT ON ELEVATION
2	HARDIE REVEAL PANEL SYSTEM - PPG 1240-7 COBALT GLAZE. SEE DETAIL DX.XX
3	EFIS - COLOR 3 - PPG 1009-4 GRAY STONE
4	SCHEDULED WINDOW. SEE SHEET A6.01
5	SCHEDULED DOOR. SEE SHEET A6.01
6	TRANSLUCENT WINDOW GLASS
7	BRAND STANDARD LITE BRITE WALL AND BEST WESTERN DESIGN APPROVED GLo LOGO. SEE DETAIL DX.XX
8	HARRISTONE UINTAH LEDGESTONE SLATE COLOR INSTALL PER MANUFACTURES RECOMMENDATIONS.
9	1 X 4 REVEAL IN WALL PANEL. SEE DETAIL DX.XX. SEE ELECTRICAL PLANS FOR LIGHTING LAYOUT
10	SLOPE GRADE AWAY FROM BUILDING. FINAL GRADE TO BE 8" MINIMUM FROM WOOD FRAMING
11	CURTAIN WALL & SPANDREL GLASS SYSTEM, SPANDREL COLOR TBD.
12	VERTICAL ROOF BLADE LIGHT BOX AT ROOF INTERSECT. SEE DETAIL DX.XX
13	ROOF AREA ACCESS DOOR. PAINT TO MATCH ROOF BLADE. BEST WESTERN EXTERIOR COLOR COBALT GLAZE
14	LITE-BRITE WALL. SEE DETAIL DX.XX. 60% CLEAR LIGHTS, 40% COLORED
15	PORTE COCHERE COLUMN. SEE STRUCTURAL PLANS. COLUMN WRAPPED IN METL SPAN ARCHITECTURAL CF PANEL. SEE DETAIL DX.XX
16	OPAQUE WINDOW GLASS
17	PEDESTRIAN PORTE COCHERE COLUMN. SEE STRUCTURAL FOR FOR SIZING SUPPORT. COLUMN WRAPPED WITH METL SPAN ARCHITECTURAL CF PANEL.
18	GLo BRAND ROOF BLADE SIGN. SEE DETAIL DX.XX
19	4" PARAPET CAP FLASHING. SEE DETAIL DX.XX
20	SILVER ANODIZED ALUMINUM STOREFRONT WINDOW. SEE SHEET A6.01 FOR WINDOW SCHEDULE. SHADED PANEL DENOTES BLUE GLASS PANEL
21	AUTOMATIC SLIDING DOOR. INSTALL PER MANUFACTURER RECOMMENDATIONS
22	4'X6' MINI LIGHT BRIGHT MONUMENT SIGN. SEE DETAIL DX.XX; REFER TO A0.01 FOR LOCATION
23	SILVER ANODIZED ALUMINUM STOREFRONT DOOR. SEE WINDOW SCHEDULE A6.01
24	VEHICULAR SIZE PORTE-CHOCHERE, SEE DETAIL DX.XX
25	NOT USED
26	GUEST ROOM PTAC VENT GRILLE
27	ALUMINUM SOFFIT AND FASCIA
28	PRECAST CONCRETE CAP W/ ACID ETCHED SMOOTH SAND TEXTURE FINISH
29	1"X4" REVEAL CHANNEL IN EFIS FOR LED LIGHTING
30	54" WIDE X 11' TALL PEDESTRIAN PASS THROUGH ARCHITECTURAL ROOF BLADE
31	ROOF ACCESS SCREEN WALL EFIS FINISH COLOR 3 - PPG 1009-4 GRAY STONE COLOR TO MATCH STAIRS
32	ROOF OVERHANG AT WINDOW. ROOF OVER HANG TO BE INTEGRAL WITH ROOF TRUSS. SEE DETAIL DX.XX

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PRELIMINARY
PLANS

GLo HOTEL - UT-161
1865 W N TEMPLE
Salt Lake City, Utah

Date

#	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		
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9		
10		
11		
12		

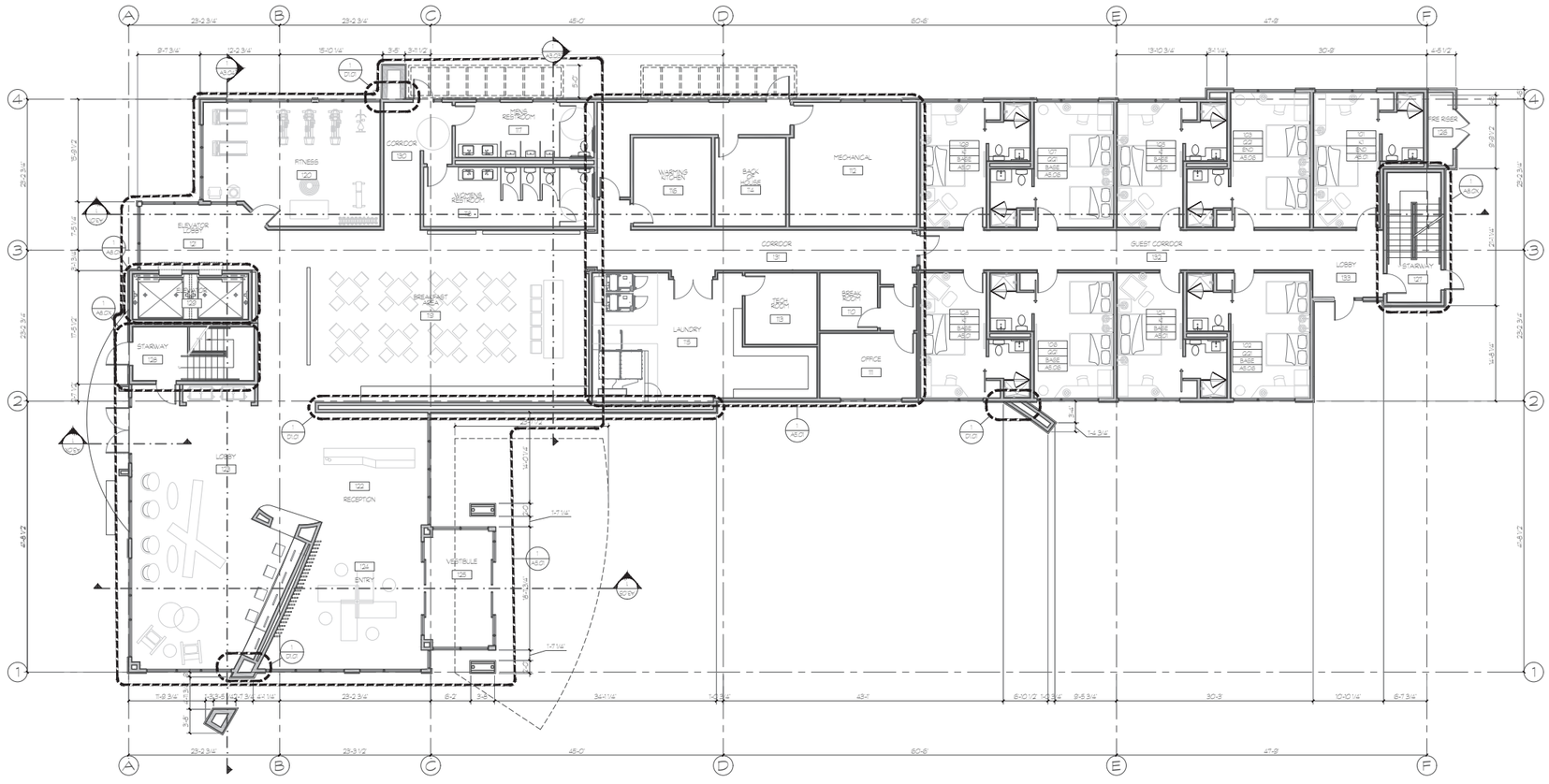
Sheet Title

ELEVATIONS

Sheet Number

A2.02

ATTACHMENT D: BUILDING FLOOR PLANS



1 A1.01 OVERALL LEVEL 1 FLOOR PLAN
SCALE: 1/8" = 1'-0" (30"x42")
GROSS SQFT 10,300

NORTH

GENERAL NOTES

- REFER TO CORRIDOR PLAN BY FLOOR FOR SPECIFIC WINDOW LOCATIONS. POSITION OF WALL MIRROR, TV, AND LIGHT FIXTURES MIGHT MOVE BASED ON THE WINDOW LAYOUT
- REFER TO PLUMBING SCHEDULE FOR FIXTURE INFORMATION
- PROVIDE SIDE CHANNELS AT MULLIONS TO PREVENT LIGHT LEAK AROUND EDGES OF ROLLER SHADES
- PROVIDE ACCESS PANELS AS REQUIRED
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- SEE FINISH LEGEND ON SHEET AXXX FOR ALL FINISH SPECIFICATIONS
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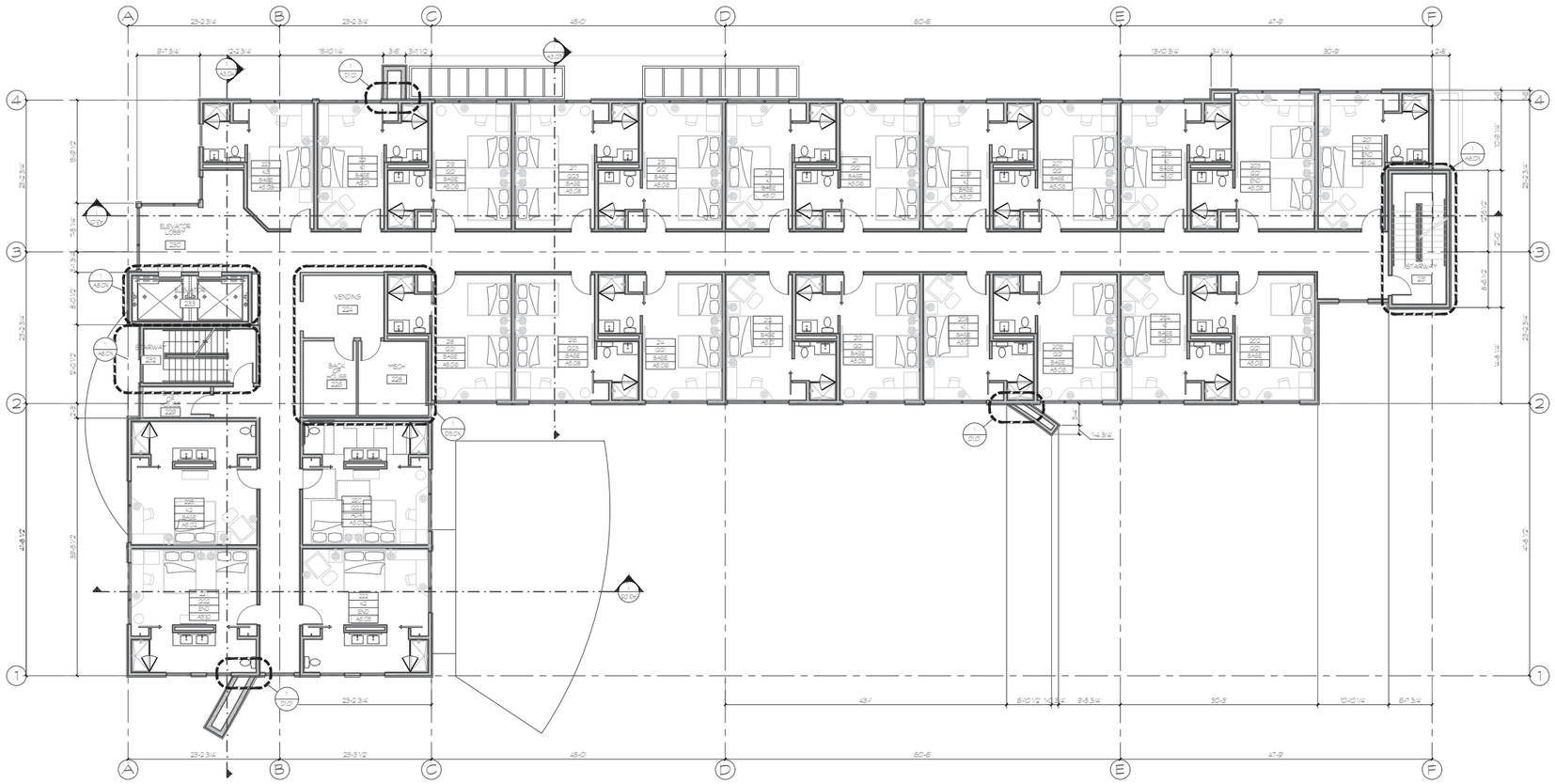
Sheet Title
LEVEL 1 OVERALL FLOORPLAN

Sheet Number
A1.01



1 A1.02 OVERALL LEVEL 2 FLOOR PLAN
SCALE: 1/8" = 1'-0" (30"x42")
GROSS SQFT 10,900

NORTH

GENERAL NOTES

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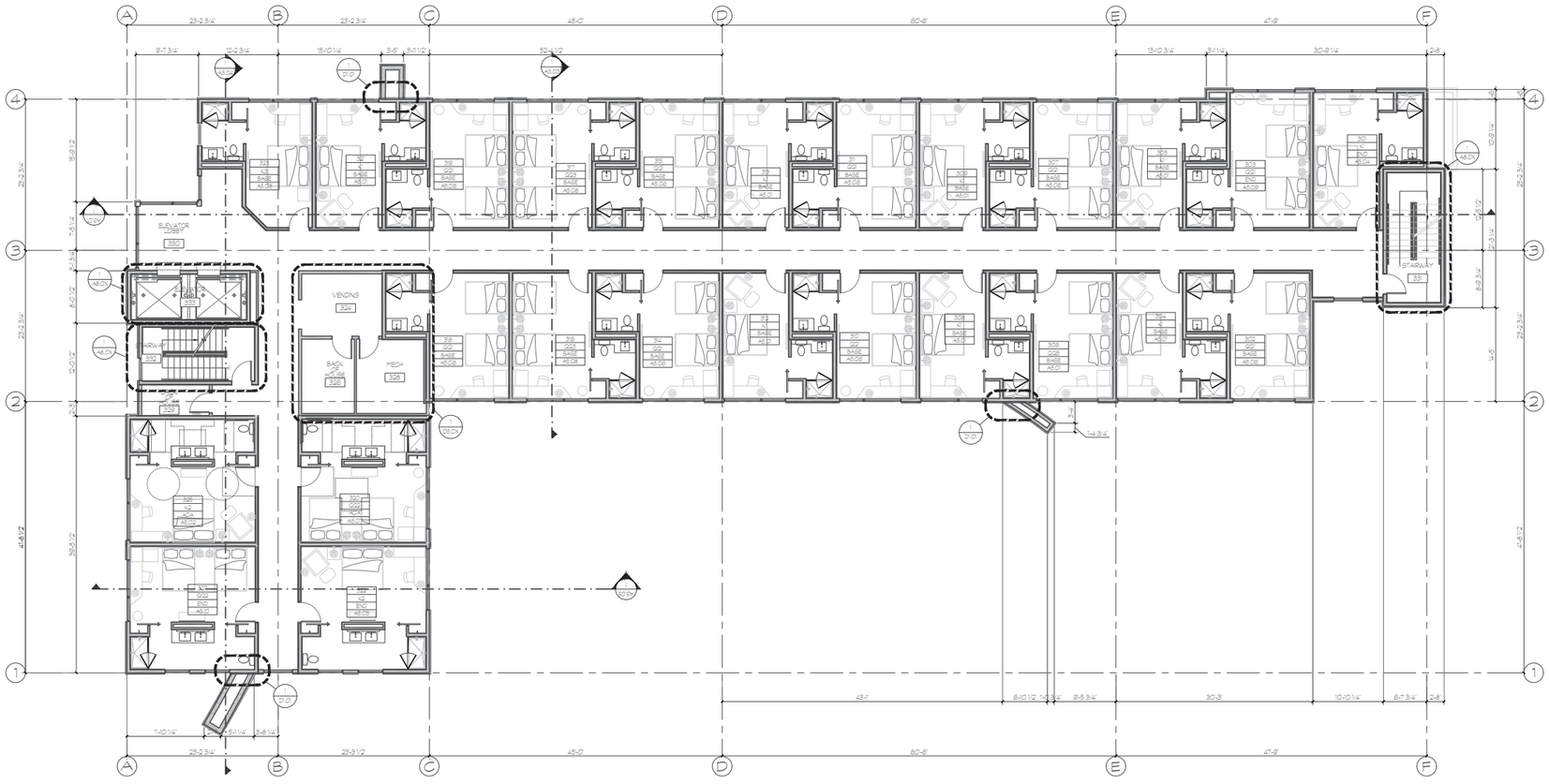
Sheet Title
OVERALL LEVEL 2 FLOOR PLAN

Sheet Number
A1.02



1 A1.03 OVERALL LEVEL 3 FLOOR PLAN
SCALE: 1/8" = 1'-0" (30"x42")
GROSS SQFT 10,900

NORTH

GENERAL NOTES

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PRELIMINARY PLANS

GLo HOTEL - UT-161
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OVERALL LEVEL 3 FLOOR PLAN

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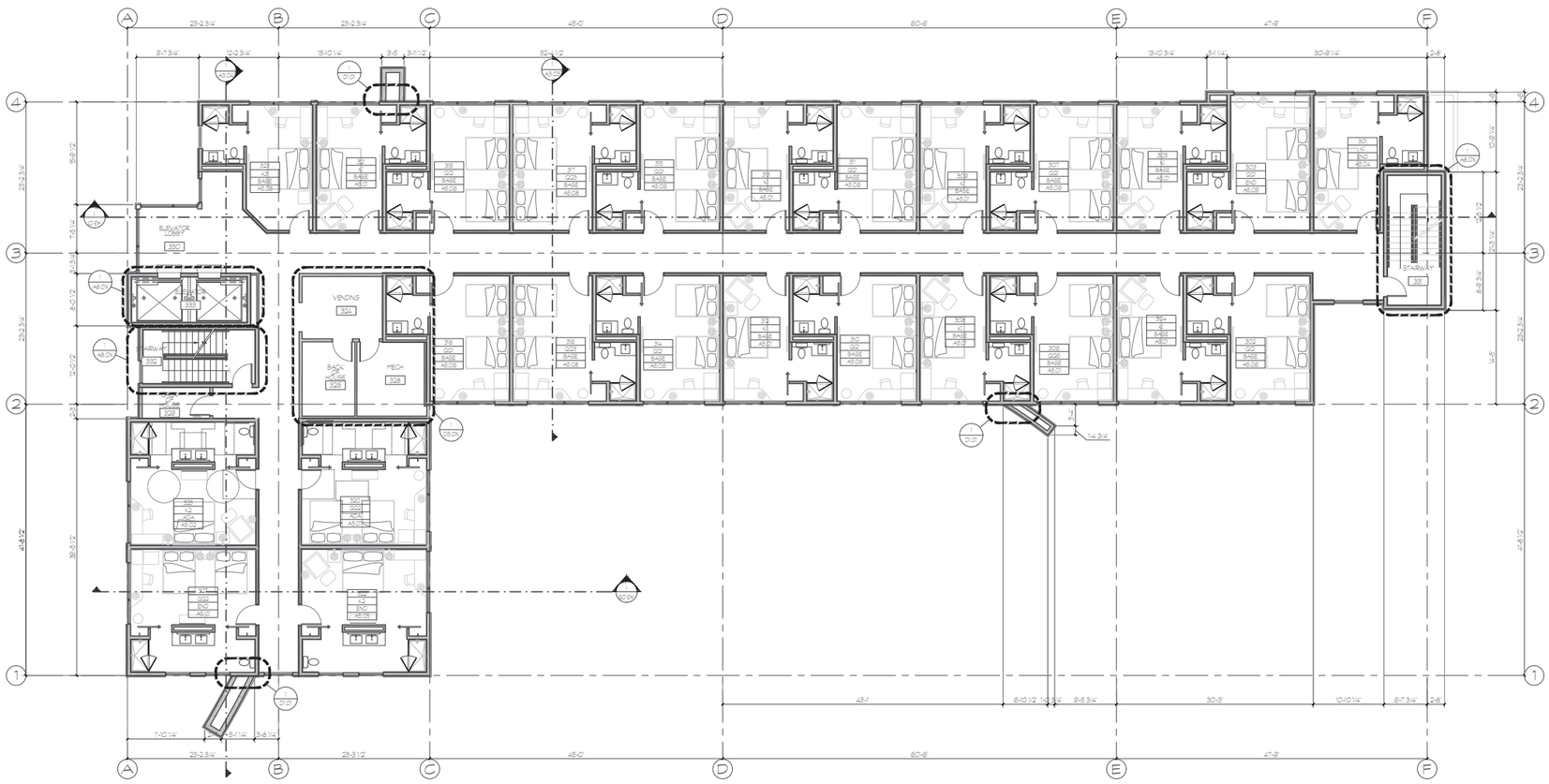

1 A1.04 OVERALL LEVEL 4 FLOOR PLAN
SCALE: 1/8" = 1'-0"
(30"x42")

GROSS SQFT 10,800

NORTH

GENERAL NOTES

- REFER TO CORRIDOR PLAN BY FLOOR FOR SPECIFIC WINDOW LOCATIONS. PORTION OF WALL MIRROR, TV, AND LIGHT FIXTURES MIGHT MOVE BASED ON THE WINDOW LAYOUT
- REFER TO PLUMBING SCHEDULE FOR FIXTURE INFORMATION
- PROVIDE SIDE CHANNELS AT MULLIONS TO PREVENT LIGHT LEAK AROUND EDGES OF ROLLER SHADES
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- SEE FINISH SCHEDULE ON A1.01 FOR ALL FINISHES NOTED ON ELEVATIONS THUS,Y
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PRELIMINARY PLANS

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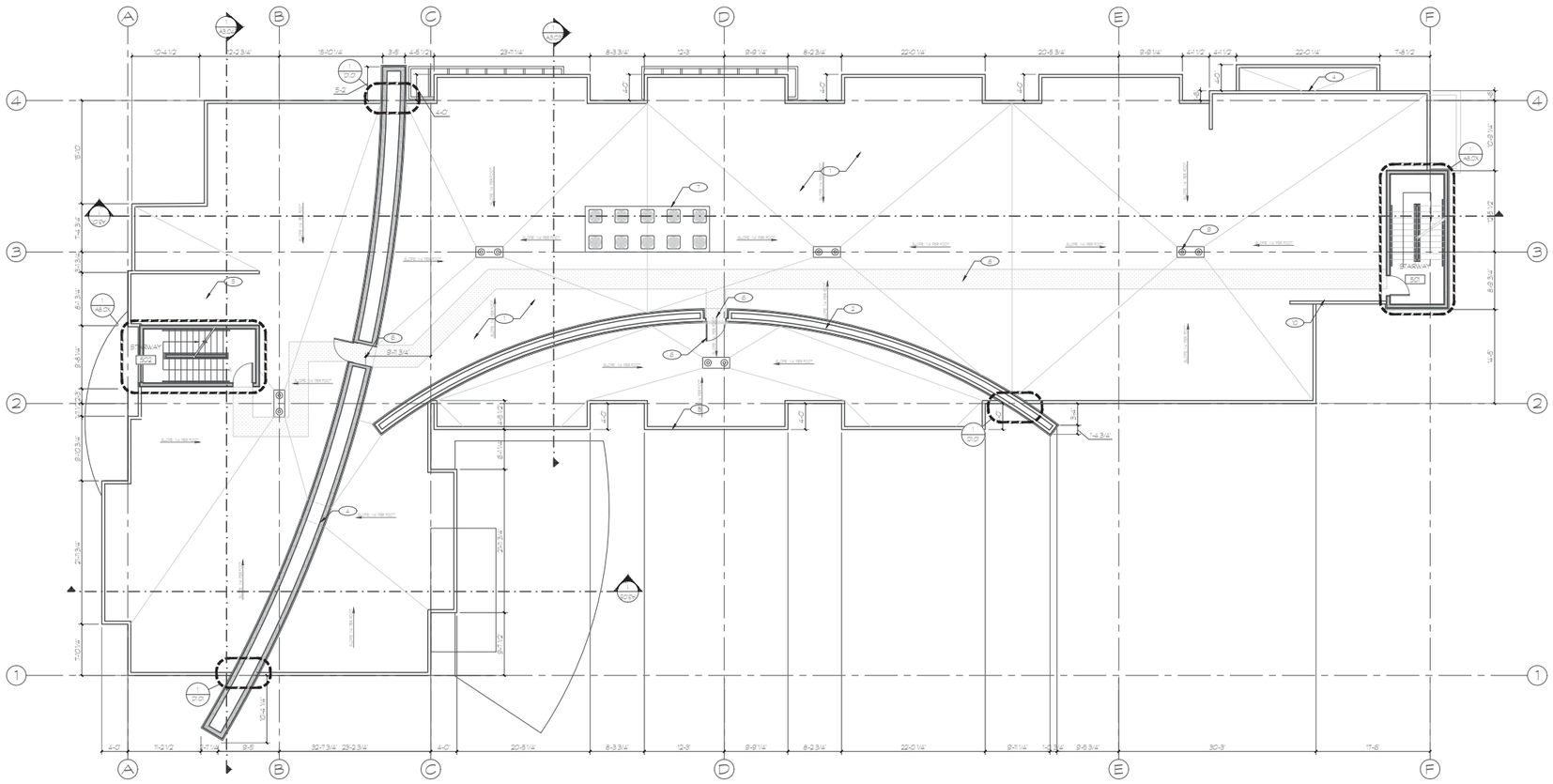
OVERALL LEVEL 4 FLOOR PLAN

Sheet Number
A1.04



1 A1.05 OVERALL ROOF PLAN
SCALE: 1/8" = 1'-0" (30"x42")
GROSS SQFT 10,900

NORTH

ROOF PLAN KEYNOTES

1. CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY) OVER POLY-ISO R050 INSULATION, (SLOPED TO PROVIDE DRAINAGE) WOOD DECK AND TAPERED WOOD TRUSSES @ 24" O.C.
2. ROOF BLADE
3. 2X EDGE FRAMING AT ROOF EDGE. SEE DETAIL DXXX
4. ROOF SCUPPER THROUGH BLADE. SEE DETAIL DXXX
5. ELEVATOR OVER RUN AND PENTHOUSE VENT
6. ROOF AREA ACCESS DOOR TO PROVIDE KEYED PASSAGE
7. CONDENSING UNIT ON RUBBER PAD ON WOOD FRAMED PLATFORM. SLOPE PLATFORM FOR DRAINAGE ONTO ROOF. SEE MECHANICAL AND PLUMBING DRAWINGS. SEE STRUCTURAL DRAWINGS FOR FRAMING DETAIL.
8. 36" ROOFTOP TRACTION WALK PAD
9. ROOF DRAIN AND SECONDARY OVER FLOW DRAIN. SECONDARY DRAIN TO DAYLIGHT ABOVE GRADE AT LEVEL 1. PROVIDE BRASS FINISH. COW TONGUE
10. 6' TALL ROOF ACCESS SCREEN WALL. EIFS FINISH TO MATCH STAIRS

GENERAL NOTES

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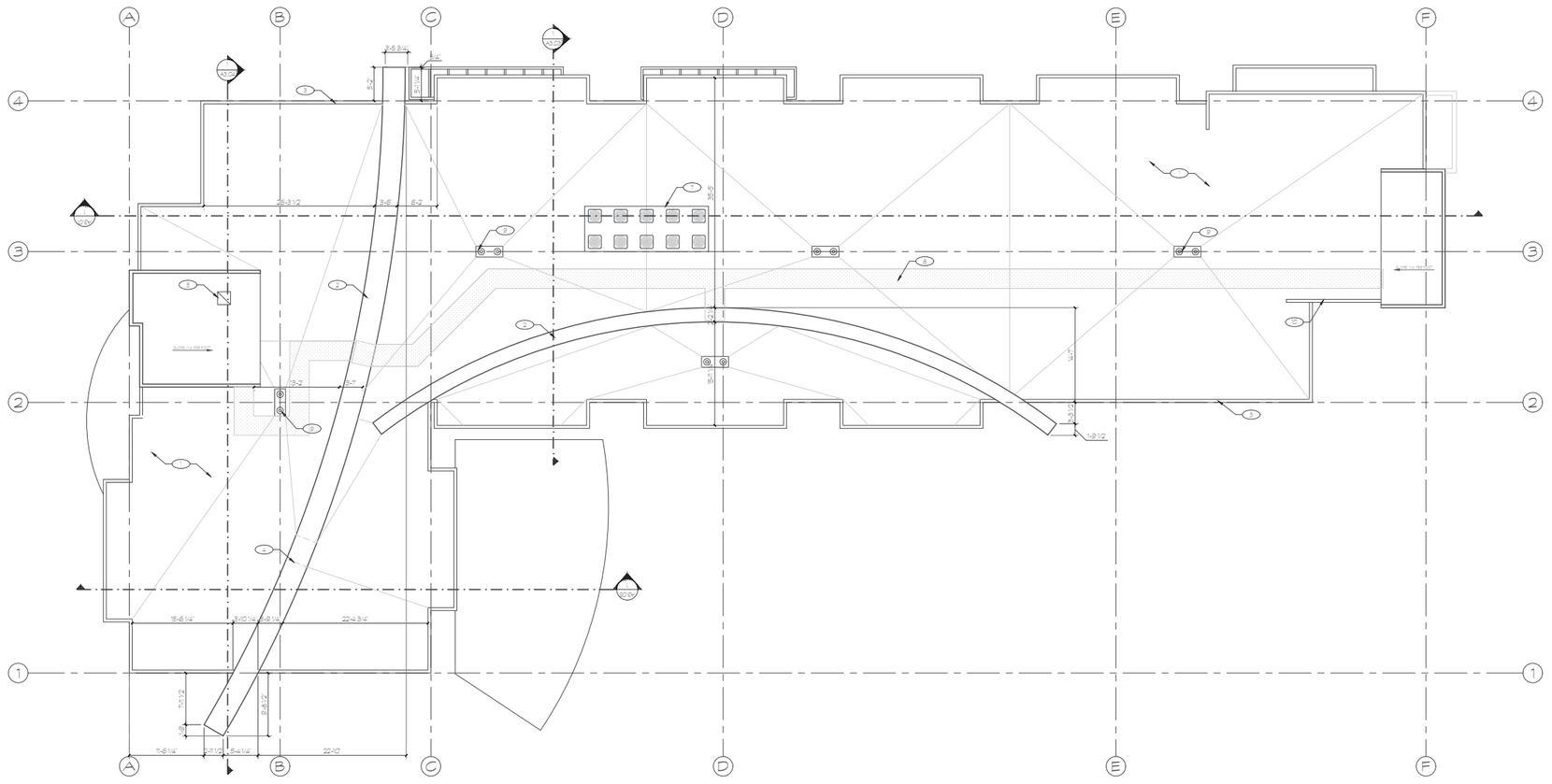
Sheet Title

OVERALL ROOF PLAN

Sheet Number

A1.05



1 A1.06 UPPER ROOF PLAN
SCALE: 1/8" = 1'-0" (30"x42")
GROSS SQFT 10,900
NORTH

ROOF PLAN KEYNOTES

1. CLASS B SINGLE PLY ENERGY STAR COMPLIANT TPO ROOF MEMBRANE (60 MIL WITH 20 YEAR WARRANTY) OVER POLY-ISO R25D INSULATION. (SLOPED TO PROVIDE DRAINAGE) W/ OSB DECK AND TAPERED WOOD TRUSSES @ 24" O.C.
2. ROOF BLADE
3. 2X EDGE FRAMING AT ROOF EDGE. SEE DETAIL D/XXX
4. ROOF SCUPPER THROUGH BLADE. SEE DETAIL D/XXX
5. ELEVATOR OVER RUN AND PENTHOUSE VENT
6. ROOF AREA ACCESS DOOR TO PROVIDE KEYED PASSAGE
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GENERAL NOTES

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PRELIMINARY PLANS

GLo HOTEL - UT-161
1865 W N TEMPLE
Salt Lake City, Utah

Date

Δ	DATE	REVISION

Sheet Title

UPPER ROOF PLAN

Sheet Number

A1.06

ATTACHMENT E: RENDERINGS


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ATTACHMENT F: ADDITIONAL APPLICATION MATERIALS

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

April 12, 2019

RE: Glo Hotel Project – 1865 W. North Temple St – TSA Scorecard Application

To Whom it May Concern,

MLI Properties & Architecture Belgique Inc. are proposing the redevelopment of 1865 W North Temple St. which is the current location of the Dream Inn. A new 4-Story 84 room Best Western GLo hotel would be replacing the Dream Inn. This hotel would incorporate 55 surface parking stalls located on the interior and rear of the lot. The brand style includes unique lighting elements and architectural features to create a stunning modern hotel.

The brand prototype has been adjusted to conform as closely as possible to the TSA zoning requirements, materials have been adjusted to conform with durable materials requirements, the shape of the hotel has been adapted to fit the site and meet the street frontage requirements. Lighting elements and signage have also been updated to maintain the look and feel of the brand while meeting zoning requirements. Other adjustments have also been made and are detailed within the attached drawings.

1. 21A.37.050 – Item B1 – Building Materials: The GLo brand-standard includes a lighting element that can only be achieved with an EIFS product in our climate. Waterproofing concerns and design engineering eliminate the use of alternate materials. This prevents us from using 100% durable materials along the ground floor of the hotel. A glass curtain-wall elevator lobby, extending 4-stories, has been added to enhance the corner presence and street facing facade. Due to the brand-standard lighting element, EIFS will be need to be used at the elevator shaft wall to accomplish this effect (less that 7% of ground floor face). The elevators have been pushed into the building to minimize the exposed wall area EIFS will be used on while still being able to achieve the look of the brand standard. We believe that the lighting element and accompanying curtain wall exceed the intent of limiting this material in the TSA zone while creating a much more dramatic element than could be achieved solely with a durable material.

2. 21A.37.050 – Item D – Building Entrances: Commons spaces have been adjusted; locations of the back-of-house spaces have been reconfigured to allow the maximum number of entrances possible along Orange Street. Two

entrances (guest keycard access) have been added along Orange Street and are 46' & 56' apart respectively. The remaining length of building (approx. 88') is guest rooms that do not allow for external entrances. Entrances have been highlighted with overhead awnings.

3. 21A.26.078.E.3 Item 6: - Setbacks: The east side of the property contains state-to-state power transmission lines which are cost-prohibitive to move or bury (4-times the typical voltage is carried through these lines). Rocky Mountain Power has specified a 20-ft set-back which pushes the building beyond the 5' property line setback requirements for corner lots. The building has been pushed to this extent. Varied exterior materials and roof overhangs are designed to increase a perceived street presence. Intentions are to use the area underneath the lines as public space to create a park-like area along the east side of the property. Streetscape amenities (benches decorative trash receptacles, possible sculpture and decorative planting enclosures as well as park-like landscaping will be used to create a welcoming pocket-park between the hotel and the neighboring Meridian Apartments.

4. 21A.37.050 – Item C - Ground Floor Glass: The hotel common spaces, back of house spaces serving the hotel and the guest rooms on the main floor restrict the project from meeting the full 60% glass requirement. Floor Plans have been reversed to create a hallway along Orange Street to gain additional glazing. Glazing has been added to unconventional areas (with treatment) to also increase glazing. The hotel includes rooms with brand-specific window sizes cannot be adjusted to increase the ground floor glazing. With the adjustments and locations of glazing we are only able to achieve 53% glazing between 3' & 8' above grade

Please see our attached score card detailing the necessary points achieved for an administrative review. We look forward to your review and assisting in the redevelopment of this property and the North Temple TSA zone.

Regards,

Eric Balls
Project Manager – Architecture Belgique Inc.

CC: Guillaume Belgique; Chris Browne; Carl Armknecht

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

July 31, 2019

RE: Glo Hotel Project – 1865 W. North Temple St – Conditional Building & Site Design Review

To Whom it May Concern,

MLI Properties & Architecture Belgique Inc. are proposing the redevelopment of 1865 W North Temple St. which is the current location of the Dream Inn. A new 4-Story 84 room Best Western GLo hotel would be replacing the Dream Inn. This hotel would incorporate 40 surface-parking stalls located on the interior and rear of the lot. The brand style includes unique lighting elements and architectural features to create a stunning visually appealing modern hotel.

We have detailed our intentions to meet the design standards listed in 21A.59.050 as described below:

Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.

1.) – Primary Entrances face the public sidewalk (secondary entrances can face the parking lot.)
   a. The Glo hotel has been designed so that a pedestrian friendly entrance, complete with double glass doors, brand specific entry awning, an illuminated adjacent monument sign and clear sightlines are accessible from the North Temple side of the building. This entrance has been modeled off the typical port cochere entrance seen at many hotels. This pedestrian port-cochere stands as attractive grand entrance to the hotel with its column lined doors and swooping over-hanging awning seamlessly tied to the brand colors and elements found elsewhere on the property. (refer to renderings)
2.) Building(s) shall be cited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
   a. A majority (70%) of the GLo Hotel stands prominently 5ft from the property line and is lined with large glass panels allowing uninterrupted sight lines into the modern interior designs, lighting elements and the visual effect of the roof blade cutting through the building. (see renderings). A 4-story glass curtain wall showcases the elevator lobby and provides a dramatic view and prominent feature at the building's corner. The curtain wall draws visual interest from the ground to the dramatic GLo logo over-hanging the corner of the building's prominent roof blades. The proximity of the building to

sidewalk and proportion of glass windows allows engagement both inside & outside the hotel for pedestrian traffic. (refer to renderings)

3.) Parking shall be located within, behind or to the side of the building.
   a. Vehicular access to the hotel property is strategically located along property boundaries on the west and south ends of the site. This hides the entire parking area from the street keeping with the engaging and walkable urban feel while still accommodating travels opting for automobile transport. The large roof blades at the west vehicle access help to hide the interior of the site and limit the visible parking for passers-by, while visually drawing pedestrians "into" the building on the ground floor as the blade passes into and through the entire west half of the lobby. The parking lot has been scaled dramatically to only 40 stalls; well below the 100-stall requirement from the hotel chain. The entrance located on the south end of the site is flagged by shade trees and landscape hedging further reducing the visual line of sight and distraction of the parking lot. (refer to site & landscape plans)

Building Facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest & interaction.

1.) Locate active ground floor uses at or near the public sidewalk.
   a. The hotels main lobby, reception business bar and lounge are located and visible from the sidewalk along the North Temple façade. 11'ft tall glass windows allow floor to ceiling views into and out of these main common areas. The size of these windows provides nearly double the square footage glazing in relation to the requirements in the standard zone ordinance based on the 3ft-to-8ft glazing definition. These actively used spaces allow a perceived unity of interior and exterior of the hotel separated by glass walls. (see renderings)

2.) Maximize transparency of ground floor facades
   a. The ground floor has been heavily designed with large floor-to-ceiling (11feet tall) windows not only maximizing the transparency of the ground floor at the sidewalk but creating sight lines through the building (north to south). A pedestrian walking by will be able to see the lobby, business computer bar, breakfast area, elevator lobby fitness room and lounge as they walk by. (see renderings)

3.) Use or reinterpret traditional store front elements like sign bands, clerestory glazing articulation and architectural detail at window transitions.
   a. The ground floor glazing is accented by alternate textures of concrete, stone & metal. The main floor storefront windows are separated by columns of stone creating a visual contrast between smooth and sleek and the rough and weathered similar an alpine lake set within weathered granite mountains. Windowpanes appear to be set in relief as the alternating materials create varying depths at each window group. The large roof blade pierces the ground floor windows as it appears to rise from the main floor through the roof. (see renderings) Building corners alternate between stone, metal and glazing (curtain wall at NE corner) varying the architectural detail and interest of the building and varying elements of exterior finish.

Large masses shall be dividing 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 alignment established cornice heights building massing, step-backs and vertical emphasis.
    a. Vertical emphasis has been created through varying exterior elements each with its own unique height carried throughout the exterior. The Large GLo roof blades prominently display landmark presence similar to that displayed by the neighboring Meridian Apartments, The main hotel entrance at ground floor has been designed under a thick massed awning arching over the door way and sidewalk providing cover to the elements and creating a focal point visible from each direction on foot that gradually increases until you reach the door. (see entrance rendering). The lighted Elevator lobby wall highlights varying segments of the wall plane breaking it into various horizontal plane stacked up the building. The Curtain wall window system creates a landmark view from the east, while the large roof-blade and wall slice create landmark views heading west. The wall slice has been designed as a pass through to bring the height & presence of the roof blade down to the sidewalk while creating an engaging additional entrance to the interior portion of the site (see renderings).

2.) Modulate the design of a larger building using a serious of vertical or horizontal emphases to equate with the scale (heights & widths) of the building in context to reduce the visual width or height.
    a. We have included material changes, awnings, building proportions, and multi-depth facades to break up each face along the building (required zoning code minimizes this at the ground floor due to the requirement of placing 50% of the building at 5ft of the property line) (see renderings; note the curtain wall element, the elevator tower element, the port cochere entry & awning and the guest room widths to create varying vertical elements while also creating horizontal “movement”).
3.) Include secondary elements such as balconies porches vertical bays, belt courses fenestration & window reveals.
    a. We have included secondary elements such as roof blades & roof awnings, entrance awnings, varying belt course transitions between the stone & metal materials as well as stone to glass transition to create a deeper reveal at ground level. (see renderings)
4.) Reflect scale & solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
    a. Window Glazing at ground level has been increased to the maximum possible 53% while considering interior spaces, layouts, structural members and circulation restrictions & requirements of a hotel. While the 53% achievement falls short of the required 60% (between 3&8ft) the overall square footage of glazing provided is more than double what is required due to floor to ceiling glass at the lower level. (see renderings & elevations)

Building facades that exceed a combined contiguous length of 200’ shall include:

1.) Changes in vertical plane (breaks in façade)
2.) Material Changes
3.) Massing Changes
    a. While we do not have a contiguous street facing building façade at or greater than 200' (our Orange Street Façade is 188'-8-1/2"; while the entire continuous extent length of the building is 204'-6-3/4"). We have still provided changes in vertical plan using a stone veneer to pre-cast concrete cap to metal transition a between the ground floor & upper levels. We have broken our longest street facing building façade (portion between the roof blade and guestroom bump out) of 122'-6-3/4" through a material transition as well as additional landscaping that once mature will limit the visual appearance of this length. See Elevations, Site Plan and preliminary Landscape Plan.

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 250 sq ft shall be included in the plaza. Seating shall be a minimum of 16" in height and 30" in width. Ledge benches shall have a minimum depth of 30".
    a. A pocket park with three (3) 6ft bench seats located in a multi-colored concrete patio surrounded by live vegetation and a ground level GLo blade as an accent along the south east Orange St yard.
2.) A Mixture of areas that provide seasonal shade
    a. The pocket park provides both turf and hardscaped areas providing bench and "lawn" style seating. Three (3) additional trees have been planned for the turf areas of the pocket park. Building provided shade will cast over the hardscaped potions of the park.
3.) Trees in Proportion to the space, at a minimum of one tree per 800 square feet at least 2" in caliber.
    a. See Preliminary Landscape Plan for additional trees.
4.) Water Features or public art – none planned
5.) Outdoor dining areas
    a. A bistro dining area lounge has been planned for the north east corner of the site intended for use by hotel guests. (see renderings; site plan and landscape plan) Bistro area will have a low fence to designate hotel use yet still be part of the engagement at the sidewalk.
6.) Other amenities not listed above that provide a public benefit – none planned

Building height shall be modified to relate to human scale and minimize the negative impacts.

1.) Human Scale
    a. Material changes create a base for the GLo hotel at all ground floor facades, a change to a lighter smoother metal panel above the ground floor helps to create 2 distinct perceived building masses. The same material changes works horizontally by adding additional perceived vertical masses. Both approached help to

create multiple smaller "buildings" or grouped visual masses. (See Renderings & Elevations)

b. The building has a distinct base with the stone, a middle with the metal paneling and a top with the signature roof blades. (See renderings & elevations)

2.) Negative Impacts

a. See explanations of building modulations in "Human Scale" Above. See Renderings & Elevations.

b. The placement of the hotel on site as well as the shape of the hotel bring the center mass of the hotel closer to the center of the site minimizing shadows being cast onto neighbors. The modular shape, breaks and varying roof heights will also vary the intensity of shadows when cast.

c. Wind Impacts – no impact different from neighboring building of similar height and accented roof element.

3.) Cornices & Rooflines

a. The GLo hotel has 2 distinct roofline elements both integrating seamlessly with the overall design of the hotel and branding as well as a similar "nod" to the building next door. Roof awnings above the guest room windows project to offer shadow lines and interest in opposition to the clean edge main roof.

b. The Blade elements provide the striking landmark element to the hotel and spill over the end of the building to ground themselves at street level. The lighted front roof blade is adorned with the GLo brand logo and pays tribute to the placement of the neighboring apartment complexes logo on it's lighted tower. Both logo's and lighted elements mark the corner of Orange street and create an invite to the pocket park provided along the Orange Street side of the building.

c. Green roof/roof deck not provided.

Parking & Circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities or midblock walkway.

1.) Waste & recycling containers, mechanical equipment, storage areas and loading docks that 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.

a. The Trash enclosure has been located in the south west corner of the site, this moves it furthest from public view yet still allows ease of access for municipal service access. The enclosure has been detailed on the site plan and considerable live landscaping has been designed to screen the enclosure itself. See Landscape plans for screening and site plan for location.

Signage shall emphasize the pedestrian/mass transit orientation

1.) Define Specific spaces for signage that are integral to the design of the building.

a. 3 Separate strategically placed building signs are provided to create landmarking and way finding from mass transit and pedestrian proximity to the building.

b. 2 roof top signs provide line of sight visual access from the Trax station down the street. The height of the sign is clearly visible above all surrounding buildings and easily identifiable for way finding purposes. As the pedestrian's proximity to the hotel decreases the roof top blade signs transition out of view just as the ground level Lite-Brite sign and pedestrian port cochere take prominence. This same phenomenon occurs from both east and west directions of travel.
c. The ground level Lite-Brite sign connects pedestrians at the sidewalk to the building as the North Temple sidewalk intersects with the hotel's entrance and the sign emerges from the walkway. The signage on the building is specifically intended to draw a pedestrian from the distance of the Trax station or many blocks from the hotel directly to the main entry seamlessly and with confidence of pedestrians not local to the area.
(see renderings and Google Earth models.)

Streetscape improvements shall be 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 places for each 30' of property frontage.
   a. Nine (9) trees have been provided in the park-strip along Orange and three (3) in the park-strip on North Temple. (see landscape plan)
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 guidelines:
   a. Durable Materials: Colored, scored & striped concrete surfaces, metal panel and metal benches are provided in the pocket park.
   b. Where Practical materials that allow rainwater to infiltrate into the ground: Pocket park areas are covered with turf and planting beds ono-inclusive of the activity and bistro patios.
   c. Limit contribution to the urban heat island: light grey stone, light grey & grey-white colors adorn the building façade, roof is provided with white TPO Energy Star-compliant roofing material
   d. Use of cohesive materials and designs: See renderings elevations and landscaping plans.
   e. Textured ground surfaces for people of all abilities (see landscape plan and site plan for ADA accessibility access points and conditions provided at/near/around the pocket park. Asphalt shall be limited to the drive aisles: This is the intended use of asphalt for the project.

The Best Western GLo brand-prototype has been considerably adjusted to conform as closely as possible to the TSA zoning requirements while still staying true to the character and brand standard of the hotel chain. Exterior finishes have been altered to meet durable materials requirements; the shape of the hotel has been adapted to fit the site and meet the street frontage requirements; lighting elements and exterior signage have also been updated and or duplicated to maintain the look and feel of the brand while meeting zoning requirements. Other adjustments have also been made and are detailed within the attached drawings. This GLo

hotel will be a one-of-a-kind model, highly altered from the typical prototype "bar" style EIFS clad hotels in the entire Best Western GLo portfolio. It is anticipated that it will be the showcase piece for the brand & chain.

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

Regards,

Eric Balls
Project Manager – Architecture Belgique Inc.

CC: Guillaume Belgique; Chris Browne; Carl Armknecht

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GLo Hotel
Trax Station View Glo Hotel
Google Earth


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GLo Hotel
Google Earth

ATTACHMENT G: TSA-MUEC-C ZONING STANDARDS

21A.26.078: TSA Transit Station Area District

The purpose of the **TSA** Transit Station Area District is to

> *…provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood.*

The intent of the **MUEC** Mixed Use Employment Center station is to be

> *…an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.*

The purpose of the **C** Core Area is to

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

Staff Discussion: The proposal is in line with the intent of the district. Hotel is a permitted use in the TSA-MUEC-C district and the proposed multi-story building is oriented to the pedestrian and transit while connected to the existing street network. The redevelopment of this underutilized property creates an enhanced environment for a walkable and attractive neighborhood and proposes to activate the streets it abuts.

Development Standards

Zoning Standard		Proposed Development	Status
Building height ***Minimum*** ***Maximum***	 25’ 75’	 59’2”	Complies
Front Setback ***Minimum*** ***Maximum***	 5’ and 50% at minimum 15’, more with public space	 5’ for approximately 70% 16’1” with outdoor dining	Complies
Corner Setback ***Minimum*** ***Maximum***	 5’ and 50% at minimum 15’, more with public space	 28’2” 29’6”	Does not comply. Requires modification.
Open space	1:10 sq ft of development; up to 5,000 sq ft	17,313 sq ft	Complies

Parking	Prohibited between front façade and front property line	No	Complies
Accessory structure	Prohibited between front façade and front property line	No	Complies
EIFS/Stucco ***Ground Floor*** ***Upper Floors***	Prohibited on street facades 10% maximum on street facades	7% on all floors	Does not comply. Requires modification.
Front yard ***Live plant material***	50%, 30% with public space	46% with outdoor dining	Complies
Corner yard ***Shade trees*** ***Live plant material***	1:30' of street frontage 50%, 30% with public space	9 required, 4 provided 64% with outdoor dining and pocket park	Partially complies. Requires modification.
Entry features	In all required entries	Awnings over all entries	Complies
Ground floor use	Built for commercial, institutional or public use	Hotel is a commercial use	Complies
Surface off-street parking	Behind principal buildings. If to the side of building: 30' from property line; screened with landscaped hedge or wall 36"-42" tall; 2 rows and 1 aisle maximum	Parking lot is 2 rows, 1 aisle located behind the building and where it is on side of building, it is 30' from corner property line, screened with 36" hedge.	Complies
Driveway	1 per street frontage; 100' from intersection of front and corner of property lines	1 driveway on each street. Each over 100' from intersection.	Complies
Parking lot walkway	To primary building entrance or sidewalk to primary entrance; 5' wide; Separated from parking areas and cleared defined	Walkways connect to building entrance and city sidewalks. All are at least 5' wide, some are separated from parking, other are defined by color.	Complies
Off street parking stalls ***Minimum*** ***Maximum***	none 3:1,000 usable sq ft	40 stalls provided; less than 1:1,000 sq ft.	Complies
Ground floor use other than parking	80% of street facade	No parking proposed on ground floor of building	Complies
Durable building materials ***Ground floor*** ***Upper floor***	90% of street facade 60% of street facade	93% of street façade on ground and upper floors	Complies

Ground floor glass	60% of street façade; 5' in depth visibility	57% of street façade; some will be treated	Does not comply. Requires modification.
Building entrances	1:40' of street facade	North Temple: 2 required, 2 provided. Orange Street: 5 required, 2 provided.	Does not comply. Requires modification.
Ground floor blank wall	15' maximum of street facade	Facades are interrupted by windows, doors and change in material.	Complies
Length of street facade	200' maximum	Longest façade is approximately 204' long.	Does not comply. Requires modification.
Exterior lighting	Shielded and directed down	Any exterior lighting strong enough to affect adjacent properties will be shielded and directed down.	Complies
Parking lot lighting pole	16' maximum height	No parking lot lighting is being proposed.	Complies
Screening of mechanical equipment	Required	No mechanical equipment is being proposed outside the building.	Complies
Screening of service areas	1' higher than object; fences/walls 8' maximum; dumpster must be 25' from dwelling on adjacent lot or enclosed	Dumpster will be screened by 6' CMU wall located 25' from dwelling on adjacent lot or enclosed	Complies
Interior parking lot landscaping	5%; 120 sq ft and 5' minimum; specific landscape material	Landscape is proposed but minimum standards are not included in plans. More information is needed.	Complies with conditions
Perimeter parking lot landscaping	7'; specific landscape material	Landscape is proposed but minimum standards are not included in plans. More information is needed.	Complies with conditions

ATTACHMENT H: TSA DEVELOPMENT SCORE CHECKLIST

Transit Station Area Development Guidelines Checklist

CATEGORY	*(Unless otherwise noted, points may only be obtained from one item in each guideline section.)* GUIDELINE	ITEM DESCRIPTION	VALUE	APPLICANT REVIEW	STAFF REVIEW
Land Use	**1.A. Intensity and Density of Use** (Applicable to Core Area Only.) A project that meets at least one of the following requirements:	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	**20**	0	20
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	**15**	0	0
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	**10**	0	0
	1.B. Intensity and Density of Use (Applicable to Transition Area only.) A project that meets at least one of the following requirements:	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	**12**	12	0
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	**8**	0	0
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	**5**	0	0
	2. Integrated Mixed of Uses: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	**20**	0	0
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	**15**	0	0
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	**10**	0	0
		A project that includes at least two uses that are different than existing uses on adjacent properties.	**6**	0	0

Transit Station Area Development Guidelines Checklist

Land Use	**3.A. Mixed Income Housing** A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	40	0	0
		20% or more of the total dwelling units.	30	0	0
		10% or more of the total dwelling units.	20	0	0
	3.B. Mixed Income Housing An affordable housing project that is located in an area identified in the "Opportunity Index" map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:	Areas rated 5 or greater	20	0	0
		Area rated 3 or greater	10	0	0
	4. Accessible Dwelling Units A project which includes dwelling units designed as ADA accessible:	33% or more of the total dwelling units.	8	0	0
		15% or more of the total dwelling units	5	0	0
		10% or more of the total dwelling units.	3	0	0
	5. Community Serving Uses Projects the include the following area of community serving uses: (Refer to Guidelines for qualifying uses.)	A minimum of 1500 square feet.	15	0	0
		A minimum of 1000 square feet	10	0	0
		A minimum of 500 Square feet	5	0	0
	6. Redevelopment of Surface Parking Lots A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking:	50% or more of the existing surface parking lot is covered by new buildings.	15	0	0
		35% or more of the existing surface parking lot is covered by new buildings.	10	0	0
		25% or more of the existing surface parking lot is covered by new buildings.	5	0	0
	7. Redevelopment of Nonconforming Use or Noncomplying Building A project that includes redevelopment of a site containing a nonconforming use or non-complying building:	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	0	10
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5	0	0
	8. Removal of Billboards A project that includes redevelopment of a site containing a billboard:	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	0	0
Building and Site Design	**9. Sustainable Site and Open Space Design** A project that incorporates adopted sustainable policies of the City: ***(Points may be obtained from both items.)***	The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10	0	0
		The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5	5	5

Transit Station Area Development Guidelines Checklist

Building and Site Design

10. Green Building The following points will be awarded based on the level of LEED certification:	Platinum	**50**	0	0
	Gold	**40**	0	0
	Silver	**30**	0	0
11. Energy Efficiency Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score: ***(For guidelines 1 through 4, points may only be obtained from one item. Points from guidelines 1 through 4 may be combined with points from guideline 5.)***	1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	**50**	0	0
	2. The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source	**25**	0	0
	3. Solar array: 5 points for every 500 square feet of solar panels. Maximum 20 points.	**20**	0	0
	4. Geothermal heating and cooling systems	**10**	0	0
	5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	**5**	5	0
12. 360 Degree Architecture A project that incorporates architecture features on building facades that are not adjacent to a street: *(See Guideline for required elements.)*	Architectural detailing is wrapped around all four sides. See guideline document for specific detailing requirements.	**20**	2 0	20
	Architectural detailing is wrapped around both side facades of a building, but not on the rear façade. See guideline document for specific detailing requirements.	**15**		0
13. Historic Preservation Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district:	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	**40**	0	0
	National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits	**40**	0	0
	Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	**20**	0	0
	Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	**5**	0	0
	Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	**50**	0	0

Transit Station Area Development Guidelines Checklist

Building and Site Design	**14. Building Materials** Projects that incorporate high quality, durable and low maintenance building materials:	At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim	**20**	2 0	20
		At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim	**15**		0
	15. Corner Buildings Buildings located on the corners of intersecting streets that address both streets:	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	**10**	.	0
	16. Rooftop Design and Use A project that incorporates a rooftop use: ***(Points may be obtained from both items.)***	A rooftop of a building is used as a common space for the building occupants.	**6**	0	0
		A roof includes at least one of the following design features: Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line.	**5**	5	5
	17. Eyes on the Street and Public Spaces Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces:	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space	**15**	0	0
	18. Lighting A project that includes a lighting plan that accomplishes at least one of the following:	Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; or Highlights artwork or unique landscape features.	**6**	6	6
	19. Signs Signs that meet the intent of this guideline shall have the following points added to the development score:	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	**2**	2	0
		An awning or canopy sign that is integrated into the design of the building.	**2**	2	0
		A monument sign that is integrated into the site and compatible with the building architecture.	**2**	2	2
Public Spaces	**20. Public Spaces and Plazas** Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way:	A project includes a minimum of 15% of the total lot area.	**15**		0
		A project includes a minimum of 10% of the total lot area.	**10**		0
		A project includes a minimum of 5% of the total lot area.	**5**	5	5
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	**3**	0	0

Transit Station Area Development Guidelines Checklist

Public Spaces	**21. Streetscape Amenities** A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape:	At least 4 street furnishings	**3**	3	3
		At least 3 street furnishings	**2**	0	0
		At least 2 street furnishings	**1**	0	0
	22. Public Artwork Projects that include public art in a location where it is readily visible from a public space:	2 points per art piece, up to a maximum of 6 points	**6**	0	0
Circulation	**23. Connections and Walkways** Projects that include connections and walkways from buildings, parking lots and private open space to public spaces: ***(Points may be obtained from both items.)***	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	**4**	4	4
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	**4**	0	0
	24. Bicycle Amenities A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance: ***(Points may be obtained from multiple items.)***	The project includes lockers, changing rooms for cyclists and showers.	**6**	0	0
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	**3**	0	0
		The project incorporates art into the design of the bicycle amenity.	**3**	0	0
	25.A. Access to Transit: A project located within close proximity to a transit station shall have the following number of points added to the development score: *(Applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.)*	The project is located within 300 feet, measured along the most direct, legal walking path.	**15**	15	15
		The project is located within 750 feet, measured along the most direct, legal walking path.	**10**	0	0
		The project is located within 1500 feet, measured along the most direct legal walking path.	**5**	0	0
	25.B. Access to Transit: A development that provides transit passes to residents as follows:	A multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	**15**	0	0
	26. Public Walkways Interior to the Block A development that includes public walkways through the interior of blocks: *(To qualify for these points, the walkways cannot be fenced or gated.)*	The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	**30**	0	0
		The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties.	**20**	0	0

Transit Station Area Development Guidelines Checklist

Parking	**27. Parking Struture Design** Parking structures that incorporate the following:	100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	**25**	0	0
		75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades.	**20**	0	0
		For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.	**25**	0	0
	28. Alternative Vehicle Parking Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles: ***(Points may be obtained from multiple items.)***	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	**5**	5	5
		A project includes dedicated parking stalls/equipment for a car sharing program.	**3**	0	0
		A project includes a charging station for electric vehicles: Level 1 Station: 2 pts per stall, max. 6 Level 2 Station: 3 pts per stall, max 9 Level 3 Station: 4 pts per stall, max. 12	**12**	9	9
	29. Parking Ratios Projects that provide parking in the ratios indicated:	Residential developments with a parking ratio less than 1 stall per unit:	**25**	0	0
		Residential development with a parking ratio less than 1.25 stall per unit	**15**	0	0
		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet	**20**	20	20
Community Engagement	**30. Neighborhood Input**	Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held	**10**	0	
		Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held	**10**	0	

Approval Process		Applicant Total	Staff Total
Planning Commission Review Required	**124 points or less**		
Administrative (Staff) Approval	**125 points or more**	140	149

ATTACHMENT I: ANALYSIS OF STANDARDS – DESIGN REVIEW

21a.59.060: Standards for Design Review: In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review.

Standard	Finding	Rationale
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.	Complies	1. The proposed hotel is primarily oriented to North Temple. There are two main entrances to the building. One from North Temple, facing the public sidewalk and designed to the pedestrian, and another from the parking lot. 2. The building is located within the maximum front yard setback on North Temple and as close to Orange Street as it is possible to with the existing transmission lines. 3. The parking lot is located behind and to the side of the building.
Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction. 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.	Complies	1. Although the building accommodates only the hotel use, its most active spaces such as the lobby, gym and outdoor dining are located close to the public sidewalk. 2. The North Temple street façade features large windows on the ground floor and the elevator's glass curtain wall. The Orange Street façade requires modification of the ground floor glass requirement, but interest was maximized through additional treated glazing. 3. Both street facades also include different materials, awnings and lighting elements. 4. The outdoor dining area and pocket park create direct visual connections between the private space and the street.
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	Complies	1. The existing development pattern does not reflect the goals of the TSA district. However, the development is compatible with newer development in the area. The hotel is, like the Meridian development to the west of the subject property, rectangular and long in its massing, but has step-backs along the street facades that help delineate the verticality of the building. 2. Building vertical and horizontal emphases include the setback of the

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.		building on the northwest corner, the illuminated elevator shafts, the glass curtain wall of elevator lobby, the curved rooftop porticos and changes in material. 3. Secondary elements such as the projections of roof overhangs and awnings help to modulate the building. 4. See #1
Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes.	Complies	The longest building façade is approximately 204'. 1. This façade includes changes in vertical planes and in massing created by the curved rooftop elements that connects to the ground, the glass wall curtain and illuminated elevator lobby and shaft. 2. The long façade is also broken up by a transition in materials. 3. See #1
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.	Complies	1. The proposed pocket park has 3 benches, which should provide seating area for at least 9 people, whereas 6 is required. 2. The park has different levels of shading provided by shade trees in the corner yard, street trees proposed to the park strip and the building. 3. Trees are provided by less than the required ratio. 4. No water features or public art. 5. The proposal includes outdoor dining for guests at the hotel. 6. No other amenities. Three of the six elements are provided.
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.	Not applicable	Building height is not being modified.

1. Human scale: a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: 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. 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.		
Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the	Complies	The parking area is located behind and to the side of the building. Walkways are provided within the parking area, connecting it to the building entrance and

sidewalk, transit facilities, or midblock walkway.		public sidewalks. These sidewalks provide easy access to a nearby transit stop as well as other services in the neighborhood.
Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)	Complies	The dumpster is located on an interior corner of the lot, away from North Temple and Orange Street, and screened by 6-foot-tall CMU walls. Landscaping is also proposed around the dumpster enclosure to limit its visibility from the street.
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.	Complies	1. The building includes signage on the curved rooftop elements and monument signs located on the main building entrances. 2. All signs incorporate lighting at appropriate levels. 3. The two monuments signs are integrated with the proposed landscaping.
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.	Complies	1. Street lights and lighting levels will comply with city standards. 2. Lighting will be low-level. 3. Lighting is incorporated in building signage and to highlight features of the building.
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	Complies with conditions	1. Five street trees are required on the parkstrip along North Temple. However, only three are proposed. Staff is recommending that the five trees be a condition of approval,

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.		unless the City's Urban Forester determines that the park strip is insufficient for the required number of trees. 2. Paving material within the lot will be colored concrete to differentiate it from the public sidewalk. Concrete is a durable paving material, commonly found in the neighborhood. It will be colored in light colors to limit urban heat island effect.

ATTACHMENT J: PUBLIC PROCESS AND COMMENTS

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

Public Notices:

- Notice of the project and request for comments sent to the Chairs of the Jordan Meadows and Poplar Grove Community Councils on May 17, 2019 in order to solicit comments. No comments were received.
- Open House notice was mailed on June 12, 2019.
- Open House was held at the Sorenson Unity Center at 1383 S 900 W on June 20, 2019. Two neighbors attended the meeting to ask questions and provide comments, mostly related to on-street parking and traffic impacts. A written comment was provided, and it is included below.

Public Hearing Notice:

- Public hearing notice mailed on August 02, 2019.
- Public hearing notice posted on City and State websites on August 02, 2019.
- Sign posted on the property on August 06, 2019.

Public Comments:

- At the time of the publication of this staff report, only one public comment initiated at the Open House was received. The public comment form is included below.
- Any other comments received after the publication of this staff report will be forwarded to the Commission.

OPEN HOUSE
PUBLIC COMMENT FORM

06/20/2019

Planning Division
Department of Community
and Neighborhoods

PLNPCM2019-00408
Best Western Glo Hotel – Design Review

Name: Dennis Gardner

Address: [redacted]

Bountiful, UT

Zip Code 84010

Phone: [redacted] E-mail [redacted]

Comments: We met with you and the owner & architect for above project. Our biggest concerns go beyond parking issues. We would like an opportunity to discuss with someone the following issues if project procede

1) Construction impact mitigation: when Meridian apartments were under construction heavy equipment, road work - construction parking etc overflowed & caused issues for Orange St. use by businesses.

2) Orange St. & vicinity master plan: Currently only one way in/out. Issues for safety - fire safety, road blockage etc. Any plans to create on street itself requirements for future development to provide alternate access/egress for this street?

3) City response to potential economic impact to existing businesses resulting from development now anticipated and in the future and increase congestion on small road over developed.

Provide your comments to:
Mayara Lima, Principal Planner
mayara.lima@slcgov.com
Salt Lake City Planning Division, PO Box 145480
Salt Lake City, UT 84114

ATTACHMENT K: DEPARTMENT REVIEW COMMENTS

Public Utilities *– Kristeen Beitel*

Public Utilities has no issues with the non complying elements of the project. Additional comments have been provided below to aid the applicant in the design of the redeveloped property.

Public Utility permit, connection, survey, and inspection fees will apply.

All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.

All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.

Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.

Property is served by an existing 12" water main in North Temple and an 8" water main in Orange Street. There are two water services to the building – a ¾" culinary service and a 1" culinary service. Only one culinary water service is allowed per parcel, so one of these must be killed at the water main per SLCPU standards. If an entirely new service is desired, then both existing services must be abandoned. As the property is over 0.5 acres, a separate irrigation water service would be allowed. One of the existing water services could be converted to irrigation. Fire lines will also be allowed, as required. Each service must have a separate tap to the main. New connections should be made to the 12" water main to ensure adequate flow.

Any fire suppression system must be provided water service by a separate fire line connection. Fire suppression systems cannot be provided water from a culinary water service.

Property is served by a 15" sewer main in North Temple and an 8" sewer main in Orange Street. There is one existing sewer lateral from the property to the main in North Temple. This sewer lateral will require video inspection prior to permitting reuse. If not reused, then the lateral must be capped and plugged at the sewer main per SLCPU standards. A minimum of one sewer lateral is required per building, but more will be allowed, if desired.

Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.

Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMPs) to remove solids and oils. Green infrastructure should be used whenever possible. Sand/oil separators are commonly used to treat stormwater runoff from uncovered parking areas.

Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100 year 3 hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary and discussion.

Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.

Fire *– Douglas Bateman*

Regarding the Best Western Glo submitted documents:

-Fire department access roadway outside turning radius is 45' and the inside turning radius is 20'.

-Fire Department access shall be within 150' of all exterior walls.

-Fire hydrants shall be within 400' of all commercial structures

-Fire department access roads shall be a minimum of 26 foot clear width and 13 foot 6 inches clear height for which measured from the lowest fire department access road to the highest occupied floor is 30 foot and greater.

-Aerial Apparatus access for structures greater than 30-feet in height - At least one of the required access routes shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

-Fire Department Connection shall be located on the street address side of the structure and have a hydrant within 100-feet, measured as the hose would be pulled.

Police *–Scott Teerlink*

Ensure that the parking lots, sidewalks, and entrances are well lit. Below are the general recommendations:

Parking lots: 1.5 fc

Sidewalks: 2 fc

Entrances: 4 fc

There are also specific kinds of lights and light fixtures that should be used to ensure visibility in these areas and prevent light pollution

Building, Zoning *and* ***Engineering*** *found no issues with the request.*

Transportation *and* ***Sustainability*** *provided no comments.*