



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission
From: John Anderson, 801-535-7214, john.anderson@slcgov.com
Date: August 24, 2016
Re: PLNSUB2016-00511 & PLNPCM2015-00847 Sugarmont Apartments Planned Development and Conditional Building and Site Design Review

Planned Development & Conditional Building and Site Design Review

PROPERTY ADDRESS: 2189 S. McClelland
PARCEL ID: 16-20-206-042
MASTER PLAN: Sugar House
ZONING DISTRICT: CSHBD1 Sugar House Business District

REQUEST: Boulder Ventures is requesting approval from the City to develop a proposed 352-unit multi-family residential building at the above listed address. The applicant is requesting Planned Development approval for relaxation of certain required zoning standards related to the maximum front yard setback and a required step back in the façade of the south facing building and a building that exceeds 300 feet in length along a street. The development also requires Conditional Building and Site Design Review as the proposal exceeds 50 feet. Currently there are two vacant warehouses on the property which is located in the CSHBD1 Sugar House Business District. The subject property is within Council District 7, represented by Lisa Adams.

RECOMMENDATION (Planned Development & Conditional Building and Site Design Review): Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission approve the Planned Development and Conditional Building and Site Design request with conditions.

Staff recommends the following motion:

Based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission approve the Planned Development and Conditional and Building Site Design Review request. In order to comply with the applicable standards, the following conditions of approval apply:

1. The applicant shall comply with all other Department/Division conditions attached to this staff report.
2. The applicant shall dedicate the area required for the future extension of the S-Line Streetcar to the City or the Utah Transit Authority (UTA).
3. The applicant shall provide sufficient space for the PRATT and McClelland Trails as required by the Transportation Division.
4. Certificates of Occupancy for the project shall not be issued until the private street is complete providing access through the block from Elm Avenue to Wilmington Street.

5. Certificates of Occupancy for the project shall not be issued until the pedestrian walkway running north to south through the block has been completed on an adjacent property to the east of this development.
6. Final approval of signage, lighting, and landscaping to be delegated to Planning staff to ensure compliance with the CBSD and PD regulations.
7. Sidewalks, plaza space and other walkways through the property must allow for 24 hour public access.
8. All of the parcels must be combined into a single lot through an approved Planning process.
9. Final approval authority for the development shall be delegated to Planning staff based on the applicant's compliance with the standards and conditions of approval as noted within this staff report.
10. Approval is for the specific items discussed and identified in the staff report, on the site plan and the building elevations. All other applicable zoning regulations still apply.

ATTACHMENTS:

- A.** Vicinity Map
- B.** Site Plans
- C.** Building Elevations and Renderings
- D.** Additional Applicant Information
- E.** Property & Vicinity Photographs
- F.** Existing Conditions
- G.** Analysis of Standards – Planned Development
- H.** Analysis of Standards – Conditional Building and Site Design Review
- I.** Public Process and Comments
- J.** Department Review Comments
- K.** Motions

PROJECT DESCRIPTION:

The developer, Boulder Ventures, is proposing to build a 352 unit multi-family residential development at 2189 S. McClelland street. The project would occupy the area that is currently covered by the abandoned Granite Furniture warehouses in an area bounded by 2100 S., Highland Drive, McClelland Street and Sugarmont Drive and more commonly referred to as the Granite Block. The project would have frontage on both McClelland Street and Sugarmont Drive. The project layout consists of two buildings, one on each street frontage with a bridge connecting the two buildings. The project must be reviewed through the Conditional Building and Site Design process as it is required of any building that exceeds 50 feet in height or 20,000 square feet in size in the CSHBD1 Sugar House Business District. The project is also being reviewed as a Planned Development as elements of the project as proposed do not meet certain requirements of the Zoning Ordinance.

The project covers an area of approximately 2.86 acres. The buildings are proposed to be 85 feet 8 inches in height which is less than the allowed 105 feet in the zoning district for projects that have structured or underground parking provided. This project will provide all of its required parking in a parking garage that will be located in the first 3 levels of the project in both buildings. The parking areas will generally not be visible as the parking garage will be wrapped in residential units for the majority of the outline of the structure. Those areas not wrapped by residential units will be screened with a perforated metal installation. This occurs on the north and east sides of the project.

The layout consists of two large structures that are connected near the center of the project with a bridge on the upper levels. On the ground floor a pedestrian pathway is proposed which leads pedestrians through building and into the center of the Granite Block. It provides connections to existing pathways that extend south along the paseo from the newly reconstructed Sugar House Monument Plaza on 2100 South. The project will also work in conjunction with a neighboring property owner to construct a new private street through the project making a connection through the block from Elm Avenue to the signalized intersection at Wilmington Avenue. All of the vehicular access to this project will be from this newly constructed private street. Pedestrian entrances into the structure will be located at the southwest plaza and along McClelland Street. Along the majority of Sugarmont Drive and McClelland Street the project proposes townhouse style units that front along the street with their primary access opening onto the street and a roof top balcony looking over the street.

The applicant requests to modify three requirements of the Zoning Ordinance for this project. Two of these requests affect only the southwest portion of the project at the intersection of McClelland Street and Sugarmont Drive. The first request is to exceed the maximum front or corner side yard setback of 15 feet by up to 50 feet. The applicant has made the request for two reasons. The first is to accommodate a future extension of the S-Line

Streetcar. The Transportation Division and UTA intend for the S Line to extend east through the corner of Boulder Venture's property and then further east on Sugarmont Drive and then north on Highland Drive.

The second reason, is to construct a plaza that leads pedestrians into the walkway that divides the two structures. Setting the building back further than the required maximum setback will provide visibility of the walkway from those exiting the Fairmont S-Line Station. Until the streetcar is extended, the entirety of this area would be fully developed as plaza space that would accommodate residents of the development and also the general public. This plaza would include street furniture, plantings, a covered overhang and pedestrian focused lighting.

The second request is an exemption from a requirement in the CSHBD1 District, that states that a building that exceeds 30 feet in height must step back the façade an additional 15 feet. The applicant is requesting that the southwest portion of the west building have no step back along the Sugarmont Drive street frontage. Justification for both modifications is further detailed in a letter from the applicant in [Attachment D](#) and described further in the "Key Issues" section of this report.

The third modification is allowing a structure to exceed 300 feet in length along a street frontage which is not allowed when a project is being reviewed through the Conditional Building and Site Design process. The building is proposed to exceed the maximum building length at 344 feet. This request is discussed further in the "Key Issues" section of this report.

KEY ISSUES:

The key issues listed below have been identified through the analysis of the project, neighbor and community input and department review comments.

1. Length of the Building
2. Request to Exceed the Maximum Front Yard Setback
3. Request to Waive the Required Step Back after 30 Feet in Height
4. Safe Pedestrian Movement through the Granite Block
5. Infrastructure Improvements Involving Adjacent Developments

Issue 1 – Length of the Buildings

The building is approximately 344 feet in length along the McClelland Street frontage. The Conditional Building and Site Design review requires that a building or contiguous groups of buildings not exceed a combined 300 feet of length. However, the Planned Development process allows for modification of this standard as long as a modification still meets the intent of the standard through an alternative design. The intent of this length limitation is to help break up long, flat, monotonous walls of buildings with a focus on the street facing facades. To meet the intent of that standard, the McClelland Street facing façade which exceeds 300 feet is designed with a pedestrian entrance at its center. This entrance is setback from the remainder of the façade and includes increased glazing and contrasting building materials. This was designed to divide this long façade into two separate sections and add pedestrian access and interest to the structure. The wall incorporates considerable articulation along its entire length in the ground floor area as well as in the upper floors. The upper floors are made up of three separate residential structures, each less than 100 feet in width, divided by two landscaped courtyards. These taller, narrowed portions of the building are a perpendicular contrast to the horizontal lengths on the first three levels.

Issue 2- Request to Exceed the Maximum Front Yard Setback

The CSHBD1 requires a maximum front or corner side yard setback of 15 feet. This standard is required as the stated goals of the Sugar House Master Plan is to create an urban town center with activity focused on the street. The portion of the building that is proposed to not meet this standard is the southwest corner of the project located at the intersection of Sugarmont Drive and McClelland Street. The applicant has stated that the reasoning behind the design of the structure is to accommodate the planned extension of the S-Line Streetcar. Current plans indicate that the tracks will continue eastward from its current terminus across McClelland Street and then deviate slightly south and continue along Sugarmont Drive. This planned course directly impacts the southwest corner of the project property. The applicant is proposing to temporarily active this area

as a plaza until the streetcar extension occurs. It should also be noted that by setting the building back further, those that are exiting the S-Line will be able to more clearly see the plaza area and the pedestrian walkway through the project. Staff believes that it is important to design this project in a manner that is not an impediment to future streetcar expansion.

Issue 3- Request to Waive the Required Step Back after 30 feet in Height

In the CSHBD1 zoning district, street facing building facades must step back 15 feet after the building exceeds 30 feet in height. In the same plaza area that was earlier described the applicant has proposed that the south facing façade of that building not be required to step back. This requirement is in place to avoid the creation of tall flat walls along the street. This can create a canyon effect and create areas of perpetual shadow especially on narrow streets such as McClelland Street.

The applicant has made the request for aesthetic purposes in an effort to create a “landmark corner”. The applicant has stated, “The variance from step back requirements creates strong building relationships that frame the corner and Plaza, allows for, and further is harmonious with the future expansion of the streetcar line, and guides pedestrians into and through the Granite Block along a well-designed and sheltered public pathway.” If the building is allowed to be set back away from Sugarmont Drive as earlier discussed, a façade without a step back will have no negative impacts along the streetscape because the building is setback so far from the street. A planned overhang will cantilever from the façade providing protection for pedestrians and other utilizing the plaza space. This overhang will also help to break up that façade of the building, helping to meet the intent of this standard.

Issue 4 – Safe Pedestrian Movement through the Granite Block

The Sugar House Circulation Plan calls for improved pedestrian access throughout the community but pays special attention to the Granite Block. This is a large block that currently has few safe ways for pedestrians to travel through the block. The project is proposing to construct a pedestrian pathway that cuts through the project providing access to the center of the block and to other pedestrian facilities. Care must be taken to ensure that pedestrians have a safe way to cross the planned private street through the project to access community destinations located to the north of this project. The proposed walkway and private street have been designed to allow for vehicles but focus on the safety of pedestrians. The sharp curves in the proposed street will help to keep the speed of automobiles to a minimum. The walkway and roadway have been designed with pedestrian focused lighting bollards, landscaping and a pavement style which incorporates different colors and design into its pattern. These elements will create a safer and aesthetically attractive space as well as a multi-modal transportation network which will allow for connectivity through the entire Granite Block.

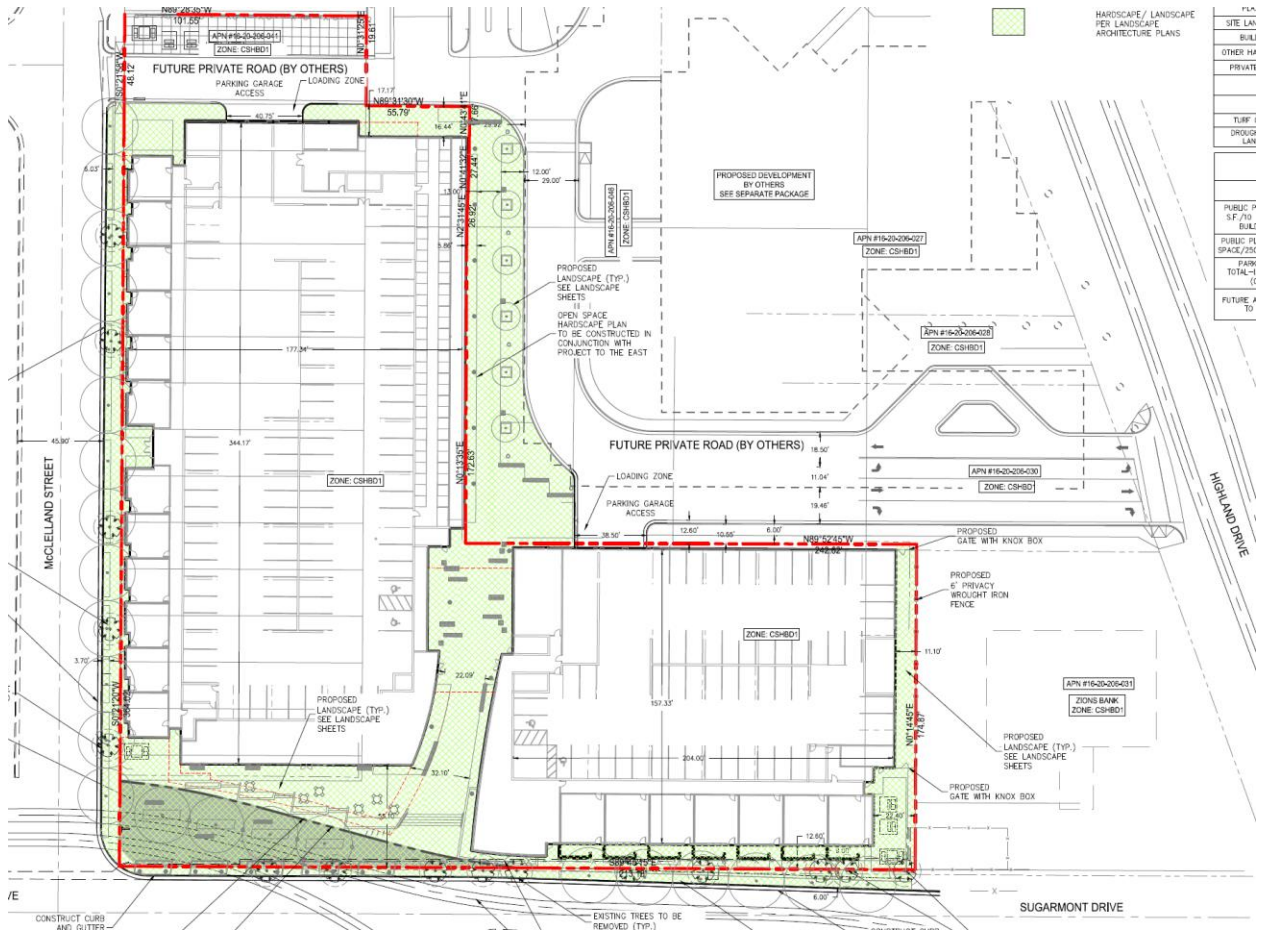
Issue 5 – Infrastructure Improvements Involving Adjacent Developments

The Granite Block is currently undergoing a significant amount of preparation for future construction. The applicants are working with an adjacent property owner to construct some of the discussed infrastructure, most importantly the private street and pathway that connects the pedestrian passageway with the center of the block and other area connections.

The private street is located on Boulder Ventures’ property for the first 102 feet at its western terminus at Elm Avenue afterwards it is located on property owned by Mr. Craig Mecham. This would include the portion of the street that provides the sole access to the parking structure in the building that fronts on Sugarmont Drive. Mr. Mecham is moving forward with the development of his parcel as well. He has recently submitted an application for Conditional Building and Site Design review for a medical office building. His plans show the same private street and his project also requires the private street for access to his proposed parking facility.

The pedestrian passageway through the project is located on Boulder Ventures’ property. However, the remainder of the pathway going north through the block is located on Mr. Mecham’s property. Mr. Mecham has also shown this pathway in its entirety and with the same design on his submitted plans.

The two property owners have both stated that they are working in tandem with one another to develop their respective portions of the block. They have further stated that they have signed a contract that allows for either owner to complete the necessary infrastructure if the other party is unable or unwilling. Staff believes that these infrastructure improvements are imperative to the development of this project and to avoid negative impacts on neighboring properties. It has been conditioned that this project not be able to receive Certificates of Occupancy until these improvements are completed and able to be used.



The area outlined in red is property owned by Boulder Ventures. As you can see, the walkway on the east side of the building is owned by the neighboring property owner as well as most of the proposed private road.

DISCUSSION:

As discussed above and in [Attachments G](#) and [H](#), the proposal generally meets the standards for both Conditional Building and Site Design Review and a Planned Development. In general, the proposal addresses the pedestrian oriented design standards of the CBSD review and uses an alternative approach to the design that still meets the intent of the zoning ordinance standards. As such, staff is recommending approval of the proposed development with the suggested conditions.

NEXT STEPS:

Planned Development/Conditional Building and Site Design Review Approval

If the Planned Development and Conditional Building and Site Design Review are approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit for building permits for the development and the plans will need to meet any conditions of approval. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Planned Development/Conditional Building and Site Design Review Denial

If the Planned Development and Conditional Building and Site Design Review are denied, the applicant will still be able to develop the property by right at a smaller scale or if a new design is submitted that meets all of the standards required by the Zoning Ordinance.

ATTACHMENT A: VICINITY MAP



2100 South

Monument Plaza

Elm Avenue

Highland Drive

McClelland Street

Wilmington St

Property in Question




Sugarmont Drive

Fairmont Park

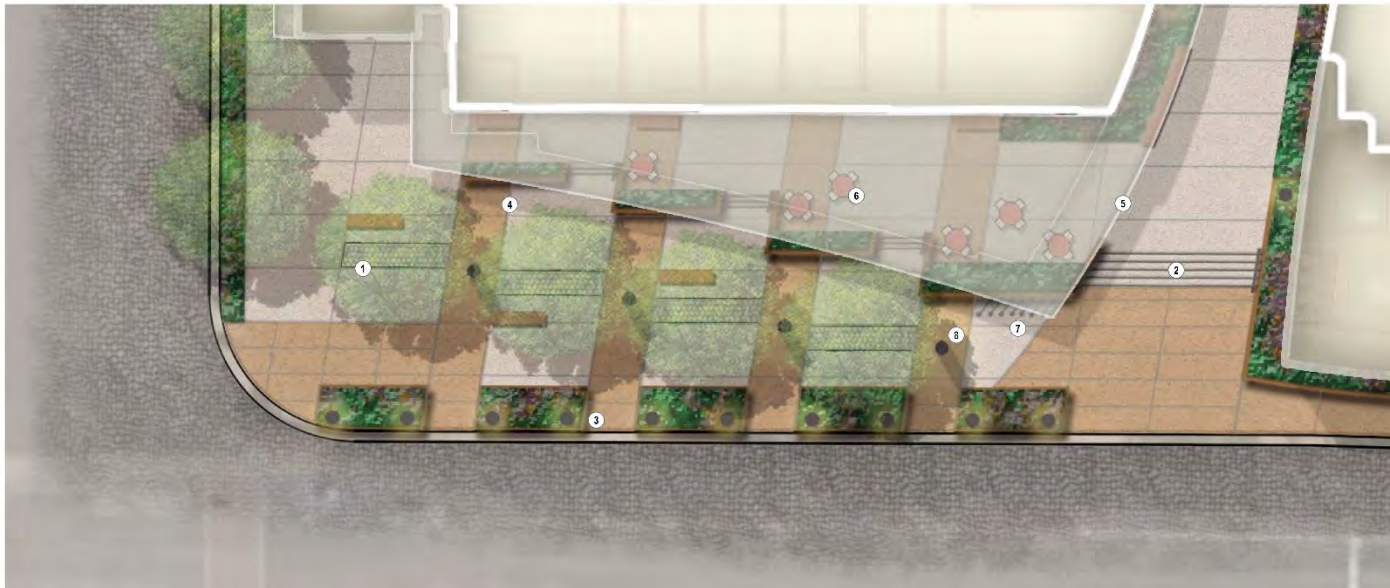


ATTACHMENT B: SITE PLANS



-  PEDESTRIAN ROUTE
-  PARLEY'S TRAIL (ON STREET ROUTE)
-  FUTURE STREETCAR ALIGNMENT BY OTHERS
- 1** PROPOSED 10-STORY APARTMENT BUILDING
- 2** PROPOSED OFFICE BUILDING BY OTHERS
- 3** EXISTING FAIRMONT STREETCAR STATION
- 4** PROPOSED PEDESTRIAN PATH
- 5** PROPOSED PEDESTRIAN PLAZA
- 6** FAIRMONT PARK
- 7** FAIRMONT AQUATICS CENTER
- 8** HIDDEN HOLLOW
- 9** TO SUGARHOUSE PARK
- 10** MONUMENT PLAZA



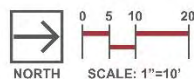


- ① TREE IN TREE GRID
- ② CONCRETE STAIRS, MATERIALS TO MATCH ARCH
- ③ LIGHT BOLLARD IN PLANTER
- ④ LINEAR PAVING PATTERN
- ⑤ BUILDING OVERHANG
- ⑥ TABLE AND CHAIRS
- ⑦ BIKE RACKS
- ⑧ PEDESTRAIN LIGHTS



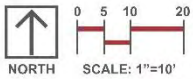


- ① PLANTER BOXES
- ② BENCH, SLAB
- ③ LIGHT BOLLARD
- ④ LINEAR PAVING PATTERN
- ⑤ BUILDING OVERHANG
- ⑥ AT-GRADE PLANTER
- ⑦ BUILDING ACCESS
- ⑧ BENCH, AT PLANTER

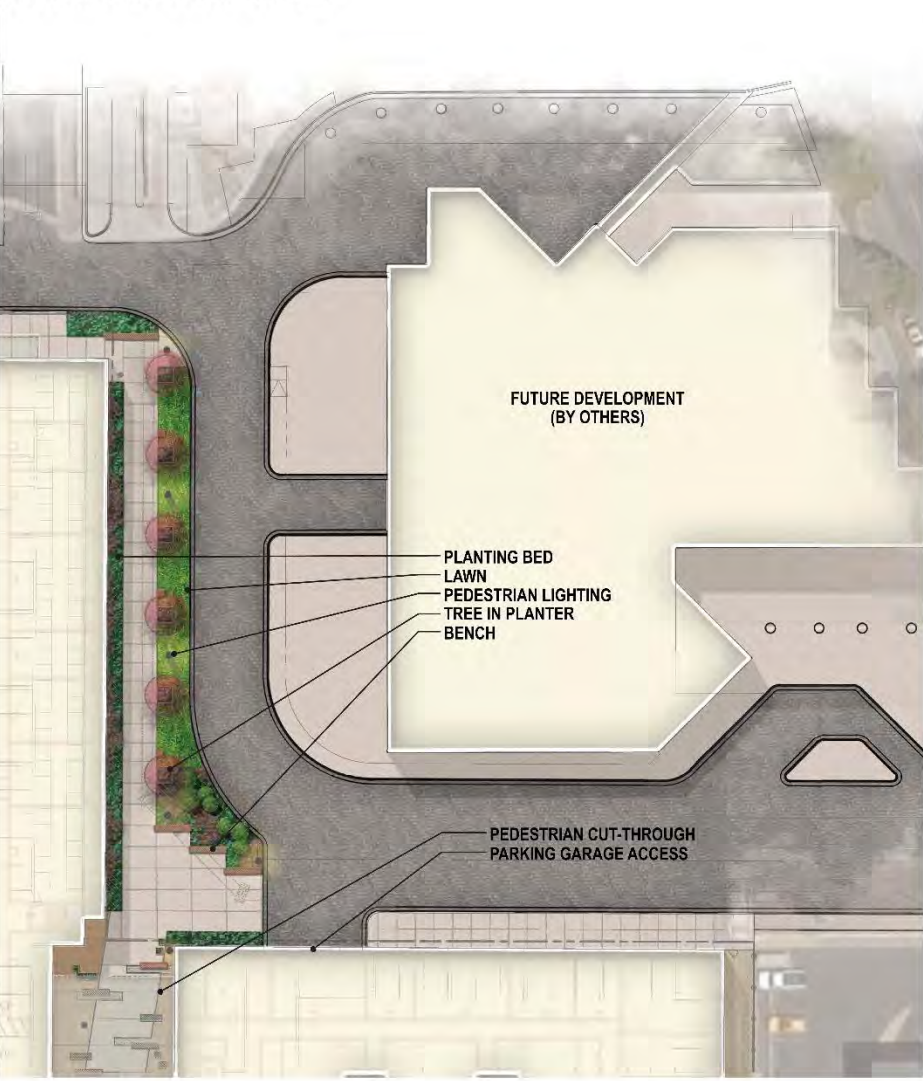




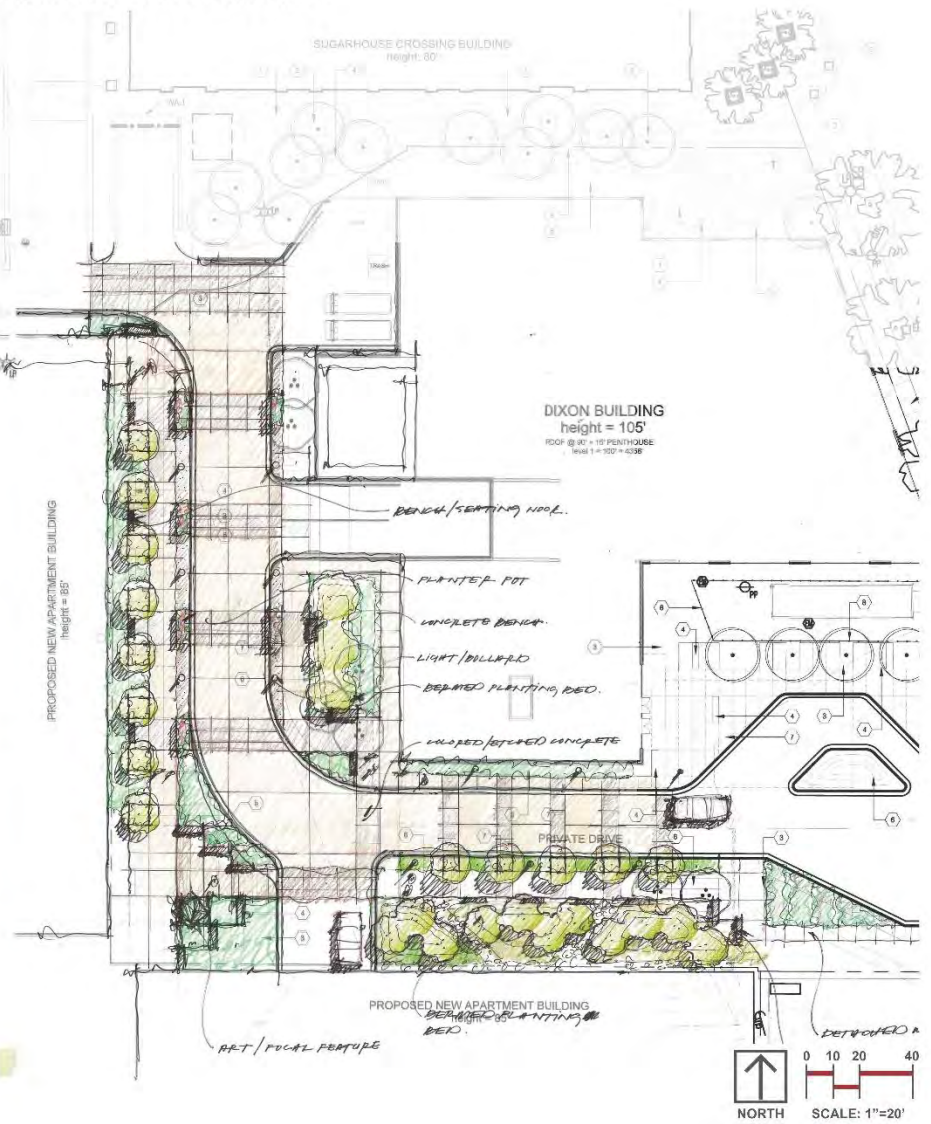
- ① TOWNHOUSE PORCH
- ② STREET TREES IN PLANTERS
- ③ SCREEN WALL
- ④ LEVEL 4 AMENITIES
- ⑤ PLAZA AMENITY ENTRY
- ⑥ UNIT ACCESS (TYP.)
- ⑦ RAISED PLANTER
- ⑧ ELECTRICAL TRANSFORMERS



PREVIOUS ALLEY DESIGN CONCEPT



PROPOSED ALLEY DESIGN CONCEPT



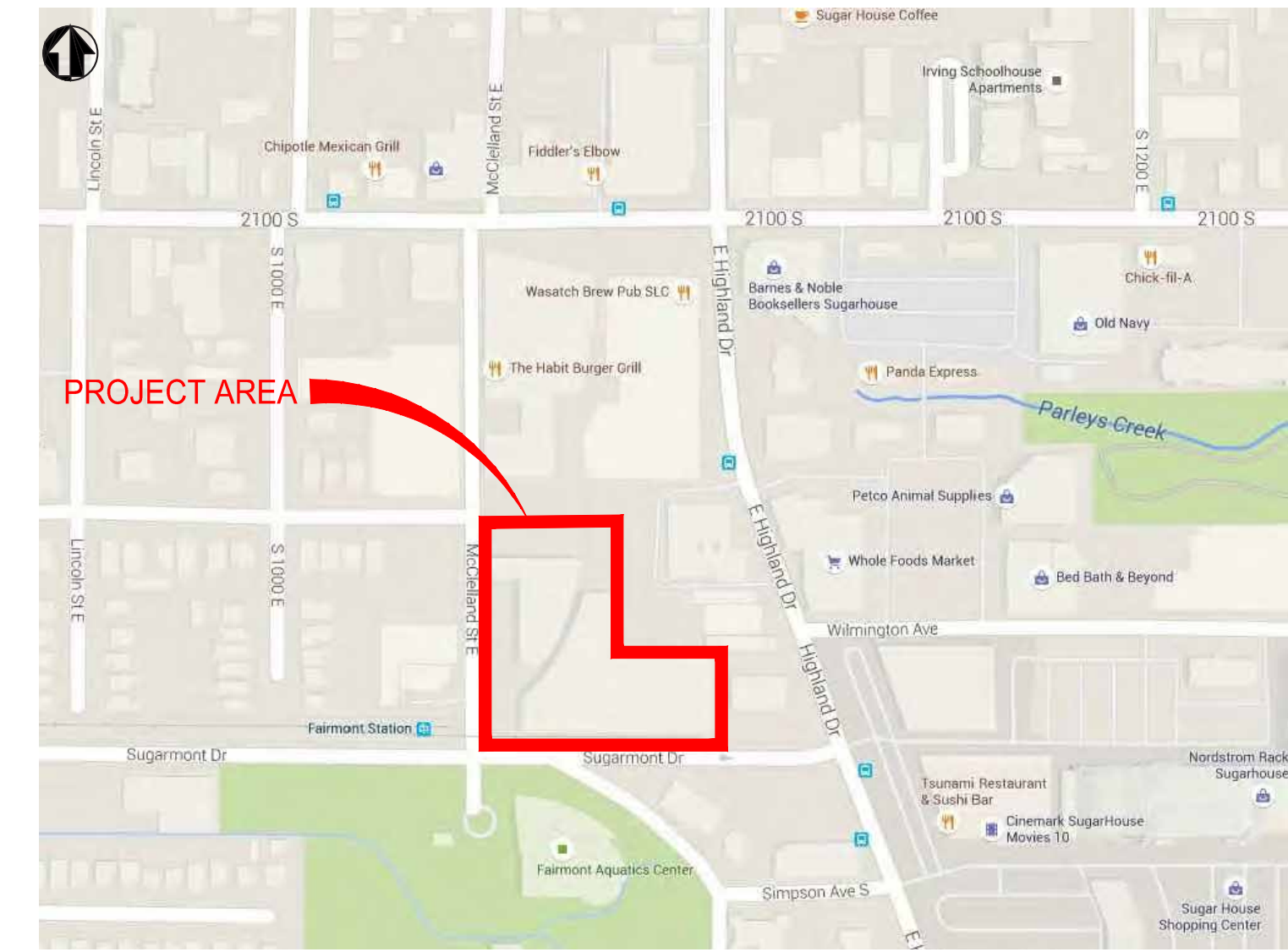
**ATTACHMENT C: BUILDING ELEVATIONS &
RENDERINGS**



- PEDESTRIAN ROUTE
- PARLEY'S TRAIL (ON STREET ROUTE)
- FUTURE STREETCAR ALIGNMENT BY OTHERS

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 PROPOSED 10-STORY APARTMENT BUILDING 2 PROPOSED OFFICE BUILDING BY OTHERS 3 EXISTING FAIRMONT STREETCAR STATION 4 PROPOSED PEDESTRIAN PATH 5 PROPOSED PEDESTRIAN PLAZA | <ul style="list-style-type: none"> 6 FAIRMONT PARK 7 FAIRMONT AQUATICS CENTER 8 HIDDEN HOLLOW 9 TO SUGARHOUSE PARK 10 MONUMENT PLAZA |
|---|--|

VICINITY MAP:



PROJECT INFO:

CONSTRUCTION TYPE:
5 STORIES TYPE IIIA OVER 3 STORIES TYPE 1A (TYPE VA TOWNHOMES)

PROJECT AREAS:

GARAGE: 169,123 SF
 AMENITY: 13,545 SF
 UNITS: 311,097 SF
 CIRCULATION / MECH / ETC: 73,366 SF

TOTAL GSF: 566,878 SF

UNIT MIX: REQUIRED PARKING:

STUDIOS: 34 17
 1 BEDROOMS: 206 206
 2 BEDROOMS: 93 186
 TOWNHOMES: 19 38

TOTAL: 352 UNITS 447 PARKING STALLS REQUIRED
123 DU/ACRE 460 PARKING STALLS PROVIDED
(INCLUDES 8 ACCESSIBLE SPACES + 2 VAN ACCESSIBLE SPACES)

SHEET INDEX:

- A1 BLOCK PLAN / INFO
- C1 CONCEPTUAL SITE PLAN
- C2 CONCEPTUAL GRADING & DRAINAGE
- C3 CONCEPTUAL GRADING & DRAINAGE
- C4 CONCEPTUAL UTILITY PLAN
- L1 LANDSCAPE NOTES
- L2 LANDSCAPE DETAILS
- L3 OVERALL PLAN
- L4 LANDSCAPE PLAN
- L5 LANDSCAPE PLAN
- ES.1 SITE PLAN - ELECTRICAL
- ES.2 ELECTRICAL DETAILS
- A2 ARCHITECTURAL SITE PLAN & R1 PLAN
- A3 R2 PLAN
- A4 R3 PLAN
- A5 R4 PLAN
- A6 TYPICAL FLOOR PLAN
- A7 R8 PLAN
- A8 RENDERING
- A9 RENDERING
- A10 RENDERING
- A11 ELEVATION
- A12 ELEVATION
- A13 ELEVATION
- A14 ELEVATION
- A15 BUILDING SECTIONS
- A16 BUILDING SECTIONS
- A17 BUILDING SECTIONS
- A18 BUILDING SECTIONS
- A19 BUILDING SECTIONS

SUGARMONT

2189 S. MCCLELLAND ST.

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

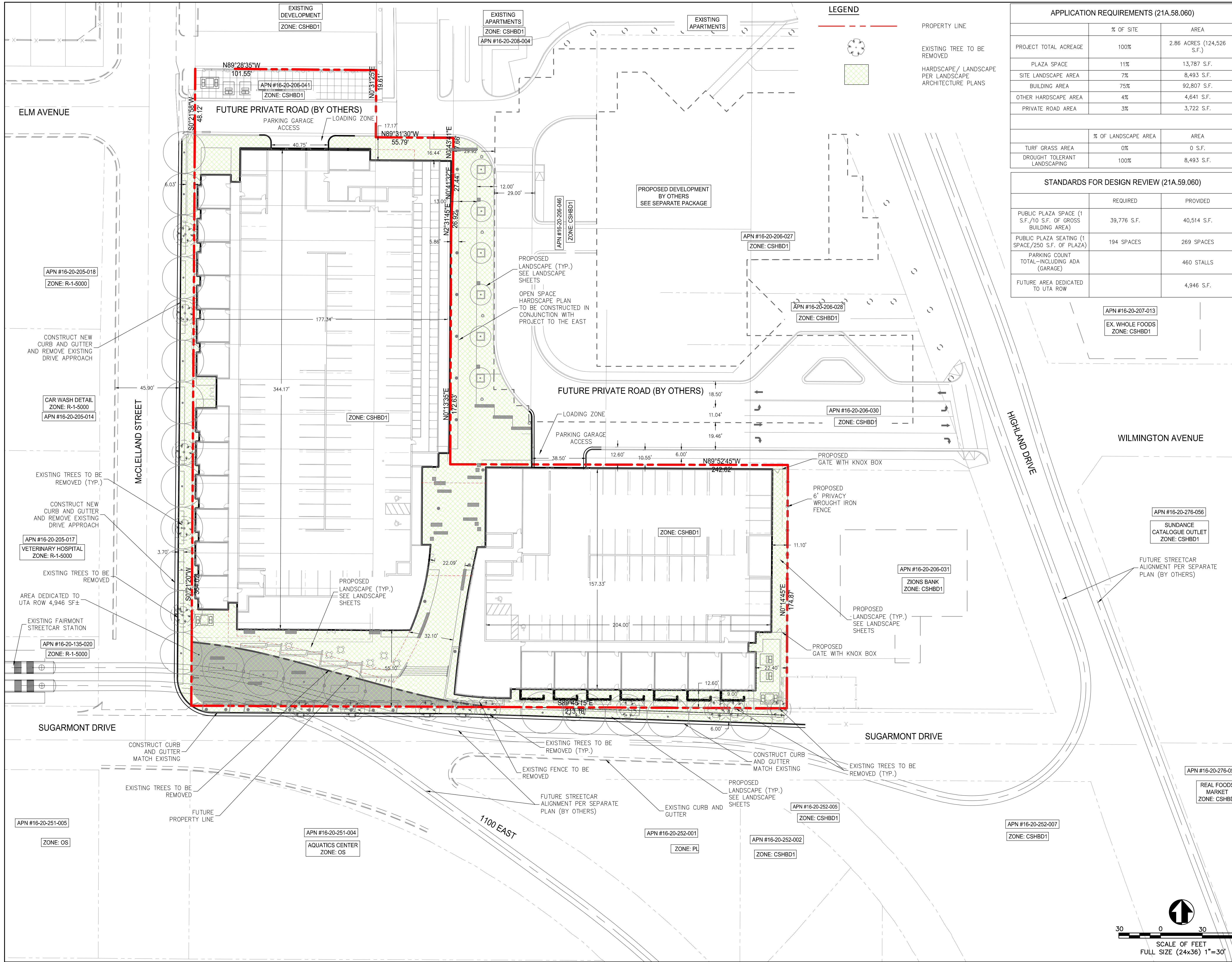
CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
BLOCK PLAN

SHEET NUMBER
A1



LEGEND

- PROPERTY LINE
- EXISTING TREE TO BE REMOVED
- HARDSCAPE/ LANDSCAPE PER LANDSCAPE ARCHITECTURE PLANS

APPLICATION REQUIREMENTS (21A.58.060)

	% OF SITE	AREA
PROJECT TOTAL ACREAGE	100%	2.86 ACRES (124,526 S.F.)
PLAZA SPACE	11%	13,787 S.F.
SITE LANDSCAPE AREA	7%	8,493 S.F.
BUILDING AREA	75%	92,807 S.F.
OTHER HARDSCAPE AREA	4%	4,641 S.F.
PRIVATE ROAD AREA	3%	3,722 S.F.

	% OF LANDSCAPE AREA	AREA
TURF GRASS AREA	0%	0 S.F.
DROUGHT TOLERANT LANDSCAPING	100%	8,493 S.F.

STANDARDS FOR DESIGN REVIEW (21A.59.060)

	REQUIRED	PROVIDED
PUBLIC PLAZA SPACE (1 S.F./10 S.F. OF GROSS BUILDING AREA)	39,776 S.F.	40,514 S.F.
PUBLIC PLAZA SEATING (1 SPACE/250 S.F. OF PLAZA)	194 SPACES	269 SPACES
PARKING COUNT TOTAL-INCLUDING ADA (GARAGE)		460 STALLS
FUTURE AREA DEDICATED TO UTA ROW		4,946 S.F.

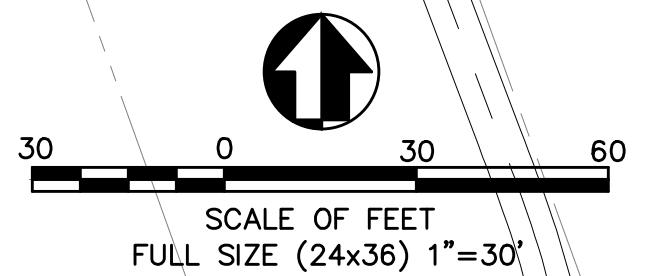
BOULDER VENTURES DEVELOPMENT, INC.
 Boulder Ventures Development, Inc.
 2121 McClelland St E #303
 Salt Lake City, UT 84123
 ph: (801) 483-1000

PSOMAS
 4179 S. Riverboat Rd., Suite 200
 Salt Lake City, UT 84123
 (801) 270-5777
 (801) 270-5782 (FAX)

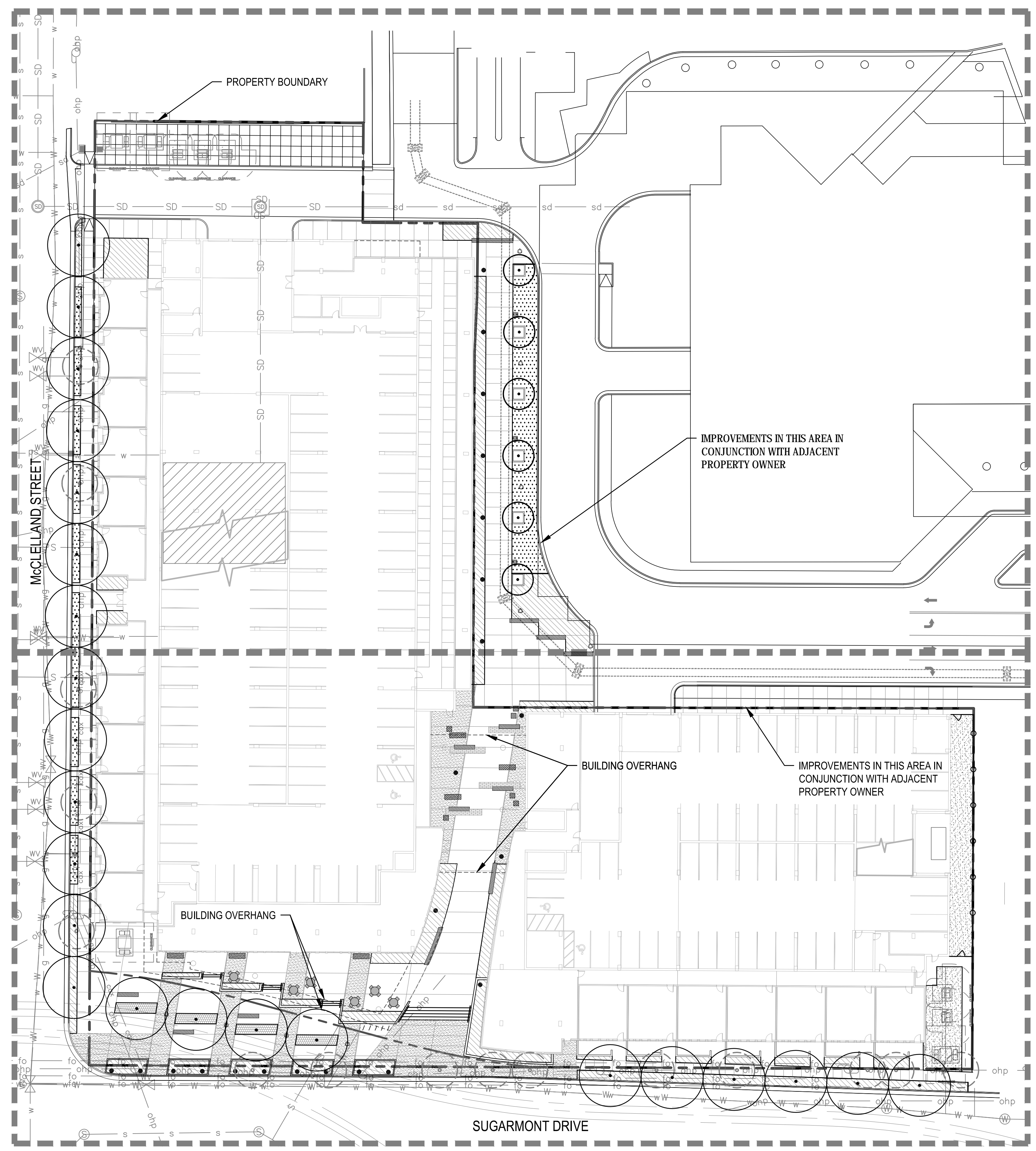
SUGARMONT
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No.	Description	Date
CURRENT PHASE		
	CONCEPT SITE PLAN SUBMITTAL	
ISSUE DATE	07/06/16	
KEY PLAN		
SHEET TITLE	CONCEPTUAL SITE PLAN	
SHEET NUMBER	C1	
ARCHITECT'S PROJECT NUMBER	Project Number	



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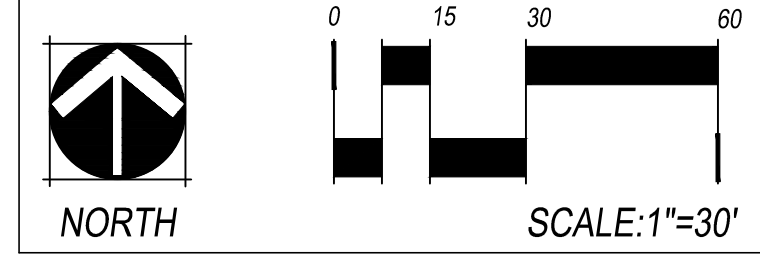
LANDSCAPE LEGEND

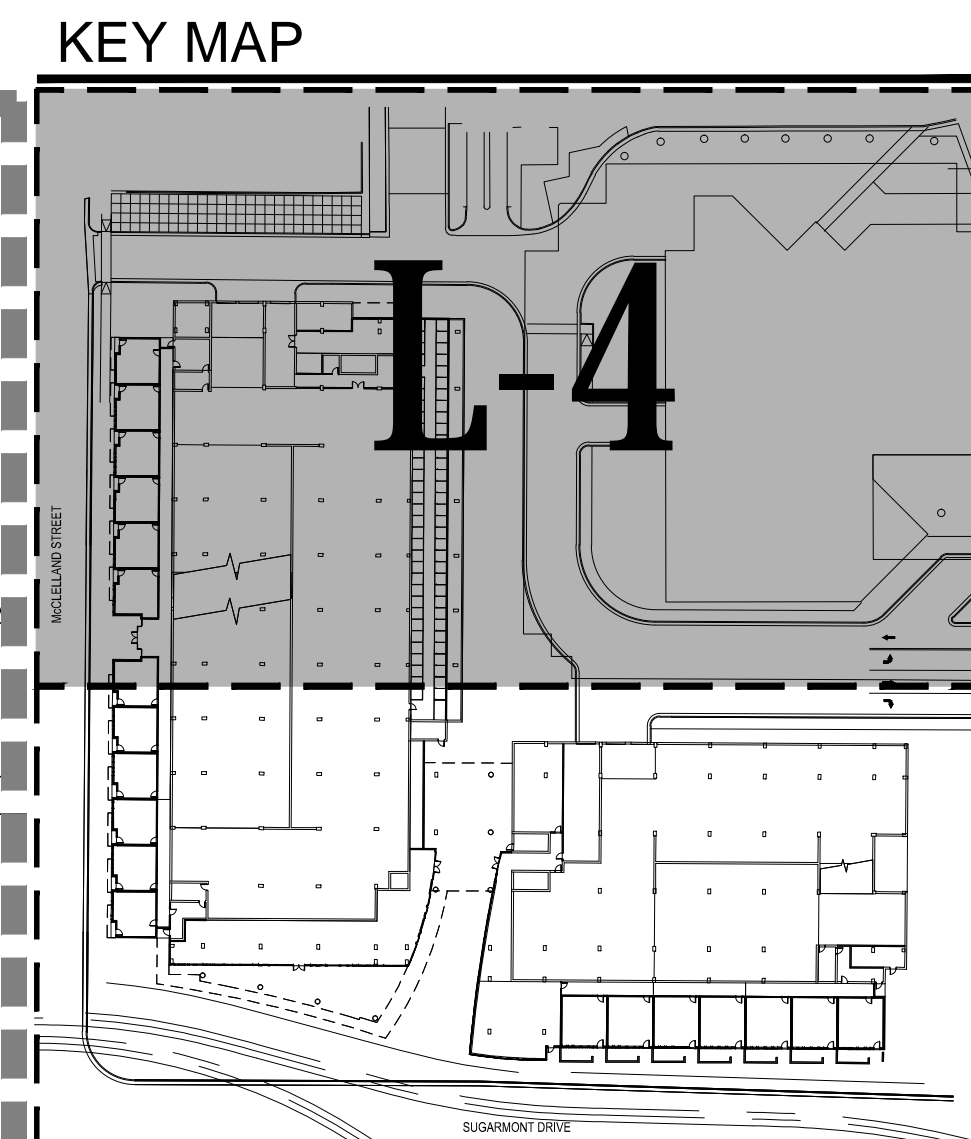
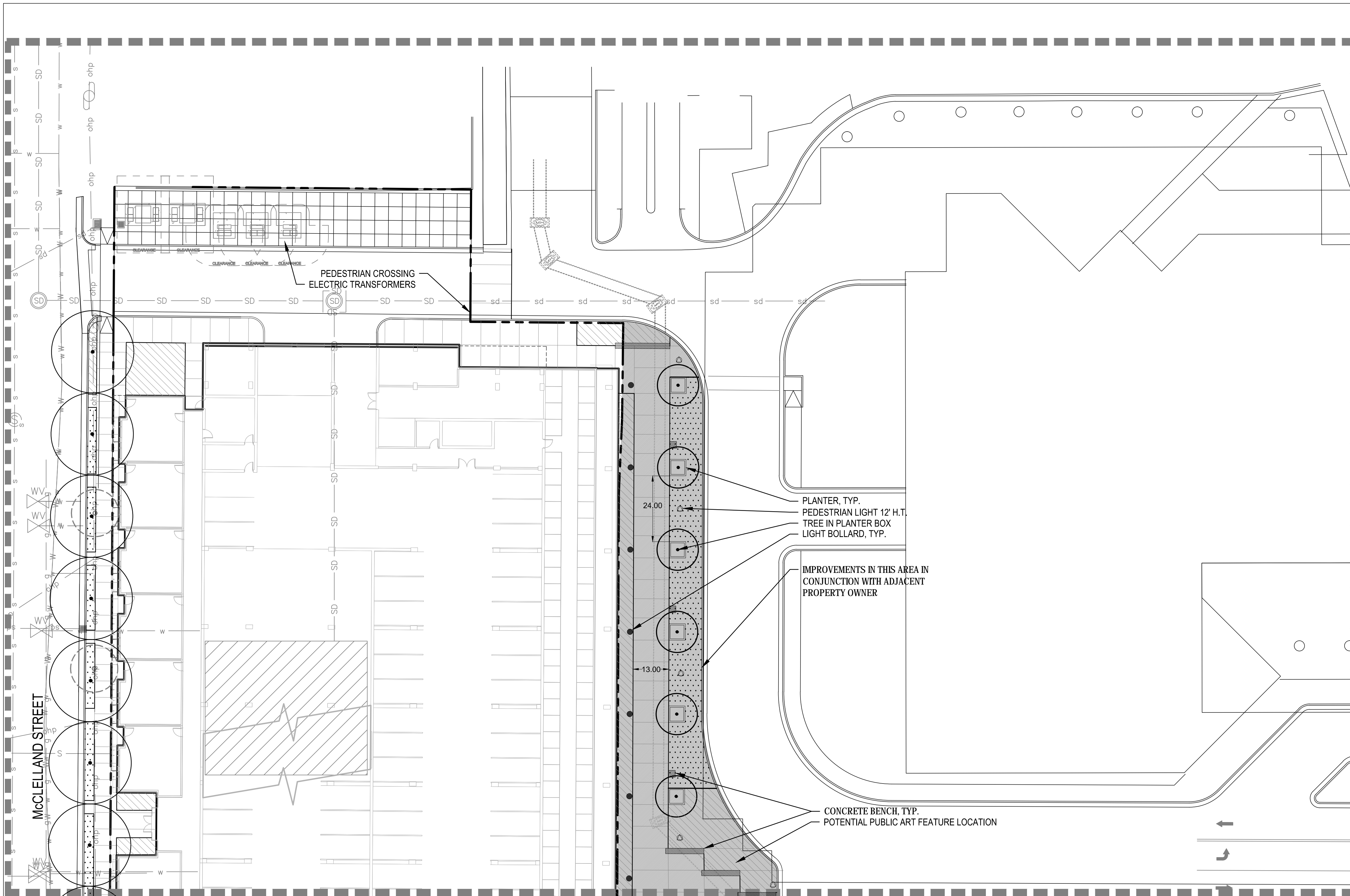
- CANOPY TREE
- ORNAMENTAL TREE
- EXISTING TREE TO BE REMOVED
- PLANTING BED
- IRRIGATED TURF
- ENHANCED PAVING
- CRUSHER FINES
- EDGER
- FENCE
- LIGHT BOLLARD (SEE LIGHTING PLANS)
- PEDESTRIAN LIGHTING (SEE LIGHTING PLANS)

SUGARMONT
 2189 S. McCLELLAND ST.

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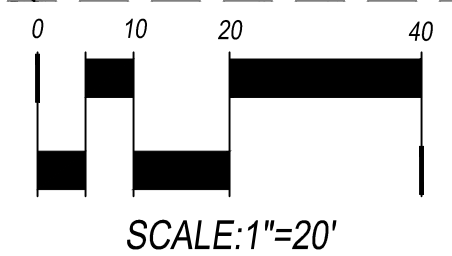
No.	Description	Date
CURRENT PHASE		
CONCEPT SITE PLAN SUBMITTAL		
ISSUE DATE	07/06/16	
KEY PLAN		
SHEET TITLE	OVERALL PLAN	
SHEET NUMBER	L-3	





LANDSCAPE LEGEND

- CANOPY TREE
- ORNAMENTAL TREE
- EXISTING TREE TO BE REMOVED
- PLANTING BED
- IRRIGATED TURF
- ENHANCED PAVING
- CRUSHER FINES
- EDGER
- FENCE
- LIGHT BOLLARD (SEE LIGHTING PLANS)
- PEDESTRIAN LIGHT (SEE LIGHTING PLANS)



MATCHLINE L-5

MATCHLINE L-5

SUGARMONT

2189 S. McCLELLAND ST.

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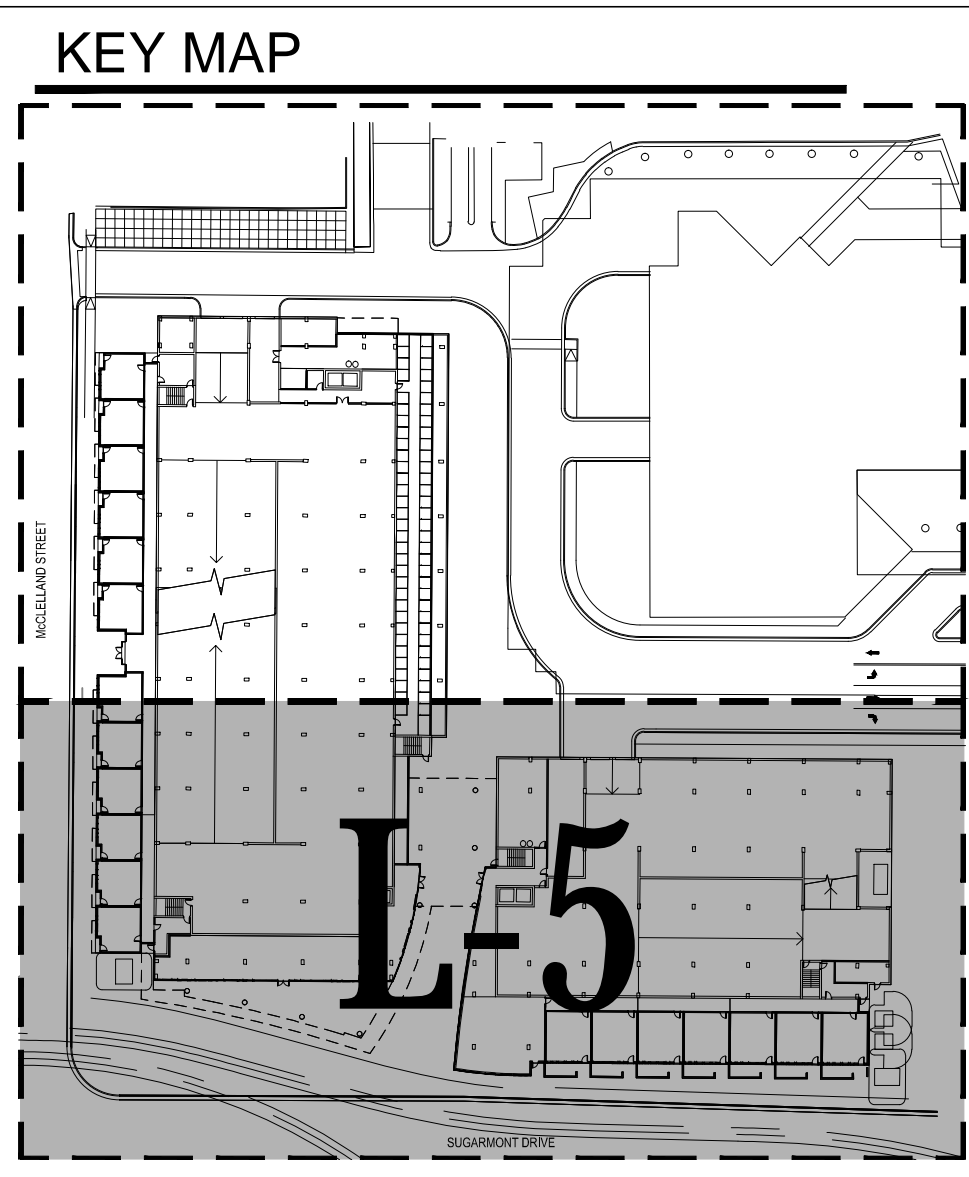
CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE
 07/06/16

KEY PLAN

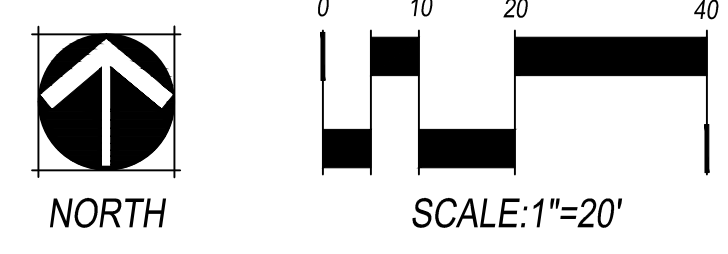
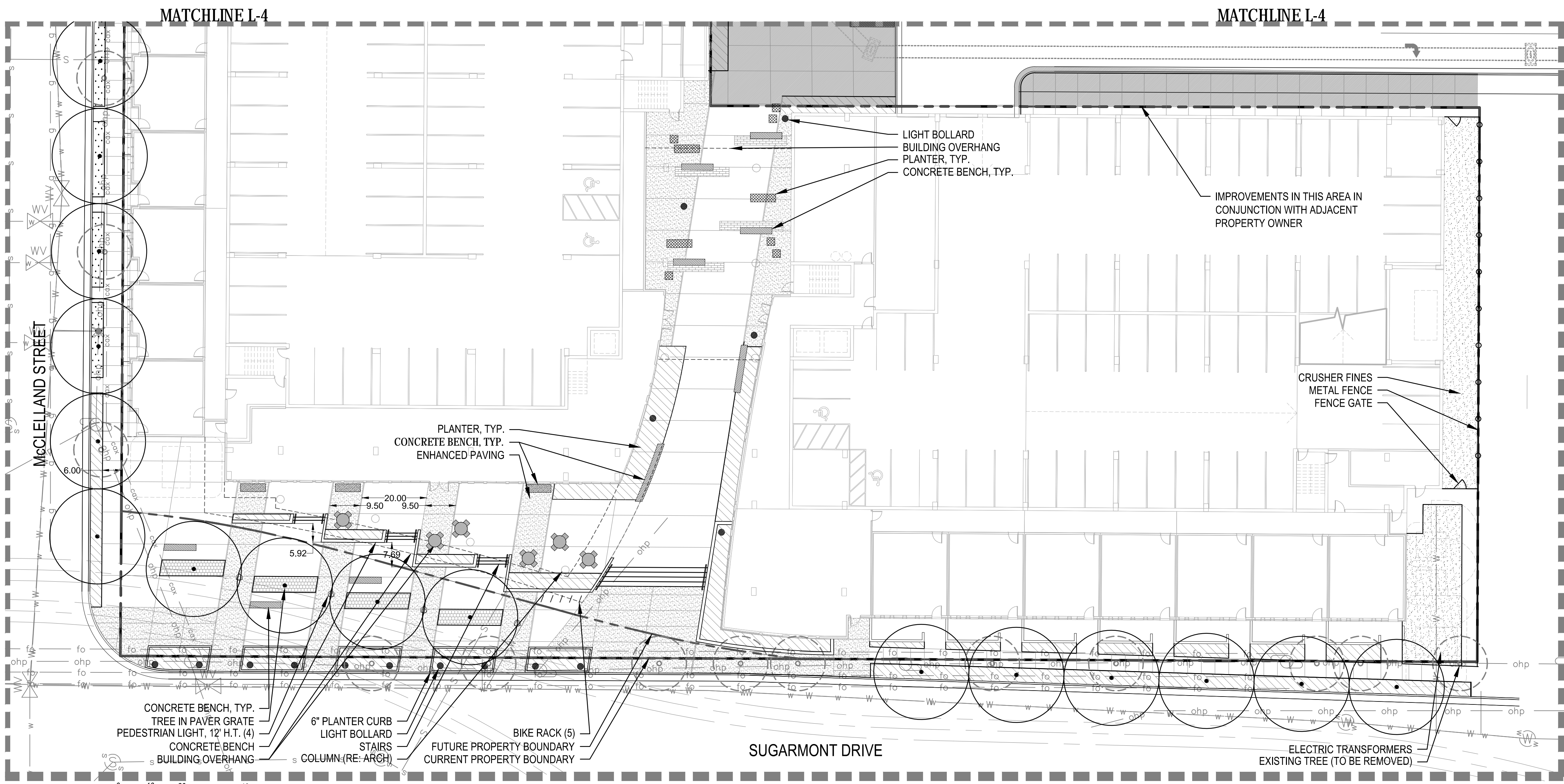
SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L-4



LANDSCAPE LEGEND

- CANOPY TREE
- ORNAMENTAL TREE
- EXISTING TREE TO BE REMOVED
- PLANTING BED
- IRRIGATED TURF
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- CRUSHER FINES
- EDGER
- FENCE
- LIGHT BOLLARD (SEE LIGHTING PLANS)
- PEDESTRIAN LIGHT (SEE LIGHTING PLANS)



SUGARMONT
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CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE
 07/06/16

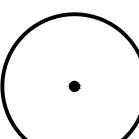

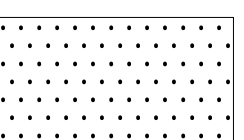
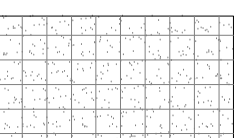
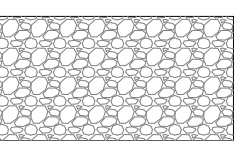
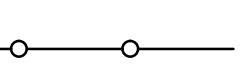
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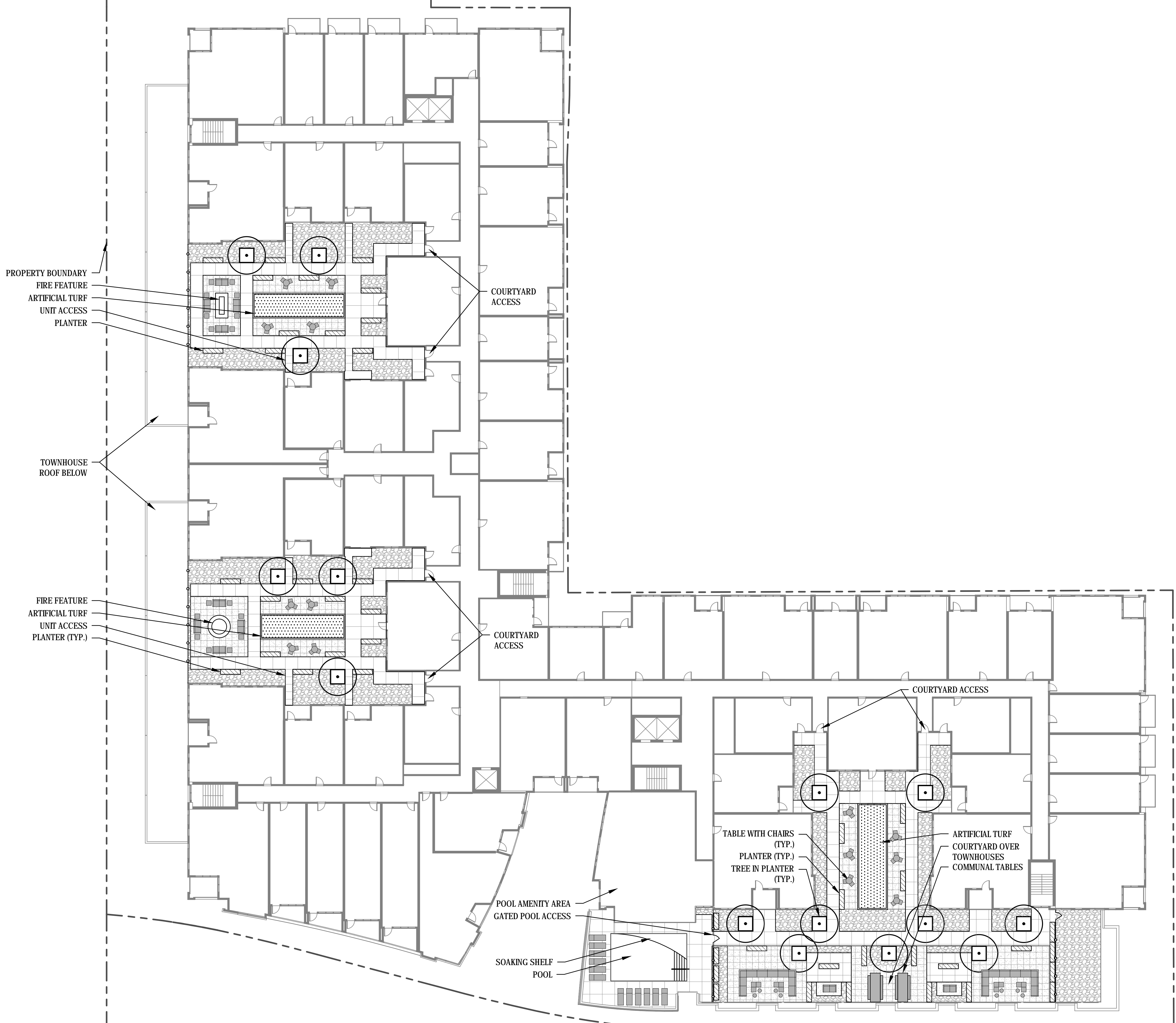
SHEET TITLE
 LANDSCAPE PLAN

SHEET NUMBER
L-5

ARCHITECT'S PROJECT NUMBER Project Number

LANDSCAPE LEGEND

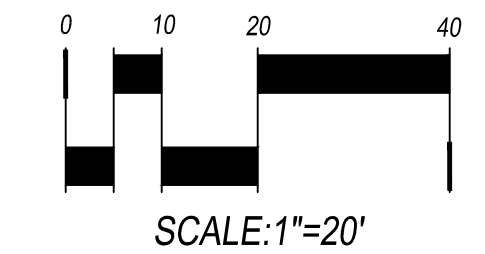
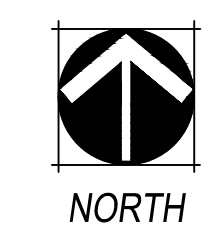
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-  PLANTING BED
-  ARTIFICIAL TURF
-  ENHANCED PAVERS
-  ROCK COBBLE
-  FENCE

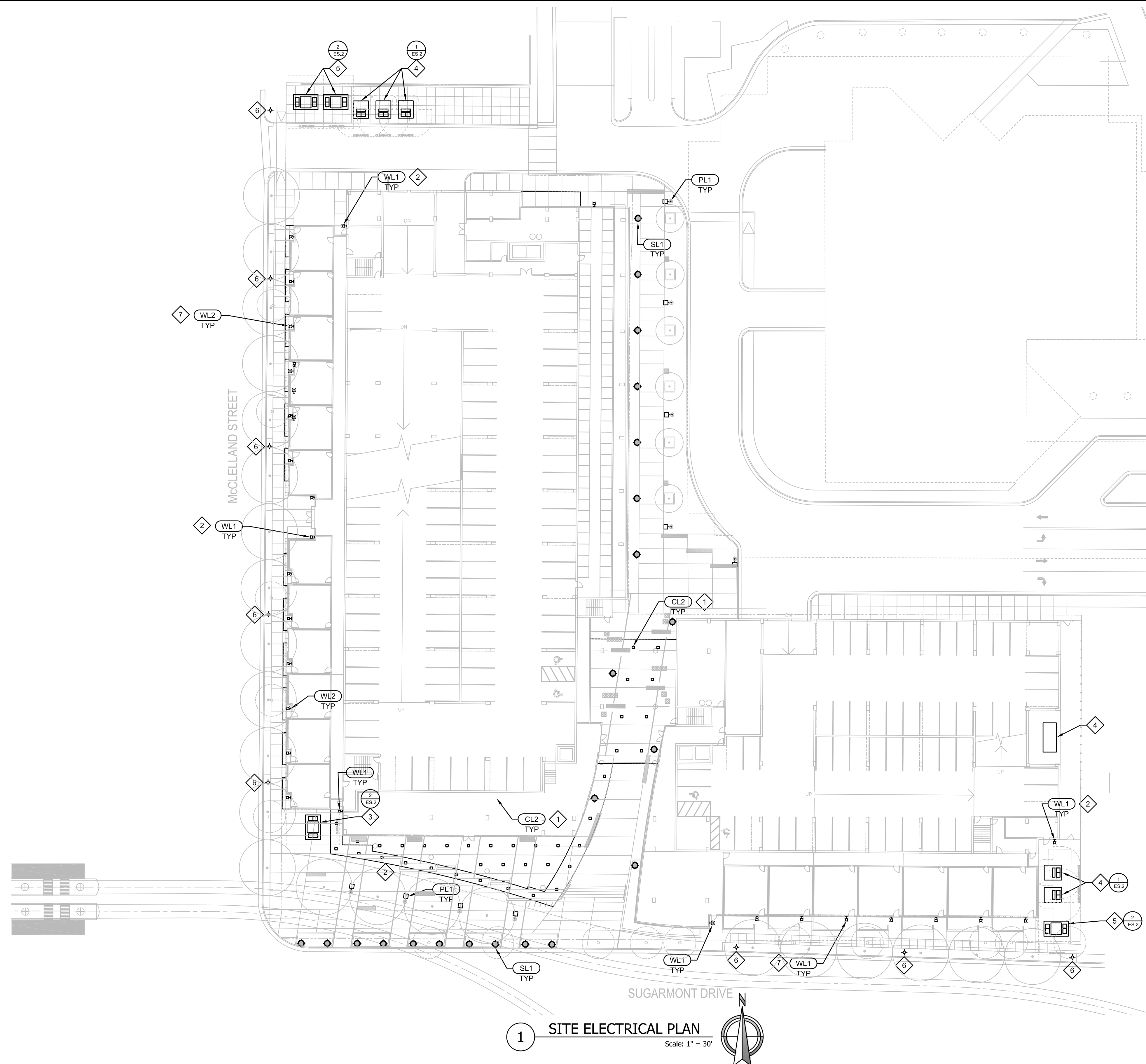


SUGARMONT
 2189 S. McCLELLAND ST.

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No.	Description	Date
CURRENT PHASE		
CONCEPT SITE PLAN SUBMITTAL		
ISSUE DATE		07/06/16
KEY PLAN		
SHEET TITLE		
LANDSCAPE PLAN: COURTYARDS		
SHEET NUMBER		
L-6		
ARCHITECT'S PROJECT NUMBER Project Number		





1 SITE ELECTRICAL PLAN
Scale: 1" = 30'

LIGHT FIXTURE SCHEDULE				
TYPE	MANUFACTURER	CATALOG NUMBER	LAMPING	DESCRIPTION
CL2	TBD	TBD	LED	RECESSED LED DOWNLIGHT
PL1	TBD	TBD	LED	SINGLE HEAD PEDESTRIAN SCALE POLE LIGHT FIXTURE
SL1	TBD	TBD	LED	LED BOLLARD LIGHT
WL1	TBD	TBD	LED	WALL MOUNTED EXTERIOR LIGHT FIXTURE FOR PUBLIC ENTRIES
WL2	TBD	TBD	LED	WALL MOUNTED EXTERIOR LIGHT FIXTURE FOR RESIDENCE ENTRANCES

- KEYED NOTES:**
- 1 CL1 RECESSED DOWNLIGHTS TO BE LOCATED IN EXTERIOR CANOPIES. EXACT LAYOUT TO BE COORDINATED WITH FINAL CANOPY PLAN LAYOUTS.
 - 2 WALL MOUNTED DECORATIVE LIGHTS MOUNTED AT PUBLIC ENTRIES.
 - 3 ROCKY MOUNTAIN POWER MEDIUM VOLTAGE SWITCH AT SOUTHWEST CORNER OF SITE. FINAL LOCATION TO BE COORDINATED WITH UTILITY.
 - 4 ROCKY MOUNTAIN POWER TRANSFORMERS.
 - 5 ROCKY MOUNTAIN POWER SWITCH.
 - 6 SALT LAKE CITY STANDARD STREET LIGHT. PROPOSED LOCATIONS ARE SUBJECT TO REVISION TO MEET SALT LAKE CITY STREET LIGHTING MASTER PLAN, INCLUDING REQUIREMENTS OF CHAPTER 4.
 - 7 DECORATIVE WALL MOUNTED LIGHT FIXTURE AT RESIDENT ENTRANCES.
 - 8 EMERGENCY STANDBY GENERATOR LOCATION.

BOULDER VENTURES Development, Inc.
2121 McClelland St. E. #303
Salt Lake City, UT 84108
ph: (801) 483-1000

HUNT ELECTRIC INC.
1863 W ALEXANDER ST. #210 SO. SALT LAKE CITY, UT 84119
801-975-8844 FAX 801-975-0509
QUALITY. INTEGRITY. PERFORMANCE. & VERSATILITY

DESIGN-BUILD SERVICES

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

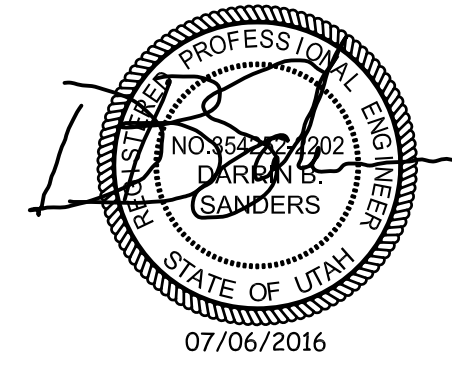
ISSUE DATE
7/6/16

KEY PLAN

SHEET TITLE
SITE PLAN - ELECTRICAL

SHEET NUMBER
ES.1

ARCHITECT'S PROJECT NUMBER



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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

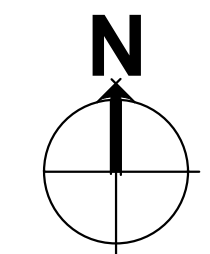
ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
ARCHITECTURAL SITE PLAN / R1 PLAN

SHEET NUMBER
A2

ARCHITECT'S PROJECT NUMBER Project Number



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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

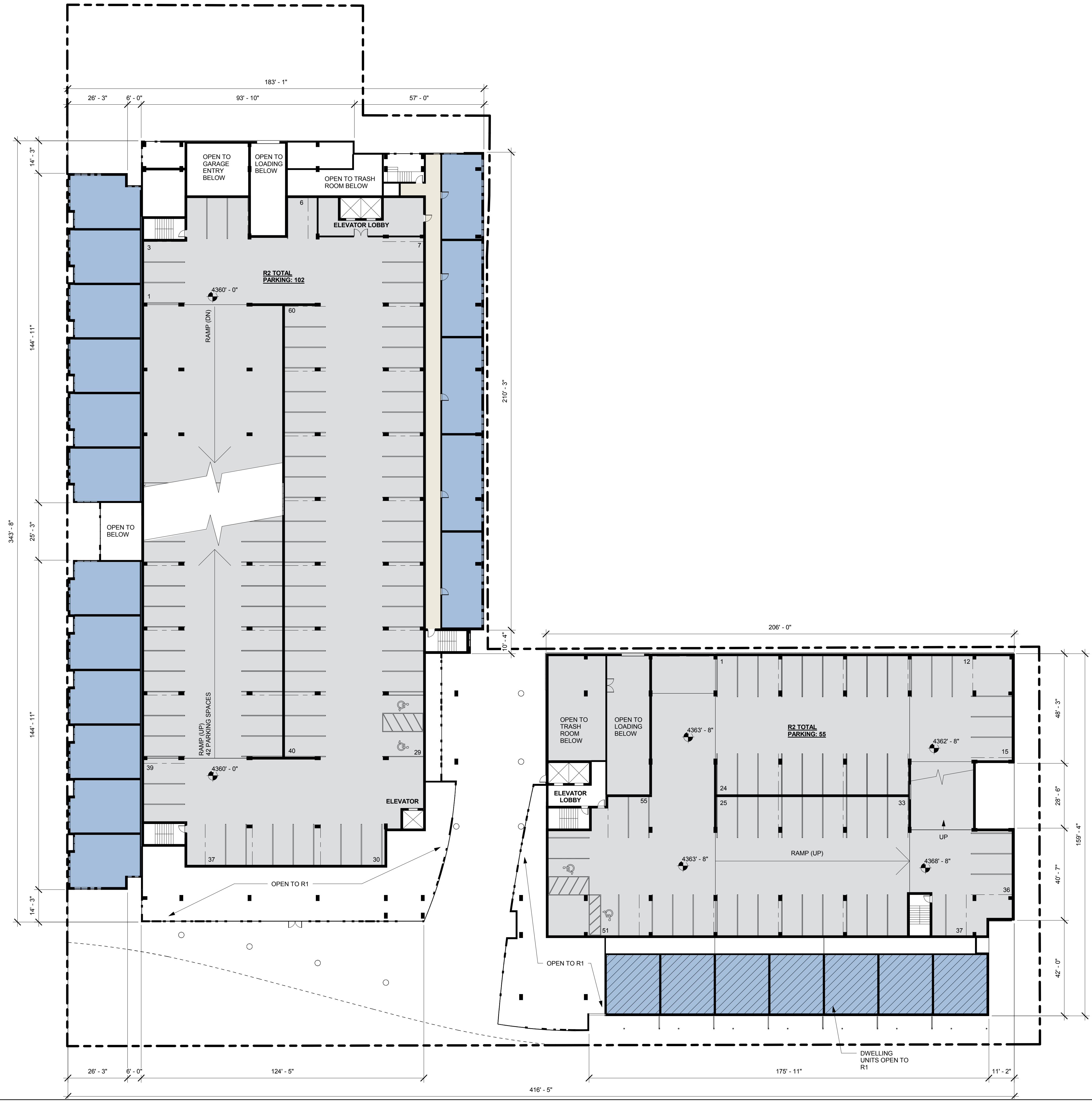
ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
R2 PLAN

SHEET NUMBER
A3

ARCHITECT'S PROJECT NUMBER Project Number



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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

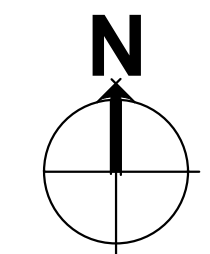
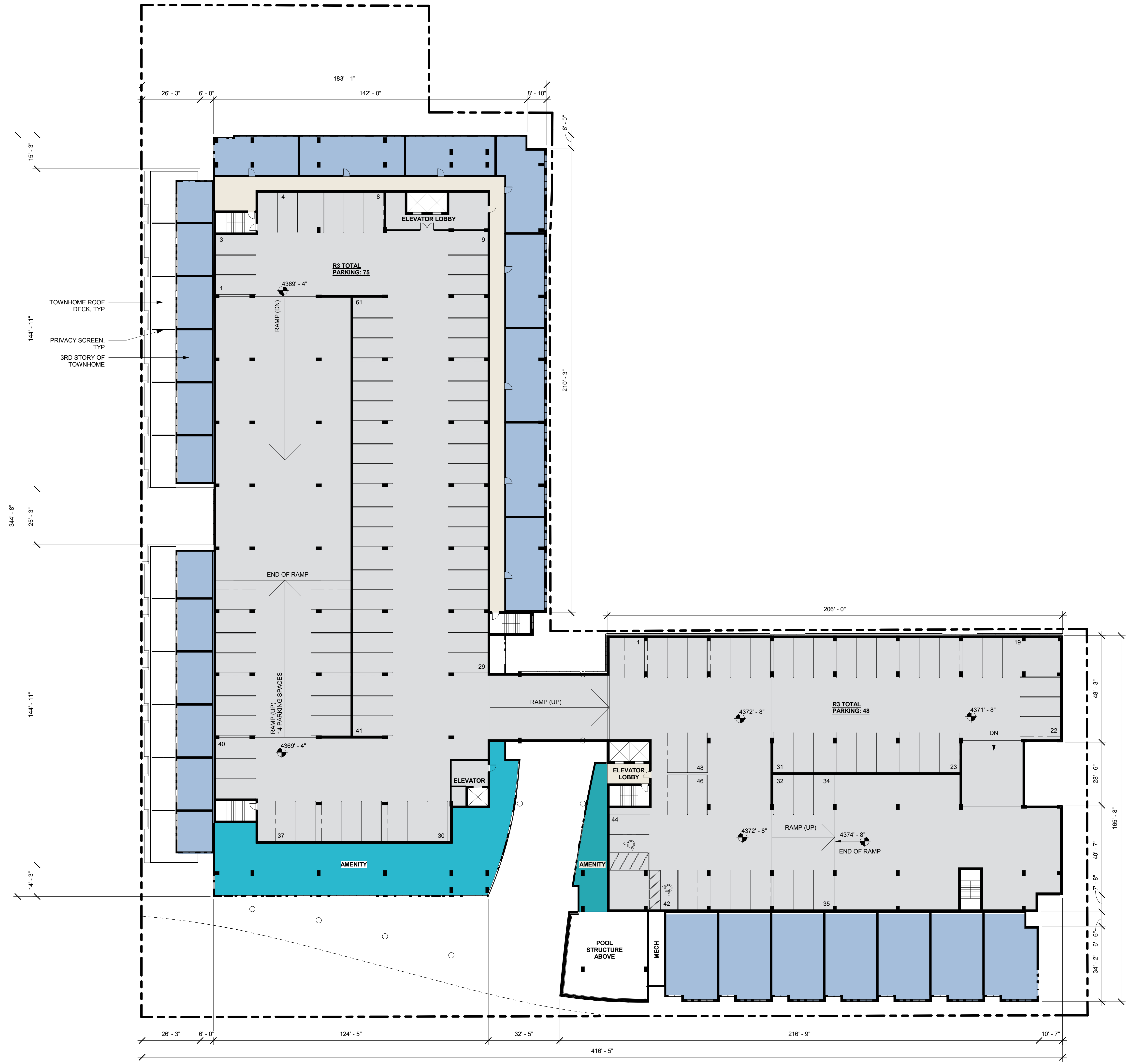
ISSUE DATE
 07/06/2016

KEY PLAN

SHEET TITLE
R3 PLAN

SHEET NUMBER
A4

ARCHITECT'S PROJECT NUMBER Project Number



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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

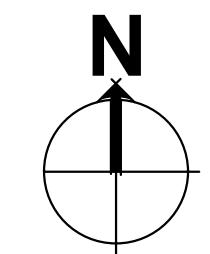
ISSUE DATE
 07/06/2016

KEY PLAN

SHEET TITLE
R4 PLAN

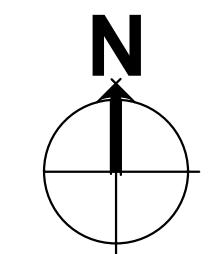
SHEET NUMBER
A5

ARCHITECT'S PROJECT NUMBER Project Number



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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE
 07/06/2016

KEY PLAN

SHEET TITLE
TYPICAL FLOOR PLAN

SHEET NUMBER
A6

ARCHITECT'S PROJECT NUMBER Project Number

SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
R8 PLAN

SHEET NUMBER
A7

ARCHITECT'S PROJECT NUMBER Project Number

SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
RENDERING

SHEET NUMBER
A8

ARCHITECT'S PROJECT NUMBER Project Number



VIEW LOOKING EAST THROUGH PEDESTRIAN PLAZA



VIEW LOOKING NORTHEAST FROM CORNER OF
McCLELLAND AND SUGARMONT



VIEW LOOKING WEST ALONG SUGARMONT

SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
RENDERING

SHEET NUMBER
A9



VIEW FROM SUGARMONT LOOKING THROUGH PEDESTRIAN PASSAGE



VIEW LOOKING EAST ALONG McCLELLAND

SUGARMONT

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No.	Description	Date

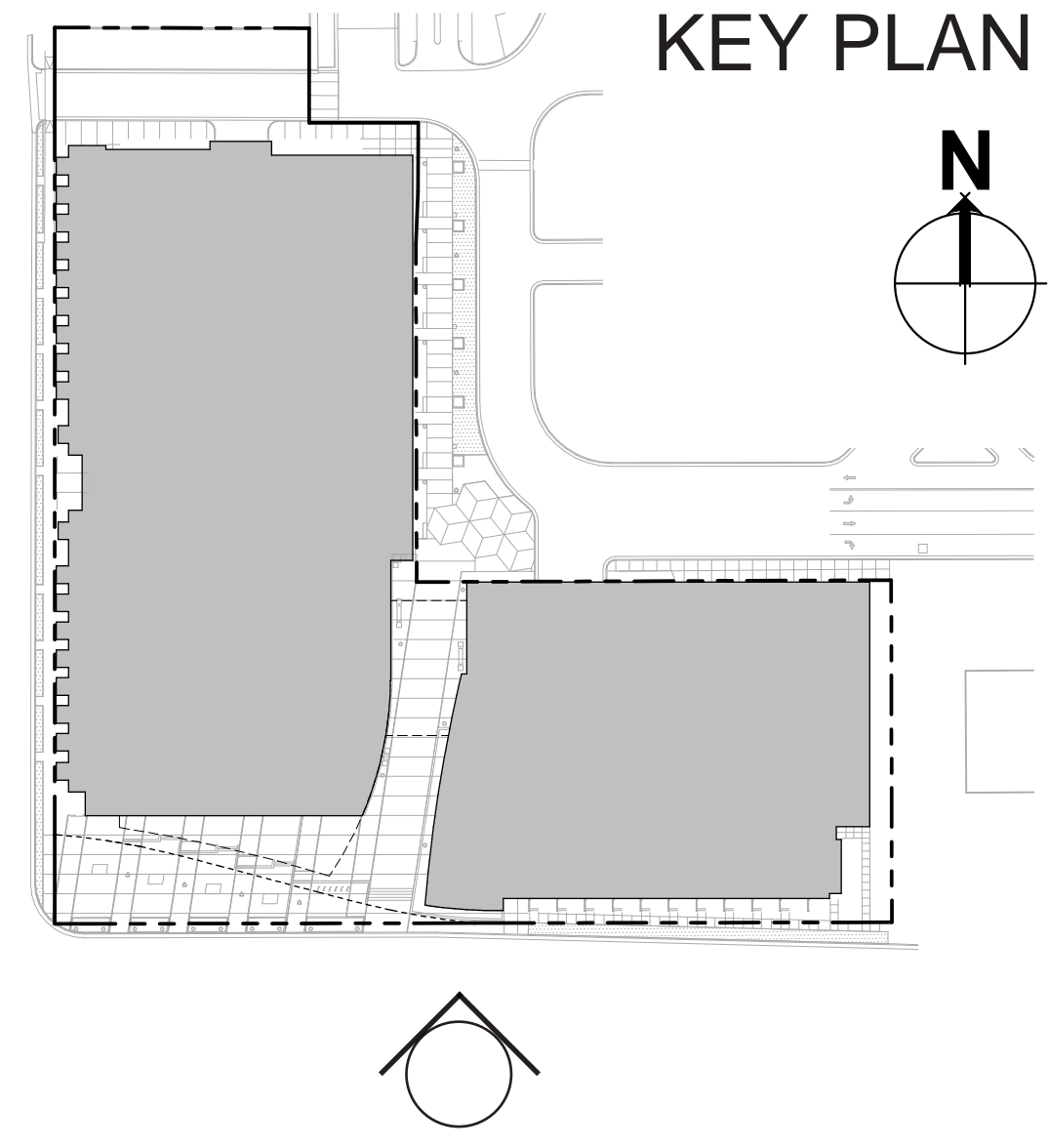
CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
RENDERING

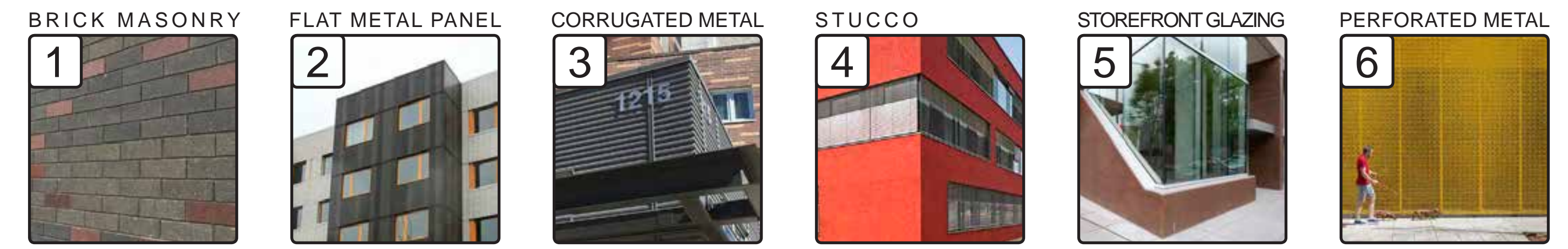
SHEET NUMBER
A10



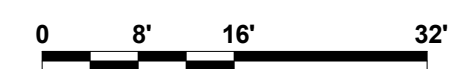
EXISTING ELEVATION ALONG SUGARMONT DR



PROPOSED MATERIALS



PROPOSED ELEVATION ALONG SUGARMONT DR



BOULDER VENTURES Development, Inc.
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PH: 303.592.2924 FX: 303.592.2383
www.studiopba.com

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No.	Description	Date

CURRENT PHASE

CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE

ELEVATION

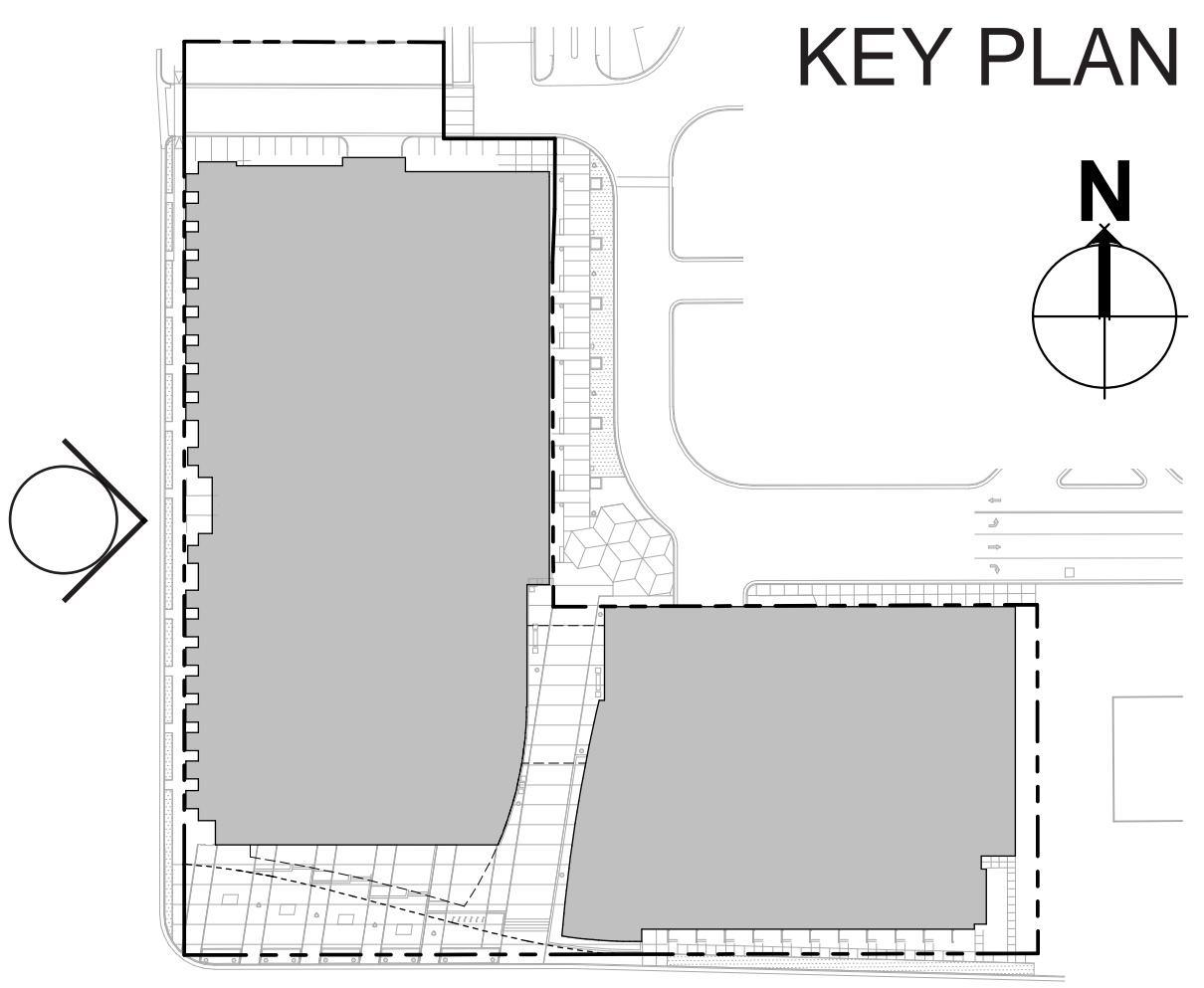
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A11

ARCHITECT'S PROJECT NUMBER Project Number

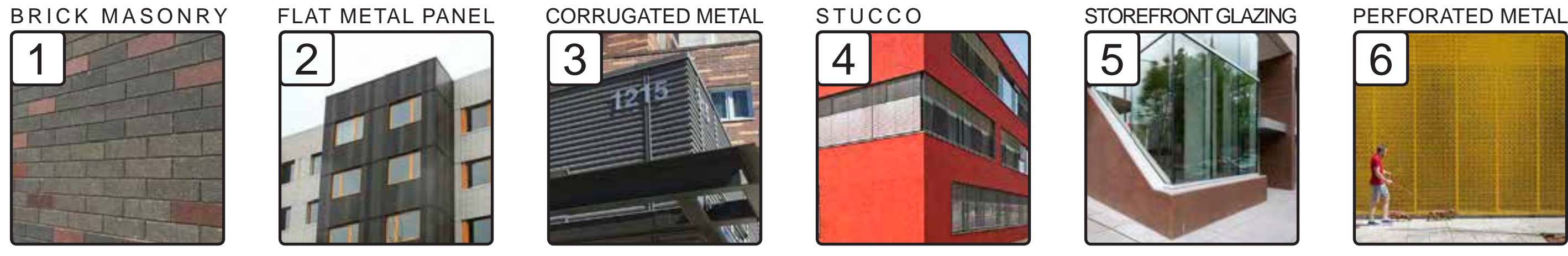
4/24/2016 10:31:25 AM

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EXISTING ELEVATION ALONG McCLELLAND ST
 0 8' 16' 32'

PROPOSED MATERIALS



SUGARMONT
 2189 S. McCLELLAND ST.



PROPOSED ELEVATION ALONG McCLELLAND ST
 0 8' 16' 32'

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

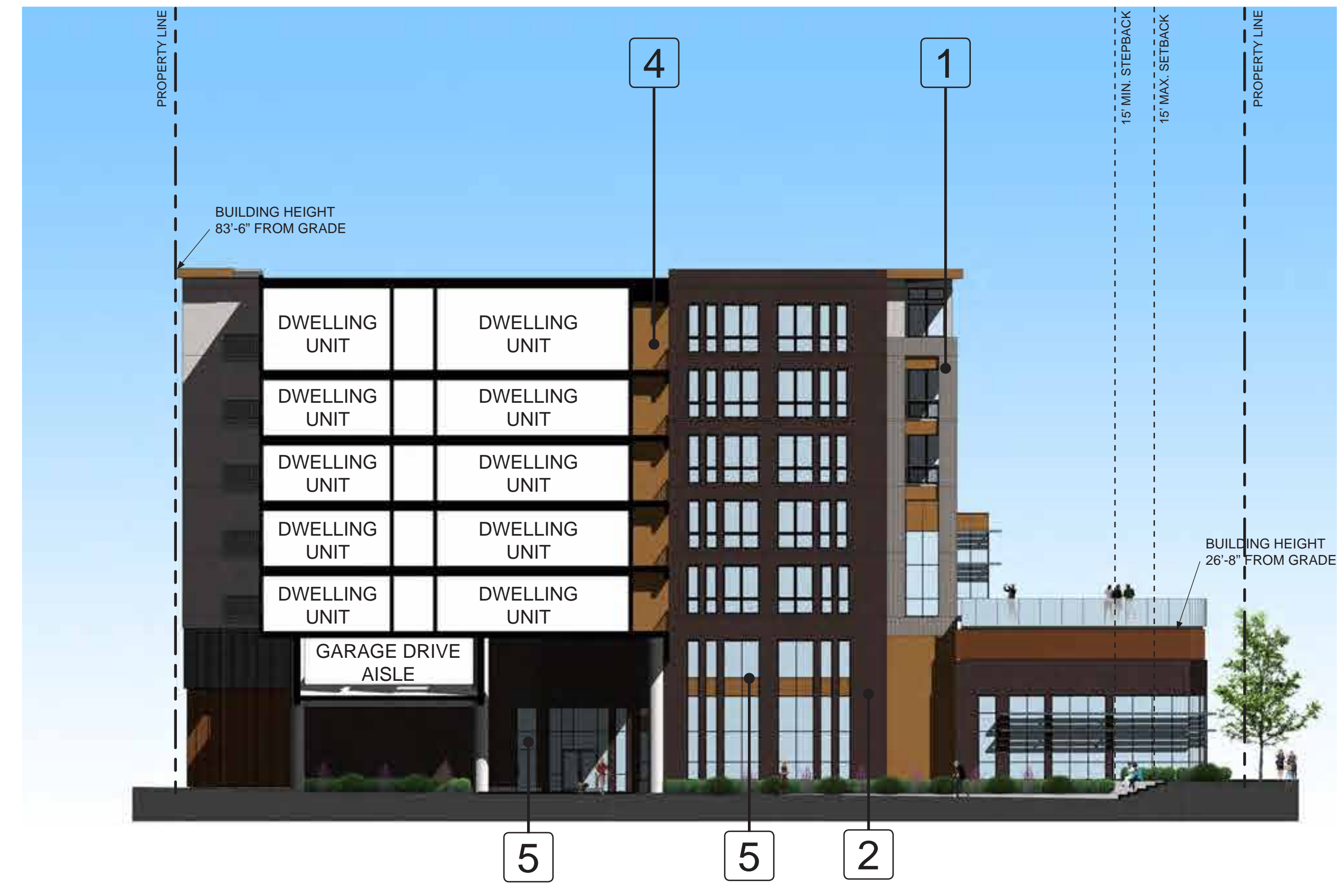
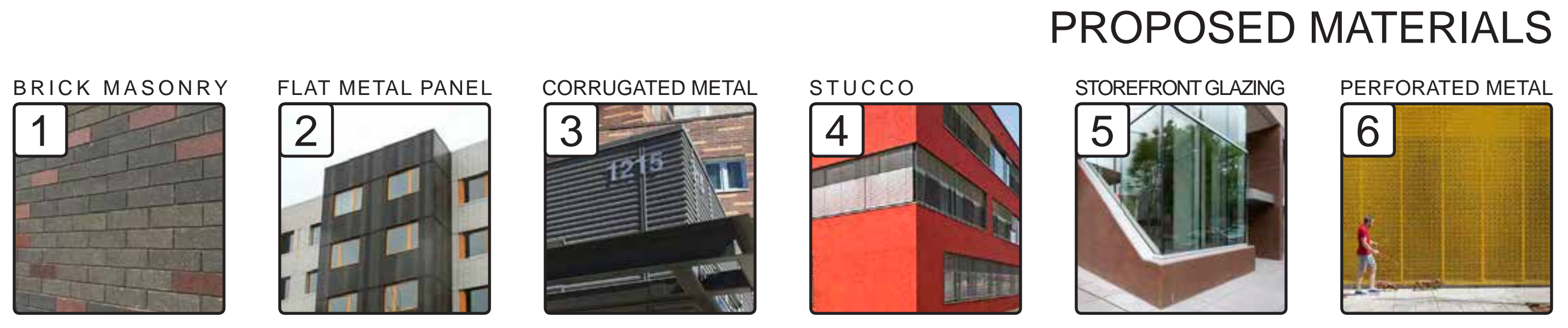
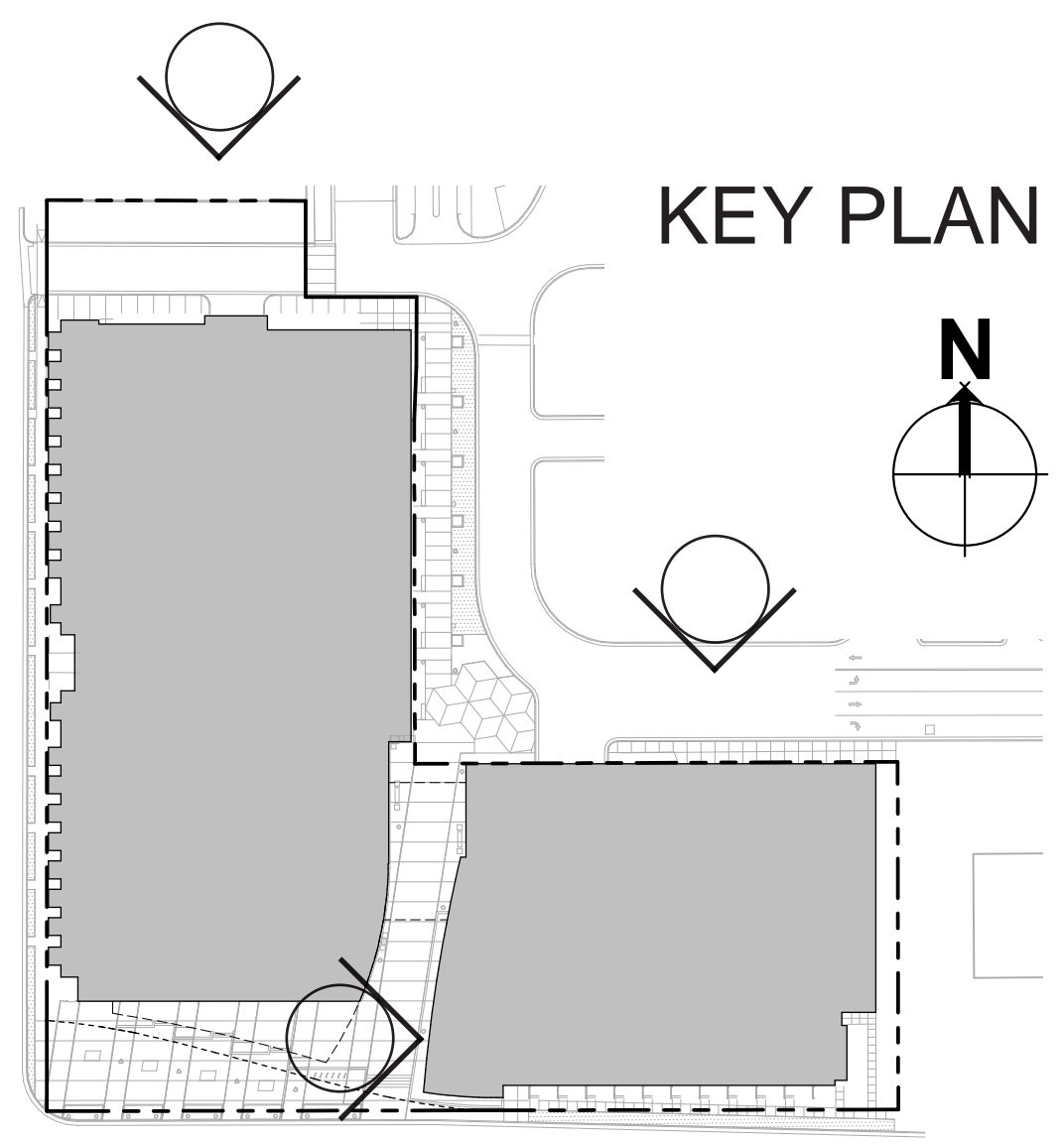
KEY PLAN

SHEET TITLE
ELEVATION

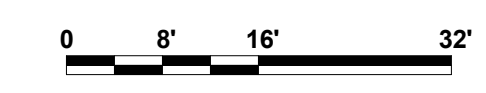
SHEET NUMBER

A12

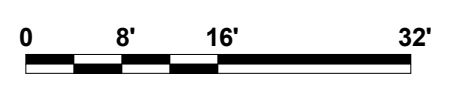
ARCHITECT'S PROJECT NUMBER Project Number



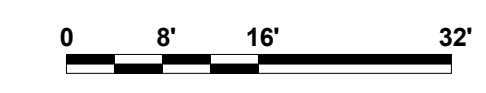
WEST ELEVATION AT PEDESTRIAN PATH



NORTH ELEVATION AT GARAGE



NORTH ELEVATION



SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

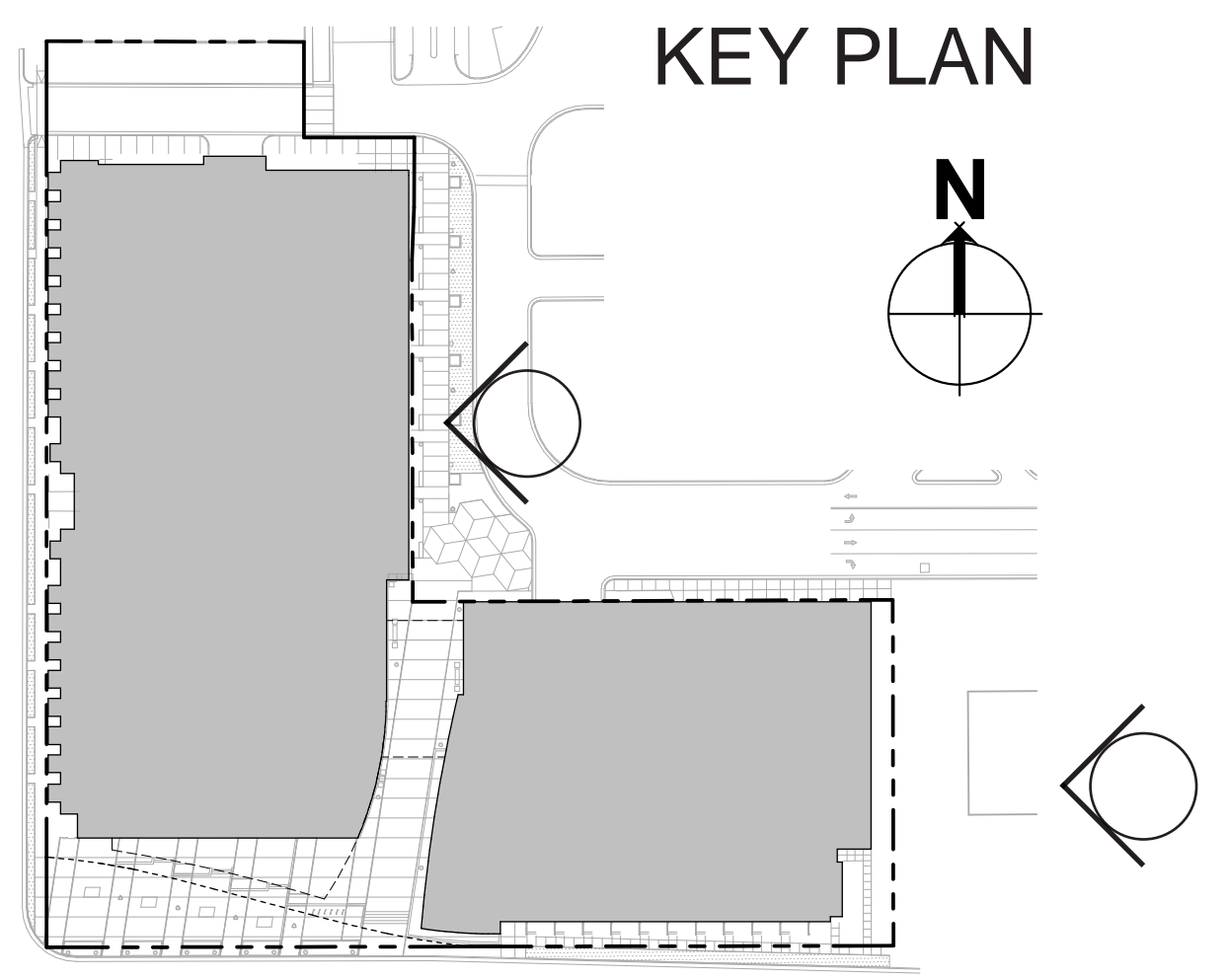
ISSUE DATE: 07/06/2016

KEY PLAN

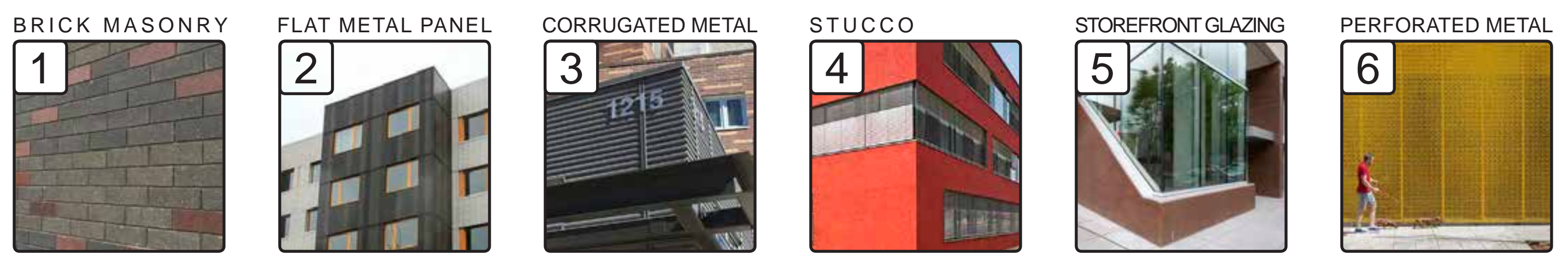
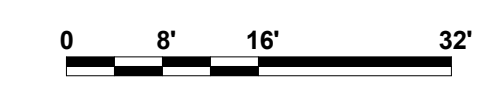
SHEET TITLE
ELEVATION

SHEET NUMBER
A13

ARCHITECT'S PROJECT NUMBER Project Number



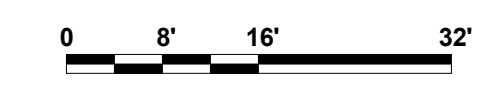
EAST FACE ELEVATION



PROPOSED MATERIALS



EAST ELEVATION AT PEDESTRIAN PATH



SUGARMONT
 2189 S. McCLELLAND ST.

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE: 07/06/2016

KEY PLAN

SHEET TITLE
ELEVATION

SHEET NUMBER
A14

ARCHITECT'S PROJECT NUMBER Project Number

SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE
 07/06/2016

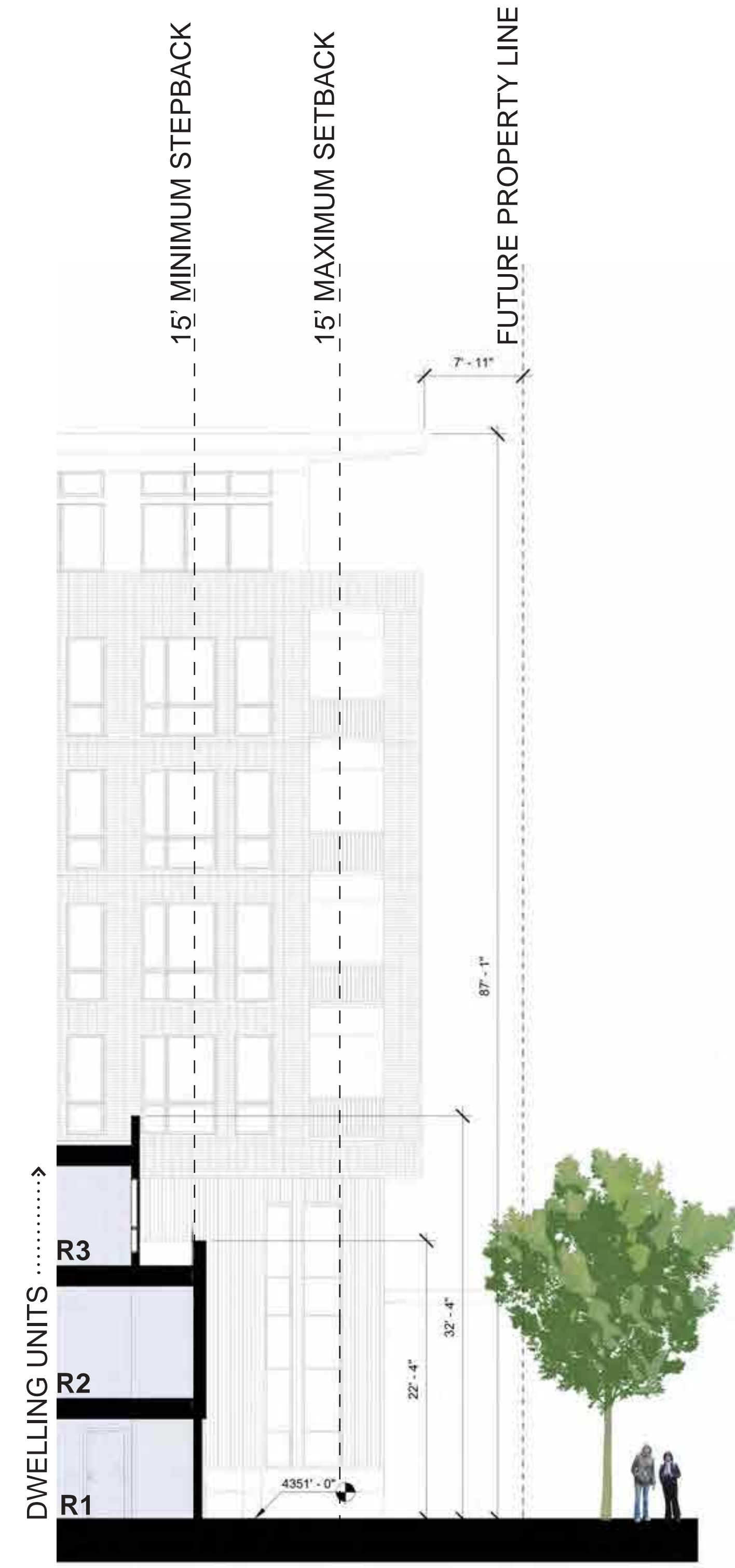
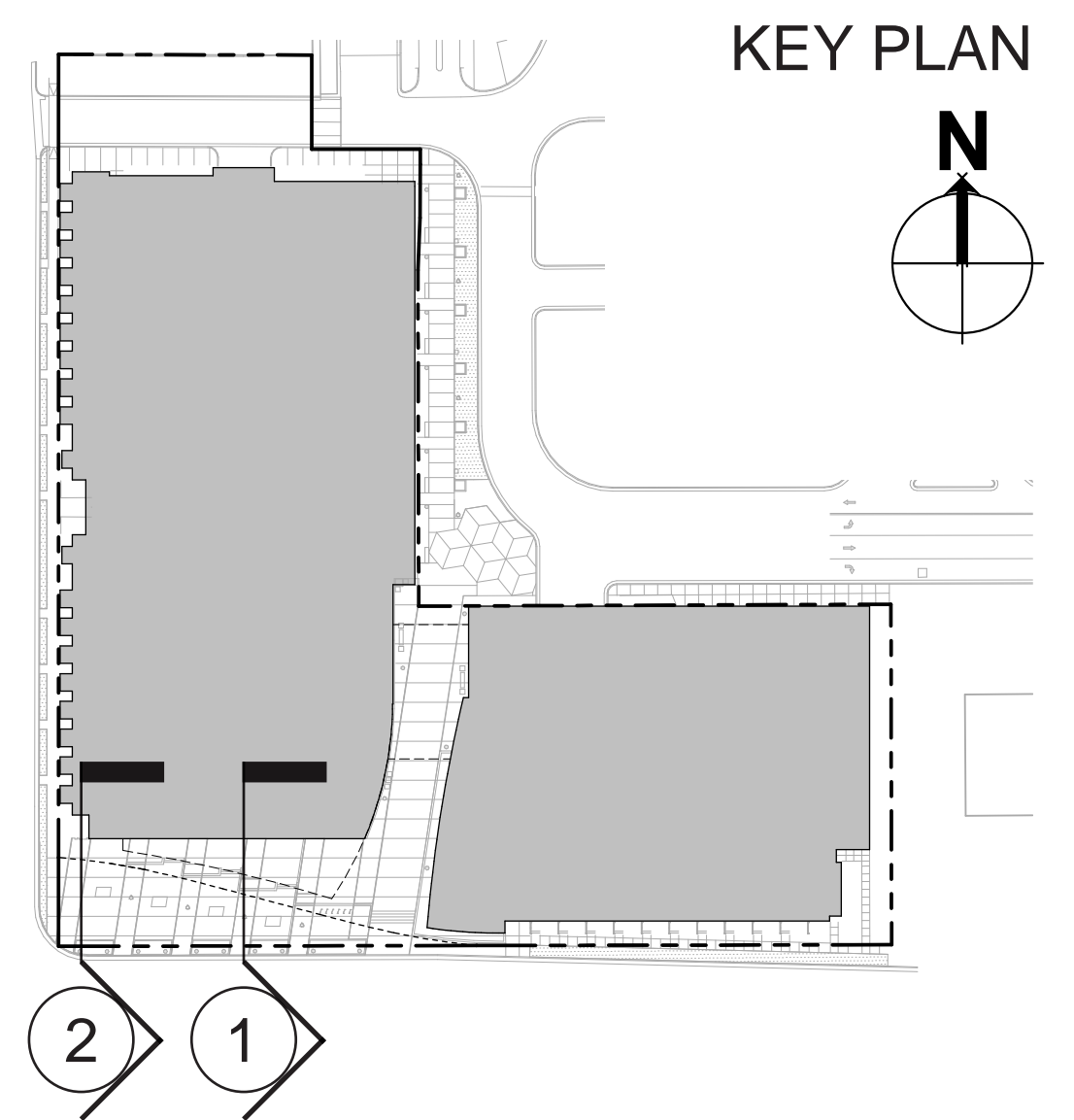
KEY PLAN

SHEET TITLE
BUILDING SECTIONS

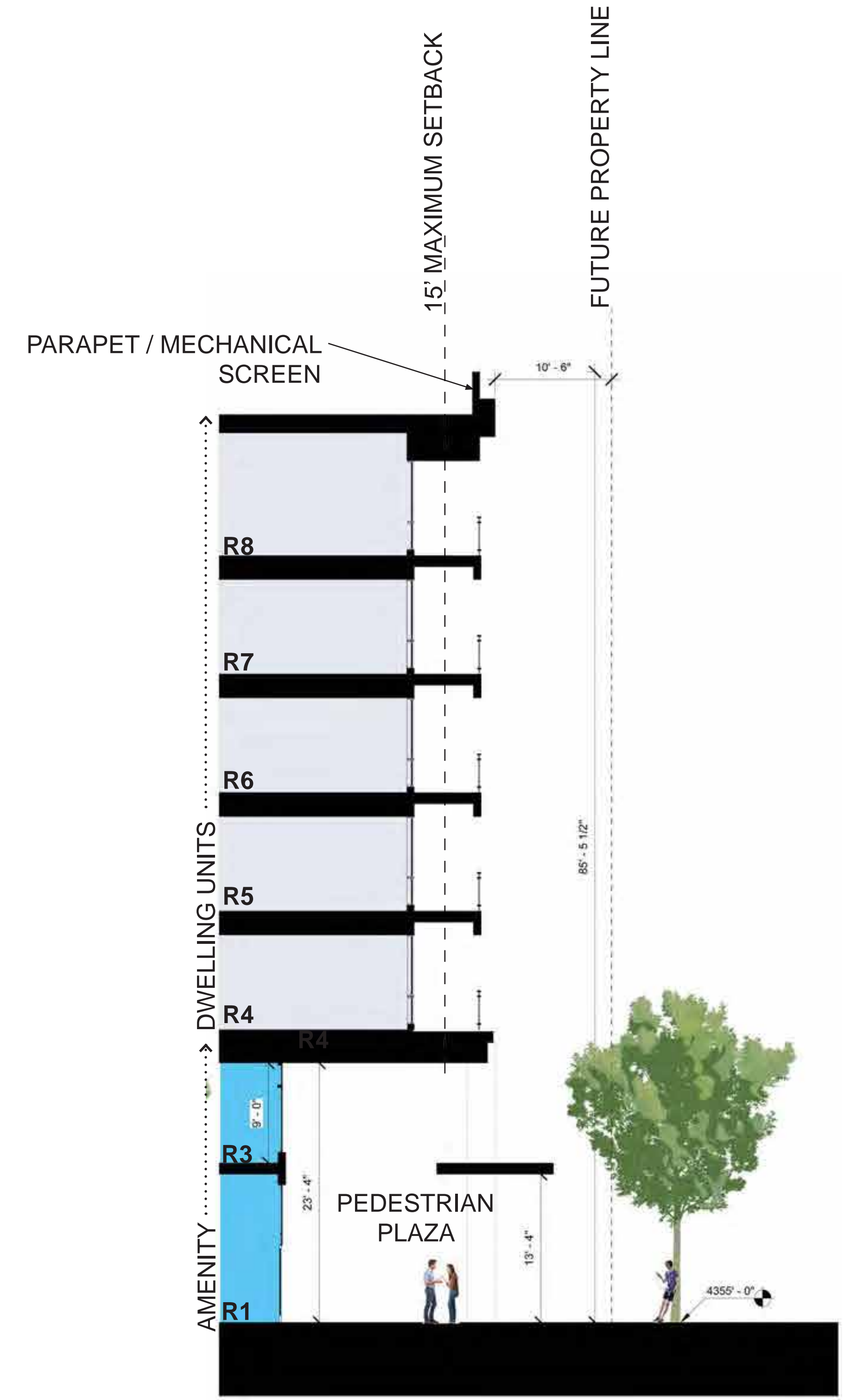
SHEET NUMBER

A15

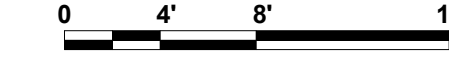
ARCHITECT'S PROJECT NUMBER Project Number



SECTION 2: PEDESTRIAN PLAZA



SECTION 1: PEDESTRIAN PLAZA



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CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE 07/06/2016

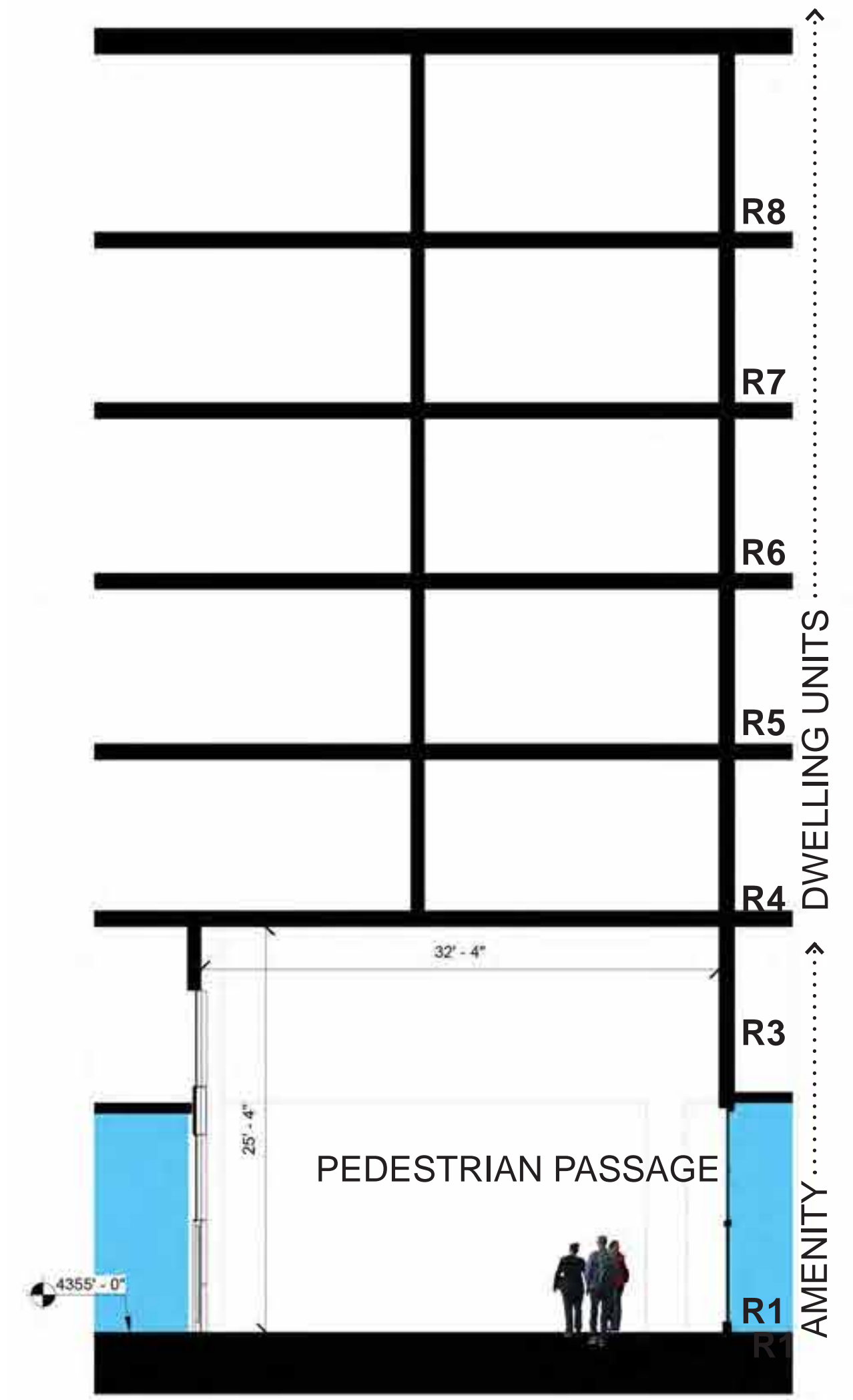
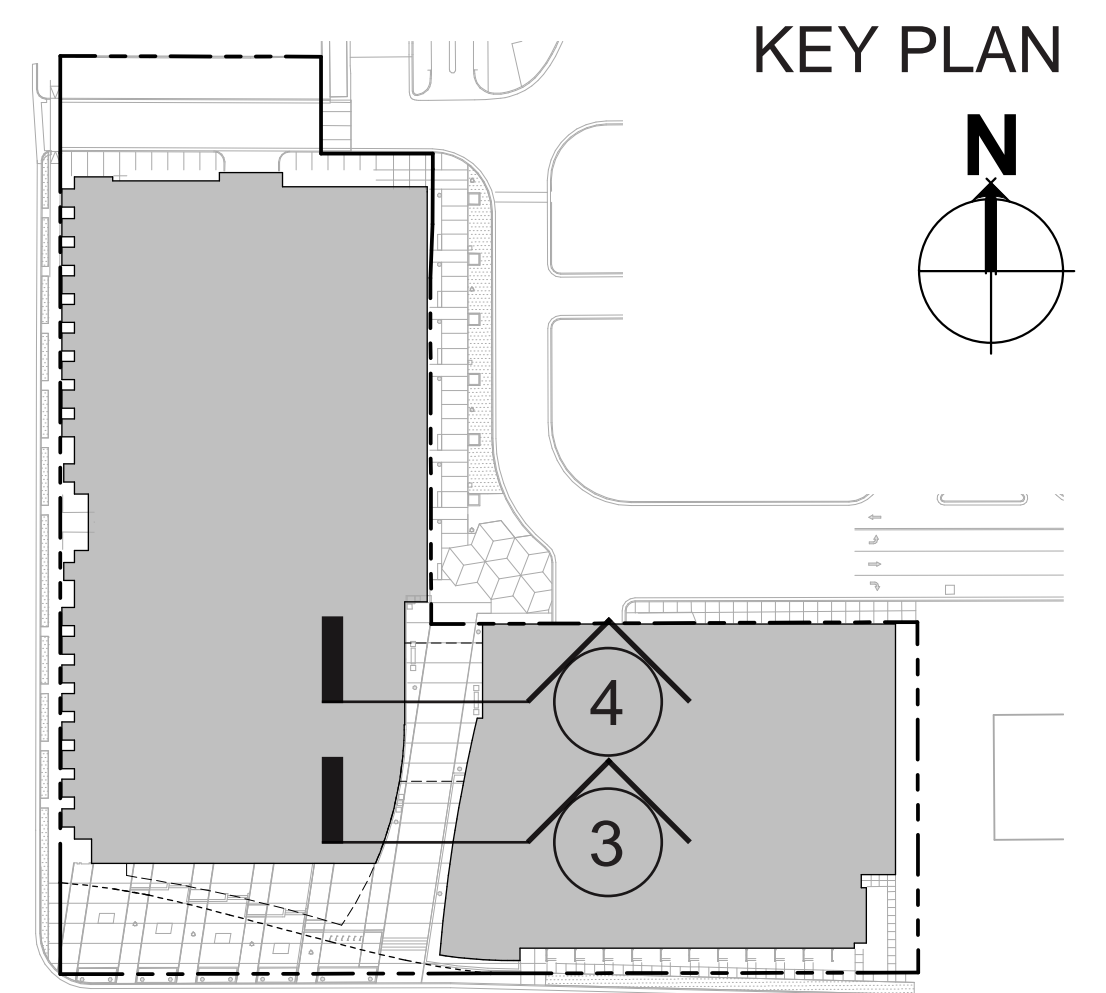
KEY PLAN

SHEET TITLE
BUILDING SECTIONS

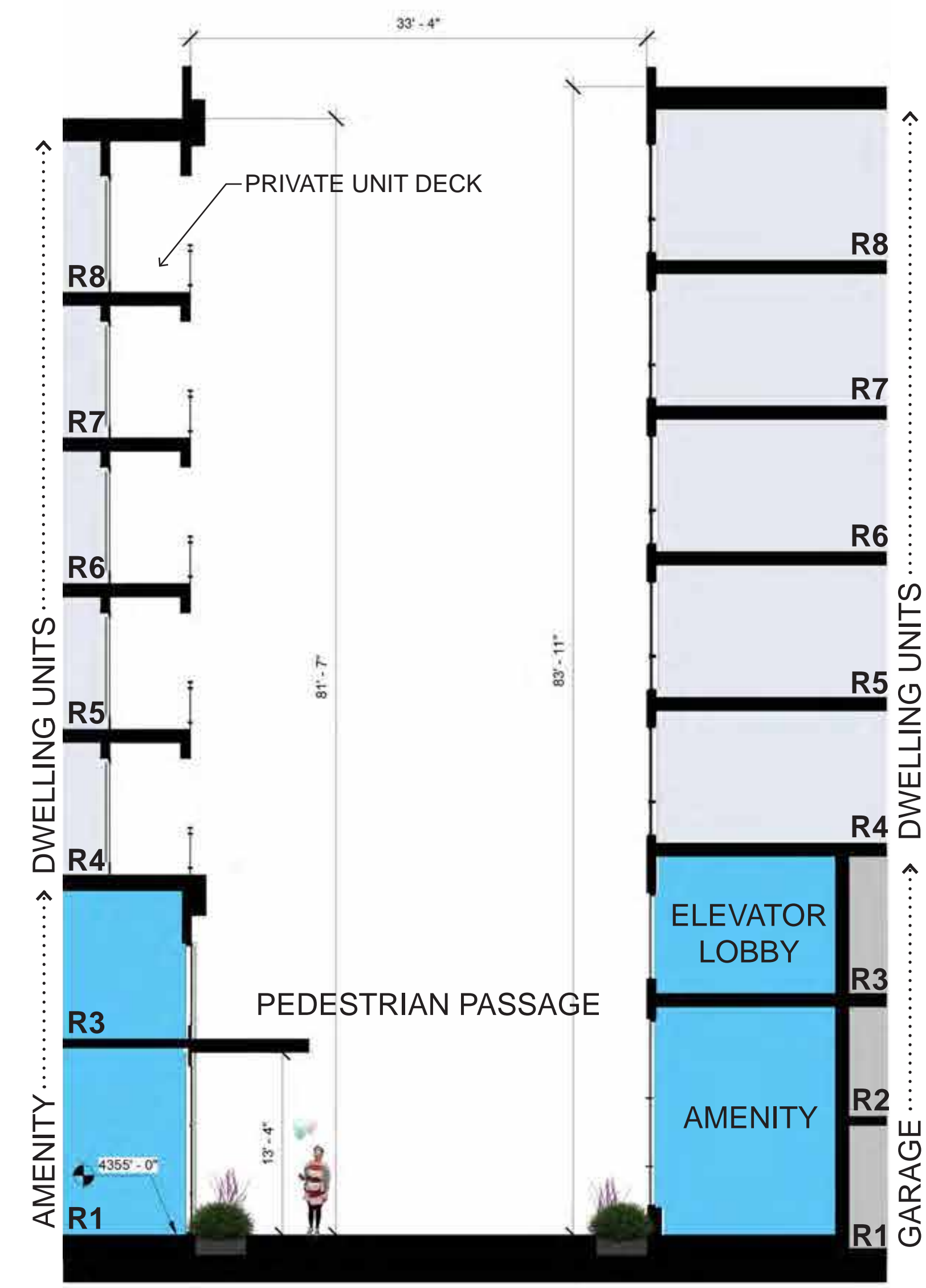
SHEET NUMBER

A16

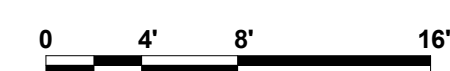
ARCHITECT'S PROJECT NUMBER Project Number

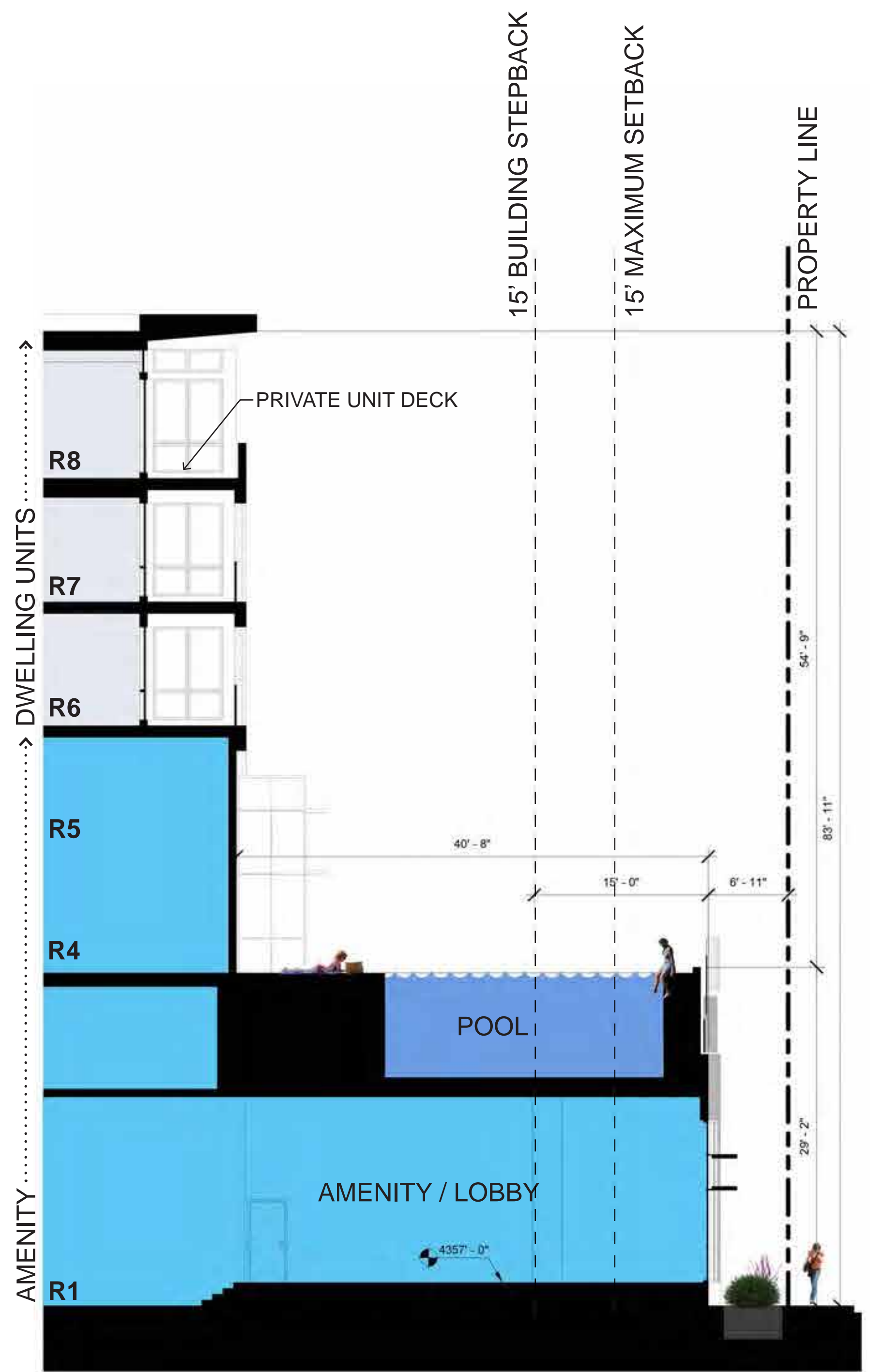
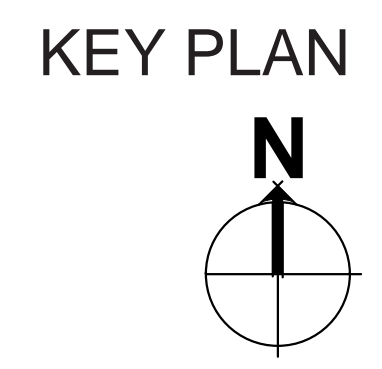
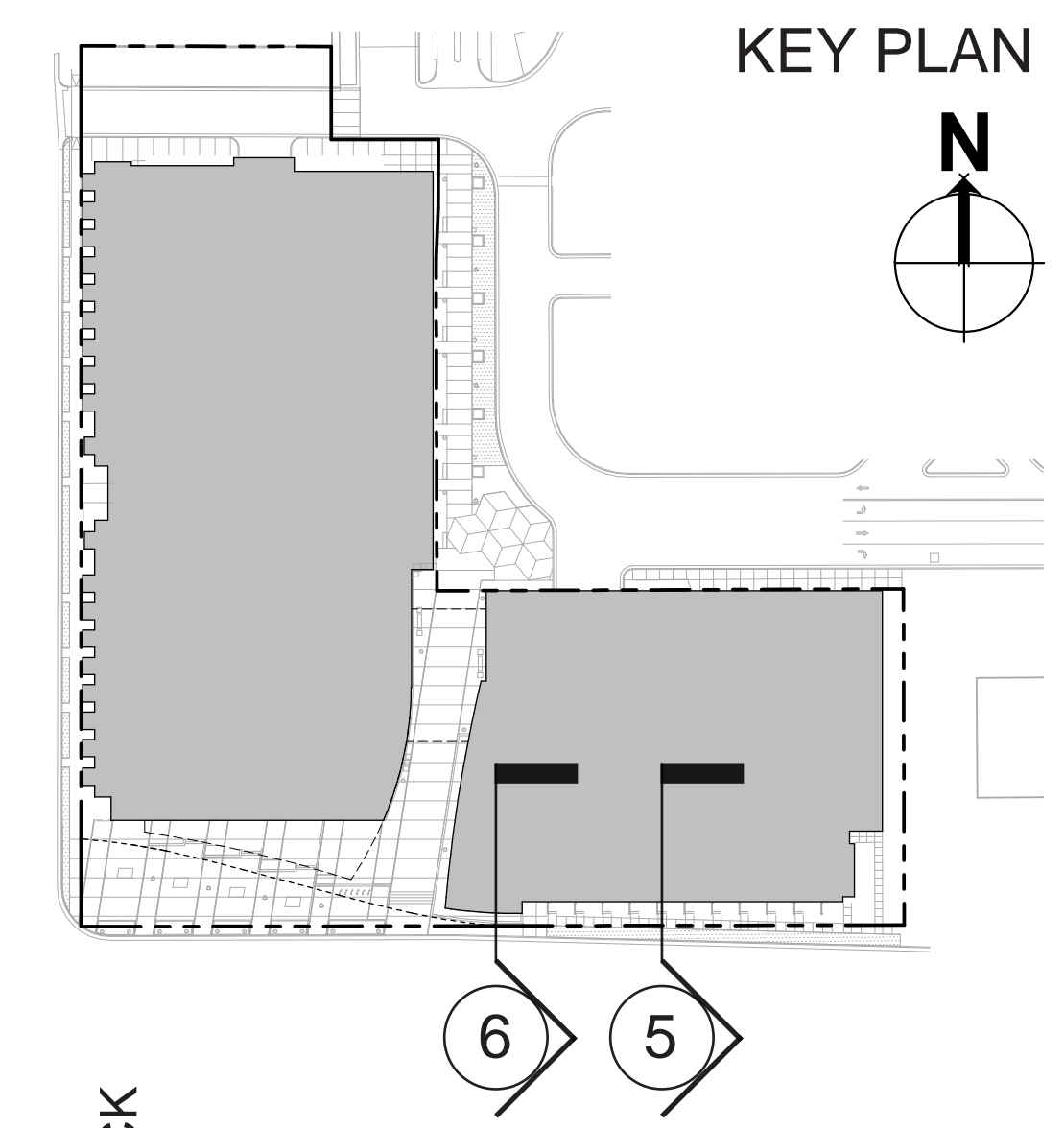


SECTION 4: PEDESTRIAN PASSAGE

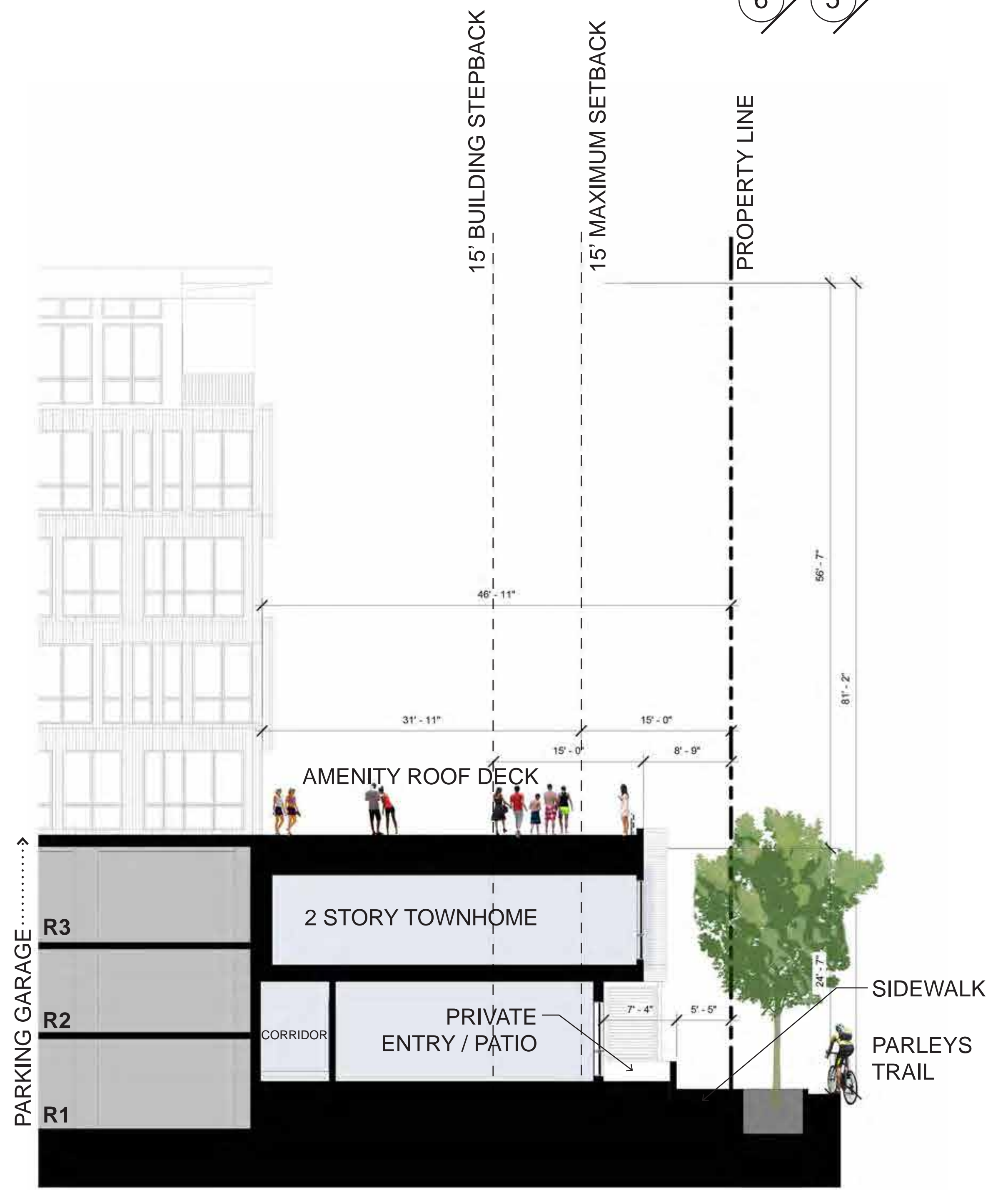
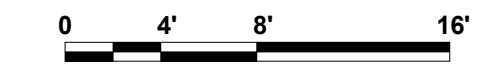


SECTION 3: PEDESTRIAN PASSAGE

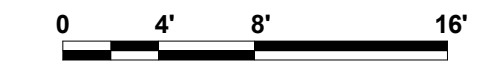




SECTION 6: STREET SECTION



SECTION 5: STREET SECTION



SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

ISSUE DATE
 07/06/2016

KEY PLAN
 BUILDING SECTIONS

SHEET TITLE
A17

ARCHITECT'S PROJECT NUMBER Project Number

SUGARMONT

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No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

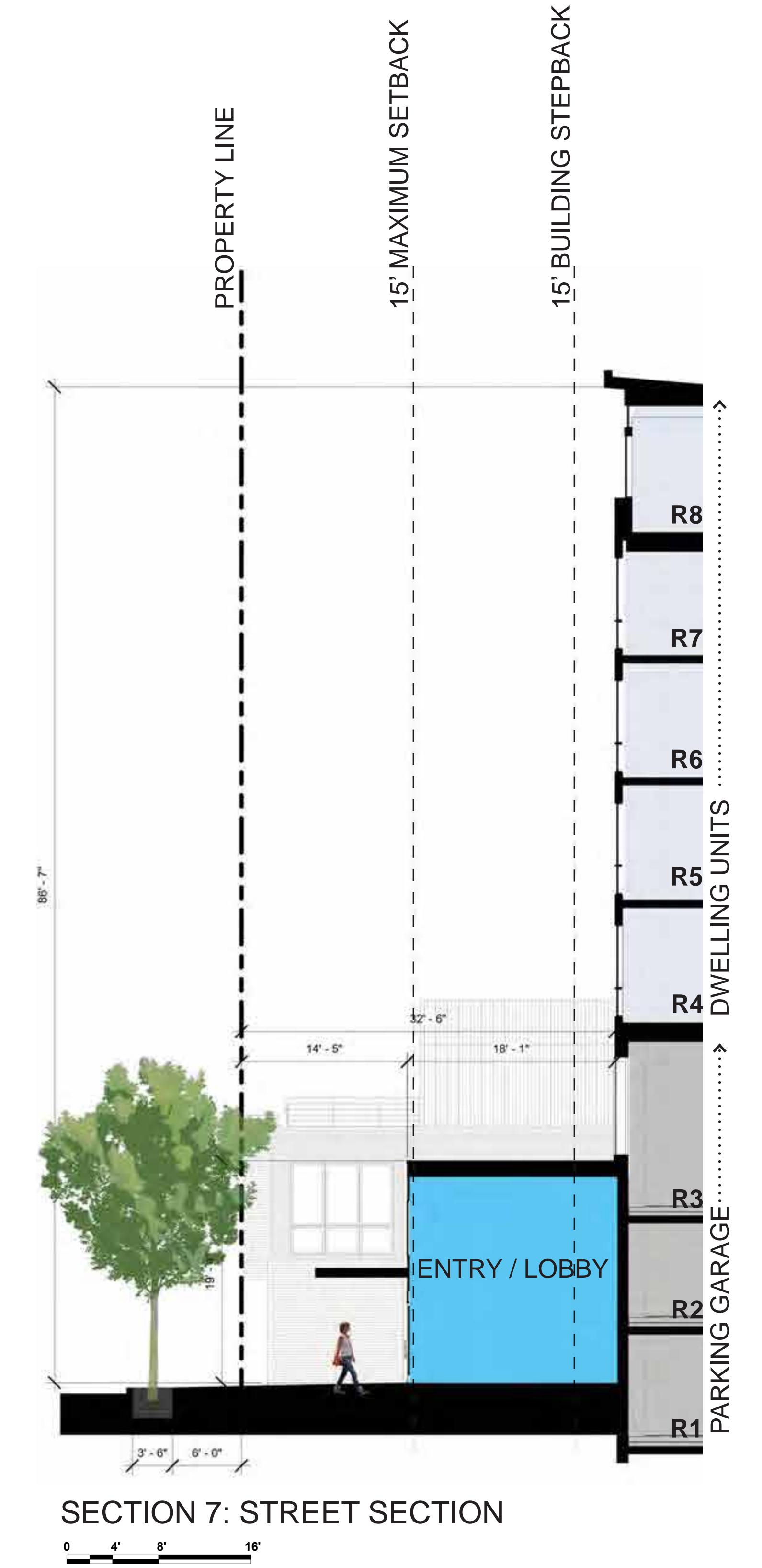
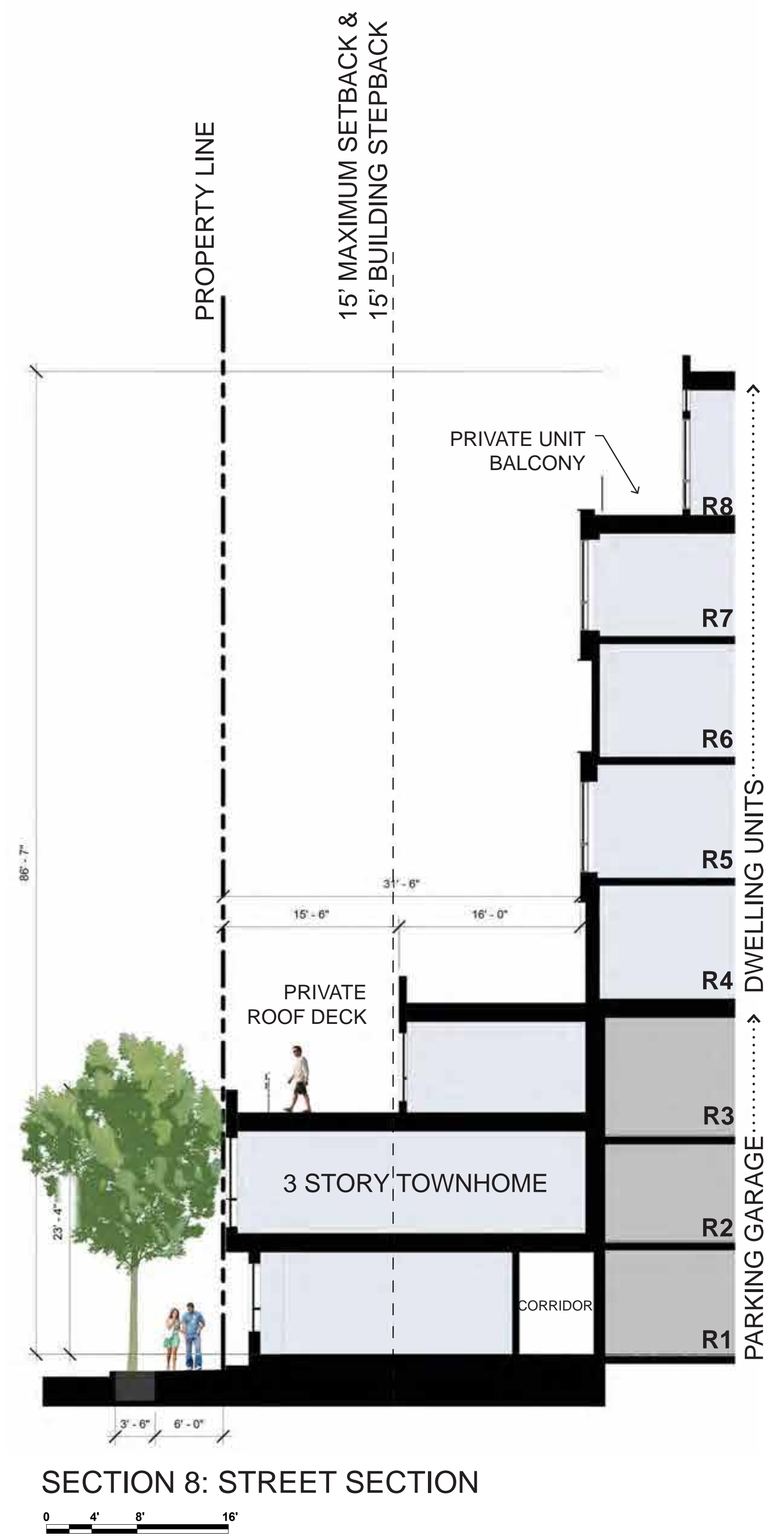
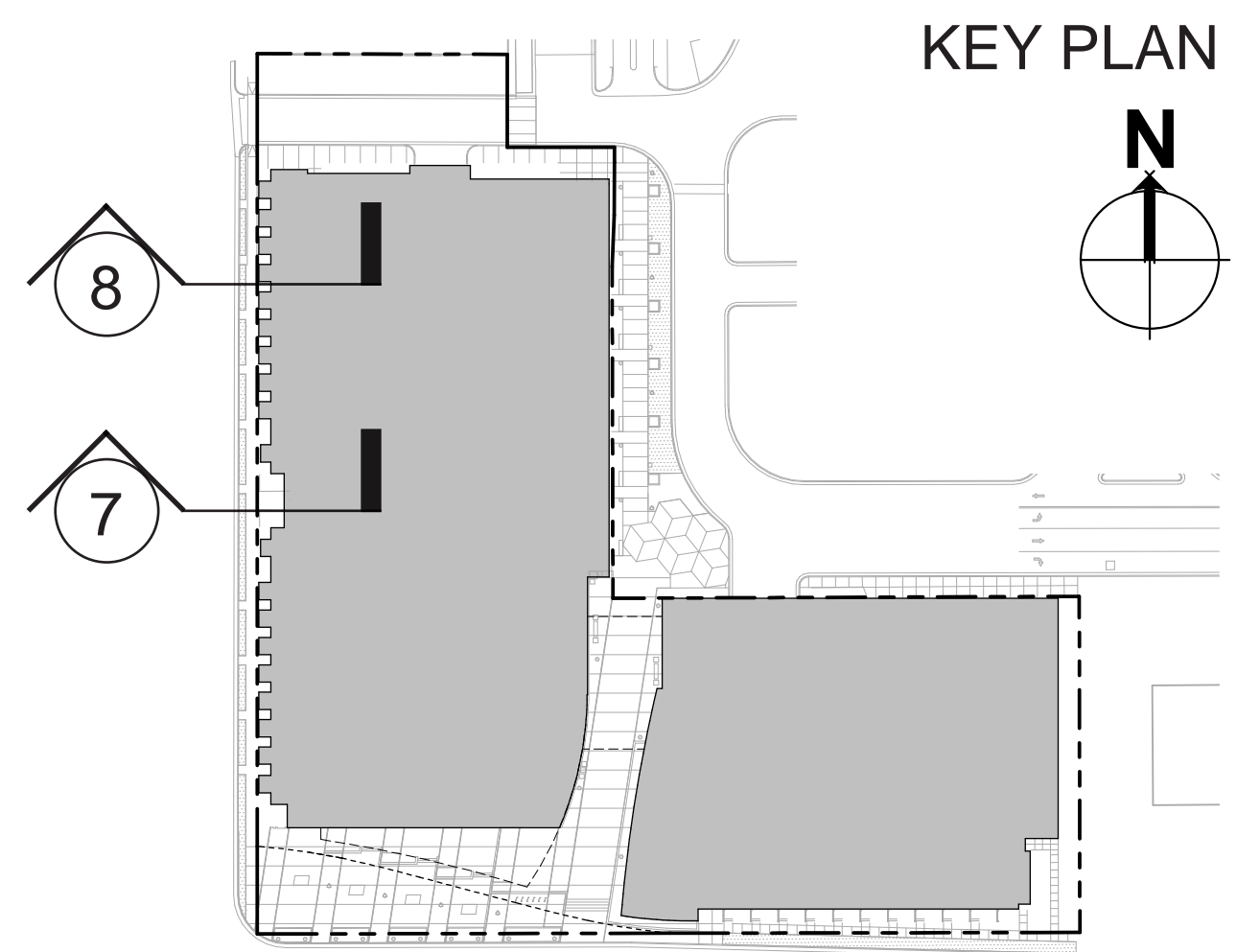
ISSUE DATE 07/06/2016

KEY PLAN

SHEET TITLE
BUILDING SECTIONS

SHEET NUMBER

A18



SUGARMONT

2189 S. McCLELLAND ST.

THESE DRAWINGS ARE INCOMPLETE AND ARE INTENDED FOR CONVEYING DESIGN SYSTEM CONCEPTS. ANY PRICING OR BUDGETING PERFORMED WITH THESE DRAWINGS MUST CARRY A CONTINGENCY TO COVER WHAT ITEMS MAY CHANGE OR BE ADDED AS THE DESIGN PROCESS IS COMPLETED.

No.	Description	Date

CURRENT PHASE
CONCEPT SITE PLAN SUBMITTAL

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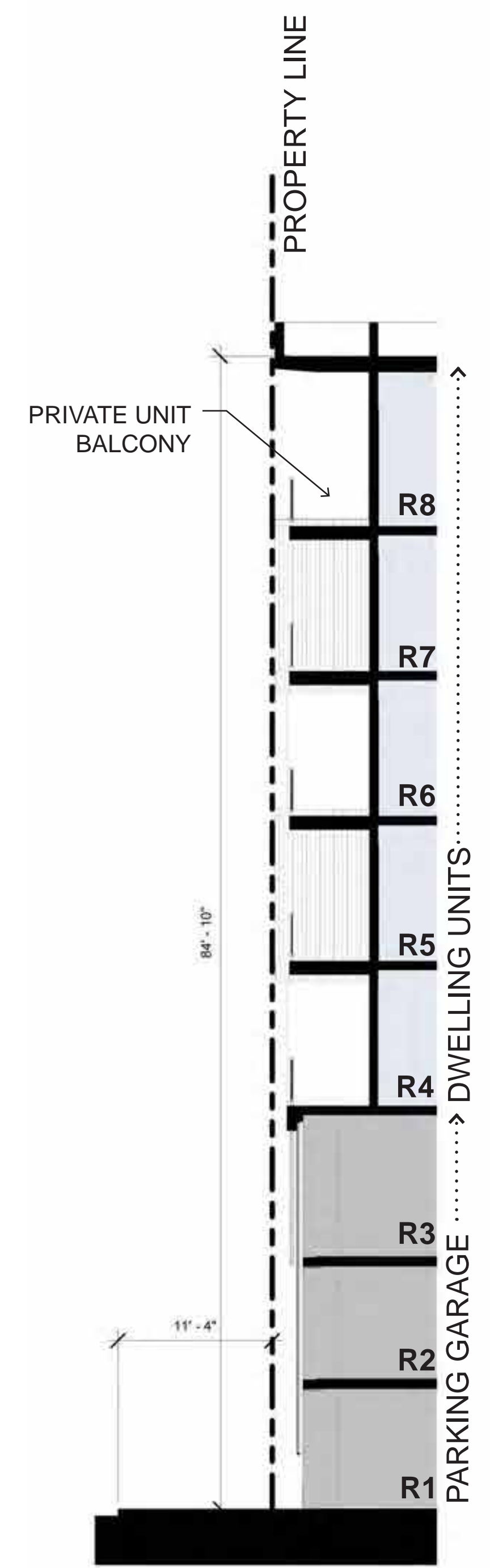
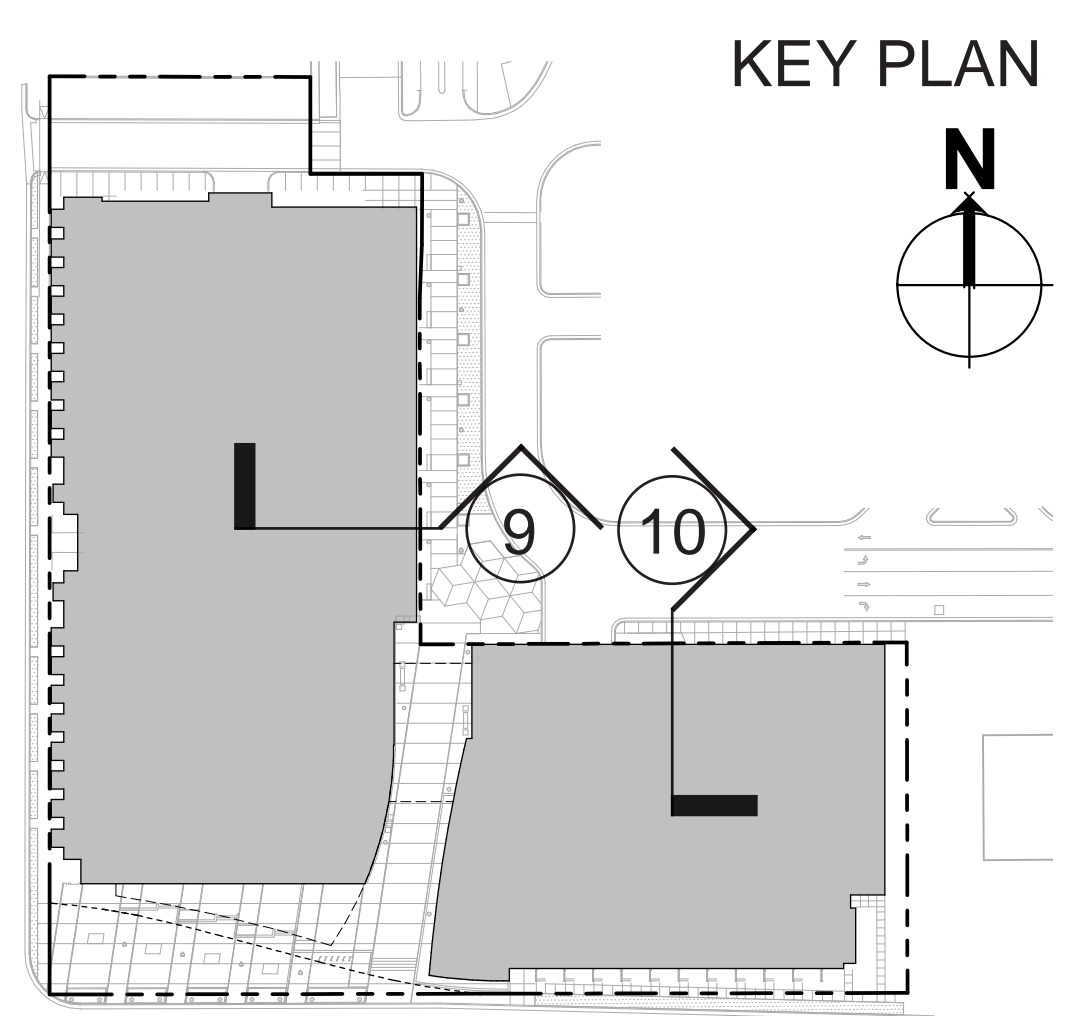
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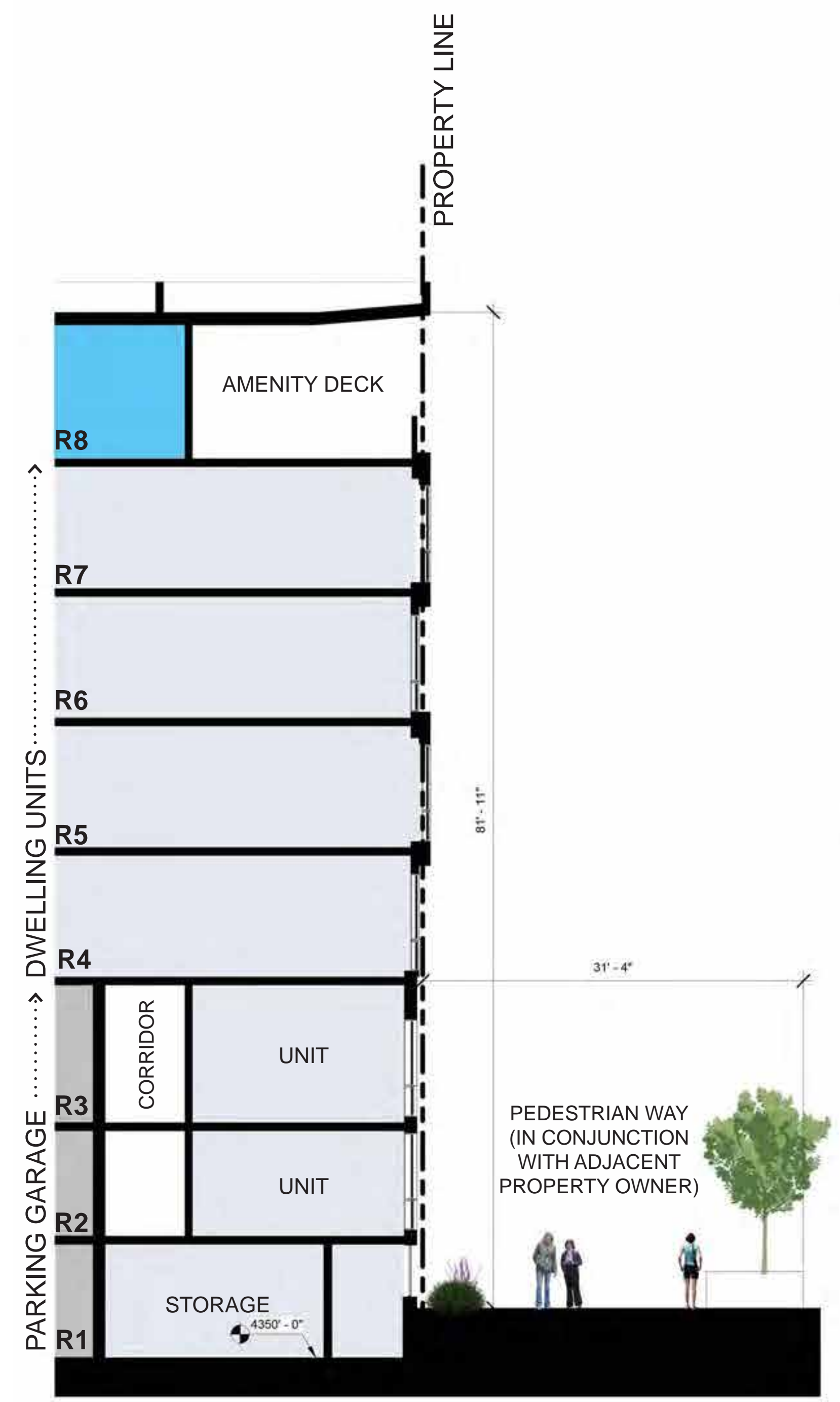
SHEET NUMBER

A19

ARCHITECT'S PROJECT NUMBER Project Number



SECTION 10: STREET SECTION



SECTION 9: STREET SECTION



**ATTACHMENT D: ADDITIONAL APPLICANT
INFORMATION**

July 6th, 2016

Planning Division
Community And Economic Development
Salt Lake City Corporation
c/o John Anderson
451 South State Street, Room 215
Salt Lake City, Utah 84114

Re: PLNPCM2015-00847
The Sugarmont Apartments
Conditional Building and Site Design

Dear John,

Enclosed herein is the Site Plan and Conditional Building and Site Design resubmittal for the Sugarmont Apartments. The comments that were provided for the first Submittal have been addresses and are included in this letter.

Zoning Review

CSHBD-1 21A.26.060

Comment: Setbacks – Maximum front yard setback is 15'. The SW corner of the building may exceed that amount. Approval would be based on a condition that the property is subdivided and granted to UTA or another party and that the building met the maximum front yard setback.

Response: *There are several areas of non-compliance with the maximum building setback. The first is at the Plaza (future potential UTA extension) at the Southwest corner of the project. The main building line at the first through third floors parallels Sugarmont at a distance over 15'-0" maximum. These floors are over the maximum setback requirement in either condition, both from the existing property line as well as from the majority of the proposed future property line. This additional space is desirable to create a great public space and plaza adjacent to the existing streetcar stop, to allow for future extension of the streetcar line, and to create a well-designed public space from which to access the proposed project and lead into the Pedestrian Passage through the project.*

The building line above the first three floors, as well as the supporting columns, parallel the future proposed property line at a distance between 9'-0" to 11'-0". The building will "frame" the street and streetcar extension in a manner that complies with the intent of this zoning provision. Further, an awning has been provided at the 3rd floor line that reinforces the public nature of the space, defines the street edge, and enhances the pedestrian scale of the Plaza.

Adjacent to this space, at the end of the run of townhomes, the building exceeds the maximum setback requirement. This space is fenced in, and houses switch cabinets required by Rocky Mountain Power to be able to underground the existing power lines along McClelland and Sugarmont.

The building also exceeds the maximum setback at the entry to Pedestrian Passage through the building that connects the Plaza and existing streetcar stop, north through the site to the pedestrian connections throughout the Granite Block and finally to the Monument Plaza at 2100 South. This Pedestrian Passage is in conformance with the Sugar House Design Guidelines as well as the Sugar House Circulation Plan.

The last area of non-compliance is at the Southeast corner of the site, adjacent to the end of the townhomes along Sugarmont. This area provides fire department access to the eastern face of the project, and creates space for the transformers required for this project.

The overall design of the project does much to "frame" the adjacent public streets, provides public good in dedicating space for the future extension of the streetcar, provides a public amenity in the form of a Plaza at the front door of the project, and connects the central business center of Sugar House to the existing streetcar stop by providing a Pedestrian Passage through the project. Further, the project activates the streets through private townhome entries, at grade patios along Sugarmont, and a public entry directly off of Sugarmont and McClelland.

Comment: Height – The elevations show the top of the building at 100 feet in height but then clearly shows additional building height above that mark. Is this a parapet wall and if so what is the height and purpose of such wall? What is the proposed finished height of the structure?

Response: *The height of the building varies, depending on the height of grade around the building. At grade's lowest point, the building height to roof deck is 87'-0". A 3'-0" – 5'-0" tall parapet wall to screen roof-top mounted condensing units and other mechanical equipment is utilized around the building's perimeter.*

Comment: First Floor Glass – The first floor elevation facing a street must not have less than 40% glass. For the residential uses, an applicant may request a reduction to 25% glass. Please verify that the structure meets this standard.

Response: *We have broken the building up into zones on the building elevations and called out the percentage of glazing for each zone. For each zone of townhomes (residential) the building has a minimum glazing of 30%. For each building entry/leasing/amenity zone, the glazing varies from 60% to 80%.*

Conditional Building and Site Design Review

21A.59.060: STANDARDS FOR DESIGN REVIEW

In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:

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

Comment: Project meets this standard.

Response: *Noted.*

B. Primary access shall be oriented to the pedestrian and mass transit.

Comment: The project's front entrance appears to meet this standard but it is not clear how pedestrians would access the project on other building facades. It is also not clear how pedestrians would travel through the block itself. Please ensure that pedestrian walkways match those identified in the Sugar House Circulation Plan.

Response: *The primary building entry is orientated to the Plaza, parallel to Sugarmont. Additionally the building has 4 secondary public entries, one off of McClelland, one off of Sugarmont, and two on either side of the Pedestrian Passage.*

A Pedestrian Passage has been added through the project, connecting the streetcar stop to new and existing pedestrian paths throughout the Granite Block. From the Plaza at the southwest corner of the site, pedestrians will have access to Highlands at two points, and to Monument Plaza and 2100 South.

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

Comment: It is difficult to determine whether or not the project meets this standard with the drawings that have been provided. Please provide a more detailed view of the ground floor and include a section of the residential area and the entrance to the lobby. The long street facing facades do not have very much variation. The current design may be too monotonous to facilitate pedestrian interest and interaction.

Response: *See above for zones of glazing, and glazing percentages. The percentage of glazing increases to 60% or more at building entries, leasing, lobby, and amenity spaces. A more detailed view of the Leasing/Lobby/Amenity spaces at the Plaza and Pedestrian Passage are now provided in elevation, sections and renderings.*

The facades along both McClelland and Sugarmont have been further developed. Along McClelland, the townhome language has been simplified and strengthened, creating vertical breaks at each townhome and accentuating the private entry for each unit. A 25'-0" gap is provided in the middle of the block, providing a public entry along McClelland. The material and transparency changes at this entry enhance this gap and give the facade a special moment at the midpoint of the building.

The facade along Sugarmont has been broken up into a number of different zones, and does much to enhance the public realm. The design of the corner architecture provides for the future extension of the streetcar and activates the frontage along Parley's Trail. Starting from McClelland, the project incorporates a Plaza which allows for the future extension of the streetcar and guides pedestrians along the southern edge of the project to the Pedestrian Passage. The primary building entry is orientated to the Plaza, and the Plaza is designed both to filter pedestrians through the space, as well as to provide places for gathering, sitting, and bicycle parking. The architecture, transparency, landscaping, hardscape all work together to provide shade, interest, and sense of scale that enhances the pedestrian experience of the project.

This continues east along Sugarmont and Parley's Trail, past the entrance to the Pedestrian Passage through the glazing and architecture of the east building's amenity space, secondary building entry, and townhomes along Sugarmont. The townhomes provide clear vertical definition for each unit, using awnings to indicate the private entry from the adjacent sidewalk, and provide patio space for each unit facing Parley's Trail and Fairmont Park. The facade along

Sugarmont is varied, full of visual interest, with differing proportions and relationships to the sidewalk and street that clearly indicate public, quasi-public, and private spaces.

D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.

Comment: It is difficult to determine whether or not the project meets this standard with the drawings that have been provided. Having the residential units access the street directly certainly engages the street and can be a positive element to the design. Please provide a more detailed view of the ground floor and include a section of the residential area, parking areas in the rear and the glassed entrance to the lobby.

Response: *Please refer the response above for the enhancements to the building architecture and landscape design that emphasize the pedestrian level of the project. More detailed views and cross sections have been added around the project and through each primary and secondary building entry.*

E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.

Comment: There is no surface parking proposed. Please provide an improved elevation of the north sides of the proposed structure. The submitted elevation does not provide sufficient detail showing exactly what the parking garage areas will look like. Provide more information about the glazing/glass that will cover the parking garage area. Will this area be completely contained or are there openings?

Response: *Elevations and sections have been provided for the northern and eastern facades of the garage in the east leg of the building. The garage in the north leg of the building is completely wrapped by units and is not visible to public view. The exposed areas of the garage incorporate perforated metal screening panels. All openings within the facade of the garage that do not show metal panel screening are not glazed. Care shall be taken to minimize and shield the lighting within the garage to comply with City standards for lighting. Material callouts and images are shown and labelled on building elevations.*

F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.

Comment: The site plan shows an entrance to the parking garage from McClelland Street but the elevation does not clearly show that entrance. The other entrances to the building are accessed from a proposed private street. Please provide more information about this private road. Please show that on site circulation is safe for pedestrians.

Response: *The vehicular access from McClelland into the garage has been removed and replaced by a public secondary pedestrian entry.*

The private drive to be installed from McClelland to Highland will be installed in two stages. The first stage, which is part of the Sugarmont project, will connect from McClelland and extend east to the Boulder Ventures property line. The second phase of the drive will be designed and installed as a part of the Mecham project to the east. Boulder Ventures has an agreement to install the drive by a certain date. If the drive is not in by that time Boulder Ventures has the right to complete the driveway.

Detailed design of the drive will be included for the first phase in our construction documents. Design drawings for the second phase are being produced and coordinated by McNeil Engineering for the Mecham.

Sidewalks will be installed as part of the driveway that connect foot traffic from McClelland, from the pathway coming from the north through the existing development and from foot traffic from Highland. The overall circulation plan details these connections.

G. Dumpsters and loading docks shall be appropriately screened or located within the structure.

Comment: Dumpsters are proposed to be located inside of the parking structure. This standard has been met.

Response: *Noted.*

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

Comment: A signage plan has not been submitted.

Response: *Once signage was been determined and designed, a signage package will be submitted for review by the City.*

I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.

Comment: A lighting plan has not been submitted.

Response: *Please see attached lighting plan. Salt Lake City standard street lights to match existing fixtures located directly to the north at the recently developed areas have been shown at approximately 90' intervals on both McClelland and Sugarmont. Final locations will be coordinated with the final design and submitted at time of permit. Proposed fixtures shall meet all the requirements of the Master Plan. Photometric analysis will be provided with the final permit drawings.*

J. Streetscape improvements shall be provided as follows:

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

Comment: Please provide a landscaping plan showing that the project meets this standard.

Response: *A proposed landscape plan is provided with street trees placed 30' O.C. in park strip areas and in the public plaza.*

2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.

Comment: Please provide a landscaping plan showing that the project meets this standard. This should include all areas that will be landscaped including the roof top amenity area.

Response: *This submittal depicts tree locations and hatch patterns on the ground plane to differentiate between irrigated turf and planting beds. Appropriate landscape materials with individual species locations and quantities will be specified on the subsequent landscape plan submittal.*

3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.

Comment: Please provide more information showing that the proposed project meets this standard.

Response: *The project hardscape will consist of standard gray concrete for the public sidewalks and a combination of gray, enhanced concrete or pavers, and enhanced scoring for the public plaza area and pedestrian pass-through.*

4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.

Comment: No outdoor storage areas appear to be designated on the submitted plans. This standard has been met.

Response: *Noted.*

5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

Comment: Please provide a landscaping plan showing that the project meets this standard.

Response: *A proposed plant list is provided in the landscape plan. Individual species and quantities will be identified in the subsequent landscape plan submittal and will adhere to all City standards and guidelines.*

K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:

1. The orientation and scale of the development shall conform to the following requirements:

a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

Comment: There are concerns from the community and from staff about the size and massing of the proposed structure. Please describe how this project meets this standard.

Response: *The proposed project has been designed utilizing all the above mentioned design elements. The project on both street facing facades has multiple building heights. Along McClelland there are single story townhome entries, a two story building entry, three story massing for the townhomes in front of the main building massing. The courtyard level starts at*

the four story floor line, and the building massing above the courtyards is broken up into five story wings. The wings further incorporate a single story "top" with larger unit decks, building wall step backs, and a strong cornice line.

Along Sugarmont there is a similar variety of building heights, with single story townhome entries, three story covered plaza and building entry space, two story townhome massing, and a three story Pedestrian Passage. The pool deck and courtyard begins at the four story floor line, with five story wings that incorporate the "top" architecture as well. Further, the corner of Sugarmont and McClelland is designed with a five story landmark corner over the Plaza. This corner accentuates the curve required for the extension of the streetcar and will serve as a beacon for the existing end of the streetcar line. Lighting, elegant design, pedestrian scaled awnings, glazing and active uses at street level, large corner windows, recessed patios integrated into the architecture, and durable materials differentiate the design of this special corner of the Sugar House business district.

The building mass is broken up both horizontally and vertically on each facade. The predominate language of the wings above the courtyard change direction per facade, and are perpendicular to the solid base language of the townhomes.

Sheltering roofs are used throughout. Each primary and secondary building entry is defined by an awning. The Plaza is sheltered in part by the architecture of the corner, and by a continuous awning that leads from the crossing from streetcar stop McClelland all the way to the Pedestrian Passage. Each townhome is defined by an awning and sheltered entry notch in the building architecture.

Distinct patterns in building materials, clear definition of massing through differing building materials, and distinct patterns of windows and patios break down the massing of each element of the building design. This contributes to reducing the scale and massing of the proposed project. Street trees and landscaping in the Plaza and Pedestrian Way adjacent to the property provide pedestrian scale and interest at the base of the building. Lighting under sheltering roofs, at each primary and secondary building entry, plaza lighting, entry lights for each townhome entry, cornice up-lighting at the roofline, and minimal wall wash lighting to accentuate the edges of the Sugarmont and McClelland corner will all be utilized to create visual interest at street level and reinforce the other elements of the design.

- b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').

Comment: The proposed project does not appear to meet this standard.

Response: *By adding the secondary building pedestrian entry at the midpoint along McClelland and creating a minimum 25'-0" gap in the townhome massing, we have broken up the street frontage along McClelland into 145'-0 lengths. The wings of the building above the courtyard are less than 100'-0" in width. No continuous building wall along McClelland or Sugarmont is longer than 160'-0".*

2. Public spaces shall be provided as follows:

a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.

b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:

(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");

(2) A mixture of areas that provide shade;

(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;

(4) Water features or public art; and/or

(5) Outdoor eating areas.

Comment: Please describe how this project meets this standard.

Response: *34,496 SF of the required 39,776 SF plaza/park/public space is provided. The plazas and public spaces meet requirements 1,2, and 4 in the above list. See "Standards for Design Review Table" on Sheet L-1 for tabulations and landscape plan sheets L-2, L-3, and L-4 for plaza/public space design. Additional existing or proposed plaza/park/public space is directly adjacent to the projector within the Granite Block. This includes Fairmont Park and Fairmont Aquatics Center across Sugarmont, the proposed Pedestrian Way detailed in this submittal and to be built in conjunction with the adjacent land owner, and Monument Plaza on the north end of the Granite Block. Residents of the proposed project will have access to numerous indoor*

amenities provided by the project, such as, but not limited to a Fitness Center, Cyber Café, 8th floor rooftop terrace, and 4th floor pool deck Community Room.

L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control.

Comment: Please describe how this project meets this standard. The purpose statement of the CSHBD1 zoning district can be found in the Zoning Ordinance in 21A.26.060.A. Here is a link to the Sugar House Master Plan: <http://www.slcdocs.com/Planning/MasterPlansMaps/SHMP.pdf> . On pages 22 and 23, specific guidelines for development in the Sugar House Business District are listed.

Response: *Per the purpose statement of the CSHBD Business District:*

“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.”

This project promotes a walkable community by continuing the streetscape established by 2100 Sugarhouse south from 2100 South to Sugarmont, by creating a tree lawn and sidewalk along Sugarmont where none exist currently, and by creating a Plaza, Pedestrian Passage and Pedestrian Way through the project to connect to established and proposed pedestrian connections within the Granite Block. From the existing streetcar stop, pedestrians will be able to connect to Highland Drive and Monument Plaza on 2100 South. The pedestrian connection through the project and throughout the Granite Block will be safe, well lit, varied and interesting. Primary and secondary entries, high levels of glazing, active uses, and well-designed plaza spaces and pathways will create a pedestrian friendly environment at this crucial location in the district.

This project will further the purpose of the district by creating a high quality residential development where two unused and massive warehouses are located. The residents that will

inhabit the project will provide life, activity and business for the local existing shopfronts, and make empty storefronts in the district more viable and successful. The demographics of likely inhabitants suggest a population will seek night time activities, dining opportunities and will be inclined to spend their evenings out, rather than in.

This will be a high density residential land use located not only adjacent to existing public transportation and the streetcar, but directly adjacent to the dining, shopping and activity of the Sugar House Business District.

In compliance with the Sugar House Design Guidelines, the project does the following:

- *Forms pedestrian/commercial promenades with planting and paving treatments in pedestrian corridors, coupled with active uses in adjacent buildings.*
- *Incorporates special pavement treatment using materials and patterns coordinated for the district into pedestrian-activity areas.*
- *Provides pedestrian circulation from buildings adjacent to pedestrian corridors.*
- *Develops pedestrian corridors to connect activity centers and connect blocks.*
- *Orients public entrances to the street. Functional entrances are provided every 30 linear feet..*
- *Articulates pedestrian/bicycle corridors and linkages with pedestrian scale furnishings, lighting, paving materials, public art, trees, and other plantings where appropriate.*
- *Accommodates the needs of disabled and elderly people by meeting requirements of the American's With Disabilities Act (ADA) along pedestrian areas.*
- *Provides adequate width along walkways: major pedestrian walkways in high traffic areas should be a minimum of 8 feet' in width; secondary walkways in low traffic areas should be a minimum of 6 feet in width.*
- *Delineates space with paving materials and design to help define pedestrian areas from other circulation systems.*
- *Uses easily maintained, durable, slip resistant paving materials suitable for this climate, such as concrete, concrete pavers, brick pavers, tile, etc.*
- *Incorporates structured parking in new structures or adaptive reuse of existing structures and coordinate the parking with building and landscaping designs.*
- *Designs 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.

- *Screens service, storage and trash areas. These areas are 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.*
- *The general pattern of buildings includes and emphasizes the importance of public gathering spaces and pedestrian connections.*
- *Treats building height, scale, and character as significant features of the Business District's image.*
- *Ensures that features of building design such as color, detail, materials, and scale are responsive to district character, neighboring buildings, and the pedestrian.*
- *This project, that is situated in a visually dominant position, has interestingly detailed exteriors.*
- *This building, adjacent to the core of the town center, stands out prominently to presence of activity centers and focal points.*
- *Designed to complement and enhance the character of the Fairmont Aquatics through appropriate scale, massing, rhythm, and materials.*
- *The first floor has clear, untinted glass that permits pedestrian contact with interior spaces along streets and pedestrian corridors.*
- *Complements the historic architecture of Sugar House with appropriate exterior building materials, including brick, architectural concrete (precast or poured-in-place), and glass.*
- *Has chosen exterior building materials to be consistent with appropriate standards for this structure and addresses durability and life-cycle cost issues.*
- *Coordinates and compliments exterior materials from the area in order to develop a unified expression.*
- *Avoids placing mechanical equipment at grade level.*
- *Roof top mechanical equipment is screened with architecturally integrated elements of the building.*
- *Orients the building to minimize shadows falling on public open spaces.*
- *Loading docks are located on the "backside" of buildings and are carefully designed and screened.*
- *Orientates towards the street and promotes a high quality image for each project.*
- *Avoids facade architecture: all faces of the building are designed with similar detail and materials.*

- *Coordinates landscape design, incorporating landscaped treatment for open space, roads, paths, and buildings into a continuous and integrated design.*
- *Includes primary landscape treatment that consists of shrubs, ground covers and shade trees appropriate to the character of the project, the site and climatic conditions.*
- *Provides a variety of plantings that include changes in color, texture, height, density, light, ground plane, etc. including a mixture of shrubs, trees, ground covers, perennials, turf and annuals.*
- *Provides raised planters in high use areas when appropriate.*
- *Provides trees planted on grade with a minimum opening of 5' square.*
- *Designs lighting as a system that is integrated throughout the development, and that is compatible with the other lighting in the area.*
- *Uses pedestrian lighting along walkways, plazas, and other pedestrian areas to indicate routes and to provide safety.*
- *Uses lighting to accent and highlight planting.*
- *Reserves architectural lighting for individual plaza areas to emphasize focal points.*
- *Designs appropriate lighting levels to provide a safe atmosphere while deterring undesirable activities and avoiding night-sky pollution.*
- *Is designed to shape the street and define a public open space.*
- *Maintains and incorporates a regular-interval street lighting pattern into streetscape improvements.*
- *Selects lighting to be in scale with the pedestrian experience.*
- *Provides public sidewalks and pedestrian/bike corridors that enhance the existing pedestrian circulation systems in the following locations.*
- *Accommodates public transportation at the street edges. Coordinates with the Utah Transit Authority on location and design of turnouts, bus stops and other transit facilities.*

21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT:

In addition to standards provided in section 21A.59.060 of this chapter, the following standards shall be applied to all applications for conditional building and design review regarding height:

A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy

systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.

Comment: Please show that your project meets this standard.

Response: *The project is designed with a distinctive form, creating a landmark skyline and architectural element to define the southwest corner of the Sugar House Business District. The corner at McClelland and Sugarmont will be a beacon at the end of the streetcar line, and is shaped and informed by the future boundary line of ROW that will be required for its potential extension. Elements such as expanded private decks for residents and a community rooftop deck on the eastern face of the building at the terminus of the view coming down Wilmington Avenue further enhance the top of the proposed project.*

B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.

Comment: Please show that your project meets this standard.

Response: *The proposed project is designed with both a strong cornice line that plays off of the cornice of the nearby 2100 Sugar House commercial development, as well as clearly defined “top” at the 8th floor line to break down the scale of the building. The corner of Sugarmont and McClelland is more contemporary, and does not incorporate a cornice which would not be in character with the design of the corner. The corner incorporates contemporary massing and detailing to set itself apart from the rest of the building, and utilizes awnings, shading fins, large corner glazing, and a limited amount of wall washing lighting to define the edges of the corner architecture.*

C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title.

Comment: Please show that your project meets this standard.

Response: *Lighting is used to highlight primary and secondary entries, to define private entries into ground floor units, to create and define a safe public Plaza and Pedestrian Passage. Lighting under awnings, entries etc... accentuate the pedestrian scale of the building and public spaces.*

A limited amount of up-lighting will highlight the cornices of the 8th floor. Limited wall washing lighting utilized in the gaps around the edge of the corner of Sugarmont and McClelland will highlight the landmark definition at this corner.

Site Plan Review

Comment: Please show the existing property lines as well as proposed lot lines. This will help to determine which process will be necessary in order to manipulate the property lines i.e. subdivision, lot consolidation. It is also difficult to ascertain the property lines in the building plans. Please provide clear property lines on all documents.

Response: *Property lines shown on the site plan represent the final consolidated lot to be developed without the final streetcar dedication removed. This is the parcel that will be developed. Currently there is a lot line adjustment and lot consolidation application being processed through the planning department. Once the process is complete Psomas will provide and updated ALTA and Record of Survey of the lot. The streetcar ROW will be dedicated to the City as part of the CO and final approval.*

Comment: Please provide more information regarding the future private road and open space areas that are designated as being developed by others.

Response: *The private drive to be installed from McClelland to Highland will be installed in two stages. The first stage which is part of the Sugarmont project will connect from McClelland and extend east to the Boulder Ventures property line. The second phase of the drive will be designed and installed as a part of the Mecham project to the east. They have an agreement to install the drive by a certain date. If the drive is not in by that time Boulder has the right to complete the driveway.*

Detailed design of the drive will be included for the first phase in our construction documents. Design drawings for the second phase are being produced and coordinated by McNeil Engineering for Mecham.

Sidewalks will be installed as part of the driveway that connects foot traffic from McClelland, from the pathway coming from the north through the existing development and from foot traffic from Highland. The overall circulation plan details these connections.

Comment: Please provide building dimensions on the site plan.

Response: *Building dimensions have been added to the architectural site plan and building plan sheets. Dimensions have been added to demonstrate scale and relationship to zoning requirements for maximum setback, building step back, maximum building length, etc...*

Psomas has added dimensioning on civil site plan sheets to display the building relationships to property lines, easements, setbacks, etc..

Comment: Has the applicant discussed the future streetcar alignment with the Transportation Division, RDA and/or UTA? Please provide more information regarding this. Transportation will provide a complete review of the project as well.

Response: *Psomas has coordinated extensively with Salt Lake City Transportation Department, Robin Hutchings, and UTA, Mr. Steve Myer. The alignment and design for the location of the tracks was coordinated with HDR who is completing the early stages of the design.*

General Questions

Comment: I do not believe that this project can be described as a mixed use project. Having a home office does not meet our definition of a live/work unit. A live/work unit should have separate areas for nonresidential uses and residential uses which may be a store front or office but should be immediately accessed from the street. Multi-family residential projects are a permitted use in the zoning district. In the future, this project should be described as a multi-family residential project.

Response: *The project is now described as a multi-family residential project.*

Comment: Your project description describes multiple amenities on the 6th floor roof but your plans do not necessarily reflect those uses. Please provide the total area of that roof that will be accessible as an amenity and show how it will be developed.

Response: *The project has several amenities at the 4th floor. On the south side facade facing Sugarmont and Fairmont Park the project has indoor amenities such as a community room with kitchen and dining. Outdoor amenities include a swimming pool, seating areas, fire-pits, gas grills/countertops, dining areas, and landscape areas in a variety of planter sizes. The total area of plaza/park/public space is included in the landscape plans, and more detail has been shown on Landscape and Architectural sheets.*

Comment: The building plans do not clearly show the pedestrian circulation in the building. It is difficult to ascertain whether or not some units open into a hallway or directly into the parking garage.

Response: *The building plans have been color coded to distinction between residential, amenity, garage and circulation/mechanical. The building walls are more clearly indicated for clarity. No units open directly to garage, and the garage is segregated from building circulation and amenity spaces by not less than a solid one-hour rated wall.*

Comment: The building plans show 3 vehicular entrances into the structure. Is there only one pedestrian entrance into the structure in the lobby area?

Response: *There are now 2 vehicular entries, one for each wing of the building and both accessed from the private drive that connects McClelland and Highland. There is one primary entry off of the Plaza, facing Sugarmont. There is one secondary entry off of McClelland, one off of Sugarmont, and one on either side of the Pedestrian Passage.*

Comment: Please describe and display the building materials in more detail.

Response: *Colored elevations have been provided for all facades. Material callouts and images have been added to the elevations.*

Comment: Please provide the square footage of the proposed structure.

Response: *A building area table has now been added to the cover sheet.*

July 6th, 2016

Planning Division
Community And Economic Development
Salt Lake City Corporation
c/o John Anderson
451 South State Street, Room 215
Salt Lake City, Utah 84114

**Re: The Sugarmont Apartments
Planned Development**

Dear John,

Enclosed herein is the Planned Development submittal for the Sugarmont Apartments. The requirements for compliance for the Planned Development are included in this letter.

21a.55.050: Standards for Planned Developments

- A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section;

Purpose statement:

A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible and congruous with adjacent and nearby land developments.

Statement of Compliance: *Per the purpose statement of the CSHBD Business District:*

“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.”

This project promotes a walkable community by continuing the streetscape established by 2100 Sugarhouse south from 2100 South to Sugarmont, by creating a tree lawn and sidewalk along Sugarmont where none exist currently, by creating a Plaza, Pedestrian Passage and Pedestrian Way through the project to connect to established and proposed pedestrian connections within the Granite Block. From the existing streetcar stop, pedestrians will be able to connect to Highland Drive and Monument Plaza on 2100 South. The pedestrian connection through the project and throughout the Granite Block will be safe, well lit, varied and interesting. Primary and secondary entries, high levels of glazing, active uses, and well-designed plaza spaces and pathways will create a pedestrian friendly environment at this crucial location in the district.

This project will further the purpose of the district by creating a high quality residential development where two unused and massive warehouses are located. The residents that will inhabit the project will provide activity and business for the local existing shopfronts, and make empty storefronts in the district more viable and successful. The demographics of likely inhabitants suggest a population that will seek night time activities, dining opportunities and will be inclined to spend their evenings out, rather than in.

This will be a high density residential land use located adjacent to existing public transportation and the streetcar, and to the dining, shopping, and activity of the Sugar House Business District.

This project utilizes an innovative and alternative approach to design to reinforce the public nature of the corner of Sugarmont and McClelland, at the current end of the streetcar line. Further the design embraces the potential future expansion of the streetcar line with massing and building shape, with the design of the Plaza at the corner, and with sheltering of a public pedestrian path along and through the project to the current and proposed pedestrian paths throughout the Granite Block.

The Planned Development will result in an enhanced project by allowing for a landmark corner at this defining intersection of the Sugar House Business District and a public Plaza and Pedestrian Passageway through the project. The Plaza will be of a public benefit, replacing existing depilated and abandoned warehouses, and will allow safe access along, to, and through the proposed project. The public utility of the proposed Plaza will encourage pedestrian traffic from the streetcar through the Granite Block to the existing commercial zone along 2100 South

and Highland Drive. The building design this Planned Development allows will facilitate and is informed by the future plans for the extension of the streetcar line.

The Plaza defined by this submittal, the landmark architecture at the corner of Sugarmont and McClelland, and the accommodation for the future expansion of the streetcar line would not be achievable through strict application of land use regulations. In order to achieve the design, variance from step-back and maximum setback requirements along Sugarmont is requested.

Through the flexibility of the planned development regulations, the city seeks to achieve any of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships
- B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion
- C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
- D. Use of design, landscape, or architectural features to create a pleasing environment;
- E. Inclusion of special development amenities that are in the interest of the general public;
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
- G. Inclusion of affordable housing with market rate housing; or
- H. Utilization of "green" building techniques in development

Statement of Compliance: *The City achieves four of these objectives by approving this Planned Development:*

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;*
- D. Use of design, landscape, or architectural features to create a pleasing environment;*
- E. Inclusion of special development amenities that are in the interest of the general public;*

F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;

The variances from maximum setback and building step back requirements along Sugarmont granted by this Planned Development allows for the development of an architecturally significant corner at Sugarmont and McClelland, a harmonious and consistent design of the townhomes that front and access onto Sugarmont, and enables the design of the amenity wing on the east side of the Pedestrian Passage that wraps through the Pedestrian Passage and frames the view at the eastern edge of the Plaza. This allows for a natural development of the architecture that reinforces strong building forms. The contemporary architectural design is allowed to flourish at this special corner, creating a landmark and beacon at the end of the streetcar line. The variance from step back requirements creates strong building relationships that frame the corner and Plaza, allows for, and further is harmonious with the future expansion of the streetcar line, and guides pedestrians into and through the Granite Block along a well-designed and sheltered public pathway.

This Planned Developed details landscape design features, such as benches, trees in tree grates, smaller ornamental trees, landscape buffers and planters, bollards, enhanced hardscape, hardscape elements that are reminiscent of the historical rail lines, and bicycle racks that create a pleasing urban environment. Architectural design elements such as lighting, sheltering awnings, substantial glazing, entry ways and active uses at grade level, and the contemporary use of building materials further enhance and create a pleasing environment. The biggest contributor to creating this pleasing public plaza is the variation of building massing and relationships that create shelter, frame and scale the plaza to create a pedestrian friendly environment, and creates a contemporary, quality urban environment.

The Planned Development allows for the design of the Plaza and Pedestrian Passage through the project that connects to existing and proposed pedestrian connections through the Granite Block and lead to the shops and dining at 2100 South and Highland Drive. Further the Planned Development allows for future extension of the streetcar line. These three public amenities are in the public interest and are included as the basis for this Planned Development.

Lastly the approved Planned Development will replace two existing massive and dilapidated warehouse structures that extend the length of both Sugarmont and McClelland on the proposed site. Images of the existing warehouses are included in the Planned Development. Removal of these structure will dramatically improve the urban environment, eliminate urban

blight, and enhance the safety of not only this property, but the adjacent properties, pedestrian paths, Parley's Trail and Fairmont Park.

B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:

- a. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and

Statement of Compliance: *This project is in compliance with the Sugar House Design Guidelines. This project will enhance and encourage 24 hour living and activity in the Sugar House Business District, and is a high density residential project that will house users of local dining, shopping and entertainment in the district.*

- b. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Statement of Compliance: *This project is compliant with and allowed by the land use of the zone.*

C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:

- a. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street access or any adjacent street access;

Statement of Compliance: *The planned project will add some trips to the area but are very consistent with the adjacent land uses. Traffic will enter from McClelland Street or from the private drive at the north end of the project. The new private drive proposed for this property and the adjacent property will give residents a direct connection to Wilmington to help ease traffic flow.*

All parking for the site will be located internal to the project in the parking structure. No off-site parking is included in the parking calculation. Peak traffic is expected in the morning hours (7-9 AM) and the evening hours (4 to 6 PM) typical with residential patterns. These trips do not show

adverse impacts to the area. We expect some trip reduction from the normal peak trips as a result of the proximity to the Streetcar.

The project will be an urban development with design consideration to the interaction of pedestrians and vehicles. Trail systems (sidewalks) will be provided with the project that will connect the various trails and pathways as contained in the Salt Lake City Master Trail system plan for the area. The project has been specifically designed to allow for a midblock connection as desired by the City.

- b. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
 - i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
 - ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;
 - iii. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property;
 - iv. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;

Statement of Compliance: *The planned development and its location is not expected to create unusual or unexpected pedestrian or vehicle traffic patterns or volumes. The site proposes two driveways access points from a future private road (by others) to the proposed parking garage. Peak traffic movements to and from this development are anticipated at normal morning and evening peak-hours, which is typical of developments of this kind. Given this project's transit-oriented location and the structured parking provided, the intent is for residents to park their vehicles and walk or take transit to local area destinations. Parking for this development is provided via structured parking – no on-street parking is proposed with this project. No adverse impacts to neighboring properties are anticipated as a result of vehicular movements to or from the site. Pedestrian traffic is anticipated via a network of walkable routes between 2100 South*

Street and Sugarmont Drive, and McClelland Street to Highland Drive. An urban trail through the proposed building connects pedestrians and cyclists from 2100 South Street to Fairmont Park.

- A. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;

Statement of Compliance: *Utility systems for the project are in place for water and sewer connections. Connections for the sewer will be made in both McClelland and Sugarmont. Both streets have existing 8" sewer lines with capacity.*

Water will be brought into the project from existing waterlines in both McClelland and Sugarmont. Existing flow tests show sufficient capacity from both hydrants.

Storm Drain will be connected to the existing outfall line in 2100 South. A new 24" line will be installed in McClelland to the project site. Both the Sugarmont project and the new project to the east will utilize the new pipe.

All systems will be designed to minimize impacts to neighbors during construction. Road closures to install the needed infrastructure will be coordinated with the City to reduce traffic impacts in the area.

- B. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and

Statement of Compliance: *Loading zones and trash collection services are located within the building and screened from adjacent properties by gates and screening. Neither are located adjacent to the public ROW.*

- C. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.

Statement of Compliance: *The intensity, size and scale of the proposed project is consistent with a transit oriented, walkable community. This project is consistent with, and will contribute*

toward establishing the Sugar House Business District as a mixed use town center that can support a twenty four (24) hour population.

- D. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.

Statement of Compliance: *Not applicable.*

- D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

Statement of Compliance: *All existing vegetation and trees are located in ROW that lies adjacent or directly underneath existing electric distribution and transmission lines. To facilitate the desirable undergrounding of these lines, the existing trees will need to be removed and replaced. The proposed replacement tree lawns and trees will comply with City requirements.*

- E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;

Statement of Compliance: *Not applicable.*

- F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement. (Ord. 23-10 § 21, 2010)

Statement of Compliance: *This project is in compliance with all applicable codes and ordinances.*

21a.55.090: Specific Standards for Planned Development in Certain Zoning Districts

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

Statement of Compliance: *The project meets this standard.*

- B. Primary access shall be oriented to the pedestrian and mass transit.

Statement of Compliance: *The project is oriented towards the street with primary and secondary entries that activate Sugarmont and McClelland. The project incorporates a Plaza*

that encourages pedestrian connectivity and accommodates future expansion of the streetcar line. The primary project entry is oriented to the proposed Plaza and streetcar expansion.

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

Statement of Compliance: *The percentage of glazing is 60% or more at building entries, leasing, lobby, and amenity spaces. At the townhome (residential) zones, glazing is at minimum 30%.*

The facades along both McClelland and Sugarmont facilitate pedestrian interest by vertical breaks at each townhome and accentuating the private entry for each unit. A 25'-0" gap is provided in the middle of the block, providing a public entry along McClelland. The material and transparency changes at this entry enhance this gap to give the facade a special moment at the midpoint of the building.

The facade along Sugarmont has been broken up into a number of different zones, and does much to enhance the public realm. The design of the corner architecture provides for the future extension of the streetcar and activates the frontage along Parley's Trail. Starting from McClelland, the project incorporates a Plaza which allows for the future extension of the streetcar and guides pedestrians along the southern edge of the project to the Pedestrian Passage. The primary building entry is orientated to the Plaza, and the Plaza is designed both to filter pedestrians through the space, as well as to provide places for gathering, sitting, and bicycle parking. The architecture, transparency, landscaping, hardscape all work together to provide shade, interest, and sense of scale that enhances the pedestrian experience of the project.

This continues east along Sugarmont and Parley's Trail, pass the entrance to the Pedestrian Passage through the glazing and architecture of the east building's amenity space, secondary building entry, and townhomes along Sugarmont. The townhomes provide clear vertical definition for each unit, using awnings to indicate the private entry from the adjacent sidewalk, and provide patio space for each unit facing Parley's Trail and Fairmont Park. The facade along Sugarmont is varied, full of visual interest, with differing proportions and relationships to the sidewalk and street that clearly indicate public, quasi-public, and private spaces.

- D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.

Statement of Compliance: Please refer the response above for the enhancements to the building architecture and landscape design that emphasize the pedestrian level of the project.

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

Statement of Compliance: All parking is accommodated in structured parking internal to the building.

F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods

Statement of Compliance: The garage in the north leg of the building is completely wrapped by units and is not visible to public view. The exposed areas of the garage incorporate perforated metal screening panels. Care shall be taken to minimize and shield the lighting within the garage to comply with City standards for lighting.

G. Dumpsters and loading docks shall be appropriately screened or located within the structure.

Statement of Compliance: Dumpsters and loading docks are proposed to be located inside of the parking structure. This standard has been met.

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

Statement of Compliance: Once signage was been determined and designed, a signage package will be submitted for review by the City.

**ATTACHMENT E: PROPERTY & VICINITY
PHOTOGRAPHS**



Looking east along Sugarmont Drive. The existing warehouse can be seen on the left side of the photograph.



Looking towards the west along Sugarmont Drive. The S-Line Fairmont stop can be seen at the right.



This photograph is looking towards the north along McClelland Street.



This photograph is looking towards the northeast at the existing warehouse on the site.



This photograph is looking towards the east at the approximate location of the proposed street. The existing warehouse is on the right.



This photograph is looking towards the north in the center of the Granite Block. The Vue Mixed-Use project is on the right and the pedestrian walkway connecting to 2100 South is in the center of the photograph.



This photograph is looking towards the northwest. Elm Avenue is the center of the street and the Liberty Village Apartments are located on the right.

ATTACHMENT F: EXISTING CONDITIONS

Sugar House Master Plan Discussion

The proposal is located within the Sugar House Master Plan area. The Future Land Use map in the master plan designates the property as “Business District Mixed Use – Town Center Scale” and the property has been zoned CSHBD1 Sugar House Business District, in compliance with this designation. The proposed multi-family residential project is a permitted use in the zone.

The plan includes the following policies related to the request:

- Direct a mixed land use development pattern that includes Medium- and High-Density Housing with the associated neighborhood amenities and facilities to support future transit stations.
- Support a human-scale environment by dividing large blocks into smaller blocks, and provide public easements to ensure pedestrian and non-motorized access to and through commercial developments.
- Incorporate pedestrian orientation and pedestrian amenities into development alternatives. Use convenient, interesting and attractive pedestrian linkages between anchor attractions and around the monument area at 2100 South and 1100 East.
- Provide multi-modal transportation options that include transit and light rail, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards.
- Incorporate adequate off-street parking into development with identified access, proper buffering and landscaping and encourage coordinated and structured parking.
- Eliminate obsolete structures unless they have historic or aesthetic value, and encourage adaptive re-use of structurally sound buildings demonstrating potential economic viability.

Business District Development Opportunities - Residential

Medium-High Density residential use has the opportunity to develop throughout the Business District, and is encouraged through a mixed-use development pattern with “active” uses on the ground or street level. Live/work units are particularly suitable for the business district striving to achieve an intensity of development that can support a transit station and a 24-hour population. Reuse of existing structures is also encouraged; the Redman Loft Condominiums is one example of a successful adaptive reuse project that will transform an otherwise underutilized structure.

- Provide for multiple modes of transportation that are safe, convenient and comfortable.
- Pedestrians should have the right-of-way over all other modes of transportation.
- Plan and design for a quality pedestrian experience along the shortest possible route, and ensure that the course a pedestrian would take is comfortable and interesting.
- Encourage mid-block walkways through large blocks to shorten travel distance and allow better access to public transportation.
- Provide trees and shop awnings for shade and protection from inclement weather;

- Provide benches, water fountains and small parks to rest and to allow areas for children to play; and
- Make other transportation-related facilities, such as bicycle parking racks, transit shelters and train stations more attractive.
- Provide pedestrian corridors that link small parks, open space, commercial and entertainment facilities.
- Develop a pedestrian trail system that connects Parley's Canyon, Sugar House Park, Hidden Hollow, the Salt Lake Jordan Canal/McClelland, and Fairmont Park.

Town Center Scale Mixed Use

The Town Center orients around the Sugar House Monument Plaza and creates a strong urban center to the district with businesses oriented directly to the street. Uses include retail, commercial, and office uses with a broad mix of small and large tenants. Office development offers a business-like atmosphere with a variety of office configurations, as well as convenient amenities and comfortable outdoor gathering spaces shaped by building placement. The Town Center scale focuses around a transit/pedestrian oriented commercial/retail with a strong street presence; wide sidewalks, street furnishings, lighting and landscaping or a delineated and developed open space system of the same character. The street level businesses are commercial and retail in nature, while the upper levels can be either residential or office depending on compatibility of the adjacent uses. Town Center Scale Mixed Use occurs primarily in the core area of the Business District surrounded by the Neighborhood Scale Mixed Use.

Policies

- The first floor of buildings, which form the pedestrian environment, should be occupied by retail establishments and restaurants having exterior fenestration details, such as windows, doorways and signage that provide visual interest and a sense of safety for pedestrians.
- Strive to provide multiple functional public entrances, or doors along the street front. These guidelines also apply to sides of buildings that border side streets and pedestrian routes.
- Individual businesses should be accessed by doors opening onto the street and at street level.
- In general all new buildings should be built to the sidewalk, however, if a setback is used, it should be developed as plaza or pedestrian space that orients to the street or to the Sugar House Monument Plaza. Otherwise, there should be no setback.
- Building setbacks in the retail core should be an extension of the sidewalk. Setbacks, if used for public open space may be allowed through discretionary review. Appropriate treatment within this urban space includes arcades, brick paving, planter boxes, entrance promenades, plazas, outdoor dining, etc. Plaza spaces should be shaped by the surrounding buildings and developed with landscaping, street furniture and public art. They can be used for formal events, temporary events (i.e., book sale), and for special displays. They also can provide a shaded place for a pedestrian to rest. Resurfaced water features should be explored as part of plaza development.
- Building height shall be limited, with appropriate step-backs incorporated into the design to avoid completely shading pedestrian areas along the north side of 2100 South and the Hidden Hollow Nature Preserve on a winter solstice day.

Properties in the Sugar House Business District also have specific design guidelines outlined in a handbook. It states, “Their purpose is to assure high quality development. The high quality of the district should be reflected in all of its aspects, including design construction and tenant mix.” The applicant has outlined how his project meets these standards in [Attachment D](#) in the applicant’s letter outlining justification for Conditional Building and Site Design Review. Staff has reviewed this outline and finds it to be accurate.

These Master Plan policies are discussed in [Attachment G](#), under standard B and under [Attachment H](#), under standard L.

Applicable General Zoning Standards:

CSHBD1 Standards

Requirement	Standard	Proposed Development Status	Impact on Development
Front/Corner Side Yard	15’ Max Setback	Building setback exceeds the 15’ maximum in some locations	Conditional Building and Site Design Approval Required
Side/ Rear Yard	No Minimum	Complies	None
Lot Area	No Minimum or Maximum	Complies	None
Lot Width	No Minimum	Complies	None
Maximum Height	105’ with Structured Parking	Building is approximately 86’ at its highest point	None
Step Back Requirement	Floors Above 30’ Must be Stepped Back 15’	The southwest portion of the development is proposed to not include a step back.	Planned Development approval required.
First Floor Windows	40% and non-reflective glass	Amenity spaces meet this standard. Residential spaces do not meet this standard.	Conditional Building and Site Design Approval or Planning Director Approval required
Mechanical Equipment	Must be screened	Complies	None
First Floor/Street Level Requirements	Active residential or commercial use is required	Complies	None

ATTACHMENT G: ANALYSIS OF STANDARDS – PLANNED DEVELOPMENT

21a.55.050: Standards for Planned Developments: The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

Standard	Finding	Rationale
<p>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section:</p> <p>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</p> <p>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</p> <p>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</p> <p>D. Use of design, landscape, or architectural features to create a pleasing environment;</p> <p>E. Inclusion of special development amenities that are in the interest of the general public;</p> <p>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</p> <p>G. Inclusion of affordable housing with market rate housing; or</p> <p>H. Utilization of "green" building techniques in development.</p>	<p>Complies</p>	<p>The applicant intends to achieve objectives A, D, E and F.</p> <p>The applicant has stated this project meets objective A because of the architectural design of the structure. The project utilizes exterior building materials that are durable and varied throughout the project. The modern design of the project is articulated in a manner that there are few flat or repetitive portions of the building. It is one large building that is generally separated into two buildings with a bridge which creates a pedestrian pathway. Further, the higher portions of the structure are setback from the front façade creating a pedestrian friendly, human scale at the street level. The project shares common details throughout the project in its form and with building materials but each façade has unique characteristics. Finally, the applicant is proposing to bury the power lines on both street frontages at his own expense removing what is currently a community eyesore.</p> <p>In order to achieve objective D, the developer is proposing landscape design features for residents and for the general public. Three large courtyards for residents are proposed on the fourth floor of the structure. Two above McClelland Street and one above Sugarmont Street. These areas are fully landscaped and have amenities such as fire pits, seating and planters. A pool area is located on the south side of the structure overlooking Fairmont Park and the proposed plaza. Further, public areas will be landscaped including a plaza and a pathway at the southeast corner of the project at the intersection of McClelland Street and Sugarmont Drive. The plaza would include benches, trees in tree grates, smaller ornamental trees, landscape buffers and planters, bollards, hardscape elements that are reminiscent of the historical rail lines, and bicycle racks to create a pleasing urban environment. A pedestrian pathway will be constructed through the project and will be landscaped and developed with upgraded hardscape and benches. Lighting throughout the project will focus on the pedestrian with lighted bollards in the plaza and pedestrian pathway.</p> <p>The applicant has stated that this project is meeting objective E by providing a plaza, a pedestrian passage through the project and maintaining space for the future extension of the streetcar in mind. These connections will aid in moving pedestrian traffic through the block but also encouraging increased ridership of the S-Line Streetcar.</p> <p>Additionally, the applicant is meeting objective F with the elimination of blighted structures. The existing vacant warehouses on the site have not been occupied since Granite Furniture closed their Sugar House operations in 2004. The buildings have been boarded up since then and according to city records have been a source of vandalism and crime in the neighborhood.</p> <p>Staff believe that this project does meet the objectives as stated by the applicant.</p>

<p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p> <p>1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and</p> <p>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</p>	<p>Complies</p>	<p>1. The proposal is located within the Sugar House Community Master Plan. The future land use map in the plan designates this property as “Business District Mixed Use – Town Center Scale” and specifies that development should also be reviewed against the Business District Guidelines.</p> <p>The master plan recommends that this area should be a strong urban center with activity located directly on the street. A mixture of uses is encouraged as well as transit oriented development. It further states that there should be comfortable outdoor gathering spaces that include wide sidewalks, street furnishings, lighting and landscaping. This project will help to further the goals of the master plan. This is discussed in more depth in Attachment F.</p> <p>2. Multi-family developments are permitted in the CSHBD1 zoning districts.</p>
<p>C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:</p> <p>1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;</p> <p>2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:</p> <p>a. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;</p> <p>b. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;</p> <p>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</p> <p>3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from</p>	<p>Complies</p>	<p>1. The property is located on the corner of McClelland Street and Sugarmont Drive. However, access to the site and to all parking facilities will be provided by a proposed private drive through the block which would connect Elm Street with the signalized intersection at Wilmington Avenue. The majority of the traffic for this development will utilize this private drive meaning vehicle access points will be kept to a minimum.</p> <p>2. a. Each building will have a three story parking garage. There is a connection between these parking facilities at the third level over the pedestrian passageway. There is an entrance on the north side of each building that provides access to the parking areas with access coming from the proposed private drive. There will be no direct vehicle access to local streets from the parking facility.</p> <p>2b. This project would generally require 447 parking stalls and the applicant is proposing to construct 460 parking stalls. The applicant could request that their parking requirement be decreased by 50% because the project is located within ¼ of a mile from a fixed transit stop. This request has not been made. There will be some on street parking impacts as all development creates. However, in this location, because all of the adjacent uses meet their minimum parking standards there should not be an adverse impact.</p> <p>2c. The development will have weekday peak traffic that corresponds with normal commuting hours. The adjacent properties are not expected to be negatively affected by the additional traffic that occurs during these hours.</p> <p>3. Pedestrian areas throughout the proposed project are constructed in a safe manner. Landscaping and lighted bollards are placed strategically through the project outlining the areas for pedestrians versus areas for vehicles.</p> <p>4. The development will be required to upgrade utility infrastructure where determined to be necessary by the Public Utilities Department and other responsible entities in order to adequately provide service. The developer is also burying the existing power lines at his own expense.</p> <p>5. The development is located in the town center area of the Sugar House Business District, where a higher level of intensity in development is expected. The development is located next to other multi-family residential, open space and commercial uses. None of these is expected to be negatively affected by multi-family residential uses on the site and so no additional buffering is required.</p>

<p>motorized, nonmotorized, and pedestrian traffic;</p> <p>4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;</p> <p>5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development; and</p> <p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.</p>		<p>6. Although the development is large with regard to size and scale, there are other recent developments on the block that are of a similar scale. The property is zoned for such scale and the master plan supports higher scale development than current exists on the site. In fact, the applicant is not maximizing the height of this project and could propose an even larger project. However, as stated in standard 5, the intensity and residential density of this development is not expected to cause any adverse negative impacts to surrounding properties. The proposal is therefore generally compatible with the adjacent properties.</p> <p>The proposal is also being reviewed for conformance with the Conditional Building and Site Design Review.</p>
<p>D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;</p>	<p>Complies</p>	<p>There is no vegetation located on the site except along the south edge of the property. It is not a formal landscaped area but trees have grown along the former rail line. The existing vegetation is not beneficial to the project or the public. This vegetation will be removed and new landscaping will be installed as noted in the landscape plan in Attachment B. The landscape plan states that all of the proposed plants will be of a drought tolerant species.</p>
<p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p>	<p>Complies</p>	<p>Two large, vacant warehouses are currently located on the property in question. These structures have been unused since 2004 and do not currently possess any significant historical, architectural, or environmental features.</p>
<p>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</p>	<p>Complies</p>	<p>The Planned Development is also being reviewed for compliance with the Conditional Building and Site Design Review standards which allow for additional modifications to certain zoning standards. Other than the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.</p>

ATTACHMENT H: ANALYSIS OF STANDARDS – CONDITIONAL BUILDING AND SITE DESIGN REVIEW

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

Standard	Finding	Rationale
A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.	Complies	The building is primarily oriented to Sugarmont Drive and McClelland Street. Townhome units will be accessed directly from the street along most of the frontage of both streets except the area where a plaza would be installed. The project includes glazing and patio spaces overlooking the street at all levels and large landscaped courtyards at the fourth level.
B. Primary access shall be oriented to the pedestrian and mass transit.	Complies	The project provides direct pedestrian access from the street to the project in multiple locations. The primary access points for each building are located directly off of a public street. Further, the applicant is proposing to construct a plaza at the southeast corner of the project directly across from the current terminus of the S-Line Streetcar. This plaza should direct people exiting the streetcar across the street into the project and further into the Granite Block through a proposed pedestrian passageway which will provide additional routes to all portions of the block. It will provide future residents of this and adjacent properties with improved transit access as well.
C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.	Complies	Each building façade has large amount of glass. The townhouse portions of the structures have a minimum of 30% glazing and the leasing and amenity areas have glazing between 60% to 80% depending on the exact location. The upper levels of the structures continue to have a significant amount of glass and multiple exterior building materials are utilized. The third floor of the structure includes private patio areas, landscaped courtyards and other amenity areas creating pedestrian interest. The remaining upper levels of the structure are set back as far as 41 feet on the south portions of the project and 31.5 feet at a minimum at other locations. These setbacks create a more comfortable, pedestrian friendly environment as it avoids creating a “canyon effect” along the street.
D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.	Complies	The ground floor of each structure is varied in building materials, building articulation and design. The residential areas have glazing and direct entrances as well as ground floor patio spaces making each unit directly engage the public street. The amenity areas, in the south east portion of the project adjacent to the proposed plaza, will have a large amount of clear glass allowing visibility directly into the structure. A large overhang extending over the plaza creates a sheltered area for pedestrians that are filtering through the project or are lingering in the plaza. Pedestrian focused lighting is provided in the plaza and in the pathway.
E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods.	Complies	Parking is provided within the interior of the building and is screened from view by the provision of active uses along the ground floor next to the sidewalk. On

<p>Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.</p>		<p>the north side of the structures along the private drive there are portions of the parking structure that is screened by perforated metal panels rather than an active use. There will be no lighting impacts to adjacent neighborhoods.</p>
<p>F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.</p>	<p>Complies</p>	<p>Parking is provided in the parking structure with multiple interior access points as well as exterior access points. Access to the project is provided directly from the street meaning that pedestrians will not be required to cross through a parking area.</p> <p>Residents will not have to cross parking areas to reach the sidewalk, as there are multiple stairwells in the building that provide direct access to the sidewalk from dwelling units.</p>
<p>G. Dumpsters and loading docks shall be appropriately screened or located within the structure.</p>	<p>Complies</p>	<p>Dumpsters and loading docks are located within the structure and not visible from the outside.</p>
<p>H. Signage shall emphasize the pedestrian/mass transit orientation.</p>	<p>Complies, with Conditions</p>	<p>A proposed signage plan has not been provided. As such, final plans will need to show this signage to comply with this standard, and that is a condition of approval.</p>
<p>I. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.</p>	<p>Complies with Conditions</p>	<p>New development is required to upgrade associated right of way elements, including street lighting. The development will need to install new street lighting in conformance with the Salt Lake City lighting master plan and it is shown on the site plan. Installation of the required street lighting is a condition of approval.</p>
<p>J. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester. 2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years. 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above. 4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street. 	<p>Complies</p>	<p>The proposed landscaping plans show a street tree each 30 feet of property frontage along Sugarmont Drive and McClelland Streets. The plan further shows a variety of different plants being utilized in other landscaped areas other areas of the project. The project hardscape will consist of standard gray concrete for the public sidewalks and a combination of gray, enhanced concrete or pavers, and enhanced scoring for the public plaza area and pedestrian pass-through.</p> <p>No outdoor storage areas are proposed for this development. Loading facilities, including any required loading berth or docks are required by ordinance to be located away from public streets and compliance will be ensured during the building permit review process.</p>

<p>5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.</p>		
<p>K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:</p>		
<p>1. The orientation and scale of the development shall conform to the following requirements:</p> <p>a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.</p> <p>b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</p>	<p>Partially Complies; being modified through PD process</p>	<p>The building is approximately 344 feet in length along the McClelland Street frontage. To meet the intent of this standard, the McClelland Street facing façade is designed with a pedestrian entrance at its center. This entrance is setback from the remainder of the façade and includes increased glazing and contrasting building materials. This was designed to divide this long façade into two separate sections and add pedestrian access and interest to the structure. The wall incorporates considerable articulation along its entire length in the ground floor area as well as in the upper floors. The upper floors are made up of three separate residential structures, each less than 100 feet in width, divided by two landscaped courtyards. These taller, narrowed portions of the building are a perpendicular contrast to the horizontal lengths on the first three levels.</p>
<p>2. Public spaces shall be provided as follows:</p> <p>a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p>	<p>Complies</p>	<p>2.a. Significant open space is being provided by the applicant for this project however because of the large size of this project 39,776 square feet of open space is required. The project is proposing 34,496 square feet of open space. It includes private landscaped areas such as courtyards on upper floors and also small patios for the ground floor town home units. Residents will also have access to a number of interior amenities such as a fitness center, community room and a business center. The applicant has also proposed large areas for public gathering including a plaza space and pedestrian passage through the project.</p> <p>This project also benefits from nearby public open space facilities such as Fairmont Park and the recently reconstructed monument plaza. The applicant is also working in conjunction with a neighboring property owner to construct pedestrian facilities that will improve connectivity through the block providing access to additional developed open space. Staff believes that access to additional public open space facilities in addition to provided open space, will help to achieve the intent of this standard sufficiently.</p>
<p>L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted</p>	<p>Complies</p>	<p>The purpose statement of the CSHBD1 District calls for 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.</p>

<p>plans and regulations, the more restrictive regulations shall control.</p>		<p>This project will further these stated goals by creating a transit oriented development at the current terminus of the S-Line Streetcar while also providing space for its eventual expansion. It will also create a high density residential use as is recommended. Although the project is large in scale it remains compatible with existing form by not maximizing the allowable density and designing a quality project with features that add interest on each façade and by setting the higher portions of the building back away from the streets much further than required by the Zoning Ordinance. It will be compatible with the function of the neighborhood by providing a private street through the block and using it as its sole vehicular access. The addition of new pedestrian paths through the block will greatly improve the function of the Granite Block.</p>
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ATTACHMENT I: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

- Sugar House Community Council Land Use Committee November 16, 2015 and July 18, 2016
- Sugar House Community Council December 2, 2015 and 3, 2016

Notice of the public hearing for the proposal included:

Public hearing notice mailed on August 15, 2016

Public hearing notice posted on August 15, 2016

Public notice posted on City and State websites and Planning Division list serve on August 15, 2016

Public Input:

The original design of this project was presented to the Sugar House Community Council in late 2015. The meetings were well attended and the majority of the discussion was in opposition to the project as proposed. Some of the stated issues were:

- The massing/bulk of the project was too large.
- The structure was too tall.
- There was not sufficient parking.
- There was no connection through the building.
- The structure was boring.
- There are too many apartments in Sugar House already.
- The project would cause traffic issues.

The applicants redesigned their project and attended the Sugar House Community Council again. The earlier mentioned issues were discussed again and there were some lingering sentiments stated related specifically to the use and the parking. There were also concerns expressed related to the pedestrian network through the Granite Block. However, many were in support of the redesigned structure.

August 7, 2016

TO: Salt Lake City Planning Commission

FROM: Judi Short, Vice Chair and Land Use Chair
Sugar House Community Council

RE: 2189 McClelland Street
PLNPCM2015-00847 Conditional Building and Site Design
PLNSUB1046-00511 Planned Development



The Sugar House Community Council received the request to review these items. We had the petitioner present to our Land Use and Zoning Committee on July 18, and again at the full Sugar House Community Council (SHCC) meeting on August 3. We had members of the public attend both meetings, and provide comments via comment cards or our website. SHCC trustees also have provided many comments. You may remember that Boulder Ventures met with SHCC at both LUZ and SHCC late last year with a previous version of this proposal, and you have my letter with our thoughts at that time. You also have the large number of comments from the community at that time.

We had 26 people who signed in at the July 18 Land Use and Zoning meeting. I have 3 comment cards (attached) and eight pages of comments pasted into this document at the end. You can see by the detail and length of many of the comments, that people really care about this community. We are also starting to see some snarky comments coming in for the next two projects that we are reviewing, indicating that people have had enough with the big buildings, and are yearning for a return to some Sugar House charm.

This new proposal is much improved, and we are hopeful with further work, it will be acceptable. We still worry that some 400 people will drive to and from work every day, adding to the traffic congestion in the neighborhood. We are receptive to the idea of having the inhabitants of this apartment complex be of a demographic that will spend much of their free time in the neighborhood, frequenting the stores and restaurants. We like the feel and vibe of a 24 hour population. That will also reduce additional trips out of the neighborhood during non-working hours.

I have attached the comment cards I have received, and the emails that I have received from our website or from people that attended the LUZ meeting.

Here is a list of things that are not yet clearly identified:

- The exact location of Parley's Trail is not clearly identified, along with the UTA easement for the future streetcar,
- The path of the Jordan and Salt Lake City Canal Trail (McClelland Canal) is not clear,
- The design of the "street by others" is not finalized,
- The path for dog walkers to transverse the corridor east/west is not clear,
- How will the BV sidewalk and the "street by others" interface with the Paseo,
- Will the fence on the south end of the paseo be removed?
- Is there an entry every 30' as is required??
- The public space requirement is 39766 sq. ft. and 34496 is provided. The developer seems to say that outside public spaces such as Fairmont Park should make up the difference.

PLANNED DEVELOPMENT:

They are asking for an increase in the setback of more than the 15' maximum allowed by the zoning code. I don't think any one objects to that, although there are a number of people who think that SW corner of

their property should have a different treatment. We were expecting that the design would incorporate the historic alignment of the Granite Furniture right-of-way, which would be a gentle curve from the corner up to the paseo. If that were done, there would be no need for a change in the setback. I have received a number of comments about that corner. It is said to be a "landmark corner", but I'm not sure the average person getting off the streetcar will see it as a way to get to Wasatch Brew Pub, it still feels like a private building. With the leasing office right there, it is not clear whether there is space for someone to park who might want to lease a unit. To make this work, there will need to be good signage on the streets (provided by the developers) and along the tunnel and sidewalks and streets (interior and exterior) so that patrons can find their way, not just to this building, but other places on the Granite Block. One comment said that the developer can have a setback at 30' at the "Landmark Corner" because the awning and floor overhang with the setback will be enough to provide the shelter the developer says is the reason for not having the setback.

We don't see a combination of building forms and architectural styles, which is what the PUD regulations strive to achieve through this exception. This looks like one gigantic building, even though it has been broken up a bit on the upper levels from the original design. Architectural materials should differ, vertically, so that the various sections of the building appear as if they are separate buildings. Rooflines are all the same, when they should be of variable heights. Yes, they are removing blighted buildings, but there is no reward of any affordable housing in return for the variance requested by the PUD. I don't recall any conversation about "green" building techniques in the development of these buildings. I don't see any special amenities of interest to the general public, just a walk past someone else's gym, and a leasing office. The sidewalk on Sugarmont is wider, and they need to widen the sidewalk along McClelland to 8 or 10 feet, even if that can only be done up to Habit Burger. In time, this will be a very active street.

The developer says this project will add some trips to the area, but that is consistent with the adjacent land uses. Does the fact that all adjacent land uses bring in traffic make it acceptable that every single use anywhere nearby should bring in more traffic?? It is very obvious to anyone who drives through this area that traffic is pretty intense, and it would be very difficult for you to approve this without also acknowledging that this will materially degrade the service level on adjacent streets.

One thing this Planned Unit Development could do, if the developer were intent on building a good project, would be to provide parking for the employees of the Granite Building and patrons of the stores in that building. As it stands, there is just about zero parking all day long on a weekday in the parking lot south of this building, and at night it quickly fills up with patrons trying to eat at one of the restaurants on McClelland or the plaza. It would be the responsible thing to do to add parking for those employees, and then some evening parking for customers, in the 2189 building. If this results in a reduction of apartments, that makes it easy to reduce the height of one or more sections in the building to vary the skyline.

None of the following specific city objectives is achieved: There is no combination and coordination of architectural styles. This building looks like all the other new buildings, there is no preservation and enhancement of desirable site characteristics, nor preservation of historically significant characteristics, such as the original curve of the Granite railroad spur. There is an amenity called a "tree lawn" which is supposedly in the interest of the general public, although we fail to see what is even a little bit appealing about a tree lawn in the NE corner of an area that will be perpetually shady looking at an interior block road. They are taking out blighted structures, but that shouldn't give them anyatta boy points, everyone knew they had to come out in order to develop this parcel.

We have concerns that the driveway exit from the development onto McClelland or Elm will materially degrade that neighborhood. Without guest parking, the guests will park in the adjacent streets. This will impact the neighborhood use of that property. And, we do not know if pedestrian activity will be affected adversely by the addition of this interior street. In summary, taking down two blighted buildings is not enough to warrant this exception.

CONDITIONAL BUILDING AND SITE DESIGN

It is interesting to note that the maximum building length is 300' and this building is exactly that. And the height is 100'. The building is too large, no extra points are given for maxing out the buildable space. The architect, Robert Miller, says his design goal is to create a building that would be harmonious with the urban character of Sugar House. Maybe that is its biggest flaw. It looks very much like every other recent building in Sugar House. You can see by the public comments we are receiving that people are starting to clamor for some interesting architecture in Sugar House, rather than every building looking the same.

We have no problem with increasing the setback a bit from 15' to (whatever it is) to accommodate the future streetcar. And the idea of adding another public plaza is a good one, because if/when we extend the streetcar to Highland Drive, this corner could be more active than it is currently. However, without any retail anywhere, and just a leasing office and exercise room for the tenants of this building at the edge of this plaza, there will be no reason to linger, it will merely become a wider sidewalk to other places.

It is difficult to determine if the building has the required amount of glass on the facades to facilitate pedestrian interest and interaction. Perhaps new drawings will detail a close-up view of the townhomes, and the north and east exteriors, so we can make that determination. It is hard to know if the standard for height has been met; there are no distinctive features about this stark, flat roof to distinguish this building from all the other buildings in CSHBD of this same height.

There are a lot of unknowns about this project, as stated at the beginning of this letter. The architect gave us a verbal report at the August 3 SHCC meeting, telling us of changes he made to this project as a result of his meeting with the LUZ committee on July 18. However, I have not seen any updated documents, nor can I find any on the city website. The narrative provided by the architect is repetitive and, according to him, every thing he has done in the project makes it comply with one standard or another. Without seeing new drawings, it is hard to understand exactly what he is saying.

The Sugar House Community Council is withholding approval of this project until we can get some specific information on these items. It may mean that the Dixon Building project needs to be designed to a point where we can see how the two projects interface, before we can come to any positive conclusions. There is still a lot of work to be done.

COMMENTS BOULDER VENTURE PROJECT VIA EMAIL SUGARMONT APARTMENTS

Judi,

I like the improvements that the latest Boulders Ventures group has put forward, It feels like they have made some good changes by breaking up the buildings and improving the public walkways through the block. I would recommend that the required variances to the building code be granted, I can not see any reason to not allow for the increased setbacks as this provides for more public space. As far as asking for retail space at the street level I am conflicted, on one hand I like the idea of shops and restaurants in concept but have concerns. First, how do we accommodate the extra parking that motorists driving to this retail space will require. Second, would retail be viable at this location? if I had to choose between vacant storefronts or occupied townhomes I would prefer the latter.

I hope this feedback helps with your letter, let me know if you have questions, and thank you for your work.

Mike Bagley, Garfield trustee

Judi- If it is a given that apartments are to be built there, I feel that this plan is much better than the original one, particularly with the walking access through the middle. I think they responded to many of our original suggestions, so I would give it a luke warm yes. Dave Mulder

Hi Judi, I support the developers request for an exception to exceed the set back requirement. I appreciate their desire to leave plenty of space for future S-line and Parley's trail expansions.

-Thanks for all your hard work on the planning issues in Sugar House!

Hi Judy,

I still don't think there is enough parking for the structure in the downstairs parking structure. I think if each unit can hold two people, there should be two parking spaces for those units that can have two residents, married or not. After this project is finished, the city is going to have to put a light at the end of Wilmington with the expected traffic that will dump out on Sugarmont. Right now, that stop is so busy and no one lives on that corner right now.

If this project could be smaller, it might fit in the area better, but I'm sure they don't want to make it smaller.

Brad Di iorio
cell [323-459-8988](tel:323-459-8988)

Judi -

Thanks for the invitation to join the LUZ meeting last week, and to share some points of consideration for the project.

Let me summarize my thoughts regarding the Boulder Ventures project. As I understand it, they are asking for two primary considerations in their planned development petition that will be presented to the Planning Commission: 1) variance from the 15' maximum setback for a portion of the building at the corner of McClelland and Sugarmont, and 2) a waiver on the upper level setback in the same area.

I think the solution they have presented shows a thoughtful and creative design strategy to deal with an unusual and irregular lot line, accommodate a small public plaza, and the possible future extension of the streetcar. The latter two items are clearly stated goals of the Sugar House Master Plan and more recent Circulation & Streetscape Amenities Plan. The addition of the plaza creates a strong short-term terminus for the streetcar line, and the added space to accommodate the future track to extend the streetcar is a great foresight. The additional setback will not only accommodate the streetcar, but preserve what appears to be a still useful and viable public space, even with the loss of a portion of the plaza for the future streetcar. The articulation of the building at the corner, without the additional setback in other areas, I believe creates a well-articulated and varied facade and building form.

I fully support both requests, given the strong sense of place, compelling architecture, and appropriate urban form in response to present and future transportation needs and public space accommodation. I think the proposal still achieves the overarching purposes of the zoning district, event with these specific and limited variances.

Aside from these, I'm also pleased with the evolving massing and form of the building, which seems more consistent with the intention of the zoning, and with other recent multi-family and mixed use projects, than the prior proposal. I am also very pleased to see the evolution and incorporation of the mid-block pedestrian connection passing through the center of the building. This is

an important pedestrian connection, both for users of the S-Line and Parleys Trail accessing the Sugar House Business District, and for residents of this and the Sugar House Vue apartment buildings accessing Fairmont Park, the S-Line and Parley's Trail.

My hope is to see some continued evolution of the mid-block driveway to be more pedestrian focused, similar to the proposal for Regent Street in Downtown SLC (see attached plan and renderings). While not identical in every way, Regent Street has many similarities in that it is an access to three major parking structures, contains significant loading and service functions for the new Eccles Theater and other commercial properties, connects major activity centers at City Creek and the Gallivan Center, and enhances pedestrian access to public transit (TRAX and bus systems). It seems that Boulder Ventures is open to our ideas, even though they do not control the private drive (I understand that is, or will be, owned ultimately by Mecham's enterprise).

To this end, I'd like to make a quick request of you. Jeff Vitek and his architect, Robert Miller, have invited me to participate in a design charrette next Wednesday morning, the same day as the SHCC meeting. Boulder Ventures has organized this charrette with Craig Mecham's design team, to attempt to work through the design of the private drive in a way that is more responsive to requests to make this private drive and access more pedestrian friendly as a continuation of the mid-block connections through the block.

If you and other LUZ members could provide me with any key objectives from the vision and goals for this mid-block connection, I would love to help facilitate their incorporation into their joint proposal. Boulder indicates that they are really only in a position to recommend and advise, but will use whatever leverage they have to help make this happen, recognizing that it will ultimately benefit both property owners and the public.

Let me know what you think. Soren Simonsen

Joedy Lister <joedy_lister@yahoo.com>

Tue, Aug 2, 2016 at 7:37 PM

To: Judi Short <judi.short@gmail.com>, Soren Simonsen <soren@communitystudio.us>

My apologies for the delay in sending my notes. Soren, Judi mentioned that you may be meeting with the Boulder team later this week, so I've included you on my notes.

Overall, I like the thinking that has gone into this project and I believe it will be a nice addition to that block. In fact, with the exception of what might happen later with the existing Zions Bank building, this project will complete the development of the block. In my opinion, Boulder Ventures really gets the spirit of Sugar House and they have done a lot to increase the quality of the neighborhood.

When I think about this parcel, I am taking into account that someday in the not-too-distant future Fairmont Park will be much more active every day of the week, the S-Line will be at maximum capacity and frequency of service, and the Sugarmont/McClelland roadways will be at the maximum acceptable level of capacity with auto traffic. I'm aware that they are really only seeking our input on the two variance requests for setbacks and stepbacks, but I will share thoughts on that and other relevant items:

FORM & AESTHETIC:

- Generally speaking, I like the form of the structure. I, personally, would like to have seen a design that beautified the existing building forms so that they could have been kept as historic relics brought up-to-date as a new "warehouse" type mixed use development. Even stacking another 4-5 floors on top of that would still allow for a bold style at the pedestrian level; this would tie in a little with what they've done in Phase 1.
- The existing alleyway has the potential to support a dynamic pedestrian design that not only allows for new thinking on mixed use development, but also could become a centerpiece of artful architecture in the Sugar House business district. I have attached an image for your reference (see Via Rodeo). At the meeting, Soren mentioned the new Regent Street project downtown and that's a great example. However, I believe our alleyway will see more traffic than the Regent Street project because of its proximity to an abundance of residential development, whereas Regent, for the most part, will see density at lunchtime and theatre nights.
- When I say "new thinking" above, I am referring to the ground level retail model. Sugar House is in danger of becoming out of balance with chains. Developers love them because the chains can afford asking lease rates; everyday people don't generally care for them in this type of environment because they tend to be of erratic quality. At best, they are just not exciting, especially when the newness wears off. It is up to the developer to create a vision for an exciting retail environment and then go the extra mile to bring that vision to reality. Again, Boulder Ventures has shown they have skills to do this. Rather than building large-scale storefronts that only chains can afford, I would like to see a variety of scales and sizes with the retail space

designs. This would greatly contribute to the character of the business district.

- I like the fact that they've thought about the south side streetscape design enough to allow for future development of the Parleys Trail and the streetcar. It's not clear that the trail would take this route, but it's good to plan for it.
- Considering that the NE side of the building will face an office building (Mecham Phase 2) and the south side will face a beloved green space (Fairmont), I would like to see each side have a different exterior treatment of color and texture that complements those contrasting ambiances. For example, it feels like balconies would work well on the south side but not on the north.
- When the Sugar House Vision Statement was developed, we all hoped that new development would take a cue from the storefronts along 1100 East just north of Sterling—smaller, more intimate storefronts regardless of the actual size of the retail space. This was meant to preserve current and past "Sugar House village" character. To date, none of the new developments have picked up on that. I would like to see at least some of that in this and future mixed use in Sugar House.

TRAFFIC & PEDESTRIAN:

- I am in favor of supporting their variance requests; if ever there was a compelling reason to change the ordinance, this development is a good example. In my mind, their request comes out of a thoughtful consideration to make an awkward parcel footprint work for the benefit of public and private considerations.
- I have thought long and hard about the proposed roadway that will cut through mid block and run from McClelland straight out to Highland. I am not a fan of it, but I must admit there doesn't seem to be a viable alternative because sending traffic out to 2100 South is not good planning and ditto for Sugarmont. My two main concerns are the aesthetics and that some people will use it to speed through as a shortcut. I suppose the best thing to do is design it in such a way that it does not dominate the pedestrian experience—to the extent possible, keep it intimate as though it were an alley rather than a city street (i.e., narrow with a slow speed limit).
- The sidewalks along the north and east sides of that existing block now are looking really good—they are wide and attractive. The west side (from 2100 South to Habit Burger) is an example of a stifling sidewalk design. I am in favor of wider sidewalks along the south side of this project. The current temporary pedestrian walkway along Sugarmont (near Zion's) is necessary but unsightly.
- Currently the property line that divides the Mecham and Boulder properties near Habit Burger is unfortunate in that they make you walk all the way around the chain link fence to get from one to the other. This defeats the concept of the "paseo" off the new Monument Plaza. I would like to see that opened up and designed better as a pedestrian thru-way in the future. It's important that they make sure the interior of this block doesn't turn into a big asphalt afterthought. It's important that it connects all four corners of the block with inviting pedestrian pathways and surrounding landscaping.

NEIGHBORHOOD:

- Considering the inevitable increase of traffic in the SHBD, I would love to see a developer like Boulder Ventures take the triangular parcel that is the old D.I. and fire station and convert that into Sugar House's version of an urban retail market in the style of Philly's Reading Terminal or Seattle's Pike Place or Grand Central Market in downtown L.A. (see attachments), but in keeping with the scale of Sugar House. Boulder Ventures has the right talent to make something like this happen and it would be a model of pedestrian-oriented design in Sugar House. With this project and the new Gardiner development on 1000 E and 2100 S, there are now enough urban residential units in the SHBD to support it.
- The Shopko parcel is going to get an overhaul at some point. My best guess is that it will look a lot newer but the portfolio of tenants may not change much. This Boulder development is going to be the defining structure that identifies Sugar House as you enter it either from the streetcar or from the Shopko side. For that reason, I am strongly in favor of a bold design of the property that instantly says "you are now in the village of Sugar House." Keep in mind, if the current proposed design of the new fire station at Forest Dale goes through, we will have a unique new piece of architectural design in the area—we need more of that. The bolder the better as far as I'm concerned.

I think they feel that by having entry only on McClelland , Elm will not be impacted because traffic will exit onto Highland. I think you are right that Elm will be impacted, but when the almighty buck is involved, they don't care because they don't live there.

I still don't see the necessity of not having a setback. The awning and overhang will still shelter the "grand entrance" even if there is one story of apts and then the setback.

Judi -I would like to see this project not require so much parking. As the Parking Study from Nelson Nygaard has clearly shown, we have more than enough existing parking in Sugar House. The 460 parking spots add anywhere from \$9m to 18m to the cost of this project. The addition of these 460 parking spaces only encourages more cars in an already congested core area, adding 460 cars to the rush hour traffic into and out of Sugar House's busiest intersection (which is already in failure with large volumes of traffic) , as well as drives up rent, gentrifying the area, and leaving little space for the residents of Sugar House that are on a fixed income and are trying to downsize into affordable housing. The lack of affordable housing in Salt Lake City, and especially in Sugar House needs to be addressed immediately.

I would like to see a clear commitment to connecting with the paseo and to not putting up fences crippling our public spaces. There were too many generalities in their presentation regarding this commitment. I would also like to see them dedicate area specifically to the PRATT trail instead of leaving it up to the city to give them a cross section. Managing the route through Sugar House is difficult and getting commitments from developers to facilitate these goals is a unique opportunity to keep the conversation moving forward.

They also didn't discuss secure bicycle parking. If we want to encourage as much foot traffic and bicycling as possible, there need to be reliable locations for bike storage as bike theft is an epidemic in the city.

I'm fine with the flat wall on the south to accommodate the streetcar as it doesn't impose any nearby shading and the rest of the building follows the standard. Deb Henry

I am very concerned about the overall connections of pedestrian pathways and Parleys Trail. It is imperative that we give adequate attention to how the pedestrian pathway located in the interior block is connecting to the paseo. It is imperative that this be part of the design with both projects so that pedestrians are not given low priority. We already have a walkability obstacle in the fence along the paseo and we need to elevate these connections and pathway treatments so they are not afterthoughts.

The circulation plan calls for mid block walkways and now that they have been piecemeal in development it is time to ensure that the pedestrian movement with this end of the block be inviting and integrated in design. In both of the presentations to the SHCC the developer indicates this is a work in progress. This makes it impossible to give appropriate feedback as to any design or plans because we don't know how they really intend to treat these connections.

The connection of this pathway to the paseo is of particular importance because of this new road being constructed in the middle of the block. The design needs to be more than just 2 lines painted on the road. We need to provide safe and obvious travel patterns to mitigate that fence along the paseo.

Additionally, the developer and the city have not made it clear to the community how Parley's trail has enough room to move through the corner. They give space to the eventual streetcar, but it is muddy at how much space is provided for Parley's trail and this is a number one priority. The UTA easement through this end of the property is not clearly identified either and I have no idea how these things are being integrated into the southern end of the property.

It is important that this be conveyed to the public and it has not. We cannot be expected to participate in a meaningful way when these items are not communicated properly to the public during the community council process. I am certain the city is having conversations about these points, yet information is not timely enough for us to participate.

The city needs to help ensure that the public is aware of these design treatments before approval. The city needs to ensure that the goals and vision of the master plan and circulation plan are implemented with community involvement before approval. This corner development is an integral component of the mid block walk way connection and Parley's Trail. Since the walkway design is still a work in progress and the Parley's Trail component is not clearly identified for us it is nearly impossible to give comments on how to improve these issues. Amy Barry

Hi Judi,

Regarding Boulder Ventures' Sugarmont Apartments, I have serious concerns about pedestrian circulation in the following areas:

1. The building is built to the property line on the "back" (north and east) sides, with pedestrian ways "in conjunction with adjacent property owner." What guarantees do we have that these pedestrian ways will be built to standards defined in the master plan and requested by the Sugar House Community? I see nothing that shows what the pedestrian will see and experience as he or she walks along these long corridors. What control does the City have for pedestrian way width? Sheet A19, ominously placed last in the package as if the developer considers pedestrian access an afterthought – although the Community has consistently placed it front and center to any discussion, shows widths of pedestrian ways but outside the property line.
2. The pedestrian corridor to the north of the McClelland building appears to be poorly defined. How wide is the area dedicated to pedestrians (and protected from automobile traffic)? It appears that loading zones will be in this area too. Will a pedestrian be made to walk around a truck using the loading zone? How will that pedestrian be protected from automobile traffic during those times? How will areas of "spillage," from garbage collection services, etc., be kept out of the path (and olfactory senses) of the pedestrian.
3. I would like the developer to address the similar concern regarding the automobile access and loading zone on the north side of the building oriented to Sugarmont.
4. What's the story behind the "Future Private Road" on the north side of Boulder Ventures' property being designated as "by others?" What control do we have for its design? Electric utility equipment on the north end of the property has clearances determined by National Electric Code. The Sugar House Community has tried to specify pedestrian way requirements, with effort by lay volunteers, with phrases such as "pedestrian scale," and we look to City Staff to honor our wishes by prioritizing pedestrians over automobile drivers. We don't like to be crowded on the edge of a driveway.
5. I want to see detail showing how the building will be accessed by pedestrians on the north face of each building, specifically within 25' of the automobile entries to parking. Pedestrians will typically take a "desire path" that will save them the most steps. As a nearby example, the Parkview Plaza I building at 2180 S. 1300 East is most easily

accessed through the automobile entrance on Wilmington when returning on foot from area restaurants or businesses. As you know, it is uncomfortable – and dangerous – for pedestrians to share access with automobiles.

6. I'd like to see details of the stairway on the "back" side of the McClelland building near the north end of the entrance between the two buildings. Is it there due to fire codes? Will tenants be able to enter and access that door without setting off an alarm?
7. I would like to see details about every stairway and elevator access shown on sheet A3. Will tenants returning from the streetcar or area businesses be able to enter the nearest door as they would prefer, or will they need to walk past the nearest door to get to an operating door?
8. It is not clear what a pedestrian will see and experience when walking between the two buildings on the curved walkway. Without pedestrian activation or a particularly creative design in this area I fear people may avoid this area or create their own design. See the attached photo where this was done elsewhere.

My concerns with the design other than in regards to pedestrian circulation are fewer:

1. The drawing appears overly optimistic about the canopy size of the 2" caliper trees. I don't have access to large scale prints, but it would appear that the developer expects a 2" tree to develop a canopy of at least 25' diameter, and perhaps shade (touch?) the building.
2. What are the plans for the existing overhead utility wires along both McClelland and Sugarmont? I would expect that the developer will incur the cost of burying these lines to protect the look of his building and allow the newly planted trees to grow, rather than shift the cost to the utility or the City, where it will be shared by all of us.

Thank you for your continued effort on the Community Council. You have made a tremendous difference to the livability of our community.

Sincerely,
Scott Kisling
2409 Lynwood Drive

I am not sure what to think on the flat wall on the south side. I like how they have implemented public access through the project. 85 feet seems large. Wish they did a little bit more with adding public parking especially if what he said was correct about the View parking lot not being full.

Hi, Judi

- Overall, the project is better than when we saw it at the first presentation. Reduced number of units; reduced parking; lower height; better scale and design at the sidewalk. You can tell they've thought about those pieces.

- The mid-block connectivity I think is still a big unsolved issue. From the designer's response, there is no plan to link Wilmington through the mid-block any better than a narrow walk through the parking lot, adjacent to the private street, and crossing the parking garage entrance. Plus this is located on the north side of a tall building which makes it about the worst place to potentially walk in the winter. Would they consider making it a covered walkway? A four-foot canopy extending out might make this more usable for six months of the year.

- The ADA access through the mid-block seem acceptable from the southeast corner, but again, will it be maintained even in winter and accessible all the way through the mid-block to link to the paseo?

- I wish the building footprints would be switched. I think there is a missed opportunity here that could have had the development's mid-block walkway follow the historic train spur corridor and then link up with the paseo. See the attached map as well as the east elevation drawing with street level photo, and compare them side by side. This would have been a great way to recognize the history and character of this block and Sugar House and lend itself to the development by pulling people into the development from the Sugarmont S-Line stop and southeast corner.

- That being said, I think the plaza at the southeast corner will be a relatively barren, unactive space leading up the its use for the S-Line extension. As it usually goes, these things get planned with the ideas of programming them in some way, but then they aren't.

Kirk

Judi - I think they feel that by having entry only on McClelland, Elm will not be impacted because traffic will exit onto Highland. I think you are right that Elm will be impacted, but when the almighty buck is involved, they don't care because they don't live there.

I still don't see the necessity of not having a setback. The awning and overhang will still shelter the "grand entrance" even if there is one besides the obvious objection to the scale of this project, which is spitting into the wind, here are some concerns I was not able to get to at the meeting:

1.They say the height at the lowest grade is 87.5 ' , but what is the height with parapet at the highest grade?

2.I don't see an entry every 30 ft, and I don't know if an entry into a townhouse qualifies.

3.Have they requested a reduction of minimum glazing for the townhouse level from 40%,which they don't meet, to 25%?

4.I despair that there is no affordable component. Is there really such an inexhaustible supply of people who can pay \$1500 to \$2000 /month? Aside from the moral question of not providing housing for a more income diverse population i.e.,the people who work in the chain stores.

5.I would like some binding document that requires the pedestrian access to be maintained and not restricted sometime down the line for some "safety reasons".

6.The garage walls seem very plain and forbidding.

7.The public space requirement is 39766 sq. ft. and 34496 is provided and they seem to be saying it should be made up with Fairmont Park and other outside areas. Huh?

8.I see what the senior housing on Wilmington looks like and I really don't like the idea of no setback at 30'. I don't see any reason they can't reduce the number of apts and have the setback all around the project.

9.I am concerned that the private driveway will become a shortcut from McClelland to Highland as I don't see any traffic control there.

I think they feel that by having entry only on McClelland , Elm will not be impacted because traffic will exit onto Highland. I think you are right that Elm will be impacted, but when the almighty buck is involved, they don't care because they don't live there.

I still don't see the necessity of not having a setback. The awning and overhang will still shelter the "grand entrance" even if there is one story of apts and then the setback.

Lynn

-----Thank you for requesting the feedback about 2189 McClelland project. Here are my humble thoughts about this building.

This is a key project that will determine the fabric of Sugar House for years to come. Granite block can, probably, be considered the heart of Sugar House. This historic commercial hub is going through the changes never seen before in this area. It is great to see how a new urban community is forming right before our eyes. At the same time, the speed if redevelopment obviously creates some growing pains.

The first redevelopment effort at 2121 McClelland, also by Boulder Ventures, was by far the best one. Revolving Granite Furniture sign in front of the restored buildings erected at different stages of Sugar House history creates a unique neighborhood atmosphere that we should try to preserve.

On the other corner of the Granite block The Vue at Sugar House looms over our new and already beloved plaza. This huge monotonous structure, although it bravely filled the infamous Sugar Hole, looks a little out of place on this block. Not so much because of its size, but because of its site inappropriate design.

And I understand that we do not have enough control over the development process, but here are some ideas that could help make this bock much better.

General Design

Of you take a look at almost all newly built and planned developments in the area - you will notice that they are cloning the same building with different glazing and siding over and over again.

The Vue at Sugar House, Liberty Village, Liberty Village, 2189 McClelland –are pretty much the same basic design. While there is nothing wrong with this building type in general – this type of huge apartment structure should not be encouraged on the Granite block. A row of smaller buildings of different architectural styles and elevations would create a much more organic look - like the real city block developed one building at a time. I am attaching some examples of good new urban block designs to illustrate the point.

This way the developer can actually build more units because of the increased density, but the overall feel of the block would change from huge apartment complex to that of interesting urban development.

Also, if desired, this type of development could be managed as one huge apartment complex, but it would make much more sense to create a flexible mix of condos, apartments, offices, and retail. This will create a more diversified investment capable of succeeding in different economic environments. Also, this will allow the developer to create differently priced units for people of different economic means.

New urban rentals are hot today. Right now the developers are trying so hard to create a new rental market bubble, just like the condo one that we had not so long ago. Which proves once again that history will teach us nothing.

Sustainability

This should be the most important aspect of any new development today, but it was somehow completely overlooked by the developer. Our outdated zoning and building laws need to be re-written with requirements of Passive house design elements, roof solar panels, electric car charging stations etc.

If we can not stop them from changing the building design – at least make the put solar panels on the roof in exchange for setback changes that they need.

Walkability

The latest update of the project design opens up a midblock walkway . This is great and a big improvement. But, this 30' lane, let's call it Granite Alley, could be much, much more. This could become the first pedestrian alley of Sugar House. The whole development should be centered around it. The small plaza area should be moved inside the block. This could open up the whole new direction of development. Of course, all the block developers need to work together to make this happen. Midblock alley redevelopment is the hottest thing around in new urban design. Here we have an opportunity to create an awesome carless place for people for a change. Let's not let this opportunity slip away from us.

Good local example of urban design for people - Wilmington Gardens:

- a good mix of units for rent, for sale, and offices
- varied building elevations and a fantastic off street plaza.

More projects like this, please!

Neighborhood Connection

2189 McClelland project is designed as a luxury all inclusive residence inducing people who would live there to never leave the premises. Gym, swimming pool, gardens in the complex on a block where all of the above and more is literally across the street.

This project would work great in many locations, but on the Granite block – it is just an out of place, out of human scale, overdeveloped monstrosity not really well fitted for either future dwellers or Sugar House community as a whole.

Alex Trueseff

Sugar House Resident

5 Attachments

[Nate Keyvani](#) Sugar House is over-saturated with Apartments. We need more Condos/Townhomes in the community.

Attachments:

Comment cards (3)

Email comments from the community and trustees

Joedy's photos

Attendance Roster from July 18

ATTACHMENT J: DEPARTMENT REVIEW COMMENTS

**Fire Department
Ted Itchon**

The building is a high-rise structure. There shall be a minimum of two fire department access roads that is a minimum of 26 ft. clear width and 13 ft. 6 in. clear height. One of which shall not be closer than 15 feet and not further than 30 feet.

The International Fire Code in section 503.1.1 (reprinted below) which requires that the all exterior parts of the first floor shall be within 150 feet of a fire department access road. If that is not the case then an Alternative Means and Methods application indicating an alternative fire protection will be provided (see exception #2).

**Engineering Division
Scott Weiler**

1. In November 2015, a review was performed for a Conditional Building and Site Design approval for 492 apartments proposed at the corner of McClelland Street and Sugarmont Drive. The project has been modified and the proposed planned development is for 352 apartments.
2. It is understood that a lot consolidation is underway, which will eliminate existing lot lines, making it possible for the proposed apartment building to be on one lot, owned by Boulder Ventures. A Subdivision Improvement Construction Agreement will not be required because lots are not being subdivided. Also, the development is shown to have access from the property north of it and is therefore dependent on action from the owner of the Dixon Building LLC property for the private access road to be constructed between Highland Drive and McClelland Street.
3. SLC Transportation will determine the widths needed along McClelland Street and Sugarmont Drive for sidewalk, rail and trail improvements. Improvements on Sugarmont Drive require coordination with UTA and SLC Transportation for the street car and trail corridors.
4. Improvement plans for the public way improvements must comply with the Salt Lake City Engineering design standards. Some of the significant standards are as follows:
The engineering drawings must show the profile view for top back of curb grade and centerline grade of the street, with stationing increasing from left to right.
Absolute minimum curb & gutter design grade on an existing street is 0.30%. If the location of curb & gutter changes on McClelland Street, 0.50% is strongly recommended as the minimum slope.
The minimum size lettering is 1/10" and capital letters shall be used.
The text shall be readable from one of two directions on a given sheet.
The north arrow shall be towards the top or left of the sheet.
5. 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 must also be submitted to SLC Public Utilities.
6. Removal or planting of trees in the public way requires approval from the Urban Forester.

**Public Utilities
Jason Draper**

I have been working with the developer's engineer. There are significant water and storm drain issues related to the project.

I am good with the proposed planned development. This does not provide utility or building permit. Plans and technical reports will be required for the building permit.

ATTACHMENT K: MOTIONS

Potential Motions

Staff Recommendation: Based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission approve the Planned Development and Conditional Building Site Design Review request. In order to comply with the applicable standards, the following conditions of approval apply:

1. The applicant shall comply with all other Department/Division conditions attached to this staff report.
2. The applicant shall dedicate the area required for the future extension of the S-Line Streetcar to the City or the Utah Transit Authority (UTA).
3. The applicant shall provide sufficient space for the PRATT and McClelland Trails as required by the Transportation Division.
4. Certificates of Occupancy for the project shall not be issued until the private street is complete providing access through the block from Elm Avenue to Wilmington Street.
5. Certificates of Occupancy for the project shall not be issued until the pedestrian walkway running north to south through the block has been completed on an adjacent property to the east of this development.
6. Final approval of signage, lighting, and landscaping to be delegated to Planning staff to ensure compliance with the CBSD and PD regulations.
7. Sidewalks, plaza space and other walkways through the property must allow for 24 hour public access.
8. All of the parcels must be combined into a single lot through an approved Planning process.
9. Final approval authority for the development shall be delegated to Planning staff based on the applicant's compliance with the standards and conditions of approval as noted within this staff report.

Not Consistent with Staff Recommendation:

(Planned Development and Conditional Building and Site Design Review)

Based on the testimony, plans presented and the following findings, I move that the Planning Commission deny the Planned Development and Conditional Building and Site Design Review request due to the following standard(s) that are not being complied with:

(The Planning Commission shall make findings on the Planned Development and Conditional Building and Site Design Review and specifically state which standard or standards are not being complied with. Please see [attachments G](#) and [H](#) for applicable standards.)