

PLANNING COMMISSION STAFF REPORT

**Granite Furniture Block – Red Mountain Retail Group
Building and Site Design Review
PLNPCM2008-00211
2100 South & McClelland Street
January 28, 2009**



Planning and Zoning Division
Department of Community &
Economic Development

Applicant:

Red Mountain Retail Group
represented by Eric Nelson

Staff:

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Tax ID:

- 16-20-206-001, 008, 009, 010, 011, 012, 013, 014, 022, 026, 033, 034, 035, 037 & 038
- 16-20-204-010, 012, 013, 014, 015, 016, 020, 021, 022 & 023

Current Zone:

CSHBD1 (Sugar House Business District - 1) and CSHBD2 (Sugar House Business District - 2)

Master Plan Designation:

Sugar House:

- Business District Mixed Use – Town Center Scale
- Business District Mixed Use – Neighborhood Scale

Council District:

District 7 - Søren Simonsen

Lot size: ~ 5.26 acres

Current Use:

Vacant & commercial

Applicable Land Use

Regulations:

- Chapter 21A.26.060 – Sugar House Business District
- Chapter 21A.59 Conditional Building and Site Design Review

Notification:

- Notice mailed on 1/13/09
- Signs posted on 1/13/09

Request

A request for Conditional Building and Site Design Review for a new mixed-use development in the Sugar House Business District (CSHBD1 & CSHBD2 Zones) consisting of commercial and residential uses. This project is being reviewed by the Planning Commission because all new construction of principal buildings that exceed fifty feet (50') in height in the CSHBD1 District or thirty feet (30') in the CSHBD2 District or 20,000 square feet in size in either District are subject to the Conditional Building and Site Design Review process. The Planning Commission has decision making authority in these matters.

Staff Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that the project generally meets the applicable standards and therefore, recommends that the Planning Commission approve the proposal subject to the following conditions:

1. Compliance with the departmental comments as attached to this staff report (Exhibit A).
2. A revised preliminary plat must be filed and application fees paid.
3. Any substantive changes in the proposed building plans due to issues with the Jordan and Salt Lake City Canal will require re-review by the Planning Commission.
4. Any substantive changes in the proposed building plans due to issues with the realignment and connection of Sugarmont Drive and Wilmington Avenue will require re-review by the Planning Commission.
5. The Planning Commission delegates final approval of signage and lighting design to Planning Staff to ensure compliance with the "Business District Design Guideline Handbook" located in the Sugar House Community Master Plan.

• Agenda posted on the Planning Division and Utah Public Meeting Notice websites on 1/13/09

Attachments:

- A. Department/Division Comments
- B. Community Council Comments
- C. Public Comments
- D. Site Plan and Building Elevations

Vicinity Map



Project Overview

The proposal involves the renovation of existing buildings and new construction on the subject project site. The buildings to be renovated include the Leisure Living building in the interior of the Granite Block (Building B3 on the site plan), the Granite Furniture warehouse building along McClelland Street (Building B2 on the site plan), and part of the Granite Furniture Showroom Building fronting the southeast corner of 2100 South and McClelland Street (Building A1 on the site plan). The proposal also includes the construction of two (2) new buildings on the Granite Block, a hotel that will comprise part of Building A1 and Building B1 in its entirety. The existing building located where Building B1 is shown on the site plan will be demolished. A third new building will also be constructed along the west side of McClelland Street (see Building C1 on the site plan). All the buildings will be mixed-use in nature, including a residential component, with the exception of Building

B2 which will be strictly commercial. Overall, according to the developer, the proposed project will establish a mixture of uses including, but not limited to, formula retailing, office, hotel, health club, restaurants, and small-scale neighborhood retail. The following tables summarize each building as proposed:

Building A1

BUILDING	Land Use	Square Footage	Unit/Room Count *	Parking Required	Parking Provided
A-1	RETAIL	47,627		95.25	
A-1	OFFICE	36,718		107.15	
A-1	RESIDENTIAL	11,527	11 Lofts	11	
A-1	HOTEL	84,819	188	94	
A-1	SURFACE PARKING				7
A-1	PARKING SUB-1				47
A-1	PARKING SUB-2				49
Total A-1		179,491	188	307.408	103

Building B1

B-1	RESIDENTIAL	125,264	Total Units 150 1- Bedroom 93 2- Bedroom 57	207	
B-1	SURFACE PARKING				97
B-1	PARKING SUB-1				130
B-1	PARKING SUB-2				133
Total B-1		125,264	0	207	357

Building B2

B-2	RETAIL	41,896		83.792	
B-2	OFFICE	19,349		58.047	
TOTAL B-2		61,245	0	141.839	0

Building B3

B-3	RETAIL	16,000		32	
B-3	RESIDENTIAL	16,000	10	10	
B-3	SURFACE PARKING				17
TOTAL B-3		32,000	10	42	17

Building C1

C-1	RETAIL	16,795		34	
C-1	RESIDENTIAL	159,580	Total Units 150 1- Bedroom 63 2- Bedroom 87	237	
C-1	SURFACE PARKING				106
C-1	PARKING SUB-1				167
C-1	PARKING SUB-2				171
TOTAL C-1		176,375	0	271	444

Residential

The residential components of this project are located in all of the proposed/existing buildings with the exception of the B2 building. The following table demonstrates the breakdown of the residential uses per building along with required parking;

Building	Land Use	Square Footage	Unit/Room Count *	Parking Required
A-1	RESIDENTIAL	11,527	11	11
B-1	RESIDENTIAL	125,264	207	207
B-3	RESIDENTIAL	16,000	10	10
C-1	RESIDENTIAL	159,580	237	237
Total Residential		312,371	465	465

Section 21A.26.060(K) of the Salt Lake City Code addresses “Residential Requirement for Mixed Use Development”, and states that the amount of residential development required is equal to the total amount of non-residential development rising above thirty feet (30’) in height less the square footage for the required fifteen foot (15’) setback. In Red Mountain’s development, the proposed residential square footage being provided for the overall development substantially exceeds the nonresidential development proposed above the thirty foot (30’) threshold. The following tables demonstrate that the developer is providing and exceeding the required residential development in the overall mixed-use project:

Commercial Square Footage Above 30'

	A-1	B-2
Level 1	---	
Level 2	14,190	19,349
Level 3	19,325	
Level 4	19,325	
Level 5	19,325	
Level 6	19,325	
Sub - Total Commercial over 30'	91,490	19,349
Total	110,839	

Total Residential Square Footage

	Residential
A-1	11527
B-1	125,264
B-3	16,000
C-1	159,580
Total Commercial over 30'	312,371

Residential Component Transfer per 21A.26.060.G.1

RESIDENTIAL COMPONENT TRANSFER	
Commercial over 30'	-110,839.00
Residential Square Footage	312,371.00
Total Remaining Residential Credit	201,532.00

Total Remaining Square Footage After Transfer

Hotel/Hospitality

The developer is proposing a hotel component in the overall project design. The patrons of the hotel will contribute to the support of local businesses and will further the creation of a vibrant, 24/7, urban environment so desired in the Sugar House Business District. The following table summarizes the hotel component of the project:

Building	Land Use	Square Footage	Unit Count	Parking Required
A-1	HOTEL	84,619	188	94
Total Hotel		84,619	188	94

Retail/Office/Commercial

The proposed commercial portions of the development include a number of mixed commercial land uses. These various businesses are intended to create a diverse mix of users and visitors to the Granite Block and Sugar House area, thus furthering the goals and policies of the Sugar House Master Plan. Furthermore, these mixed uses provide the necessary daily needs, as well as small scale neighborhood retail uses, to encourage a walkable, pedestrian oriented development. The following table summarizes the retail/office/commercial use and floor space, as well as parking requirements:

Building	Land Use	Square Footage	Unit Count	Parking Required
A-1	RETAIL	47,827		95.25
A-1	OFFICE	36,718		107.15
A-1	HOTEL	84,619	180	94
B-2	RETAIL	41,896		83.792
B-2	OFFICE	19,349		58.047
B-3	RETAIL	16,000		32
C-1	RETAIL	16,795		34
Total Commercial		262,004	180	604

Parking

The proposal includes parking in various project site locations including on-site surface parking, enclosed on-site surface parking, subterranean on-site parking, and on-street parking. The proposed parking has been designed to meet the current required parking standards per the Salt Lake City Zoning Code. The developer

asserts that their objective is to meet parking code while not providing a substantial surplus supply of parking that would encourage more vehicular trips and less of a dependence on public transportation or other alternative means of non-motorized transportation.

Parking is being provided as a “coordinated parking” model, encouraging more of a park and walk scenario within the project. The goal is to provide parking while at the same time encouraging patrons to walk through the project (and adjacent commercial areas) to reach their intended destination. The following table summarizes the parking configuration and space number for each building:

Building	Location	Parking Provided	Parking Required
A-1	SURFACE PARKING	7	BASED ON UNIT, COMMERCIAL SQUARE FOOTAGE & BEDROOM COUNT
A-1	PARKING SUB-1	47	
A-1	PARKING SUB-2	49	
B-1	SURFACE PARKING	97	
B-1	PARKING SUB-1	130	
B-1	PARKING SUB-2	133	
B-3	SURFACE PARKING	17	
C-1	SURFACE PARKING	106	
C-1	PARKING SUB-1	168	
C-1	PARKING SUB-2	170	
OTHER	ON STREET PARKING	47	
Total Parking		971	989

On-street parking in the CSHBD Zone that meets the criteria outlined in Section 221A.44.040(D) of the Salt Lake City Code can be counted toward the required number of parking stalls for a given project. Additionally, off-site parking has recently been changed from a conditional use to a permitted use in the CSHBD Zone. This allows for flexibility in meeting the project’s parking requirement through a more relaxed parking configuration than would be required if parking had to be met specifically on any given parcel.

Building Materials and Design Features of Individual Buildings

It is important to note that all buildings have been designed to meet the building height requirements, maximum building setbacks, building stepbacks required at thirty feet (30’) in building height, minimum first floor glass, and, in general, the first floor/street level use as required in the CSHBD (Sugar House Business District) Zone.

On existing portions of those buildings to be restored, building materials consist of brick, brick veneer, stone, concrete block, concrete, glass, and aluminum storefront and glazing. Additionally, new building materials consist of brick veneer, stucco, concrete, concrete block, steel, aluminum, some corrugated metal, metal resembling wrought iron, aluminum storefront and glazing. The applicant has proposed new building materials to be consistent with existing materials, and has also proposed new materials consistent with those materials noted in the Business District Design Guideline Handbook, specifically brick, stone, concrete and glass.

The treatment of the street level façades in all structures are of primary importance. In general, the façades are shown to be broken up into smaller, more historically sensitive store fronts, emphasizing horizontal divisions and other architectural details in order to relate to the pedestrian. Glass, multiple entries, awnings, and canopies are shown to provide interest and orientation to the pedestrian. As development progresses, and tenants for the retail/commercial spaces are finalized, signage and lighting selection will be vital to maintain pedestrian interest and at the same time complement the proposed building architecture. The following is a discussion of building materials and façade features of each individual proposed building at public street fronts:

- Building A1

Building A1 consists of the restored Granite Furniture Showroom building as well as a new hotel. The Showroom building is essentially to be restored conserving and utilizing original materials of brick, stone, concrete block, and glass with the reconstruction of the original cornice at the corner of 2100 South and McClelland. The Granite Furniture "star" will be incorporated into the design. A third residential level will be added on top of this building and stepped back as required. Building materials include stucco, concrete, and brick veneer, with steel canopies over entrance ways. Maximum building height on this portion of the building will be approximately forty three feet (43').

The proposed hotel will be new construction and comprise the southern portion of the A1 building. Maximum building height is approximately ninety five feet (95'). Required stepback occurs at the thirty foot (30') level. Building materials consist of brick veneer, concrete finish panels, stucco, aluminum storefronts and entrances, steel columns, and metal railings resembling wrought iron.

- Building B1

The west elevation of Building B1 faces McClelland Street, however will be set back the distance of the current building footprint. An entrance into the enclosed surface level and below grade parking is located on this façade. The façade will wrap away from the street conforming to the existing railroad spur that enters the Granite Block at this point. Building materials include brick veneer, stucco, concrete brick, metal railings to resemble wrought iron, and some accent corrugated metal. Maximum building height is approximately seventy-five feet (75'). The first level of this building is proposed to be enclosed parking.

The south elevation of this building fronts Sugarmont Drive and consists of the same building materials. The proposed first level is proposed to be enclosed parking and therefore active street uses are not proposed for this façade of the building at the street level. The applicant does show architectural features (openings in the façade) at the street level and also includes landscaping. There are a couple of issues with the property located between the Sugarmont Drive right-of-way and the proposed new B1 Building. First, a UTA easement exists along this area. Second, this area has been identified for Parley's Trail alignment. In response to public comment and Planning Staff suggestion, the applicant has revised building plans to create space along this area to accommodate the trail.

- Building B2

Building B2 is also a structure to be restored. This building is currently the Granite Furniture loading dock building. The applicant proposes to build a new health club facility in the area where the loading docks currently exist, fronting McClelland Street. The existing portion of this building consists of brick veneer and concrete block. The applicant proposes to build the new health club facility using materials consisting of brick veneer, steel, glass concrete block, aluminum storefront and glazing, steel louvers and window frames. Glass is a primary building material in order to provide transparency into the building and promote the health club use inside at the street level. Maximum building height is shown to be approximately forty eight feet (48') at the McClelland Street frontage.

- Building C1

Building C1 is primarily a new residential building. Active commercial uses are proposed along McClelland Street from 2100 South to Elm Avenue. Residential uses are shown above. The south elevation of this building along Elm Avenue shows commercial use at the corner, garage access, enclosed grade level parking, and the primary entrance to the residential units above. Garage access is also proposed on 1000 East.

Building materials are reflective of and consistent with the other restored and new buildings proposed as discussed above. Maximum building height is shown to be approximately sixty feet (60') which is the maximum allowed in the CSHBD2 Zone.

History

Knowing that Red Mountain and Craig Mecham would be developing separate portions of the Granite Furniture Block, Planning Staff, with the support of the Planning Commission, strongly encouraged both developers to move through the approval process simultaneously. In this manner, a coordinated and cohesive development would have been more readily assured. While this has been the goal, it has not been realized.

The following is a summary of meetings that have taken place regarding the overall Block development:

- July 2007, Planning Staff organized the Granite Furniture Block Subcommittee to solicit comments and feedback regarding the proposed redevelopment. This Subcommittee was comprised of members of the Planning Commission, the RDA, members of the Sugar House Community Council, the property owners on the Granite Furniture Block, several business owners in the Sugar House Business District, as well as several members of the general public who have been particularly active in Sugar House.
- On August 6, 2007, the Granite Block Subcommittee met to preview and discuss the proposed developments. Both developers presented their respective proposals at this meeting.
- On September 6, 2007, the both developers presented their proposals to the Sugar House Community Council. Members of the general public and the Community Council Trustees posed questions to the developers and made comments regarding the redevelopment.
- On September 26, 2007, the Planning Commission held an "Issues Only" hearing and received a presentation from each development team regarding their respective plans. Public comment and subsequent discussion took place at this hearing.
- On March 4, 2008, the Granite Furniture Block Subcommittee reconvened to review revisions to the development plans that had been previously presented in the above referenced meetings.
- On April 30, 2008, Red Mountain and Craig Mecham met with the Planning Commission Subcommittee.
- On August 8, 2008, Craig Mecham received Conditional Building and Site Design approval from the Planning Commission for the development of the eastern portion of the Granite Furniture Block.
- On December 3, 2008, Red Mountain presented revised plans to the Sugar House Community Council.

Discussion

Trail System

Policies in the Sugar House Community Master Plan (page 9) call for the support and implementation of the Salt Lake City Open Space Plan. This plan identifies trail alignment utilizing public streets around the Granite Furniture Block, particularly Highland Drive for a north/south connection on the Canal/McClelland Corridor, and an east/west connection on the Parley's Creek Corridor along Sugarmont Drive. While there has been discussion of a connection for the Canal/McClelland Corridor following the Jordan and Salt Lake Canal through the middle of the Granite Furniture Block, the affected property owners would have to give consent to realize this connection. Otherwise, trail connections around this Block occur on public streets.

In response to comment from the public, as well as the Sugar House Community Council, the applicant redesigned Building B1 to include a building setback from the south property line to provide space for the

accommodation of the Parley's Trail. This trail alignment would run adjacent to the proposed B1 Building and the UTA easement.

Lastly, the Salt Lake City Transportation Division is considering a traffic lane reconfiguration on Highland Drive adjacent to the Granite Furniture Block which would include a designated bike lane.

Active Uses on the South Side of Building B1

Section 21A.26.060(J) of the Zoning Ordinance requires specific "active" uses in first floor or street level space of all buildings within the CSHBD Zones. These uses include residential, retail goods and services, restaurants, private clubs, art galleries, etc. The applicant had originally planned to reuse the existing structure where Building B1 is now proposed. The applicant originally proposed enclosed ground level parking in the existing structure, and therefore, because of the UTA easement, no active uses were proposed on this south facing façade.

The issue of active uses becomes relevant with the demolition of the existing structure on the property and the reconstruction of a new building in its place. The applicant continues to propose enclosed ground level parking in the new structure with openings in the façade and landscaping, but no active uses along this street front. The applicant did redesign the building in order to accommodate an area for the Parley's trail as a concession. It can be argued that the accommodation of the trail activates this stretch of Sugarmont Drive adjacent to the proposed Building.

Sustainability - Green/LEED

Red Mountain has indicated that they are committed to protecting the environment through preservation of existing buildings when possible, as well as implementing green building measures such as using recyclable materials, energy efficient components, and LEED accreditation.

Red Mountain has indicated that the proposed development has been registered with the U.S. Green Building Council and will be seeking LEED accreditation at some level. An evaluation is underway to determine if this project can achieve Silver certification. Red Mountain has indicated that the lender on the project is requiring the incorporation of "green building" as part of the loan commitment, and is supportive of the current proposed green measures.

Jordan and Salt Lake City Canal

The applicant is aware of the issues surrounding the Jordan and Salt Lake City Canal. The applicant has been working with the Salt Lake City Public Utilities Department throughout the process to ensure that the Canal experiences no disturbance as a result of the proposed development. As development plans progress, the applicant will need to continue to work with Public Utilities in matters concerning the Canal. Any substantive changes in the proposed building plans due to Canal issues will require re-review by the Planning Commission.

Traffic

The Salt Lake City Transportation Division analyzed the traffic study provided by Red Mountain and Craig Mecham. In short, traffic impacts and congestion in the Sugar House area will continue to increase as this project and other new development occurs. Given the configuration of the street system and the physical geometric constraints in the Sugar House area, mitigation measures to improve the traffic conditions in this area are limited. As development continues and traffic conditions continue to worsen, those traveling in and through the Sugar House area will encounter increased delays and congestion.

Comments

City Department/Division Comments

City comments are attached to this staff report. Please see Exhibit A.

Community Council Comments

The applicant met with the Sugar House Community Council on December 3, 2008. The Community Council provided extensive comments which are attached. Please see Exhibit B.

Public Comments

A letter from Craig Mecham, the developer of the eastern portion of the Granite Furniture Block, was received in response to Red Mountain's plans. Please see Attachment C.

Public Notice

A notice of public hearing was mailed to all property owners within 450 feet of the subject property, as well as to all Community Council Chairs on January 13, 2009, meeting the 14 day notification requirement. The site was also posted with "Notice of Public Hearing" signs on the same day, meeting the minimum ten day posting requirement. Community Council Chairs, Business Groups, and others interested parties were also notified through the Planning Division's listserv, and the agenda was posted on the Planning Division's and the State's website.

Staff Analysis

Salt Lake City Zoning Ordinance Section 21A.26.060(D) addresses "Conditional Building and Site Design Review" in the CSHBD (Sugar House Business District) Zone and states, *"All new construction of principal buildings that exceed fifty feet (50') in height in the CSHBD1 district or thirty feet (30') in height in the CSHBD2 district or twenty thousand (20,000) square feet in size in either district shall be subject to Conditional Building and Site Design Review. The Planning Commission has the authority to approve projects through the Conditional Building and Site Design Review process. Conditional Building and Site Design Review shall be approved in conformance with the Business District Design Guideline Handbook and the provisions of Chapter 21A.59 of this title."* Chapter 21A.59 addresses the Conditional Building and Site Design Review process and procedures. Because of the scale of the proposed development, the Zoning Ordinance requires that the Planning Commission review and approve the redevelopment.

Conditional Building and Site Design Review shall be approved in conformance with the Sugar House Business District Design Guideline Handbook and the provisions of the following standards for design review found in chapter 21A.59 of the City's Zoning Ordinance. Discussion of the project's conformance with the Sugar House Business District Design Guidelines is part of standard 'I'.

- A. *The development shall be primarily oriented to the street, not an interior courtyard or parking lot.*

Analysis: The proposed/existing buildings will be or are oriented toward 2100 South, McClelland Street, Elm Avenue, and Sugarmont Drive. Parking is primarily subsurface, however some enclosed and screened structured parking is to be located in Buildings B1 and C1. Active uses are to be located at the street level with the exception of the south side of Building B1.

Finding: The proposed development is primarily oriented to the street and not an interior courtyard or parking lot.

B. *The primary access shall be oriented to the pedestrian and mass transit.*

Analysis: The front of the proposed buildings are along 2100 South and McClelland Street. As discussed previously, all buildings show multiple building accesses oriented to the street and the pedestrian. Additionally, both streets are improved with sidewalks, curb, gutter, and landscaping, providing adequate area for pedestrian traffic.

The southwest corner of the project, in that area adjacent to Buildings B1 and B2 on the corner of McClelland Street and Sugarmon Drive, has been designed in anticipation of the proposed street car line. This particular area will be of primary importance should the street car line be completed in terms of being an inviting entrance into the Granite Block for street car passengers and other pedestrians. It is also an important area for creating a walkable and pedestrian friendly link between the Granite Block and Fairmont Park. Staff recommends that the Planning Commission delegate final signage, lighting, and courtyard amenities approval to Planning Staff to ensure appropriate treatment in making this vital connection.

The project is also located either adjacent to or close to existing UTA bus routes along 2100 South and Highland Drive.

Finding: The project is oriented to the pedestrian and mass transit system.

C. *The façade shall maintain detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.*

Analysis: In general, the applicant proposes that the retail/commercial space located at the street level will consist of “active” uses as required by Code Section 21A.26.060(J). The elevation drawings demonstrate that the forty percent (40%) glass requirement on the first floor will be met. The façades are shown to be broken up into smaller, more historically oriented store fronts, emphasizing horizontal divisions and other architectural details in order to relate to the pedestrian. Glass, multiple entries, awnings, and canopies are shown to provide interest and orientation to the pedestrian. Signage will need to be designed to relate to the pedestrian and complement the building architecture.

Finding: The façade maintains detailing and glass in sufficient quantity to facilitate pedestrian interest and interaction.

D. *Architectural detailing shall emphasize the pedestrian level of the building.*

Analysis: The proposed variation in building materials in conjunction with architectural details all work together to emphasize the street level of the buildings. In conformance with CSHBD Zoning requirements, the front of the buildings step back fifteen feet (15') beginning at the thirty foot (30') height level. This gives the impression to pedestrians on the street of a smaller scale building. All of these aspects emphasize the pedestrian level of the building.

Finding: Architectural detailing will emphasize the pedestrian level of the building.

E. *Parking lots shall be appropriately screened and landscaped to minimize their impact on the neighborhood.*

Analysis: Proposed parking is all enclosed at the ground level or subsurface, with the exception of parking located in front of Building B3 which is located on the interior of the Block.

Finding: The proposed parking configuration is appropriately screened or subsurface and minimizes visual impacts on the surrounding neighborhood.

- F. *Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.*
Analysis: Parking lot lighting has yet to be evaluated, however will be studied at the time of building permit review to ensure that the proposed lighting will eliminate excessive glare or light into adjacent neighborhoods.

Finding: Parking lot lighting will be designed to meet this standard, and will be reviewed as part of any building permit approval(s).

- G. *Dumpsters and loading docks shall be appropriately screened or located within the structure.*
Analysis: The dumpster and loading dock location will be at the rear of the buildings in the center of the Block; a location that is screened from the public right-of-way by the building itself. This service area should also be screened from any internal parking lot area.

Finding: Dumpster and loading docks will be on the interior of the Block and therefore screened by the buildings.

- H. *Signage shall emphasize the pedestrian/mass transit orientation.*
Analysis: Signage is not proposed at this time. As development progresses, and tenants for the retail/commercial spaces are finalized, signage selection will be vital to maintain pedestrian interest and at the same time complement the proposed building architecture.

Finding: Signage will be addressed through the building permit process. Staff recommends that the Planning Commission delegate final sign approval to Planning Staff to ensure appropriate signage.

- I. *Any new development must comply with the intent of the purpose statement of the zoning district in which the project is located as well as adopted master plan policies and design guidelines governing the specific area of the proposed development.*

Analysis: "The purpose of the CSHBD Sugar House Business District is to promote a walkable community with a transit oriented mixed-use town center that can support a twenty four (24) hour population. The CSHBD provides for residential, commercial and office use opportunities, with incentives for high density residential land use in a manner compatible with the existing form and function of the Sugar House Master Plan and the Sugar House Business District."

The proposed mixed-use project is a walkable and transit oriented development. The limited automobile access promotes walking and working in the immediate area. The project is sited within walking distance of a two public parks, grocery store, pharmacies, fitness center, library, bookstore, medical clinic, churches, and restaurants. It contributes to the policies of pedestrian oriented, urban mixed-use development and is sensitive to the building design of older buildings in the area which are primarily brick and close to the street.

When considering the proposed design and the purpose statement indicated above, the following goals and policies of the Sugar House Master Plan support this proposal:

- *...promote a vibrant character of the area, and direct new development to create the synergy necessary to support a light rail station, encouraging "pedestrian-first" development;*
- *... commitment to a mixed land use strategy in the Business District through incentives for residential development;*
- *Encourage structured and underground parking wherever feasible to minimize the impacts upon*

surrounding land uses;

- *Encourage coordinated parking in the Business District and around all commercial node areas;*
- *Require new buildings to honor the historic character of the area;*
- *Provide multi-modal options to alleviate the dependence on the automobile;*
- *Implement a “pedestrian first” policy of Sugar House Business District;*
- *Develop a pedestrian trail system that connects Parley’s Canyon, Sugar House Park, Hidden Hollow, the Salt Lake Jordan Canal/McClelland, and Fairmont Park;*
- *Provide proper separation of pedestrian and vehicular movement;*
- *Provide pedestrian corridors that connect activity centers and the Block;*
- *Provide for future public transportation at the street edge;*
- *Encourage on-street parking in front of buildings as a traffic calming method and as a buffer for pedestrians.*

Further, the following guidelines from the Business District Design Guideline Handbook located as an appendix to the Sugar House Community Master Plan support the proposed development:

Pedestrian/Bicycle System Design Guidelines

- Design the town center with pedestrian-oriented corridors providing pedestrian comfort and amenities.
- Form pedestrian/commercial promenades with planting and paving treatments in pedestrian corridors, coupled with active uses in adjacent buildings.
- Incorporate special pavement treatment using materials and patterns coordinated for the district into pedestrian-activity areas.
- Provide pedestrian circulation from buildings adjacent to pedestrian corridors.
- Develop pedestrian corridors to connect activity centers and connect blocks.
- Orient public entrances to the street. Functional entrances every 30 linear feet is desirable.
- Require continuous street frontages except for driveways, plazas and walkways that allow the pedestrian to get to parking located behind buildings.
- Provide a refuge for pedestrians with overhead protection at doorways on new buildings along 2100 South and Highland Drive/1100 South.
- Articulate pedestrian/bicycle corridors and linkages with pedestrian scale furnishings, lighting, paving materials, public art, trees, and other plantings where appropriate.
- Delineate space with paving materials and design to help define pedestrian areas from other circulation systems.

Vehicular Circulation and Parking Design Guidelines

- Incorporate structured parking in new structures or adaptive reuse of existing structures and coordinate the parking with building and landscaping designs. Parking structures should not occupy the street frontage of 1100 East/Highland Drive and 2100 South. Parking structures on other streets should have retail/office use on the ground level.
- Encourage shared parking and structured parking, either below grade or above grade.
- Design primary access points to avoid traffic conflicts. Wherever possible, they should be located

directly across from existing access drives and streets. Interior circulation drives should be articulated and reinforced with other site design features such as lighting standards, trees and other plantings, special paving and walkways, etc. An interior circulation system which includes a clearly defined route to parking areas is necessary. Immediate entry to large parking areas is not desirable.

- Design access points to adequately meet traffic needs with consideration for consolidation to minimize the number of curb cuts along the block face.
- Design interior drives and parking lots so that pedestrian, service, and vehicular conflicts are minimized.
- Locate parking lots back from buildings to allow for pedestrian space and landscaping.
- Screen service, storage and trash areas. These areas should be screened and buffered from pedestrian corridors, surrounding streets, residential units, Parleys Creek open space and other public use areas using materials compatible with the architecture and adjacent site features.
- Structured parking is highly recommended.
- Prohibit parking lots to front onto Highland Drive or 2100 South in the area of the Town Center Overlay.

Building Architecture and Siting

- Require the general pattern of buildings to include and emphasize the importance of public gathering spaces and pedestrian connections.
- Consider the relationship of building forms to one another and to other elements of the Sugar House area so the effects will be complimentary and harmonious.
- Ensure that features of building design such as color, detail, materials, and scale are responsive to district character, neighboring buildings, and the pedestrian.
- Require buildings situated in visually dominant positions to have interestingly detailed exteriors. Prohibit blank-walled facades.
- Require where applicable, that the base of the building emphasize horizontal divisions texture, and other architectural details to relate to pedestrian activity.
- Require the first floors of buildings to have clear, untinted glass that permits pedestrian contact with interior spaces along streets and pedestrian corridors. Prohibit dark-tinted or reflective glass windows, creating a blank, impersonal street front, uninviting to the pedestrian.
- Complement the historic architecture of Sugar House with appropriate exterior building materials. Appropriate materials may include the following:
 - o Brick;
 - o Architectural concrete (precast or poured-in-place);
 - o Stone; and
 - o Glass.
- Choose exterior building materials to be consistent with appropriate standards for structures of the kind proposed; and address durability and life-cycle cost issue.
- Coordinate and compliment exterior materials throughout the area in order to develop a unified expression.
- Avoid placing mechanical equipment at grade level. Meters, pipes, stacks, heating and cooling equipment, control boxes, and antennas are examples of mechanical equipment requiring careful location and screening treatment.
- Roof top mechanical equipment should be screened with architecturally integrated elements of the building.
- Use sculpture, fountains, and monuments to enhance the three-dimensional quality of pedestrian gathering spaces.
- Require loading docks on the “backside” of buildings to be carefully designed and screened.

- Orient buildings that are adjacent to the street, towards the street and promote a high quality image for each project.
- Contain outdoor garden centers and other seasonal materials in permanently designated areas that are designed as part of the overall structure.
- Include a variety of building heights in the mixed-use area and take advantage of topographic changes, "stepping" the buildings down the profile.
- Avoid facade architecture: all faces of the building should be designed with similar detail and materials.

Landscape Design Guidelines

- Coordinate landscape design, incorporating landscaped treatment for open space, roads, paths, buildings and parking areas into a continuous and integrated design.
- Include primary landscape treatment that consists of shrubs, ground covers and shade trees appropriate to the character of the project, the site and climatic conditions.
- Provide a variety of plantings that include changes in color, texture, height, density, light, ground plane, etc. A mixture of shrubs, trees, ground covers, perennials, turf and annuals is suggested.
- Provide landscaped separations between parking, drives, and service areas, and public use areas including walkways, plazas, eating areas, view corridors, prime vehicular access points, etc. Architectural materials may be used, but plant materials should also be incorporated in the screening/buffering treatments.
- Provide raised planters in high use areas when appropriate. Raised planters offer a good solution that protects plant materials from damage, and they offer opportunities for seating as well.

Streetscape

- Design buildings to shape the street; the general pattern of buildings should help to define street areas and other public open spaces.
- Allow for informal events such as displays and outdoor dining to encourage pedestrian activity.

Off-Site Development Design Guidelines

Off-site development includes work that occurs in the public way and on properties otherwise considered public.

- Provide public sidewalks and pedestrian/bike corridors that enhance the existing pedestrian circulation systems in the following locations:
 - o To the east along 2100 South and along Wilmington Avenue to Sugar House Park;
 - o Between the Sugar House Plaza Monument area and surrounding uses and areas;
- Accommodate public transportation at the street edges. Coordinate with the Utah Transit Authority on location and design of turnouts, bus stops and other transit facilities.
- Provide standard paving materials currently used in the area on sidewalks. Modifications to the patterns may be permitted and will require approval by Salt Lake City.
- Landscape park strips and public open space with street trees, shrubs, ground covers and lawn. Maintenance of park strips is the responsibility of the adjacent property owner.
- Incorporate into the design and provide in designated locations of outdoor open space and public space elements such as site furnishings such as drinking fountains, benches, trash receptacles and ash receptacles, telephones, newspaper stands, bicycle storage. They should be coordinated and compatible to other site furnishings and design elements.

Finding: Planning Staff evaluated the proposed site plan and elevation drawings in terms of the adopted Business District Design Guidelines. The concepts in the Design Guidelines have been incorporated into the drawings of the proposed site plan and building elevations. The proposed development

complies with the intent of the purpose statement of the Sugar House Business District (CSHBD Zone) as well as adopted Sugar House Community Master Plan policies and the adopted Business District Design Guideline Handbook.

Summary

The proposed buildings and site design have demonstrated compliance with, or the ability to comply with, all of the standards required of them. Policies, goals, and design guidelines in the Sugar House Master Plan support the proposed development. Planning Staff supports the request subject to the recommended conditions of approval shown on the first page of this report.

Exhibit A –
Department/Division Comments

PROPERTY MGMT

Traughber, Lex

From: Lucas, Duran
Sent: Tuesday, November 25, 2008 11:16 AM
To: Traughber, Lex
Subject: Comments: Petition PLNPCM2008-00211

November 25, 2008

Re: Granite Furniture Block Redevelopment, Red Mountain Retail Group <PLNPCM2008-00211

Lex,

Property management has reviewed the plans associated with the referenced petition. The petitioner's development does not seem to encroach on city property or the public right-of-way. However it is unclear if the petitioner plans to have aerial encroachment in the form of signage, architectural features, balconies etc. if it is the intentions of the petitioner to have these encroachment or if planned development changes and encroachments result, the petitioner will be required to enter into a lease agreement. With that being said, property management has no objection to the petitioner's planned development and will defer to other city departments' comments.

Duran Lucas
Property Management

11/25/2008

PUBLIC UTILITIES

Traugher, Lex

From: Brown, Jason
Sent: Friday, November 21, 2008 4:17 PM
To: Traugher, Lex
Cc: Garcia, Peggy; Walsh, Barry; Smith, Craig; Greenleaf, Karryn
Subject: PLNPCM2008-00211 Red Mountain Group Granite Furniture Block Redevelopment (update)
Categories: Program/Policy

Dear Lex,

Salt Lake City Public Utilities has reviewed the preliminary plans and layout for the Granite Furniture Block Redevelopment located at approximately 1100 East and 2100 South. The following outlines Public Utilities' general requirements that must be met in order to receive approval for this project from our Department:

General Requirements:

All design and construction must conform to State, County, City and Public Utilities standards and ordinances. Design and construction must conform to Salt Lake City Public Utilities General Notes.

All environmental and wetland issues must be approved by the appropriate governing agency prior to Public Utilities approval. The developer must provide written documentation to Public Utilities showing these conditions have been met.

Fire Department approval will be required prior to Public Utilities approval. Fire flow requirements, hydrant spacing and access issues will need to be resolved with the fire department.

Sanitary Sewer and Water Mains:

Calculations must be submitted showing anticipated sanitary sewer flows from this proposed subdivision. Based on the calculations, Public Utilities will assess the existing downstream pipe capacities to determine if any downstream improvements will be required as part of this proposed construction. The water system must be modeled to insure adequate flows and pressures are available for future proposed construction. Separate culinary water connections must be made to service each lot within the subdivision. Any unused services must be disconnected at the main per Public Utilities requirements.

Utility plans must show all proposed pipe routings, sizes, types, boxes, meters, detector checks, fire lines and hydrant locations. For all culinary water line services larger than 3-inches, the water meter size must be justified by submitting AWWA M-22 method calculations or by a Public Utilities' approved equivalent method. Only one meter will be allowed per parcel, with the exception of landscape meters on parcels over ½ acre. All gravity pipes must be designed and constructed to meet minimum allowable grades. Any potential conflicting private or public utility must be designed to meet minimum State and City separation standards. A minimum 1.5-foot vertical separation must be provided for between water and sewer crossings. All other utilities should have a minimum 1.5-foot separation with a larger separation required between larger structures and pipes. A stamped geotechnical report must be provided to Public Utilities for review and approval addressing pipe zone, highest expected

ground water elevation and pipe stabilization design for all pipes 10-feet and deeper. Minimum Public Utilities' pipe zone standards must be met. The engineer or contractor must obtain approval from Public Utilities for temporary dewatering activities required during construction. Permanent dewatering must be approved in writing from Public Utilities prior to connecting to the public system. Expected pumped ground water flows must be submitted to our office for review. With this information Public Utilities will evaluate the down stream storm water system and determine if any off-site improvements will be necessary to accommodate this additional flow. A discharge fee may be required based on expected and actual flow rates.

Storm Water Design and Construction:

This development will be restricted to a maximum storm water discharge rate of 0.2 cfs per acre. No retention facilities will be allowed. High groundwater may be in this area and a stamped geotechnical report must be submitted to Public Utilities identifying the expected highest groundwater elevation for this area. There are numerous natural springs in this area. The Geotechnical report must address how to resolve potential spring interception. All building pads, docks, paved areas, storm grates and on-site storm water detention must be above the 100-year event high water elevation as hydraulically connected to the surrounding storm drain system or the highest expected groundwater, whichever is the worst condition. The engineer must show that enough hydraulic head is provided to drain storm water away from this subdivision by survey and hydraulic analysis. This high water condition, if it exists, must be noted on the final plat and on the drainage and grading plan. An engineered stamped drainage report is required showing all the above-mentioned requirements have been met. Concrete roll gutters are recommended at the bottom of ditch facilities. Bubble-up inlets or sumps used as control structures in detention areas will be discouraged. Temporary and permanent erosion control within detention areas or ditches must be detailed. The developer must comply with UPDES Construction Storm Water Permits. At a minimum, silt fence must be provided along open drainage ways, hay bales must protect any existing grates or inlets and the City's clean-wheel ordinance must be followed. A copy the proposed Storm Water Pollution Prevention Plan required for the UPDES permit must be submitted to Public Utilities for review and approval.

The Jordan and Salt Lake Canal is located adjacent to this property. According to our records some of the existing buildings may encroach into the Canal property. No new construction will be allowed within the Canal property. No new utilities will be allowed within the canal property. Construction around the canal must be carefully monitored to ensure the integrity of the existing structure is not compromised. Any damage to the canal must be repaired per SLC Public Utilities standards and be approved in writing before the repairs are begun. Underground parking will not be allowed to impact the existing canal. A site demolition plan must be included in the plan submittal to Public Utilities. A hold harmless agreement will be required as part of any construction and must be shown on the plat. Public Utilities access to the canal can not be limited nor diminished during or after construction. From March 1st to October 15th, the water flowing within the canal can not be disrupted. Any disruption will result in a daily fee as defined in the construction agreement.

Property Issues Agreements and Fees:

All existing and new easements must be clearly shown and described on the plat prior to final plat recordation. All public utility mains must be located within public road right-of-ways. If power lines, gas lines, communication conduits, etc. exist within this the property, any relocation of these utilities and related easements must be approved by Public Utilities. No buildings, structures, trees, fences, etc. may be constructed within easements dedicated to Salt Lake City Public Utilities.

Utility extension service connection agreements must be entered into between the developer and Public Utilities for all water, fire and sewer services. The agreements will outline developer and Public Utilities' responsibilities related to construction, maintenance and warranty of these main & services. Work for public utility system improvements must be bonded based upon an approved engineer's estimate. All agreements must be executed and bonds received by Public Utilities prior to full construction plan set approval and plat sign-off from our department. Prior to full plan set approval and plat recordation all water, fire, sewer, drainage and connection impact and inspection fees must be paid in full. A \$343 per quarter acre drainage impact fee will be assessed on the platted area for this development.

Public Utilities finds this project approvable if all the above-mentioned issues are addressed. If you should need further assistance with this matter, please contact Jason Brown at 483-6729.

POLICE

Traughber, Lex

From: Brede, Richard
Sent: Friday, November 21, 2008 1:09 PM
To: Traughber, Lex
Subject: RE: Comments for Red Mountain/Granite Furniture Block

I'm not preparing a response. Thanks, Rich

-----Original Message-----

From: "Traughber, Lex" <Lex.Traughber@slcgov.com>
To: "Garcia, Peggy" <peggy.garcia@slcgov.com>; "Spencer, John" <John.Spencer@slcgov.com>;
"Brede, Richard" <Richard.Brede@slcgov.com>
Cc: "Coffey, Cheri" <Cheri.Coffey@slcgov.com>; "Comarell, Pat" <Pat.Comarell@slcgov.com>
Sent: 11/21/2008 9:24 AM
Subject: Comments for Red Mountain/Granite Furniture Block

Good Morning,

On October 27 and November 4, 2008, I sent information to you regarding the above referenced project. Red Mountain has submitted revised plans regarding their development on the western portion of the Granite Furniture Block. I had requested comments from you by last Monday, November 17, 2008. If you are preparing comments, I look forward to receiving them; please let me know if you need more time. If you are not going to be making comments, I would appreciate a response to this correspondence to let me know as well.

Thank you for your attention to this important matter. If you have any questions, please do not hesitate to contact me.

Sincerely,

Lex Traughber

Principal Planner

Salt Lake City Planning Division

lex.traughber@slcgov.com or (801) 535-6184

SALT LAKE CITY BUILDING SERVICES

Preliminary Zoning Review

Log Number: PLNPCM2008-00211

Date: November 21, 2008

Project Name: Granite Furniture Block Redevelopment
Red Mountain Retail Group

Project Address: 1050 East 2100 South

Contact Person: Lex Traugher
Phone Number: (801) 535-6184

Fax Number: (801) 535-6174
E-mail Address:

Zoning District: CSHBD-1
CSHBD-2
RMF-35

Reviewer: Alan Hardman Phone: 535-7742

Comments

The Building Services Division preliminary zoning review comments for Conditional Building and Site Design Review (21A.26.060D) are as follows:

General Issues:

1. The Planning Commission must approve petition PLNPCM2008-00211 in conformance with the provisions of the Conditional Building and Site Design Review of 21A.59.060.
2. The Planning Commission must approve the development in conformance with the Business District Design Guideline Handbook—an appendix section of the Sugar House master plan.
3. Building heights and setbacks must meet the requirements of 21A.26.060G or be waived and/or approved through a Planned Development process.
4. The first floor elevations of all buildings facing a street must have 40% non-reflective glass per 21A.26.060H.
5. Any on-street parking stalls being used to meet parking requirements must be approved by the city's Transportation Division.
6. Any off-site parking stalls being used to meet parking requirements must not exceed 500 feet maximum distance measured between the proposed use and the closest point of the off-site parking facility.
7. Office Use parking calculations must comply with Table 21A.44.060F, which are 3 stalls per 1,000 square feet gross floor area for the main floor plus 1 ¼ stalls per 1,000 square feet gross floor area for each additional level. The plans incorrectly use 2 stalls per 1,000 square feet. Please revise parking calculations.

8. Residential Use parking calculations must comply with Table 21A.44.060F, which is 1 stall for each one-bedroom unit and 2 stalls for each two-bedroom unit. The plans incorrectly use 1 stall for two-bedroom units. Please revise parking calculations.
9. Provide a Landscape Plan.
10. Provide a Fault Rupture Hazard Report for new construction due to the close proximity to a fault line.
11. Address Certificates must be obtained for each new structure.
12. Demolition permits must be obtained to demolish existing structures.

Building A1 (CSHBD-1)

1. Floor plans indicate mixed use including Medical Use. Medical Use parking requirements are 5 stalls per 1,000 square feet of gross floor area. Verify Medical Use parking calculations for compliance with Table 21A.44.060F and include them in the calculations.
2. Revise Office Use parking calculations per Table 21A.44.060F.
3. Revise Residential Use parking calculation per Table 21A.44.060F as required.
4. The Planning Commission must approve petition PLNSUB2008-00214 to combine existing parcels into one new parcel and create a condominium plat for the residential component.
5. Easements must be identified showing legal access to delivery areas shown.

Building B1 (CSHBD-1)

1. Revise Residential Use parking calculation per Table 21A.44.060F as required.
2. The property line shown along Sugarmont Drive shows the rail spur property included in the development, which they do not own. The property line needs to be shown correctly.
3. The Planning Commission must approve petition PLNSUB2008-00214 to combine existing parcels into one new parcel and create a condominium plat for the residential component.

Building B2 (CSHBD-1)

1. Revise Office Use parking calculations per Table 21A.44.060F.

Building B3 (CSHBD-1)

1. Revise Residential Use parking calculation per Table 21A.44.060F as required.
2. Cross-access easement agreement required for vehicular and pedestrian access between lots.

Building C1 (CSHBD-2 / RMF-35)

1. Revise Residential Use parking calculation per Table 21A.44.060F as required.
2. The Planning Commission must approve petition PLNSUB2008-00214 to combine existing parcels into one new parcel and create a condominium plat for the residential component.
3. The property located at 1015 East Elm, being used for the parking ramp to the parking structure, is zoned RMF-35. This will require the property to be rezoned to CSHBD-2.

FIRE

Traughber, Lex

From: Itchon, Edward

Sent: Wednesday, November 12, 2008 8:54 AM

To: Traughber, Lex

Cc: Butcher, Larry; Montanez, Karleen

Subject: PLNPCM2008-00211 Granite Furniture Block Redevelopment

No additional comments from before.

See
Jan 29, 2008

FIRE

Traughber, Lex

From: Itchon, Edward
Sent: Tuesday, January 29, 2008 10:18 AM
To: Traughber, Lex
Cc: Butcher, Larry; McCarty, Gary; Montanez, Karleen
Subject: Granite Furniture Block Redevelopment

During the review of the plans it was noted that they were not complete and details were missing to conduct an complete review. We also understand that the water mains in this area may not support the estimated required fire flows. The list below may not have all the requirements for the structures such as fire sprinkler system, alarm systems and special extinguishing systems for hood and ducts. This office also is concern regarding LP gas in reference to the trax system.

1. Provide Fire Hydrants at the street a minimum 350 feet on centers.
2. Building A1 & B1 requires a minimum of four fire hydrants which the combined flows of 4,000 GPM.
3. No part of the building maybe further than 400 feet from a fire hydrant.
4. The primary fire hydrant shall be within 400 feet of a fire hydrant.
5. Additional fire hydrants maybe required to meet the required fire flow of
6. A control valve shall be placed immediately in front of the fire hydrant between the hydrant and the water main. This valve shall independently control the fire hydrant.
7. Fire hydrants shall be equipped with one 4 ½ inch, and two 2 ½ inch outlets, which has national standard threads (NST).
8. Fire hydrants shall be installed so that the center line of the lowest cap, nut shall not be closer than 18 inches from the finished grade.
9. Fire hydrants shall not be installed closer than 30' to a building.
10. Fire hydrants installed along fire department access roads shall not be further than 15' from the road.
11. Fire hydrants shall have the 4 ½" butt facing the fire access roadway.
12. Fire Hydrants shall be obstruction free within 3' around the hydrant.
13. Dead end water mains 8 inches in diameter shall not be longer than 250 feet in length, and serve no more than two appliances. If the water main is a minimum 12 inches in diameter it is permitted to be a dead end greater than 250 feet.
14. Underground piping shall be tested at 200 psia for two hours. This office shall receive a copy of the test certificate.
15. Fire Department Connection (FDC) shall be placed at the front of the structure and be no further than 100 feet from a fire hydrant.
16. Fire Department access roadway both temporary and permanent shall be installed and maintained to meet the requirements of Public Works Department.
17. Fire hydrants installed in a parking lot shall have a minimum 3 foot unobstructed clearance around the fire hydrant and be provided with vehicle impact protection as required in section 312 of the International Fire Code.
18. Fire hydrants shall be operational and a fire department access roadway installed prior to the construction of the structure.
19. Fire Department access roadway and fire hydrants shall be in place prior to construction. If the Fire Department access road is not installed before the commencements of construction then a temporary fire department access road maybe install.
20. Fire Department access roads shall be a minimum of 26 foot clear width. This access road

turning radius shall be a minimum of 20 foot inside and 45 foot outside. The minimum clear height is 13 feet 6 inches.

21. Provide a temporary address sign which is visible and distinguishable from the street from both directions.
22. Fire hydrants shall not be blocked by building materials, equipment or temporary offices.
23. The Civil Engineer shall design the temporary fire department access road and provide to the City Engineer for his approval the geotechnical report with a design of the proposed access road to support the imposed HS20 loads.
24. On street parking is permitted on one side of the street. No parking signs and red curb shall be installed on the same side as the fire hydrants.
25. On streets 30 foot in width parking is prohibited on one side. No parking fire lane signs and red curbs are required on the same side as the fire hydrants.
26. Temporary fuel tank storage will require a permit if used during construction. Gravity flow is not permitted.
27. Burning of trash, scrap wood of other materials in a violation of City Ordinance.

TRANSPORTATION

Traughber, Lex

From: Walsh, Barry
Sent: Wednesday, November 05, 2008 3:29 PM
To: Traughber, Lex
Cc: Young, Kevin; Barry, Michael; Garcia, Peggy; Itchon, Edward; Weiler, Scott; Smith, Craig; Butcher, Larry; Spencer, John
Subject: RE: Revisions - Additional Info
Categories: Program/Policy

November 5, 2008

Lex Traughber, Planning

Re: Revised submittal review for - Granit Furniture Block Redevelopment at 2100 South McClelland Street, Red Mountain Retail Group. PLNPCM2008-00211 Revisions.

The division of transportation review comments and recommendations are as follows:

The conceptual plans indicate the parking calculation totals for Building "A", "B" & "C" combined as 770 stalls required and 951 provided with in the three sites (the on street parking is not to be counted). The ADA requirements are noted to provide 26 stalls of the 19 required, but do not designate all three van accessible stalls (8' staging & 8' loading = 16' wide). The 5% bike parking provisions is note with 41 stalls to be provided (5% of 770 = 39 required). Due to the three separate lots, off site parking agreements are required. The residential units, condominium or apartments, needs to be addressed the parking designation along with any security parking proposals as well as the Hotel and Office uses.

Cross easements are required to show access to building B3 for the 17 surface stalls.

The ADA stall for building B1 stall #124 Main level needs to be at 90 degrees (?van type) for access and circulation, also for level 1 stall #124 and level 2 stall #127.

Please clarify the ramp shown on building B1 main level to and upper level?.

Final parking structure review issues will include; height clearance (8'2" for ADA van access), ramp grades and transitions, signing, etc.

The on street parking and street scape shown on McClelland Street is conceptual in that it is not required for this development and on street parking credits are in conflict with the transportation division policy for new or expanded development applications. The stalls shown may be removed due to final street design issues such as fire hydrants, freight loading zones, passenger drop off areas, bulb-outs, cross walks, etc. Final public way, street scape design needs to be coordinate with the sugarhouse design standards per Planning, Engineering, Street Lighting, Transportation, and Public Utilities.

Please feel free to call me at 535-6630 if you have any questions.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
Michael Barry, P.E.
Peggy Garcia, Public Utilities
Ted Itchon, Fire
Scott Weiler, P.E.
Craig Smith, Engineering
Larry Butcher, Permits

11/12/2008

John Spencer, Property Management
File

From: Traughber, Lex
Sent: Tuesday, November 04, 2008 10:54 AM
To: 'Eric A. Nelson'
Cc: Walsh, Barry
Subject: Revisions - Additional Info

Eric,

I received the additional plans regarding parking this am. It has been routed for comment.

Thanks,

Lex Traughber
Principal Planner
Salt Lake City Planning Division

lex.traughber@slcgov.com or (801) 535-6184

11/12/2008

TRANSPORTATION

Traughber, Lex

From: Walsh, Barry
Sent: Wednesday, October 29, 2008 11:12 AM
To: 'Eric A. Nelson'
Cc: Traughber, Lex; Young, Kevin
Subject: RE: RedMT PLNPCM2008-0011
Categories: Program/Policy

October 29, 2008

Eric,

Copy below, Barry Walsh

March 5, 2008

Lex Traughber, Planning

Re: Conceptual Design Review for Granite Furniture Block Redevelopment / Craig Mecham
- 1100 East 2100 South area.

The division of transportation review comments and recommendations are as follows:

The Traffic Impact Study report has been submitted to KY for the Granite Furniture block. He probably won't finish his review for a couple of weeks. Hopefully there will not be any issues that require the report to be amended. If there are, the complete of our review will depend on how soon we get an amended plan back from the consultant.

The plat is not clear for parcels and cross easements, parcel consolidations, etc.

Provide full site parking calculations of the existing parking and new parking requirements for each building site (parcel) to include ADA requirements and the 5% for bicycle parking of the required parking. Clarify Off site parking information with planning along with lease agreements etc.

Provide a fully dimensioned parking lot designs per city standards as required for each site with parking lot landscaping and buffers as applicable. Submit proposed parking structure plans with column spacing, heights, ramps, etc as required.

The Public way roadways are to be per city design standards as defined public areas: curb, sidewalks, park strips driveways, intersections, traffic signals, Etc.

The "T" intersection at Wilmington is to be defined as a "T" intersection with the driveway to the west as a driveway. Driveways are to be per city standard for location, width, and function, with a continuous pedestrian sidewalk at grade.

Final public way street beautification is to be coordinated with Planning and the Sugarhouse design standards to include street trees and decorative lighting.

Public way encroachments, awnings shown on the sections, need to be reviewed by property management for lease agreements etc. All utility services are to be provided on site.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
Michael Barry, P.E.
Scott Weiler, P.E.
Craig Smith, Engineering
Peggy Garcia, Public Utilities
Ted Itchon, Fire

11/12/2008

Larry Butcher, Permits
John Spencer, Property Management.
File

From: Eric A. Nelson [mailto:enelson@rmrginc.com]
Sent: Wednesday, October 29, 2008 10:11 AM
To: Walsh, Barry
Subject: RedMT PLNPCM2008-0011

Hi Barry,

Thank you for your quick response to our latest submittal....in reviewing your comments, you noted a March 5th letter but I cannot find it in my file. In an attempt to address all of the issues, can you forward this letter to me?


After we review all the comments and make the necessary changes, I will follow up with you.....

Thanks again,

Eric A. Nelson | Red Mountain Retail Group, Inc.
Vice President - Entitlements
1234 E. 17th Street
Santa Ana, CA 92701
main: 714.245.7400 | fax: 714.245.7401
direct: 714.245.7405 | cell: 949.510.2070
enelson@rmrginc.com
www.redmountainretailgroup.com

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 Please join Red Mountain Retail Group, Inc and consider our environment before printing this email.

TRANSPORTATION

Traugher, Lex

From: Walsh, Barry
Sent: Wednesday, October 29, 2008 8:42 AM
To: Traugher, Lex
Cc: Young, Kevin; Barry, Michael; Garcia, Peggy; Itchon, Edward; Weiler, Scott; Smith, Craig; Butcher, Larry; Spencer, John
Subject: RedMT PLNPCM2008-00211
Categories: Program/Policy

October 29, 2008

Lex Traugher, Planning

Re: Granit Furniture Block Redevelopment at 2100 South McClelland Street – Red Mountain Retail Group.
PLNPCM2008-00211 Revisions.

The division of transportation review comments and recommendations are as follows:

The conceptual plans are incomplete. Please refer to past review letters January 14, 2008 and March 5, 2008 request for detailed information.

The parking calculations noted do not match the conceptual drawings submitted and do not address the ADA requirements or the 5% bike parking provisions.

The on street parking drawing do not comply with city standards, our phone response 4/2/08 about angle parking on McClelland was that it does not work, the roadway is not wide enough. The proposal for on street parking credits has not been accepted (response January 15, 2008) per conceptual submittal status and the issue of creating additional on street parking credits is in conflict with the transportation division policy for new or expanded development applications.

Please feel free to call me at 535-6630 if you have any questions.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.
Michael Barry, P.E.
Peggy Garcia, Public Utilities
Ted Itchon, Fire
Scott Weiler, P.E.
Craig Smith, Engineering
Larry Butcher, Permits
John Spencer, Property Management
File

10/30/2008

Traughber, Lex

ENGINEERING

From: Drummond, Randy
Sent: Friday, November 07, 2008 10:58 AM
To: Traughber, Lex
Cc: Weiler, Scott
Subject: Granite Furniture Block Development - Red Mountain Retail Group - PLNPCM2008-00211 -
Conditional Building and Site Design Review - revisions

Lex, we have reviewed the submitted set of drawings received yesterday, and due to the fact that all the apparent changes are refer to on-site parking alterations, our concerns do not change from those sent to you on Oct. 31st.
Randy

11/12/2008

TO: LEX TRAUGHBER , PRINCIPAL PLANNER

FROM: RANDY DRUMMOND, P.E., ENGINEERING

DATE: OCT. 31, 2008

SUBJECT: **The Village at Sugarhouse Subdivision –
McClelland Street between 2100 South and Sugarmont Drive
Conditional Building and Site Design Review**

SLC Engineering's review comments are *repeated* as follows:

1. This is a multi-use condominium project to provide residential units and commercial development on 3 parcels of various sizes on the Granite Furniture Block in the area of 2100 South, west of 1100 East. The frontages are all presently improved, and no additional right-of-way dedication is anticipated. In addition, an adjacent property the east is expected to present a plan soon for a similar project that will be reviewed in concert with this project. The expectation is that the existing buildings on parcels A and B will be remodeled and that new buildings will be constructed on parcels C and D. Any defective concrete in the public way along the project frontage must be repaired or replaced as part of the project.
2. The plans suggest that McClelland Street will be reconstructed by the developer between 2100 South and Sugarmont Avenue, *and that Sugarmont Avenue & Elm Avenue will be reconstructed along the frontage of this project.* If so, a soils report containing a pavement section design must be submitted to SLC Engineering.
3. The developer must enter into a subdivision improvement construction agreement. This agreement requires a security device for the estimated cost of constructing the public roadway improvements, including paved driveways on private property. The agreement also requires the payment of a stepped fee based on the estimated cost of roadway improvements. The developer should contact Joel Harrison (535-6234) to discuss insurance requirements for the project.
4. A set of subdivision improvement plans, including a cover sheet must be reviewed and approved, prior to issuance of a building permit. The plan & profile drawings for *all pertinent* streets must comply with Salt Lake City Engineering design regulations. Some of the significant requirements are as follows:

Page 2
Lex Traugher
The Village at Sugarhouse
Oct. 31, 2008

Minimum design grade is 0.50%.

The profile view for top of curb on each side and centerline must be shown.

The horizontal scale shall be 1"=20', 1"=30' or 1"=40'. The vertical scale shall be one-tenth the horizontal scale.

The minimum size lettering shall be 1/10" and capital letters shall be used.

The north arrow shall point toward the top or left of the sheet with stationing progressing from west to east or from **north to south**.

The following approval signatures are required on the cover sheet for the project:

SLC Transportation for approval of street geometrics and street lighting.

SLC Fire Department

SLC Public Utility Department (sewer, water & drainage improvements)

SLC Engineering Division (street design)

SLC Planning Division

5. SLC Transportation must review and approve street geometrics and street lighting.
6. At least one member of the concrete finishing crew must be ACI certified. The name of the ACI certified finisher must be provided at the pre-construction meeting for the subdivision.
7. *At the time a plat is submitted it will be reviewed and any changes will be made known to the developer's consultant via redlines.*
8. The construction contractor must file a Notice of Intent with the State of Utah, Department of Environmental Quality, Division of Water Quality, to comply with the NPDES permitting process. A copy of the pollution prevention plan (SWPP) must also be submitted to SLC Public Utilities.

cc: Scott Weiler
Brad Stewart
Barry Walsh
Vault

Exhibit B –
Community Council Comments

DECEMBER 3, 2008

COMMUNITY COUNCIL COMMENTS

RE: RED MOUNTAIN PROJECT IN SUGAR HOUSE

At a meeting of the Sugar House Community Council, Eric Nelson of Red Mountain, described his proposed project for the Sugar House Business District on the Granite Block. There were approximately 20 trustees in attendance, along with about 30 members of the community. Mr. Nelson described the differences in the project since we had seen it a year ago. He has full funding, has added a Boutique Hotel, height is now as tall as 79 feet on one of the buildings. There is a big increase in parking. Buildings C2 and 3 are gone, but building C1 is quite a bit larger than what we saw before. Timeline - hope to be under construction in the 2nd quarter of 2009. The hotel will be 180 rooms, no restaurant, similar to a Marriott Courtyard. There will be 320 residential units, and 6 stories for the hotel.

Comments:

- B1 looks horrible - is there a connection of activity onto Sugarmont?
- A1 along the east side, will there be any openings, like windows? This comment from the Mecham folks. (No, because it is right up against the property line, zoning won't allow it)
- What about parking for existing businesses (Rockwood Building) Eric says there is only the minimum required for the project and no allowance for that.
- Going for LEED certification but not a particular level.
- Building C-1 access? It is very important to move the access to McClelland and not have the tenants of the building exit on Elm, we do not want a lot of new traffic going through the residential area on Elm, it should be directed to 21st South or Sugarmont.
- Ground level on C-1 looks like a fortress, especially from Sugarmont.
- Is it all condos, or will there be some apartments? (Mostly condos but some apartments)
- We asked about how long it would take to build, and were told that the buildings that will just be renovated instead of replaced (A1.B2. B3) will be re-done fairly quickly so it will look like progress is being made. The idea is to renovate fast and occupy. In reading the original email from Lex, it appears that only A1 the Granite Furniture building will be renovated, everything else will come down, this needs to be clarified.
- There should be a sidewalk from Elm through the block east to Highland.
- We'd like to see some areas for outside eating.
- Why aren't the units going to be aimed at families? (there will be 1,2, and some 3 bedroom units)
- We need to make sure the units will be affordable, and not high end
- Does the traffic study need to be redone because this is 60% larger than the previous plan? (No, unless Mecham actually does build)
- Where will the trolley end? (not decided) Concern was expressed that this should be determined so the development can be built to maximize the connection. There should be some access from B1 and a sidewalk parallel to the trolley and bike-lane/trail, rather than having to walk clear around the building,
- I like the retail activity on both sides of McClelland. I think this will reduce the incidences of illegal activity that have been reported on that street and in the parking lot west of it.'
- I am concerned about the "arc" that separates B2 from B3. Hard to tell from the drawings, but it looks like a place where surveillance may be difficult, and with retail shops likely to be closed at night, it may be an attraction for illegal activities.

One concern was that the master plan calls for Wilmington and Sugarmont to be connected as they meet at Highland Drive, and we didn't see evidence of this. Eric was asked if he would be amenable to this, and he said he would be willing to explore it. In a conversation with Soren Simonsen after the meeting, several of us talked about trying to make sure there was a 10' wide sidewalk on the south side of B1, since that is

where the Parley's Trail alignment is supposed to be. Councilman Simonson indicated that he would like to see the Wilmington and Sugarmont roads connected as well, which probably would mean that Zions Bank should be relocated, and he would explore this with the RDA. He indicated that he would try to get all the parties involved to see if this could be resolved before plans were finalized. This is a quote from the RDA's Housing Goals for 2009: "Work with HAND to strategically purchase land in the immediate vicinity of existing and proposed transit stations and lease for development projects that promote the policies, goals, and objectives, of the City's Housing Policy Plan." The RDA's goals for Sugar House in 2009 include: "Assist with the alignment of Wilmington Avenue with Sugarmont." It further states "Work with property owners to facilitate realignment the same time the Granite Block is redeveloped."

Comments from Trustees after the meeting or by email:

- One thing I especially liked about the Red Mountain plan is that they avoided damaging the original Granite Furniture building by placing the A1 parking garage under the south part of that building, under the hotel, I guess. It was the need to expand Mecham's underground parking garage out to the very edges of his entire property that forced the demolition of the Blue Boutique.
- The SHBD Design Guideline Handbook, under Off-Site Development Design Guidelines says, in part:
 - Provide public sidewalks and pedestrian/bike corridors that enhance the existing pedestrian circulation systems in the following locations:
 - To the east along 2100 South and along Wilmington Avenue to Sugar House Park;
 - Between the Sugar House Plaza Monument area and surrounding uses and areas;
 - Between the public open space at Parleys Creek and surrounding uses and areas;
 - Along the rail/trail designated in the Salt Lake City Open Space Plan; and
 - To south and west to Fairmont Park.
- Accommodate public transportation at the street edges. Coordinate with the Utah Transit Authority on location and design of turnouts, bus stops and other transit facilities.
- Pedestrian Mall Law of Utah [10-15-02] states, in part, "in certain areas in municipalities within the state, and particularly in retail shopping areas thereof, there is need to separate pedestrian travel from vehicular travel and that such separation is necessary to protect the public safety or otherwise to serve the public interest and convenience. The Legislature further finds and declares that such objectives can, in part, be accomplished by the establishment of pedestrian malls pursuant to this act." We believe that this is especially critical in the SHBD because of the high volumes of traffic on the roadways, and large volume of pedestrians. Pedestrian traffic will only increase when the trolley line is running, and we need to plan for that now and build safeguards into this development
- The SHBD master plan calls for any ground level parking structure to be faced with retail. (P 16 Town Center Scale Mixed Use) This is clearly NOT the case for the B1 building, it looks like a cold fortress. Considering this will be adjacent to the trolley stop, this needs to be corrected. It would be a perfect place to have a coffee shop, card shop, flower shop and other small retail spaces, as would be called for if this were in a TOD zone.
- A key component of the SHMP is efficient and safe pedestrian circulation. This could be achieved by adding walkways through this block from east to west and north and south. There should be adequate sidewalks in front of all retail. Require a "pedestrian circulation element" in this project. (see p14 of the SHMP for other details relating to the pedestrian) Page 23 Off-Site Development Design Guidelines calls for work that occurs in the public way and on properties otherwise considered public such as Parleys Creek Property owned by Salt Lake City and others that might be designated. Page 23 further states:
- Provide public sidewalks and pedestrian/bike corridors that enhance the existing pedestrian circulation systems in the following locations:
 - To the east along 2100 South and along Wilmington Avenue to Sugar House Park;
 - Between the Sugar House Plaza Monument area and surrounding uses and areas;
 - Between the public open space at Parleys Creek and surrounding uses and areas;

- Along the rail/trail designated in the Salt Lake City Open Space Plan; and
- To south and west to Fairmont Park.
- The 1985 SHMP states: P. 16, Urban Design Element: Business District Design Guidelines: Area Identity Pedestrian - Pedestrian circulation should be provided from adjacent buildings into all pedestrian corridors.
- Pedestrian corridors should be developed to connect activity centers
- P. 17 of the 1985 SHMP, Urban Design Element: Building Height and Setback Guidelines: Business District Elements: *Retail Core*:
- Building setbacks of two to ten feet in the retail core should be provided as an extension of the sidewalk. Appropriate treatment within this urban space includes brick paving, planter boxes, entrance promenades, plazas, etc;
-
- Accommodate public transportation at the street edges. Coordinate with the Utah Transit Authority on location and design of turnouts, bus stops and other transit facilities
- The developer seems to imply that a large part of this project is renovation, when in fact we only see one building that will be re-used. We are not in favor of having the whole second side of the Granite Block be a construction zone for several years, since the Mecham project seems to be stuck and not going anywhere.
-
- In general, was the group supportive of the project? We didn't have a lot of time to really examine this, since it was quite a bit different from what we saw before. However, there didn't appear to be a lot of opposition. There was concern whether or not the project fit into the neighborhood (exterior materials, and height, with the exception of the Granite building)". There was also concern about whether it built in walkability in the neighborhood, or only made things more treacherous for the pedestrian. (P22 Appendix Pedestrian/Bicycle System Design Guidelines)

Judi Short, for the Sugar House Community Council

December 6, 2008

Exhibit C –
Public Comments

MECHAM MANAGEMENT, INC.

December 2, 2008

Mr. Lex Traugher
Planning Division
Salt Lake City Corporation
451 South State Street, Room 406
P.O. Box 145480
Salt Lake City, Utah 84114-5480

RE: Red Mountain Retail Group - Granite Block / Conditional Building and Site
Design Review

Dear Mr. Traugher:

I am writing this letter to address certain issues associated with Red Mountain Retail Group's ("Red Mountain") proposed project described in its November 6, 2008 Project Narrative / Overview (the "Overview") addressed to you. As you might expect, as a neighboring property owner I have a great interest in Red Mountain's use and development of its portion of the Granite Block. As a long-time Salt Lake City resident and Sugar House business owner, I am excited about the prospects of Red Mountain's development and what it could mean for Sugar House, including my adjacent property.

My purpose in drafting this letter is to express some concerns I have after reviewing Red Mountain's proposed project. I do so solely in order to protect my property rights, which could be jeopardized by Red Mountain's development. I am a proponent of Red Mountain's development so long as it complies with the applicable City ordinances and does not infringe upon my property rights. It is my hope that my concerns set forth below can be communicated to, and be addressed by, the Planning Commission during its deliberation on Red Mountain's proposed project, thereby enabling Red Mountain's development to proceed without adversely affecting my property rights.

First and foremost, to the extent Red Mountain's proposed project uses or encroaches upon my property it should not be approved. In reviewing Red Mountain's proposals, its project appears to incorporate certain access rights that it does not possess. Even if Red Mountain does not affirmatively state it is relying on access over my property, its current proposed project clearly contemplates accessing parts of its development through or over my property. By way of example, Red Mountain's proposed project appears to require access points over my property to the eastern part of its building designated A-1 as well as access from the north and east to its building designated B-3.

2144 SOUTH HIGHLAND DRIVE SUITE 160
SALT LAKE CITY, UTAH 84106
PHONE: (801) 466-4800 FAX: (801) 466-3622

In addition to these access issues, Red Mountain's drawings of the proposed project appear to use an incorrect property line on the east side for its B-3 building; the result being that Red Mountain's plans for its B-3 building actually encroach upon my property by what may be as much as 11 feet. The Planning Commission needs to be aware of these issues so that it does not approve this project under the mistaken assumption that Red Mountain has all of the property rights that its proposed project contemplates.

Another significant concern I have regarding Red Mountain's proposed project relates to parking. Red Mountain's proposed project does not appear to be compliant with the City's off-street parking requirements. This is of grave concern to me as an adjacent property owner because to the extent Red Mountain has miscalculated its parking requirements or is otherwise understating its parking requirements, its tenants, residents, customers and invitees will be forced to park on adjacent properties, most probably my property. This would obviously burden my property and force me to incur parking costs that rightly should be borne by Red Mountain. Avoiding such situations appears to me to be the very reason the City has developed such detailed parking ordinances for new developments.

Red Mountain's Overview is internally inconsistent and confusing as to whether the proposed project complies with the City's off-site parking requirements (see unnumbered pages entitled "Streets of Sugar House - Development Statistics" which contain differing numbers for provided parking). A detailed review of Red Mountain's proposed project reveals that the project is in fact "underparked." The Overview assumes the proposed project will be compliant with City Code if it provides two parking spaces for every 1,000 square feet of gross retail floor area as a Retail Shopping Center over 55,000 square feet. However, two parking spaces per 1,000 square feet of gross floor area is the minimum requirement for retail space. The Overview fails to consider that City Code requires health clubs to have three parking spaces per 1,000 square feet of gross floor area. In order to attempt to satisfy the parking requirements Red Mountain proposes that the City reconfigure its street parking and allow all of the street parking to be included to satisfy Red Mountain's parking requirement notwithstanding the other businesses of other property owners adjacent to the street. Here again, regardless of whether the project arguably meets the City Code parking requirements the proposed project will require more parking than Red Mountain has stated in its Overview.

Much of Red Mountain's parking requirements appear to be intended to be satisfied by underground parking to be constructed in the building designated as B-1. This building abuts the property line of my property. I am concerned as to how Red Mountain contemplates construction of the underground parking without the need for shoring on my property. Red Mountain has no rights to encroach on my property for construction or shoring.

Red Mountain's proposed project should not be approved until it demonstrates it has rights to adequate parking spaces to make it fully compliant with the City's off-street parking requirements.

In addition to my concerns that the proposed project encroaches upon my property rights and lacks adequate parking, I am also concerned by the fact that Red Mountain's Overview contemplates installing doors and/or windows in violation of City Code, a fact that was acknowledged by Red Mountain itself a few months ago. You may recall the letter Red Mountain sent to you dated July 29, 2008 relating to my conditional building and site design review that was heard by the Planning Commission on July 30th. On page 2 of that letter, under items number 1 and 2, Red Mountain stated:

1. "The Granite warehouse building located on the southern boundary of the site will be very difficult to redevelop. In that, what we have there today is likely to stay the same, with no openings, no relief and no architecture. *This is simply because the building sits almost directly on the property line and the building code prohibits openings such as window and doors unless there is adequate distance from the property line or an agreement that will prevent buildings from being to [sic] close to each other. . . .*
2. On that same note, a similar situation exists on the face of the warehouse building located on the western portion of the property. . . ."

(Emphasis added). Notwithstanding these statements of Red Mountain – which it made only months prior to the date of the Overview – Red Mountain now proposes the very type of architecture and openings it acknowledged as being improper and prohibited by City Code not only for the Granite Warehouse Building, which it now designates building B-1, but similar issues of openings for windows, doors and other architectural features are proposed for the east sides of the A-1 buildings including the proposed hotel and the north side of the B-2 and the east side of the B-3 buildings which are all situated abutting property boundaries.

These proposed plans of Red Mountain are a particular concern to me given the fact that current financing conditions likely will require me to construct as part of my redevelopment a multi level above ground parking structure on the southwest portion of my property by Red Mountain's B-1 and B-3 buildings, in order to satisfy my off-street parking requirements. This parking structure will be near the property line, and there will not be sufficient distance between the parking structure and Red Mountain's buildings for Red Mountain to have any openings in its buildings that face my property.

In addition, Red Mountain's proposed B-1 building is a new structure and as such should be limited to the uses allowed by the zoning ordinance for the 1st floor or street level. No attempt

December 2, 2008
Letter to Mr. Lex Traugher
Planning Division
Salt Lake City Corporation
Page 4 of 4

has been made to incorporate any of the allowed uses. I understand the need for delivery and service areas on the first floor, but 100% parking is not an allowed use.

As I stated above, I am hopeful that Red Mountain proceeds with its project. This letter is intended only to apprise you of certain of my concerns about Red Mountain's current proposal. Simply stated, Red Mountain's proposed project as presently constituted (1) appears not to comply with City Code, (2) appears to violate certain of my rights as a neighboring property owner, and (3) appears to be contingent upon my authorization on many levels, which authorization has not been granted. I hope that these concerns will be addressed before Red Mountain's development is allowed to proceed.

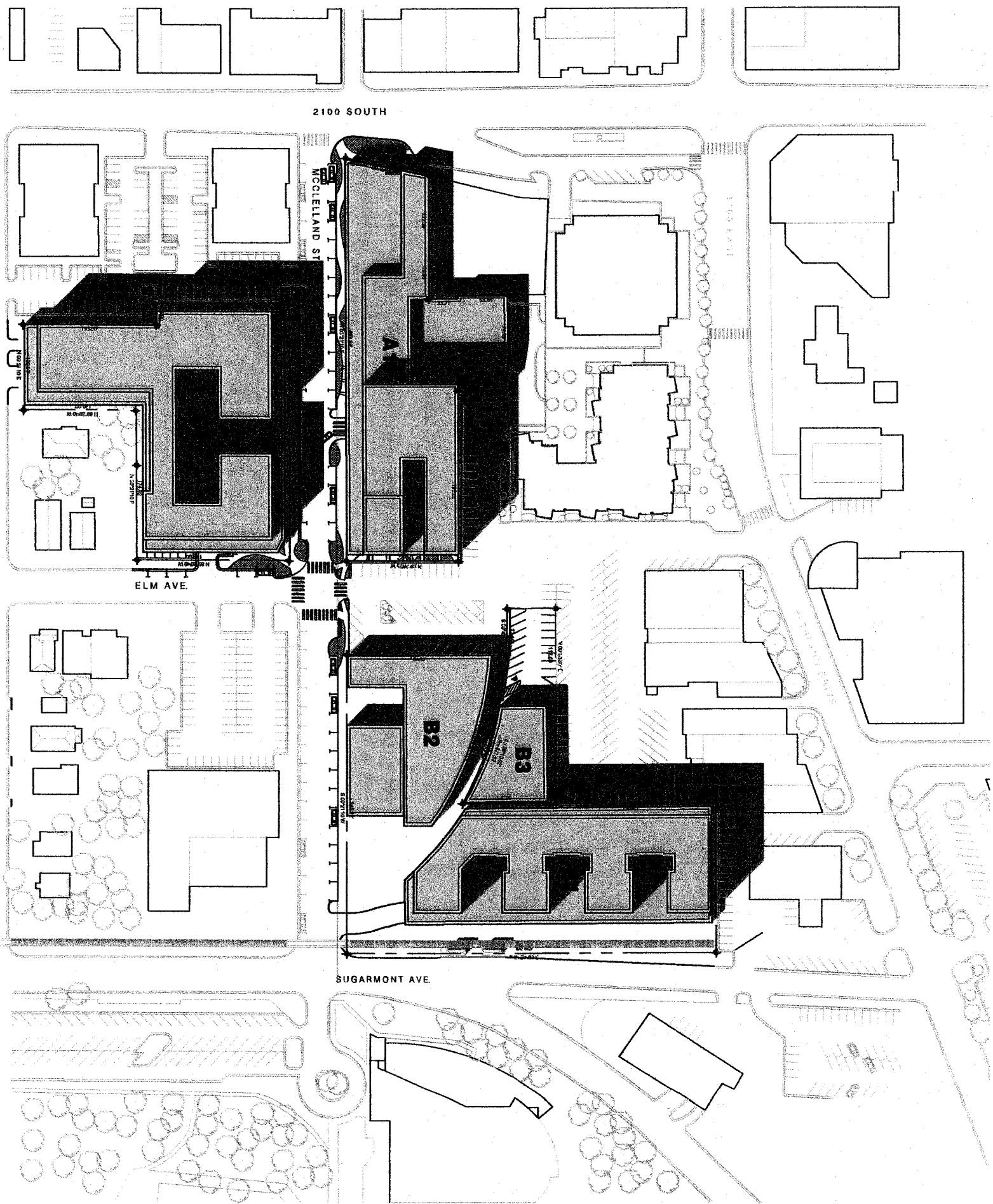
If you have any questions or concerns about the issues raised in this letter, please do not hesitate to contact me or Russell Callister at (801) 466-4800. Thank you for your consideration of these matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Mecham", written in a cursive style.

Craig Mecham

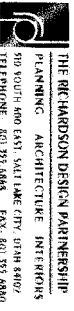
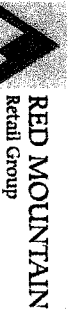
Exhibit D –
Site Plan and Building Elevations



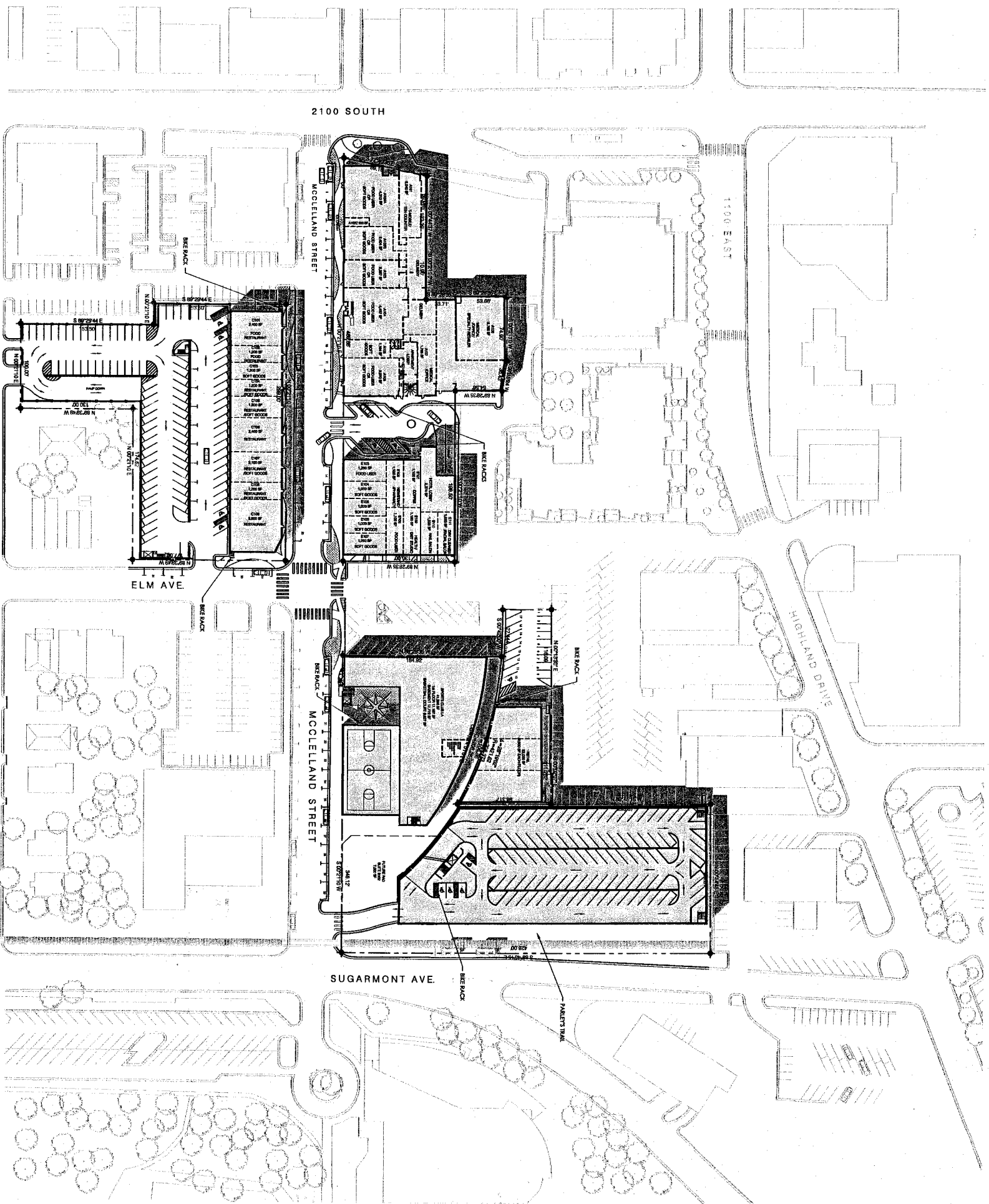
S I T E P L A N (R O O F)

THE STREETS OF
SUGAR HOUSE
SALT LAKE CITY, UTAH

J A N U A R Y 5 , 2 0 0 9



RECEIVED
JAN 05 2009
By _____



S I T E P L A N



**THE STREETS OF
SUGAR HOUSE**
SALT LAKE CITY, UTAH

JANUARY 5, 2009

RECEIVED
JAN 05 2009
By _____



MCCLELLAND STREET



MCCLELLAND STREET

SALT LAKE CITY, UTAH

JANUARY 5, 2009



JAN 05 2003



510 SOUTH 600 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.375.6868 FAX: 801.375.6868



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SUGAR HOUSE
SALT LAKE CITY, UTAH

SALI LANE CUI, CLARK

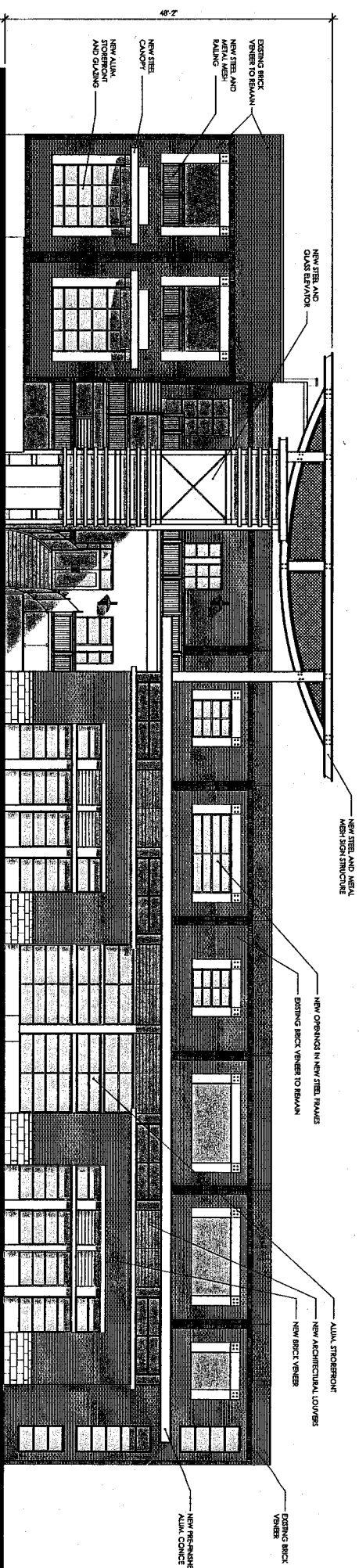


Retail Group

By _____

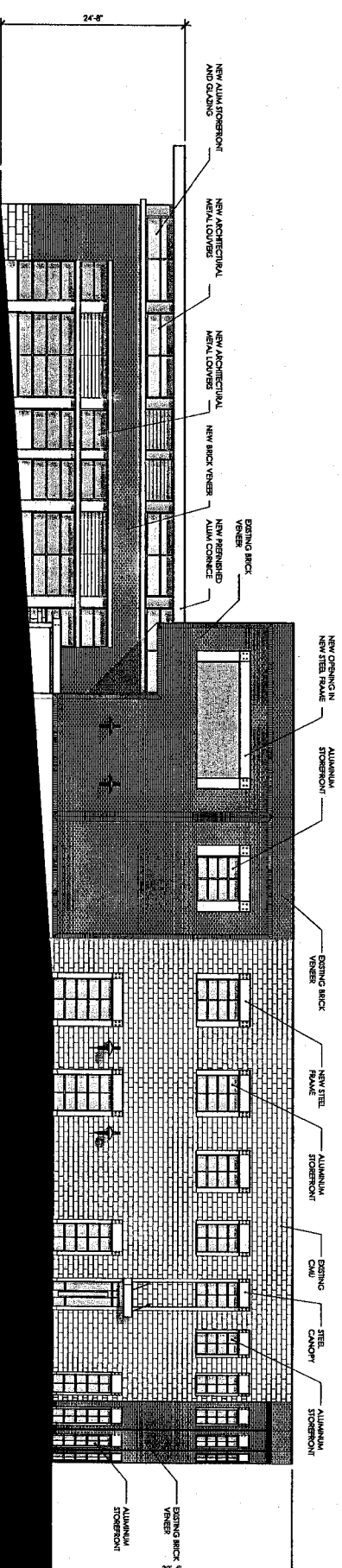
THE RICHARDSON DESIGN PARTNERSHIP
PLANNING ARCHITECTURE INTERIORS
510 SOUTH 400 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.377.6666 FAX: 801.377.6680

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PLANNING ARCHITECTURE INTERIORS
510 SOUTH 600 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.375.6666 FAX: 801.375.6680



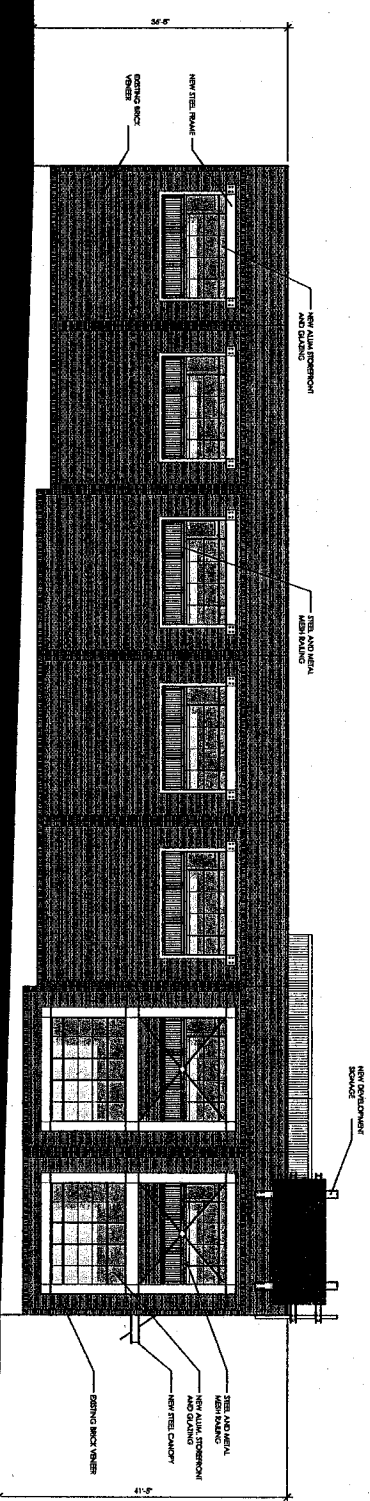
BUILDING B2 - WEST ELEVATION

MCLELLAND STREET

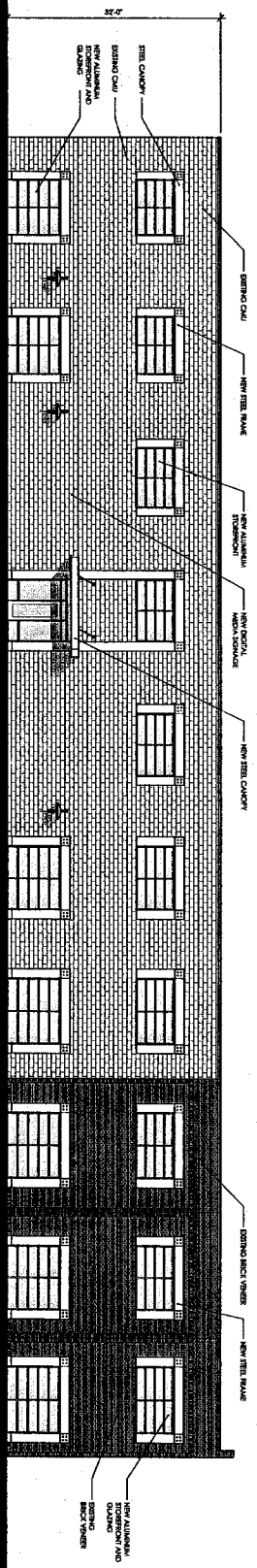


BUILDING B2 - SOUTH ELEVATION

SUGARMONT AVENUE



BUILDING B2 - NORTH ELEVATION

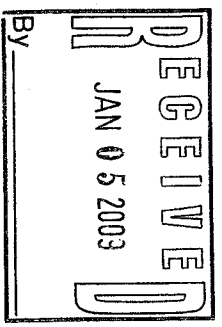


BUILDING B2 - EAST ELEVATION

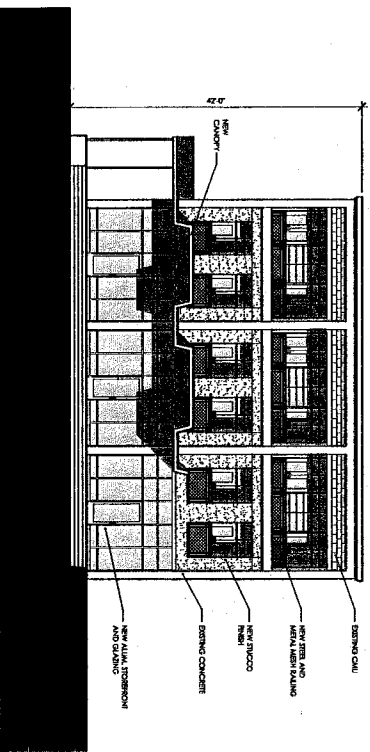


THE STREETS OF
SUGAR HOUSE
SALT LAKE CITY, UTAH

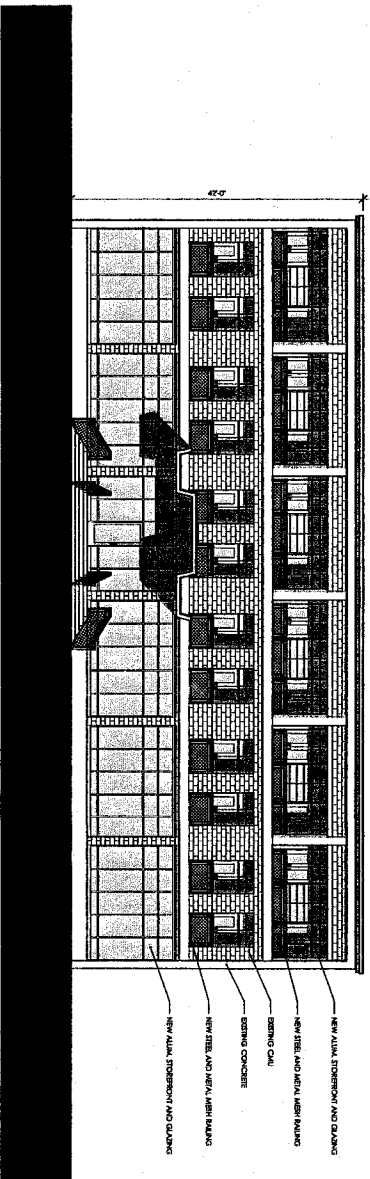
JANUARY 5, 2009



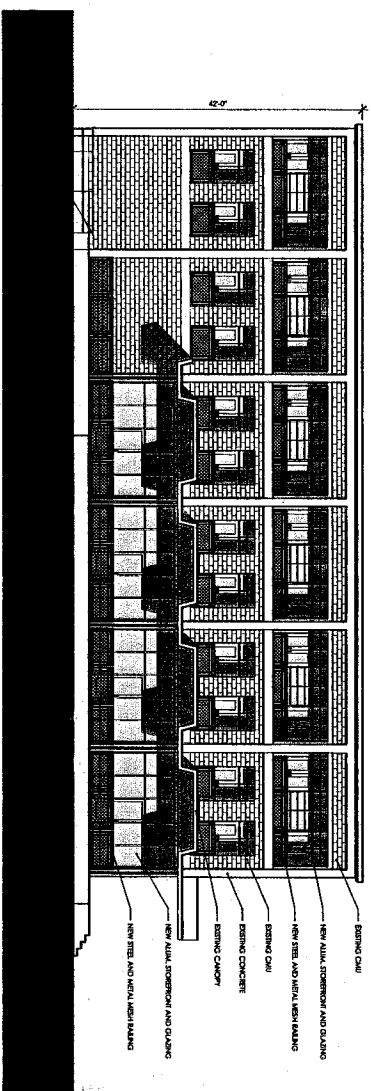
THE RICHARDSON DESIGN PARTNERSHIP
PLANNING ARCHITECTURE INTERIORS
910 SOUTH 600 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.373.4666 FAX: 801.373.4660



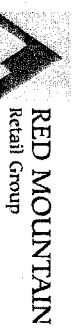
BLDG B3 - NORTH ELEV.



BLDG B3 - WEST ELEV.

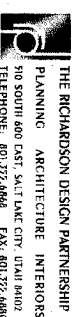
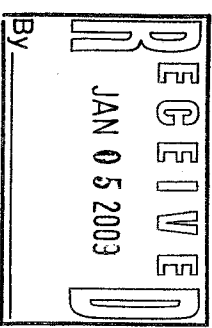


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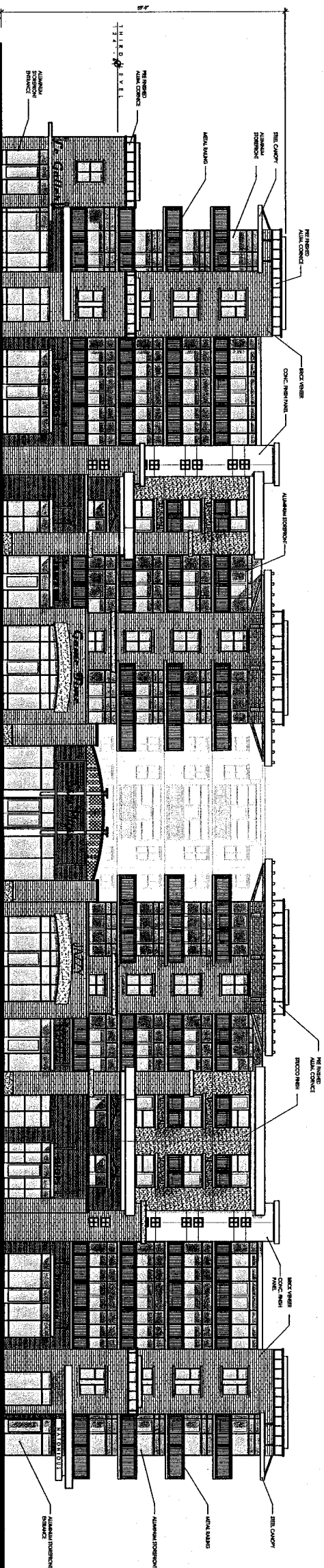


THE STREETS OF
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SALT LAKE CITY, UTAH

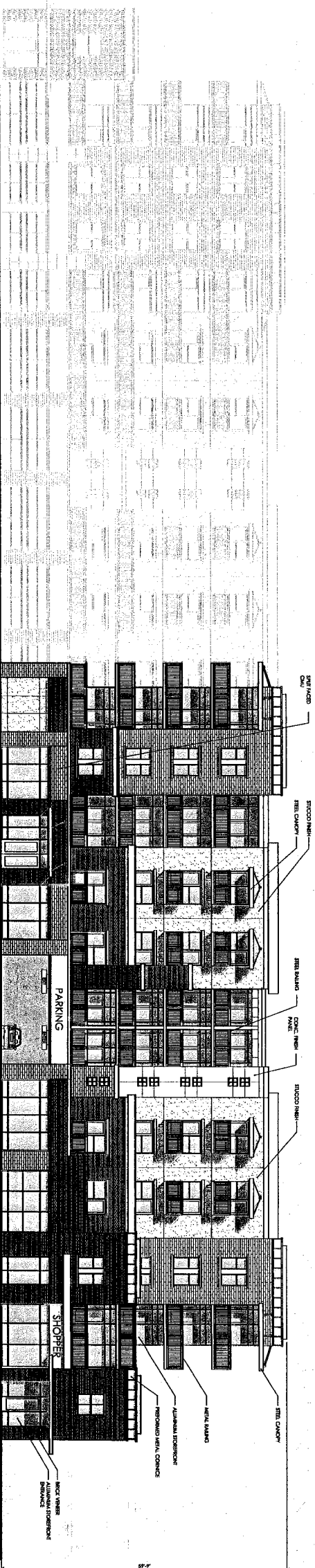
JANUARY 5, 2009



PLANNING ARCHITECTURE INTERIORS
590 SOUTH 400 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.375.4668 FAX: 801.375.4680



BUILDING C1 - EAST ELEVATION
MCCELLELAND STREET

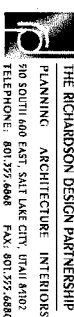


BUILDING C1 - SOUTH ELEVATION
ELM AVENUE

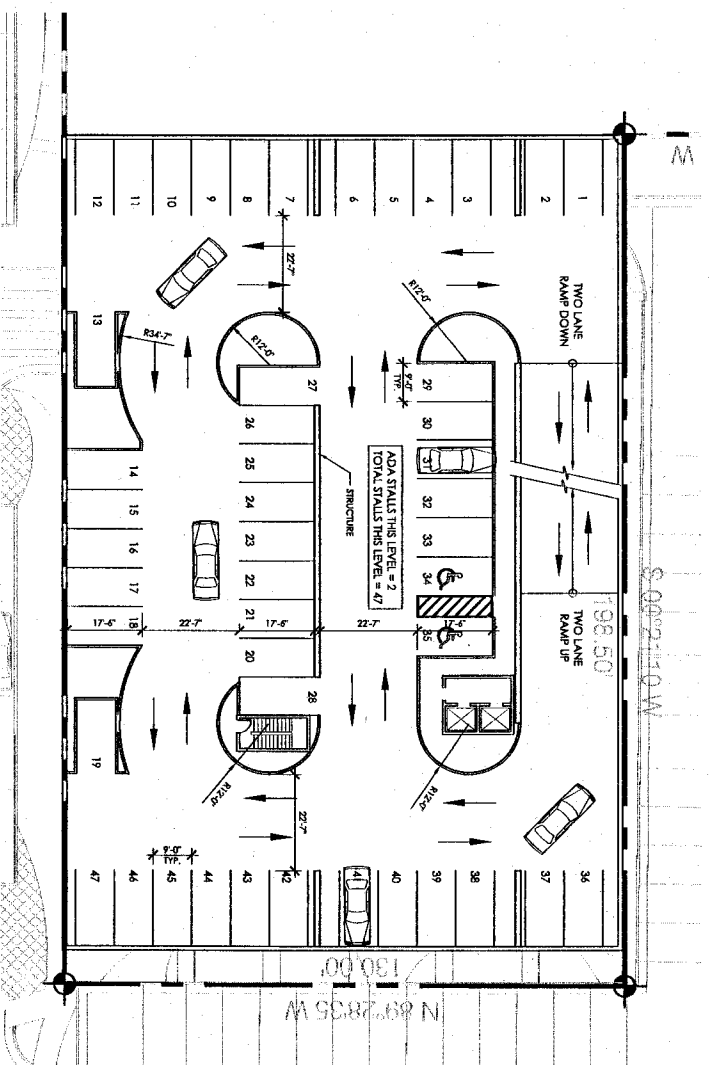


THE STREETS OF
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SALT LAKE CITY, UTAH

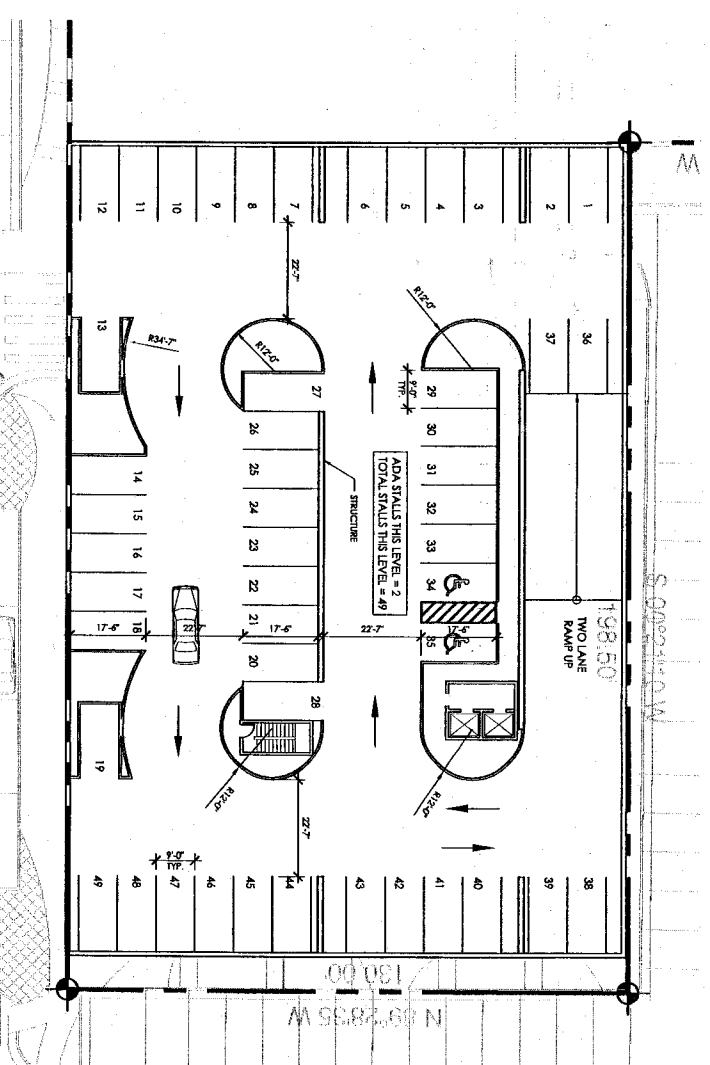
JANUARY 5, 2009



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By



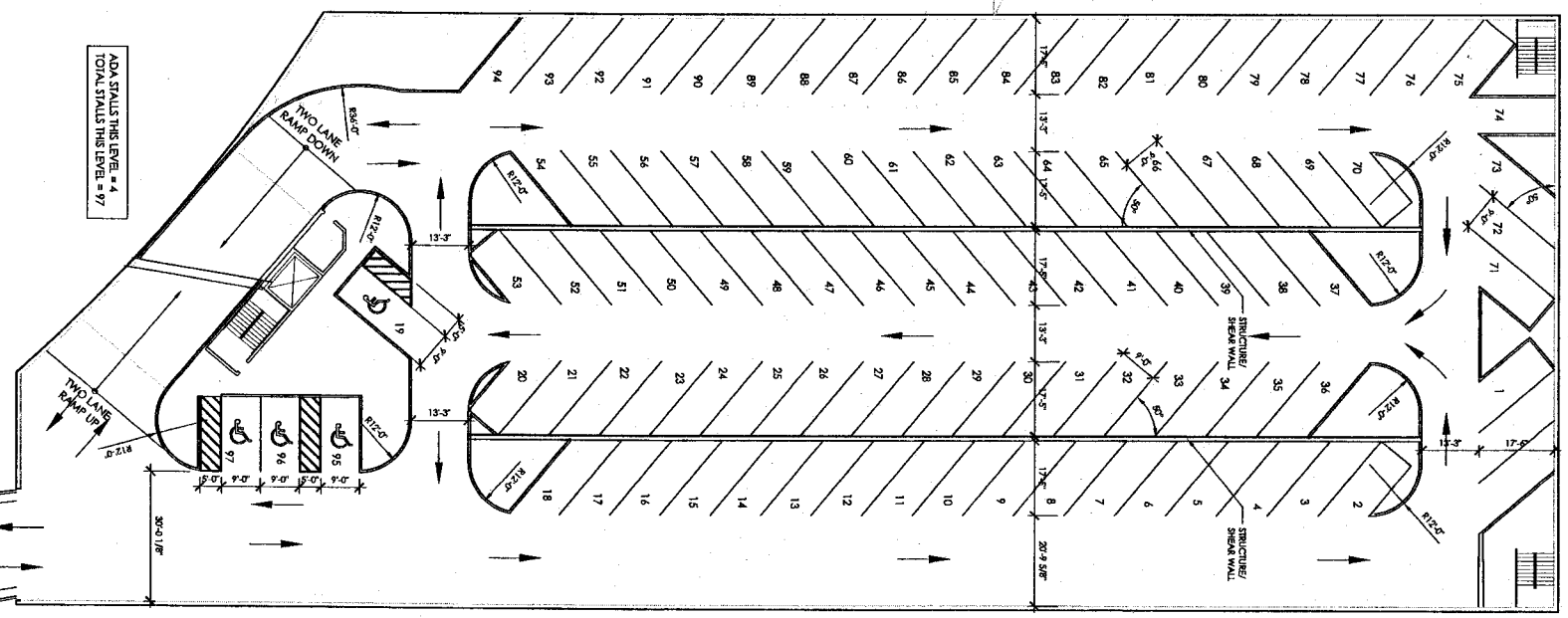
A1 - PARKING GARAGE
SUB-LEVEL 1



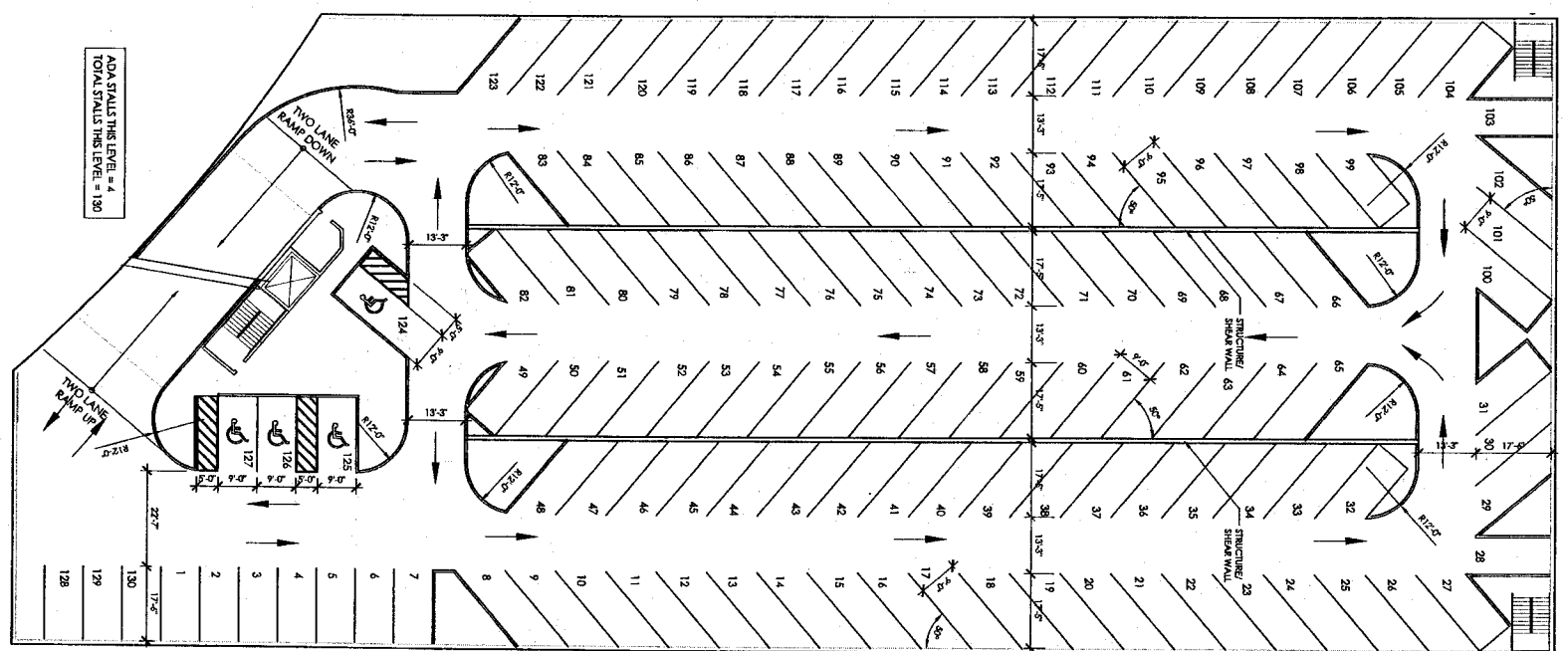
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SUB-LEVEL 2

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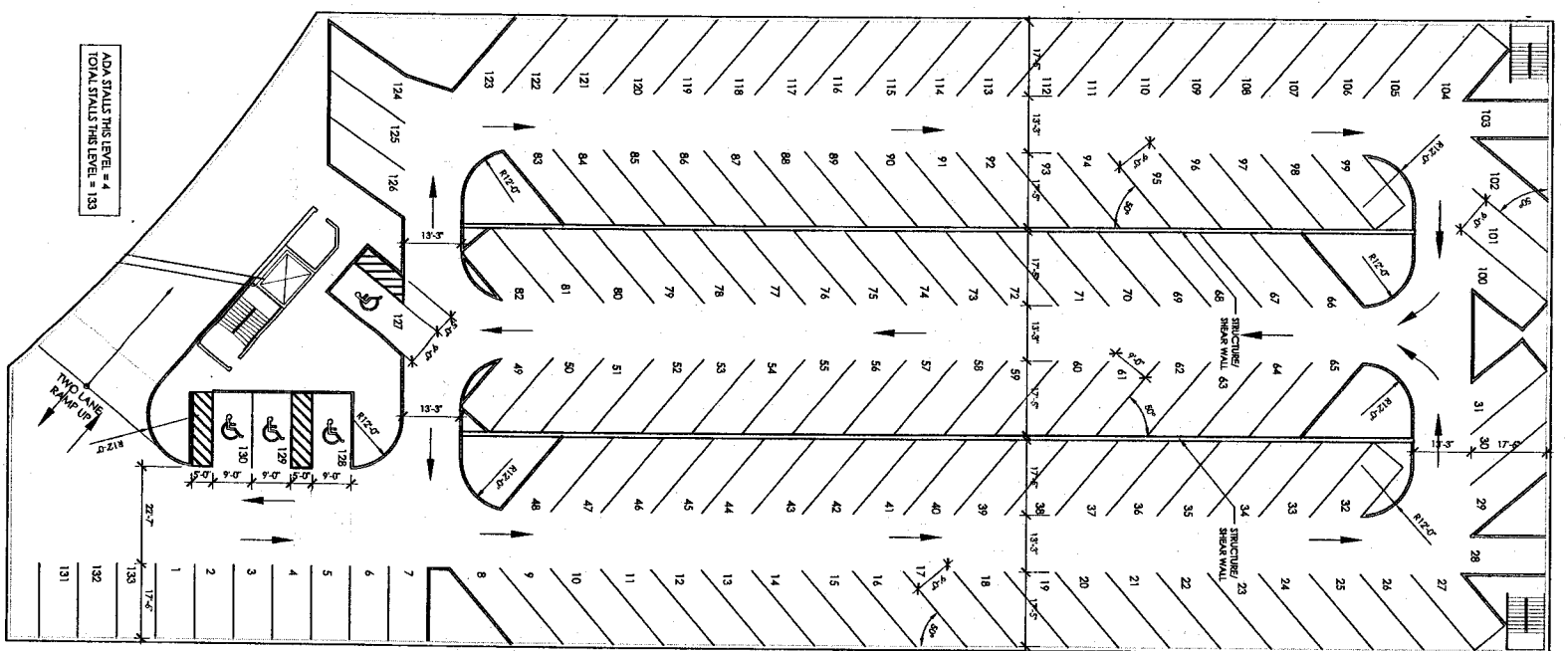
B1 - PARKING MAIN LEVEL



B1 - PARKING SUB-LEVEL 1



B1 - PARKING SUB-LEVEL 2



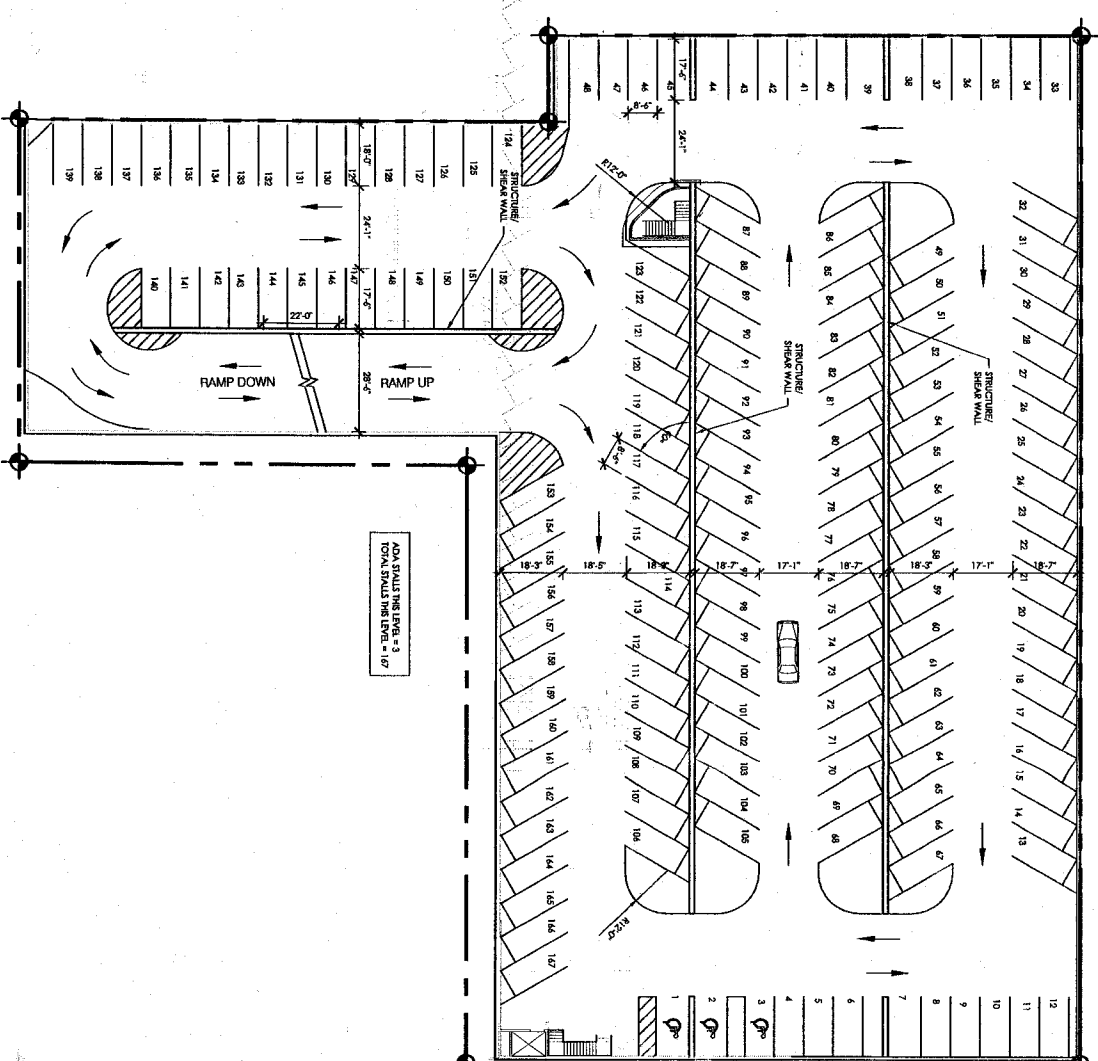
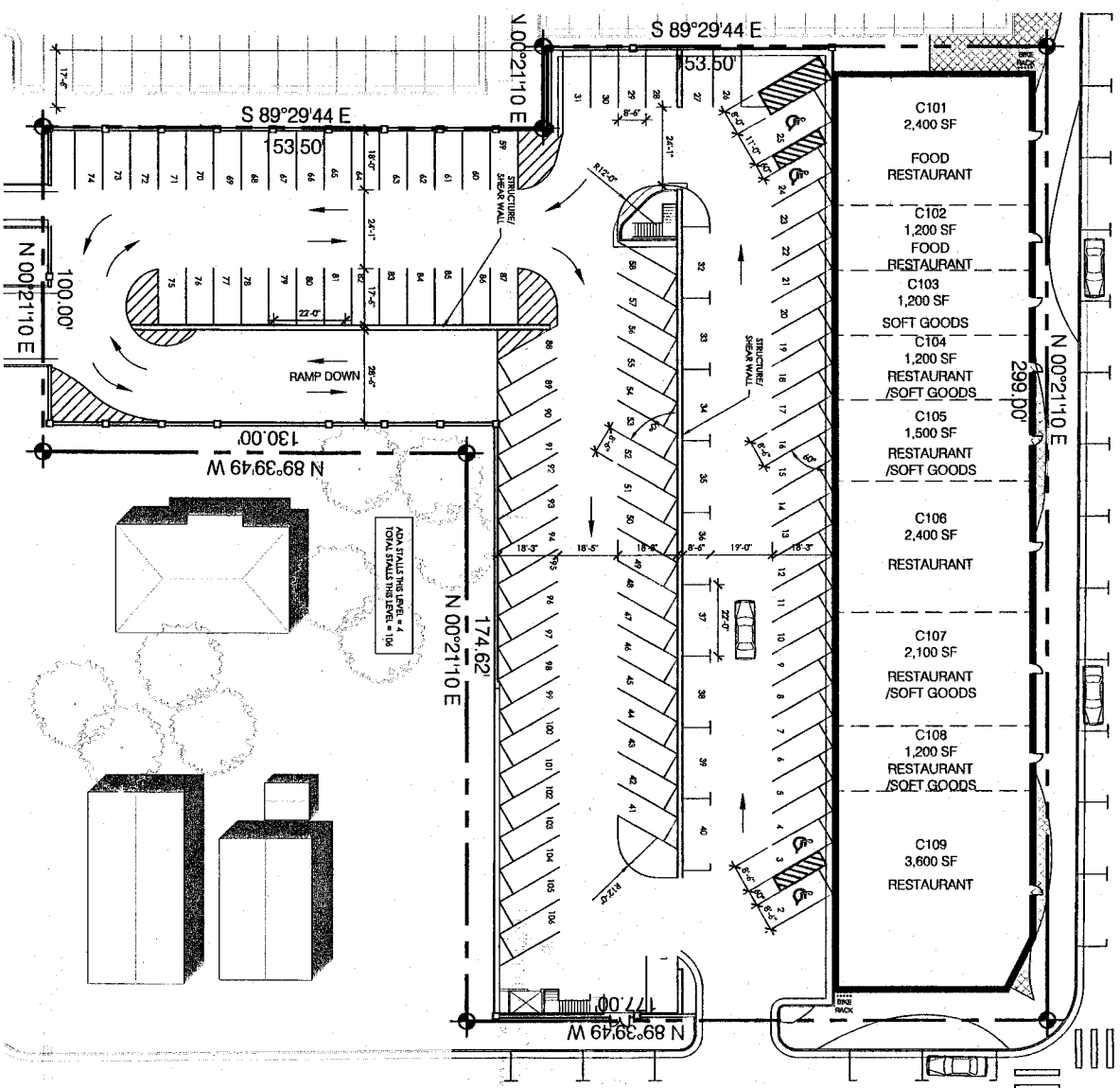
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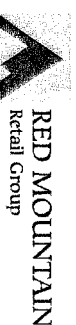
JANUARY 5, 2009

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710 SOUTH 400 EAST, SALT LAKE CITY, UTAH 84102
TELEPHONE: 801.777.8866 FAX: 801.777.8860



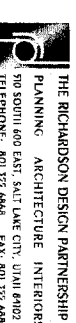
C1 - PARKING GARAGE MAIN LEVEL

C1 - PARKING GARAGE SUB-LEVEL 1



THE STREETS OF
SUGAR HOUSE
SALT LAKE CITY, UTAH

JANUARY 5, 2009



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