



ARCHITECTURAL REVIEW COMMISSION MEETING AGENDA

Department of Community and Economic Development
Meeting Date: April 23, 2020

Notice is hereby given that the **Cottonwood Heights Architectural Review Commission** will hold a public meeting beginning at approximately **6:00 p.m.**, or soon thereafter, on **Thursday, April 23, 2020**. In view of the current Covid-19 pandemic, this meeting will occur electronically, without a physical location, as authorized by the Governor's Executive Order dated March 18, 2020. The public may remotely hear the open portions of the meeting through live broadcast by connecting to <http://mixlr.com/chmeetings>.

6:00 p.m. BUSINESS MEETING

1.0 Welcome and Acknowledgements

- 1.1. Ex Parte Communications or Conflicts of Interest to Disclose

2.0 Discussion Items

2.1 (Project SPL-20-003)

Action on a request by Triton Investments for approval of a Certificate of Design Compliance for a new monument signs at 6942 S. Boulder Dr. (Boulder Hollow Apartments).

2.2 (Project PDD-19-001)

A recommendation to the Planning Commission on a request by Wasatch Rock, LLC for a proposed Planned Development District preliminary plan and rezone application for the redevelopment of approximately 21.7 acres at 6695 S. Wasatch Blvd.

2.3 (Project SPL-20-005)

Action on a request by Canyon Centre Residential, LLC for approval of a Certificate of Design Compliance for an amended site plan and building elevations at 7358 S. Canyon Centre Pkwy.

3.0 Consent Agenda

3.1 Approval of Minutes for April 23, 2020

(The Architectural Review Commission will move to approve the minutes of April 23, 2020 after the following process is met. The recorder will prepare the minutes and email them to each member of the Commission. The members will have five days to review the minutes and provide any changes to the recorder. If, after five days there are no changes, the minutes will stand approved. If there are changes, the process will be followed until the changes are made and the Commission agrees, at which time the minutes shall be deemed approved.)

4.0 Adjourn

Meeting Procedures

Items will generally be heard in the following order:

1. Staff Presentation
2. Applicant Presentation
3. Architectural Review Committee Deliberation
4. Architectural Review Committee Motion and Vote

Architectural Review Commission applications may be tabled if: 1) Additional information is needed in order to act on the item; OR 2) the Architectural Review Commission feels there are unresolved issues that may need further attention before the Commission is ready to make a motion. **NO agenda item will begin after 9 pm** without a unanimous vote of the Commission. The Commission may carry over agenda items, scheduled late in the evening and not heard, to the next regularly scheduled meeting.

Notice of Participation by Telephonic/Digital Means

Architectural Review Commission may participate in the meeting via telephonic communication. If a Commissioner does participate via telephonic communication, the Commissioner will be on speakerphone. The speakerphone will be amplified so that the other Commissioners and all other persons present in the room will be able to hear all discussions.

Notice of Compliance with the American Disabilities Act (ADA)

In compliance with the Americans with Disabilities Act, individuals needing special accommodations or assistance during this meeting shall notify the City Recorder at (801) 944-7021 at least 24 hours prior to the meeting. TDD number is (801) 270-2425 or call Relay Utah at #711.

Confirmation of Public Notice

On Friday, April 16, 2020 a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Cottonwood Heights City Offices. The agenda was also posted on the City's website at www.cottonwoodheights.utah.gov and the State Public Meeting Notice website at <http://pmn.utah.gov>.

DATED THIS 16th DAY OF APRIL 2020
Paula Melgar, City Recorder



ARCHITECTURAL REVIEW COMMISSION STAFF REPORT

New Monument Sign: 6942 S. Boulder Dr. (Boulder Hollow Apartments - approx. 1600 E. Fort Union Blvd.)

Meeting Date: April 23, 2020

Staff Contact: Andy Hulka, Planner
(801-944-7065, ahulka@ch.utah.gov)

Summary

Project #:
SPL-20-003

Subject Property:
6942 S. Boulder Dr. (Boulder Hollow Apartments – approx. 1600 E. Fort Union Blvd.)

Action Requested:
Certificate of Design Compliance for a new monument sign.

Applicant:
Signarama SLC

Recommendation:
Approve

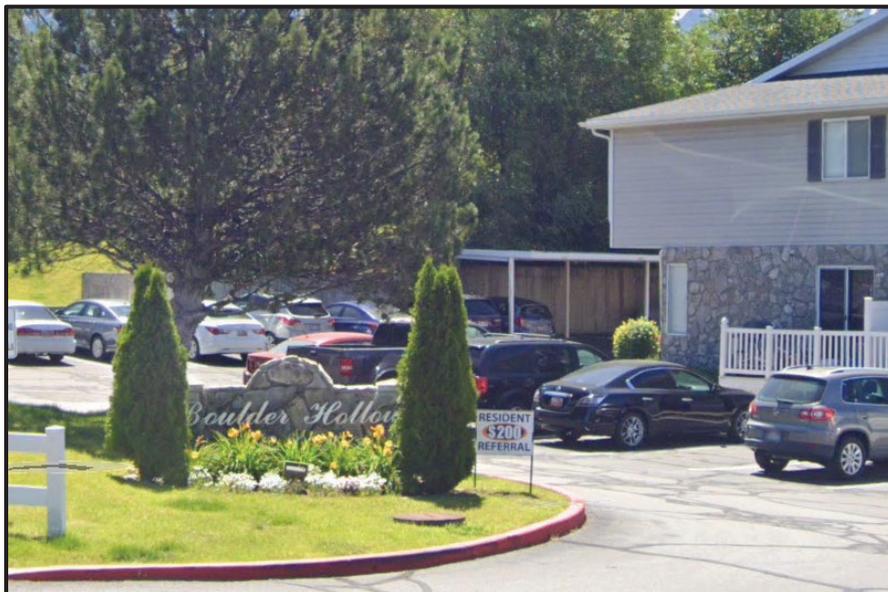


Aerial View

Analysis

Introduction

Signarama Salt Lake City has submitted an architectural review application for a new monument sign for the Boulder Hollow Apartments at 6942 S. Boulder Dr. The monument sign will replace an existing monument sign at the entry to the apartment complex.

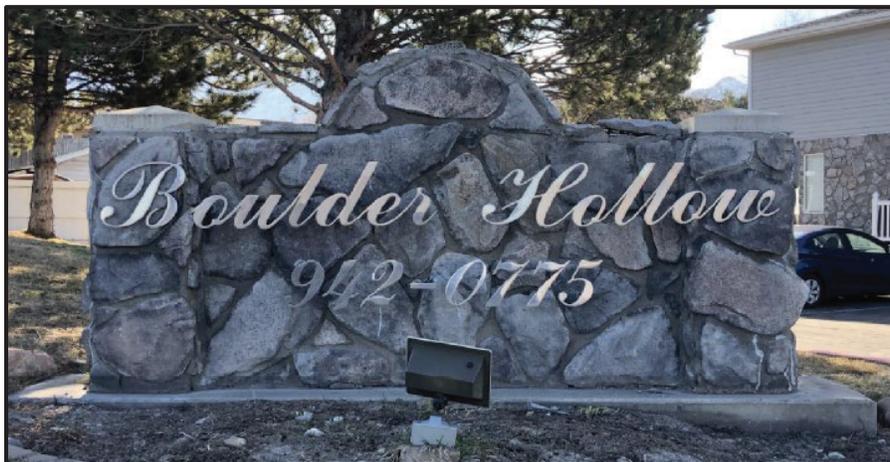


Street View

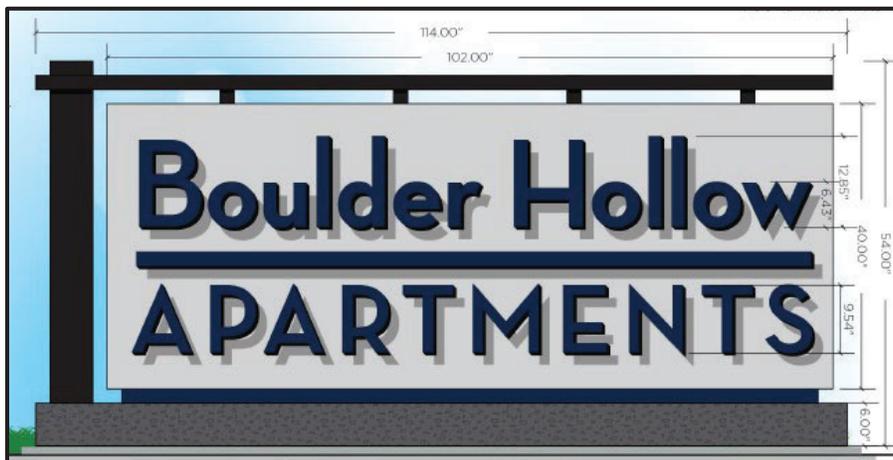
Zoning Ordinance

Monument signs are not permitted in the RM (Residential Multi-Family) zone. “Removal of a nonconforming sign or replacement of a nonconforming sign with a conforming sign is required when a nonconforming sign, or a substantial part of a nonconforming sign, is voluntarily taken down, altered, or removed. As used in this subsection, “substantial” means 50% or more of the entire sign structure.” (19.82.130 – Nonconforming Signs).

The applicant is proposing to “remove existing sign elements, no more than 50% of existing structure. Remove lettering, stone veneer, leaving framed wood support walls, center pole, concrete slab foundation. Proposed monument sign refresh not increasing size in height, width or depth, not moving location. To attach to existing pole and footing.” The materials proposed are aluminum frame structure, .090 aluminum skin, drivet stucco finish for base, and aluminum reverse channel letters: halo illuminated white.



Existing Sign



Proposed Sign

	Existing	Proposed
Sign Area	44.5 sq. ft.	42.75 sq. ft.
Height	4.5 ft.	4.5 ft.

Context

On August 22, 2018, the ARC issued a Certificate of Design Compliance for a new monument sign at the adjacent Santa Fe Apartments at 1550 E. Fort Union Blvd. (Project SPL-18-002). The Certificate was issued with the following conditions:

- The monument sign shall utilize the same colors as the buildings.
- The monument sign shall use stucco as the building material for the monument.
- A darker stucco color shall be used for the base and columns.
- A lighter stucco color shall be used for the face of the sign.
- The metal shall match the color of the metal on the buildings, (chimney caps).
- The sign base should be wider from the side view.



Santa Fe Apartments, Street View

Architectural Review Commission Authority

The ARC is required to review new signs for compliance with applicable design guidelines and compatibility with surrounding properties, as required by section 19.49.060 of the zoning ordinance:

19.49.060 Gateway Overlay District.

C. Certificate of design compliance. A certificate of design compliance issued by the ARC shall be required before proceeding with any new development or changes to existing development in a Gateway Overlay District. No alteration of the existing condition of land, structures, signs, landscaping or lighting, including, without limitation, demolition of any structure, application of new exterior siding material, creation of a new window or dormer, creation of a driveway or parking facility, construction of a deck, fence or garage, or enclosure of a porch shall be permitted within the Gateway Overlay District except as provided in this chapter.

D. General review criteria. The ARC must determine that the following general review criteria are met before issuing a certificate of design compliance for a project:

- 1. The proposed work must comply with the applicable design guidelines for that overlay district;*
- 2. The integrity of an individual historic structure is preserved, if applicable;*
- 3. The design of new buildings or additions must be compatible with surrounding gateway properties; and,*
- 4. The overall character of the Gateway Overlay District is protected.*

Recommendation & Conditions of Approval

Staff has reviewed the application and has found that the request is compliant with relevant Zoning Ordinance requirements. Staff recommends approval of the application.

Model Motions

Approval

I move to issue a Certificate of Design Compliance for project SPL-20-003:

- Add any additional conditions of approval...

Denial

I move to deny a Certificate of Design for project SPL-20-003 based on the following findings:

- List reasons for denial...

Attachments

1. Proposed Plans



black
 victory navy blue
 neptunian gray
 coy gray

27529

MONUMENT SIGN REFRESH

Remove existing sign elements, no more than 50% of existing structure. remove lettering, stone veneer, leaving framed wood support walls, center pole, concrete slab foundation.

Proposed monument sign refresh not increasing size in height, width or depth, not moving location. To attach to existing pole and footing.

Materials:

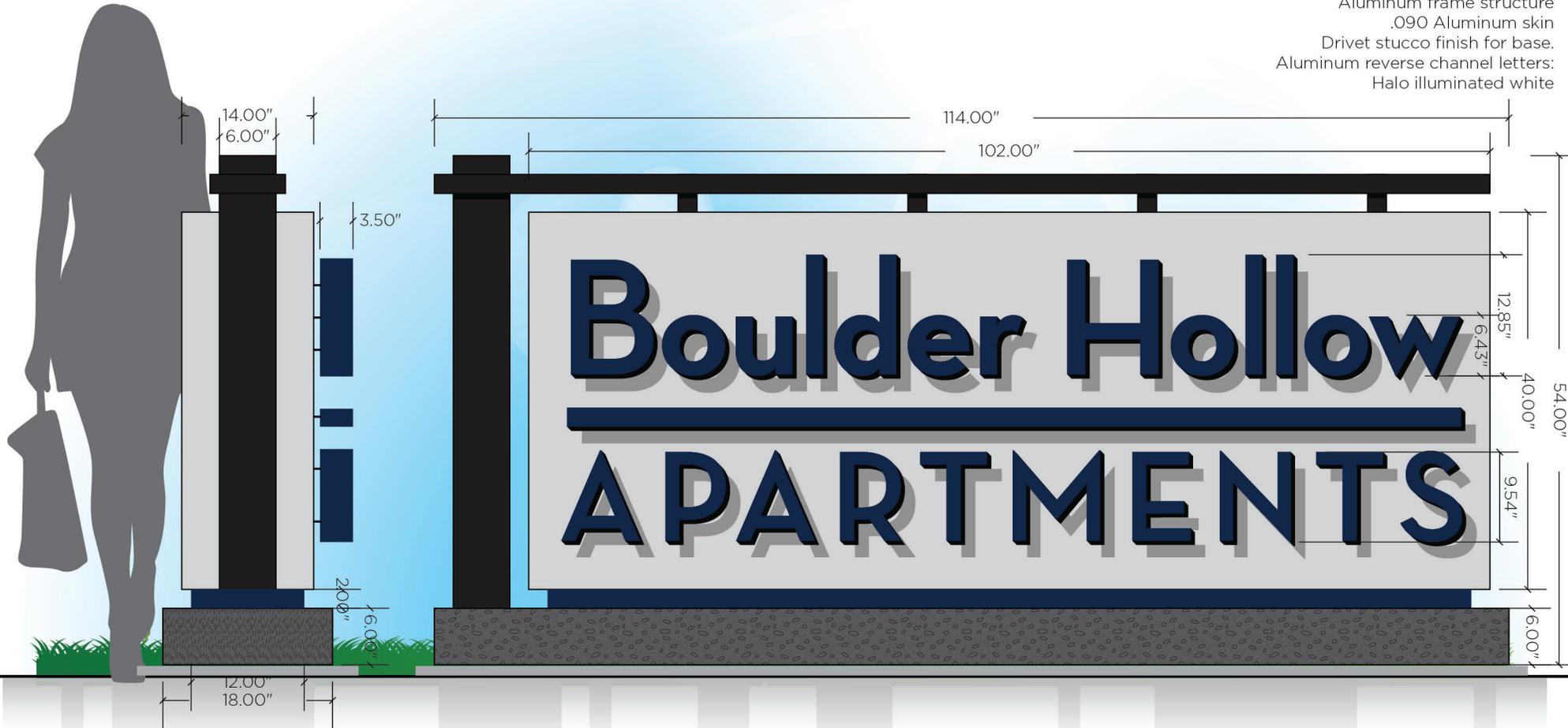
Aluminum frame structure

.090 Aluminum skin

Drivet stucco finish for base.

Aluminum reverse channel letters:

Halo illuminated white



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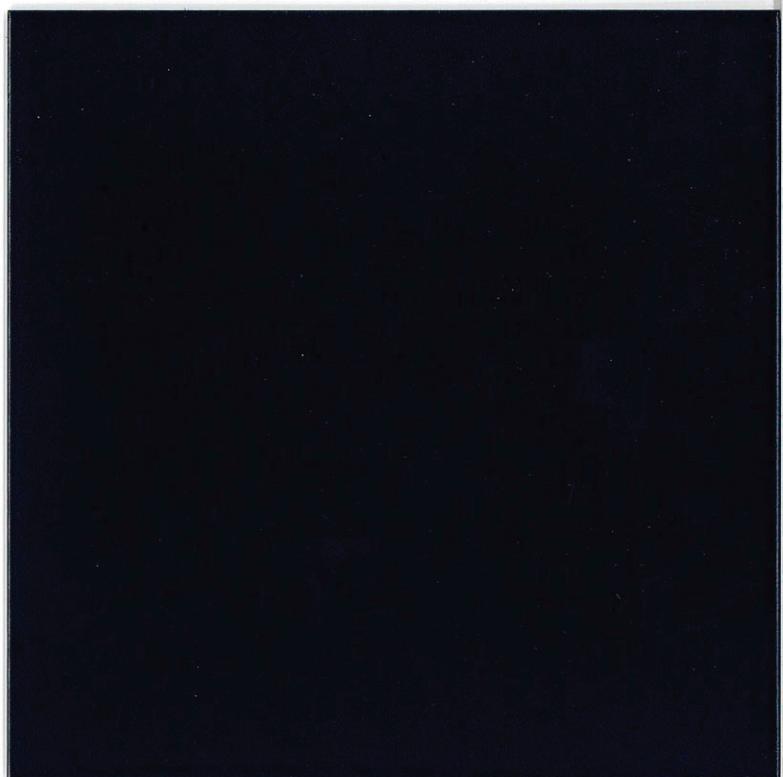
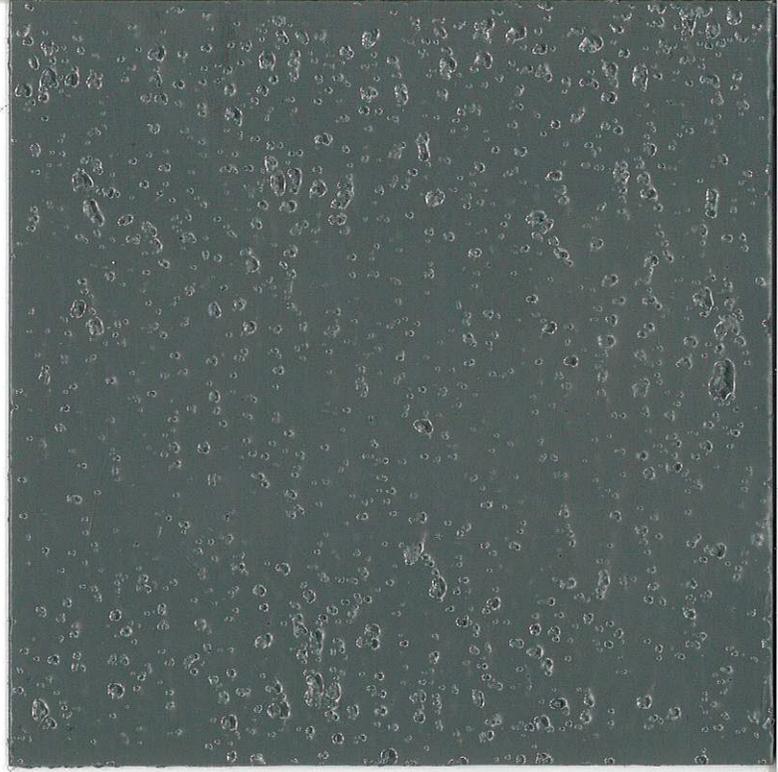


paint colors to match existing building colors

27529
Existing Display:
Concrete slab foundation: 23.5”dx119.5”w
Sign: 18”dx54”hx102”w

Location of existing monument landscaping to remain as is





Black

Neptunian
Grey

Coy Grey

Victory Navy
Blue



ARCHITECTURAL REVIEW COMMISSION STAFF REPORT

Planned Development District – 6695 S. Wasatch Blvd.

April 23, 2020

Staff Contact: Matt Taylor, Senior Planner
(801) 944-7066, mtaylor@ch.utah.gov

*****UPDATES TO THIS REPORT ARE HIGHLIGHTED IN LIGHT GOLD.*****

Summary

Applicant: AJ Rock, LLC

Subject Properties:
6695 S. Wasatch Blvd (SR 190)

Action Requested:
Zone map amendment from F-1-21 to PD-X (per 19.51 of the zoning ordinance)

Recommendation:
Recommend Continuance

Project #: PDD-19-001



Context

Property Owner	Address -- Parcel #	Acres
AJ Rock, LLC	6695 S. Wasatch Blvd. (SR 190) 222-23-426-001	21.56
AJ Rock, LLC	3402 E. Gun Club Rd. (Holladay City) 22-23-279-003	0.13
	Total Acres:	21.69



Site

Use: Single-Family Residential with Pool House

General Plan Land Use Policy: Mixed Use

Zone: F-1-21 (Foothill Residential Zone with 1/2 acre lots)

Proposed Zone: PD – Planned Development District with multiple uses and densities.

Surrounding

Existing Uses:

North: Single-Family Residential

South: Gravel Pit/Vacant Ski Shop

West: Highway/Single-Family Res.

East: Gravel Pit/Open Space

General Plan Land Use:

North: Single-Family Residential

South: Mixed-Use

West: Highway/Single-Family Res.

East: Mixed-Use

Zone:

North: Single-Family Residential

South: Gravel Pit/ CR – Regional Commercial

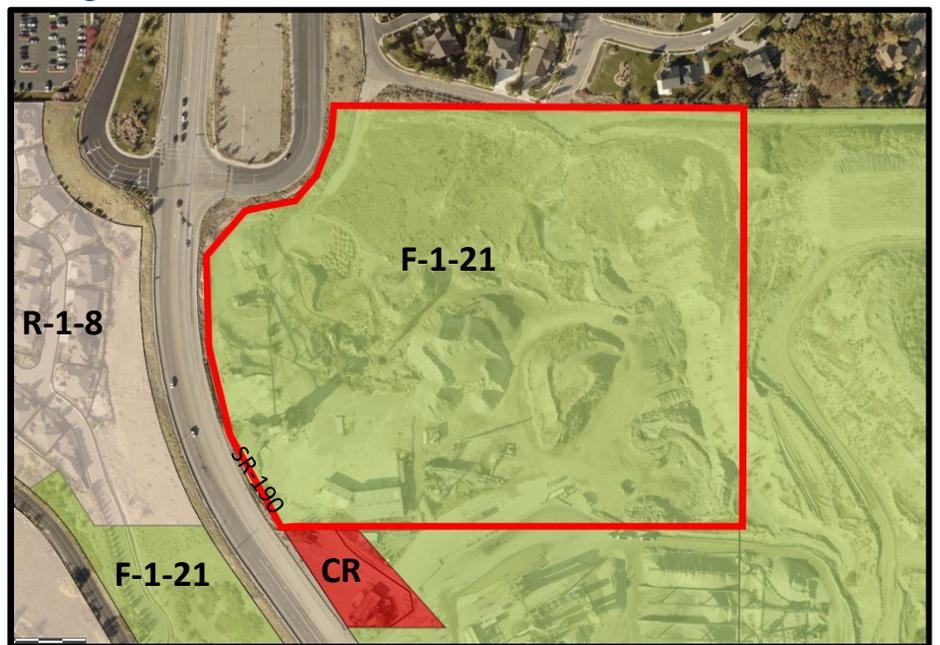
West: Highway/Single-Family Res.

East: Foothill Residential – 1/2 acre lots

Land Use



Zoning



Application Summary

This application is for a Planned Development District (PDD). PDD's are unique in that the application combines two typically separate processes into one: a zoning map amendment and a project plan approval (ultimately approved by the City Council due to its legislative nature). The process is outlined by Chapter 19.51 Cottonwood Heights City Code.

The PDD zoning classification may only be utilized in areas designated on the adopted PDD Map:

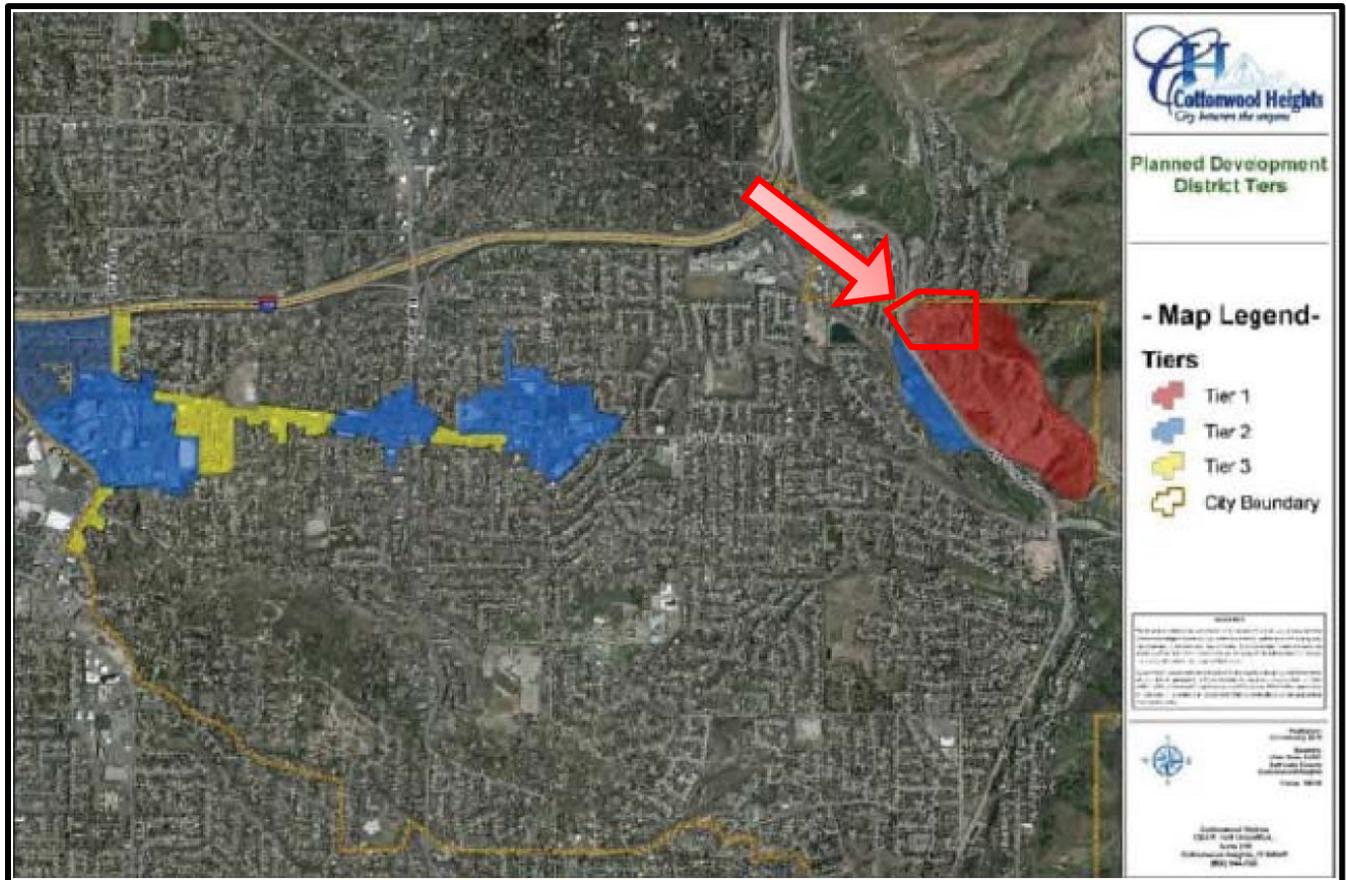


Figure 1- PDD Tiers - Map 19.51

ARC's Role in the PDD Process

Like the Planning Commission, the ARC is an administrative body that approves applications based upon compliance with existing ordinance and design guidelines. The Planning Commission also makes recommendations to the Council on legislative items such as rezones, code amendments, and general plan amendments.

The ARC is empowered:

"To act and assist the planning commission in formulating design guidelines and other supplemental materials relevant to architectural preservation or design review;"

"To approve or disapprove certificates of design compliance (described below);"
(19.49.020.D – Powers and Duties, CHC Code).

Further:

“C. Certificate of design compliance. A certificate of design compliance issued by the ARC shall be required before proceeding with any new development or changes to existing development in a Gateway Overlay District.... (19.49.030.C – Gateway Overlay District)

Although the gateway overlay design guidelines have been adopted, this project will be constructed in eight phases over several years. Each phase may be developed under different developers with differing development pressures. It is important that the entirety of the project is cohesively designed and planned.

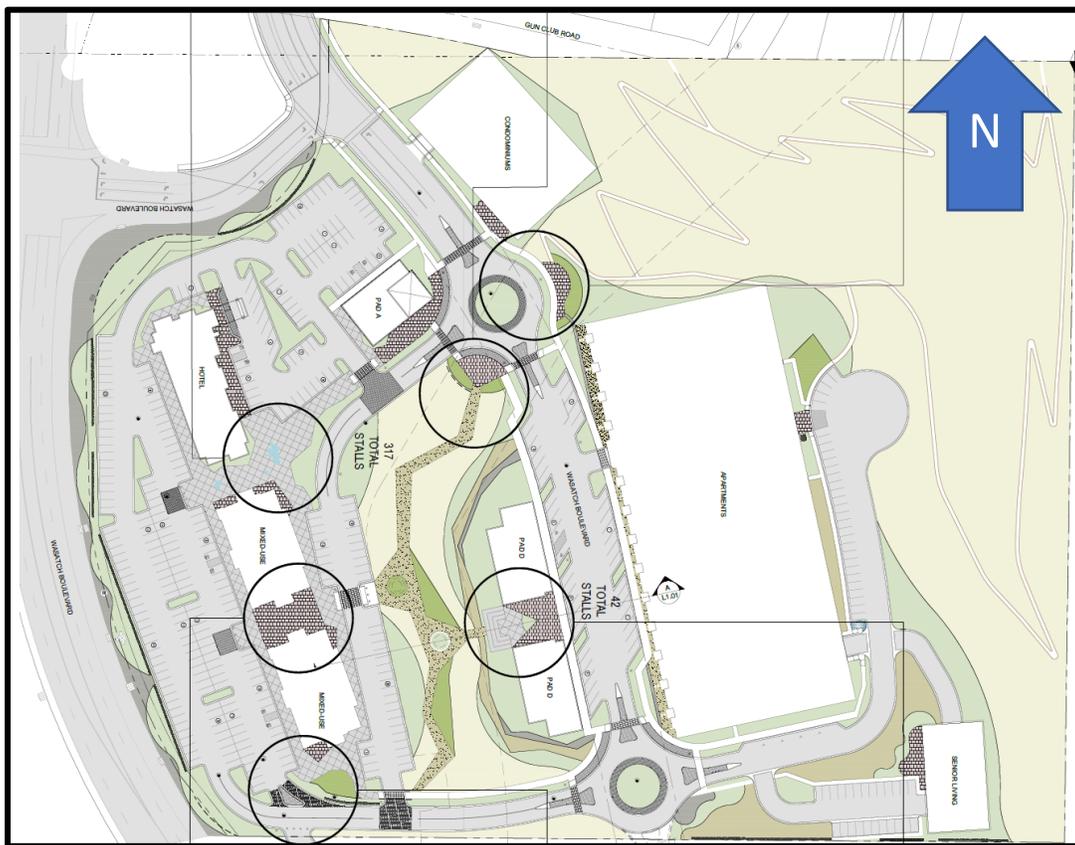
Staff recommends that supplemental guidelines should be adopted as part of the PDD ordinance to ensure future phases are developed under consistent design guidance. Any recommended guidelines will be presented to the Planning Commission and City Council for inclusion in the proposed PDD ordinance that will govern this project.

Certificate of Design Compliance Required for Site Plan

Because a preliminary site plan is adopted as part of the PDD ordinance, staff requests that a Certificate of Design Compliance is issued for the preliminary site plan and design concepts prior to Planning Commission recommendation to the City Council.

Project Summary

The revised project site plan consist of nine buildings on 21.56 acres.



The project consists of:

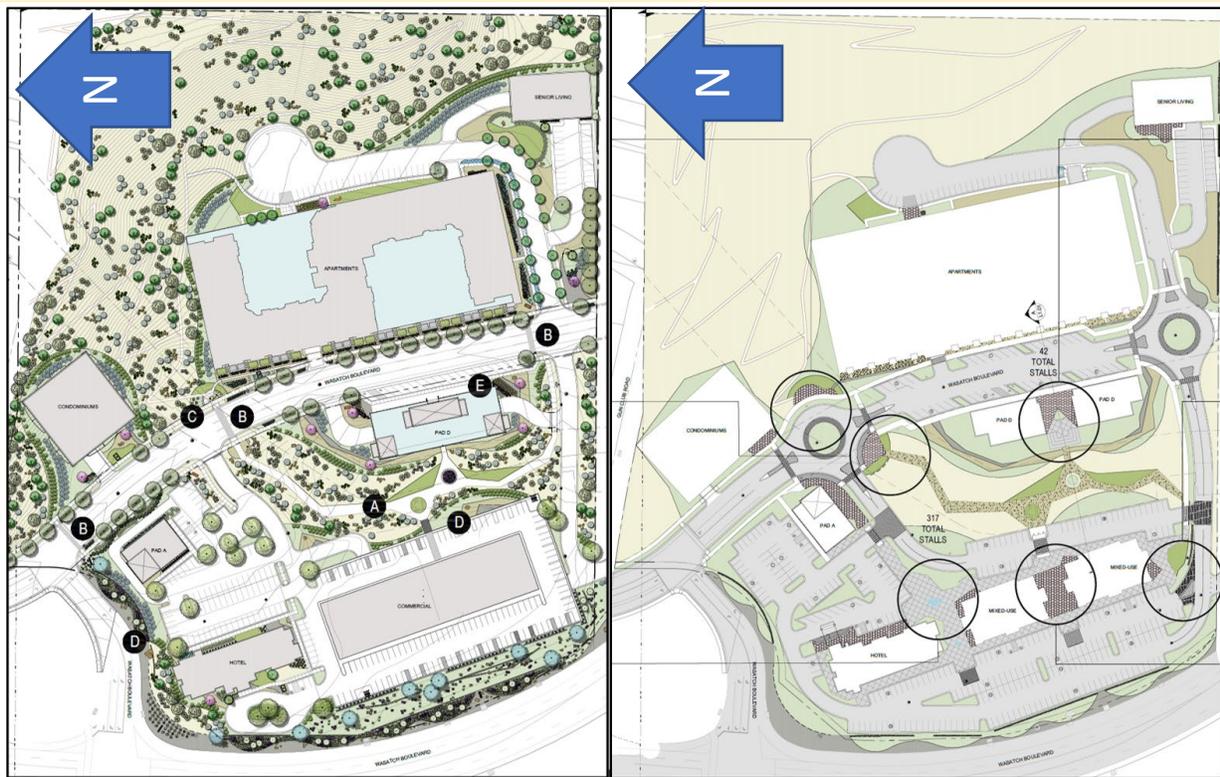
Building	Units	Stories	Square Feet	Parking
Apartments	284	7 (5 over 2 parking levels)	318,000	474
Condominiums	99	12 (10 over 2 parking levels)	157,000	133
Senior Living	35	2 (1 over 1 parking level)	18,000	47
Pad A – Restaurant	na	1	5,000	317 shared
Pad D-1 – Retail	na	1	6,200	21
Pad D-2 – Retail	na	1	6,200	21
MU-1	na	3	24,000	317 shared
MU-2	na	3	24,000	317 shared
Hotel	140	5	66,300	317 shared

Shared Parking

Pad A, MU-1, MU-2, and the hotel intend on sharing 317 parking spaces.

Side by Side Comparison

Since the last ARC meeting, the applicant has proposed changes based upon staff and ARC feedback.



Original Site Plan

Updated Site Plan

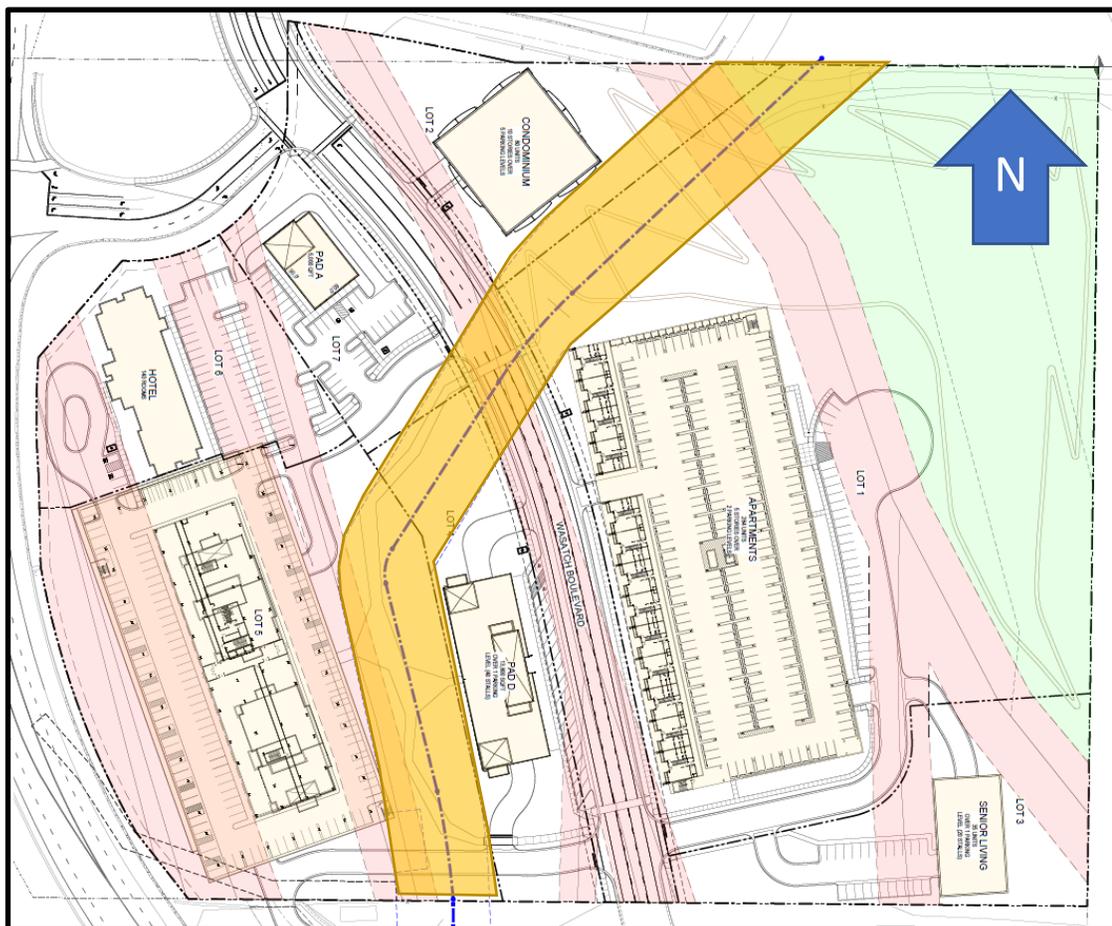
See Attachment "A" for an 11x17" version of this comparison.

Summary of Major Site Design Changes

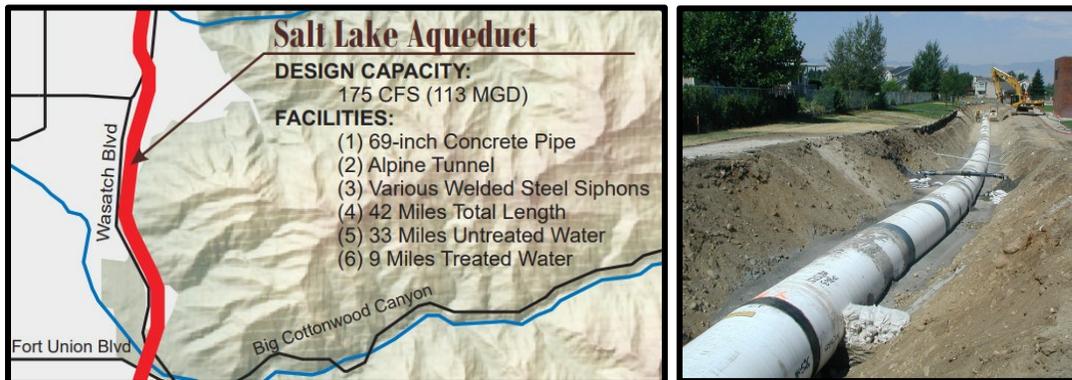
- The condominium site and building design has been modified.
- Wasatch Blvd has been redesigned for a slower design speed, traffic circles and additional angled parking.
- Pad D has been split in two and designed to integrate with the adjacent open space via a cut-through plaza.
- Pad A has been moved inward to help assist in framing a plaza space around the interior open space area.
- The hotel has been flipped to have its primary frontage face inward toward the plaza/open space.
- Additional design details have been included showing how outdoor dining, paver treatments, and water features reinforce an interior plaza design and assist in activating the space.
- The interior access has been designed more like an extension of the open space with plaza and special hard surface treatments.
- The vehicular access cutting through interior open space/plaza area functions more like a low-speed local road than a driveway aisle.
- Parking has been maximized toward Wasatch Blvd and SR-190 to minimize its impact on the urban design.

Site Constraints

Due to two factors, the site's building area is highly constrained as illustrated below:



- **Red** areas on the above diagram indicate fault lines and their required setbacks. These exact locations are still a subject of continuing evaluation.
- Since the previous ARC meeting, additional fault trenching has been completed in the area near the proposed condominium building, and additional fault traces have been identified. Staff is awaiting a full summary and update from the applicant's geotechnical engineer.
- The **orange** area is an easement for the Metropolitan Water District of Salt Lake and Sandy (MWDSS) and created to house Salt Lake Aqueduct.



Project Drawings and Conceptual Building Proposals

Please see Attachment "A" for the applicant's full submittal that contains:

- Revised site plans.
- Conceptual building elevations.
- Design concepts to guide overall architectural development.

City Policy Background and Analysis

General Plan

The General Plan has stated the following in regard to this site:

"This area is a gateway to the city from Big Cottonwood Canyon and an area that many visitors to the state would pass through on their way to and from world-class ski resorts in both Big and Little Cottonwood Canyons. Given this unique situation, this area has been identified on the Proposed Land Use Map as a future mixed-use area, with a more campus or resort feel, and would cater to the interests and needs of visitors to the Canyons. Potential businesses and land uses appropriate for this area include hotels, restaurants, clubs, coffee shops, art galleries, bookstores, and other retail business similar to those along Park City's Main Street. This area is privately-owned, and the City's vision for the future development of this area would need to be coordinated with the landowner to ensure solutions which meet both parties' needs." Cottonwood Heights City General Plan, p. 2-16.

Wasatch Boulevard Master Plan.

See Attachment "C" for notes regarding the Wasatch Boulevard Master Plan.

City Design Guidelines

See Attachment “D” for notes regarding the City adopted Design Review Standards.

Architectural Review Commission Review

The ARC reviewed this application and provided preliminary comments on it at their January 23, 2020 meeting. Additional feedback was provided at the February 27, 2020 ARC meeting. Please see Attachment “E” for a summary of ARC comments at the January 23 meeting.

Staff Analysis

The proposed site layout and design changes as explained earlier in this report significantly increase alignment with planning policy goals, ARC feedback, and staff review comments. Given the site constraints, the current plan provides an opportunity to create an activated public square within the center of this development. Planning goals to create an urban, pedestrian-oriented, downtown-like development are much more likely to be achieved with this preliminary plan layout.

Proposed Design Theme

Staff requests that the final architectural concepts and design theme are adopted as part of the PDD ordinance and that the ordinance includes a requirement that each phase of the project demonstrate substantial compliance with the intent of the preliminary plan and design theme prior to receiving a final Certificate of Design Compliance. Staff request that the ARC does not issue a preliminary certificate of design compliance until a complete design guideline book/package is reviewed and accepted by the ARC.

Recommendation - Continuance

Staff recommends continuance. It is recommended that the ARC grant a preliminary Certificate of Design Compliance for supplemental site specific design guideline package/book that will be included in or referenced by the proposed PDD ordinance. If this requested document is submitted prior to the ARC meeting, staff may revise this recommendation. The design guidelines should include:

- Design approach narratives.
- The final preliminary site, landscaping and furniture, signage, lighting, wayfinding plans.
- Architectural design theme inspiration images.
- Preliminary building elevations, materials, and site renderings.
- Street cross sections.
- Height studies.

Staff requests that the ARC will make a recommendation to the Planning Commission that this design guideline package/book is included as part of the final PDD ordinance, and that language is added to the ordinance requiring each phase of the project demonstrate substantial compliance with the intent of the preliminary plan and design guidelines package/book prior to receiving a final Certificate of Design Compliance.

Model Motions

Continue

I move to continue project CUP-19-001 per the recommendation of the staff report and request that the applicant address the following prior to resubmission to the ARC:

- Submit a complete project design guideline book/package document that satisfies the adopted city policy goals and City Design Guidelines.
- List any other reasons for continuance.

Approval

I move to issue a revised Certificate of Design Compliance for project PDD-19-001 based on the following findings:

- List reasons for approval.

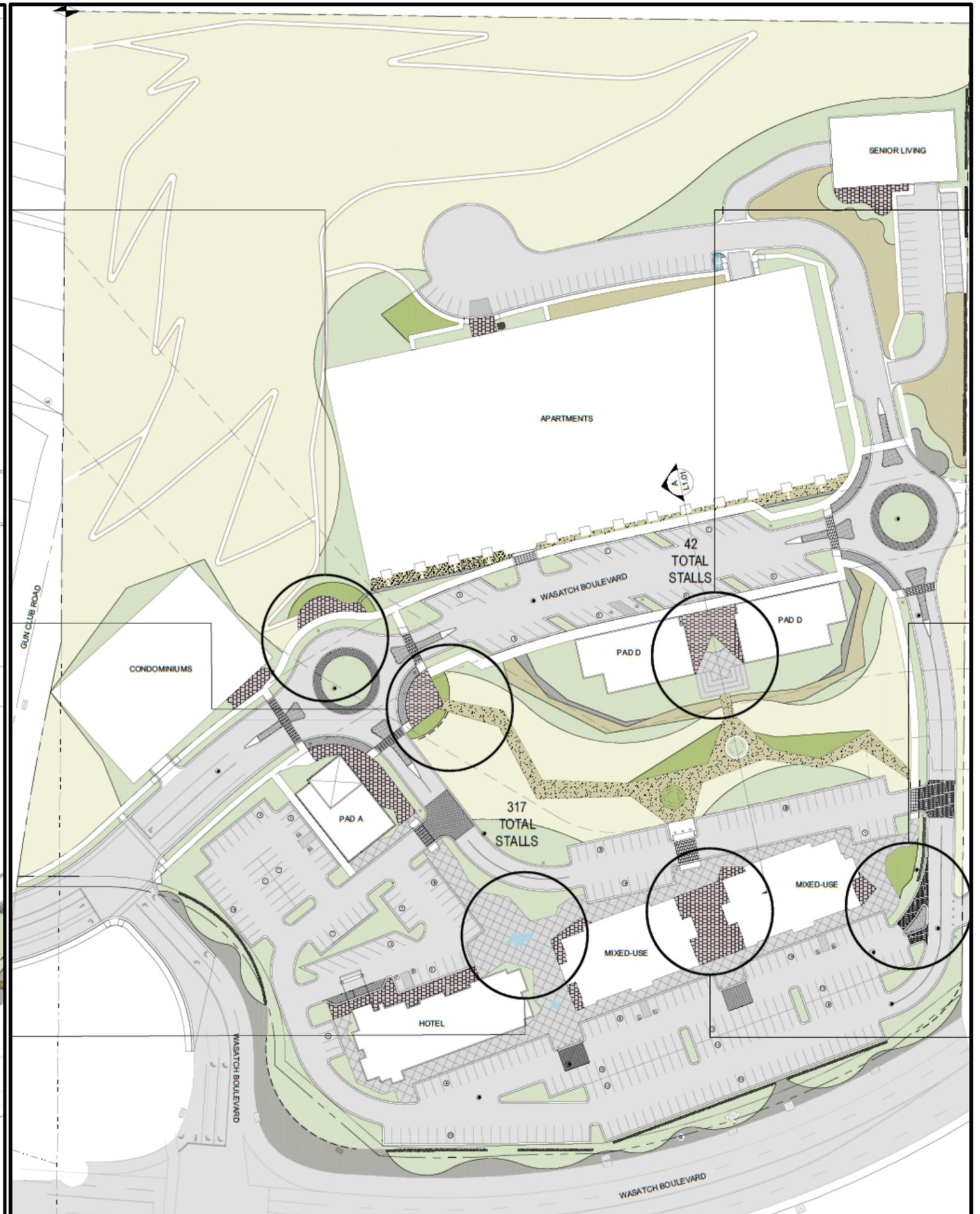
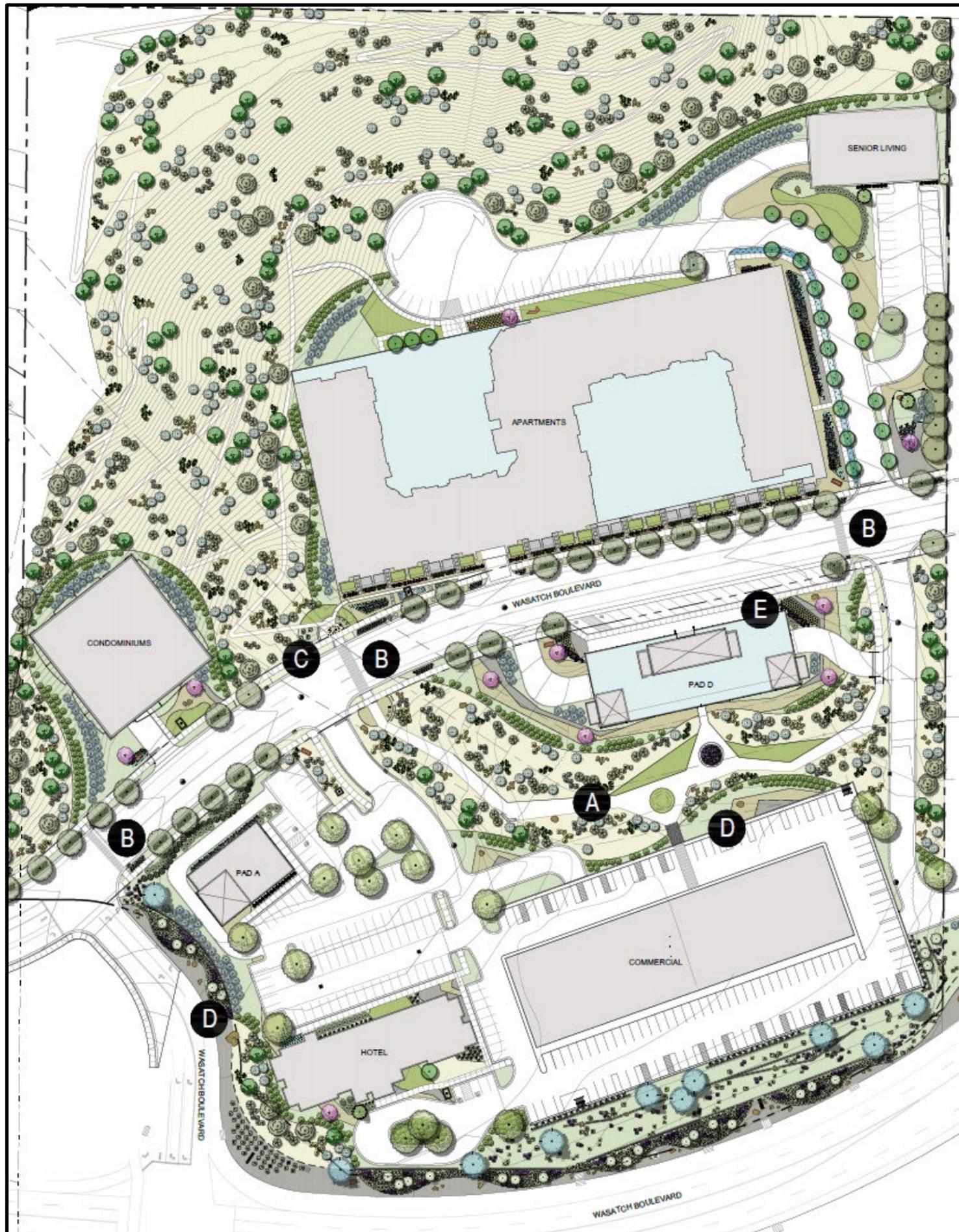
Denial

I move to deny a revised Certificate of Design for project PDD-19-001 based on the following findings:

- List reasons for denial.

Attachments

- A. Side-by-Side Comparison of previous and current site plan. Applicant revised plans via this link: <https://documentcloud.adobe.com/link/track?uri=urn%3Aaaid%3Ascds%3AUS%3A07caf2bf-d56b-4ae8-9961-c80f865cfb65>
- B. Please download previous renderings and architectural elevations via this link: <https://documentcloud.adobe.com/link/review?uri=urn%3Aaaid%3Ascds%3AUS%3A12baf6d0-6b5c-4a55-9a2e-9a52dc7c6eec>
- C. Excerpts from Wasatch Boulevard Master Plan with staff comments.
- D. Cottonwood Heights Design Guidelines with staff comments.
- E. Alternative site plan concepts prepared by staff.
- F. Summary of ARC comments made on this proposal at the January 23 and February 27, 2020 ARC meeting.



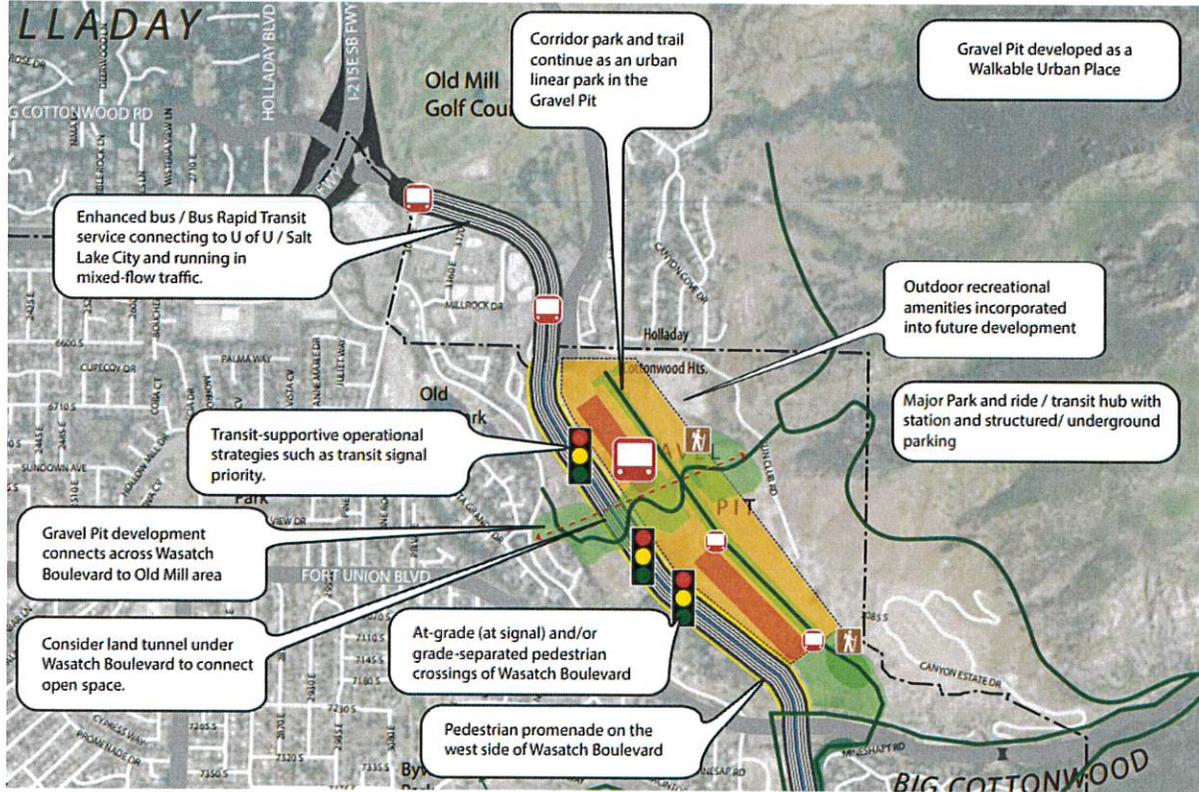
Gravel Pit North PDD Policy Compliance

General Plan

p. 137 – Recommendation #1

Wasatch Boulevard Master Plan

p. 156 – Preferred Scenario (graphic)



Policy	Notes
Corridor park and trail as an urban linear park in the Gravel Pit.	Substantial compliance. Future development south of this site should tie-in to planned green space.
Gravel Pit developed as a Walkable Urban Place	Site layout is auto-centric with parking lots dividing up buildings and creating a campus layout rather than an walkable urban layout.
Enhanced bus / Bus Rapid Transit service connecting to U of U / Salt Lake City and running in mixed traffic flow.	Not applicable to this project.
Transit-supportive strategies such as transit signal priority.	Not applicable to this project.
Gravel Pit developed connects across Wasatch Boulevard to Old Mill area.	Not applicable to this project. It seems to make more sense to pursue this

	goal with the south gravel pit development which has the same property owner of the Old Mill area, and more central to it.
Consider land tunnel under Wasatch Boulevard to connect open space.	See above.
At-grade (at signal) and/or grade-separated pedestrian crossings of Wasatch Boulevard.	Not applicable to this project.
Pedestrian promenade on the west side of Wasatch Boulevard.	Not applicable to this project.
Outdoor recreational amenities incorporated into future development.	This project has an active open space trail and passive park open space. The proposed apartments has outdoor patio areas with some type of future programming that is not well defined at this point. No recreational amenities for families (see other goals).
Major Park and ride / transit hub with station and structured / underground parking.	Not applicable to this project.

p. 159-162 Preferred Scenario Statements.

Policy	Notes
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The Preferred Scenario preserves and enhances the character and livability of existing residential neighborhoods by:

Focusing new development focused on Gravel Pit area, preserving character of existing corridor neighborhoods.	
Linking disconnected neighborhoods together through shared use pathways and trails along Wasatch Boulevard.	
Reducing the barrier of Wasatch Boulevard with improved pedestrian and bicycle crossings. Minimizing the pavement width of Wasatch Boulevard roadway as much as possible, despite the additional lane capacity.	
Improving resident access onto Wasatch Boulevard through a slower street, features such as roundabouts, and warnings for canyon traffic not to block the intersections.	
Creating a proactive, assertive development review process that will provide residents with a chance to shape the development of key parcels within neighborhoods.	
Lowering the speed of Wasatch Boulevard, through a new design and a lower posted speed.	

The Preferred Scenario moves people through the corridor reliably and safely by:

Adding a transit-prioritized lane in each direction on Wasatch Boulevard in Segment 1, increasing the corridor's capacity to move people more reliably.	Will the project provide sufficient right-of-way dedication to UDOT to ensure that this policy objective may be completed in the future?
Adding a lane or shoulder for peak traffic use in each direction on Wasatch Boulevard in Segment 3, increasing the corridor's capacity to move people more reliably.	
Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a high-capacity transit possibility to carry people from the Gravel Pit to major activity centers, reflecting a strong travel market. Cottonwood Heights will work closely with UTA to achieve this increased service and infrastructure.	Project will support demand for BRT/high-capacity transit. But over-parked site may undermine this goal.
Improving and emphasizing transit access along the corridor through road design and function (e.g. flex lanes, transit preemption, BRT, etc.).	
Slowing the speed of Wasatch Boulevard south of Big Cottonwood Canyon.	
Implementing traffic calming features such as medians and roundabouts.	
Enhancing visibility of pedestrians and cyclists at crosswalks at major intersections.	

The Preferred Scenario increases travel choices along the corridor by:

Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a robust transit alternative to carry people from the Gravel Pit to major activity centers.	Project will support demand for BRT/high-capacity transit. But over-parked site may undermine this goal.
Implementing transit-supportive roadway and operational features between Gravel Pit and I-215 can improve transit travel times between Gravel Pit hub and I-215.	
Shaping the Gravel Pit as a walkable urban place that provides a fundamentally different walking and riding lifestyle choice for people living in this new place.	Some of the parking lot layout and building orientation undermines this goal.
Creating a network of paths and crossings along the corridor will make short trips easier to take on foot and bike and improve transit access.	

The Preferred Scenario enhances opportunities for recreation along the corridor by:

Creating a network of paths that is a venue for recreation for all types of interests and abilities – paved and dirt trails, routes to parks and loops.	
Connecting the corridor's activity centers and communities to the Cottonwood canyons.	

Encouraging the creation of a major recreational amenity and/or mountain recreation park in the Gravel Pit development creates a recreational focus and hub.	
Completing the Bonneville Shoreline Trail and associated new access points, tying Cottonwood Heights into a regional recreation network.	
Implementing the city's Bicycle and Trails Master Plan by enhancing the on-street bike lane and lowering of vehicle speeds to improve conditions for road cyclists.	Provides an alternative path for cyclists, but SR-190 is not proposed to be improved per this plan and therefore will not facilitate this goal.

The Preferred Scenario preserves and enhances the scenic and natural qualities along the corridor by:

Concentrating new development in the Gravel Pit.	
Emphasizing the natural Wasatch foothill landscape, reinforcing scenic aspects of the corridor important to people.	
Preserving key views along the corridor.	
Lending a more human scale to the corridor through a pathway system, traffic calming, slower vehicle speeds, and roadway design (landscaped medians, parkstrips, etc.).	
Creating walkable frontage and streetscape in the Gravel Pit development, including along Wasatch Boulevard, will create a more attractive character on the northern segment of the corridor.	
Building a pedestrian promenade on the west side of Wasatch across from the Gravel Pit, creating a scenic resource.	

The Preferred Scenario promotes and prioritizes sustainable solutions to Wasatch Canyon access at a local and regional scale by:

In partnership with UTA, shaping a vibrant canyons hub, with a wealth of park-and-ride spaces, high-quality transit center, frequent transit service to the key canyons destinations, and complementary land uses such as retail and restaurants, hotel rooms, and on-site recreation.	Retail and entertainment could be enhanced. More vertical mix-use on retail along angled parking could be option.
Implementing flex shoulders on Wasatch Boulevard south of Bengal Boulevard that are open to transit and HOVs only on peak ski days, providing a way to incent trip reduction in the canyons and emphasizing more efficient means of transportation year round.	
Improving communication about canyon and parking conditions.	
Implementing resident access improvements.	

The Preferred Scenario identifies potential land uses and locations for new development or redevelopment along the corridor by:

Focusing development in the Gravel Pit, which balances neighborhood preservation, moving people, transportation choices, recreation, scenery, and canyon access.	
Acknowledging the potential for a high amount of development in a way that balances the corridor goals.	
Identifying a process for development along the corridor south of Big Cottonwood that allows the City to be proactive in working with public to define a development that meets corridor goals and goals of other City policy.	

PART 4 RECOMMENDATIONS

4.1 Overview

The project team identified a Preferred Scenario for Wasatch Boulevard that balances the achievement of the seven Corridor Goals. The focus of this Preferred Scenario is a series of three planning objectives that respond to both the team evaluation and public feedback. We believe these objectives are the best and most balanced way for this plan to balance among the different priorities for the corridor.

The objectives are:

- Objective 1: Shape a canyon-oriented, walkable urban place at the Gravel Pit.
- Objective 2: Create a connected network of pathways and trails for transportation and recreation, along the entire corridor.
- Objective 3: Balance livability, roadway capacity, and sustainable canyon access south of Big Cottonwood.

Based on these objectives, the project team also defined a Preferred Scenario along the Wasatch Boulevard corridor.

The Recommendations section describes the objectives in detail, including the recommended strategies associated with each, and describes the Preferred Scenario as built from these objectives. Finally, it discusses how the Preferred Scenario achieves the Corridor Goals.

Summary of Comments on Exhibit C - Staff Comments on Wasatch Blvd Master Plan - RFS.pdf

Page: 1

Number: 1	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 9:38:25 AM
Walkable is key here. The current design is pad-oriented with parking disconnecting the various buildings in the site. We recognize that the buildings may not be able to move, but we can address the public realm that connects them and makes this a walkable place. Urban design can overcome a lot of this, including, but not limited to: <ul style="list-style-type: none">- alternative placement of the restaurant pad,- finishing a grid-street network as recommended by the plan,- increasing plaza and landscaping space between buildings to increase walkability, and public spaces for sitting, eating, lounging and resting from mountain activities.- Ensuring that building frontage embrace principles of walkability from urban design experts (Duany/DPZ, Speck, Mahron, Jonathan Barnett, Jan Ghel, Smart Growth Network, Congress for the New Urbanism,- Ensuring buildings have a visual interest change no more than every 50 feet (store-frontage change, patios, seating, entryways, (like a traditional urban environment) keep pedestrian interest and increases the desire to walk much longer distances.			
Number: 2	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 9:41:49 AM
See above comments on walkability. However, it should be noted that the WBMP considers SR 190 the WB corridor in this instance. The current plans do not include the street frontage improvements on SR 190 as proposed by this plan. This is essential to the entire transformation of the corridor. Pedestrian routes from the proposed internal WB should be extend through the site as part of street grid and also extend beyond parking to SR 190 for maximum pedestrian connectivity as recommended.			
Number: 3	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 9:56:48 AM
Livability is highly subjective, but considering some of the ARC comments, it is essential that the internal WB is designed as a livable street. This is key for the success of the uses along it, both residential and commercial. Fast, loud, busy road will undermine the livability. SR-190 should be the fast through corridor. Every road in the project should be designed for 25 MPH or less. Current design width and travel lane width promotes a 40 MPH+ design speed (regardless of proposed posted speed limits). We need to work very carefully with public works and a qualified traffic engineer to reduce the design speed to 25 MPH or less. This will include lanes 11 feet in width or less, traffic calming, pedestrian priority, increased friction (street parking, bulb-outs, ped-priority areas, etc), four-way stops, possibly no middle turn lane, etc.			
Number: 4	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 9:48:13 AM
See discussion later.			

4.2 Objective 1: Shape a canyon-oriented, walkable urban activity center at the Gravel Pit.

The idea of an **intense, walkable, mixed-use place also oriented to both canyon access and on-site recreation** was popular with the public and was one of the highest-scoring concepts in the team's evaluation. The Gravel Pit is a **singular opportunity** in Cottonwood Heights and the Wasatch Front. We believe the site can cater to all of the Wasatch Boulevard Corridor Goals. If done right, the site can be both a **community gathering place, a regional employment center, a recreational mecca, and a vibrant base camp for the Cottonwood canyons** - aspects of the development that can complement one another.

Strategies for this objective include:

Similar program as Gravel Pit Study

The 2016 Gravel Pit site study identified market demand for a series of uses on the Gravel Pit site. These uses include 2 million square feet of office space, upwards of 150 hotel rooms, 3,000 residential units, and up to 250,000 square feet of retail. We recommend that this program be used as a baseline for planning the Gravel Pit area and adjusted accordingly as conditions evolve.

But in walkable, connected format

However, this plan strongly recommends that the Gravel Pit development take on a **highly walkable, urban character**. This includes the following elements:

- High intensity – height standards should generally follow those recommended by the 2016 study. The City can consider whether to include a maximum dwelling units per acre and/or floor-area- ratio. It may not be necessary.



Figure 4.1: Illustrative concept for Gravel Pit segment of the Wasatch Boulevard corridor.

Page: 2

- | | | | |
|--|-----------------|--------------------|-----------------------------|
| Number: 1 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 9:50:46 AM |
| Previously discussed was increasing the public/pedestrian realm to connect buildings. Perhaps on-site recreation could be another means to connect the unbuildable places. It is a long-term goal both here and the General Plan that the gravel pit(s) become a base camp for the canyons. This type of orientation to the canyons may include these recreational and entertainment components that we are largely not seeing in the plan beyond the trail system. | | | |
| Number: 2 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 9:54:44 AM |
| There are high expectations in the plan and the current parking-dominated plan does not convey this "singular opportunity". | | | |
| Number: 3 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 9:52:14 AM |
| "Base camp" | | | |
| Number: 4 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:07:56 AM |
| We will be estimating the percentage that your project will fulfill this goal. | | | |
| Number: 5 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:08:02 AM |
| Number: 6 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:09:36 AM |
| Building design should take on a more urban feel over suburban office park. The project seems to be moving in this direction with breaking up the office building into multiple, more mixed-use buildings. Additional design elements could enhance the traditional urban approach. | | | |
| Number: 7 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:10:28 AM |
| Number: 8 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:10:36 AM |
| Number: 9 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:10:25 AM |
| An internal grid system can help achieve this goal. | | | |
| Number: 10 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:10:44 AM |
| Number: 11 | Author: mtaylor | Subject: Highlight | Date: 2/11/2020 10:13:18 AM |
| The current plan does a very good job in beginning the start of this linear park throughout the entire area. The design of the retail building should be reconsidered to somehow have double frontage (either store fronts or back patios/seating areas, or other design feature that enhance this space rather than turn the building's back to it). We recognize this is difficult with the narrow constraint of the building site, but believe it can be achieved. any subgrade parking exposed to the pedestrian space must be particularly addressed. | | | |

- 1. Mix of uses - the City should seek to mix uses as fine a grain as possible to allow for more walking, bicycling, and transit trips and fewer driving trips. Mixing can occur both vertically (for example retail; on the ground floor and residential or office above) or horizontally (single-use buildings next to one another). Strategies to mix uses is to focus less on regulating use in individual projects than form (form based codes); requiring a specific use on the ground floor, such as retail; and taking an active role in seeking a mix of different types of projects and uses in the Gravel Pit area.
- 2. Walkable streets - internal streets in the Gravel Pit area should prioritize walkability. This means wide pedestrian realms amenitized with regular street trees and street furniture; short blocks; frequent street crossings; slow traffic; and, perhaps most of all, an engaging street-level private realm. Strategies to create this level of walkability include special design guidelines and standards for the Gravel Pit area; a form-based code shaping street frontages of private development; and street connectivity standards (see next bullet). Above all, buildings and the sites they sit on need to be oriented to pedestrians rather than automobiles, with parking in the back or at the sides of buildings, or in parking structures away from street frontage; and primary entries on the sidewalk.
- 3. highly connected, dense street network. Streets in the Gravel Pit development should be very connected, with a minimum connectivity index (link-node ratio) of 1.7 and maximum block lengths of 300 to 400 feet.
- 4. connected network of public spaces - the area as a whole should be connected by great public space, including plazas, parks, and especially walkable streets. In addition, the City should capitalize on the natural open space surrounding the site and bring this element into the development as public/recreational open space, invigorating the place with the energy of outdoor recreation.
- 5. incorporate emerging transportation technology - strongly consider the rapid evolution of new technology in transportation, including automation, connection and shared mobility, however prioritize investment in and use of these technologies for the public realm. For example, strongly consider how automated vehicle technology can be applied for moving people on transit, whether on regional or canyon routes through the Gravel Pit or first-last mile "microtransit" solutions.



Images demonstrating recommended character for the Gravel Pit development.

Page: 3

Number: 1	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:14:29 AM
The ARC echoed this goal. The expressed a desire for a higher mix of uses with the retail building and the condo tower (so it could address the street better).			
Number: 2	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:13:36 AM
Number: 3	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:15:04 AM
In this scenario, horizontal mixed-use should be narrow (fifty feet or fewer to the next destination).			
Number: 4	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:16:31 AM
The emphasis is on the form of the project over use, in other words.			
Number: 5	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:16:31 AM
Number: 6	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:17:24 AM
Perhaps we need more detail on the street furniture plan rather than a generalized concept. These details, at minimum, should be outlined in the ordinance or master site plan.			
Number: 7	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:18:20 AM
Reduce parking out in front of buildings is key to increase the ability to create an connected, walkable environment.			
Number: 8	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:18:51 AM
Need to place a street as shown in concept illustration.			
Number: 9	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:19:15 AM
The project can do this as shown in the concept illustration.			
Number: 10	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:19:56 AM
Possibly the submittal should address this goal.			

Incorporate many of the "recreation village" ideas

Many of the ideas from the Scenario 3 "Recreation Village" concepts should be strongly considered for the Gravel Pit. These include:

- **1** significant recreational amenity, such as a mountain recreation park with activities such as mountain biking and/or rock climbing.
- **2** trailheads for the Bonneville Shoreline Trail and other links in the recommended pathway network (Objective 2 in this section).
- Active, public frontage onto the future Bonneville Shoreline Trail east of the development.
- **3** development oriented to recreational activities, such as day lodges and food and beverage services with outdoor areas.
- Connection across Wasatch Boulevard to the "Old Mill" area via grade-separated underpasses - see the "land tunnel" concept.

It is important to note that the Gravel Pit site has some constrained areas for building, including a major fault - creating the opportunity for these recreational concepts to inhabit the- unbuilt space.



Images demonstrating Recreation Village ideas for the Gravel Pit development area.



Figure 4.2: Illustrative concept for Recreation Village ideas for Gravel Pit segment of the Wasatch Boulevard corridor.

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Number: 1	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:21:33 AM
Other than the trail system, we do not see very many programmed space. The proposed open space is highly unprogrammed except for walking through it. Perhaps, seating, plazas, small amphitheater, rock walls/structure/statues, public art, etc) could be planned to address this goal.			
Number: 2	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:22:11 AM
The plan does a fantastic job at achieving this goal.			
Number: 3	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:22:25 AM

Major transit center/terminus at or near the Gravel Pit

This plan recommends that the major transit and park-and-ride hub for Wasatch Boulevard and the Cottonwood canyons be located at or near the Gravel Pit - for both day-to-day transit use as well as ski/canyons transit. This transportation hub should have the following components:

- A transit center integrated with a central square, which would preferably be on-street. The center could include features such as on-street bus bays, shelters, real-time departure information and would be well-integrated with other public space amenities (such as an ice skating rink) as well as complementary land uses like food service.
- The transit center could be the southern terminus to an enhanced bus route to the north via I-215/Wasatch, Foothill Drive, and downtown Salt Lake City, which could transition to a bus rapid transit (BRT) line in the future as ridership and land use evolve together.
- The transit center should be the major hub, transfer point, and park-and-ride point for canyon transit service, and include a major park and ride resource (~2,000 spaces), either in structures or underground, assuming development intensity and property value justifies it.



Images depicting transit center and plaza concepts.

Increase capacity on 6200 South/Wasatch Boulevard

To improve the movement of people on the Wasatch corridor, roadway capacity should be increased on the segment of Wasatch adjacent to the Gravel Pit and connecting to I-215. This plan's travel demand and traffic modeling show that adding an additional lane in each direction would address most of the traffic mobility needs created with the addition of the Gravel Pit development identified above. The traffic assumptions for the Gravel Pit include three new accesses on Wasatch Boulevard.

Support walkability and transit on Wasatch Boulevard

Despite the increased roadway lane capacity recommended for Wasatch Boulevard, the street should still support walking, bicycling and transit use, through the following recommended strategies:

- 1 Transit-supportive operational improvements linking the Gravel Pit with I-215 via Wasatch/6200 South - these could include queue jumps at signals, a transit signal bypass like the vehicle bypass being constructed at 3000 East; short segments of bus lane; special turn lanes and signals for buses; and transit signal priority. On the short segments of roadway between Wasatch and I-215, these improvements would likely provide a similar time savings benefit as full transit lanes, without some of the challenges.
- Potential canyon transit- and HOV-supportive features on Wasatch Boulevard.
- Raised bike lane on Wasatch Boulevard.
- Limited access to the Gravel Pit development off Wasatch Boulevard with a local access lane fronting development. This local access lane would allow building frontage on Wasatch Boulevard to be pedestrian-oriented.
- Medians in strategic locations to create more people-oriented character and pedestrian refuge for crossings.
- Consider promenade/shared use path on west side of Wasatch Boulevard, with public space and streetscape opportunities.



PEDESTRIAN PROMENADE RAISED BIKE LANE TRANSIT FEATURES LOCAL ACCESS LANE

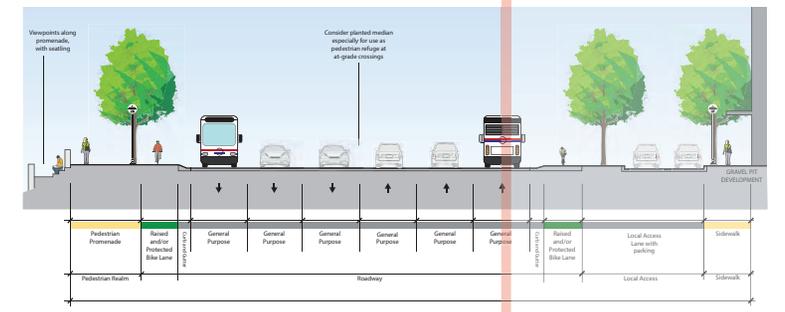


Figure 4.3: Illustrative street cross section concept for Wasatch Boulevard in the Gravel Pit area.

Number: 1	Author: mtaylor	Subject: Highlight	Date: 2/11/2020 10:23:06 AM
These goals in the plan seem largely unaddressed.			
Number: 2	Author: mtaylor	Subject: Rectangle	Date: 2/11/2020 10:24:10 AM

4.3 Objective 2: Create a connected network of pathways and trails along the entire corridor.

The Wasatch Boulevard corridor suffers foremost from disconnection - of its neighborhoods from one another, to community centers and the future Gravel Pit development site, from its neighborhoods to regional recreational amenities, and in the overall regional roadway network, which puts too much stress on Wasatch Boulevard. As we noted in the Corridor Study chapter, many Wasatch corridor neighborhoods are connected only to Wasatch Boulevard, and from there one must take a vehicle to get anywhere due to the unwalkable environment on Wasatch. This disconnection detracts from many of the Corridor Goals.

The best opportunity to address this shortcoming is to create a connected network of paths and trails - paved and dirt, for transportation and recreation, on-street and off-street, within neighborhoods and extending to community and regional destinations.

Unlike the recommended approach for the Gravel Pit, which proposes the creation of a place without precedent in Utah, this objective proposes more conventional projects.

Shared use pathways on Wasatch Boulevard

The "trunk" of this network should be connected shared use pathways and crossings running the length of the corridor, on one or both sides, depending on location and spacing of crossings and neighborhood accesses.

Wasatch Boulevard crossings

The largest challenge of this objective is likely finding the best way for people to cross Wasatch Boulevard, whether it at-grade or grade-separated crossings. Slowing down the speed would help this.

Leverage existing trails and paths

Two major existing and planned trail corridors connect to the Wasatch Boulevard corridor - the Big Cottonwood Creek pathway running northwest from the mouth of Big Cottonwood Canyon; and the planned Bonneville Shoreline Trail east of the developed neighborhoods on the east side of Wasatch Boulevard, which is part of a regional trail corridor along the eastern edge of the Salt Lake Valley. These can be integrated into the pathway network recommended by this plan, and to connect it to neighboring communities.



Images depicting elements of a pathway network for the Wasatch Boulevard corridor.

Neighborhood trail corridors

Consider the creation of two trail corridors through the neighborhoods west of Wasatch Boulevard that can easily link to the Wasatch Boulevard path network and Bonneville Shoreline Trail:

- A south trail that runs through Quail Hollow, along either side of Water Plant property, Little Cottonwood creek, Golf Course, connect to Danish Road, Extension of Deer Creek Road, and LDS Church parcel to connect to Wasatch Boulevard at Golden Hills Park.
- A north trail that runs from Canyon Centre into open space along the slope, into land south of Bywater Park, to 3500 East and to the Swamp Lot and Wasatch Boulevard.

Connections to Gravel Pit development

The pathway network can be the key recreational and active transportation link between the Gravel Pit development and the rest of Cottonwood Heights. Because of the nature of Wasatch Boulevard and Big Cottonwood Canyon as barriers, the Gravel Pit site is naturally disconnected from the rest of the community; the pathway network can help connect it southward and westward.

String of parks on the network

In the long term, capitalizing on opportunities, create a string of recreation and open space amenities around the path network.



Figure 4.4: Illustrative concept for a pathway network for the Wasatch Boulevard corridor.

Number: 1 Author: mtaylor Subject: Highlight Date: 2/11/2020 10:25:52 AM

Number: 2 Author: mtaylor Subject: Highlight Date: 2/11/2020 10:25:08 AM
The plan does a fantastic job in achieving this goal.

4.4 Objective 3: Balance livability, roadway capacity, and sustainable canyon access south of Big Cottonwood.

South of Big Cottonwood Canyon, the key uses of the corridor are prone to come into conflict: residents enjoying their neighborhoods, commuters and other travelers using the roadway, and skiers and other recreational traffic heading to the Cottonwood canyons. This objective seeks to balance the needs of these user groups, reflected in the Corridor Goals.

Add roadway capacity sensitively

The analysis of this plan indicated that, in order to move people reliably through the Wasatch Boulevard corridor at acceptable levels of service, the roadway needs to add more vehicle capacity. Alternative scenarios explored moving more people on the corridor through both transit and street connectivity, however those solutions fell short in the project modeling. Consequently, this plan recommends adding more capacity south of Bengal Boulevard, but in a way that is sensitive to and adds value to the surrounding neighborhood and contributes to sustainable canyon access. This sensitivity includes slower vehicle speeds (see below); creative ways to add capacity; a mechanism to prioritize high-occupancy vehicles and transit; safer neighborhood street access to Wasatch (see below); implementation of pathways (See Objective 3); streetscape and landscape improvements; and restricting the overall pavement width.

Strongly consider using flex shoulders with future consideration for dedicated bus lanes (BRT)

One key idea along the lines of the recommendation above that should be strongly considered is the "flex shoulder." This means employing the roadway shoulder to move peak time traffic. On Wasatch Boulevard/Little Cottonwood Road south of Bengal Boulevard, the shoulder would be open to all vehicles in peak hours (a.m. north/p.m. south) and HOVs/transit on peak ski days. In the future, the flex shoulders/additional capacity could be used to create dedicated bus lanes.

Slow Wasatch Boulevard

This plan recommends slowing both posted and design speed of the roadway. A slow Wasatch Boulevard is a key way to make the corridor safer

and more comfortable for residents and enhance neighborhood character - while maintaining vehicle and person throughput on the corridor. A reduction in corridor-wide traffic speeds does not necessarily mean increases in intersection delay and travel time. Often, slower traffic speeds are more effective at moving traffic more smoothly.

Improve neighborhood access

Allow for easier and safer vehicular neighborhood access onto the roadway. Consider local access lanes in limited applications, where right-of-way allows.

Consider roundabouts and other traffic calming measures

Consider one or more roundabouts at strategic locations that would slow traffic, allow safer/easier neighborhood vehicular access to Wasatch Boulevard, allow for pedestrian crossing, create neighborhood gateways, and enhance community identity.

Local street connectivity improvements

Implement local street connectivity improvements where possible, such as at Deer Creek Road.

Preserve and enhance on-street bike facility

Preserve and make consistent the on-street bike facility - this could be a buffered bike lane or the flex shoulder concept described above.

Use native landscaping

Native landscaping can preserve Wasatch foothill character and help create a parkway character for the corridor.

Number: 1 Author: mtaylor Subject: Highlight Date: 2/11/2020 10:27:11 AM
 Internal roadway design needs to be closely evaluated. Perhaps specific road standards unique to the project should be adopted in the code.

Employ medians where feasible

Medians can slow traffic, enhance character, and create safer/more comfortable active transportation crossings.

Preserve and enhance key views

Use street design to preserve, highlight, and enhance key views of the mountains and valley.

Appropriate canyon access components

Add canyon access components to this segment of Wasatch Boulevard that complement the planned Gravel Pit development. Limit additional canyons parking areas south of Big Cottonwood Canyons.

Year-round canyon transit service

There is potential for a year-round regular transit route on Wasatch Boulevard connecting from the

Gravel Pit development, along Wasatch, and up Little Cottonwood Canyon. Stops depend on the land use approach.

Recreation village at Big Cottonwood Canyon

Big Cottonwood Canyon is the interface between Objective 1 and Objective 3 – should link the neighborhoods to the Gravel Pit (using the path system) while creating a transition and node supporting sustainable canyon access.

Flexible, directed land use process

The land use component of this objective is challenging, especially at the key vacant/ underutilized parcels such as the Swamp Lot and LDS-owned lot. The City should frame a process for determining the best development for these areas by outlining a proactive approach to achieving development that meets the corridor goals but that the public is comfortable with.

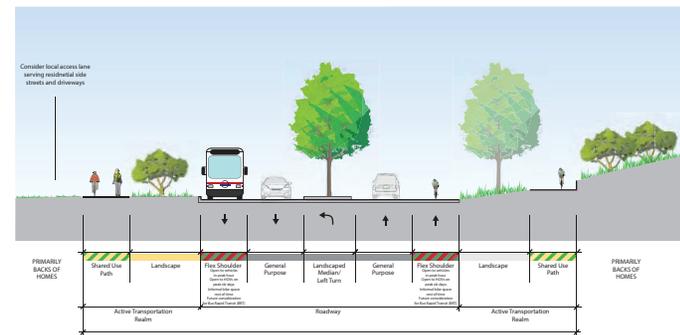


Figure 4.5: Illustrative street cross section concept for Wasatch Boulevard south of Bengal Boulevard.

4.5 Wasatch Boulevard Design Considerations: Creating a unified experience

This section conveys the intended overall character of the Wasatch Boulevard, as an outgrowth of the Corridor Goals and three Planning Objectives. In order to become a unified corridor, Wasatch Boulevard should be designed in a manner that elicits a special sense of place and the character of the area.

This begins with unique design treatments within the road right-of-way, including the medians, park strips, pedestrian and bicycle facilities, furnishings and landscape designs. All of these should be carefully coordinated to ensure the corridor is a complete experience. Likewise, the treatment of key public and private places adjacent to the corridor should be carefully considered to ensure that the corridor achieves a unified experience. For example, the design of the Boulevard adjacent to the Gravel Pit area should establish an urban setting in contrast to the more natural and park-like experience envisioned along the boulevard south of Big Cottonwood Canyon.

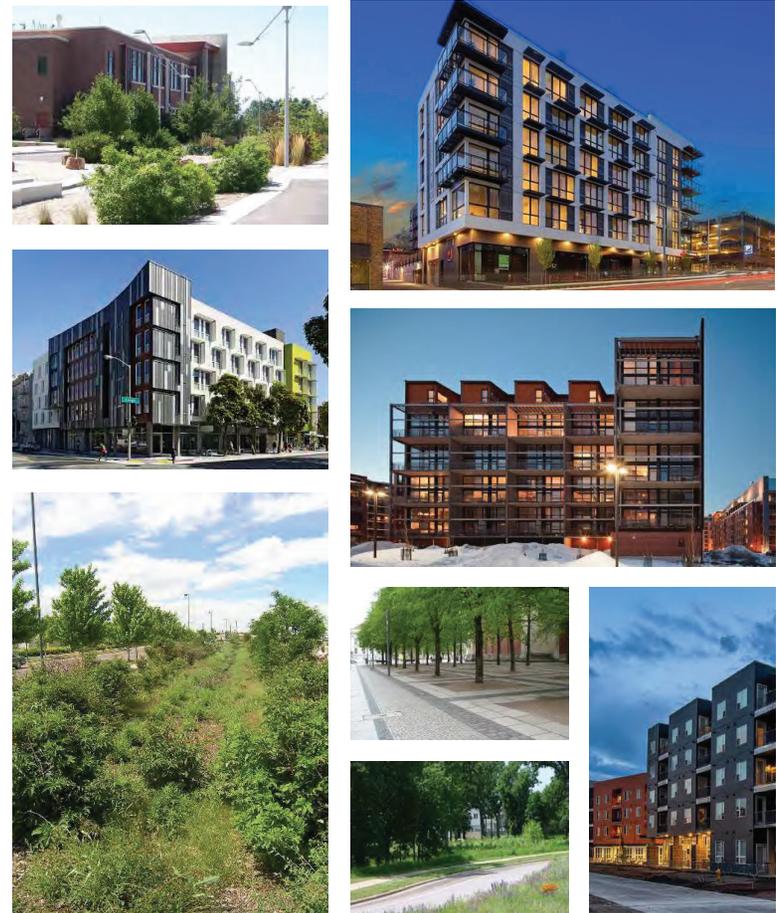
The following images and descriptions illustrate what Wasatch Boulevard can become through good design and careful implementation. The goal is to create a clear look for the areas south and north of Big Cottonwood Canyon, the former focused on the establishing an urban setting and the latter focused on creating a more natural place that merges with the adjacent foothills and mountain setting.



Wasatch Boulevard North: The Gravel Pit Area

Overview

The Gravel Pit area is envisioned to become an intensely developed area that merges city-like qualities with the unique mountain setting. In order to ensure the Boulevard matches this vision, a design aesthetic that embraces the natural hillside should be merged with urbane building materials and design that is suitable for a bustling place of commerce and mixed use development.

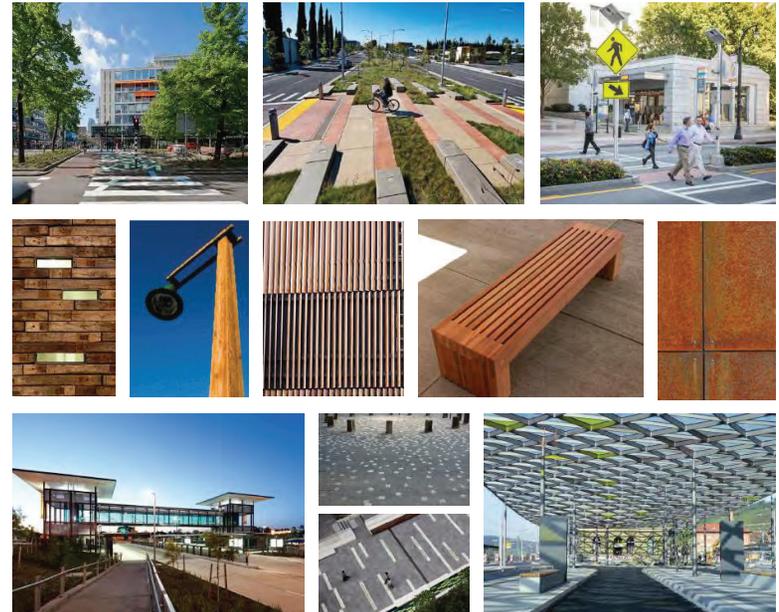


Streetscape

The manner in which the streetscape in this portion of the corridor is treated will have significant impact on the establishment of a unified look for the corridor. As a high-intensity node and destination, the roadway should merge the natural and built environments, incorporating native trees and landscape materials in strict configurations, with carefully-selected furnishings and lighting that match the high-intensity and attractive buildings that are anticipated. Rows of street trees should be planted in the medians and the park strips, creating a bold appearance from near and far, while helping to steer visitors to their destinations. Care should be taken to maintain critical views of the nearby mountains and the valley floor below.

The edges of the streets should include a unified system of street lights, furnishings and hardscape treatments. Carefully laid out groupings of trees/shrubs and special gardens should help define entrances and gateways into the area.

The wide sidewalks, bikeways and walkways should be highly urban, matching the look and feel of the nearby buildings, transit center and plazas. Ground materials should be carefully selected to achieve a sense of permanence, helping to ensure the roadway fits with the surrounding landscape.



Street Frontage

The street frontage should be highly walkable, establishing a close relationship between the pedestrian realm and the building facades and entrances. Buildings and yards should be directly oriented to the street. Trees, street furnishings, crosswalks, pathways and lighting should be coordinated with those of the corridor as whole, ensuring a unified look and appeal.



Number: 1 Author: mtaylor Subject: Highlight Date: 2/11/2020 10:29:15 AM
Detailed planning about how the street, pedestrian space and building frontage interacts with each other should reflect this goal and needs further detail to be submitted as part of this project.

Regional Recreational Hub

As one moves further into the site, the urban realm should transform into a place to play, explore, and recreate in the hillside setting, merging the urban environment with the natural and creating a special "draw" for the site.



Wasatch Boulevard South: Wasatch Mountain Parkway

Overview

South of Big Cottonwood Canyon, Wasatch Boulevard should embrace the natural setting. The roadway will be carefully integrated into the hillside here, maintaining key views to the valley floor and hillside where warranted, and screening undesirable views through the use of carefully-placed vegetation and berms.

The design approach respects the mountain setting. A stylized design approach is used to create a roadway that embraces the natural hillside, creating a fully-realized parkway appropriate for the challenging setting. The result is a corridor that merges nature/mountain with home/yard/park.



Streetscape

The streetscape should fully embrace the hillside environment, bringing the native palette of vegetation and trees front and center into the roadway. The medians, park strips and merge focus should be on the use of naturalistic clusters of trees, shrubs, perennials, and grasses that replicate the environment of the adjacent hillsides.

Street lights and furnishings should build upon the palette developed for the Boulevard adjacent to the Gravel Pit, introducing a wider range of nature-inspired design motifs. Hardscape treatments should be simple, utilizing asphalt, concrete, crushed stone to enhance the use of native trees and shrub clusters. Art and artistic embellishments should be incorporated as elements of surprise and whimsy.



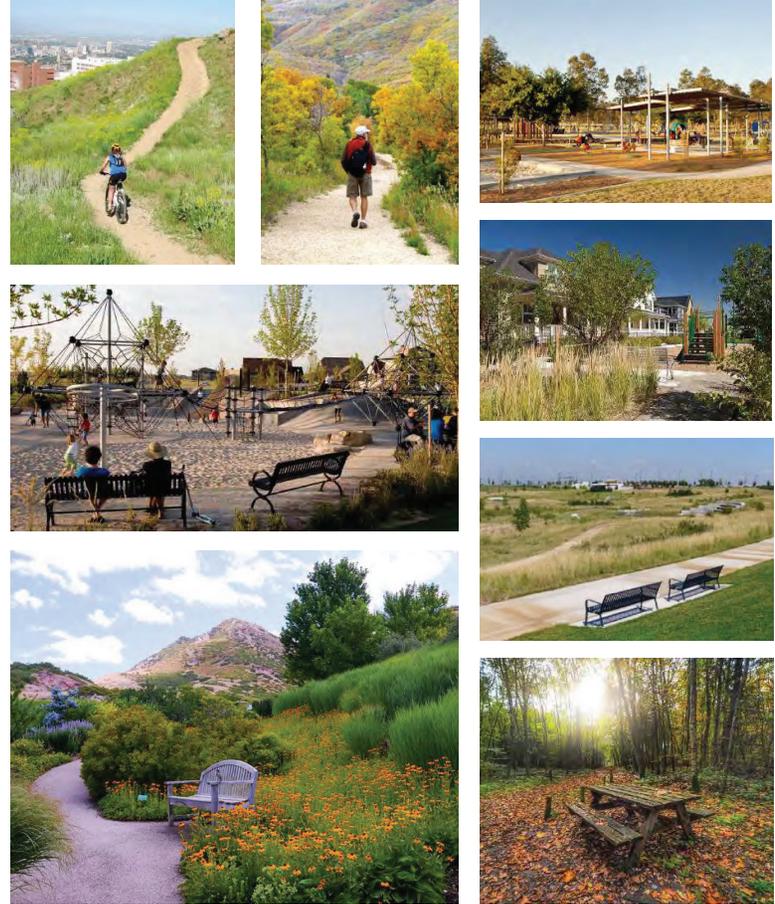
Street Frontage

The street frontage should screen undesirable views, back yards and uncoordinated fences and walls. Where required, walls and fences should use natural, earthy materials including stone, weathered steel, wood and timber. The naturalistic use of trees and vegetation should be used that creates a unified corridor.



Parks, Open Spaces and Trails

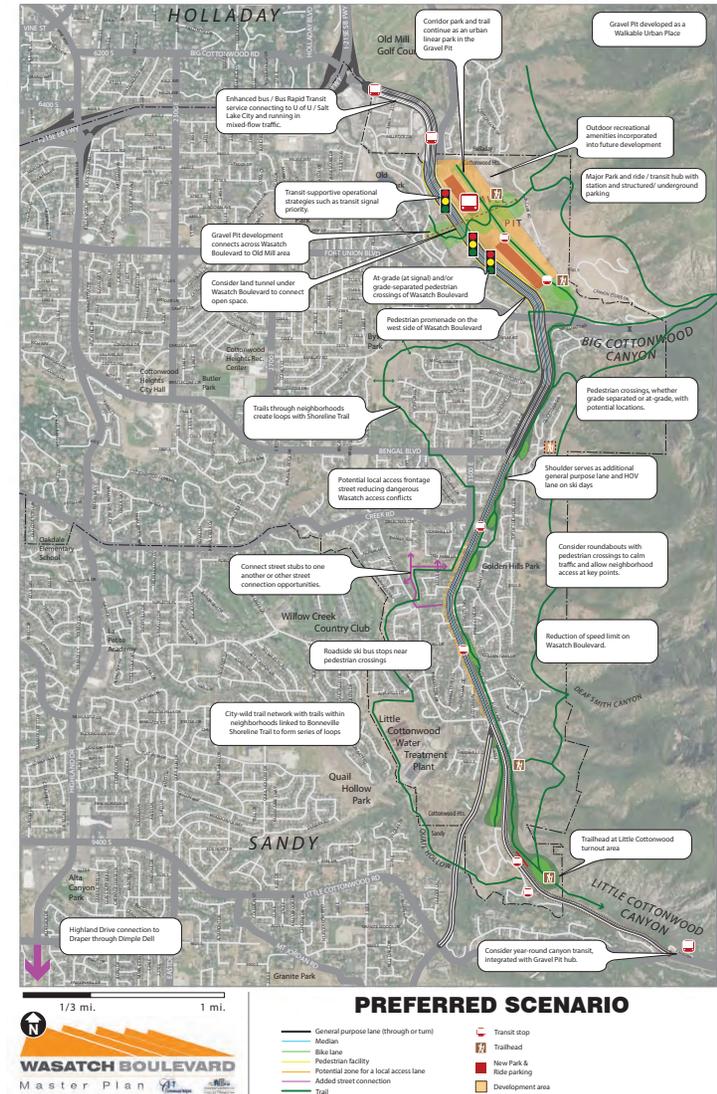
New and expanded parks, trails, open space corridors and street edges are anticipated, resulting in the creation of unified parkway experience where one can play, explore and gain access to regional recreation amenities within the context of the roadway.



4.6 Preferred Scenario

The three planning objectives suggest a Preferred Scenario that looks like the one pictured to the right, in Figure 4.6. Objective 1 shapes a walkable, urban, recreation- and canyon-oriented Gravel Pit development. Objective 3 shapes the segment of the corridor south of Big Cottonwood Canyon with a balance among the needs of the local neighborhoods, regional traffic, and canyon travelers. Objective 2 shapes a pathway network that ties the corridor, its communities, activity centers, and open spaces together.

Figure 4.6: Diagram of the Preferred Scenario for the Wasatch Boulevard corridor.



4.7 How the Preferred Scenario achieves the Corridor Goals

Like the Alternative Long Range Scenarios, the Preferred Scenario was evaluated against the Wasatch Boulevard Corridor Goals and performance measures. The evaluation process, summarized below, yields a score for the scenario for each goal, and an overall score:

Evaluation methodology

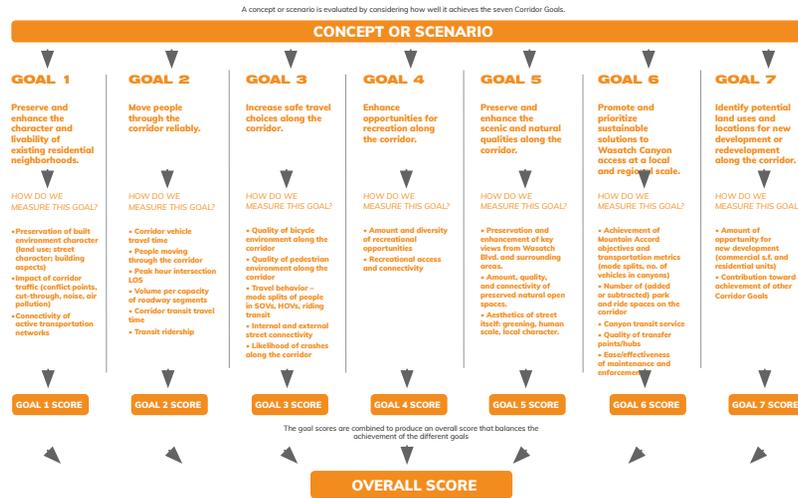
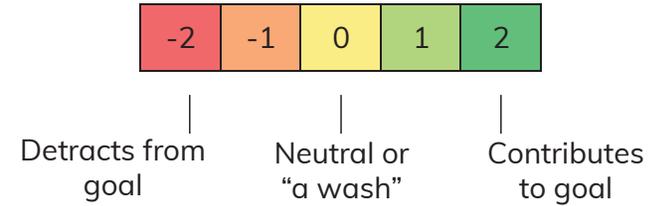


Figure 4.7: Summary of the methodology for evaluating the Preferred Scenario.

As Figure 4.8 demonstrates, the Preferred Scenario balances achievement of the seven goals. The scenario does contribute more for some goals (moving people and new development) than others (preserving and enhancing neighborhoods, improving canyon access). This is in part because of the differences in opportunities of this plan for affecting each of the goals. For some goals - specifically the neighborhood and canyon access goals - this plan has less ability to provide improvement; all of the scenarios show a limited amount of contribution compared to the moving people and development goal.

However, the contribution of the scenario to each goal is significant, and compares well with the highest scoring scenario for each.

The scenario also balances the concepts projected to be most effective - often new and challenging ideas - with those that are more easily implementable and acceptable to the public. While Scenario 3 was the strongest scenario in the team's evaluation, many of its concepts, specifically those relating to development south of Big Cottonwood Canyon, were opposed by members of the public providing feedback. Scenario 3 was also largely comprised of concepts without much precedent locally or in the region. The Preferred Scenario balances the newer concepts with more standard ideas.



		GOAL 1 TOTAL	GOAL 2 TOTAL	GOAL 3 TOTAL	GOAL 4 TOTAL	GOAL 5 TOTAL	GOAL 6 TOTAL	GOAL 7 TOTAL	UNWEIGHTED OVERALL	SURVEY WEIGHTED OVERALL	PRECEDENT RATING
Contribution to the goal	Existing condition	1.33	1.00	0.68	1.50	1.88	0.80	1.50	1.24	1.23	
	Preferred Scenario	0.47	1.17	0.60	0.78	0.49	0.42	1.23	0.73	0.69	2.02
	Scenario 1	0.05	1.17	0.12	0.09	-0.10	0.33	0.67	0.33	0.31	3.08
	Scenario 2	0.38	0.42	0.80	0.93	0.51	0.40	1.13	0.65	0.61	1.63
	Scenario 3	0.62	1.00	0.81	1.15	0.77	0.64	1.23	0.89	0.85	1.33
Projected performance	Preferred Scenario	1.80	2.17	1.27	2.28	2.36	1.22	2.73	1.97	1.92	
	Scenario 1	1.38	2.17	0.79	1.59	1.77	1.13	2.17	1.57	1.53	
	Scenario 2	1.71	1.42	1.47	2.43	2.38	1.20	2.63	1.89	1.83	
	Scenario 3	1.95	2.00	1.49	2.65	2.64	1.44	2.73	2.13	2.08	

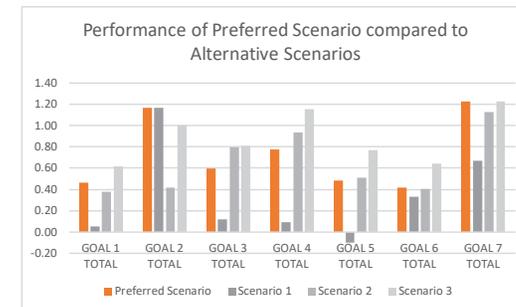


Figure 4.8 Summary of evaluation of Preferred Scenario (top) and Figure 4.9 Performance of Preferred Scenario compared to Alternative Scenarios (bottom).

The Preferred Scenario **preserves and enhances the character and livability of existing residential neighborhoods** by:

-  Focusing new development focused on Gravel Pit area, preserving character of existing corridor neighborhoods.
-  Linking disconnected neighborhoods together through shared use pathways and trails along Wasatch Boulevard.
-  Reducing the barrier of Wasatch Boulevard with improved pedestrian and bicycle crossings.
-  Minimizing the pavement width of Wasatch Boulevard roadway as much as possible, despite the additional lane capacity.
-  Improving resident access onto Wasatch Boulevard through a slower street, features such as roundabouts, and warnings for canyon traffic not to block the intersections.
-  Creating a proactive, assertive development review process that will provide residents with a chance to shape the development of key parcels within neighborhoods.
-  Lowering the speed of Wasatch Boulevard, through a new design and a lower posted speed.

The Preferred Scenario **moves people through the corridor reliably and safely** by:

-  Adding a transit-prioritized lane in each direction on Wasatch Boulevard in Segment 1, increasing the corridor's capacity to move people more reliably.
-  Adding a lane or shoulder for peak traffic use in each direction on Wasatch Boulevard in Segment 3, increasing the corridor's capacity to move people more reliably.
-  Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a high-capacity transit possibility to carry people from the Gravel Pit to major activity centers, reflecting a strong travel market. Cottonwood Heights will work closely with UTA to achieve this increased service and infrastructure.
-  Improving and emphasizing transit access along the corridor through road design and function (e.g. flex lanes, transit preemption, BRT, etc.).
-  Slowing the speed of Wasatch Boulevard south of Big Cottonwood Canyon.
-  Implementing traffic calming features such as medians and roundabouts.
-  Enhancing visibility of pedestrians and cyclists at crosswalks at major intersections.

The Preferred Scenario **increases travel choices along the corridor** by:

-  Continuing to develop a close relationship with UTA to provide higher levels of service and infrastructure along the corridor and to give consideration to emergent transportation trends.
-  Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a robust transit alternative to carry people from the Gravel Pit to major activity centers.
-  Implementing transit-supportive roadway and operational features between Gravel Pit and I-215 can improve transit travel times between Gravel Pit hub and I-215.
-  Shaping the Gravel Pit as a walkable urban place that provides a fundamentally different walking and riding lifestyle choice for people living in this new place.
-  Creating a network of paths and crossings along the corridor will make short trips easier to take on foot and bike and improve transit access.

The Preferred Scenario **enhances opportunities for recreation along the corridor** by:

-  Creating a network of paths that is a venue for recreation for all types of interests and abilities – paved and dirt trails, routes to parks and loops.
-  Connecting the corridor's activity centers and communities to the Cottonwood canyons.
-  Encouraging the creation of a major recreational amenity and/or mountain recreation park in the Gravel Pit development creates a recreational focus and hub.
-  Completing the Bonneville Shoreline Trail and associated new access points, tying Cottonwood Heights into a regional recreation network.
-  Implementing the city's Bicycle and Trails Master Plan by enhancing the on-street bike lane and lowering of vehicle speeds to improve conditions for road cyclists.

The Preferred Scenario **preserves and enhances the scenic and natural qualities along the corridor** by:

-  Concentrating new development in the Gravel Pit.
-  Emphasizing the natural Wasatch foothill landscape, reinforcing scenic aspects of the corridor important to people.
-  Preserving key views along the corridor.
-  Lending a more human scale to the corridor through a pathway system, traffic calming, slower vehicle speeds, and roadway design (landscaped medians, parkstrips, etc.).
-  Creating walkable frontage and streetscape in the Gravel Pit development, including along Wasatch Boulevard, will create a more attractive character on the northern segment of the corridor.
-  Building a pedestrian promenade on the west side of Wasatch across from the Gravel Pit, creating a scenic resource.

The Preferred Scenario **promotes and prioritizes sustainable solutions to Wasatch Canyon access at a local and regional scale** by:

-  In partnership with UTA, shaping a vibrant canyons hub, with a wealth of park-and-ride spaces, high-quality transit center, frequent transit service to the key canyons destinations, and complementary land uses such as retail and restaurants, hotel rooms, and on-site recreation.
-  Implementing flex shoulders on Wasatch Boulevard south of Bengal Boulevard that are open to transit and HOVs only on peak ski days, providing a way to incent trip reduction in the canyons and emphasizing more efficient means of transportation year round.
-  Improving communication about canyon and parking conditions.
-  Implementing resident access improvements.

The Preferred Scenario **identifies potential land uses and locations for new development or redevelopment along the corridor** by:

-  Focusing development in the Gravel Pit, which balances neighborhood preservation, moving people, transportation choices, recreation, scenery, and canyon access.
-  Acknowledging the potential for a high amount of development in a way that balances the corridor goals.
-  Identifying a process for development along the corridor south of Big Cottonwood that allows the City to be proactive in working with public to define a development that meets corridor goals and goals of other City policy.



Adopted 2/12/13



DESIGN GUIDELINES

INTRODUCTION

1. Purpose

The purpose of these guidelines is to enhance the visual appeal of the city through the use of high quality and sustainable architectural and site design, and to develop a unique sense of identity in the Gateway Overlay District.

2. Goals

- To maintain, develop, and strengthen community character.
- To encourage well-designed, visually appealing non-residential development.
- To attract both local and regional clientele and increase economic activity in the city.
- To safely and equally accommodate both automobile and pedestrian traffic, and to promote a human scale to new developments.
- To define the community through the use of aesthetic and high-quality architectural design.
- To establish and maintain a high standard for architectural design.
- To create attractive, distinct and welcoming developments along main corridors of the Gateway Overlay District and through out the city.
- To create safe and environmentally friendly sites through the use of sustainable design techniques and CPTED principles.

3. Use

This document is divided into two main sections: (1) Architectural Design Guidelines and (2) Site Design Guidelines. Each page of the document refers to a different aspect of architectural or site design guidelines. Each page contains a numbered list of guidelines pertaining to each specific aspect of design (the numbers are in no indication of importance, but are simply for organization purposes). Each aspect of design also contains pictures or diagrams showing preferred examples of individual design. Pictures and diagrams found within this document are used to illustrate examples of a specific aspect of design and should be analyzed only for the relevant topic.

4. Review and Approval Process

- Locate and identify the applicable zoning district.
- Discuss the proposed project with city staff (this is an informal discussion, typically conducted before any design takes place).
- Review the design standards.
- Understand the context of the building site and inventory adjacent land uses.
- Develop the site plan and building design using the Design Guidelines, as well as the applicable chapters of the Cottonwood Heights (CWH) zoning ordinance and other applicable development regulations and policies.
- Contact city staff and schedule a pre-application meeting.
- Submit the project for formal review.

5. Standard of Compliance

This document is not legally binding. It is a set of guidelines to follow when designing non-residential sites in the Gateway Overlay District.

All potential sites are required to adhere to any relevant requirements found in the Cottonwood Heights (CWH) zoning ordinance. This document is to be used in addition to the zoning ordinance to aid in creating the most high-quality sites possible. Each submitted project will be subject to review and approval by the Architectural Review Commission (ARC).

We welcome and encourage creativity and the incorporation of all architectural styles. Any design work that is outside of these guidelines must be defended before the ARC.

6. Acknowledgement

A variety of existing design guideline manuals were referenced in the process of creating this document. Some wording and ideas expressed in this document were taken from design guideline documents from:

- Overland Park, KS
- Sandy, UT
- J - Design Manual, Brookhaven, NY
- Arcadia, CA
- Gilroy, CA
- City Center Design Guidelines, Avondale, AZ
- Crystal Mountain Resort, Westbank BC (Canada)

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Councilman Scott Bracken
Councilman Mike Peterson
Councilman Tee Tyler

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ENTRANCES

1. Entrances should be easily identifiable and evoke a sense of entry.
2. Entrance areas should have a high quality of finish and level of detail.
3. Entrances should be the prominent features of the ground floor.
4. If the building site is located on a corner lot, a corner entrance is allowed and recommended. (Fig. 1)
5. Orient entrances towards the adjacent street or main access points.
6. To make entrances stand out, implement at least two articulation techniques, such as: clerestories, oversized doors, windows flanking doors, ornamental lighting, decorative stone/masonry, a pedestrian area with seating, public art, or landscaping.
7. Building entrances should include awnings, overhangs, canopies, porches, etc. (Fig. 2)
8. Buildings larger than 60,000 square feet should include at least two public entrances.

Fig. 1



Fig. 2



WINDOWS

Fig. 1



1. Windows on upper stories of buildings should be aligned with those on the lower story. (Fig. 1)
2. Any buildings set at the back of the sidewalk will have at least 60% of the ground floor elevation shall include transparent windows, display windows, and doors to contribute to transparency and a welcoming human scale.
3. Glazing is encouraged to promote safety and human scale.
4. The light source in display windows should not be visible from the building's exterior.
5. The majority of windows on a given floor should be relatively equal in size.
6. Windows should be designed to encourage retail use by being transparent and free from excessive signage.
7. Where a building fronts a pedestrian promenade, knee walls are encouraged under windows that otherwise border the ground. (Fig. 2)
8. Windows situated in hard materials should not have trim, and the window frame shall be a minimum of 2" wide.

Fig. 2



AWNINGS AND CANOPIES

ARCHITECTURAL DESIGN GUIDELINES

1. Awnings are encouraged to promote visual interest and shield pedestrians from weather.
2. In developments with multiple storefronts, awnings should be complementary in size, color, and material.
3. Awnings and canopies should not obscure permanent architectural elements of the building.
4. Awnings longer than a single storefront are prohibited.
5. Awnings must function as true awnings, situated over doorways and/or windows. (Fig. 1)
6. Awnings and canopies must be fixed to a vertical wall, and must lead to the public entrance.
7. Awnings should project at least three (3) feet over a pedestrian traffic area (i.e. doorway), and at least one (1) foot over a non-pedestrian traffic area.
8. Awnings and canopies shall maintain a minimum vertical clearance of eight (8) feet above the sidewalk. (Fig. 2)
9. Backlighting of awnings is prohibited.
10. Advertisements on awnings should be secondary to functional and aesthetic design, and should be in harmony with the colors and style of the building.
11. Awnings and canopies must be made of woven cloth or architectural metal materials.

Fig. 1

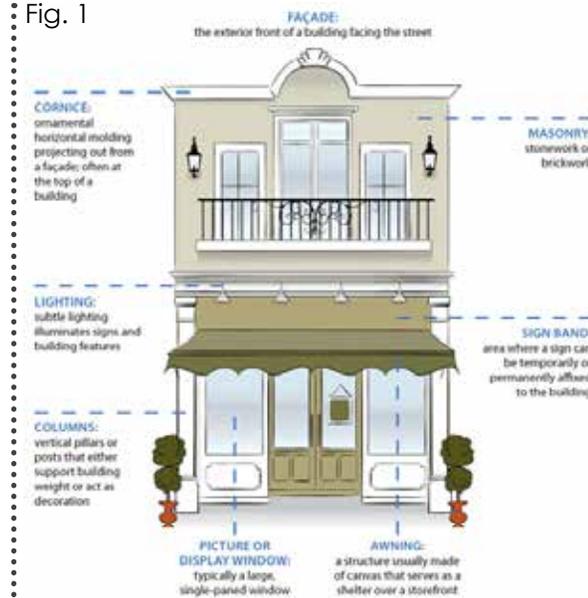


Fig. 2



FOUR-SIDED DESIGN



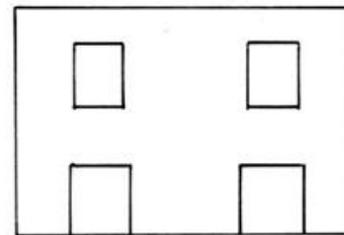
Fig. 1



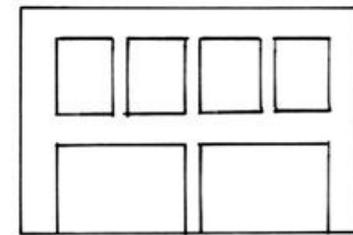
Fig. 2

1. Architectural details and colors must be consistent on all visible walls.
2. Avoid the look of a single façade that appears to be pasted on the front of the building. (Fig. 1)
3. Monotonous building massing should be avoided through smart architectural design. (Fig. 2)
4. Buildings should not have any blank, flat walls. (Fig. 3)

Fig. 3



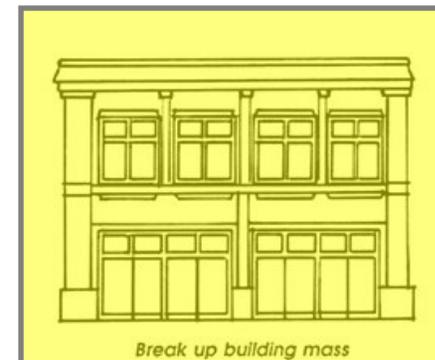
*Proportion of opening sizes
to building mass is too small*



Increase opening sizes



Articulate openings



Break up building mass

NATIONAL FRANCHISE/BIG-BOX STORES

ARCHITECTURAL DESIGN GUIDELINES

1. Prototypical signage and architecture of big-box stores is discouraged.
2. Developers should provide photos of other non-prototypical franchise buildings, at the request of the Planning Staff.
3. Architecture of franchise stores must be revised if the proposed design is not in conformance with these design guidelines.



COMPATIBILITY WITH SURROUNDINGS



Fig. 1



Fig. 2

1. Where applicable, pedestrian routes should connect with adjacent lots to make for a unified area.
2. Each site should be developed to integrate with surrounding properties, including rooflines, building height, setbacks, etc. Functional and aesthetic pedestrian and vehicular connections should be provided to evoke a sense of unity. (Fig. 1 & 3)
3. In multiple-building developments, similar materials and colors should be used and specified. (Fig. 2)
4. In multiple-building developments, individual entryways should be the source of expression of individual building character, not the surrounding facades.
5. Buildings that share a common wall must be no different in height than ten (10) feet or one story in height, whichever is less.
6. Building materials and colors should complement the natural environment, while adhering to all necessary design guidelines.

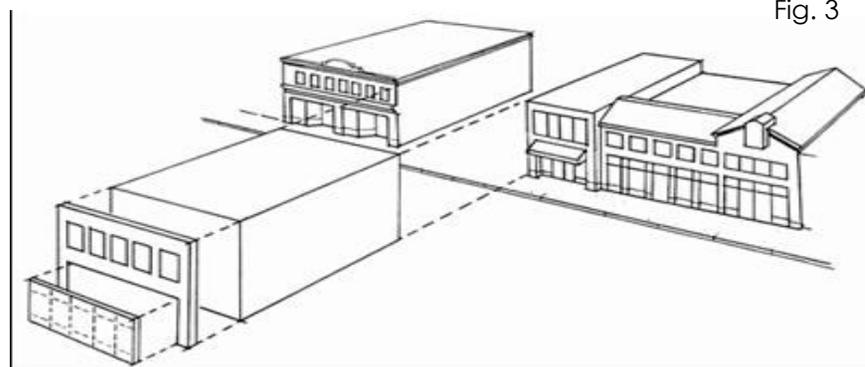


Fig. 3

ELEMENTS AND ARTICULATION

ARCHITECTURAL DESIGN GUIDELINES

- Buildings should include a recognizable base and top.
 - Base: Heavy material, thicker walls, vegetation (e.g. raised planters), human-scale elements.
 - Top: Medium/light materials, cornice and/or parapet treatment on flat roofs, eaves and/or brackets on sloped roofs.
- Every forty (40) feet of horizontal facade should be broken up by building articulation.
- Every fifteen (15) feet of vertical facade should be broken up by building articulation. (Fig. 1)
- Overall building height should be in correspondence with the ordinance for the desired land use.
- Building design should generally be more detailed at ground level.
- Outdoor seating and dining areas must be clearly defined and incorporated as part of the initial design. (Fig. 2)
- Use elements such as lighting, dormers, gables, parapets, and cornices to create visual interest and distinction between buildings.
- In multi-unit developments, such as shopping plazas, use a varied roofline to break up the length of the top of the building and create an aesthetic feel.
- Ensure that all aspects of articulation are in proper scale with one another and with the building as a whole. Out-of-scale elements can look as unpleasing as a long, continuous facade. (Fig. 3)

Fig. 1

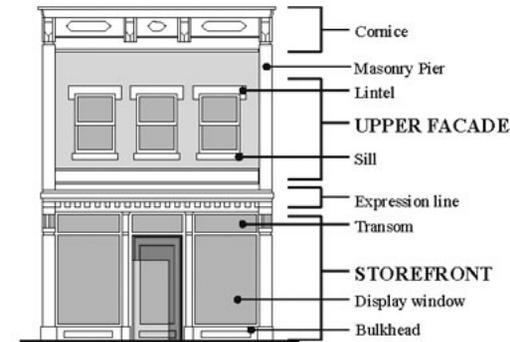
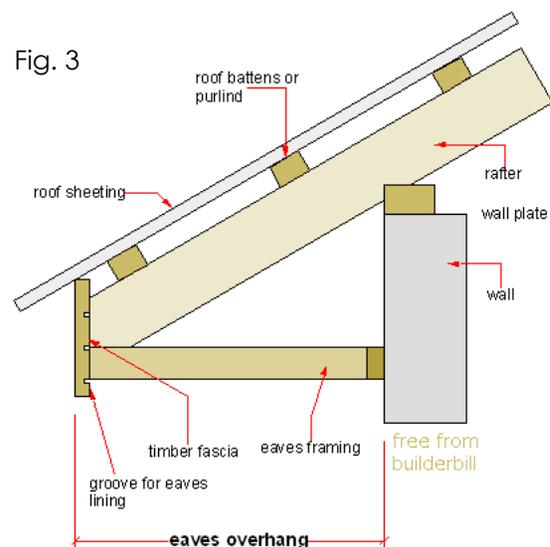


Fig. 2



Fig. 3





1. A parapet and/or a cornice treatment is required on buildings with flat roofs.
2. All parapets should feature cornice treatments. (Fig. 1)
3. Parapet height should be no more than five (5) feet, and may be used as roof equipment screens.
4. Long, continuous parapets of forty (40) or more feet should include varying heights.
5. Cornices should continue around the outside of an entire building projection, and NOT stop at a corner.
6. Elements such as dormers, gables, stepped roofs, etc. are recommended to break up expansive stretches of roofing. (Fig. 2)
7. Roofs of buildings with a footprint larger than 50,000 square feet should include both pitched and flat roofs, while adhering to the guidelines set forth for both types of roofing.
8. Pitched roofs should include overhanging eaves. (Fig. 3)
9. Exposed gutters are prohibited on buildings with flat roofs.
10. External downspouts are discouraged.
11. Wooden, vinyl, or chain-link fences are prohibited from being used as rooftop equipment screens.

BUILDING-MOUNTED AND CANOPY LIGHTING

ARCHITECTURAL DESIGN GUIDELINES

1. Any protruding lighting structures must be in accordance with the architectural character of the rest of the site.
2. Building lighting at ground level should be provided to illuminate storefronts, the public sidewalk, and the ground floor entrance to the building. (Fig. 1)
3. Accent lighting is encouraged to highlight interesting architectural features, signs, and displays, but must be shielded and oriented toward the intended feature.
4. Building lighting should be shielded and directed downward, unless part of ornamental lighting, to highlight building architecture. (Fig. 2)
5. The maximum footcandles under canopy lighting is thirty (30).
6. Appropriate fixtures for canopy lighting include recessed lighting fixtures or indirect lighting.
7. Floodlighting is prohibited. Lighting is to be used for safety or for highlighting specific architectural features.
8. Building-mounted lights should be designed to complement the architecture of the building. (Fig. 3)
9. Wall-mounted fixtures should not extend above the height of the wall to which the fixtures are mounted.
10. Down lighting and accent lighting are recommended, but the light sources should be screened from view.
11. Light sources in window displays should not be visible from outside the building.



Fig. 1



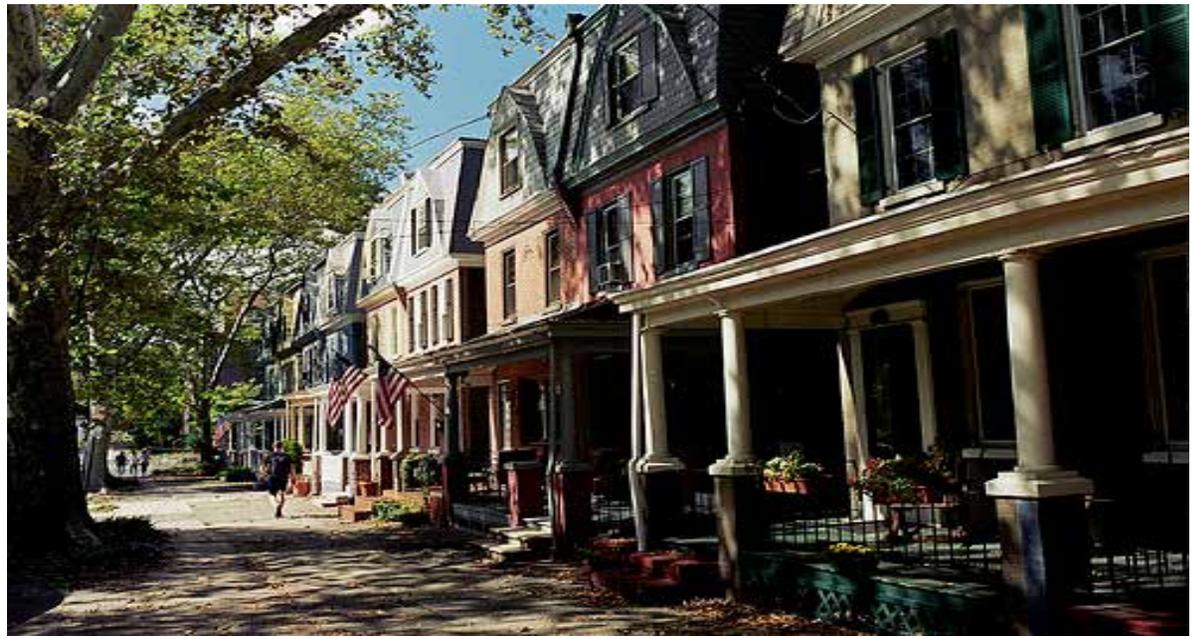
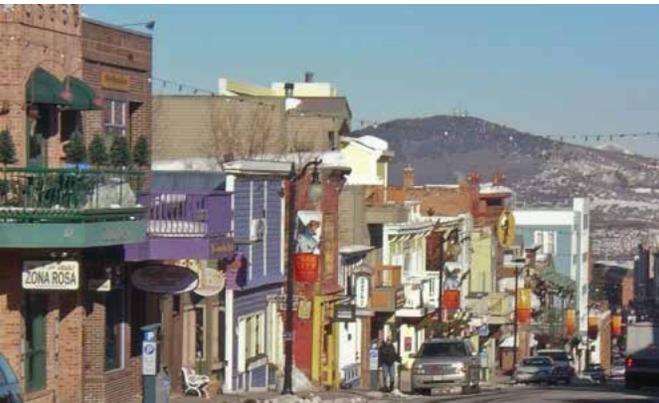
Fig. 2



Fig. 3

MAINTENANCE AND MODIFICATION

1. Maintenance is required to ensure an appealing, safe, environment. Immediate repair of all unsafe sidewalks/parking lot cracks, tree uproots, and any other potentially unsafe site conditions is required.
2. When applicable, use graffiti-resistant materials to make exterior walls easier to clean.
3. Any site or building development will be in harmony with these design guidelines, making every effort to comply with these design standards, with any exceptions being approved by the ARC.
4. Any modifications to the current site must adhere to both the approved site plan, and if applicable, regulations found in the city ordinances.



MIXED-USE DEVELOPMENT

ARCHITECTURAL DESIGN GUIDELINES

1. If multiple uses are to occur in the same building, there should be separate and distinct entryways for each. (Fig. 1 & 3)
2. Overall architectural style should be consistent, but slight variations may be implemented in order to differentiate between uses. (Fig. 2)
3. Parking for residential aspects of mixed-used buildings should be well-marked and separate from commercial/business parking.



Fig. 1

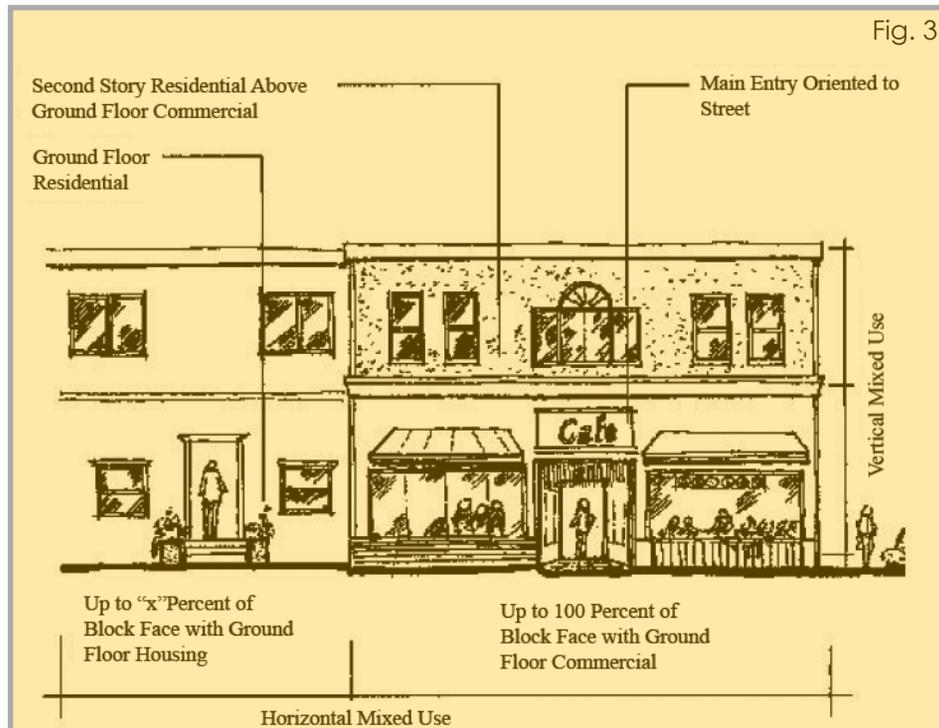
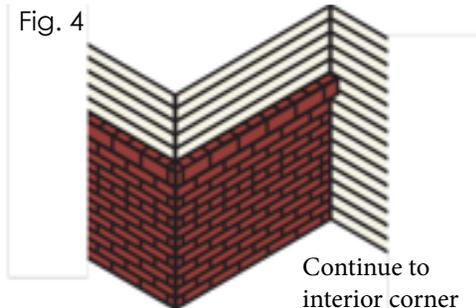
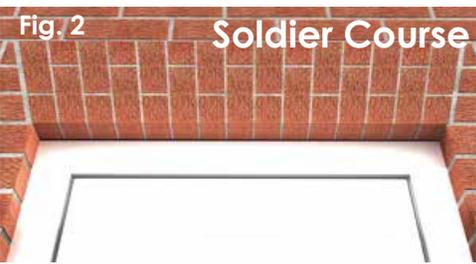


Fig. 3



Fig. 2

BUILDING MATERIALS



1. Heavy materials should be located below medium and light materials, and medium materials should be located below light materials.
2. At least 30% of each exterior wall (excluding gables, windows, doors, trim, etc.) should be made up of heavy materials, with the balance being composed of medium and/or light materials.
3. A vertical change of materials, if needed, should occur at an interior corner.
4. Synthetic stone must be proven to be identical in appearance and equally or more durable than real stone to be permitted.
5. Openings (doors or windows) in a brick or stone façade should have a lintel, arch, or soldier course. (Fig. 1-3)
6. Stone or brick used on exterior walls should not terminate at exterior corners, but should continue to the next interior corner. (Fig. 4)
7. Horizontal change from brick or stone to another material must be done using a stone cap or brick sill that protrudes from the face of the building.
8. Use permanent, durable materials that can be easily maintained.
9. Ground floor materials should create a strong connection with the ground itself to create a solid base and an inviting human scale.
10. Materials shall be oriented to accentuate horizontal lines.
11. No more than five (5) total materials may be used throughout a building's exterior design.

Recommended Materials:

This chart is intended as a general guide. It is not comprehensive. Materials not listed may be permitted, but are subject to approval from the Architectural Review Commission.

Façade	Roof *	Other
Common brick *	Clay tile	Canvas or metal awnings
Natural or imitation stone	Slate tile	Stamped or poured concrete
Textured concrete block	Concrete tile	5 color maximum, approved colors
Stucco *	Asphalt shingle	
High-quality wood		
Pre-cast concrete panels		
*Color subject to approval	*Color subject to approval	

BUILDING COLOR

ARCHITECTURAL DESIGN GUIDELINES

1. Colors should be used to tie the entire site together, and should complement the surrounding developments and natural environment. (Fig. 1 & 2)
2. Accessory units should match or complement the color of the surface they project from.
3. Avoid the use of bright, vivid colors, as they can create the perception of poor design and low quality.
4. Use earth tones and natural colors that complement each other. (Fig. 3)
5. Limit color use to no more than five (5) different colors per building.
6. The use of stained glass windows, murals and other colorful details is subject to approval.



Fig. 1



Fig. 3



Fig. 2

BUILDING CHARACTER

Fig. 1



1. The architectural character of the building should portray a high-quality image.
2. Individual identity and creativity are greatly encouraged; however, care must be taken to ensure that each site and building is designed in harmony with other buildings on those same sites. (Fig. 1)
3. Sites should also be designed with safety in mind, allowing for clear views of the parking lot and outdoor area from many points on the site. (Fig. 2)



Fig. 2

4. Where bordering pedestrian paths, every aspect of design must promote pedestrian safety and aesthetic appeal. (Fig. 3)
5. All aspects of site and architectural design must be interrelated, tying the site together as a single entity.
6. Sites should be designed to hide undesirable views and draw attention towards aesthetic components of the site and surrounding environment.
7. Each aspect of the architecture should be in good proportion with the overall site and with other elements within the site.

Fig. 3

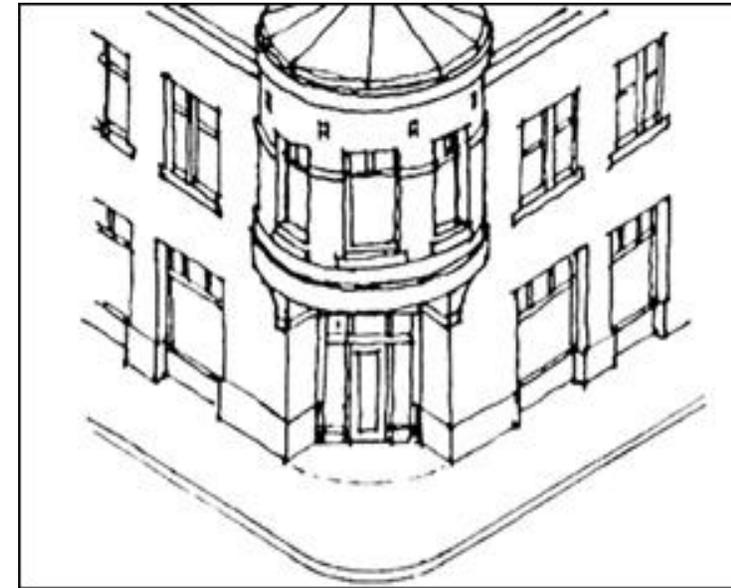
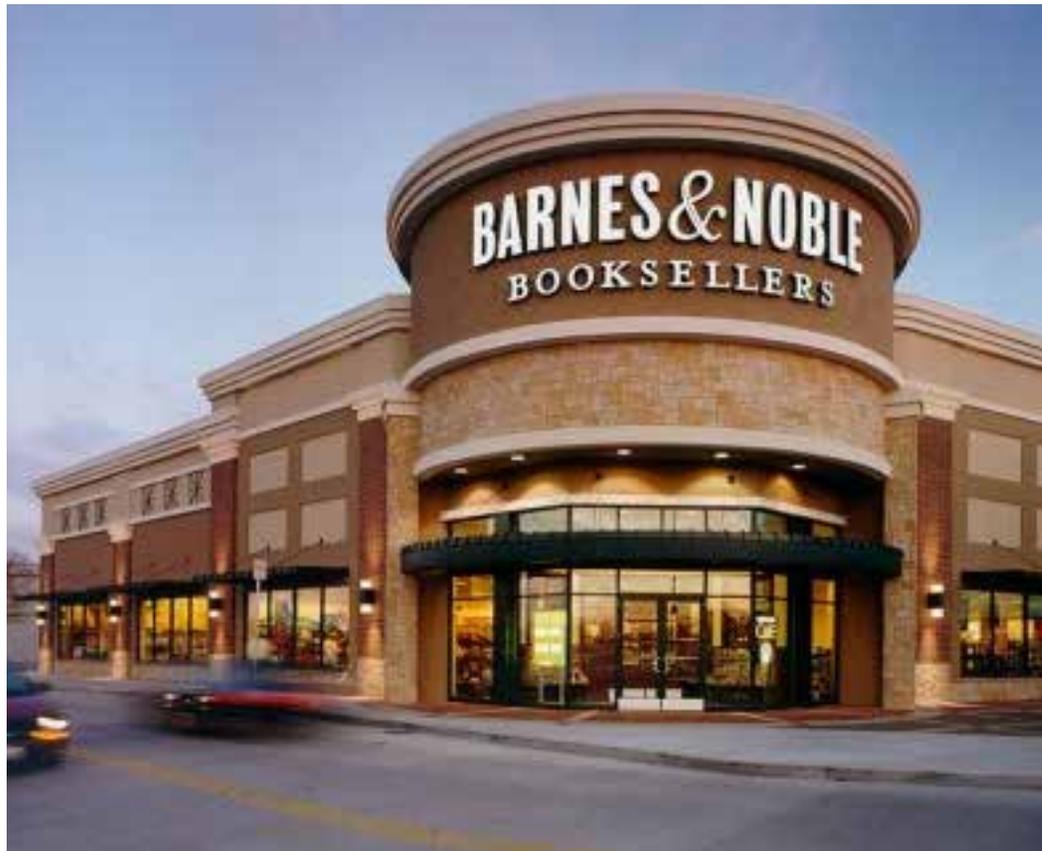


8. Sites should be designed to incorporate as much natural light as possible, to create a welcoming feel.
9. Buildings should include features that work to articulate building massing and scale relative to surrounding sites.
10. Roof drains, HVAC units, utilities, stairways, etc. should be internal or located away from any main facades or viewpoints. Use good design strategies to incorporate these features in "hidden" locations.
11. Buildings and sites should be designed with longevity and permanence in mind, and facilitate easy and regular maintenance.

BUILDING ORIENTATION

ARCHITECTURAL DESIGN GUIDELINES

1. Orient buildings to integrate with adjacent developments.
2. Buildings should be located near a street or primary right-of-way to appeal to pedestrians.
3. Main entrances should be open to the primary right-of-way.
4. Orient buildings to be pedestrian-friendly in terms of safety and aesthetically pleasing site design.



SITE GRADING AND SETBACKS



Fig. 1



Fig. 2

1. Buildings should be designed to create easy pedestrian access from sidewalks, parking areas, etc.
2. Buildings should be designed to relate to existing grade conditions in order to minimize the need for extra grading and exposing foundation walls.
3. An inviting and stable appearance for pedestrian traffic should be incorporated into the site design.
4. Drainage should be taken into account so that concentrated surface drainage will not collect on any sidewalks, walkways, or other pedestrian surfaces.
5. Retaining walls, with terracing, should not exceed five (5) feet in height for each section. The minimum width between the wall and edge of the tier shall be four (4) feet. Terrace areas must be permanently landscaped. (Fig. 1 & 2)
6. Retaining walls should be faced with brick, stone, or stucco, and be architecturally compatible with primary building materials used on-site.
7. Setbacks must be in accordance with the city zoning ordinance, under the applicable zone. Any setback variations are subject to approval.

LANDSCAPE AND STREETSCAPE

SITE DESIGN GUIDELINES

1. Plazas, courtyards, pocket parks, outdoor cafes, etc. should be designed in an inviting manner that encourages pedestrian use through the incorporation of elements such as trellises, fountains, art, seating, and shade trees. (Fig. 1)
2. Crosswalks should be distinctly marked for pedestrians, and constructed out of different hard material than the rest of the street.
3. Visually pleasing landscaping elements should be included as part of the original site plan, and not feel like an afterthought to fill in blank space. (Fig. 2)
4. Use vegetation that fits in naturally with the area and the surrounding developments.
5. Provide landscaping along and against all exterior building walls. (Fig. 3)
6. Include trees along all pedestrian walkways where possible.
7. Use landscaping to guide people and views to designated areas and pleasing viewpoints.
8. Landscaping should contribute to the overall appearance and function of the site as well as the streetscape.
9. Blend landscaping of a new development with the existing streetscape to tie the areas together visually.
10. Landscaping and vegetation features are required in parking lots. On doubled rows of parking stalls, one landscaped island is required at each end of the row, plus one measuring 36' x 9' placed at a minimum of every twenty (20) parking stalls. On single rows of parking stalls or where parking abuts a sidewalk, one landscaped island measuring 18' x 9' is required at a minimum of every ten (10) stalls.



Fig. 1



Fig. 2



Fig. 3



Fig. 1

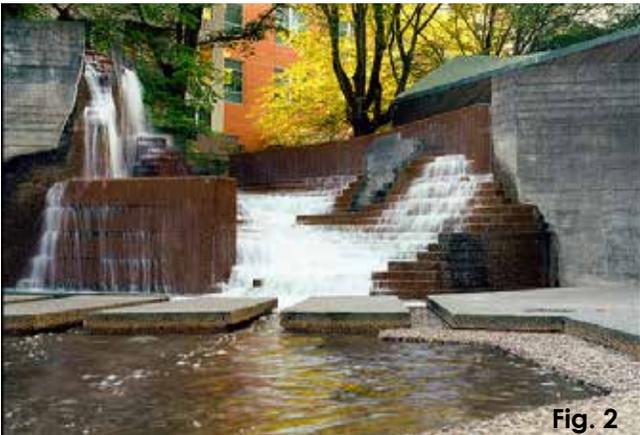


Fig. 2



Fig. 3

11. The use of linear landscaped medians to break up parking lot aisles is highly encouraged. (Fig. 1)
12. Landscaping can be used functionally to screen unappealing site aspects like utility boxes, dumpsters, etc. from public view.
13. Landscaping must be designed and use plants that are high-quality and easily maintained.
14. Use a variation of both deciduous and evergreen plant materials and design landscaping in a manner that will be appealing throughout all seasons of the year.
15. Provide plans for sustainable and effective irrigation.
16. Use landscaping to connect areas within a site, such as parking lot to sidewalk and sidewalk to store.
17. Features such as high-quality public art or fountains are desirable landscaping elements. (Fig. 2)
18. For a clean, finished look and durability, walls should incorporate a wall cap and pilasters at entry points. (Fig. 3)
19. Mulching materials like bark shouldn't be used as permanent ground cover alternatives to hardscape materials, but bark used for moisture retention and weed control is encouraged.

MECHANICAL, TRASH, AND UTILITY SCREENING

SITE DESIGN GUIDELINES

1. Unsightly areas, such as service yards, refuse and waste-removal areas, loading docks, truck parking areas, etc., should be screened from view by the use of walls, fences, dense planting, etc. (Fig. 1)
2. Trash receptacles and other unsightly features should be located to the rear or sides of buildings and be screened from public view on-site, from public right-of-ways, and from adjacent sites using solid enclosures and/or landscaping, where practicable. (Fig. 2)
3. Rooftop screening of mechanical equipment should be in accordance with the architectural style of the building, and no equipment shall be visible from ground level.
4. Screen walls should be of similar materials and finishes as primary buildings.
5. Noise- and odor-generating functions on any site that may create a nuisance for the adjacent properties should be avoided and mitigated as much as possible.
6. All mechanical equipment, including A/C units and heaters, should be screened from public view. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades, or architectural elements designed to screen any roof-mounted equipment. (Fig. 3)
7. Utility service areas should either be placed within architecturally conforming enclosures or painted to blend in on the rear side of buildings. Utility companies should still be able to access meters and utility equipment easily and all screening must comply with building code minimum distance requirements.

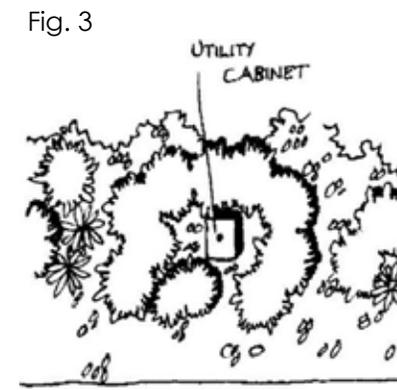
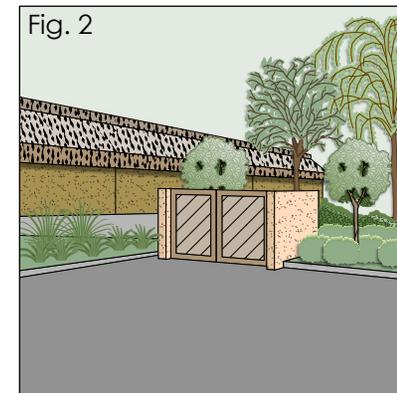
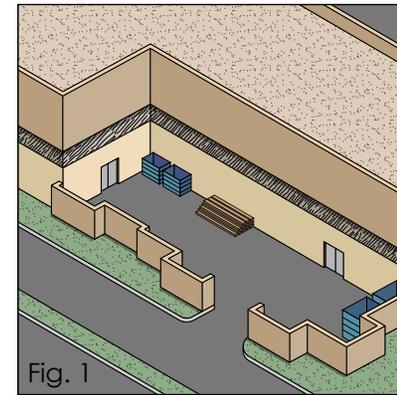
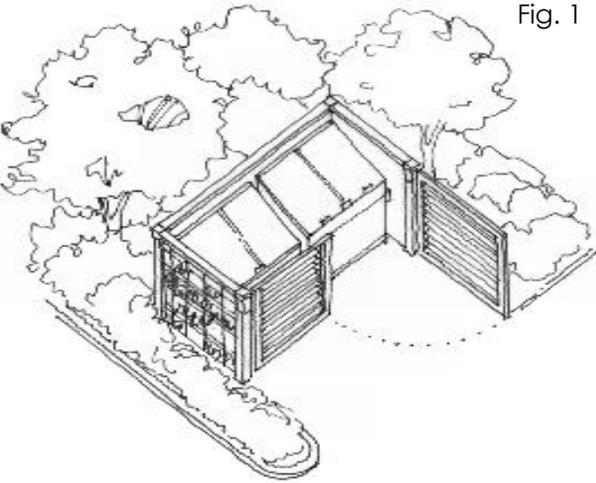


Fig. 1

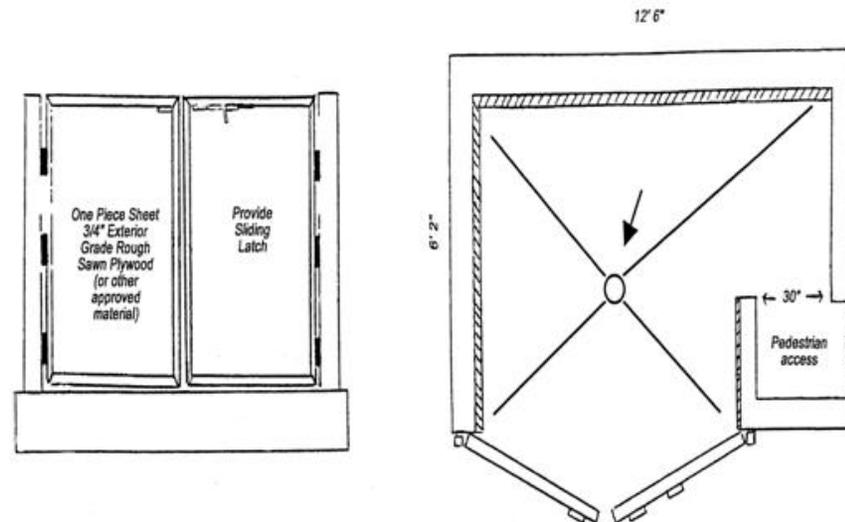


10. Roof access should be provided from the interior of the building, where feasible.
11. Chain-link gates or fences are prohibited for screening materials.
12. Combining trash enclosures among multiple sites is encouraged when possible.
13. Pedestrian gates, in addition to truck access to trash enclosures, should be provided. (Fig. 1 & 3)
14. If external stairways are necessary, they should be made of the same high-quality materials as the rest of the building. (Fig. 2)
15. Using vegetation to screen utility boxes and pedestals is encouraged.

Fig. 2



Fig. 3



OPEN SPACE AND PEDESTRIAN ACCESS

SITE DESIGN GUIDELINES

1. Avoid using open space as “leftovers.” Integrate open space into the design process with defined edges, benches, lighting, and other welcoming amenities. (Fig. 1)
2. Use high-quality architectural techniques such as trellises, benches, art, natural vegetation, etc. to create an inviting area.
3. Incorporate focal points into open space design to establish a sense of place, orientation, and flow, and use landscaping to focus views on pleasing components of the site and the nearby environment. (Fig. 2)
4. Shade trees are encouraged in pedestrian open-space areas to make the spaces more inviting.
5. A minimum of 20% of the site area in any multiple-family development should be allotted for open space.
6. Sites should include clearly marked walkways to transition from parking to sidewalk, which must be separated from any automobile-heavy areas by landscaping, buffering, etc.
7. A site must be designed with the pedestrian in mind, creating a safe, friendly, and usable human-scale environment. (Fig. 3)



Fig. 1



Fig. 2



Fig. 3



Fig. 1



Fig. 2



Fig. 3

1. Signs should be in scale with and in proportion to the primary building facade so that the signs do not dominate the appearance. (Fig. 1)
2. Sign colors, materials, and design should be compatible with that of the primary building facade.
3. Painted wood and metal are appropriate sign materials.
4. Signs that reflect the type of business through design, shape, or graphic form are encouraged. (Fig. 2)
5. Hanging signs are limited to six (6) square feet, and use high-quality materials. (Fig. 2)
6. The method of attaching the sign to the building should be integrated into the overall sign design. (Fig. 2 & 5)
7. Signs on canopies and awnings are allowed, but must not detract from the style or design of the awning/canopy. (Fig. 3)
8. Signs must not cover up windows or important architectural features.
9. Window signs should be pedestrian-oriented and restricted to a maximum of 40% of ground-floor window area.
10. A single development with more than five (5) users should provide a unifying sign theme.
11. Where several tenants occupy the same site, individual wall-mounted signs should be used in combination with a monument sign identifying the development and address. (Fig. 4)

- 12. Flush-mounted signs should be positioned within architectural features, such as the window panel above the storefront or flanking the doorways.
- 13. One monument sign per project street frontage is allowed, and must be consistent in design with the architecture of the building and adhere to appropriate design guidelines.
- 14. Painted wall signs are prohibited. (Fig. 6)
- 15. Surrounding landscaping should be maintained to not obscure the sign.
- 16. All signage designs should be submitted for approval by the Architectural Review Commission.

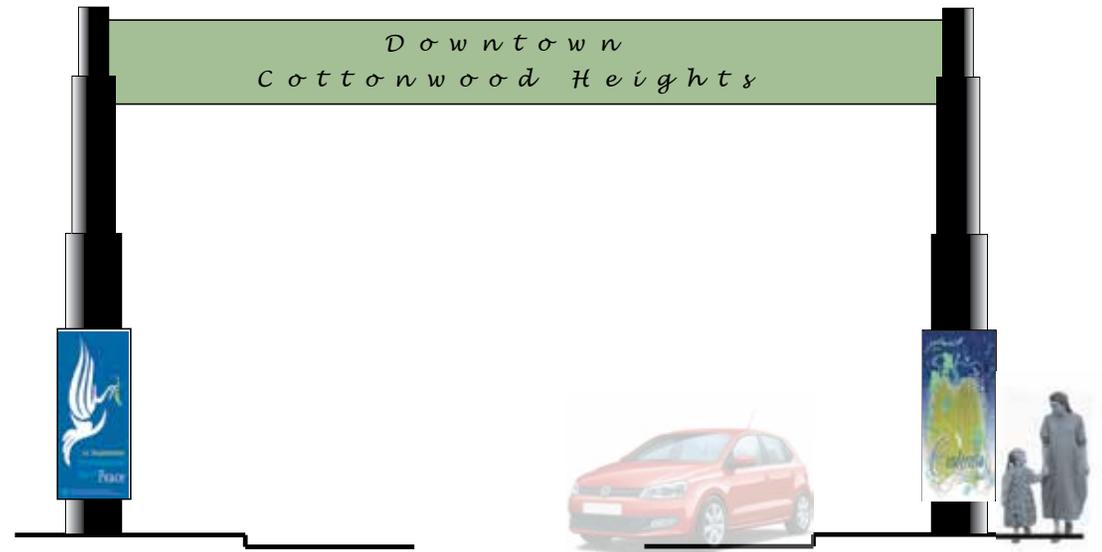




Fig. 1



Fig. 2



Fig. 3

1. Every site should be designed to promote:
 - Natural Access Control - The natural layout of the site should create one or two main access points and force all traffic, auto or pedestrian, to use those points.
 - Natural Surveillance - Each site should be designed so a majority of the site is easily viewable both on-site as well as from any adjacent right-of-ways.
 - Maintenance - Sites should be regularly maintained to promote a clean, safe environment.
2. It is required that the developer considers the basic principles of CPTED and implements these principles in the site plan.
3. Landscaping should be designed to maximize visibility of public spaces and avoid the creation of “hiding places” near building entrances and walkways. All shrubs and ground cover should be maintained to a maximum height of four (4) feet. (Fig. 1)
4. Lighting should be provided at all public entrances, walkways, and courtyards.
5. Windows should be positioned to easily overlook public entrances, walkways, and courtyards in order to provide the natural security of having “eyes on the street.” (Fig. 2)
6. Create spaces that allow for easy and natural surveillance. (Fig. 3)
7. It is encouraged to provide windows, balconies, decks, etc. along street-side building elevations.
8. If the site is adjacent to a street, the site should be designed in a manner that allows passing traffic to provide natural surveillance to the site.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

SITE DESIGN GUIDELINES

9. Any potential problem areas, such as parking garages, staircases, sidewalks, ATMs, plazas, service areas, etc. must be well-lit.
10. Limit the number of entrances to a building or site.
11. Use structures and landscaping to direct pedestrian flow to safe and open public areas.
12. Design features that provide easy access to roofs or upper levels are discouraged.
13. Spaces should be constructed in a manner that feels open to multiple viewpoints at all times. (Fig. 4)
14. If areas are designed to feel safer, they usually are safer.
15. Open spaces should be designed to be utilized by multiple sites if possible, in order to promote large groups of pedestrians at all times. (Fig. 5)
16. Neglected sites create an unsafe environment. All sites should be maintained regularly and kept to a high standard to promote safety and activity.

Eyes on the street

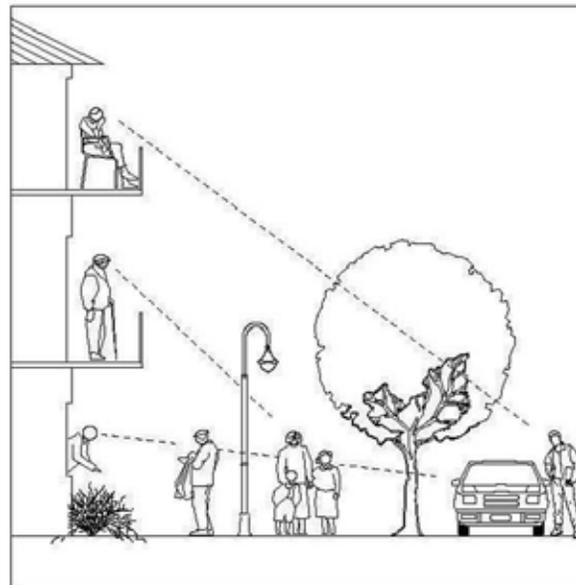


Fig. 4



Fig. 5

SITE LIGHTING



Fig. 1

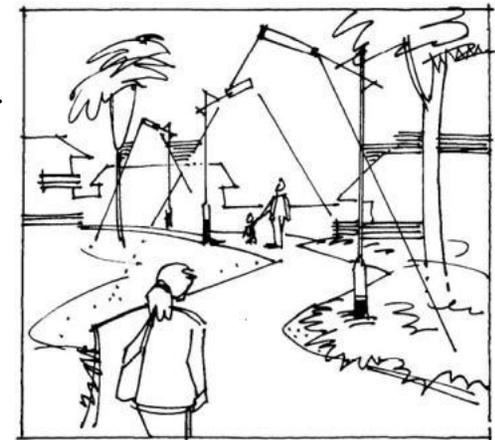


Fig. 2



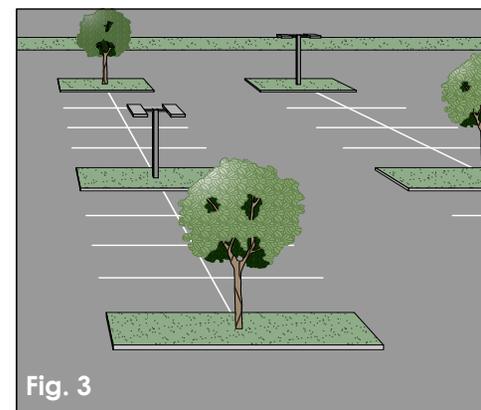
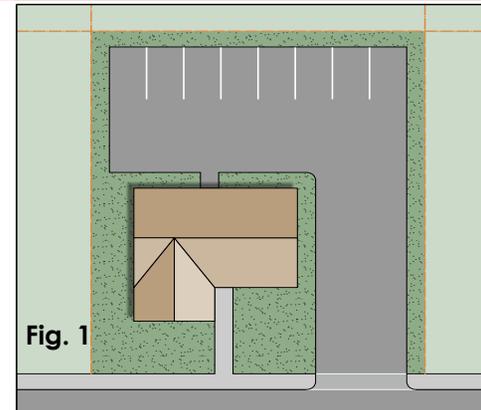
Fig. 3

1. Parking lot lighting should create a continuous illuminated environment for pedestrians and motorists, while also complementing the overall design of a site. (Fig. 1)
2. Limit parking lot light poles to a maximum of eighteen (18) feet to maintain a human scale and adhere to the CWH ordinance.
3. Lighting should provide ambiance, safety, and security with no unnecessary spillover or glare onto adjacent properties. This guideline is especially important if the adjacent property is residential.
4. Energy-efficient lighting techniques are recommended, and lights must not detract from the architecture of a site. Site lighting should not be the first thing that is noticed when viewing a site.
5. Blinking and flashing lights, as well as exposed neon lighting used to outline or illuminate building facades, are prohibited.
6. The use of energy-efficient lighting is encouraged.
7. Security lighting should be recessed, hooded, and illuminate only the area it is intended for, with no glare to adjacent sites.
8. Exterior lighting is to be limited to areas needed for safety and security only.
9. Bollard-style lighting is encouraged along pedestrian walkways. (Fig. 2)
10. Lighting should be shielded downward to prevent light spillover. (Fig. 3)



PARKING

1. Parking areas should be treated as well-defined spaces with landscaping, lighting, and effective pedestrian and vehicular circulation.
2. Parking should be located behind buildings when possible. (Fig. 1)
3. Parking lots should provide areas for bicycle and motorcycle parking.
4. Shared parking between adjacent businesses is encouraged.
5. When possible, avoid large expansive parking areas. Create small, connected parking lots with shared driveways located on side streets. (Fig. 2)
6. Balance the need to provide adequate vehicle access with the need to eliminate unnecessary driveway entrances.
7. Landscaping is required in parking lots to break up the monotony of continuous asphalt. For exact landscaping requirements, refer to Section 19.80 of the CWH zoning ordinance. (Fig. 3)
8. Merchandise loading areas should be screened and located to the sides or rear of a building when possible.
9. Provide decorative lighting and landscaping to enhance parking areas, as well as to reduce visual impact.
10. Landscaping should be used to partially screen the ground-level view of a parking lot from major right-of-ways and adjacent sidewalks.
11. Landscaping within a parking area should be elevated on a curb to avoid collisions.



PARKING CONT.

Fig. 1

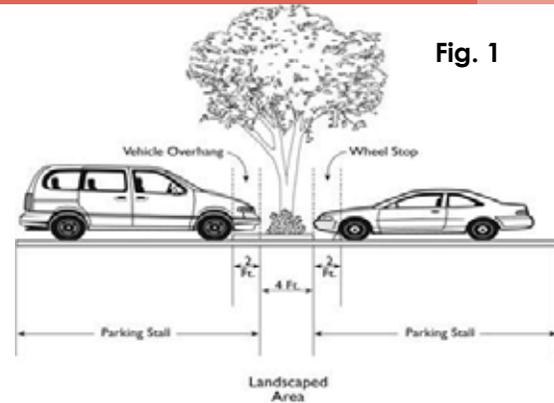
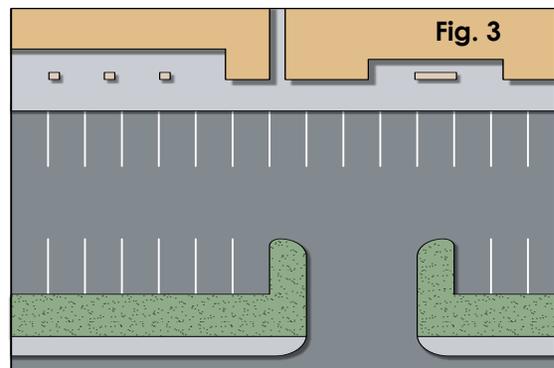


Fig. 2

Fig. 3



13. No landscape buffer or barrier between parking lots and adjacent uses should exceed three (3) feet in height. (Fig. 1)
14. Shaded pedestrian walkways from the parking lot to the building on site are encouraged.
15. Use techniques such as aisles with angled parking to improve circulation and safety in parking lots.
16. Vehicular curb overhang must not obstruct any pedestrian walkway.
17. Provide a hardscape material or brick paver for any walkways that intersect a vehicular access drive. (Fig. 2)
18. Parking should not be provided directly along primary access driveways.
19. Parking areas should be designed to prevent conflict between service and regular vehicles, as well as between pedestrians and vehicles.
20. If a wall is used as a parking lot screen, it should be made of high-quality, attractive material, should be articulated if it exceeds 30 feet in length, and should be no higher than three (3) feet.
21. The use of different materials (cobblestone, brick, etc.) at main site entrance points is encouraged.
22. Reciprocal access easements are encouraged for internal vehicular movements between commercial developments.
23. When adjacent sites share parking, circulation through the parking lot must be uniform across both sites. (Fig. 3)
24. Parking lots should be designed with a hierarchy of circulation: major access drives without parking spots; major circulation drives with little parking; individual parking aisles for direct access to parking spots. Hierarchy should be modified to fit the size of the project.
25. Landscaping at points of entry or the ends of parking rows should be minimal and well-maintained to not obscure the driver's line of sight.

PARKING STRUCTURES

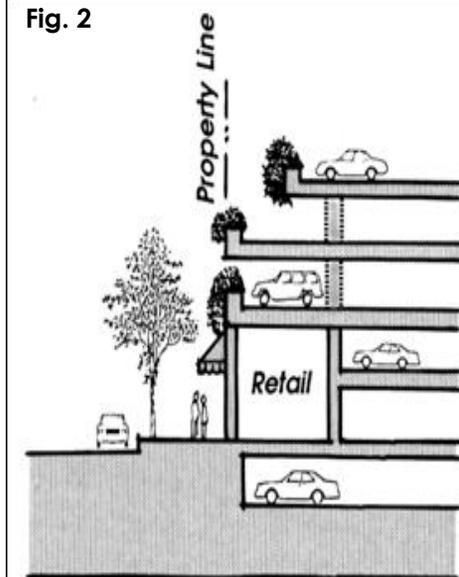
SITE DESIGN GUIDELINES

1. Parking structures should be architecturally consistent with any on-site buildings.
2. Do not locate ground-level parking structures along main roads, unless it is unavoidable.
3. For public parking structures, ground-floor retail is encouraged. (Fig. 1-3)
4. Orient the shortest dimension of the structure along the street to minimize the visual impact of the structure.
5. When practical, include landscape elements on the top level of parking structures that are visible from public view to soften the appearance of the top of the structures, as well as to screen the view of cars on top. (Fig. 2)
6. Structures should adhere to design guidelines to create a visually-pleasing structure.

Fig. 1



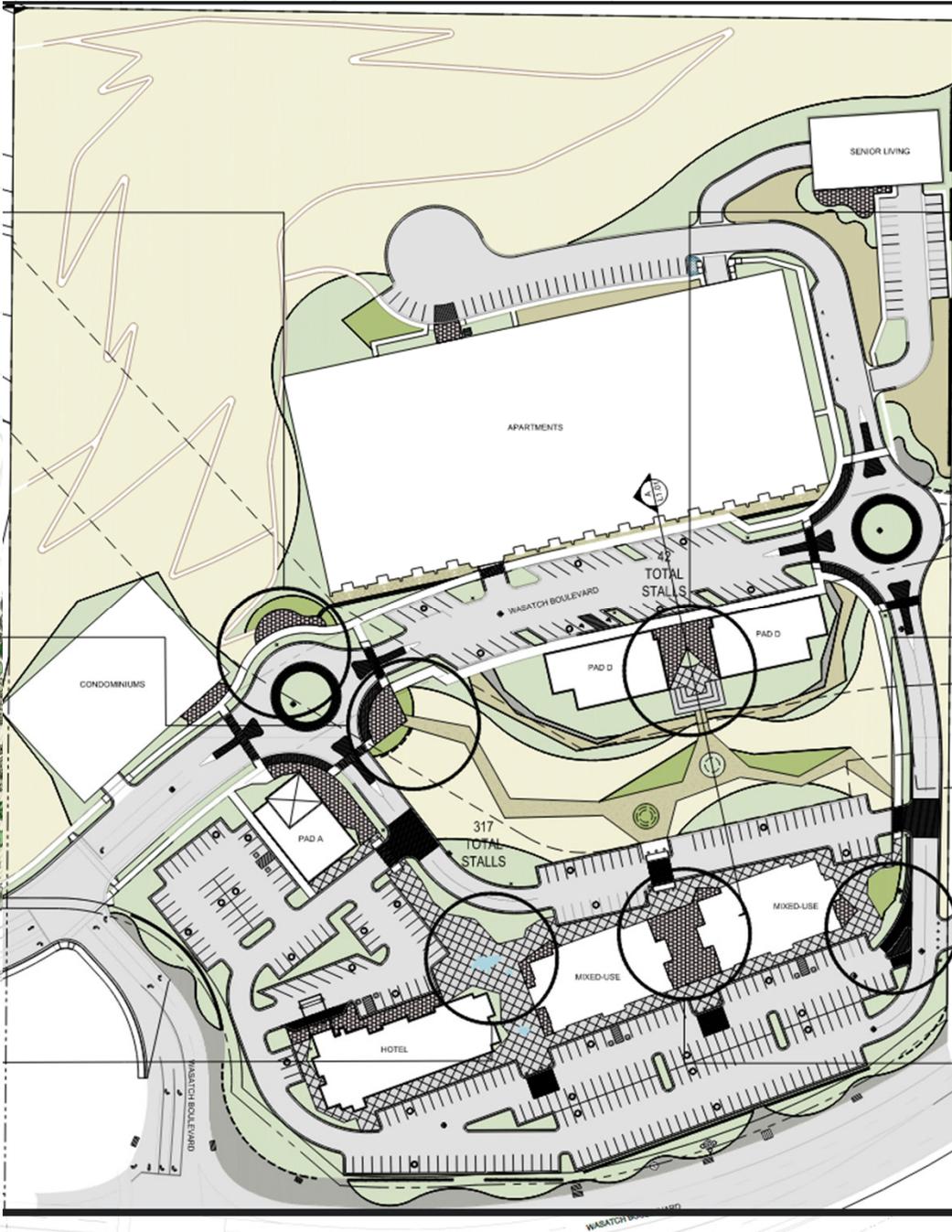
Fig. 2



Incorporate retail or other compatible uses on ground floor whenever possible.

Fig. 3





Staff Suggestions for Policy Compliance

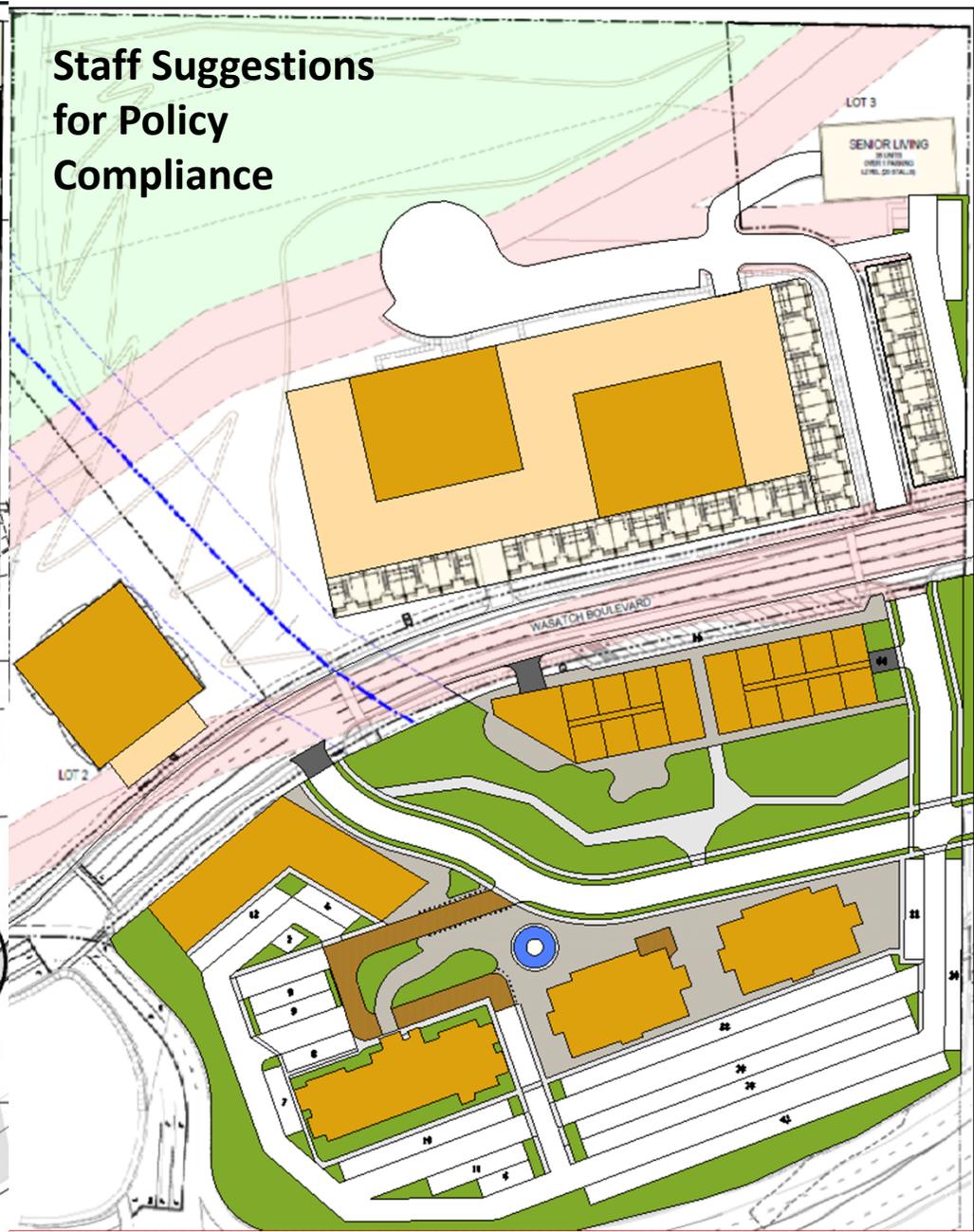


Exhibit “E” - ARC – Architectural Review Commission, Meeting Notes

Wasatch Rock PDD Project

January 23, 2020

- More focus on materials and colors continuing throughout the development as the source of continuity more so than one architectural style. The new development pattern of Highland Drive, north of Fort Union, is not cohesive and should not be replicated.
- Goal should be to control the materiality and its quality.
- This project is currently designed as a car-centric development, similar to the new office developments in Lehi. This must be avoided.
- Development should be about building community and places of gathering. Turn unbuildable areas into opportunities for this. Plazas and people places just open spaces. People should want to be present and linger.
- Concerned about living on a busy five-lane road. Emphasis to reduce width and design speed of new Wasatch Blvd., and making uses along Wasatch Blvd. Desire to see that Wasatch Blvd to be designed to be pedestrian-oriented. Auto-priority designed street is not desired. Auto-priority streets will encourage off-site visits for lunches and reinforce single-use mentality. Less auto-motive priority should increase use integration allowing people to have more opportunities to walk and stay on-site for different activities. Hope to see street designed for two-way traffic, for street trees and street parking as well.
- Not opposed to vertical nature of development. Some desire to see buildings step back away from SR-190 into the Mountain.
- Not supportive of having to have parking adjacent of every building/use.
- Feel that a pad development approach is not the desired outcome. Prefer integrated and vertical mixed-uses.
- Hoping that the project can be an extension of an experience going up the canyon. Hoping the project can take a traditional downtown feel and scale as a community center.
- Suggestion to provide less at-grade parking that interferes with the people/community space opportunities and provide additional subgrade parking.
- The committee likes the material choice of wood/glass/steel/metal.
- Prefer the smaller two-building office design over the larger building. Suggest adding up to two more levels to two-building approach if needed.
- The committee questioned why the retail space on Wasatch Blvd is not true mixed-use. They feel that is a lost opportunity.
- Condominium tower. Prefer to see other uses (office/retail) wrap the front of the building. At a minimum, the exposed garage needs architectural façade design to shield structure.
- Color – prefer less white and more earth tones for warmth and connection.
- Desire to see additional uses (entertainment/cultural/outdoor activities) planned for the site.
- If the center of this new downtown is in the property south of this site, then possibly this function more like an edge to the downtown (an uptown area).

Exhibit “E” - ARC – Architectural Review Commission, Meeting Notes

Wasatch Rock PDD Project

February 27, 2020

- Big emphasis on pedestrian circulation & connectivity • Building massing should cluster mass together - bring structures together through building design • Additional treatment to main street:
 - additional on-street parking, wide sidewalks, slow speeds
 - Explore shared-use path concept instead of on-street bike lanes.
 - Leave commuter cyclists on SR
- Allow green space to 'seep' away from aqueduct park area.
- Road design & landscaping can be done to pull buildings together • Scott Peters → want to see 2 condo buildings to 'frame' the public trail access • ARC continually stressed connectivity throughout the site • Rockworth: wants to get site plan settled before focusing on buildings & massing.
- articulation in buildings / bends instead of squares and rectangles • Massing of all buildings should relate to each other to avoid the feel of 'pad' development

OVERALL TAKEAWAYS FROM ARC:

- break up buildings, make sure they all relate.
- Break up and reshape condominium building.
- Rockworth intends to develop each phase to be the long-term owner of the project.
- ARC (and PC) greatly prefer the 2 smaller MU buildings over the 6-story headquarters.
- Think about how to program park space w/ activity.
- Establish landscape palette instead of specific plant locations • Big focus on streetscape a road design.
- Discussion continued to March ARC.
- Next meeting - review changes made based on this discussion; begin recommending design standards (Rockworth will begin working on this and will present to ARC); discussion proposed architectural standards with a written description and precedent images for each type of use within the site



ARCHITECTURAL REVIEW COMMISSION STAFF REPORT

Canyon Centre Multi-Family Expansion/Site Plan Amd.

Meeting Date: April 23, 2020

Staff Contact: Mike Johnson, Comm. & Econ. Development Director
(801-944-7060, mjohnson@ch.utah.gov)

Summary

Project #:

SPL-20-005

Subject Property:

7358 S. Canyon Centre Pkwy.

22-25-180-001

Parcel Size:

2.52 acres

Action Requested:

Amended Certificate of Design

Compliance

Applicant:

Mark Mabey

Property Owner:

Canyon Centre Residential, LLC

Recommendation:

Approve after considering staff concerns (see page 6)



Aerial View

Request

Original conditional use and Certificate of Design Compliance approval for the multi-family building in the Canyon Centre project was granted in 2014. An updated Certificate of Design Compliance for the project was granted in 2016 to approve amended architectural style and materials to the building. The applicant is now seeking to add additional units to the building, which results in building expansion that impacts the massing of the building and the site plan. The proposed expansion will require an amended conditional use permit from the Planning Commission, as well as another updated Certificate of Design Compliance from the ARC.

Analysis / Background

Original Project Approval (2014-2015)

Original approval of the proposed multi-family residential building was granted in early 2015.



Approved Master Development Plan (2015)



Approved architecture from original Certificate of Design Compliance (2014)



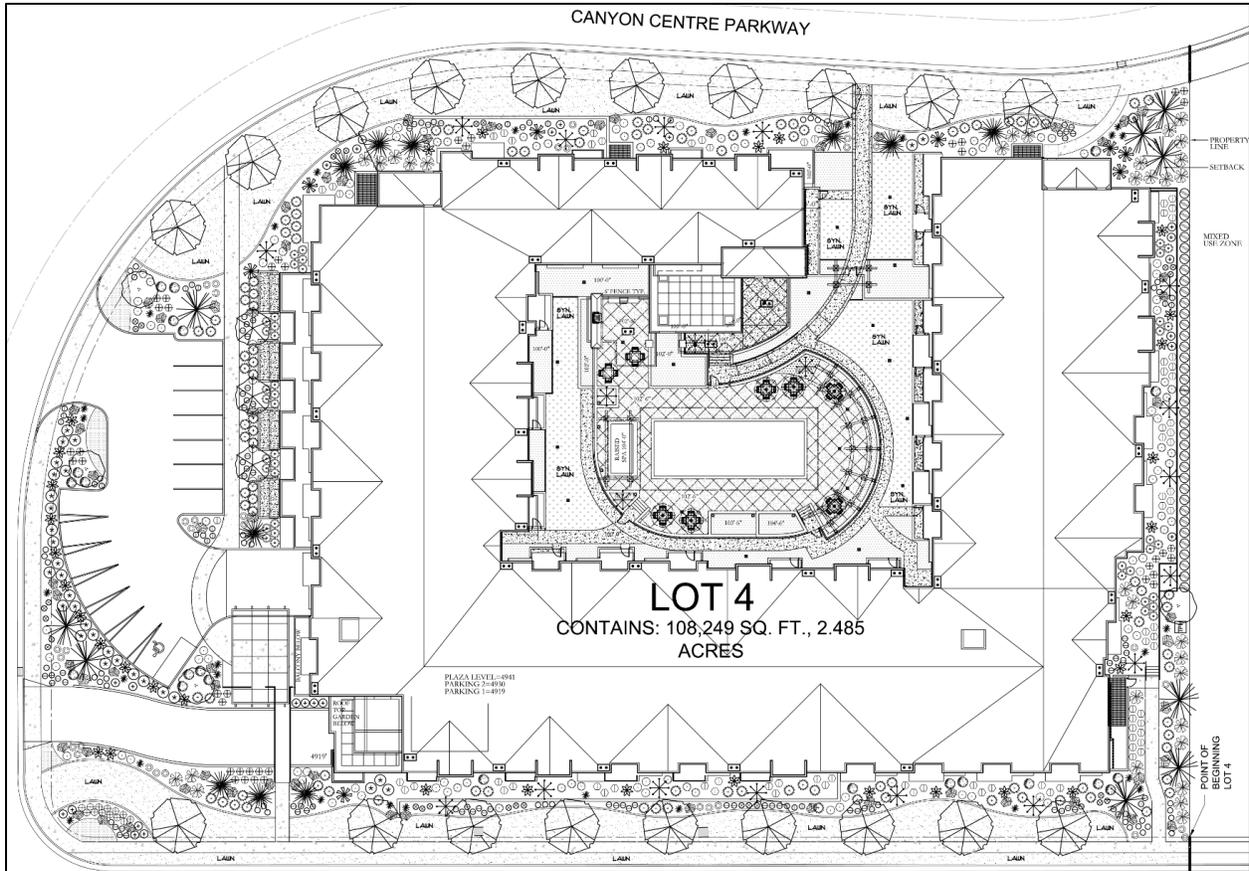
Courtyard Landscape Features from original Certificate of Design Compliance (2014)

Certificate of Design Compliance – 1st Amendment (2016)

In 2016, an application was made by a new property owner to amend the Certificate of Design Compliance for the multi-family residential building. At the time, no building expansion or increase in units was proposed or approved. The request proposed an updated architectural style and materials and was approved by the ARC.



Approved Certificate of Design Compliance – 1st Amendment (2016)

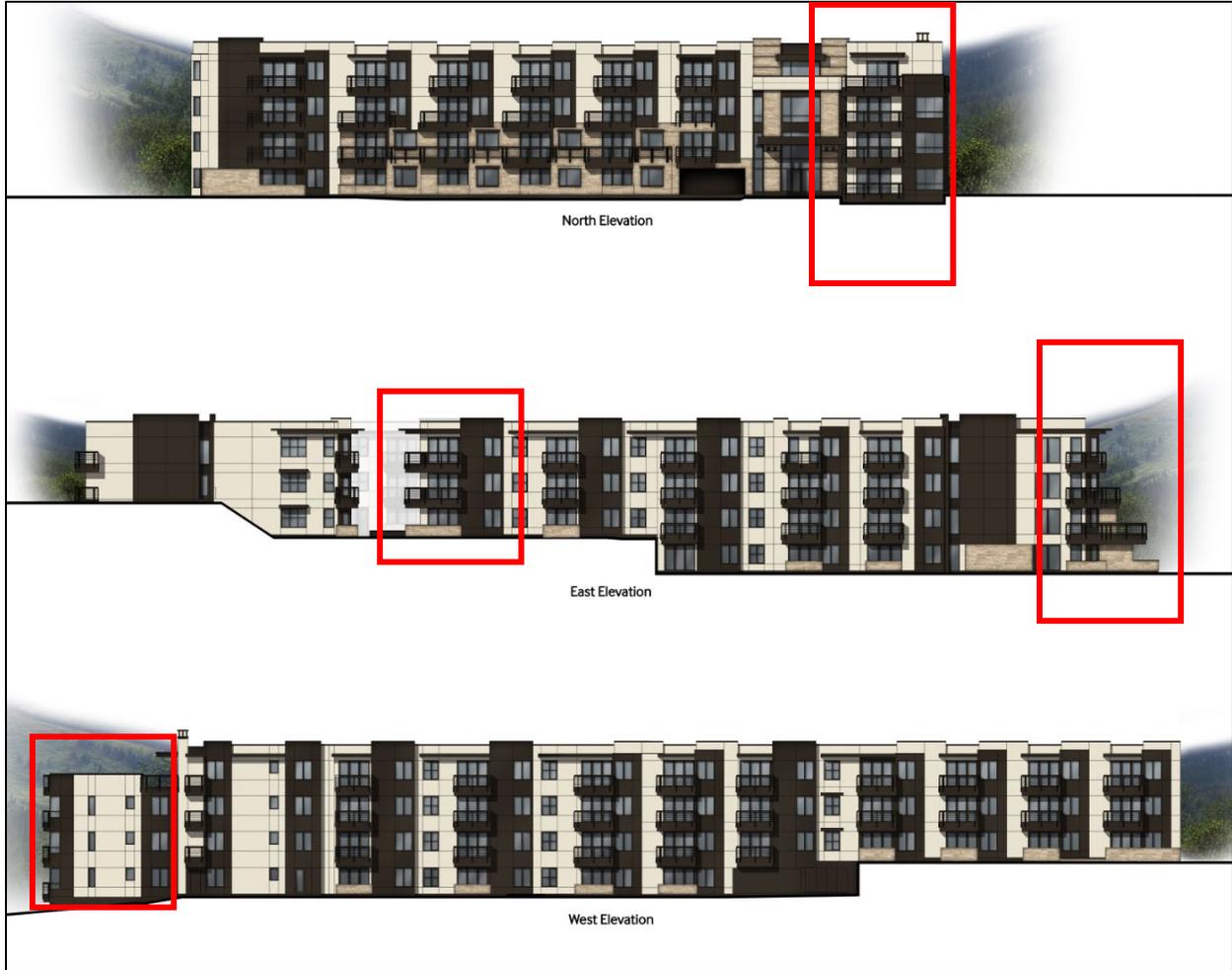


Updated Landscape Plan (Approved 2016)

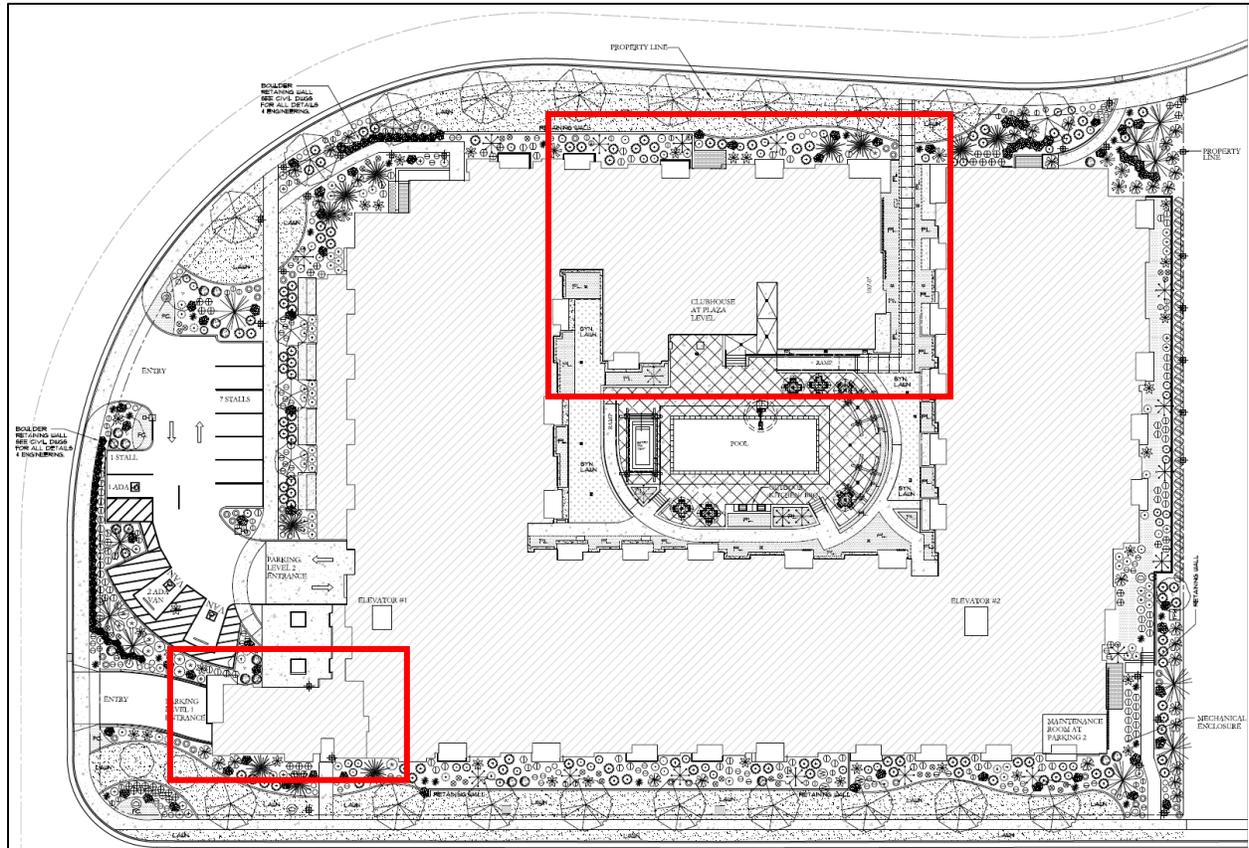
Current Application – Certificate of Design Compliance 2nd Amendment

The applicant has submitted a request for an updated Certificate of Design Compliance for consideration by the ARC. The applicant is now proposing an increase in the number of units in the building. The original approval included 113 units, and the current proposal is for 140. Some of the proposed new units are a result of splitting previously planned 2- or 3- bedroom units into 1- or 2-bedroom units.

However, the increase in proposed units also results in additional building massing. This change affects the approved site plan by modifying the existing building footprint and reducing the size of the landscape courtyard. The same general architectural materials and style from the previous approval are proposed, and there is no proposed increase in building height.



Proposed Building Elevations (significant changes highlighted)



Proposed Site Plan/Landscape Plan (significant changes highlighted)

Staff Analysis

In reviewing the proposed amendments, staff has identified the following potential concerns:

- The building expansion on the northwest corner of the building has been modified and extended to accommodate more internal units. This revision appears to have an effect on the 'entryway' to the project. Previously, this corner was a clearly identifiable entry feature. The current proposal reduces the identifiable entry features in lieu of more living units. Staff recommends specific care is taken to highlight the northwest corner of the building as an entry feature, and retain those entryway characteristics as much as possible. (Ref. Design Guidelines p. 1, #1)
- The west elevation of the expanded building (fronting Racquet Club Drive) should be closely reviewed to ensure proper frontage aesthetics are incorporated. Additional dark or heavy materials to break up the EIFS exterior may assist in improving the architectural character of this addition;
- The interior courtyard element has been significantly reduced to accommodate additional living units. The entry corridor is substantially narrower and bordered on both sides by residential units, and the interior area is much smaller than previously proposed, with reduced plaza area and fewer amenities. Close care should be taken to ensure the courtyard element is still property designed and prioritized;

Architectural Review Commission Authority

The ARC is required to review new construction for compliance with applicable design guidelines and compatibility with surrounding properties, as required by section 19.49.060 of the zoning ordinance:

19.49.060 Gateway Overlay District.

C. Certificate of design compliance. A certificate of design compliance issued by the ARC shall be required before proceeding with any new development or changes to existing development in a Gateway Overlay District. No alteration of the existing condition of land, structures, signs, landscaping or lighting, including, without limitation, demolition of any structure, application of new exterior siding material, creation of a new window or dormer, creation of a driveway or parking facility, construction of a deck, fence or garage, or enclosure of a porch shall be permitted within the Gateway Overlay District except as provided in this chapter.

D. General review criteria. The ARC must determine that the following general review criteria are met before issuing a certificate of design compliance for a project:

- 1. The proposed work must comply with the applicable design guidelines for that overlay district;*
- 2. The integrity of an individual historic structure is preserved, if applicable;*
- 3. The design of new buildings or additions must be compatible with surrounding gateway properties; and,*
- 4. The overall character of the Gateway Overlay District is protected.*

Recommendation

After consideration and feedback on the proposal and consideration of the staff concerns summarized on page 6 of this report, staff recommends approval of the application.

Model Motions

Approval

I move to issue a revised Certificate of Design Compliance for project SPL-20-005 subject to all recommended conditions of approval outlined in the staff report dated April 23, 2020

- Add any additional conditions of approval...

Denial

I move to deny a revised Certificate of Design for project SPL-20-005 based on the following findings:

- List reasons for denial...