



# Staff Report

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission  
From: Daniel Echeverria, Senior Planner, 801-535-7165, [daniel.echeverria@slcgov.com](mailto:daniel.echeverria@slcgov.com)  
Date: June 23, 2017  
Re: PLNSUB2017-00298 and PLNPCM2017-00300 Sugar House Development

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## Planned Development & Conditional Building and Site Design Review

**PROPERTY ADDRESS:** 2290 S 1300 East  
**PARCEL ID:** 16-20-276-047-0000  
**MASTER PLAN:** Sugar House  
**ZONING DISTRICT:** CSHBD-1, Sugar House Business District 1

**REQUEST:** David Dixon, representing the property owner Sugar House Property, LLC is requesting Planned Development and Conditional Building and Site Design Review approval to develop two office buildings with an associated parking structure, and a multi-family residential building with ground floor retail at the above listed address. The development must be reviewed as a Planned Development as the associated buildings will not have frontage on a public street. Other zoning requirements may be modified through the Planned Development process. The development also must be reviewed through Conditional Building and Site Design Review as the process is required for buildings that exceed 50 feet in height in the associated zone. The Planning Commission has final decision making authority for Planned Developments and Conditional Building and Site Design Review developments.

**RECOMMENDATION:** Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the proposal, subject to complying with all applicable regulations and the following conditions:

1. Final approval of signage, lighting, and landscaping shall be delegated to Planning staff to ensure compliance with the Conditional Building and Site Design Review and Planned Development regulations.
2. 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.
3. Approval is for the specific items discussed and identified in the staff report, on the site plan, floor plans, and building elevations. All other applicable zoning regulations still apply.
4. All ground level glass shall be non-reflective as required by the zoning ordinance and shall be clear and un-tinted as noted in the Sugar House Business District Design Guidelines.

5. Art shall be installed within the parking structure stair area as shown in the renderings. The windows looking into this space shall be non-reflective, clear, and un-tinted glass to allow for visibility of the art and potential pedestrian activity.

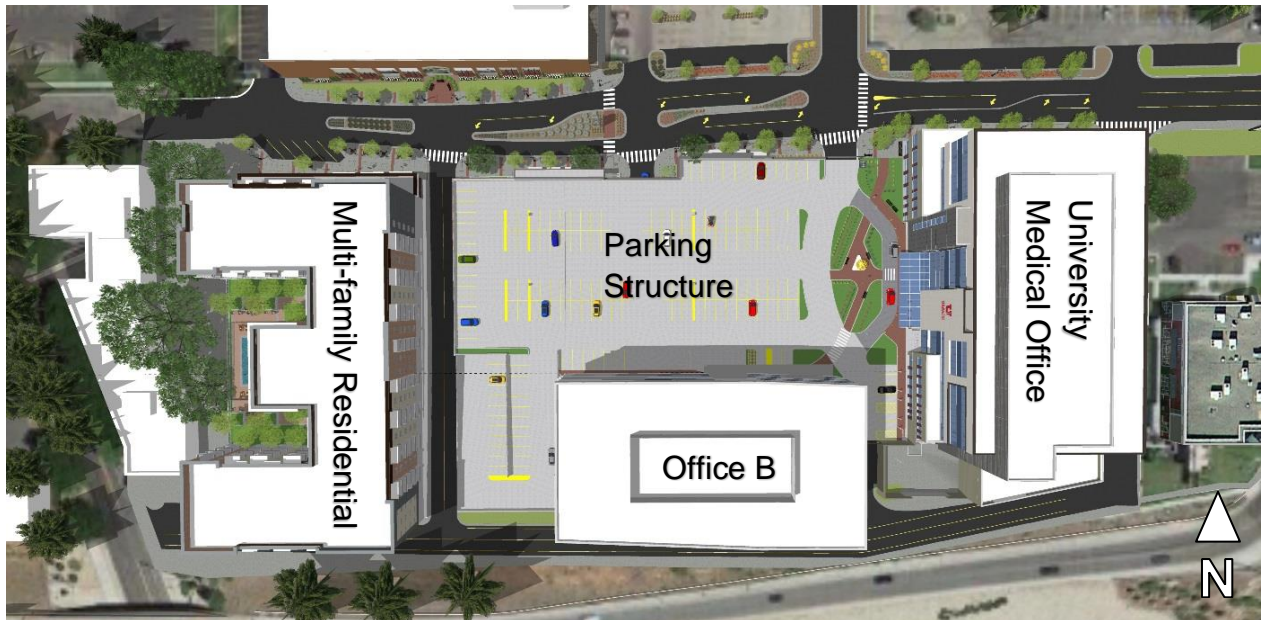
**ATTACHMENTS:**

- A. [Vicinity and Zoning Maps](#)
- B. [Site Plans](#)
  - a. [Site Plan](#)
  - b. [Landscape Plan](#)
  - c. [Electrical Plan](#)
- C. [Building Elevations and Floor Plans](#)
  - a. [University Medical Office](#)
  - b. [Office B](#)
  - c. [Parking Structure](#)
  - d. [Multi-family Residential/Retail Building](#)
- D. [Renderings of Development](#)
- E. [Additional Applicant Information](#)
- 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 Comments](#)

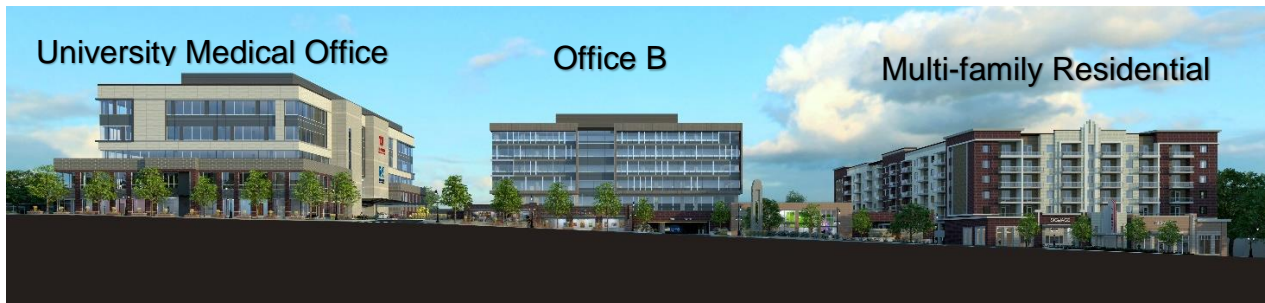
**PROJECT DESCRIPTION:**

The proposed development includes three new buildings and a new through street between Highland Drive and 1300 East. The proposed buildings include the following:

- University of Utah Medical Office Building
- Multi-tenant Office Building (Office B)
- Multi-family Residential Building
- Parking Structure (part of University and Office B buildings)



*Site plan view of the proposed development. Please note that some recent design changes, including the revised residential building design, are not reflected in this site view.*



*Elevation view of the development, looking south toward the development. See full scale renderings in [Attachment D](#) for greater detail.*

The University building is approximately 100' in height. The building includes three entrances, on the east, west, and north facades. The north entrance is accessed from the sidewalk on the proposed new section of Stringham Ave, while the west entrance is accessed from a plaza just off of Stringham Ave where there is also a patient vehicle drop-off. Office B is approximately 110' in height (including a 5' parapet) and includes a main entrance facing the parking lot and that directly leads to the plaza space.

Both of the office buildings are built on top of a three level parking structure that will accommodate approximately 1,200 parking stalls. The parking structure is fully underground on the east side of the development and two levels are gradually exposed as the property slopes down to the west. The property slopes down by approximately 20' from the east to the west end of the development. The parking stalls within the structure will be shared by the two office buildings.

The multi-family residential building is proposed to include approximately 180 units and parking will be provided within the bottom two levels of the building. The building is approximately 82' in height and 162' in length along Stringham Avenue. The ground level will accommodate retail uses along nearly the entire length of its north façade along Stringham Ave, with a portion of the area to be used for residential building access.

The above ground portion of the parking structure is approximately 300' in length and its façade includes a 60' wide stairwell with access from the sidewalk to the parking levels, a 40' foot wide parking entrance for vehicles and pedestrians, approximately 60' of art gallery space, and approximately 40' of display windows. The remaining length of the façade is occupied by building walls with architectural details, glass windows looking into the parking structure, and landscaping.

The University building is approximately 140' in length along its north façade along Stringham Avenue, and includes a main entrance near center of the façade that leads to a lobby space, with medical office uses located along the remainder of the façade. These uses specifically include hallways for patients to access patient rooms and patient waiting areas.

#### **KEY ISSUES:**

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

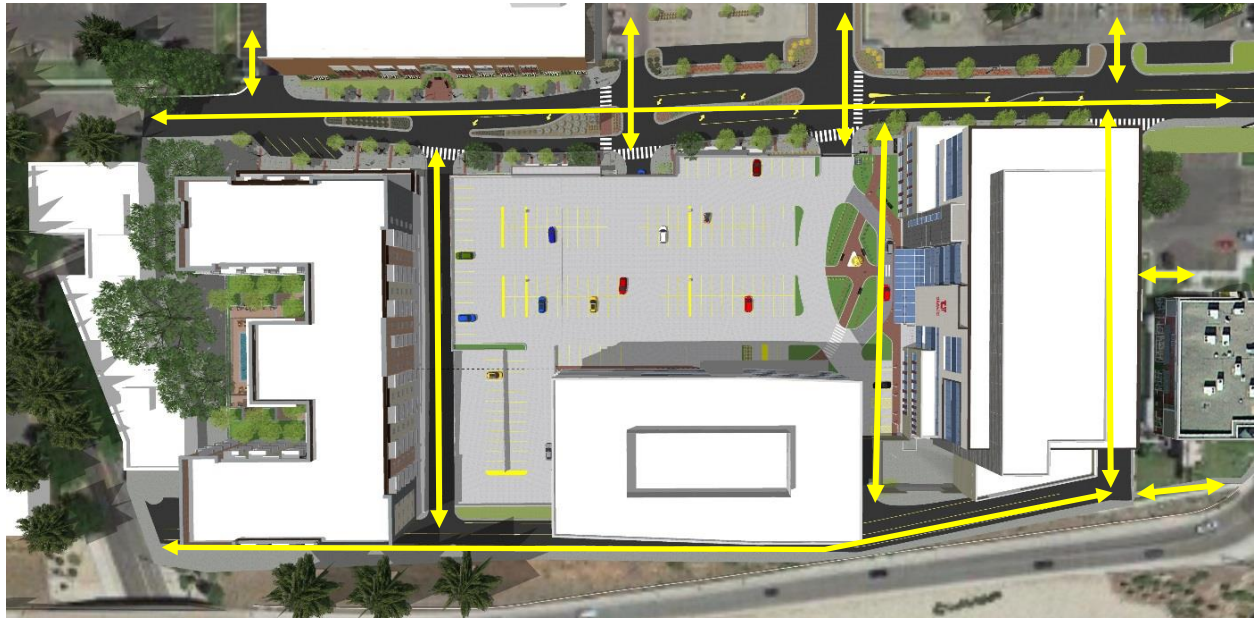
1. [Planned Development Flexibility and the Master Plan](#)
2. [Office B Location and Orientation to the Street](#)
3. [Ground Floor Uses Along Parking Structure Façade](#)
4. [Community and Commission Concerns and Design Changes](#)

#### **Issue 1 – Planned Development Flexibility and the Master Plan**

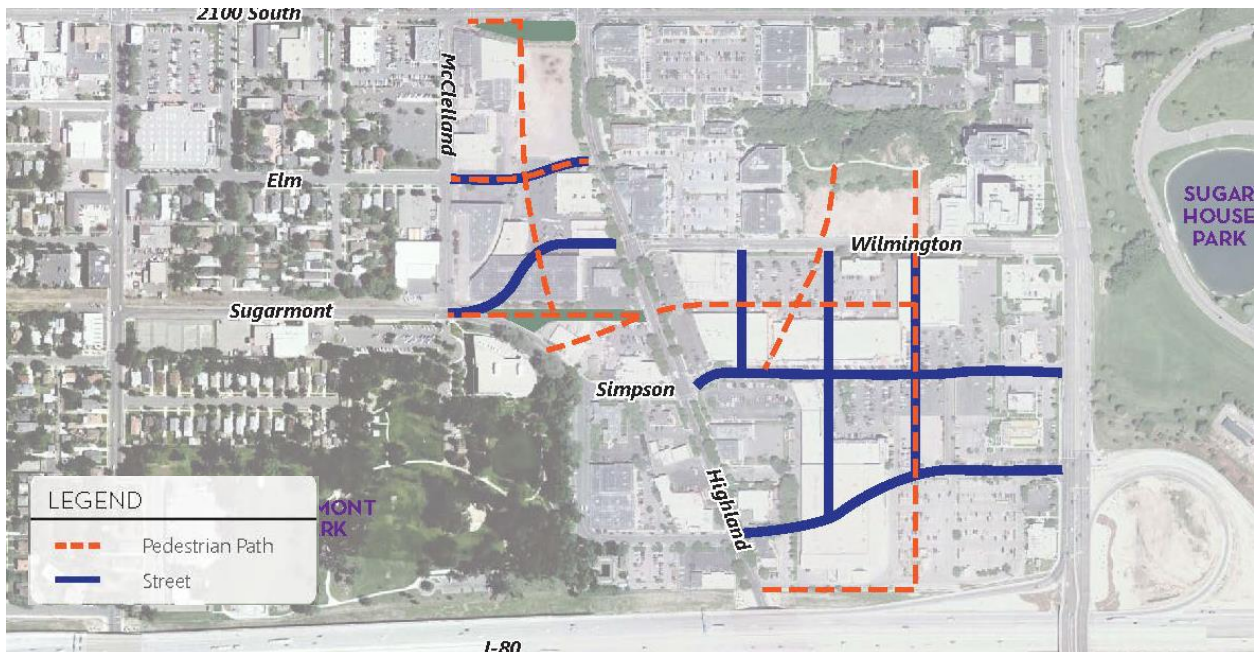
The Planned Development process is used to obtain flexibility in compliance with zoning standards. The applicant is asking for some relief from strict adherence to the zoning and design standards by



going through this Planned Development process. As a prerequisite to obtain such relief, applicants must meet one of a number of Planned Development objectives. The applicant has provided a narrative describing how they are generally meeting the required Planned Development objectives and the relief they are asking for. That narrative is located in [Attachment E](#). The primary factor related to this request is the developer's provision of a new, pedestrian oriented street connecting Highland Drive with 1300 East. This is a major component of the *Sugar House Circulation and Amenities Plan* and it represents a significant investment. This street will help improve circulation within the Sugar House Business District for both automobile users and pedestrians and it also creates street frontage onto which further development within the block can orient to on the north side.



*The yellow lines show connections through the development and connection points to routes outside the development*



*Extract from the Circulation Plan showing potential street and pedestrian connections*



In addition to street connection, the developer is also installing a 10' bicycle/pedestrian path along the south side of the development and providing a north-south pedestrian connection from Stringham Avenue to the south side of the development through a plaza space on the top of the parking structure, as well as a sidewalk through the western north-south drive between the residential building and parking structure. These additionally help further circulation goals in both the general *Sugar House Master Plan* and *Circulation Plan*. Additional connections are maintained from the Stringham Ave section to the north shopping center. Two of these connection points have crosswalks to the adjacent shopping center. Two other connection points along Stringham are intended for vehicles only as there are no pedestrian facilities to link to at those points and the developer does not own the respective adjacent property.

Further, the *Sugar House Master Plan* notes that this part of the Sugar House Business District is intended for regional scale commercial development and that flexibility is warranted due to the nature of that development type. The full discussion and policy list are located in [Attachment F](#), under "Sugar House Center." The Plan recognizes that flexibility may be necessary due to the large scale, automotive dependent types of development that may occur here, market influences, and other general feasibility factors. Consistent with those policies, the developer has asked for flexibility with regard to some of the zoning standards and other development guidelines as they relate to the regional scale aspects of their development.

Due to the provision of the through street and the policies related to flexibility for regional scale development, staff believes that some flexibility with regard to the zoning and design standards is warranted through the Planned Development process. The following issue sections detail staff considerations for the development's requested relief from the standards.

### **Issue 2 – Office B Location and Orientation to the Street**

Office B's location near the I-80 as opposed to Stringham Ave. has been identified as an issue by staff, the Commission, and the community. The Conditional Building and Site Design Review (CBSDR) standards include that the "Development shall be primarily oriented to the street, not an interior courtyard or parking lot." The office building by itself is not oriented to what is functioning as a street (Stringham Ave) and is oriented instead to a plaza and parking area on top of the parking structure. This orientation has led to some suggestion from the public and others that the development appears similar to a suburban office park. Reasons that have been noted for by the developer for its location include the desire to maintain views of the valley from inside the building, the views and freeway visibility effect on attracting high-end office tenants, preservation of light onto Stringham Avenue, reduction of the potential for a "canyon" effect on Stringham Ave, and preserving views from other buildings in the development to the Wasatch mountains. Other financial reasons noted for its location include that the lease rates of the office building in its proposed configuration make the construction of the proposed configuration of Stringham Avenue feasible.



*View of the parking structure (ground level) and Office B*

Locating the building closer to Stringham would better meet the intent of the master plan and the zoning. However, because Office B and the parking garage are one building, the setback of the building technically meets the zoning requirements. All buildings in the Sugar House Business District zone are required to step back the upper portions of the building that are over 30' in height. This step back is intended to maintain a lower scale, pedestrian level of development at the street level. The minimum required step back is 15 feet, and there is no maximum step back. Although the building is stepped back significantly more than 15 feet, since there is no maximum step back this step back satisfies that zoning standard.

Despite meeting the zoning standards, staff acknowledges that Office B's primary entrance itself is oriented to the top level of the parking structure, rather than directly to the street. However, the plaza on the top level of the parking structure does provide a direct, comfortable pedestrian connection from the sidewalk on Stringham Avenue to the main entrance of Office B. Although Office B is set back from the street and does not have a direct entrance on the street, staff is recommending approval of the proposed configuration, taking into consideration the street installation and master plan policies, as well as architectural design of the ground level, inclusion of art space at the street level, and the pedestrian plaza access to Office B's primary entrance.

### **Issue 3 – Ground Floor Uses Along the Parking Structure Façade**

The original proposal did not include any ground floor uses along the parking structure that faces Stringham Avenue. The Sugar House Business District zone requires ground floors to be occupied by specific active ground floor uses. The code states the following and lists the required allowed uses:

*H. First Floor/Street Level Requirements: The first floor or street level space of all buildings within this area shall be required to provide uses consisting of residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, social clubs, art galleries, theaters or performing art facilities.*

The developer has stated that retail and similar uses may not do well here due to the large amount of such uses within close proximity to the development. They have also noted concerns that a high number of existing spaces within the Sugar House Business District have gone unfilled. However, in response to concerns from the community and the Commission about the lack of ground floor uses, the developer has incorporated an art gallery space along the street. The space is approximately 15 feet in depth and includes plumbing and bathrooms, which may allow for future flexibility in the use of the space. The space is approximately 60' in length, so approximately 240' of the parking garage will not be occupied by a ground floor use. An additional 40' of the façade is proposed to be occupied by display windows that could display other art and there is a 60' wide enclosed pedestrian stairway that is accessed from the sidewalk. The remainder of the parking structure façade is composed of openings into the parking structure, glass windows into the parking structure, or brick walls with landscaping.



*View of the proposed display windows (left) and art gallery (right))*



*View of the west portion of the parking structure façade. The lighted windows are the stair well, with a covered pedestrian entrance on the left window panel.*

Staff acknowledges that the 60' of art gallery space is a low amount of active use along the 300' long ground level of the parking structure. However, as noted in Issue 1, staff also acknowledges that the developer is fulfilling a major component of the *Sugar House Circulation Plan* by installing the new street and that flexibility is noted by the Master Plan for this development type. As such, staff is recommending approval of the development with the lower level of active uses along the ground level of the parking structure, while also taking into consideration that the parking structure incorporates additional display windows, landscaping, the required level of glass, and high visibility into the stair area where pedestrian activity may also occur. In order to better meet the intent of the standards, staff has proposed a condition that art be installed within the stair area as shown on the rendering and that the glass looking into this area be non-reflective, clear, and un-tinted to maintain visibility of the art and any potential pedestrian activity in the space.

#### **Issue 4 – Community and Commission Input and Design Changes**

The developer has responded to Sugar House Community Council and other community concerns with the project by incorporating a number of changes into the design. They have provided a list in [Attachment E](#) that details the changes they have made to the plans in response to concerns they heard from the community, the Planning Commission, and staff. In their letter to the Planning Commission in May, the Community Council expressed concerns about a broad range of issues. Some of these included concerns with the design and materials of the buildings, ensuring visibility through ground level glass, the lack of ground floor use such as retail, lack of signage along Stringham Ave indicating uses in the U office building such as the deli, pavement treatment of the crosswalks, and placement/orientation of the buildings around the large parking structure rather than toward the street. The developer addressed some of these by doing the following:

- Added art space into ground level of parking structure
- Redesigned Office B
- Redesigned the multi-family/retail building
- Noted that crosswalks will be concrete across and along Stringham Ave (different pavement treatment from the rest of the street)

The Sugar House Community Council has provided an updated letter (located in [Attachment I](#)) that identifies they would still like to see the following changes or information:

- An approved transportation plan for getting cars in and out of the development from 1300 East
- Bus stops clearly articulated
- A more developed landscape plan for the roof of the parking terrace
- Actual small incubator space in the parking garage frontage



Regarding the request for a transportation plan, 1300 East is a state owned right-of-way under the jurisdiction of the Utah Department of Transportation (UDOT.) Since the developer has an access point on a state road, UDOT is responsible for reviewing the developer's intensification of use of that access point. They are also responsible for requiring from the developer any infrastructure improvements or other configuration changes to that intersection due to that intensification. They have preliminarily reviewed the developer's traffic study and noted some concerns, including some related to potential impacts on vehicle queuing on 1300 East and associated delays. Their comments include that they "may require improvements to the 2290 S (Stringham Ave) 1300 E intersection to mitigate the delays." Their full comments are located in Attachment J. The developer will need to continue to work with UDOT regarding their impact on that street and comply with any UDOT requirements.

Regarding bus stops, there are existing bus stops on Highland Drive and 1300 East near Stringham Ave (2290 S) however, none of these bus stops are located on the developer's property. This restricts the ability of the developer to accommodate any bus stop improvements. Relating to potential incubator space, please see the discussion in [Issue 3](#) regarding the low amount of active space in the parking structure. With regard to additional landscaping on top of a parking structure, this was briefly discussed with the applicant and they have noted there are technical concerns with such landscaping.

The Planning Commission also discussed a number of issues at the Planning Commission work session on May 24th. Some of the issues and concerns were similar to those expressed by the Community Council and in other public comments. Key discussion points included:

- Increasing the amount of ground level uses along Stringham Avenue
- The possibility of incorporating incubator and/or art gallery space into the ground level of the parking structure
- Ensuring adequate ground level architectural design and detailing of the buildings
- Use of Sugar House red brick
- Implementation of eclectic/unique architectural design

In response to the discussion, the developer has made a number of changes to the design including:

- Incorporated an art gallery space into the parking structure
- Enhanced the University façade by pushing the Stringham Avenue entrance façade out from the overall wall face and incorporated changes to the brick to enhance the vertical brick columns
- Incorporated additional architectural details such as brick column breaks and lighting into the parking structure ground level
- Completely redesigned the multi-family residential/retail building

Although the developer has not addressed every concern that was expressed, they have made a number of substantive changes to the project to address many of the concerns and better address the applicable standards.

#### **DISCUSSION:**

As discussed above and in [Attachments G](#) and [H](#) the proposal does not strictly meet some of the associated zoning and design standards for development in the Sugar House Business District. However, given that the developer is meeting a major master plan goal with the street installation and that the master plan includes policies supportive of flexibility in this area for this development type, staff is recommending approval of the proposal. In general, the proposal addresses the pedestrian oriented design standards of the CBSD review and uses an alternative approach to the design through the Planned Development process that still meets the general 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 comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will need to continue working with other City departments to finalize technical department requirements, such as required public utility improvements. The applicant will then 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.

As noted in the zoning analysis in [Attachment F](#), the Sugar House zoning also requires that the developer enter into a development agreement with the City before permits are issued for the non-residential buildings. The development agreement is to ensure the timely construction of the residential component of the development. The construction of the residential component is required to begin before Certificates of Occupancy are issued for the office buildings as required by the zoning ordinance. Alternatively, the developer will need to provide a financial assurance to the City that the residential building will be developed in the amount of 50% of the construction valuation of the building.

Additionally, in order to divide the property into the three lots shown on the site plan, the developer will need to submit a Preliminary Subdivision application to the Planning Division. The developer will need to adjust any existing easements or add new easements during that process to accommodate such things as shared vehicle access areas, pedestrian access, and utilities.

### **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 and if a new design is submitted that meets all of the standards required by the Zoning Ordinance.

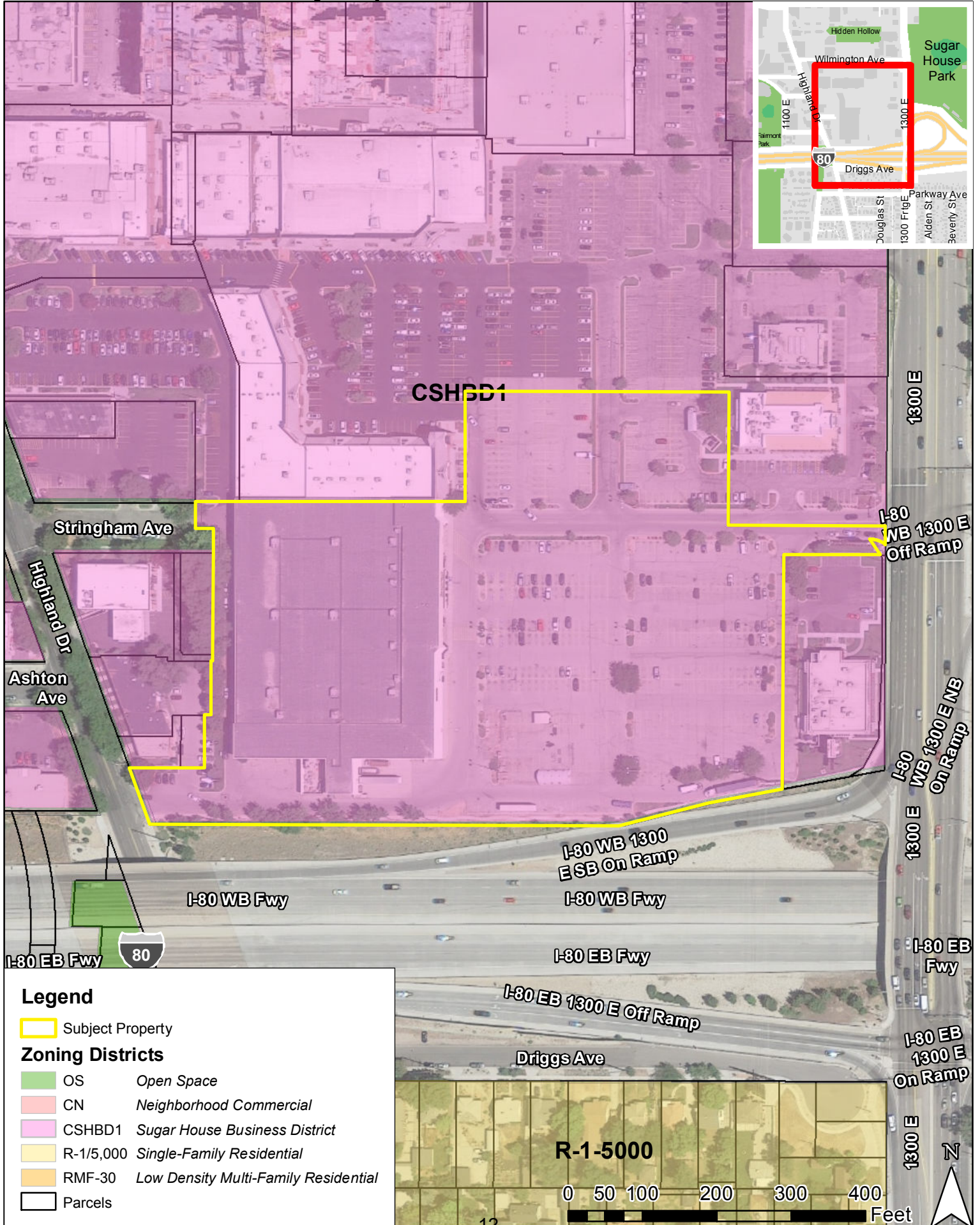
# **ATTACHMENT A: VICINITY & ZONING MAPS**







# 2290 S 1300 East Vicinity Map





*Birds-eye view of the site looking south*



## **ATTACHMENT B: SITE PLANS**

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**REFERENCE NOTES**

- 3.15 CONCRETE SIDEWALK, SEE CIVIL FOR REINFORCEMENT & GRADING. PROVIDE CONTROL JOINTS AS SHOWN ON PLAN.
- 3.23 ADA CURB RAMP, SEE FLOOR PLANS.
- 3.24 CONCRETE CROSSWALK WITH CONTROL JOINTS, SEE CIVIL PLANS.
- 3.25 MOUNTABLE SIDEWALK FOR FIRE TRUCK ACCESS.
- 4.02 BRICK PAVERS COLOR 1
- 10.03 HEIGHT AND WEIGHT SIGN SPANNING OVER MAIN DECK ENTRANCE. LABEL CLEARANCE BAR: MAXIMUM CLEARANCE 8'-4", LABEL ON BEAM: MAXIMUM WEIGHT
- 12.02 LANDSCAPE FORMS: "SCARBOROUGH" BENCH, BACKED 72" OR APPROVED EQUIVALENT.

**REFERENCE NOTES**

- 12.03 LANDSCAPE FORMS: "TABLES" CATENA SURFACE MOUNTED WITH FOUR CATENA CHAIRS OR APPROVED EQUIVALENT.
- 26.01 GENERATOR WITHIN VAULT, SEE SECTIONS FOR VAULT AND ELECTRICAL DRAWINGS FOR GENERATOR INFORMATION.
- 26.02 SUGARHOUSE STANDARD STREET LIGHT, SEE ELECTRICAL SITE PLAN AND LIGHTING SCHEDULE.
- 26.03 WALL PACK LIGHT, SEE ELECTRICAL SITE PLAN.
- 32.04 PLANTER WITHIN SIDEWALK, SEE DETAIL \_\_\_\_\_ CENTER ON TREE GRATES.
- 32.05 5' X 5' TREE GRATE, SEE DETAIL \_\_\_\_\_ & LANDSCAPE DRAWINGS.
- 32.09 DUMPSTER

**PARKING CALCULATIONS:**  
**OFFICE A - MEDICAL USE**  
 ALLOWABLE STALLS IN D-1 ZONE: 5 STALLS / 1,000 SF  
 TOTAL ALLOWABLE = 6.25 STALLS / 1,000 SF  
 USABLE AREA OF 160,514 SF = 1,003 STALLS

**OFFICE B - OFFICE USE**  
 ALLOWABLE STALLS IN D-1 ZONE 1ST FLOOR: 3 STALLS / 1,000 SF  
 ALLOWABLE STALLS IN D-1 ZONE ABOVE: 3.25 STALLS / 1,000 SF  
 ALLOWABLE INCREASE FOR SUGARHOUSE: 25%  
 TOTAL ALLOWABLE 1ST FLOOR = 3.75 STALLS / 1,000 SF  
 TOTAL ALLOWABLE ABOVE = 1.56 STALLS / 1,000 SF

USABLE AREA MAIN FLOOR IS 21,493 SF = 81 STALLS  
 USABLE AREA ABOVE IS 122,666 SF = 191 STALLS  
 TOTAL STALLS 272 STALLS

**TOTAL ALLOWABLE COMBINED PARKING = 1,275 STALLS**

PARKING - GARAGE ONLY		
MAIN FLOOR	4	ADA
MAIN FLOOR	5	ADA - VAN
MAIN FLOOR	163	Standard
	192	
P1	12	ADA
	346	Standard
P2	12	ADA
	358	Standard
P3	8	ADA
	269	Standard
	277	
	1197	

6 SURFACE STALLS IN FRONT OF RESIDENTIAL BUILDING 25 ON EAST SIDE OF BUILDING ARE SHARED WITH RED LOBSTER  
**ACTUAL PROVIDED STALLS = 1,233 STALLS**

**IBC 1106.4 REHABILITATION SERVICES (20% STALLS TO BE ACCESSIBLE)**  
 -8,830 SF / 170,000 SF = 5.07%  
 1,003 STALLS \* 5.07% = 54 STALLS  
 54 STALLS \* 20% = 11 ACCESSIBLE STALLS FOR REHAB

**IBC 1106.5 FIELD PARKING**  
 1,233 TOTAL STALLS - 54 REHAB STALLS = 1,179 STALLS  
 23 STALLS TO BE ACCESSIBLE

23 ACCESSIBLE STALLS (FIELD) + 11 ACCESSIBLE STALLS (REHAB) = 34 ACCESSIBLE STALLS

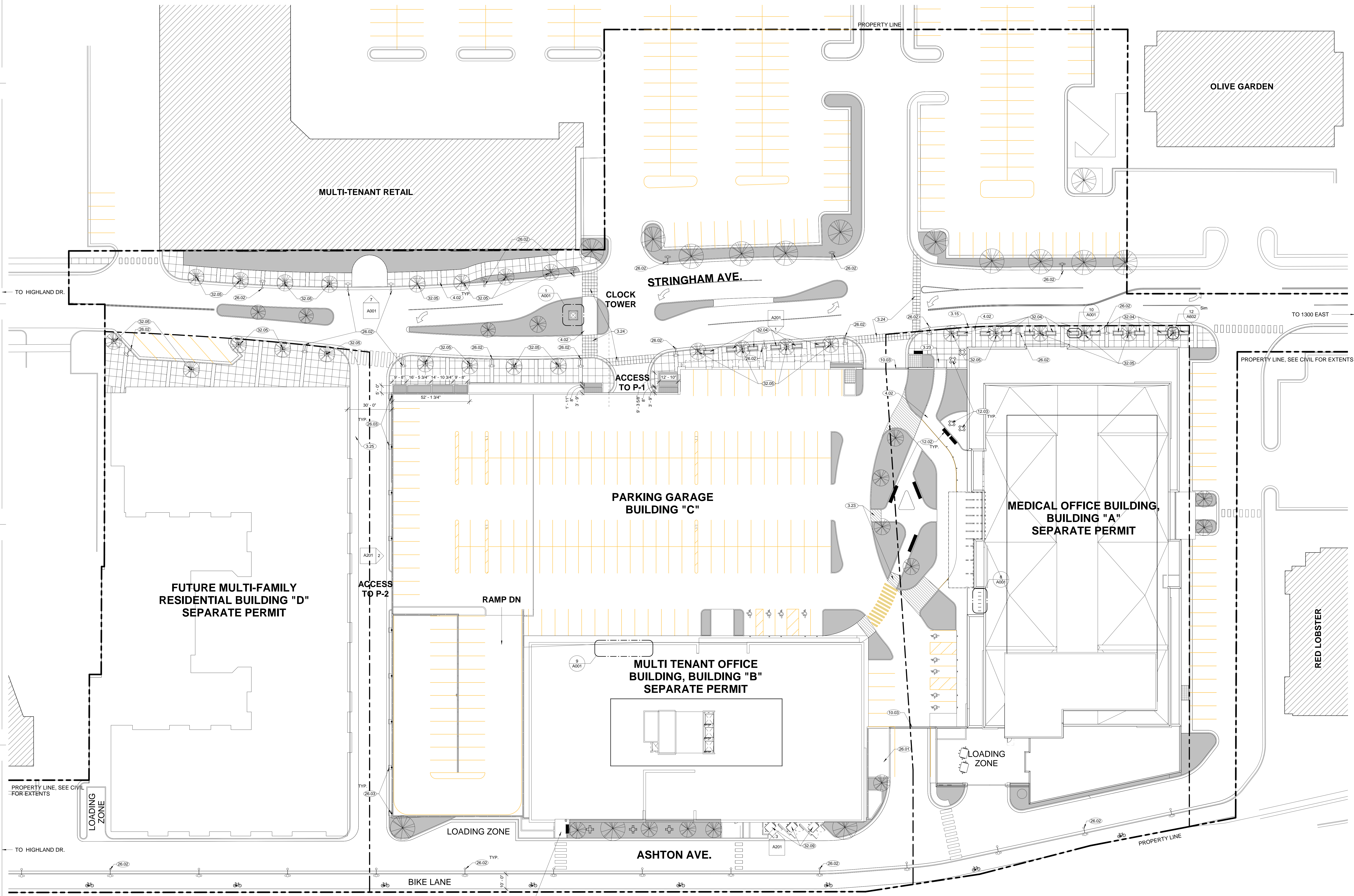
**IBC 1106.5 VAN ACCESSIBLE STALLS**  
 34 ACCESSIBLE STALLS / 6 = 6 VAN ACCESSIBLE STALLS

**ELECTRIC CAR CHARGING STATIONS**  
 TO BE PROVIDED IN RESIDENTIAL PARKING GARAGE

**BICYCLE PARKING STALLS**  
 BUILDING A: MEDICAL USE (OTHER: 5% OF STALLS PROVIDED)  
 1,003 STALLS \* .05 = 51 BIKE STALLS

OFFICE USE: 10% OF STALLS PROVIDED  
 272 STALLS \* .10 = 28 BIKE STALLS

TOTAL BIKE STALLS FOR DEVELOPMENT = 79 BIKE STALLS



**SUGARHOUSE REDEVELOPMENT PARKING GARAGE**  
 2290 SOUTH 1300 EAST  
 SALT LAKE CITY, UT 84106

**CITY REVIEW**

#	DATE	DESCRIPTION

ISSUE: 3.23.2017  
 PROJECT NO: 16082  
 DRAWN BY: BJM  
 CHECKED BY: DD

SHEET TITLE

**SITE PLAN**

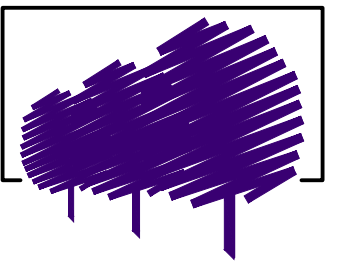
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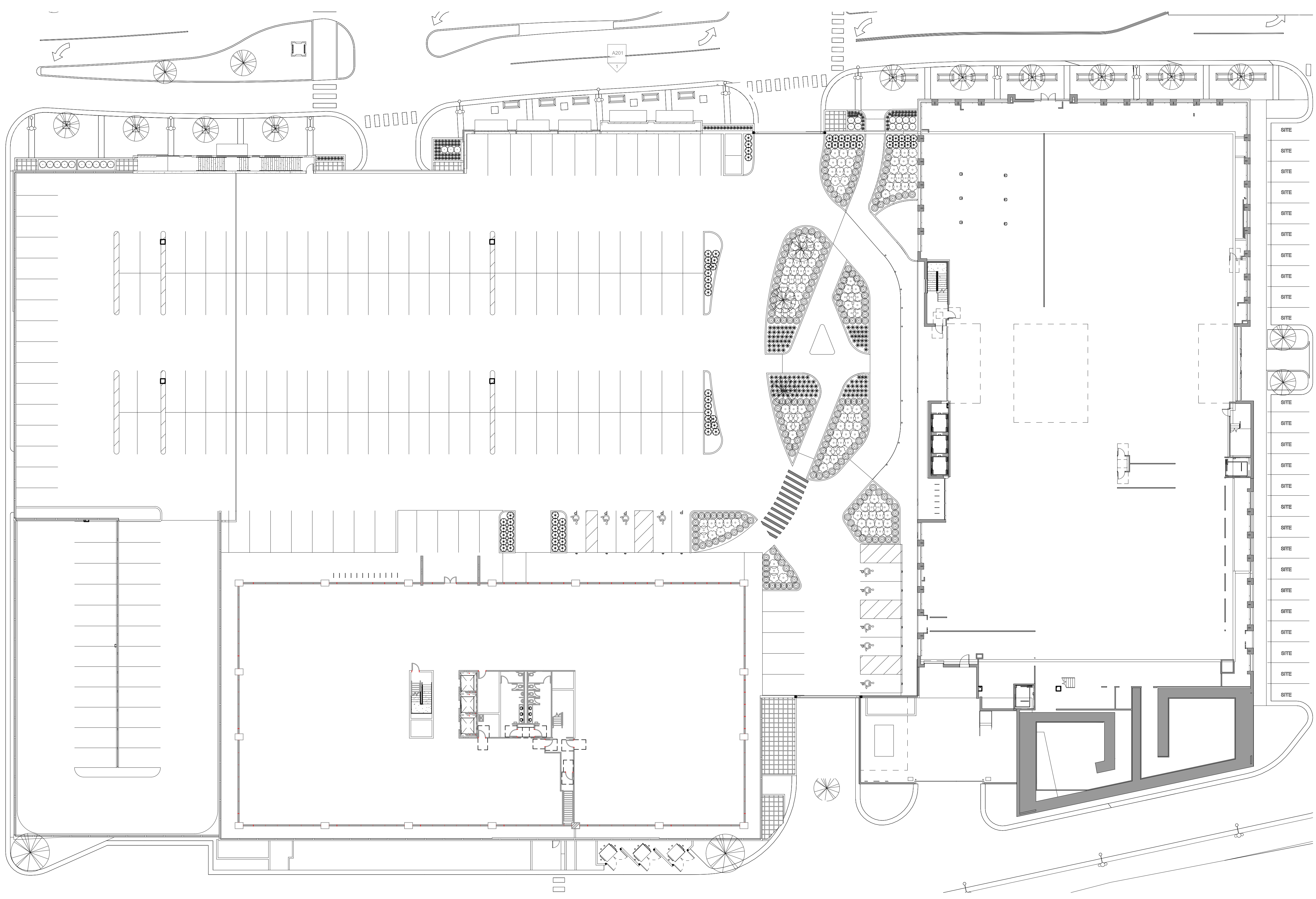
**1 SITE PLAN**  
 A000 scale: 3/64" = 1'-0"





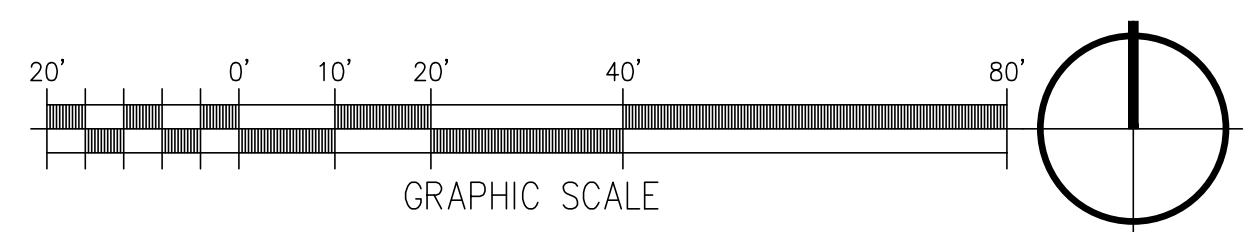
**E. A. Lyman**  
 Landscape Architecture  
 Land Planning  
 Urban Design  
 8188 South Highland Dr. - Suite D7  
 Sandy, Utah 84093  
 Telephone: 801.943.6564  
 E-mail: eryl@ealym.com

Staff Note: Landscape drawing does not reflect full number of trees. Please see site plan for tree placement. Final landscape plan review and approval by Planning staff is a condition of approval.



PLANT SCHEDULE					
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	FIELD2
○	25	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	Container	5 gal
ANNUALS/PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	FIELD2
•	93	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	Container	1 gal
*	132	Irish pallida 'Albo-variegata'	Sweet Iris	Container	1 gal
GRASSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	FIELD2
⊕	68	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	Container	1 gal
⊗	207	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	Container	1 gal
ROSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	FIELD2
⊙	134	Rosa Meidiland series 'Red'	Red Meidiland Rose	Container	5 gal

MISC	
Lawn	Kentucky Bluegrass Sod
M	6'x6' Cast-in-place Concrete Mowstrip ***Permaloc 3/16" x 5 1/2" Mill Finish Aluminum Edging**
RM	Install 3" depth 3/4" - 1 1/4" washed Southtown Cobble (Neph Sandstone) OR 3" depth 3/4" - 1 1/4" washed Nebo Cobble (Staker Parson). Install over DeWitt Pro-5 Weed Barrier.
BM	Install 4" depth Miller Companies' Supreme Shredded Bark Mulch. Install over DeWitt Pro-5 Weed Barrier.
NOTES:	1. See details and specifications for additional information.



**Sugarhouse Development**  
 Salt Lake City, Utah

DATE:  
6/13/17

REVISIONS:

CLIENT:  
XXX

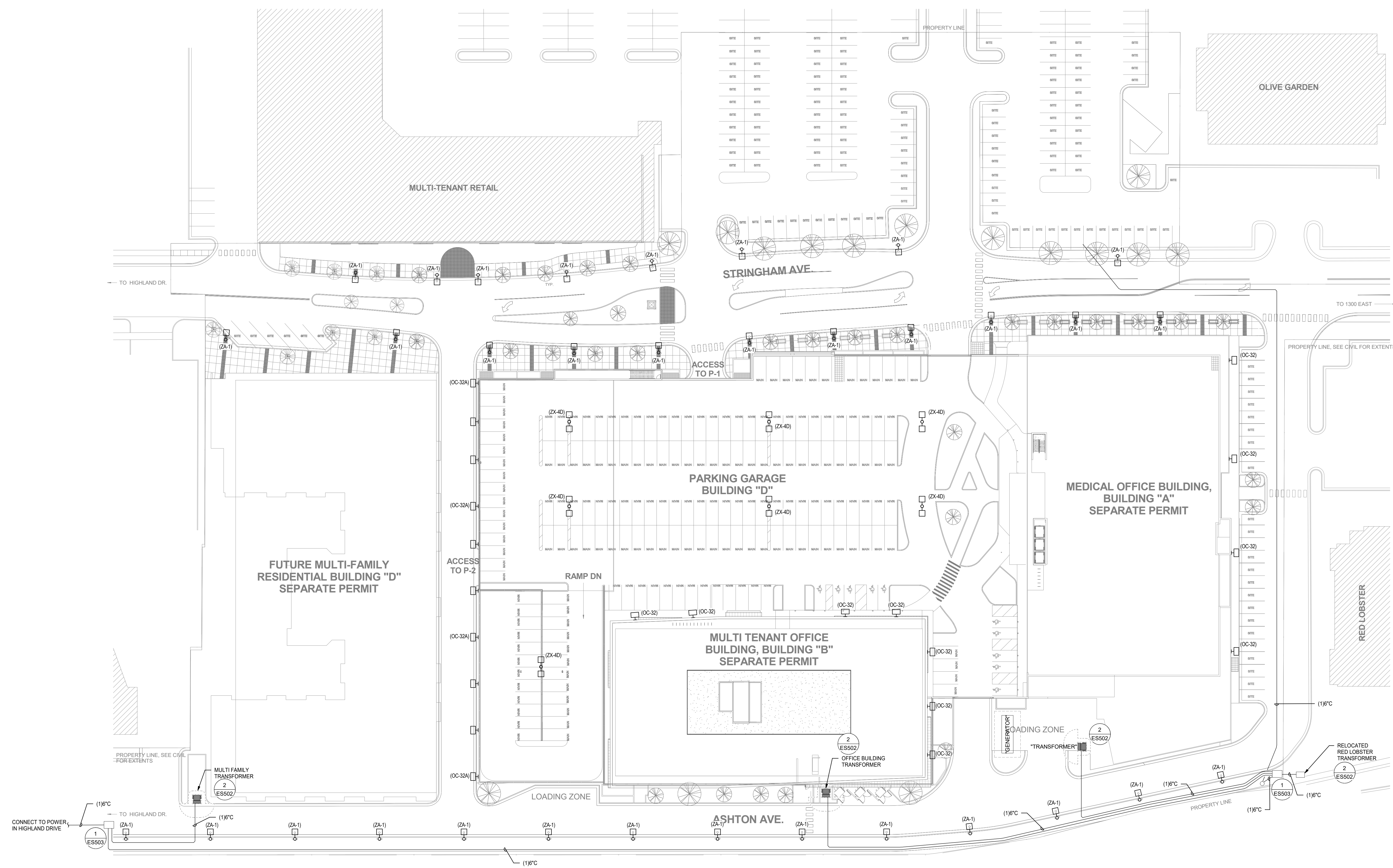
SHEET NAME:  
**Landscape Plan**

SHEET NUMBER:  
**L1.01**



○ SHEET KEYNOTES

GENERAL SHEET NOTES



**SUGARHOUSE OFFICE BUILDING**  
 Project Address

SCHEMATIC

#	DATE	DESCRIPTION

ISSUE: Issue Date  
 PROJECT NO: 16082  
 DRAWN BY: RRP/DGH  
 CHECKED BY: DGH

SHEET TITLE

**ELECTRICAL SITE PLAN**

ES101

**1 ELECTRICAL SITE PLAN**  
 SCALE: 1" = 30'-0"

**ATTACHMENT C: BULDING ELEVATIONS & FLOOR  
PLANS**

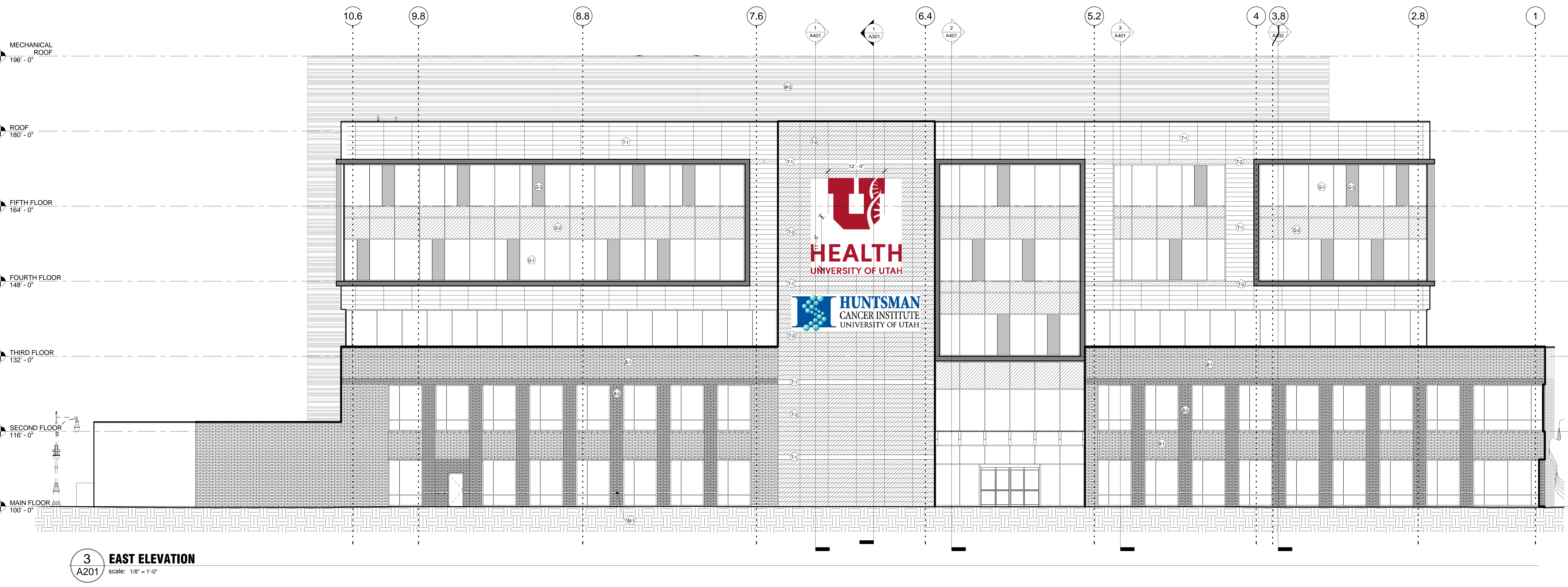
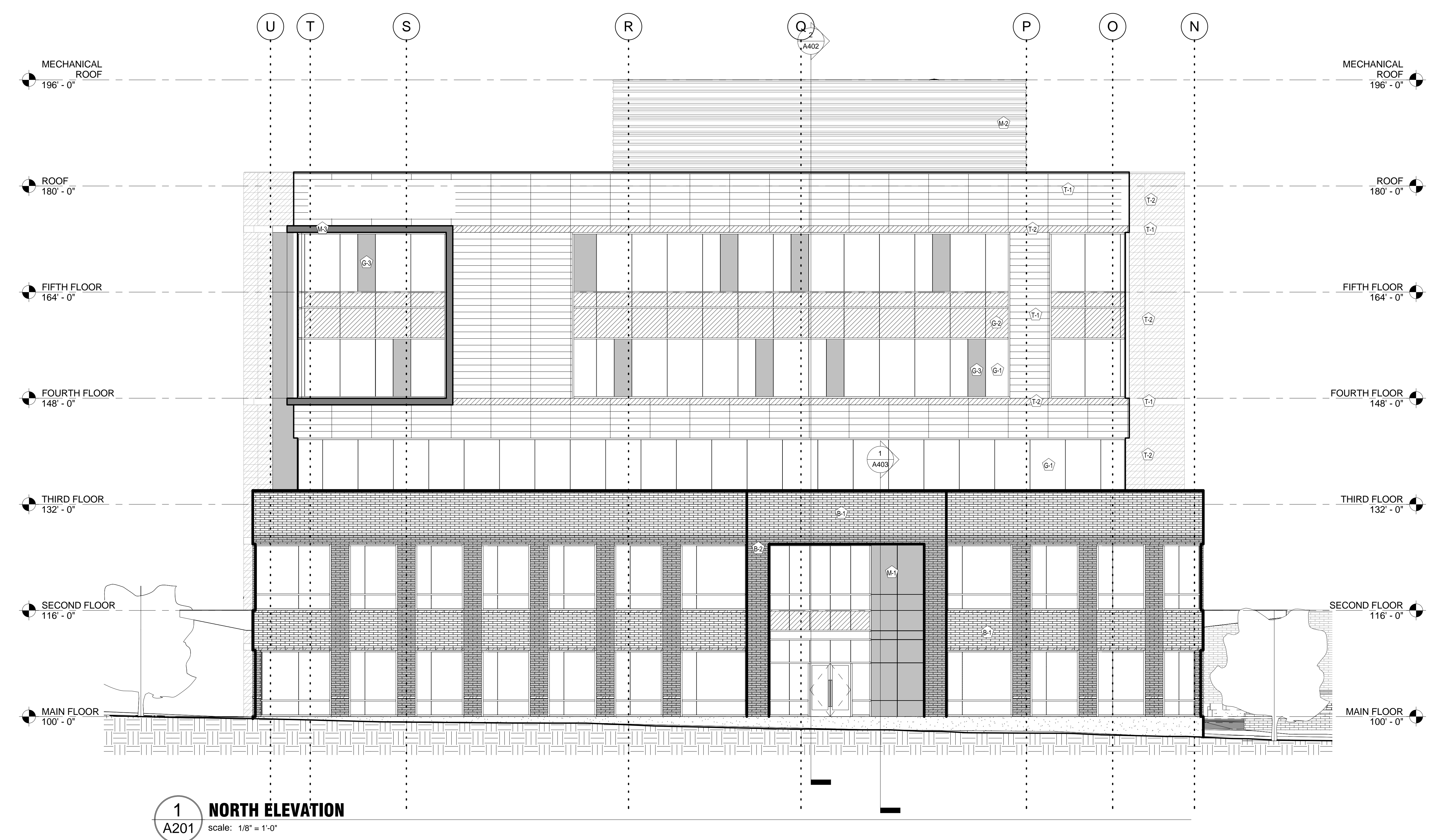
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**MATERIAL LEGEND**

- TERRACOTTA**
- T-1 N.B.K. TERRACOTTA TILES. COLOR: M1.01-0 NATURAL. SIZE: 1' X 6' U.N.O.
  - T-2 N.B.K. TERRACOTTA TILES. COLOR: M7.02-0 NATURAL. SIZE: 1' X 6' U.N.O.
- BRICK MASONRY**
- B-1 INTERSTATE BRICK. COLOR: PLATINUM. SIZE: EMPORER 4" X 16"
  - B-2 INTERSTATE BRICK. COLOR: IRONSTONE. SIZE: EMPORER 4" X 16"
  - B-3 INTERSTATE BRICK. COLOR: ASH. SIZE: EMPORER 4" X 16"
- METAL PANELS**
- M-1 ACM METAL PANEL. COLOR: TBD. SIZE: AS INDICATED ON PLANS
  - M-2 CENTRIA CONCEPT SERIES. CONCEALED FASTENER COMBINATION OF CS-610 & CS-660. METAL PANELS. COLOR: TBD. SIZE: TBD.
  - M-3 BENT ALUMINUM PLATE. COLOR: VALSPAR 397B401 FLUROPON. TANDEM.
- GLASS PANELS**
- G-1 1" INSULATED GLASS. SOLARBAN 250. SEE WINDOW SCHEDULE FOR DIMENSIONS
  - G-2 SPANDREL GLASS. COLOR: TBD. SEE WINDOW SCHEDULE FOR DIMENSIONS
  - G-3 GLAZED IN PLATE ALUMINUM PANEL. COLOR: VALSPAR 399C453 FLUROPON CLASSIC II. HORIZON GRAY. SEE WINDOW SCHEDULE FOR DIMENSIONS

REFERENCE NOTES



**SUGARHOUSE REDEVELOPMENT OFFICE A**  
 2290 SOUTH 1300 EAST  
 SALT LAKE CITY UT 84106

PROGRESS SET

#	DATE	DESCRIPTION

ISSUE: 6.12.2017  
 PROJECT NO: 16082  
 DRAWN BY: BJM  
 CHECKED BY: DD

**BUILDING ELEVATIONS**

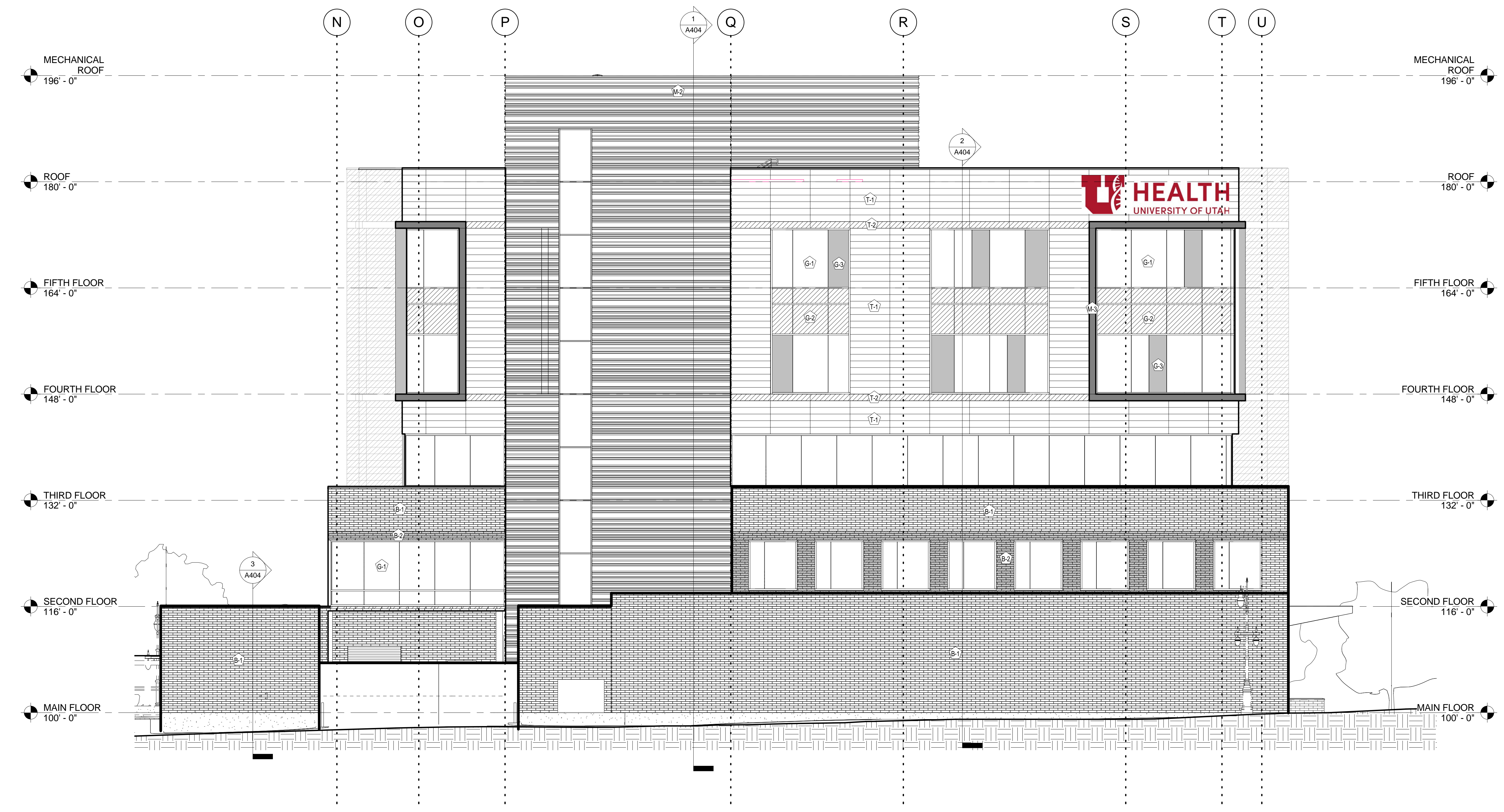
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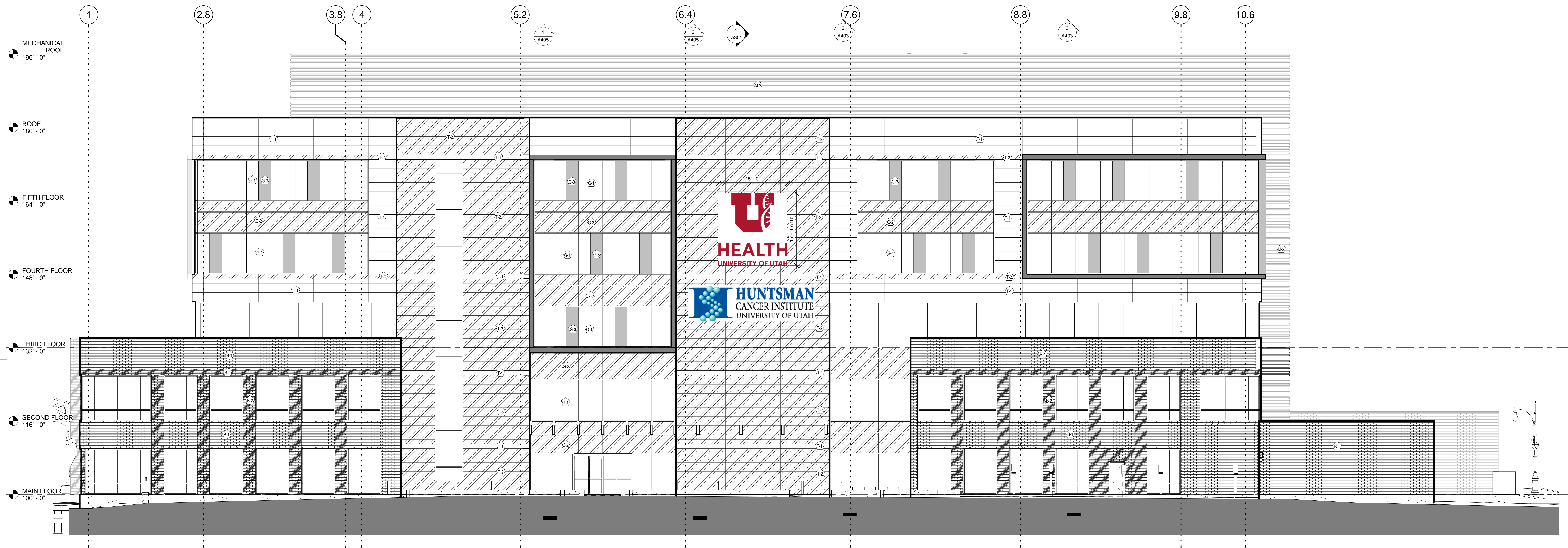
**MATERIAL LEGEND**

- TERRACOTTA**
- T-1 N.B.K. TERRACOTTA TILES. COLOR: M1.01.0 NATURAL. SIZE: 1' X 6' U.N.O.
  - T-2 N.B.K. TERRACOTTA TILES. COLOR: M7.02.0 NATURAL. SIZE: 1' X 6' U.N.O.
- BRICK MASONRY**
- B-1 INTERSTATE BRICK. COLOR: PLATINUM. SIZE: EMPORER 4" X 10"
  - B-2 INTERSTATE BRICK. COLOR: IRONSTONE. SIZE: EMPORER 4" X 10"
  - B-3 INTERSTATE BRICK. COLOR: ASH. SIZE: EMPORER 4" X 10"
- METAL PANELS**
- M-1 ACM METAL PANEL. COLOR: TBD. SIZE: AS INDICATED ON PLANS
  - M-2 CENTRIA CONCEPT SERIES. CONCEALED FASTENER. COMBINATION OF CS-610 & CS-660. METAL PANELS. COLOR: TBD. SIZE: TBD.
  - M-3 BENT ALUMINUM PLATE. COLOR: VALSPAR 3978401 FLUOROPON, TANDEM.
- GLASS PANELS**
- G-1 1" INSULATED GLASS. SOLARBAN Z50. SEE WINDOW SCHEDULE FOR DIMENSIONS
  - G-2 SPANDREL GLASS. COLOR: TBD. SEE WINDOW SCHEDULE FOR DIMENSIONS
  - G-3 GLAZED IN PLATE ALUMINUM PANEL. COLOR: VALSPAR 398C453 FLUOROPON CLASSIC II, HORIZON GRAY. SEE WINDOW SCHEDULE FOR DIMENSIONS

REFERENCE NOTES



**1 SOUTH ELEVATION**  
 A202 scale: 1/8" = 1'-0"



**2 WEST ELEVATION**  
 A202 scale: 1/8" = 1'-0"

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PROGRESS SET

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 CHECKED BY: DD

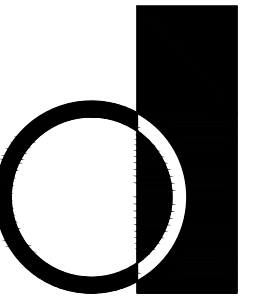
**BUILDING ELEVATIONS**

**A202**









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DEVELOPER

# WESTPORT CAPITAL, SENTINAL DEVELOPMENT

## SUGARHOUSE REDEVELOPMENT OFFICE B

2290 S. 1300 E.  
SALT LAKE CITY, UT 84106

PROGRESS SET

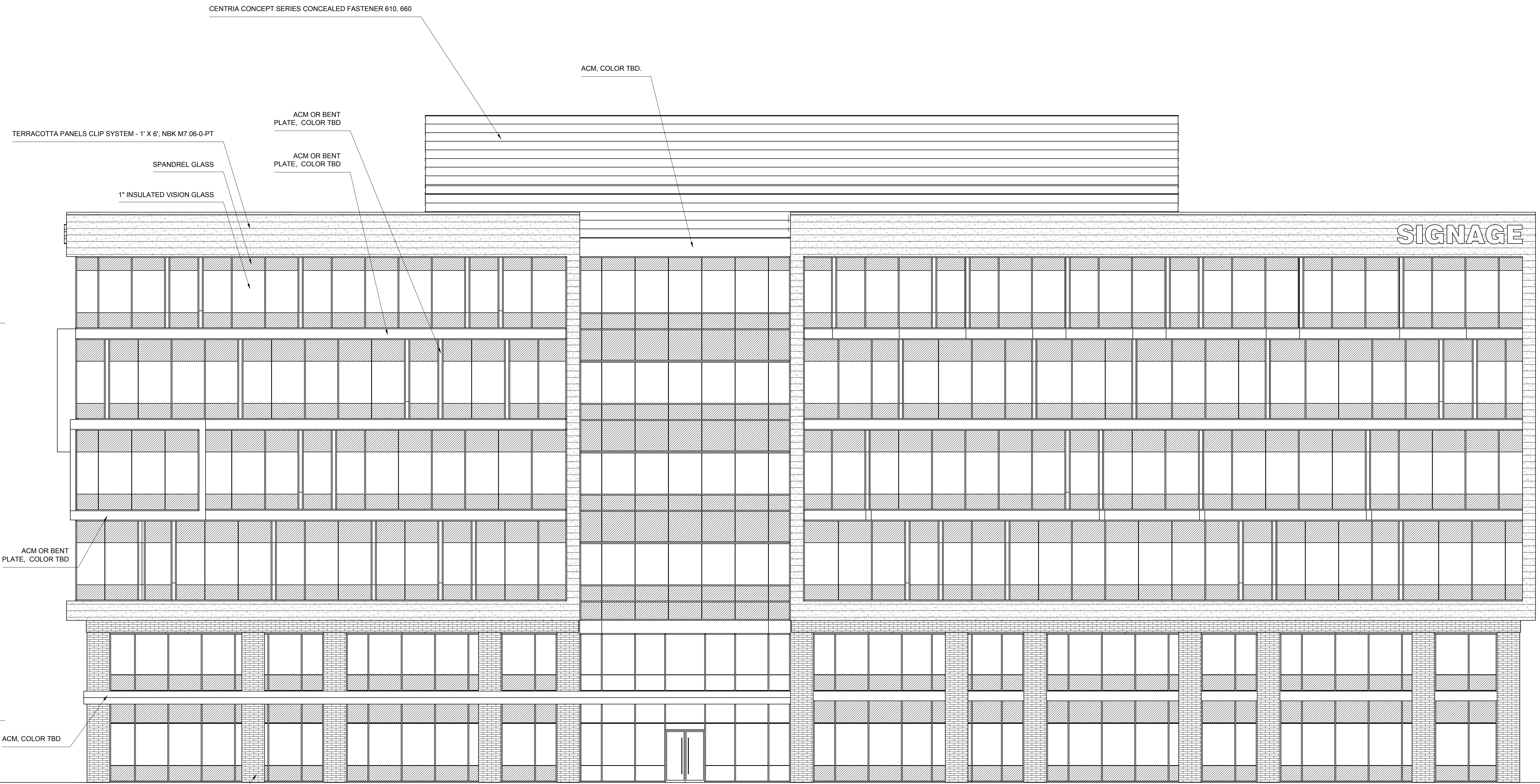
#	DATE	DESC.

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PROJECT NO:	16082
DRAWN BY:	JH
CHECKED BY:	DD

SHEET TITLE

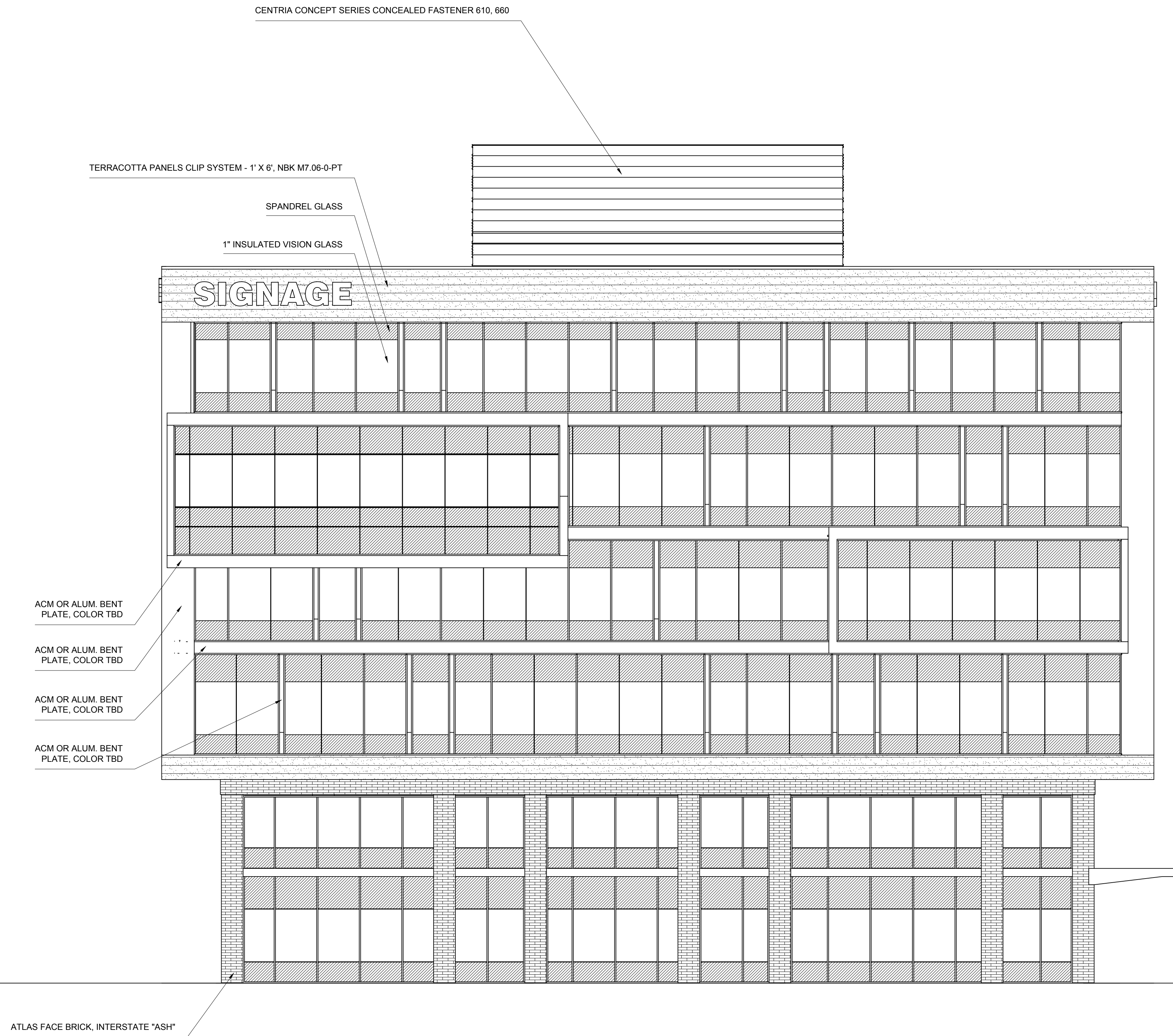
### ELEVATIONS

# A2.0



SIGNAGE

**01 NORTH ELEVATION**  
A2.0 SCALE: 1/8" = 1'-0"



**REFERENCE NOTES**

- 1 NOTES.
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DEVELOPER

**WESTPORT  
CAPITAL,  
SENTINAL  
DEVELOPMENT**

**SUGARHOUSE  
REDEVELOPMENT  
OFFICE B**

2290 S. 1300 E.  
SALT LAKE CITY, UT 84106

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#	DATE	DESC.

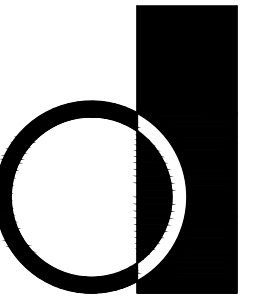
ISSUE: 06.12.2017  
 PROJECT NO: 16082  
 DRAWN BY: JH  
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**ELEVATIONS**

**A2.0**

01 EAST ELEVATION  
A2.1 SCALE: 1/8" = 1'-0"



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DEVELOPER

**WESTPORT  
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**ELEVATIONS**

**A2.0**

CENTRIA CONCEPT SERIES CONCEALED FASTENER 610, 660

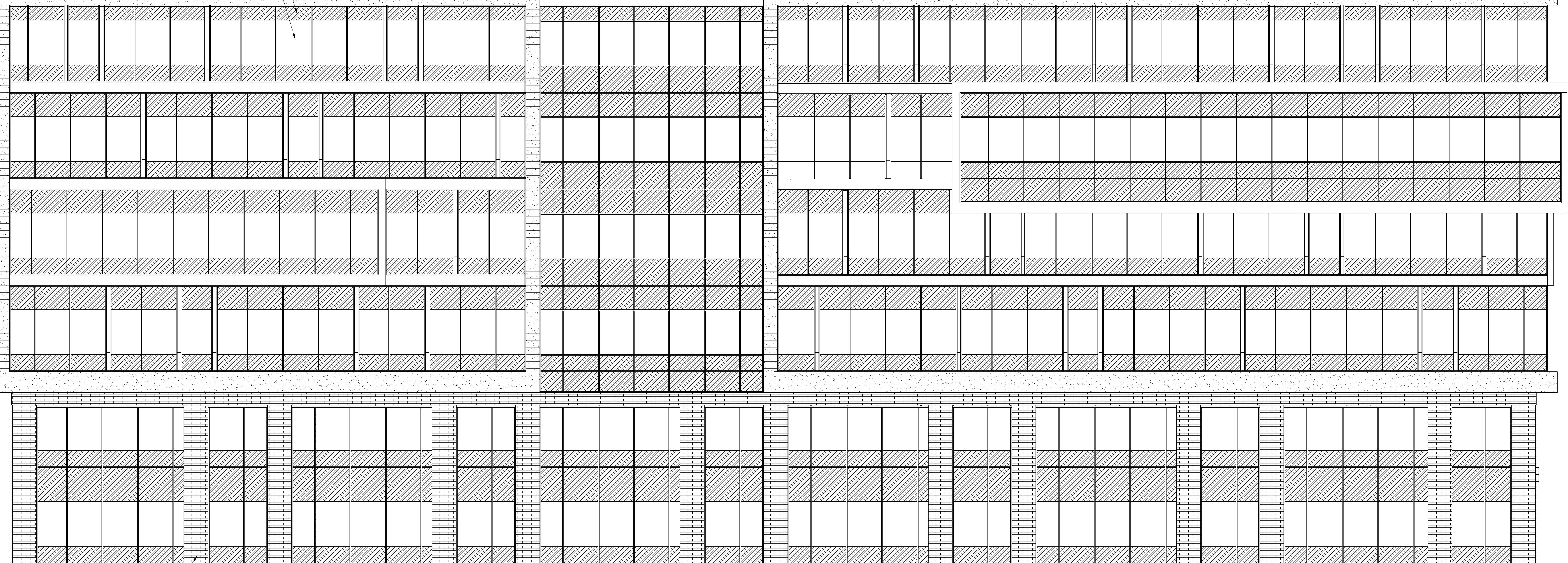
ACM, COLOR TBD.

TERRACOTTA PANELS CLIP SYSTEM - 1' X 6', NBK M7.06-0-PT

SPANDREL GLASS

1" INSULATED VISION GLASS

**SIGNAGE**



ATLAS FACE BRICK, INTERSTATE "ASH"

01 **SOUTH ELEVATION**  
A2.2 SCALE: 1/8" = 1'-0"



DEVELOPER

**WESTPORT  
CAPITAL,  
SENTINAL  
DEVELOPMENT**

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REDEVELOPMENT  
OFFICE B**  
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**ELEVATIONS**

**A2.0**

**REFERENCE NOTES**

- 1 NOTES.
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CENTRIA CONCEPT SERIES CONCEALED FASTENER 610, 660

TERRACOTTA PANELS CLIP SYSTEM - 1' X 6', NBK M7.06-0-PT

SPANDREL GLASS

1" INSULATED VISION GLASS

TERRACOTTA PANELS CLIP SYSTEM - 1' X 6', NBK M7.02-0 NATURAL

ATLAS FACE BRICK, INTERSTATE "ASH"



**04 WEST ELEVATION**  
A2.0 SCALE: 1/8" = 1'-0"

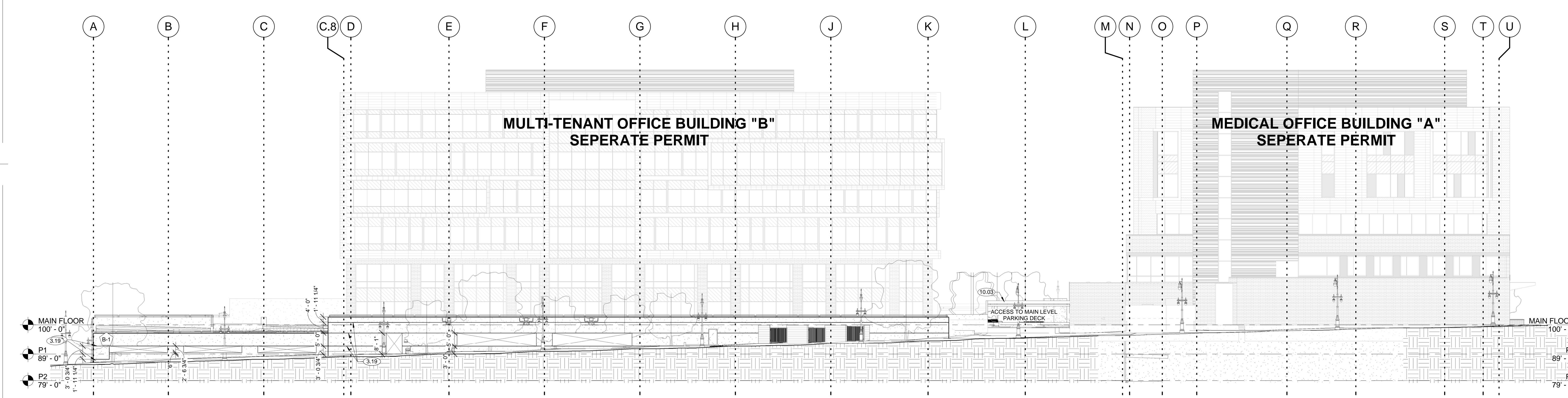
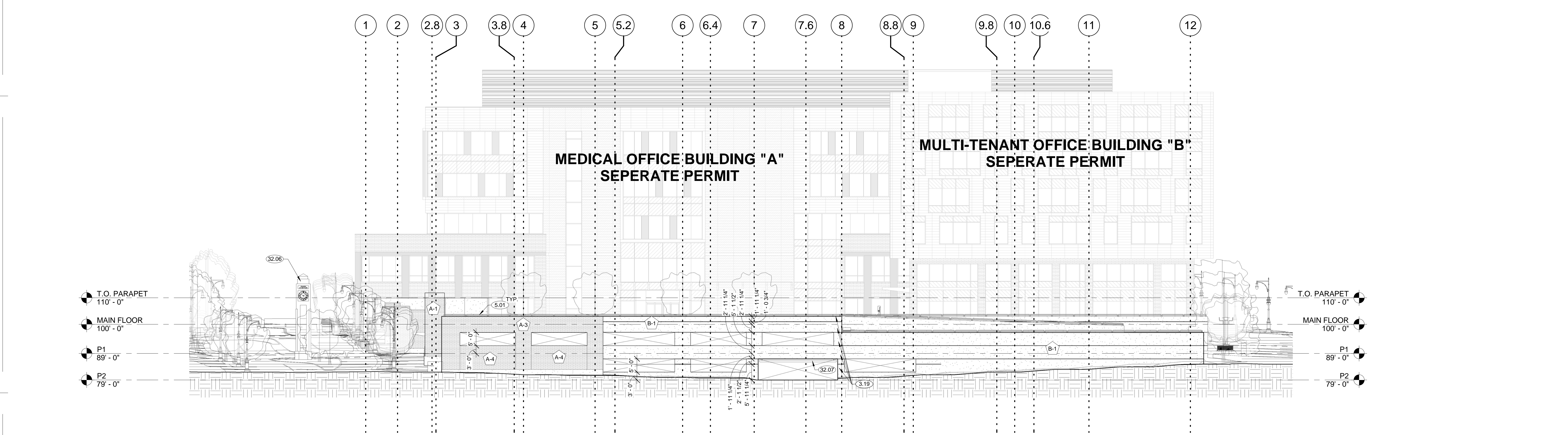
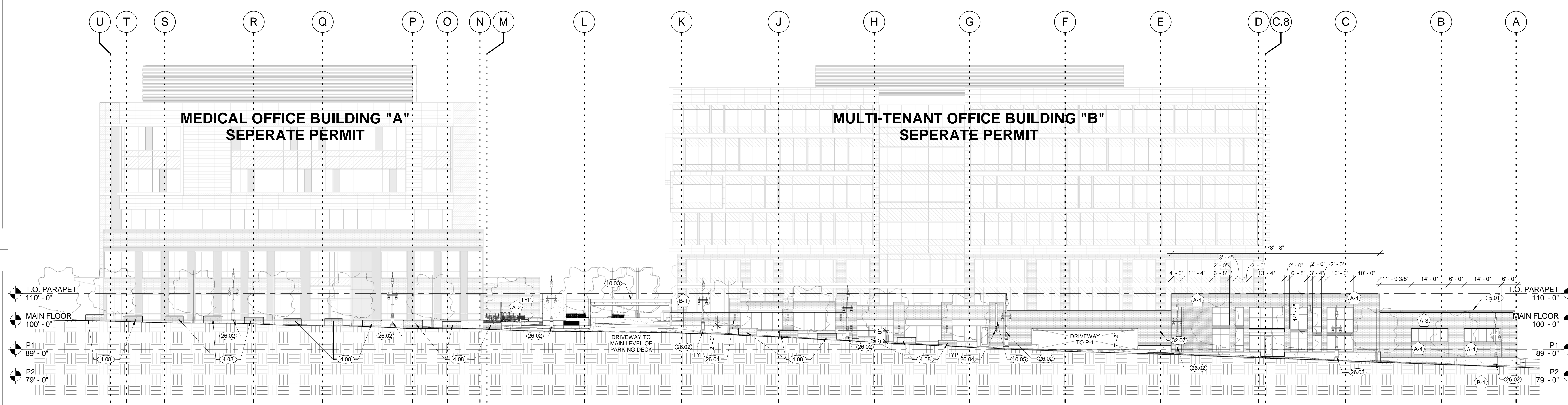


**MATERIAL LEGEND**

- A-1 ATLAS BRICK 8 X 4 X 16, COLOR: ASH
- A-2 ATLAS BRICK 8 X 4 X 16, COLOR: PLATINUM
- A-3 VENEER BRICK, 4" EMPORER 3-9/16" X 3-9/16" X 15-9/16" COLOR: ASH
- A-4 VENEER BRICK, 4" EMPORER 3-9/16" X 3-9/16" X 15-9/16" COLOR: PLATINUM
- A-5 ATLAS BRICK 8 X 4 X 16, COLOR: \_\_\_\_\_
- B-1 EXPOSED CONCRETE

**REFERENCE NOTES**

- 3.19 1-1/2" V-GROOVE IN CONCRETE WALL, SEE DETAIL \_\_\_\_\_
- 4.08 ATLAS BRICK PLANTER WITH PRE-CAST CONCRETE CAP, SEE DETAILS \_\_\_\_\_
- 5.01 1-1/2" DIA. TUBE STEEL GALVANIZED RAILING ON TOP OF CONCRETE WALL, SEE DETAIL \_\_\_\_\_
- 10.03 HEIGHT AND WEIGHT SIGN SPANNING OVER MAIN DECK ENTRANCE, LABEL, CLEARANCE BAR, MAXIMUM CLEARANCE 8'-4", LABEL ON BEAM, MAXIMUM WEIGHT \_\_\_\_\_
- 10.05 BLADE SIGN \_\_\_\_\_
- 26.02 SUGARHOUSE STANDARD STREET LIGHT, SEE ELECTRICAL SITE PLAN AND LIGHTING SCHEDULE \_\_\_\_\_
- 26.04 WALL SCONCE, SEE ELECTRICAL SITE PLAN \_\_\_\_\_
- 32.06 CLOCK TOWER, SEE DETAILS \_\_\_\_\_
- 32.07 CLEARANCE BAR, SEE DETAIL \_\_\_\_\_



**SUGARHOUSE REDEVELOPMENT PARKING GARAGE**  
2290 SOUTH 1300 EAST  
SALT LAKE CITY, UT  
84106

**CITY REVIEW**

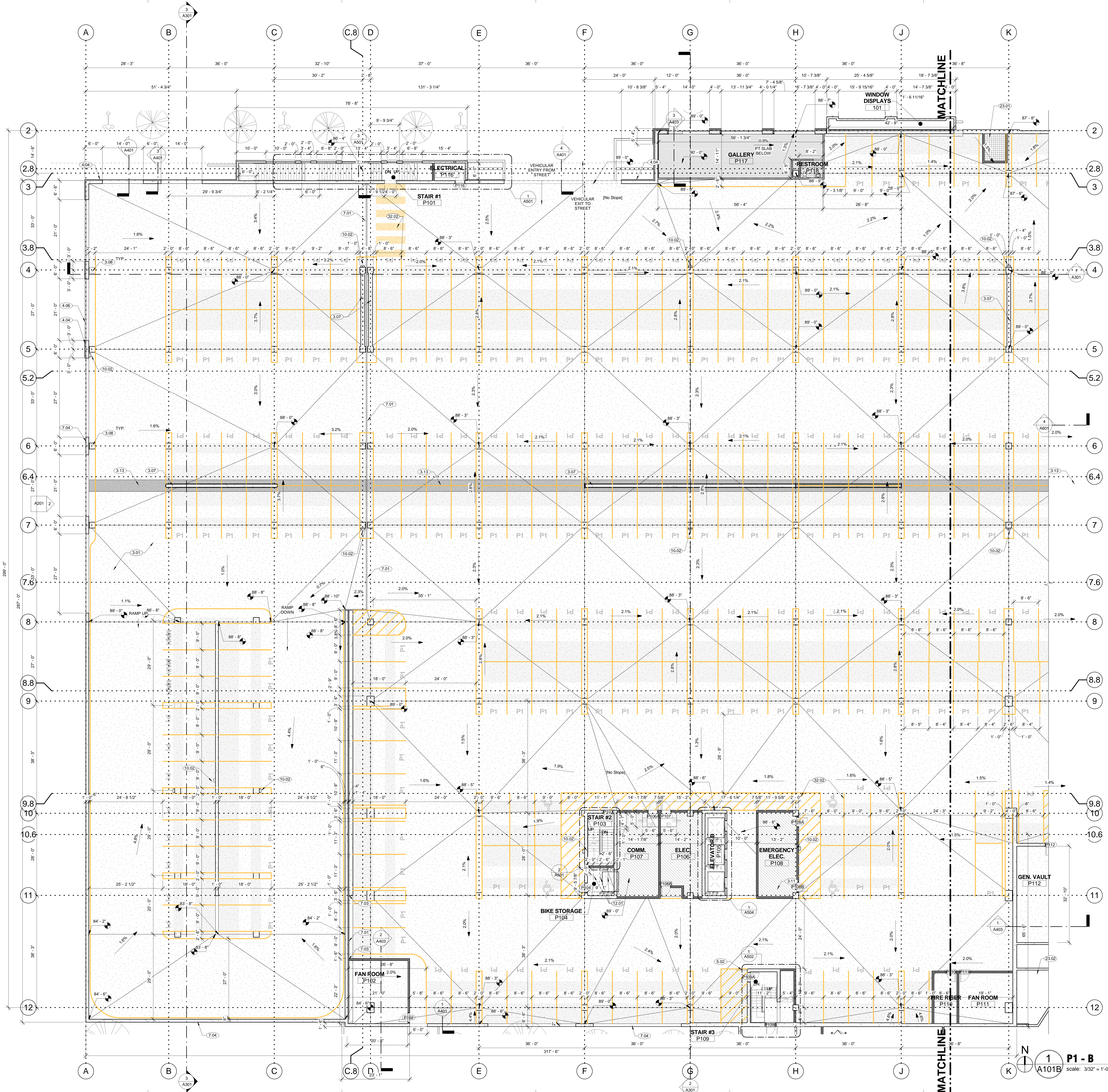
#	DATE	DESCRIPTION

ISSUE: 3.23.2017  
PROJECT NO: 16082  
DRAWN BY: BJM  
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**BUILDING ELEVATIONS**

**A201**

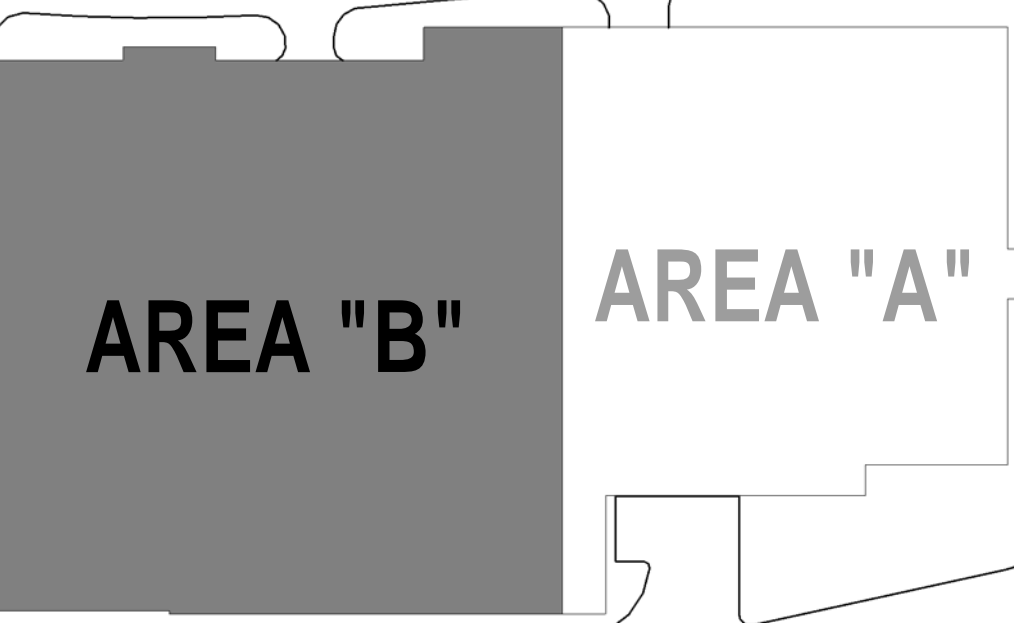




**REFERENCE NOTES**

- 3.01 POST TENSIONED CONCRETE SLAB, SLOPED CONCRETE FLOOR TO DRAINS. SWEAT FINISH. SEE STRUCTURAL.
- 3.07 CONCRETE SHEAR WALL. SEE STRUCTURAL.
- 3.08 CONCRETE COLUMN. SEE STRUCTURAL.
- 3.11 THICKEN CONCRETE TO MEET GRADES NOTED.
- 3.13 CONCRETE POUR-BACK STRIP. SEE STRUCTURAL.
- 4.04 BRICK VENEER COLOR 1
- 4.06 BRICK VENEER, COLOR 2
- 5.02 1-1/2" DIA. TUBE STEEL GUARDRAIL WITH 1/2" DIA. BALUSTERS AT 4' O.C., GALVANIZED, PREPARED AND PRIMED FOR HIGH PERFORMANCE PAINT. VERIFY COLOR WITH ARCHITECT. PRIME AND PAINT ALL WELDS. SEE DETAIL FOR ATTACHMENT TO SLAB.
- 7.01 EXPANSION JOINT SEE DETAILS
- 7.03 VERTICAL EXPANSION JOINT UP WALL
- 7.04 STUCCO HARD COAT OVER CONCRETE WALL AND JOINTS. COLOR
- 10.02 PORTABLE FIRE EXTINGUISHER LOCATION. PROVIDE SURFACE MOUNTED CABINET, PAINTED, WITH GLASS DOOR FRONT. MULTIPURPOSE DRY-CHEMICAL TYPE. UL-RATED MINIMUM 6A50 BC, 5 LB (2.3 KG) NOMINAL CAPACITY, IN ENAMELED STEEL CONTAINER.
- 12.01 INVERTED U BIKE RACK, DERO HOOP RACK, STAINLESS STEEL FINISH OR APPROVED EQUIVALENT.
- 23.01 AIR INTAKE SHAFT. SEE MECHANICAL VENTILATION PLANS.
- 23.02 AIR EXHAUST SHAFT. SEE MECHANICAL VENTILATION PLANS.
- 32.02 PAINTED PARKING LOT STRIPING.

- WALL**
- CONCRETE. SEE STRUCTURAL FOR THICKNESS, REINFORCING, STRENGTH ETC.
  - 4" TALL ATLAS BRICK, COLOR: ASH OR PLATINUM. SEE ELEVATIONS
  - 8" SMOOTH FACE CMU, COLOR:
  - 3-5/8" METAL STUD WALL WITH 5/8" GYP. BRD ON EACH SIDE.



CONSULTANTS

**SUGARHOUSE REDEVELOPMENT PARKING GARAGE**  
 2290 SOUTH 1300 EAST  
 SALT LAKE CITY, UT  
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**CITY REVIEW**

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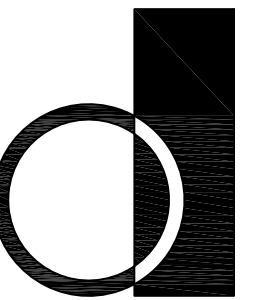
**P1 FLOOR PLAN B**

**A101B**

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02/20/17 6:02:22 PM





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DEVELOPER

# WESTPORT CAPITAL, SENTINAL DEVELOPMENT

# SUGARHOUSE REDEVELOPMENT RESIDENTIAL

2290 S. 1300 E.  
SALT LAKE CITY, UT 84106

## PROGRESS SET

#	DATE	DESC.

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SHEET TITLE

## ELEVATIONS

### A2.0

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**01 NORTH ELEVATION**  
A2.0 SCALE: 3/32" = 1'-0"



**02 WEST ELEVATION**  
A2.0 SCALE: 3/32" = 1'-0"





**01 SOUTH ELEVATION**  
A2.1 SCALE: 3/32" = 1'-0"



**02 EAST ELEVATION**  
A2.1 SCALE: 3/32" = 1'-0"

DEVELOPER  
**WESTPORT  
CAPITAL,  
SENTINAL  
DEVELOPMENT**

**SUGARHOUSE  
REDEVELOPMENT  
RESIDENTIAL**  
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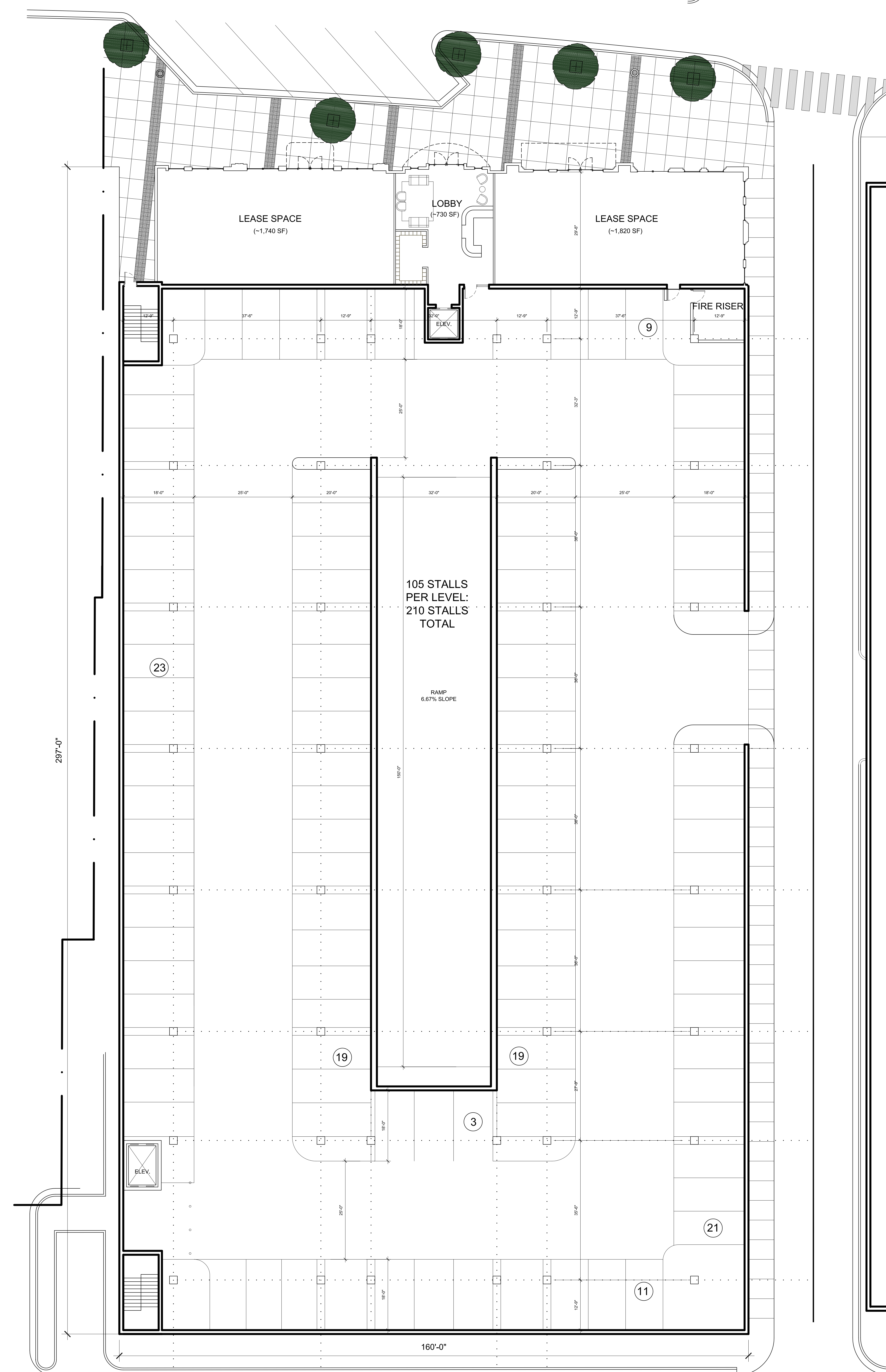
**ELEVATIONS**

**A2.1**



#	DATE	DESC.

ISSUE: 23 MARCH 2017  
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 CHECKED BY: DD



160'-0"

297'-0"

**01 FLOOR PLAN**  
 A1.0 SCALE: 3/32" = 1'-0"

## **ATTACHMENT D: RENDERINGS**

---



# Elevation View of Development, Looking South





View of Office B, Looking South-East





# View of Office B from Plaza Looking South-West





# View of Apartment Building with Retail, Looking South-East





# View of Plaza from Stringham Ave, Looking South





# View of Pedestrian Crossing on Stringham Ave, Looking South-West





# View of University Building and Plaza, Looking East





# View of Art Gallery Space, Looking South-East





**ATTACHMENT E: ADDITIONAL APPLICANT  
INFORMATION**

---



## Sugar House Development

### Summary of Additions and Changes Made Based on Comments Received.

#### Outreach Survey

- 1 Provide a connecting street with wide sidewalks, benches, and plantings.
- 2 Enhance connections and bike paths to transit and trails.
- 3 Ample daytime and evening parking with below grade structure.
- 4 Attractive buildings on all four sides.
- 5 Lighting and landscaping to preserve the historic character.
- 7 Provide public art along the new street.

#### Public Open Houses and Public Comments

- 1 Add articulation to the buildings to make them more interesting and in keeping with Sugar House.
- 2 Provide amenities for bikers on Ashton Avenue (drinking fountain, bench, etc.)
- 3 Verify the street design at the intersections on Highland and 1300 to meet the demands of the project.
- 4 Extend sidewalk through the retail center on the north as possible to connect with the proposed hotel.

#### Sugar House Community Council and Land Use Committee

- 1 Create different storefronts along the new street with varying colors and materials.
- 2 Provide pedestrian connections to the office and medical building entrances.
- 3 Provide different types of signage along the street.
- 4 Change the base of the medical building to be more in keeping with the Sugar House character.
- 5 Provide an entrance to the medical building on the new street.
- 6 Change the office building to not be a typical glass building; more eclectic, add warmth and detail.
- 7 Make the retail buildings less modern in appearance.
- 8 Enhance crosswalks with change of pavement and clear markings.
- 9 Add some tables/seating in front of the retail spaces on the multi-family building.

#### Salt Lake Planning Commission

- 1 Add more active uses on the new street along the face of the parking podium.
- 2 Community art gallery space would be a welcome addition.
- 3 Work on making the medical building frontage tie in better with the materials of Sugar House.
- 4 Increase walkability to surrounding uses with crosswalks and sidewalks as possible.

#### Salt Lake Planning Staff

- 1 Add sidewalks along the driveways that connect Ashton to the new street.
- 2 Replace the existing meandering sidewalk on Ashton with a 10 feet wide concrete bicycle path.
- 3 Provide storefronts along the face of the parking podium.
- 4 Move clinical uses from the north face of the medical building and incorporate visible public spaces.
- 5 Add some seating and table seating in the area of the public plaza.
- 6 Add loading areas at each building and trash dumpsters screened from view.



## Planned Development Ordinance Provisions

While strict adherence to City zoning ordinances and compliance with adopted master plans are important in maintaining consistency and achieving planning goals, the City recognizes that larger developments with varying site conditions can warrant alternative approaches when they result in a more enhanced product than would otherwise be possible. The purpose of the City's Planned Development process is to achieve those enhancements by allowing a project flexibility through innovative architectural design.

The Sugar House district presents a unique opportunity for developers and the community. The property's location at the 1300 East and the I-80 interchange gives it great access to downtown, the University of Utah, Westminster College, ski resorts, and the airport. It is also well situated between two large city parks; Sugar House and Fairmont Park, and the vibrant retail and dining options available in Sugar House's Central Business District. As indicated in the Sugar House Master Plan and Sugar House Circulation Plan, the district has a goal of breaking up its large blocks and creating better pedestrian and vehicle connections through the addition of more through-streets and connections to existing trails systems. While the area boasts a variety of dining, retail and residential options, there is a need for wider mix of uses to provide more daytime users and employment opportunities. The Planned Development process can allow this development to help meet these challenges and produce a better product with some consideration for flexibility in meeting all of the ordinance requirements.

The Zoning Ordinance provisions for Planned Developments (21A.55.010) encourage projects to achieve any of eight specific objectives to warrant exception to strict compliance with the other provisions of the ordinance. The current design achieves six of the eight possible objectives as follows:

**A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;**

The development brings a wide variety of uses to the site including office, retail, medical, residential and public spaces. Each building or use has been designed to be unique to meet its purpose but with an underlying consistency in materials, forms and colors. The retail and public space frontage along the street implement a tie to the past with elements of the art deco movement reminiscent of some of the older buildings in the area and the monument on 2100 South. The residential building also takes a cue from the art deco era with a more modern twist to make it current. The medical building incorporates a base of brick columns to be consistent with the retail development's architectural rhythm, materials and color and includes a storefront entrance with signage similar to the retail uses. The office building used a similar brick colonnade at its base in the same monumental scale as the medical building. Similar brick and terra cotta colors and other materials remain constant throughout the development. The result is a composition with distinct functions that looks like it belongs together with ties to the past, present and future of Sugar House; Eclectic and modern with materials and forms consistent with historic Sugar House.

**B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;**

When Stringham Avenue was abandoned years ago to accommodate the development of the shopping center, not only was the street connection lost between 1300 East and Highland Drive,



but the site was raised to provide a flat floor for the Shopko big box and gravel sumps were installed to collect the run-off from the large parking lot. This development not only restores Stringham Avenue, but also restores the natural grade of the street and provides proper storm water detention. The addition of the connecting private roadway enhances traffic flow in the area and allows for connections of north-south roadways in future redevelopment of the shopping center to the north.

**C. Preservation of buildings which are architecturally or historically significant.**

Not applicable.

**D. Use of design, landscape, or architectural features to create a pleasing environment;**

The private street has been designed to exceed the City standard roadway that exists at the ends of the road on 1300 East and Highland Drive. The added right-of-way width allows for enhancements to improve traffic flow and create a better pedestrian experience. Specifically, from a traffic standpoint, the number of existing driveway connections were reduced and coordinated for future north-south roadway connections, dual turn lanes were added to avoid bottlenecks and the curvature of the street slows traffic while safe pedestrian crossings provide needed connectivity. For the pedestrians, wide sidewalks are provided on both sides of the street with staggered building fronts following the curve to create interest and opportunities for landscaping and outdoor seating. Street trees, raised brick planters, pavement patterns, and street lighting enhance the walkability of the street. The backside of the existing retail building becomes a large scale gallery for vintage photos of Sugar House's past and unique landscaping features. A clock tower at the center of the development in a landscaped island provides for a safer crossing for pedestrians and adds a wayfinding monument of vertical interest. Public plazas of varying size at the back of the existing retail building and in front of the entrances to the medical and office building provide places for public art, seating, and pedestrian connectivity for visitors.

**E. Inclusion of special development amenities that are in the interest of the general public;**

The addition of a new through-street between 1300 East and Highland is one of the most important elements of this project. The new street will improve traffic circulation in the area as well as incorporate many of the ideas we received from our community engagement including community gathering spaces, public art and spaces for local retail, and creating an east side entrance into the Sugar House downtown.

Ashton Avenue is also being restored with the added amenity of a 10 feet wide concrete pathway for bicyclists with a stopping place for filling water bottles, taking a break on a bench or doing bike repairs. All of the other amenities mentioned in D above could also fall under this category.

As a part of the improvements that benefit the general public, the mix of uses provided will do much to enhance the walkability and economic vibrancy of the area; Full outpatient medical services will not only be convenient for residents, but will also bring daytime visitors to the center to bolster the existing retailers. In addition, the medical employees and employees of



the office building will increase the needed daytime lunch crowd to support local restaurants. Complimenting these uses with added residents and some retailers expands the retail marketplace and increases walkability in the area.

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

The vacant ShopKo store and asphalt parking lot will be demolished and replaced with an attractive mixed-use development.

**G. Inclusion of affordable housing with market rate housing;**

Not applicable.

**H. Utilization of “green” building techniques in development.**

The University’s buildings are constructed to the highest environmental standards and generally achieve LEED Silver Certification as a minimum. All of the “green” principles integrated in their other recent satellite medical facilities will be incorporated here. Namely, high-performance building envelope with outboard insulation in a rain-screen exterior wall design, three-stage cooling systems with enhanced commissioning, 100% LED lighting with lighting control systems to manage energy usage, low water usage fixtures, draught-tolerant landscaping, etc.

The office building will be similar with an energy efficient VRF mechanical system, LED lighting with occupancy sensors, energy efficient glazing, low water usage fixtures and landscaping, light reflective roofing, etc. The residential building will follow suite with low water usage fixtures, outboard insulation, high efficient glazing, light colored roofing and draught tolerant landscaping. Lighting of all buildings will be directed to preserve night skies and reduce glare.

With the valuable input received from the community, the Sugar House Community Council, Land Use and Zoning Committee, the City Planners, and the City Planning Commission, we have been able to work together to bring the project into compliance with the ordinances and better meet the needs of the community. Two requirements that merit special consideration as afforded in the Planned Development provisions are the setback of the office occupancy from the private street with a pedestrian connection through a public plaza rather than a setback of the required 15 feet from the street and the inclusion of less than 100% of the parking podium and medical building frontage having retail or public service uses on the private street. The reasons for these considerations are as follows:

**Office Occupancy Location:**

1. Allows the development to meet a community desire for no “back-sides” of buildings in its position as a gateway to Sugar House. The buildings are custom designed to meet the character of Sugar House and showcase its rise as a unique, eclectic, walkable community. The parking is hidden from view from the surrounding roadways and primarily below grade.
2. Meets the University of Utah Health Center requirement for a covered drop-off with adequate stacking and provides accessible parking stalls and valet parking for patients near the entrance.
3. Allows the new street to curve to a wider streetscape with a stepping of building frontages rather than a straight line of building façades on the street as was done on Wilmington Avenue. The widening of the street allows for enhancements on both sides of the street, dual turn lanes to avoid bottlenecks, traffic calming and safer crosswalks.



4. Complies with the Sugar House Master Plan requirement to “Orient large buildings to minimize shadows falling on public open spaces. The height and mass of tall, closely packed buildings should be shaped to permit sunlight to reach open spaces”, and “Require large buildings and groups of buildings to maximize public views of the city's mountain backdrop. In larger projects, view corridors are needed to maintain a sense of living adjacent to the Wasatch Mountains”. By pushing the office occupancy to the south, an abundance of daylight enters the streetscape and public plazas and views are preserved for the community and building occupants.
5. By placing the multi-tenant building away from the private street we are able to better activate Ashton Avenue as well as open the project towards the Sugar House Shopping Center.
6. The views from the office building’s location will attract high-rent employers that add to the economic vibrancy of the Sugar House restaurants and stores while increasing the tax base and sustainability of the community.

#### **Parking Podium and Medical Building Frontage**

1. The parking podium varies in height as the new street descends to the west. The slope makes it possible to enter the top of the podium at grade to the medical and office main entrances, then enter the lower levels of parking directly from the street as the street drops to the west. Approximately half of the frontage is occupied by entrance to the public plaza, parking entrances, and the pedestrian stairway access. The stairway has been enclosed with a curtainwall of glass with large artwork as a backdrop to activate this vertical public space.
2. As suggested by the Planning Commission, nearly all of the remaining parking podium frontage has been dedicated to public gallery space and display windows for the use of the community to support local artists and other public functions. The art gallery space is a use approved by the ordinance. All of the exposed parking frontage has been concealed from view with storefront glass.
3. The University Health Center has been redesigned to have a prominent entrance on the street accessing the facility’s deli and pharmacy with the remaining storefronts used as active public corridors and waiting spaces displaying a gallery of artwork on the walls. Medical exam rooms and private spaces were moved from this side of the building to accommodate the active engagement with the street.

In short, the implementation of the Planned Development provisions of the ordinance have achieved their goal of “encouraging the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building. The planned development resulted in a more enhanced product than would be achievable through strict application of the land use regulations” with the addition of an active and engaging private street that increases connectivity, walkability and economic vibrancy of the community with a needed mix of compatible uses. The development has a cohesive design that fits within the Sugar House urban fabric and sets the stage for proper redevelopment of the properties to the north. The theme of public art space with generous amenities along the streetscape and in the plazas add to the eclectic ambience and the “green” aspects of the buildings reflect the environmental sensitivities of the community.



## 21A.59.060 STANDARDS FOR DESIGN REVIEW

- A. The development consists of a cluster of buildings integrated structurally into two main structures; a medical office building and spec office building combined with a shared parking garage on the east portion of the site, and a separate multi-family residential building with its parking garage below on the west. Both major structures are oriented to the new private street (Stringham Avenue). The residential building has retail functions along its base concealing the parking behind. The office development maintains a similar appearance across its base with entrances to the parking garage on Stringham and the medical office portion containing some retail functions on the east end (pharmacy, optical shop, and deli).

The clustering of the building masses above the parking podiums are oriented toward the community to the north in a gesture that embraces visitors to the site with easy wayfinding while turning their backs to the freeway side.

- B. The pedestrians enter the buildings from the Stringham Avenue side with a main office for the residential building at the base of that building, and the office/parking podium structure with direct walkways into and on top of that structure. In addition, a pedestrian entrance is provided on Ashton Avenue on the south side of the site primarily for bicyclists using the expanded bicycle route along that edge of the development. The closest bus stops for the office buildings are on 1300 East with an exit at grade from the office buildings on the east side. Other bus stops are located on Highland Drive with the Trax S-Line stop just over ¼ mile from the west side of the project. Wide pedestrian sidewalks connect the development along Stringham to those stops as well.
- C. All of the building fronts on Stringham Avenue have incorporated a common theme of pedestrian scale, glazed openings, brick, and storefront entrances with covered canopies. The exposed areas of the parking garage facade have added features including the vertical circulation stair and other embellishments such as planters and outdoor seating to add interest and activity.
- D. Architectural detailing is incorporated on the entire ground floor of the buildings where exposed to view from the street.
- E. The office development parking garage is primarily below grade with exposed portions screened from view with facade elements.
- F. Parking entrances have been limited to one on each level of the garage with an even spacing and clear visibility without blind corners for both pedestrians and drivers.
- G. Dumpsters have been located on the back (freeway) side of the development and are screened from view.
- H. Signage will be added to direct pedestrians to the mass transit stops at each end of Stringham Avenue.
- I. Lighting has been designed to meet or exceed the City's standards on the street with cut-off fixtures on parking to contain light levels within the project boundaries.
- J. Street trees are provided at the recommended 30 feet spacing with other landscape materials complying with the ordinance. Loading facilities are located on the back side of the project.

- K. Additional standards for buildings exceeding 60,000 sq. ft.

1. The large buildings have a vertical offset above the second floor to maintain a two-story scale to the facades. The office building mass on the south side above the podium (at the level of the freeway surface) has a two-story monumental base offset with exposed columns that also add scale and interest to that side of the development. Each of the building areas or sections incorporate horizontal and vertical offsets, sheltering roofs, windows trees and planters with smaller scale lighting.

The parking podium length which exceeds 300 feet in length is reduced by breaks in the facade; the east end is buried below grade with the medical office mass projecting above grade. There is then a driveway entrance at grade and then to the west of that the facade is exposed above grade for approximately 300 feet with various breaks in the massing along the entire length. As suggested by the ordinance, there is not a 300 foot long facade on the street without a break or gap to appear as separate and distinct buildings.

2. The gross square footage footprint for all of the buildings (Residential and office parking podiums) equals 203,606 sq. ft. Public spaces including the upper level courtyard on the residential building and the open public pedestrian ways on the private roadway (Stringham Ave.) total 34,784 sq. ft. and include public plaza spaces, the central clock tower space, and outdoor seating areas. Public art is included in the design and outdoor eating could occur along the front of the retail space at the base of the residential building.

- L. We have attempted to meet all of the requirements of the ordinances and master plans for the area.

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

- A. The roofline of the medical office portion of the project has a unique penthouse screen wall that visually turns into a vertical element on the south side of the building, while the office building portion on the south side has a simple flat roofline representative of that class of office building with a rectangular penthouse/screen wall on top. The residential building has forms that project above and below the roofline to add interest to the massing.
- B. Massing of all of the buildings has incorporated breaks and offsets in the cornices.
- C. Some down-lighting of the building facades and architectural elements will be incorporated with a sensitivity to preserving the night sky.



## Ordinance Compliance

### 21A.26.060: CSHBD SUGAR HOUSE BUSINESS DISTRICT (CSHBD1 AND CSHBD2)

- A. The site is in the Sugar House Business District-1 and meets the purposes of the zone to promote a mix of uses including healthcare, retail, office, and residential. Pedestrian and bicyclist connectivity between functions and the surrounding community and ease in identifying and accessing the parking and patient drop-off are paramount to the plan.
- B. All of the proposed uses are “permitted” in this zone (Table 21A.33.030).
- C. The project is in compliance with the **Adopted Business District Design Guideline Handbook** referenced in this ordinance and found in the Appendix to the Sugar House Master Plan. The following paragraphs (Items 1 through 9) address those guidelines line by line.
  - 1. **Pedestrian/Bicycle System Design:**
    - a. Pedestrian walkways are provided to connect between buildings and the surrounding uses with wide public promenades coupled with active uses in adjacent buildings.
    - b. Pedestrian safety is maintained by separating the vehicular traffic from the walkways with raised planters, street trees and properly placed crosswalks and traffic calming measures.
    - c. Special pavement patterns including brick pavers have been implemented along the pedestrian corridors and building entrances.
    - d. The pedestrian ways connect from building entrances to the street and through the block from 1300 East to Highland Drive along the reconnected Stringham Avenue.
    - e. Signage will be incorporated to direct pedestrians to the building entrances and to the existing retail center on the north side of the street.
    - f. The clustering of the buildings on the parking podium with entrances toward the community and the back of buildings on the freeway side enhances wayfinding and brings light and openness to the pedestrian spaces. Engaging retail or retail-like uses where possible at the base of the buildings with exposed active vertical circulation along the street help maintain scale and activity with a high degree of walkability.
    - g. The entire street frontage has been enhanced for pedestrian use, including the north side of the street. Instead of running Stringham Avenue in a straight line from 1300 East to Highland Dr., which would have positioned the public sidewalk directly against the back wall of the existing retail center on the north side of the street, curvature was added to the street to pull the pedestrian sidewalk away from the back of the building and allow for generous landscaping, a mini-plaza, and areas of public art. Landscaped islands in the street enhance the pedestrian experience, calm traffic and provide for a clock tower centerpiece at mid-block, reminiscent of the monument on 2100 South in the same Art Deco style. The extra wide island at mid-block provides for a safer crosswalk where pedestrians only have to deal with crossing a single lane of traffic at a time.
    - h. The pedestrian experience is enhanced with canopy overhangs along with a canopy of street trees along the roadway.

- i. In accordance with the City’s master plan for bicycles, an improved bike path is included along the south side of the site (Ashton Avenue) with a ten feet wide, concrete paved pathway replacing the current five feet wide meandering sidewalk. In addition, a cyclist rest area with a water bottle filling station/drinking fountain is provided at mid-block. Streetscapes include the Sugar House standard street lights, benches, trees, public art, and plantings as recommended in the Guidelines.
- j. All intersections, building entrances and public ways have been designed to meet ADA requirements.
- k. All walkways meet or exceed the recommended widths and incorporate materials distinct from vehicular paths to define the pedestrian ways, including new crosswalks.
- l. Uneven paving materials are avoided and drainage grates are designed to allow safe passage by bicycles and pedestrians.

### 2. Vehicular Circulation and Parking Design Guidelines:

- a. On street parking at the entrances to retail functions along the base of the residential building are included for convenience and as a buffer for pedestrians.
- b. Structured parking is included with coordinated landscaping and incorporating elements of retail and other active uses as possible.
- c. Uniform signage will be provided at entrances to the parking which occurs at three places along the street frontage.
- d. Parking is shared between buildings and developments as suggested.
- e. Surface parking areas include landscape islands with new landscape buffers between existing parking lots and the new Stringham Ave.
- f. Primary access points to parking are coordinated with existing and new entry points to align across from each other with generous left-turn stacking lanes in both directions.
- g. Access points have been minimized by providing one entrance to each level of parking and avoiding congestion by dispersing the parking exits along the street.
- h. Service and trash areas have been located behind the buildings with enclosure walls and gates to screen from view.

### 3. Residential Parking:

- a. Residential Parking is provided in a parking structure with retail storefronts on Stringham Avenue as suggested.

### 4. Building Architecture and Siting:

- a. The scale of the new buildings has been reduced by incorporating a Sugar House streetscape scale of one to two stories along Stringham Ave. and on the 1300 East side with a step back for the upper stories. By positioning the high-rise office building (six stories over structured parking) on the south side of the site away from Stringham Ave. allows for an enhanced pedestrian scale along the street with an abundance of light and visibility of the building frontages as you enter the site as opposed to placing the office building directly on Stringham which would have faced the buildings’ main entrances away from the community and hidden from view as you enter the site.



- b. The building bases along the streets use the materials and more traditional scale common to the Sugar House area including brick, narrower punched storefront windows, and awnings overhanging the walkways. The upper stories and the office building on the south side are more contemporary in composition as a demonstration of Sugar House’s grounding in the present and with a view to the future. The materials used are complimentary and provide detailed exteriors with an interesting interplay of form and materials.
  - c. The first floor of buildings on the street will have clear glass as recommended while the upper levels will be slightly tinted and include higher energy efficiency with special coatings.
  - d. The exterior materials used on the office buildings are of the highest quality, brick, terracotta, metal, and glass. The residential building will be complimentary with a similar color palette comprised of brick, metal glass and composite materials.
  - e. All mechanical equipment will be screened from view with architecturally integrated elements of the building.
  - f. The requirement for large buildings to be oriented to minimize shadows falling on the public spaces to permit sunlight to reach open spaces has been carefully implemented in the design by positioning the center office building to the south.
  - g. Large buildings have been placed to maximize the view of the City’s mountain backdrop. Both for the building occupants and for those passing by with vistas preserved between the building rather than a wall of buildings along Stringham Ave. The curvature of the freeway on-ramp and associated property line on the south east corner of the site allowed for the south office building to project beyond the University of Utah building to widen that gap and capture better views for both buildings.
  - h. The inclusion of a clock tower at the project center and mini-plaza on the north side of Stringham enhance the three-dimensional quality of the pedestrian space.
  - i. The University has a full-size loading dock for large trucks that is fully enclosed with 14 feet tall screen walls. The other buildings have smaller loading areas positioned along the backside of the project where the freeway rises to a height well above the loading stalls to minimize their direct visibility.
  - j. The massing of the structures provides for the tallest buildings to be furthest from the pedestrian ways along the freeway preserving the scale along the street. The buildings are arranged as recommended in a cluster. The buildings vary in height from five stories for the U of U, to six stories for the office building, and five stories with shorter floor-to-floor heights for the residential building which adds variety to the skyline.
  - k. The U of U building on 1300 East was minimized in length on the upper stories to preserve views for the other buildings on the site.
  - l. All sides of the buildings have equal attention to details and materials to give a consistent, high quality appearance from every direction.
5. **Landscape Design Guidelines:**
- a. A consistent landscape appearance has been created for the entire development including trees, ground covers, shrubs, and flowers appropriate to the climate and area. A variety of textures, colors and heights have been used.
- b. Landscaping provides appropriate separation of vehicle and pedestrian paths including the use of raised planters. Tree grates specified are five feet by five feet in accordance with the recommendations.
  - c. All plants are sized as recommended or larger.
6. **On-site Lighting Design Guidelines:**
- a. All street lighting is Sugar House standard light poles spaced for both lighting and appearance, meaning a tighter spacing than required. The light fixtures include secondary fixtures to better light the pedestrian way.
  - b. To the extent allowable, facades of the lower levels will have lighting directed downward in accordance with night-sky preservation recommendations. Accent lighting and electrical outlets for holiday lighting of trees are incorporated into the design.
  - c. Parking lots have been designed with minimal height poles to achieve lighting levels required by the City without dark areas to deter undesirable activities.
7. **Streetscapes:**
- a. A consistent theme with regular street lighting and amenities, along with well-defined pedestrian paths are included as described above.
8. **Signage:**
- a. Signage will include the following: reuse of the existing ShopKo pole sign location for a new tall project monumental sign highlighting the major tenants in the development.
  - b. Building wall signs to identify each building.
  - c. Possible roof signs on the mechanical screen walls to identify the buildings on the freeway side.
  - d. Directional signage to aid drivers and pedestrians to locate building entrances.
  - e. Address signage as required by code.
  - f. All signage will have a professional appearance in keeping with the quality of the buildings on the site.
9. **Off-Site Development Guidelines** were not applicable since the roadways will be privately owned and maintained.
- D. Conditional Building and Site Design Review is required since the buildings exceed 50 feet in height.
- E. No minimum lot area or width is required.
- F. **Minimum Yard Requirements**
- 1. No minimum yard required for front and corner side yards.
  - 2. The maximum setback of 15 feet has been maintained around the development.
  - 3. No interior side yards are required.
  - 4. No minimum rear yard is required.
  - 5. Buffer yards are not required since development does not abut a residential district.



- G. Maximum Height.
  1. Each level of building square footage above thirty feet is matched with an equal square footage of residential development on the site in the multi-family building. It is assumed that the intent is to limit buildings to scale of two stories in stipulating thirty feet since parapet heights can vary and sloped sites may require a more liberal interpretation as to where the height is measured. We would like to request a variance for the University Building to allow the height of the first two floors of that building to extend to thirty two feet above the finish grade along its east facade. The reason being that medical uses need slightly more clearance for mechanical ducting. As Stringham Avenue slopes down to the west, the height of the first two stories varies along the north façade. In consideration of the variance, we can keep the parapet at the top of the thirty-two feet tall walls to a minimum such that the overall wall height will not exceed that of typical two-story buildings in the area. The office building only requires fourteen feet floor to floor and is not located directly on the street, so no special consideration is needed for that building. All square footage above the second floor of that building was included in the residential matching square footage.
  2. Maximum building height may be up to 105 feet since at least ninety percent of all parking is structured parking. Actual building heights are well below the maximum allowed.
- H. Minimum First Floor Glass.
  1. All first floor building elevations have on Stringham have 40% glass surfaces, non-reflective glass. The only exception is the parking garage that incorporates some openings without glazing for ventilation where the openings have been sized to equal the typical glazed openings along the street frontage.
- I. Mechanical equipment on the roofs are screened from view.
- J. First Floor/Street Level spaces have incorporated retail service establishments and/or the appearance of retail uses along the walkway including the front of the Residential building, portions of the University medical center (pharmacy, optical, deli) and the façade of the parking garage.
- K. Residential requirement for mixed use is met on the same site as the other buildings.

**21A.36.250: RECYCLING AND CONSTRUCTION WASTE MANAGEMENT**

- A. Recycling collection stations have been located for each building adjacent to the trash collection stations.

**21A.44.020: GENERAL OFF STREET PARKING REGULATIONS**

- A. Parking is provided in a shared structure for the two office buildings and a separate structure for the multi-family residential building.
- B. Access to the parking is limited to one entrance per level from the street with bicycle traffic occurring on the south side of the development to be uninterrupted by vehicle driveways.

- C. The parking stalls serve no other purpose other than parking for guests, patrons, occupants or employees.
- D. Accessible parking stalls have been provided closest to each building entrance or elevator entrance equal to two percent of the total number of stalls along with additional accessible stalls as required for rehab patients receiving treatment in the orthopedic clinic.
- E. Parking stall widths provided are minimal 8'-3" wide with the majority at 8'-6" wide. A number of the stalls are wider than these due to the spacing of columns around the perimeter or near the core of the buildings above. All stalls are 90 degrees to the aisle with a minimum depth of 18 feet and an aisle width of 24 feet in accordance with table 21A.44.020.
- F. The existing parking lot on the north side of Stringham Ave. currently has parking rows ending with islands along Stringham. These row ends will be reconfigured to create a landscape buffer between the parking lot and the street with access points only where aligned with access points on the opposite side of the street. All of the City required specifications for the surface parking stalls will be followed:
  1. Design conforms with required standards for min. distance between curb cuts, proximity of curb cuts to intersections, shared driveway provisions, design of landscape islands, and interior circulation requirements.
  2. Landscape screening of parking is not possible on the road or aisle on the east side of the development since the roadway is shared with the property owner to the east (Red Lobster restaurant) with the property line in the center of the road. The parking stalls provided on the west side of that roadway are designated as shared stalls between the two developments in the CC&R's. The existing parking lot on the north side of Stringham is shared and continuous with the parking field for the existing retail center. As such, it is not intended to separate the existing parking lots with landscaping along the property line since they serve as one parking lot with a recorded cross-access agreement.
  3. All new parking lot lighting utilizes cut-off or directional lighting to avoid light shining on adjacent properties.
  4. All parking areas will contain necessary direction and traffic control signage.
  5. Curb cuts meet the standard of being more than 100 feet apart and do not exceed 30 feet as required.
  6. Surface parking lots have been provided with clear pedestrian pathways from the parking lot to the building entries or public sidewalk and marked with pavement marking.

**21A.44.030: NUMBER OF OFF STREET PARKING SPACES REQUIRED**

- A. The required minimum parking stalls per Table 21A.44.030 is 5 stalls per 1,000 sq. ft. (Usable Area) for medical use (U of U Medical Center building), 3 stalls per 1,000 sq. ft. (U) for the main level of the office building and 1.25 stalls per 1,000 sq. ft. (U) for the upper levels of the office building.
  1. The medical use building has 160,514 sq. ft. (U), thus requiring 803 stalls.
  2. The office building has main level has 21,493 sq. ft. (U), thus requiring 64 stalls.
  3. The office building upper floors have a total of 122,666 sq. ft. (U), thus requiring 153 stalls.
  4. Total minimum number of stalls then required for the shared parking structure = 1,020 stall which is less than the number of stalls provided.



- B. The maximum parking stalls allowed for the CSHBD-1 is not listed in the Table of District Specific Maximum Parking Allowance. Therefore, the maximum allowed is equal to the minimum allowed + 25%, or  $1,020 + (.25 \times 1,020) = 1,275$  stall maximum. Actual stalls provided equals 1,222.
- C. The required parking stalls for the multi-family dwellings per Table 21A.44.030 is 2 stalls per dwelling with 2 bedrooms, 1 stall for dwellings with 1 bedroom, and ½ stall for single-room occupancy dwellings under 600 sq. ft. Whereas this building will be constructed after the University of Utah building and the office building, the plans are still being refined and will be updated in our submittal as they are completed. The residential building overall square footage has been determined to equal or exceed the square footage of the office building square footage above their second floors and will contain a mix of two bedroom, one bedroom and some single room (studio) units. We are anticipating approximately 200 units with two levels of open parking garage below at the ratios required. There are currently 208 parking stalls in the plans for the parking garage suggesting mostly one bedroom units with about an equal ratio of two bedroom to studio units. Exact ratios and number of units to be determined as the plans are completed.

**21A.44.080: SPECIFIC OFF STREET LOADING REQUIREMENTS**

- A. The schedule of off street loading for office uses specifies one short berth (10 feet x 35 feet) is required for each of the three buildings. We have provided the loading berths as suggested with the exception of the University medical center which will have a full loading dock to accommodate large truck deliveries in lieu of a short berth.

**21A.44.050: TRANSPORTATION DEMAND MANAGEMENT**

- A. Electric Vehicle Parking is provided at one marked stall for every 25 stalls which equates to 50 stalls for the two office buildings and eight stalls for the residential building. Charging stations will be provided as required, but we would like to provide conduits with sufficient power to the stalls with a reduced number in place, then provide the remaining charging stations as demand warrants. Stalls have been located nearest the elevators for each building.
- B. Bicycle parking spaces are required at the rate of 5% of the number of parking stalls provided for the residential building and 10% for the office buildings which equates to 125 bicycle stalls for the office buildings and ten stalls for the residential building. At least twenty-five percent of the bicycle parking spaces will be in secured areas of the parking garage. Similar to the electric vehicle parking, we would like the City to consider allowing us to allocate spaces for the bicycle parking, but provide a reduced number of racks or secure areas to correspond with the demand.

**21A.46.090: SIGN REGULATIONS FOR MIXED USE AND COMMERCIAL DISTRICTS**

- A. Adhering to the signage standards for the CSHBD District, we anticipate providing the following signs:
  1. Construction Sign – up to one per street frontage allowed, 64 sq. ft. max. per face not exceeding 12 feet tall (construction instructional sign for visitors and employees).
  2. Flat Sign – one per business storefront along Stringham Ave., max. two sq. ft. per linear foot of store frontage, limited to two lower floors of building (store/business identification for service retail establishments on Stringham).

3. Monument Sign – one per street frontage allowed, max. 100 sq. ft., up to 20 feet tall. (Entrance identification for the main entrances to the office buildings on Stringham).
4. New Development Sign – one per project up to 80 sq. ft., 12 feet tall (announcing the development).
5. Pole Sign – one per street frontage, max. 100 sq. ft. for multiple businesses up to 25 feet tall (replacement for the current ShopKo pole sign).
6. Private Directional Sign – as needed to direct visitors, 8 sq. ft. max., 4 feet tall.
7. Projecting Building Sign – up to one per street frontage, max. 40 sq. ft., (may be used to identify residential building with a vertical sign).
8. Public Safety Sign – as needed, up to 8 sq. ft., 6 feet tall.
9. Real Estate Sign – up to 1 per street frontage, max. 64 sq. ft., 12 ft. tall (advertisement for leasing).
10. Wall Sign – up to 1 per building face, 1 sq. ft. per linear foot of building face. Single-tenant building may combine sq. ft. for both storefront and general building orientation to construct one large sign.

**21A.48.050: DESIGN STANDARDS AND GUIDELINES FOR LANDSCAPING**

- A. Landscaping has been designed to meet the design standards and guidelines in terms of plant sizes and types.

**21A.48.055: WATER EFFICIENT LANDSCAPING**

- A. Landscape standards for water efficient landscaping have been implemented with proper plant selection for compatible hydrozones. Irrigation system is designed to avoid overspray and conserve water in accordance with the Salt Lake City Landscape BMP's For Water Resource Efficiency and Protection.

**21A.48.060: PARK STRIP LANDSCAPING**

- A. Park strip trees meet the requirement for minimum spacing of 30 feet and minimum size of 2" caliper.
- B. Paving materials have been used between raised planters to create a consistent look of low growing plants, trees with tree grates, and pavement patterns. The landscaping provides a buffer for pedestrians from the traffic on the road.

**21A.48.070: PARKING LOT LANDSCAPING**

- A. Parking lot on the north side of Stringham Ave. is existing and has not been shown to be improved as part of the development on the south side of the road except for the landscape perimeter buffer and a sidewalk along the Olive Garden parcel to provide walkable access to the development.
- B. Some on-street parking has been provided on the east side of the University of Utah building to supplement this development and the Red Lobster parking lot to the east as part of the shared access and parking agreement between landowners.
- C. Some on-street parking has also been shown in front of the retail/service space on Stringham at the multi-family residential building.



- D. Perimeter parking lot landscaping has been shown along Stringham in lieu of the existing parking aisles.
- E. Concrete curbs have been included around all parking lot landscaping.
- F. In accordance with Table 21A.48.070G, perimeter landscaping includes trees and shrubbery have been included along the existing parking lot on Stringham Ave.

**21A.48.080: LANDSCAPE BUFFERS**

- A. No buffers required as development does not abut a lot in a residential district.

**21A.48.090: LANDSCAPE YARDS:**

- A. This section does not apply.

**21A.48.100: SPECIAL LANDSCAPE REGULATIONS**

- A. No applicable requirements.

**21A.48.110: WATER EFFICIENT LANDSCAPING**

- A. In lieu of providing scenic landscaping along I-80, the developer has proposed creation of a 10 feet wide concrete bicycle pathway in accordance with the City's master plan for bicycle routes.

**21A.48.120: SCREENING OF REFUSE DISPOSAL DUMPSTERS**

- A. All refuse dumpsters have been screened from view with solid enclosure walls and gates.



## **ATTACHMENT F: EXISTING CONDITIONS**

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### **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 office use is permitted in the zone as the developer has also incorporated sufficient multifamily residential space to offset the office space above 30 feet in height as required by ordinance.

The below information is an extract from the master plan of a variety of policies that are relevant or related to this development. These include overall general policies, policies about the future land use for the property (“Town Center Scale Mixed Use”), and more specific policies directed at the specific location of the property (“Sugar House Center”).

The plan includes the below policies related to the request. Staff has included discussion about the project’s compliance with the applicable policies after each of the general plan sections noted below:

#### **(General Policies)**

- *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.*
- *Provide for the strengthening of the tax base, economic health, and sustainability of the community.*
- *Support the addition of art in public areas and incorporate art into new development projects.*
- *Retain views of the mountains where possible.*

**Staff Discussion:** With regard to these general policies, the proposal adds the potential for more jobs and a higher daytime population to the area which could support greater transit use in the future. The site is within walking distance to the S Line streetcar as well as the bus route on 1300 East which is a high frequency route during peak hours. The proposal further implements elements of the Sugar House Circulation plan that do not currently exist. The development also provides multimodal transportation options by implementing a portion of the Pratt Trail as identified in the *Sugar House Master Plan* and *Sugar House Circulation Plan*. The incorporation of office into the Sugar House Shopping Center area



will increase the number of visitors to the area, helping strengthen the tax base and economic health of the City. Art is being incorporated into the plaza and art space is being incorporated into public areas of the development and the developer has shaped the buildings in part to preserve views to the mountains.

### ***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.*
- *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.*

***Staff Discussion:*** The proposal incorporates wide sidewalks, plaza spaces with landscaping, street furniture and public art incorporated into these spaces. While the development does not strictly comply with the policy suggesting retail and restaurants should be located on the first floors of all buildings, they are asking for flexibility which is suggested by the below text regarding the Sugar House Center regional shopping area.

### ***Sugar House Center***

*The Sugar House Center warrants special attention as part of the Town Center Scale Mixed Use designation in the business district. This specific area is located between Highland Drive and 1300 East and bound by Wilmington to the north and I-80 to the south. This area has been developed as a regional scale commercial center with Shopko functioning as the anchor store. Clients will travel three to five miles to shop at this center and most will arrive via automobile. This area is auto intensive in nature and*



*characterized by retail shops surrounding a large asphalt parking area. The parking area is not particularly pedestrian friendly and presents some hazard for those on foot. While this site design is not ideal, the development itself serves the community and the City, and contributes to the City's tax base. In addition, this regional scale commercial center attracts customers/clients to the area that may patronize other smaller businesses in the vicinity.*

*Although some pedestrian amenities and corridors were included as part of the original design of this shopping center, the stores currently surround a large expanse of surface parking affecting the individual's perception of being able to walk through the development safely.*

*Consequently, patrons of the shopping center drive from one store to another rather than walk. Eliminating the amount of land used for surface parking, by constructing structured parking and perhaps developing some of the existing parking area for commercial or residential use, may prove to change this perception. A development pattern of this nature will decrease the visible expanse of parking area and increase the walkability of the shopping center.*

*Regional scale commercial development should remain as a viable option for this area. The possibility of this type of development should coexist with the possibility of small individually owned businesses. Both types of development can be realized given thoughtful site design with the key goal of a pedestrian oriented community.*

*Market factors may influence the type of redevelopment for this section of the Sugar House Business District. The following policies will ensure that the redevelopment in this area is consistent with the general policies and guidelines of this Plan, while at the same time allowing flexibility as the area redevelops according to market influences.*

### **Policies**

- *Building to the street is desirable and encouraged, however it is recognized that this design feature may not always be appropriate or feasible. The purpose of building to the street is to encourage pedestrian circulation and to create an interesting aesthetic environment. With this in mind, redevelopment proposals should consider pedestrian circulation as a critical design feature. Building setback adjacent to the street should be reviewed to assess the degree of compliance with the overall policies of this Plan.*
- *Provide parking structures and underground parking structures in order to address the "sea of asphalt" issue, which detracts from the pedestrian experience.*
- *Provide landscaping and dedicated walkways as elements of design; recognizing the coexistence of the regional commercial center with the key goal of community walkability.*
- *Promote mixed use development including a residential component through the incentive of building height bonuses.*
- *Provide safe and efficient pedestrian movement between this area and the Sugar House Commons to the north, Sugar House Park to the east, as well as other areas to the west including Fairmont Park.*
- *Preserve the view corridor to the Wasatch mountains. Proposed structures along 1300 East should be designed in such a manner as to maximize the view corridor.*

**Staff Discussion:** With regard to the above policies related to "Sugar house Center," the development eliminates the large amount of surface parking by putting parking into a parking structure that is



mostly underground. From the street level this parking will generally not be visible and comfortable pedestrian connections have been incorporated into the site layout to carry pedestrian activity out into the adjacent retail and restaurant areas. The development design is partially driven by market factors and influences that have resulted in the developer asking for flexibility as identified in the plan text. The above policies recognize that building to the street may not always be feasible for a development, as in this proposal, but that pedestrian circulation should be ensured. In this case, wide sidewalks and a plaza are intended to facilitate pedestrian movement from building entrances located away from the street to adjacent shopping areas and other pedestrian facilities. The development has stepped the buildings back from the street and oriented them in part to preserve view corridors to the Wasatch Mountains.

### **Sugar House Circulation and Streetscape Amenities Plan**

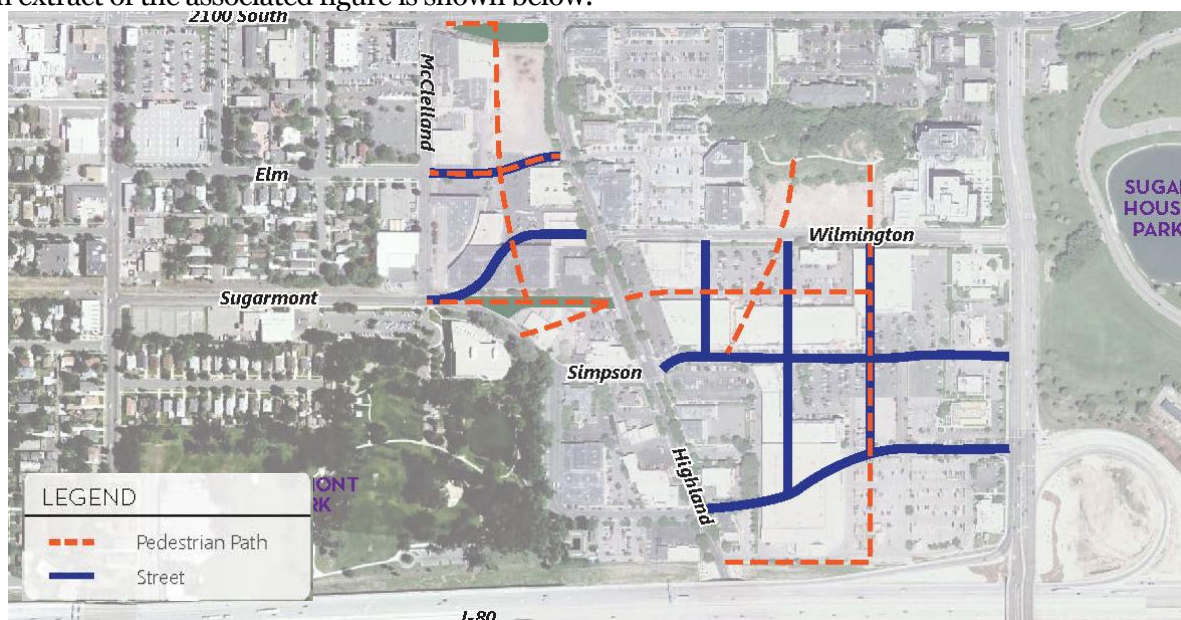
The *Sugar House Circulation and Streetscape Amenities Plan* includes policies related to breaking up the large blocks within the Sugar House Business District and specifically calls for the restoration of Stringham Avenue “to the extent possible.” The proposal restores Stringham Avenue and incorporates pedestrian and bike routes that generally align with the concept plan. While the design is not strictly identical to the route shown in the plan, the plan map is conceptual and the route shown is not possible given that the developer does not own the other property the route is shown crossing through. As such, the development does restore Stringham Avenue “to the extent possible.” The plan includes the below specific policy:

#### ***Division of Large Blocks***

*Large blocks can be divided into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. Smaller blocks create better accessibility, walkability, and distribution of traffic, which results in an increase in mobility and a decrease in congestion.*

*Figure 4.4-1 shows the proposed division of blocks with pedestrian pathways (including trail systems and general walkways) and streets. In particular, the greatest opportunity for dividing large blocks is re-establishing streets such as Elizabeth Street, 1200 East, Douglas Street, Sugarmont Drive, Stringham Avenue, Simpson Avenue, and Ashton Avenue within the Sugar House Shopping Center to the extent possible.*

An extract of the associated figure is shown below:



*Extract of figure 4.4-1*



## Sugar House Business District Design Guidelines Handbook (Part of Sugar House Master Plan)

Properties in the Sugar House Business District also have specific design guidelines outlined in a handbook. There are over 100 guidelines in the handbook. The guideline's stated 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 guidelines generally deal with ensuring that development addresses the pedestrian and is of a high quality.

The applicant has outlined how their project meets these standards in [Attachment E](#). Staff has reviewed this outline and finds it to be generally accurate. However, there are a few standards that staff believes that the developer is not strictly meeting. These include:

- Orient public entrances to the street. Functional entrances every 30 linear feet is desirable.
- Require parking structure that face onto the street to have retail spaces at the lower level.
- Orient buildings that are adjacent to the street, towards the street and promote a high quality image for each project.

The development incorporates public entrances to the retail spaces along the residential building at a high density, however, the remainder of the building entrances along Stringham Avenue are spaced well over 30 feet. Also, the parking structure does not contain retail space at its ground level, though it is incorporating an art gallery (not strictly classified as retail, but allowed by the zoning) along some of its ground level. As noted in the issues section, one large portion of the development, Office B, is not oriented directly to the street. Despite not strictly meeting these guidelines, staff is recommending approval of the development given the other policies in the Master Plan that support flexibility for this type of development in this area of Sugar House.

### Applicable General Zoning Standards:

#### CSHBD-1 Standards

Requirement	Standard	Proposed Development Status	Impact on Development
<b>Lot Frontage Requirement</b>	All lots must have frontage on a public street	The University building is on a separate lot that does not have street frontage. All other lots have street frontage.	Planned Development required to modify this requirement. Approval of the modification is recommended.
<b>Front/Corner Side Yard</b>	15' Max Setback	Does not comply. The configuration of the property lines for the private street differs from a normal public street configuration and so the curb of the street in some areas is the front property line. However, the buildings are located within 15' of what functions as the front property line on the back of the sidewalk on Stringham Ave.	Planned Development required to modify this requirement. Approval of the modification is recommended.
<b>Side/Rear Yard</b>	No Minimum	Complies	None
<b>Lot Area</b>	No Minimum or Maximum	Complies	None
<b>Lot Width</b>	No Minimum	Complies	None



<b>Maximum Height</b>	105' with structured parking providing at least 90% of all parking for the buildings	Complies. The University is approximately 100 feet in height, including roof parapets. Office B is approximately 110' including roof parapets, but this is allowed as parapets may extend 5' above the height limit. The heights of the office buildings are allowed as at least 90% of the parking is being provided in structured parking. The residential building is approximately 82' at its highest point and all the required parking is also within structured parking.	None
<b>Step Back Requirement</b>	Floors Above 30' Must be Stepped Back 15' when adjacent to the street	The University Building step back is provided at approximately 32' of height with that rising to approximately 35' due to the slope of the lot and does not comply. The overall parking structure along Stringham Ave steps back at varying heights, including from 15' at its lowest point and 27' at its highest point. The step back to Office B from this height well exceeds the minimum 15 feet. The residential building also includes a step back at approximately 20' in height with some variation due to the slope of the lot.	Planned Development required to modify step back height for University building. The variation from the standard height is negligible and warranted due to the slope of the lot. Approval of the modification is recommended.
<b>First Floor Windows</b>	40% and non-reflective glass	Complies. The first floor of the University building is approximately 60% glass and complies. The first floor of the residential building is approximately 50% glass and complies. The first floor of the parking structure building has approximately 40% glass and complies.	Non-reflectivity of glass is not noted on the plans, but is a requirement of the CSHBD zoning. Compliance is noted as a condition of approval.
<b>Mechanical Equipment</b>	Must be screened	Complies	None



<p><b>First Floor/Street Level Requirements</b></p>	<p>The first floor or street level space of all buildings within this area shall be required to provide uses consisting of residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, social clubs, art galleries, theaters or performing art facilities.</p>	<p>The residential building is providing retail spaces along the entire Stringham Ave frontage, except where the residential entrance is being provided.</p> <p>The University building includes an entrance and hallway to the central lobby along its Stringham Avenue frontage but otherwise is fronted by hallways and waiting areas used for medical office use s and that will be frequented by patients. Staff believes that as outside patients (the public) will be actively served within this portion of the building that it is meeting the “public service portions of businesses” standard.</p> <p>The parking structure is approximately 300 feet in length and approximately 60’ of the façade will be devoted to an art gallery. This is approximately 20% of the street frontage. The remainder is occupied by a wide stairwell to access the garage and windows into the parking structure.</p>	<p>Planned Development is required to modify the requirement for active ground floor uses. The University and residential buildings are providing ground floor uses that meet this standard.</p> <p>However, the parking structure is not, as it is only providing the required uses on approximately 20% of the frontage. Please see <a href="#">Issue 3</a> for discussion on this issue.</p>
<p><b>Perimeter and Interior Parking Lot Landscaping</b></p>	<p>7' of landscaping required along the edge of parking lot when adjacent to a property line and 5% of interior of a parking lot to be landscaping</p>	<p>Does not comply, modification requested to eliminate this requirement along property lines where this applies and where the developer is proposing to replace such existing landscaping with sidewalk to connect the development to the north Shopping Center parking lot and businesses.</p>	<p>Planned Development is required to modify this standard. The property lines where this would be applicable are located in the middle of parking areas and drive aisles. The landscaping would not improve the development and staff is recommending approval of this modification. Additionally, the sidewalk in lieu of the existing grass landscaping will improve connectivity from the development until future development occurs on that parking lot.</p>
<p><b>Freeway Landscaping</b></p>	<p>20' of landscaping along freeway corridors, includes one tree for every 300 sq ft of area and other ground cover requirements</p>	<p>Does not comply. This requirement can be waived where property abuts highway bridges and underpasses and where the change of grade/elevation would not allow for views of the landscaping</p>	<p>This standards is requested to be waived through the Planned Development process as it would not generally be visible from the freeway and it instead will accommodate a 10’ bicycle path.</p>



<p><b>Monument Sign</b></p>	<p>Limited to 100 sq ft, and 20 feet of height, requires 100 ft of lot frontage and freeway frontage does not qualify. Off-premise signage is not allowed</p>	<p>Does not strictly comply. The lots do not have 100' of frontage on a public street, however they will have 100' of frontage along the proposed private street. The sign is intended to highlight the University building but will also be located on a parcel separate from the University building. This would generally be considered off-site signage.</p>	<p>Planned Development required to modify this standard. The monument sign will be used to advertise a large property that has private street frontage instead of public frontage. For the purposes of signage in this development, the private street will be considered street frontage. The development can be viewed as one single Planned Development site and so despite the University monument sign being located on a lot separate from the University use, the sign is being considered on-site signage. Staff believes the monument sign would be more visually pleasing than renovation of the existing Shopko pole sign and supports the modifications.</p>
<p><b>Wall and Flat Signs (Storefront and Building Orientation)</b></p>	<p>Storefront Signs: 2 square feet per linear foot of store frontage Building Signs: 1 square foot per linear foot of building face  A single-tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.</p>	<p>Complies. The signs on the east and west elevations of the University building are approximately 700 square feet. The sign allowances for the storefront and building signs are being consolidated into one total sign as this is a single-tenant building (University medical.)</p>	<p>Sign allowances being combined into one larger flat sign on the east and west elevations.</p>

**Special Provisions for Non-residential Development Over 30' in Height**

The Sugar House Business District zoning requires non-residential development over 30' in height to be balanced with an equivalent amount of residential development. The developer has provided square footage calculations to verify compliance with this requirement. According to the square footage calculations provided, the development is including approximately 192,000 square feet of office space in the office building levels that rise above 30 in height. The development is including approximately 194,000 square feet of residential development. This does not include the residential parking being provided in the first two levels of the building, which occupy approximately 90,000 square feet of floor area. Including this additional area brings the calculation to well over required minimum (~284,000 sq ft).

The developer will need to enter into a development agreement with the City to ensure the timely construction of the residential portion of the development. Construction of the multi-family component is required to begin prior to a Certificate of Occupancy being issued to the office buildings, otherwise the developer will need to provide a financial assurance to the City that the residential portion will begin construction within two years of the office use. That financial assurance is required to equal 50% of the construction valuation of the residential building. Compliance with one of these options will be assured prior to Certificate of Occupancy issuance.



## Site Photos



Panoramic view of the site from the east side of the property. Left is south, center is west, right is north.



View looking west down current south side of the development



View looking west toward existing Shopko building (to be torn down) and Payless retail space (to remain) within the Sugar House Shopping Center building. The property line runs along the shared building wall.





View looking east from current stub of Stringham Avenue looking toward the rear of the existing Shopko building. The proposed street extension will extend from this point up to 1300 East.



View looking east of current configuration of the drive that will be reconstructed as a street with pedestrian sidewalks and amenities



# 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><b>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section <a href="#">21A.55.010</a> of this chapter) and will achieve at least one of the objectives stated in said section:</b></p> <p><b>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</b></p> <p><b>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</b></p> <p><b>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</b></p> <p><b>D. Use of design, landscape, or architectural features to create a pleasing environment;</b></p> <p><b>E. Inclusion of special development amenities that are in the interest of the general public;</b></p> <p><b>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</b></p> <p><b>G. Inclusion of affordable housing with market rate housing; or</b></p> <p><b>H. Utilization of "green" building techniques in development.</b></p>	<p><b>Complies</b></p>	<p>The applicants intend to achieve objectives A, B, D, E, F, and H as described in their narrative in Attachment E. Staff agrees that they are meeting multiple objectives.</p> <p>To accomplish some of these objectives, including D and E, the applicants are proposing to construct a new street that re-establishes the original east-west street Stringham Avenue. In the design of the street the developer has incorporated street lighting, street trees, raised planter boxes, outdoor dining areas, and benches. In compliance with objective E, this street is a significant special development amenity that is in the interest of the general public as it fulfills a major policy goal of the <i>Sugar House Circulation Plan</i> that calls for re-establishing this street. It also fulfills objective D by creating a pleasing environment through the pedestrian oriented design of the street. The developer has further met these objectives by including multiple pedestrian routes through the development that link to other uses and pedestrian facilities near the development, which are called for by the <i>Master Plan</i> and <i>Circulation Plan</i>.</p>
<p><b>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</b></p>	<p><b>Complies, if modifications are approved</b></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</p>



<p><b>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</b></p> <p><b>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</b></p>	<p>should also be reviewed against the Business District Guidelines Handbook.</p> <p>The master plan recommends that this area should be a strong urban center with activity generally 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 general goals of the master plan.</p> <p>Additional policies related to this area of Sugar House recognize that regional scale development is appropriate in this area and that most clients of such development may arrive by car. It also recognizes that flexibility in regard to the other Sugar House policies and guidelines may be warranted due to the types of development that may occur here, the market influences, and other general feasibility considerations. Consistent with those policies, the developer has asked for flexibility with regard to some of the zoning standards and other development guidelines as they relate to the regional scale aspects of their development.</p> <p>Additional policies in the Sugar House Circulation and Amenities Plan call for specific pedestrian amenities and through streets. The development incorporates many of the pedestrian amenities and is incorporates both a new east-west street and multiple pedestrian connection as called for in the plan.</p> <p>Please see <a href="#">Attachment F</a> for more detailed policies from the <i>Master Plan</i> and <i>Circulation Plan</i> and a discussion of the plan’s compliance with those documents.</p> <p><b>2.</b> The development includes office, medical office, and multi-family uses. It also incorporates retail and art gallery uses. All of the proposed uses are allowed in the Sugar House Business District zone.</p> <p>Some zoning regulations are proposed to be modified through the Planned Development process. These are noted in the Existing Conditions zoning analysis in <a href="#">Attachment E</a>. These include the following modifications:</p> <ol style="list-style-type: none"> <li>1. Relaxation of the ground floor use requirement along the parking structure façade</li> <li>2. Front/corner side setback modifications due to private street and associated property lines</li> <li>3. Lower level step-back modification for the University building from 30’ to 32’ and 34’ due to ground slope and floor heights</li> <li>4. Freeway landscaping modification due to low visibility from the freeway and to accommodate bike path</li> <li>5. CBSDR modifications as noted in <a href="#">Attachment H</a> and under <a href="#">Issues 2 and 3</a>.</li> </ol>
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		<ul style="list-style-type: none"> <li>6. Modification to public street frontage requirement for a proposed lot that will have frontage on a private-street instead.</li> <li>7. Modification to multiple parking lot landscaping requirements to allow for shared driveways and other access aisles, as well as proposed pedestrian sidewalks.</li> <li>8. Modification to monument sign frontage requirement and modification to off-site signage restriction to place University monument sign on separate lot within the development.</li> </ul>
<p><b>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:</b></p> <ul style="list-style-type: none"> <li><b>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;</b></li> <li><b>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:</b> <ul style="list-style-type: none"> <li><b>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;</b></li> <li><b>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;</b></li> <li><b>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</b></li> </ul> </li> <li><b>3. 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;</b></li> </ul>	<p><b>Complies</b></p>	<p><b>1.</b> The development includes multiple points of ingress/egress from adjacent public streets. The new private street (Stringham Avenue) will connect to 1300 East and down to an existing stub of Stringham Avenue that connects to Highland Drive. Additional access to the development will be provided from a point on Highland Drive at the south end of the site. The developer provided a traffic study that evaluated the impact of the development on adjacent streets. The City transportation department reviewed the study and did not have any concerns with the development’s impact on adjacent service levels, as it is not projected to change the service levels of adjacent City streets and it provides additional routes for traffic between Highland Drive and 1300 East. However, UDOT responded with comments that suggest that traffic signaling or other improvements may need to be done by the developer on the adjacent state road 1300 East, depending on the impact of the development. Those improvements will be determined by UDOT in coordination with the developer.</p> <p><b>2a.</b> The development directs traffic to two arterial streets, 1300 East and Highland Drive. Direct vehicle ingress and egress to the development parking garages will be from private streets and drives located on the development property. No traffic is being directed onto local streets.</p> <p><b>2b.</b> The development is providing approximately 1200 parking spaces for the medical office and office buildings within a three level parking structure. This is approximately 200 spaces more than the minimum required for the uses. The multi-family residential use is providing 210 parking stalls within a two story, podium parking structure. There is limited potential for street side parking impacts due to the lack of street side parking available on the adjacent public streets and the additional parking being provided in the parking structure above the minimum requirement.</p> <p><b>2c.</b> The majority of the development will have weekday peak traffic that corresponds with normal commuting hours. These peak hours differ from the nearby residential, retail, and restaurant peak hours. The adjacent properties are not expected to be negatively affected by the additional traffic that occurs during these peak hours. The limited</p>



<p><b>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;</b></p> <p><b>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</b></p> <p><b>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</b></p> <p><b>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.</b></p>		<p>amount of residential development (180 units) and its level of expected additional traffic is not expected to have a substantial impact on nearby traffic or adjacent property use.</p> <p><b>3.</b> The circulation of the site is designed to allow for safe pedestrian flow onto nearby pedestrian sidewalks outside of the development, including to sidewalks on the adjacent shopping center to support the associated retail uses. Vehicle traffic is generally directed onto City arterials, with connections to the adjacent shopping center to support the adjacent retail uses. Traffic generated by the development, including motorized and nonmotorized, is not expected to adversely impact adjacent development.</p> <p><b>4.</b> 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.</p> <p><b>5.</b> 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. All of the adjacent properties can be developed to the same scale as the proposed development. The development is located next to retail and restaurant developments that are not expected to be negatively impacted by additional commercial or multi-family development. Loading, delivery, and refuse service points are located on the rear of the development adjacent to the freeway away from the front of any other businesses.</p> <p><b>6.</b> Although the development is large with regard to size and scale, there are other recent developments near the property 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. 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><b>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;</b></p>	<p><b>Complies</b></p>	<p>There is some existing vegetation along the south and west edges of the development, as well as some internal parking lot landscaping. Although some of these trees are mature, the development is proposing to install a greater number of trees than currently exist on the site (approx. 46 new trees). All landscaping must comply with the City’s approved plant lists that generally require drought tolerant species.</p>
<p><b>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</b></p>	<p><b>Complies</b></p>	<p>The development site currently consists of a parking lot and a large retail store that were constructed in the 1990s. There are no historical, architectural, or environmental features of note on the property.</p>
<p><b>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other</b></p>	<p><b>Complies</b></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</p>



<b>applicable code or ordinance requirement.</b>		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.
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**Additional Specific Considerations for Planned Developments in CSHBD District**

The Planned Development ordinance includes the following additional “considerations” for developments in the Sugar House Business District (CSHBD) zone.

**21A.55.090: SPECIFIC STANDARDS FOR PLANNED DEVELOPMENT IN CERTAIN ZONING DISTRICTS:**

Planned developments within the TC-75, RB, R-MU, MU, CN, CB, CSHBD districts, South State Street corridor overlay district and CS district (when the CS district is adjacent to an area of more than 60 percent residential zoning located within 300 feet of the subject parcel to be developed, either on the same block or across the street), may be approved subject to consideration of the following general conceptual guidelines (a positive finding for each is not required):

- A. The development shall be primarily oriented to the street, not an interior courtyard or parking lot;
- B. The primary access shall be oriented to the pedestrian and mass transit;
- C. The facade shall maintain detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction;
- D. Architectural detailing shall emphasize the pedestrian level of the building;
- E. Parking lots shall be appropriately screened and landscaped to minimize their impact on the neighborhood;
- F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods;
- G. Dumpsters and loading docks shall be appropriately screened or located within the structure; and
- H. Signage shall emphasize the pedestrian/mass transit orientation.

**Findings:** The above standards are virtually identical to the CBSDR standards. Please see the respective CBSDR standards analysis under [Attachment H](#).



# 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
<p><b>A.</b> Development shall be primarily oriented to the street, not an interior courtyard or parking lot.</p>	<p><b>Partially complies, being modified through PD process.</b></p>	<p>For the purpose of this standard, Planning staff considered the private street extension the developer is proposing as “the street.” The development is in general oriented to the street with street level entrances and pedestrian oriented uses and features along Stringham Avenue.</p> <p>The residential building, which is separate from the eastern portion of the development, is oriented to the street with active uses along the entire length of the street facing façade and multiple street level entrances.</p> <p>The University building includes a street level entrance that is accessed from the sidewalk on Stringham Avenue. This entrance leads to the central lobby area and public hallways and waiting areas for patients.</p> <p>The parking structure includes ground level detailing, windows, entrances, and landscaping that are oriented to the pedestrian at the ground level.</p> <p>For the purpose of this analysis, Office B has been considered part of the parking structure as they are interconnected and function as one building. Although Office B is set back from the street, the ground level of the base structure is oriented to the street, with detailing as noted above. Please see the discussion under <a href="#">Issue 2</a> regarding orientation of the development and street activation. Staff recommends approval of the proposed configuration despite not strictly meeting this standard.</p>
<p><b>B.</b> Primary access shall be oriented to the pedestrian and mass transit.</p>	<p><b>Partially complies, being modified through PD process.</b></p>	<p>Each building has entrances that are oriented to the pedestrian. The University building includes three entrances, one of the east side, another on the west side facing the plaza and one on Stringham Avenue on the north side. Although the west entrance faces the plaza, rather than Stringham Avenue, the plaza directly links to Stringham Avenue and the sidewalk and a pedestrian will not need to cross a parking lot to enter the building. The entrance on the Stringham Avenue side is directly at the sidewalk. It has been given different material treatment from the rest of the ground level and modulates toward the street to emphasize its street presence.</p>



		<p>The parking garage has an art gallery and wide stairwell that are oriented to the pedestrian and accessed directly from the sidewalk. While Office B’s primary entrance faces the top level of the parking structure, it also can be directly accessed through the plaza, which includes a direct pedestrian walkway from the street to the front entrance of the office building.</p> <p>Staff acknowledges that Office B’s primary entrance is not directly on the street at the sidewalk. However, staff also acknowledges that some flexibility may be warranted due to the provision of the new street and other design considerations. As further discussed in Issue 2, staff recommends approval of the proposed configuration despite not strictly meeting this standard.</p>
<p><b>C.</b> Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p>	<p><b>Complies, with condition that glass at the street level be non-reflective as required by the zoning code and clear and un-tinted as directed by the Sugar House Design Guidelines Handbook.</b></p>	<p>Each building façade includes detailing and glass to facilitate pedestrian interest and interaction. The University building includes a window and brick pattern on the ground floor level to facilitate pedestrian interest, with varying brick materials used as the façade progresses vertically. A pattern of brick columns are also used horizontally across the façade to create interest. The parking structure utilizes windows, brick patterns, and façade setback variation to create visual interest.</p> <p>The ground levels of each of the buildings along Stringham Avenue are at least 40% glass. The upper levels of the buildings are setback from the street to comply with the Sugar House Business District zoning that requires such setback above 30’ in height. However, the upper levels of the buildings have architectural detailing, including modulation and building material changes, as well as glass in high quantities to create visual interest.</p>
<p><b>D.</b> Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.</p>	<p><b>Complies</b></p>	<p>As noted in standard C, architectural detailing is included on the ground floors of all of the buildings along Stringham Avenue to emphasize the pedestrian level. These details include horizontal and vertical material variations, depth/setback variations, and high levels of glass to allow visibility to potential human activity.</p>
<p><b>E.</b> 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.</p>	<p><b>Complies</b></p>	<p>The development is not adjacent to a residential neighborhood that would be impacted by lighting on top of the parking structure.</p>
<p><b>F.</b> 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><b>Complies</b></p>	<p>Most of the parking is located in a parking structure, except some existing off-street parking lots on the north side of the site. Parking access is provided through elevators and stairwells within the parking structure that lead directly into the building or onto sidewalks within the development.</p>



<p><b>G.</b> Dumpsters and loading docks shall be appropriately screened or located within the structure.</p>	<p><b>Complies</b></p>	<p>Dumpsters and loading docks are located on the south side of the development next to the freeway.</p>
<p><b>H.</b> Signage shall emphasize the pedestrian/mass transit orientation.</p>	<p><b>Complies</b></p>	<p>Street level signage is included on the plans for pedestrian orientation, including store front wall signage and blade signs. The developer has proposed a monument sign to replace the Shopko sign, which generally is more pedestrian oriented due to ground level detailing.</p>
<p><b>I.</b> Lighting shall meet the lighting levels and design requirements set forth in <a href="#">chapter 4</a> of the Salt Lake City lighting master plan dated May 2006.</p>	<p><b>Complies</b></p>	<p>The development is including lighting along both Stringham Avenue and along the bicycle/pedestrian trail at the south side of the site. The applicant’s narrative notes that the lighting will be the Sugar House standard street light as required in the Salt Lake City lighting master plan for the Sugar House Business District and noted in the Sugar House Circulation and Amenities Plan.</p> <p>The electrical plans (<a href="#">Attachment B</a>) show that additional lighting is being provided every 30 feet along the north-south corridor between the residential building and parking structure for adequate visibility at night.</p>
<p><b>J. Streetscape improvements shall be provided as follows:</b></p> <ol style="list-style-type: none"> <li><b>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.</b></li> <li><b>2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.</b></li> <li><b>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.</b></li> <li><b>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.</b></li> <li><b>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.</b></li> </ol>	<p><b>Complies</b></p>	<ol style="list-style-type: none"> <li>1. The site plans show street trees for approximately every 30’ of frontage for each building in the development. No existing street trees are being removed for this development.</li> <li>2. Landscaping will generally be installed within planter boxes, however, some ground level landscaping will be installed in limited areas. Landscaping materials are expected to provide 80% coverage in the provided landscaped areas.</li> <li>3. Hardscaping includes scored concrete and brick pavers as shown in the site plan.</li> <li>4. There is no outdoor storage associated with this development. Loading and trash facilities are located at the rear of the buildings on the south side and are generally not visible from public right-of-way.</li> <li>5. Landscaping includes at least three different tree varieties, as well as various shrubs, grasses, and perennials All landscaping is required by ordinance to comply with the City’s water-efficient landscaping regulations that regulate plant varieties to ensure efficient water usage. Complies will be ensured during the building permit review process.</li> </ol>



<b>K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:</b>		
<p><b>1. The orientation and scale of the development shall conform to the following requirements:</b></p> <p><b>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.</b></p> <p><b>b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</b></p>	<p><b>Complies</b></p>	<p><b>1.a.</b> The development has incorporated the requirements noted for large building masses, including sheltering roofs, window and brick patterns, and trees. The upper levels of the buildings are stepped back at one to two stories to maintain a pedestrian scale of development along Stringham Avenue.</p> <p><b>b.</b> None of the associated buildings are over 300 feet in length along the street façade on Stringham Ave.</p>
<p><b>2. Public spaces shall be provided as follows:</b></p> <p><b>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></p> <p><b>b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</b></p> <p><b>(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");</b></p> <p><b>(2) A mixture of areas that provide shade;</b></p> <p><b>(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;</b></p> <p><b>(4) Water features or public art; and/or</b></p> <p><b>(5) Outdoor eating areas.</b></p>	<p><b>Complies</b></p>	<p>The public space requirement results in at least 50,000 square feet of required public space due to the total amount of occupiable building floor area in this development. The amount increases by 30,000 square feet to approximately 80,000 square feet if the underground structured parking is also counted toward building floor area. The developer noted in their original narrative that they were providing approximately 34,784 square feet of open public space. With the addition of the plaza and based on the site plan, staff has calculated that they are providing approximately 45,000 square feet of plaza, park, or public space.</p> <p>Staff has considered the public open space provided throughout the development toward meeting this requirement. The development includes a new street through the development that includes wide public, pedestrian spaces with seating and trees. All of the public spaces generally incorporate sitting space and trees, with some portions incorporating outdoor eating areas. A sizable landscaped open space is included on the west end of the development that includes art and public seating. The plaza on top of the parking structure incorporates outdoor eating areas, sitting space, trees, and a central art piece. Additional open space is also provided on the second level of the residential building. Furthermore, the developer is devoting additional space to accommodate the Pratt Trail bicycle/pedestrian path on the south side of the development.</p> <p>This project also benefits from nearby public open space facilities such as Fairmont Park, Sugar House Park, and the recently reconstructed monument plaza. Staff believes that access to additional public open space facilities in addition to the provided public space, will help to achieve the intent of this standard sufficiently.</p>



<p><b>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.</b></p>	<p><b>Partially complies, being modified through PD process.</b></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>The proposal generally complies with the purpose statement by providing office, commercial, and residential opportunities in a form that generally complies with the Sugar House Master Plan and associated zoning regulations for the Sugar House Business District.</p> <p>The proposal does not strictly comply with all of the potentially applicable design standards and flexibility is being requested through the Planned Development process.</p>
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# **ATTACHMENT I: PUBLIC PROCESS AND COMMENTS**

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## **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 since the applications were submitted:

- Sugar House Community Council Land Use Committee May 15, 2017
- Planning Division Open House at Sorenson Unity Center on May 18, 2017
- Planning Division Open House at Forest Dale Golf Course on May 22, 2017
- Sugar House Community Council June 7, 2017
- The developer attended and presented at various Sugar House Community Council meetings prior to submission of their application.

### **Notice of the public hearing for the proposal included:**

Public hearing notice mailed on June 15, 2017

Public hearing notice posted on June 15, 2017

Public notice posted on City and State websites and Planning Division list serve on June 15, 2017

### **Public Input:**

An updated version of the original proposal was shown to the SHCC Land Use Committee on May 15, 2017. Some of the questions and comments heard at that meeting included:

- Concerns about the overall architectural style of the buildings
- Concerns about the development appearing similar to an office park
- Questions about potential traffic impacts
- Concerns about lack of pedestrian oriented uses (retail, storefronts, etc) on the street level
- Questions about the speed of traffic
- Questions about police response on private streets
- Desire for development that would support 24/7 activity
- Desire for diverse retail options in the area

The developer has responded to some of the concerns with changes to the plans. Those changes are noted in [Issue 4](#). Traffic impact concerns are also noted under that issue discussion. Regarding the questions about traffic speeds and police response, the police respond to traffic incidents even if located on a private street and the developer noted that the speed limit for this street segment will be low, 25 mph or similar.

The developer also attended the Planning Commission on May 24<sup>th</sup> for a work session and discussed some of the same issues and additional concerns the Commission had with the development. Those concerns and how the developer has addressed those are detailed further in [Issue 4](#).

Following the Land Use Committee meeting and the applicant's attendance at a Planning Commission work session, the developer presented updated plans at the Sugar House Community Council meeting on June 7. There was limited time for comments at that meeting, however, questions were asked about parking access and signage.

The SHCC has submitted the attached letters that detail their comments regarding the development. Additional older correspondence from the SHCC is also attached. A summary of some of those comments and how the developer has responded to those are detailed in [Issue 4](#).



June 20, 2017

TO: Salt Lake City Planning Commission

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

RE: Shopko Block Development



The Sugar House Community Council (SHCC), and its neighbors, has been reviewing this project since December of 2016 when the owners of the former Shopko Project did a survey SUGARHOUSEHELLO and received some 2600 responses. Since then, the project has been on the agenda of SHCC in February, March, April and May, and on the Land Use Committee agenda in January, March April, and May. We have posted several versions of the project, from its initial design, to the close to final design we have now, on our website, and Facebook page. You received many of the comments from the community with my May 21 letter, and I am attaching comments received since that date to this letter.

My letter of May 21 detailed our concerns about the project at that time. I ask you to review that again. And, in your work session, you asked many of the questions that we would have asked. This developer has worked very closely with us, and listened to our concerns. They have reworked the exterior design of all three buildings, so they look distinct, or more like Sugar House. Last week, some of us went to Dave Dixon's office and looked at the virtual resolution of this project, viewing it from every conceivable angle. We walked down the street, we looked out of the building from an apartment, and from inside the U Medical Center. It looks pretty good. The surface treatments are better, the buildings have more doors, glass on the main floor that is transparent, and blade signs on the exteriors.

I don't think we will ever say that we like the way the parking deck has turned out. However, given the constraints, there don't seem to be better options. We are resigned to the fact that the office building will be on the south end of that parcel, rather than up next to Stringham. They have reduced the surface parking to about 150 spaces, which will be used mostly by U Medical for valet parking, and for patient campers and trailers for those coming from a long distance for care. We would like to see regular retail along the north edge, but because of CC&Rs, this whole development is limited to 8000 sf of retail. The current plan is to have some sort of an artist studio, or gallery, or both, with someone to curate the offerings. This would be maybe a gathering place for artists, a place to hold gallery stroll and other activities. We will be helping to make sure that is a success by advertising, etc. The space will have big windows, doors every 30', the requirements of the master plan. We hope that this will accomplish what the aster plan sets out concerning a vibrant business district. We worry that once the working day is done, this area will be a dead zone. Time will tell. When the rest of the block gets developed, in some 15 or more years, this will be a good addition. It will be an affordable place for artists, which is sorely lacking.

SHCC Trustees, and members of the public, have made comments that center around the lack of trees and vegetation on the big open space that is the top of the parking terrace. That is carefully not shown on the latest renderings on the SUGARHOUSEHELLO website. We know the top surface will be seen from inside all three buildings. There are wonderful ways to make that more attractive. Plants could spill over the edge above the art space along the street. Trees can be planted. We suggest that the developers look to the LDS Conference Center downtown for a magnificent rooftop garden. They are growing all sorts of vegetation, including trees, on the roof of that building, and I know they will be happy to share how they do it. Landscaping on this parking terrace would do much to lessen the heat island they are creating and provide interesting visuals. We also have had a number of comments about the lack of trees in general.



We would like them to add more trees than are required by city code along Stringham Avenue. I know that it will take quite a while for trees to grow big enough that they make a serious impact. We also know that people driving the freeway will see the upper level of the parking deck, and we want it to look cool. We are pleased that there will be 1200 free parking spaces, for use by tenants of all three buildings and the general public. This is very welcome news.

They have done a good job of upgrading the materials and the detailing on the buildings, to become a bit more traditional, with some red brick. This is closer to looking like Sugar House. We'd still like to see some more red brick on the office building, and bas-relief would add some interest. The architect works in a building that is a wonderful example of that.

General comments from the community center around whether there is a need for more office or housing space in Sugar House, and the traffic that will generate. The vast majority of people are fed up with the traffic. I've tried to spread the word about the vacancy rate for housing, which is about 2% for the entire valley. For retail, it is somewhere between 9 and 12%. Office buildings routinely advertise space for rent in hopes that they will get a phone call and can then steer the caller to some of their other properties that are for lease. Signs everywhere do not indicate a big vacancy rate.

#### Things we cannot control

- The size of this development. These buildings are within the sizes allowed in the Sugar House Master Plan (SHMP).
- That there is a housing component. 21A.026.060 of the SLC Zoning code says in zone CSHBD1 any building over 30 feet, for each additional floor, must have one floor of residential use. The residential does not need to be in the same building, but can be in a separate building.
- That there is no affordable housing. All we can do is ask. In this case, we were told no.

#### Things we like

- These buildings, and the roads, are designed in such a way that the Olsen's, who own the rest of the block, can easily develop a block or two at a time, rather than having to do their entire parcel, and be able to connect to Stringham Avenue. This will bring back the smaller block sizes that we remember about the old Sugar House. The Olsen's are excited to redevelop their parcels to fit with this. Unfortunately, due to long leases, this won't happen for some years into the future.
- We like that the employees of the two buildings will be able to walk to Sugar House for lunch or shopping. There is no cafeteria planned for U Medical.
- The way the trails (some under construction, some are completed) in Sugar House increase the mobility of pedestrians and bicyclists. (See Map)

#### What we would like to see before construction begins.

- An approved transportation plan for getting cars in and out of the development from 1300 East. We know this is part of the process but many comments have worried about how that will interfere with freeway access, and turning west into the development by someone headed north. People think that adding more office and apartment space will result in more trips per day. The transportation plan should address that.
- Bus stops clearly articulated.
- A more developed landscape plan for the roof of the parking terrace.
- Actual small incubator retail space in the parking garage frontage.

We still worry whether there will be enough activity on the street to draw people to walk it. Maybe having a place to park will be enough.



Attachments:  
Second Batch of Email and Facebook Comments June 2017  
Sugar House Mobility Map



## **COMMENTS REGARDING THE SHOPKO PROPOSAL (SECOND BATCH OF EMAILS)**

Hi Judi, I apologize for the lateness of my response to the May 15 LUZ meeting with the Shopko developers. I had to leave early and then my schedule became overloaded. But I have given some thought to what I did hear at that meeting.

Actually, I was disappointed about the limited space for retail. The existing plan does not encourage walkability, even with the landscaped street and the grassy plaza in front of the U of U health center--nice for the patients using the center....Mark Isaac indicated that The Sugar House Chamber advised against too much retail, preferring that customers patronize the existing businesses. Of course, that group (composed of current business owners) would make that recommendation. I rather liked Lisa Adams suggestion of a Trader Joe store, which would accommodate the apartment dwellers as well as Sugar House residents and provide an option to Whole Foods. Downtown (Trolley Square) there is a Trader Joe's one block from Whole Foods and both are busy all the time.

Also, with the closing of Rocky Mountain Grill, there is not a good breakfast place unless you just want waffles...Finn's and Hub and Spoke are always crowded with long wait times for breakfast. Even a coffee shop would attract residents and wouldn't harm Starbucks at Barnes and Noble.

Then, is there such a need for more office space in SH with the prospect of another commercial building projected for the Mecham property on Highland Dr.?

The developers said that they would listen to SH residents in planning the site; however at the meeting Monday, the comments from attendees were expressions of dissatisfaction with the plan. Hopefully, some real listening was taking place at that meeting, but I doubt it as the developers seemed quite defensive of their overall plan. So, perhaps it is too late to change anything.

P.

Judi - You had mentioned sending on a few thoughts on the Shopko proposal.

I have no problems with the design, or layout or composition of the current Shopko proposal. I do have a few concerns and questions about how this development will interact with the existing and future neighborhood.

- They say that there is a traffic study showing no negative effect on traffic. Perhaps the addition of the street, and the design of the ingress/egress makes traffic flow efficient - but what about volume impact? The roads surrounding the Sugar House CBD are in terrible shape as is, and there does not seem to be adequate funding to keep up with wear and tear. IF the volume of traffic is going to increase, is there an opportunity to internalize some of the additional road effects that will happen on neighboring streets?
- How will this new development impact the parking spots needed vs parking spots available in the surrounding area? We are already starting to see retail users parking in neighborhoods to the west and north of the CBD - Will this development relieve some of this, or will it make it worse.
- I'm concerned about the interaction of this development with future development to the West and North. We should make sure that this development is done in a way that it can 'play nicely' with future developments going on in the neighborhood.

Perhaps this has already been covered and thought through, but those are the things that come to mind. If any of this feedback is useful, I'm happy to have my name attached. I can also pretty up any of these if you think they need fleshed out.

Kind regards Patsy McNamara

**Name:** Maurena Grossman

**Email:** [REDACTED]

**Comment:** This area is right across the street from my neighborhood. Building a parking structure, along with multi-level office buildings and more housing units is absurd. This area is already full of office space and new housing structures. This area has been planned to accommodate walking and bike riding. Accommodating more vehicles creates more pollution and congestion in our area. I completely oppose this development.

**Name:** Bonnie Martineau

**Email:** [REDACTED]

**Comment:** I would like to see the new street through the shopko property to go along the south side of the property instead of cutting through the old shopping area. If there are going to be traffic jams, I'd rather see them on the perimeter of the shopping area than add to the middle where it is already congested.

**Name:** Carolyn Dennis

**Email:** [REDACTED]

**Comment:** This plan looks to me like NO ONE read or listened to previous comments which I did read. My husband and I are



VERY disappointed in this result. There have already been way too many high rise developments (for business & living) in the area and the traffic is terrible now - what will happen when these are built.

Please consider what you are doing to the entire area. Life isn't about only the mighty dollar (which is what this depicts). You are putting too many people in a rather small area which will not only cause greater congestion but destroy the air and our area. Did anyone consult someone with knowledge about the climate and these types of plans?

PLEASE LISTEN to the people who live there.

**Name:** Maria Crowder

**Email:** [REDACTED]

**Comment:** I am really disappointed in how this project has developed. I have lived in Sugarhouse for 13 years and fell in love with it because of its quirky, local feel. Over the years, the small independent shops have been squashed by these development projects with only a few holding on. These office buildings have no Sugarhouse soul. It makes the area look like another Cottonwood Heights office development. What benefit is this to the residents of Sugarhouse? Why would I be excited about this? It just seems like we're getting three new eyesores and a lot more incoming and outgoing traffic. I honestly would rather have Shopko back.

**Name:** Avigail Carter

**Email:** [REDACTED]

**Comment:** No! This is going to create an absolute nightmare for an already very congested and dangerous intersection/s. Multi-family units are not needed in this area, and a high-rise monstrosity is obtrusive and offensive to the charm of the Sugarhouse area.

**Name:** Matthew Kirkegaard

**Email:** [REDACTED]

**Comment:** This design cedes inclusive public streets that could serve the local Sugar House community to alienating, car-centric private spaces oriented towards highway traffic. However, this design completely misses the mark. This development squanders a tremendous opportunity in making new streets and breaking a megablock that could have more vibrant surface area. To replace a surface parking lot with a parking podium is not good enough for Sugar House. I remember when this first came up at the Sugar House Community Council and a city councilman mentioned it was supposed to be based off Portland's Pearl District. Instead we get an office park designed for a South Jordan offramp? It's not the worst design I've ever seen, but our community deserves a hell of a lot better. This design will be with us for decades; please do us better than a lifeless office park.

For what it's worth, I do appreciate the density of the residential building (though a substantial portion of it needs to be affordable housing) — we need more of that dense vibrant living in Sugar House. The problem is the rest of the design directly conflicts with this idea.

**Email:** [REDACTED]

**Comment:** The Shopko development appears to be of a typical suburban development pattern in terms of land use, urban design, and architecture. I do not feel that the development appropriately integrates with Sugarhouse's business district. The primary thoroughfare through the development is automobile-centric and doesn't adequately account for bicyclists and pedestrians. Instead they are directed to the "back door" of the development next to I-80. The buildings also possess little connection to historic Sugarhouse architecture and look like they could be found anywhere in Utah. I encourage the developer to redesign the development to better integrate with the neighborhood from both a connectivity and aesthetic perspective.

**Name:** Kevin Kilgore

**Email:** [REDACTED]

**Comment:** PLEASE NO More high density housing!!!! Enough is enough!! You cant get around Sugar House as it is. Maybe places to shop but NO MORE Apartments!!!!

**Name:** Christopher Anthony Leibow

**Email:** [REDACTED]

**Comment:** I am against this plan. The character of the Sugarhouse area is being destroyed by projects such as this. I do appreciate the mixed use concept but the proposed size of this project is inappropriate and I believe is not done in the interest of Sugarhouse but in a need to maximize returns for the investors. A smaller more community felt development like River Edge is Provo makes more sense for this area.



Short term gains leave out long term viability. All the things that made Sugarhouse so appealing is being quickly destroyed by these large developments - Sugarhouse was where many of us were striving to move to, now who would want to. Please reconsider scaling back this development.

**Name:** J. Stoddart

**Email:** [REDACTED]

**Comment:** I moved to Sugarhouse because I wanted to be close to work (downtown), but still raise my kids in a safe, neighborhood dominated by single family homes. The changes to Sugarhouse over the past 5-10 years are ruining this. And this new development will make things even worse.

The benefit of living close to work is a shorter commute time. Now that there are so many high-rise multi-family living units in Sugarhouse, I wait for an extra 15 minutes each morning just to get on the freeway -- and an extra 15 minutes at night to exit at 1300 E. The roads and parking in Sugarhouse are so congested, they're a joke. Even as an area resident, rather than frequent the businesses there, I avoid them because of this. It's easier to navigate downtown than Sugarhouse. Moreover, the additional housing packed in like sardines has brought a greater criminal element into the area. Packages left on porches by UPS are stolen, cars are broken into at night, and bikes are stolen if left outside unlocked for as little as 15 minutes. Ten years ago, this rarely happened.

Somehow, I think adding additional high rise buildings and additional multi-family units won't solve this problem. It'll have the opposite effect. This development will make Sugarhouse a much worse place to live and visit. Please don't let our community suffer just because a developer wants to make money!

**Name:** Jusy Darby

**Email:** [REDACTED]

**Comment:** Do it matter waht we the people think... Here we are again...Are U telling me the.people wanted a CVX pharcmey on the cornor of 1300 ...I didnt and expressed my concern...I live.on13 the.last 18 yrs and now.am.thinking of selling BECAUSE I CAN NO LONGER get out of my driveway...U ARE OVER DEVELOPING this area NOW and it isnt fun here anymore ... I viter for Whats her face the.femail mayor Bescoopsie because she said she would BLOCK any further development up here ...she has not NOT LEPT HER WORD..and her personal phone number she.gave me is now not in service... nevertheless ...NO MORE ...UR MAJING LIFE CONJESTED AND UGLY NOW WITH THIS OVER DEVELOPMENT...STOP DEAR GOD NO NO MORE IM AGAINST THE SHOPCO DEVELOPMENT ... THIS I.FLUX HAS INCREASED ME TAXES FROM689 to now 1800 and climbing ...DONE NO MORE

Time: June 1, 2017 at 7:08 pm

**Name:** Judi Jensen

**Email:** [REDACTED]

**Comment:** NO MORE HOUSING or office space. We need more shopping or green space. Sugarhouse is only housing and restaurants. ENOUGH!!!

**Name:** Bonnie Remington

**Email:** [REDACTED]

**Comment:** I have lived with 2 miles of th 13th E & 2100 South area for 67 years. There is just too much traffic in this area now. It takes forever to drive less that 1/2 mile from my home to the freeway. No more housing.

Time: June 6, 2017 at 12:25 am

**Name:** Sherry Parent

**Email:** [REDACTED]

**Comment:** Wow, and I thought the traffic in that area is bad now. It will be ten fold when your plan is completed. It would be nice to be able to go shopping in that area without all of the traffic and not so many ways to get around once there. Looks like I may be shopping elsewhere. Have fun with that.

Time: June 8, 2017 at 2:38 pm

[Sherry Parent](#) All I can see is more and more traffic, forget how crowded it is now. Trying to get to the highway is a joke. I will be shopping elsewhere. Why not rearrange the entire shopping district, make it a better area for SHOPPING. It's all just crammed around the edges of the whole of the shopko building. Give it a savey look and feel. Keep with the small town feel in that area. The office buildings in that area are already an eye sore. Very sad it has come to this. [Mark Bore](#) One thought I've had is what happens to the folks who have been parking near the Red Lobster to carpool? That area has been a de facto carpool parking area for years. Will that practice be allowed to continue?

[Sugar House Community Council](#) To my knowledge they have already been told to move and they have just started to park in the same lot just further north.

[Chaney Zinn](#) How many apartments can we fit into a square mile? 🤔 This doesn't even feel like Sugarhouse. It's taking away the magic.

[Mike Berger](#) To keep Sugarhouse viable and decently affordable we are going to have to build more units. The reason SF is so expensive is because demand is so high and they decided they didn't want to build anymore in the 70's and 80's. Neighborhoods change, but with increased density can come more vibrancy and a more walkable neighborhood.

[Lisa Peterson](#) I'm sick and tired of you developers ruining Sugar House! Stop telling the residence we need to accept it. You need to accept we do not want this!

[Mike Berger](#) I'm not a developer I'm a citizen like you who owns a house in Sugarhouse.

· 7 hrs

[Steve Symes](#) As a Sugar House homeowner, I agree that affordable housing in the area is needed. This is Salt Lake, not Billings, and the population is growing. I'm tired of everyone whining about developers "ruining" the area. The same thing happened when the Shopko was built. I'm still waiting for the massive traffic jams the Parley's Walmart was supposed to generate.

[Chaney Zinn](#) I agree, affordable housing is always necessary. I am also not antidevelopment at all. However, 6 large housing developments in one sq mile is way different than a Shopko. This puts a strain on our roadways, our neighborhoods, electrical, the water, and sewer. They are trying to pack in a huge population into a super small area. That's undeniable. As a Sugarhouse homeowner as well, it's concerning.

[Steve Symes](#) So how do you propose they add affordable housing? It will impact infrastructure any way you cut it.

[Chaney Zinn](#) There are lots of affordable housing units going up around the city. I can think of three being developed now. If being in Sugarhouse is your beef make one of the other 5 affordable. I don't think you are getting my point. It's fine.

[Chris Sanchez](#) two giant office buildings and a parking garage....Bye bye sugar house. It's sad to see my neighborhood get ruined like this.

**Name:** Christopher Wilde

**Email:** [REDACTED]

**Comment:** I see all the buildings on Wilmington and I disagree with bigger buildings going in on that lot. Keep it small and mom and pop in nature. No more chains or unaffordable apartments in these places. I live across from on Driggs Avenue so I do look at it and will be impacted by traffic. You'll need to rethink signs and lights associated with any development you do in this small area.

Dear Judi:

I agree with Amy that they get a B+. I would like to see more architectural detail on the office bldg, like we talked about-some contrasting banding and patterns, with different levels of brick, that is, some poking out from the background brick.

I disagree that the gallery would not be a draw, especially if there were rotating exhibits and demos. Really, it is never going to be Times Square, but there would be some coming and going after the office hours, especially with some restaurants in the apt bldg. How much traffic can we realistically expect ?

There definitely needs to be some landscaping on the podium parking area. And there must be some kind of light bulb that will give enough light on the parking podium so that the period fixtures can be used to give continuity with the outside street lighting.

Can't think of anything else at the moment, if I do I will let you know ASAP. Lynn

Judi- I am pleasantly surprised at the renderings. If they can keep the frontage of the buildings offset and varied, the streets wide and creatively landscaped and the exterior surfaces varied, I think project will be a welcomed addition to the field of parking lots currently there. I like the streets going through the project and the emphasis on commercial and office rather than more huge residential. Dave Mulder

**Name:** Laura Gray

**Email:** [REDACTED]

**Comment:** I object to the height and traffic. Not enough parking for the size.

[Chaney Zinn](#) How many apartments can we fit into a square mile? 🤔 This doesn't even feel like Sugarhouse. It's taking away the magic.

[Like](#) Show more reactions

[Mike Berger](#) To keep Sugarhouse viable and decently affordable we are going to have to build more units. The reason SF is so expensive is because demand is so high and they decided they didn't want to build anymore in the 70's and 80's. Neighborhoods change, but with increased density can come more vibrancy and a more walkable neighborhood.

[Mike Berger](#) I'm not a developer I'm a citizen like you who owns a house in Sugarhouse.





[Steve Symes](#) As a Sugar House homeowner, I agree that affordable housing in the area is needed. This is Salt Lake, not Billings, and the population is growing. I'm tired of everyone whining about developers "ruining" the area. The same thing happened when the Shopko was built. I'm still waiting for the massive traffic jams the Parley's Walmart was supposed to generate.

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[Steve Symes](#) So how do you propose they add affordable housing? It will impact infrastructure any way you cut it.

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[Chris Sanchez](#) two giant office buildings and a parking garage....Bye bye sugar house. It's sad to see my neighborhood get ruined like this.

[Mike Berger](#) Better than an empty suburban shopko.

[Yvonne Martinez](#) Well you have options, I'm sure someone would be happy to take your place. I left the suburbs for this neighborhood - I love it here.

[Chris Sanchez](#) Not necessarily better than an empty shook, the traffic impact that this will create is going to be horrendous. And yes Yvonne we are looking to move to the burbs. At least my place will make a good rental. I've lived through sugar house for most of my life, just sad to see get ruined. There can be growth and change the right way. Take a look at the 9th and 9th area they are doing it right.

[Sherry Parent](#) All I can see is more and more traffic, forget how crowded it is now. Trying to get to the highway is a joke. I will be shopping elsewhere. Why not rearrange the entire shopping district, make it a better area for SHOPPING. It's all just crammed around the edges of the whole of the shopko building.

Give it a savey look and feel. Keep with the small town feel in that area. The office buildings in that area are already an eye sore. Very sad it has come to this.

[Sugar House Community Council](#) Sadly one person does not own all that property. Multiple owners can make a sweeping change difficult to impossible.

[Judy Wilkerson](#) I will not be going above 9th east any more. The traffic is already horrible and this gives me the final incentive to remove this part of the city from my mind forever

W

rite a reply...

### **Steve Symes**

June 8 at 10:44am

As a Sugar House homeowner, I agree that affordable housing in the area is needed. This is Salt Lake, not Billings, and the population is growing. I'm tired of everyone whining about developers "ruining" the area. The same thing happened when the Shopko was built. I'm still waiting for the massive traffic jams the Parley's Walmart was supposed to generate.

Hi Judie,

I am highly disappointed the Shopko block isn't being carved into smaller, mixed use blocks to enhance Sugar House's walkability, according to the Master Plan. I cannot overstate this disappointment. I think we are selling Sugar House short 30 years from now.

I realize the developers built a plan that would not require major variances, and their plan was smart from the beginning in order to push this through. I wish there was more we could do to stop such large, impersonal buildings.

I feel the developers have certainly evolved their renderings to create more interesting buildings, to create the small shops and art gallery, I appreciate the clock tower and traffic calming measures. I feel their response to community input has been good, and the only thing I would push more aggressively toward at this point is to cover the top space of parking not with a meager public plaza, but a larger plaza with park-like trees and benches, as opposed to a corporate building entryway. A parking

A more welcoming parking-topping plaza might become a future centerpiece when the block just north of them (Payless, etc.) will eventually change.

Sincerely,

Topher Horman

Hey Judy,

I think I've voiced my opinion re: the development. If you have any questions let me know.

I did talk to people in my neighborhood this weekend and all seemed very opposed to an office block. They understand why an office might go in there, but spoke up about shops being at the ground level and making the building fit into Sugarhouse rather than the other office buildings in the area which have become eye sores.

Thanks for leading the charge and for letting me get involved, Cameron

I think the new design treatments are much better. They take into account many comments about their look and try to address them.

The gallery space is still on my dubious list. This entire office area will be a dead zone once people leave at 5pm and this little gallery space isn't going to help activate it. No one is going to walk up that hill to see what is in there when there is nothing else around it. Small retail spaces are doable in this space much like the downtown library. Incubator space will rent out and these spots could be more active. If the gallery were a working one then maybe it would be a little different. Right now we're laying the foundation for a dead area that doesn't serve to create a 24/7 community.

I also want to strongly advocate for some landscaping with trees and medians on the parking deck. This is an urban heat island that will generate more heat than the surrounding areas. Even though this is north facing in the summer there would be no relief from the sun and the heat. These impervious surfaces are statistically creating a hotter environment. Not to mention this is the view of the office buildings and the east end of the residential area. They will experience the heat as well as looking at a lovely slab of concrete. Let's get some landscaping to encourage less heat build up through some permeable surfaces and create some opportunity for shade with trees. Soren Simonsen

Here are a few additional thoughts on the design, using the Design Guidelines appendix in the Master Plan as a guide:

- I can't seem to find a clear view of the site plan on the SHCC site, but from what I can make out, the large parking terrace doesn't have much landscaping — looks pretty bleak; The design guidelines suggest the following two standards that should be addressed more successfully:

- Locate parking lots back from buildings to allow for pedestrian space and landscaping.

- Landscape parking lots. Interior islands, at least 6' in width between parking rows or bays can be used to minimize the visual impact of large expanses of asphalt and to control cross traffic through parking lots.

- The latest version of the plan seems to be making an attempt to include some "gallery" space at the pedestrian street level. I'm not certain that this is sufficient. Here are some additional suggestions on streetscapes:

- The zoning ordinance requires the following: "The first floor or street level space of all buildings within this area shall be required to provide uses consisting of residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, social clubs, art galleries, theaters or performing art facilities."

- And the Master Plan Appendix further states:

- "Orient public entrances to the street. Functional entrances every 30 linear feet is desirable."

- "Require parking structures that face onto the street to have retail spaces at the lower level"

- "Require the first floors of buildings to have clear, untinted glass that permits pedestrian contact with interior spaces along streets and pedestrian corridors. Prohibit dark-tinted or reflective glass windows, creating a blank, impersonal street front, uninviting to the pedestrian."

I'm not certain that the very shallow "gallery" spaces, as they appear to me, really meet the intent of these requirements. Seems like the way they are designed, they are more like "wall art" and may not function as active uses that are clearly the community goal for the pedestrian level, and as required in the zoning and design guidelines.

The overall scale, texture, materials and styles are very disconnected, both among the three major buildings in the development, and with the rest of Sugar House. The Design Guidelines have some language that addresses this.

- Treat building height, scale, and character as significant features of the Business District's image.

- Ensure that features of building design such as color, detail, materials, and scale are responsive to district character, neighboring buildings, and the pedestrian.

It is difficult to give more specifics in written form, because these are such visual critiques. Let me know if you want to talk further about this, and I'll see what I can pull together. I would suggest, at a minimum, that some over-riding "themes" be reflected among all three buildings in this development, and that a stronger connection be made to the historic materials, scale, texture and patterns of Sugar House. Not to discourage a more "modern" approach stylistically, but to still ground it in its place. Hope this makes sense.

The final concern for me, and this is a really HUGE problem that has to be tackled at the city transportation and planning level, is the dividing of the large ShopKo block into smaller scale blocks. I know you have expressed some uncertainty with the north/south streets in the Circulation Plan — Elizabeth, 1200 East and Douglas. You are correct that some or maybe none of these streets existed historically on the ShopKo block. However, the areas of Sugar House to the south, north and west all have a smaller grids of blocks, and given the scale and density of future development on this super block, the block scale in the circulation plan is essential. I have attached a document I produced several years ago, illustrating the block grid in the Circulation Plan. This is roughly similar to a streetcar neighborhood of Portland, called the Pearl District (also illustrated as the same drawing scale), and which is considered one of the most successful modern urban streetcar neighborhoods in the U.S. This is what we should be aiming for. Drawings are attached. We have better assets than the Pearl District to begin with, given



the two large parks and Hidden Hollow, that are better than Portland's green space. We just need to build the most fantastic urban assets, like blocks and streets, to compliment these.

I had hoped to attend the next Planning Commission Meeting, but assumed it would be next week. I have a conflict that is unavoidable and out of town on the 28th, and disappointed I won't be able to be there. Unfortunately, I don't think written comments ever give the same weight as speaking at the meeting. Maybe you and I could meet before then, and you could help convey these messages effectively.

I'm not really sure what to do about the reconfiguration of 2100 South. We've been waiting for decades to get the street reconfigured and bike lanes added to extend the bike infrastructure from Sugar House to the surrounding neighborhoods. I'm feeling so deflated that everyone seems to be turning their backs on that important goal. Maybe we could talk about that, too, at some point soon.

Hope this all makes sense, and might help in some way.

Thanks and best regards - **Søren Simonsen** | [REDACTED]

**Name:** Karen Bridge, LEHS, Realtor

**Email:** [REDACTED]

**Comment:** I live in upper Sugarhouse (refer to the iconic Granite Furniture sign for spelling) and frequent local shops and restaurants. The roads need to be re-thought before Sugarhouse considers anymore development. The on-ramp for the freeway and the shopping are on-top of each other and it's a nightmare that creates a domino effect in every direction. People in down in the Old Navy parking lot can't get even get out onto 2100 bc of backed-up traffic on 21st. The people sitting at the left-turn light near Sizzler decide to go straight because the lines are too long, and then flip around at Sherwin Williams. And the people going SB on 13th E run the red light, sit in the intersection and block east-west traffic, Probably because they waited forever to get through the intersection and are justifiably frustrated!! Have you heard about Toys R Us? That's going to be a Marriott Hotel. It's all about developers who want to make a buck, no one cares about the community. Could the E-W on-ramps be switched to make the right side for shopping traffic and the left for freeway entrance? Or add a viaduct? Or add an on-ramp somewhere else?

Thanks Judy. My law office is on Stratford Ave and 2250 East so I drive by there on 1300 east daily to my house at 1052 Yale. The congestion that 1200 plus extra cars Will cause to that already overcrowded commuter corridor will be an unmanageable and unsafe nightmare.

The massive scale of the project dwarfs the infrastructure available. With the other overbuilt projects in Wilmington, 2100 south and Highland Ave, this will really diminish the liveability and workability of the area as my clients will have difficulty accessing my office.

Thanks for relaying this message please.

Best, Laura Gray

**Name:** Carol Stringham

**Email:** [REDACTED]

**Comment:** Sugarhouse has had so much development that it has lost its charm right along with the ease of getting around. The traffic patterns are dismal and the amount of high-density housing and big office buildings has ruined the quaint homey feel. I don't bemoan progress. I do bemoan the loss of a charming, walkable community that has seen large scale projects ruin the feeling there. In particular, the incredibly unattractive large building and parking structure on the south side of Wilmington Avenue. That building is a true blight on the area. These proposed buildings look to be much the same. As a life-long resident of the area I ask that the commission say no to this plan. At the very least, the aesthetic cost of more tall buildings would be a shame. Instead, insist on a plan that will improve the quality of life for the residents while attempting to salvage a charming portion of the city that is fast being lost to this type of development.

**Judy Wilkerson**

June 11 at 8:01am

I will not be going above 9th east any more. The traffic is already horrible and this gives me the final incentive to remove this part of the city from my mind forever

**Email:** [REDACTED]

**Comment:** I work here at Red lobster and this situation is hurting my job and are location. It is also unsafe to walk from one parking lot to the next there is no crosswalks and there is no Flags to be safe from getting hit by a car there is on coming traffic continuously coming through the area we are required to cross. Also are Sugarhouse Red Lobster has been a part of sugar houses signature that has been here for over two decades. I understand construction is a necessity to help Sugarhouse grow however making sure that everybody is safe and making sure that our businesses are staying steady should be the number one concern for the future of Sugarhouse. Thank you for your time and all your help.

Time: June 15, 2017 at 9:13 pm (Note Mark Isaac and Bill Knowles have been made aware of this situation)

**Name:** cheryl sharp

**Email:** \_\_\_\_\_

**Comment:** This development is far far too much. This is way to big.

For one reason, there are only a few small entrances and exits to the shopping area, certainly not big enough to handle the new potential traffic generated coming in and out shopping center.

Secondly, the surroundig streets absolutely cannot accomadate all the extra traffic that will happen because of this development. Highland Drive is too small and is already jam packed with cars. 1300 East and 2100 (especially if they reduce the lanes even further between 1700 and 2300) cannot handle anymore either.

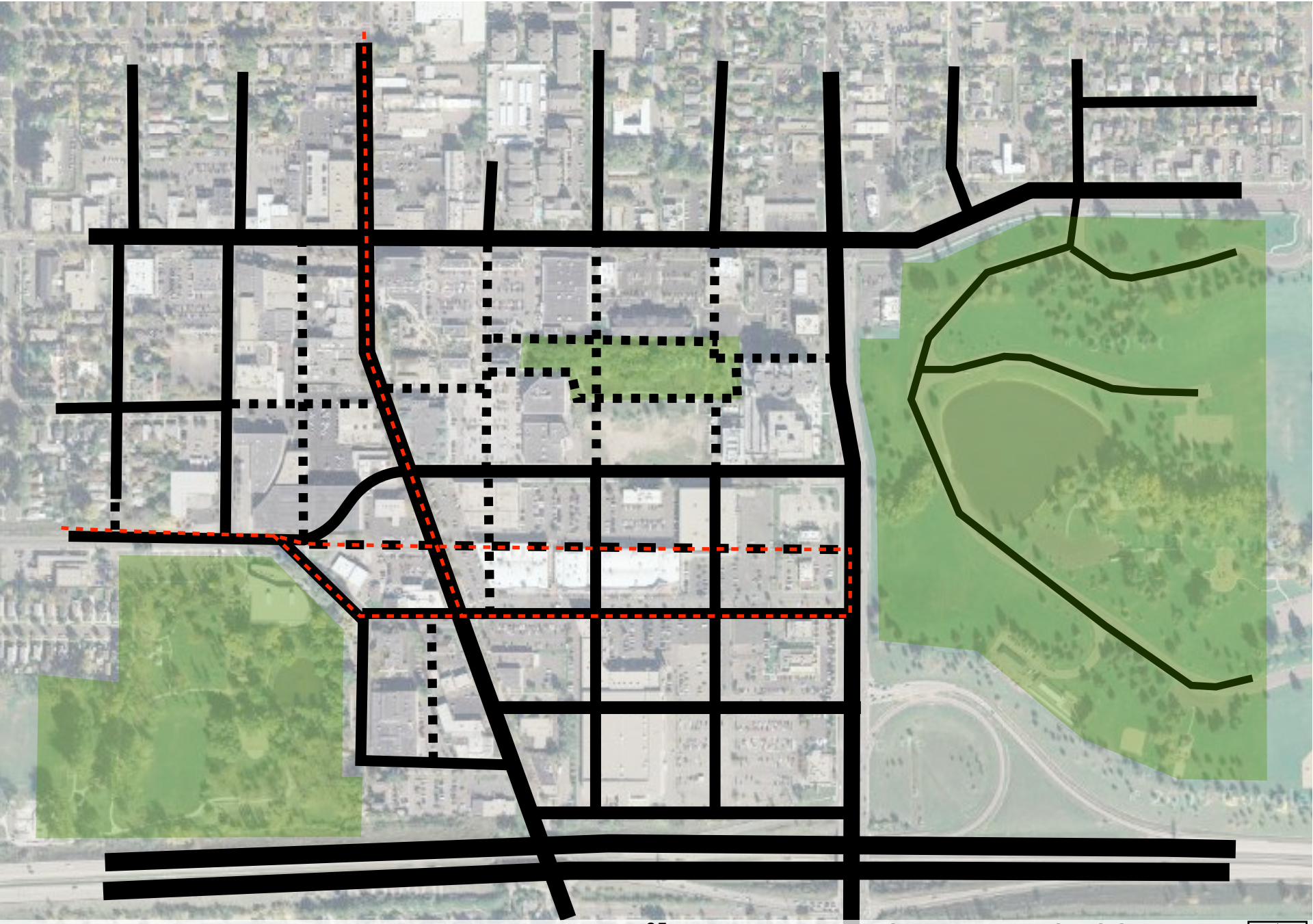
The development is out of control in Sugarhouse. The charm is being lost to greedy devlopers looking to make a quick buck with no after thought of the traffic mess they leave in their wake.

The new legacy senior building is obscenly huge and tall- can we stop with the gigantic high rises in sugarhouse already???











## Echeverria, Daniel

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**From:** Judi Short [REDACTED]  
**Sent:** Thursday, May 25, 2017 11:50 AM  
**To:** Echeverria, Daniel  
**Cc:** Norris, Nick; Mills, Wayne  
**Subject:** Sugar House Business District Trails Map  
**Attachments:** SugarHouseBD\_Trails3 2017.pdf

Here is the map I promised you last night, the one I passed around to the Planning Commission last night. Colin Quinn-Hurst did this, and added labels at my request. There has been a lot of talk about how the SH Circulation and Mobility Plan called for bringing back the streets that were removed when the Sugar House Center was developed. We have always said that these connections could be made by streets, trails, or bike or pedestrian pathways, there was no reason to become autocentric and make them all a regular street. When you look at this map, you see how the trails, existing or planned, will further that goal. The yellow green line indicates the west side of the Legacy building, which can connect north south. The Shopko Development will not interfere with that, and this could happen soon because I don't think there are any existing buildings that will interfere. If you look at the Toys R Us building on Wilmington, and then imagine the hotel (construction to start any minute) just east of that, there will be a walkway east of the hotel at the bottom of the hill to the west of Taco Bell,, and that walkway could connect south to the green dotted line that is to be the Ashton Trail. That would entail the Dee's, Inc folks to stripe the asphalt and remove a row of parking, which they are not excited about doing right now.

The Dee's Inc. group holds leases for all the retail on the block, and many of those leases are 15-20 years in duration, so there probably won't be a lot of redevelopment soon. We know the U Med will close, and Radio Shack is closing, but those spaces will probably be filled with other retail for the time being. The Olsen's don't have a big wad of money to redevelop the block. They like the Shopko development, because it allows them the opportunity to put in a connection or two (see the turn lanes from Stringham on the north side of the Shopko Development) and perhaps develop one block at a time, rather than a big overhaul.

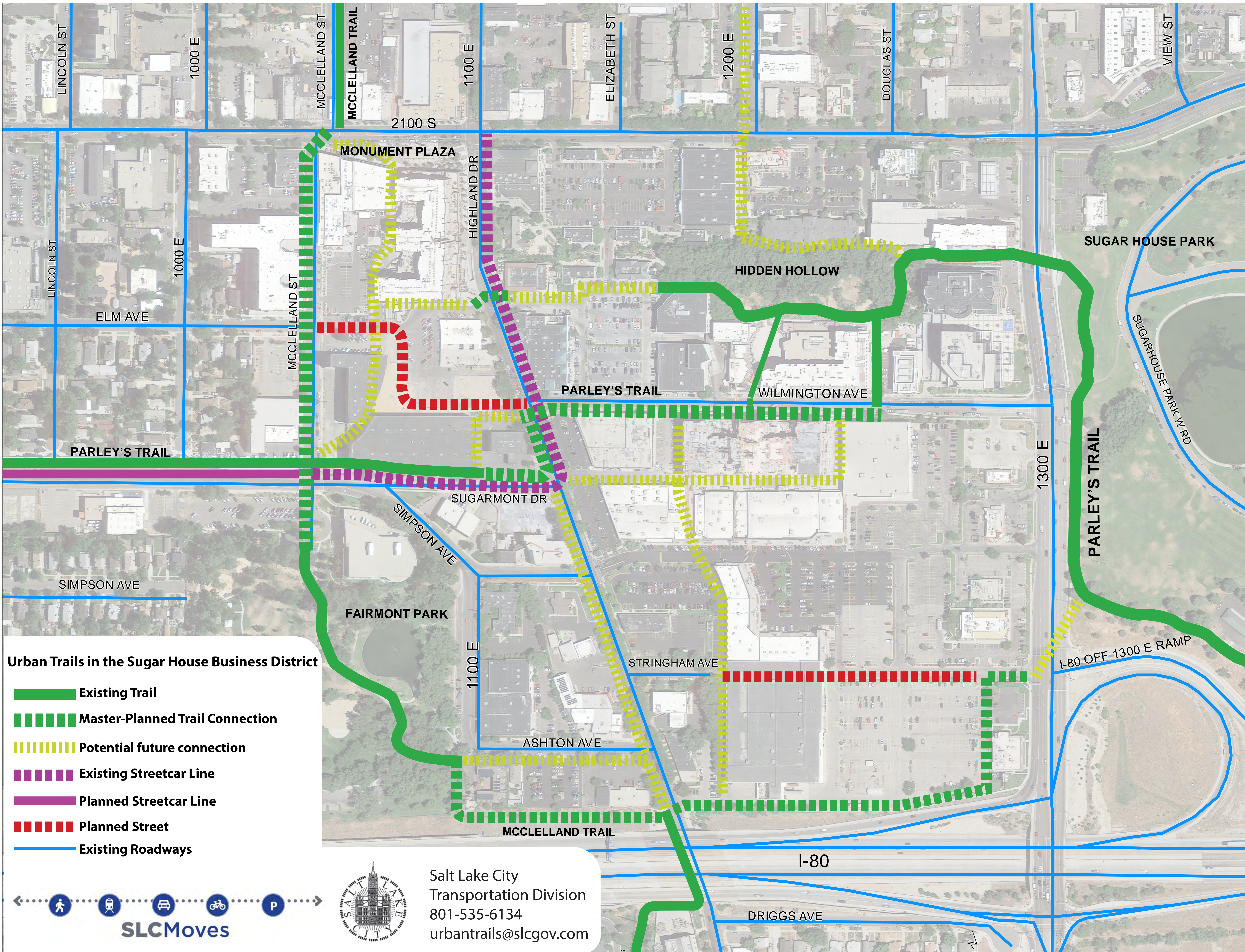
I hope this information is helpful. Please pass this information on to the Planning Commission.

Judi Short, Land Use Chair  
Sugar House Community Council

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Judi Short  
[REDACTED]






**Urban Trails in the Sugar House Business District**

-  Existing Trail
-  Master-Planned Trail Connection
-  Potential future connection
-  Existing Streetcar Line
-  Planned Streetcar Line
-  Planned Street
-  Existing Roadways


  
**SLC Moves**


  
 Salt Lake City  
 Transportation Division  
 801-535-6134  
 urbantrails@slcgov.com



May 21, 2017

TO: Members of the Salt Lake City Planning Commission

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

RE: Shopko Block Development



Members of the Sugar House Community Council Land Use Executive Committee met today to try to summarize our feelings about the development in the Shopko Block. This proposal has changed a number of times, based on comments we have made about the project. The development team deserves kudos for being willing to listen to us, and make changes to their plans, as we go along.

We don't think there is a reason to try to add Open Space to this project, even though a number of our comments from constituents indicate they want more park space. This is between two very large parks, and the Hidden Hollow Natural Area is right next door.

Reading through the Sugar House Master Plan (SHMP), here are our thoughts:

### **COMMERCIAL LAND USE**

**What we like:** Bringing back the streets (Stringham and Ashton), and making it easy for other developers to reconnect even more streets and pathways. We like the wide sidewalks along Stringham. The pedestrian medians (islands) are really nice. They help pedestrians cross safely.

The mural on the south wall of the old wall, which is the back of the shoe store and Spoons and Spice is great, and a good interim solution to an ugly wall. We like that the U Medical Center will be there, a regional draw, and a great amenity for those of us who live in Sugar House, and the residents of The Legacy.

Good promotion of public art.

They do a good job of structured adequate parking and circulation, with multiple entrances. And we like the fact that it can be used after hours, for those who want to eat and shop in the business district, but have to drive their car to get there.

We like the office use to provide to provide a daytime population and bodies to eat lunch at Kimi's and other restaurants in SHBD.

**What we don't like:** Buildings don't reflect the look and feel of SHBD as a unique place. Nothing is unique, it looks like Cottonwood Heights Office Park. The placement of the building and big parking lots contribute to that. And the surface materials being used, do not reflect the look and quaintness of Sugar House. Just like we asked that the Dixon Building be redesigned on the exterior, to more reflect the old look and feel of Sugar House, this project needs that same treatment. The square building is just not at all interesting. It looks cheap, how can we get this done the right way. This building will be with us for a long time, and we don't want it to set the tone for buildings that follow. We are still hearing complaints about the glass building on the corner of Wilmington and 1300 East, which has been there for 31 years according to the Salt Lake County Assessor's Office.

The buildings do not honor the historic character of the business district. They are stark, modern, ordinary buildings.



We hope that having smaller business spaces, will allow for some local businesses, throughout their project.

Treatment of the retail, on the north side of the housing. The whole point of providing retail along the streets is to make them walkable. If there is nothing to go to, people won't walk up the street.

The developer says he does not want to create a canyon effect, by placing the office building right up to the sidewalk. This would not be shading a public plaza, we think this would be a better solution than putting it up next to the freeway, and would comply with the SHMP.

### **Mobility: Access and the pedestrian experience**

**What we like:** Really good job of facilitating pedestrian movement, but there's no pedestrian draw, no reason to walk unless you are returning to work. A fake window front of a building is lame, and it won't create pedestrian traffic. We need a mix of retail.

We love the wide sidewalks. Makes it so people might actually want to use the sidewalk.

The grassy plaza, in front of the U Med, and also in front of the Office Building, are nice amenities for daytime use by the tenants, but it won't be a draw by other residents of Sugar House during the evening or weekend hours, it is too isolated. It is also only interfacing with the parking structure, and that feels like a lost opportunity.

Kudos for a wiggly road to slow traffic down, rather than a straight shot speeding through the business district to bypass 2100 South and 1300 East.

The water fountain for the bike trail on Ashton is great, along with a place to stop and repair bikes along the new Ashton Trail.

**What we don't like:** The parking structure, and the big gap it creates, physically separates one end from the other and accentuates the office park feel of this development. The placement of the parking structure basically means this development is oriented toward cars. The configuration of the buildings around the parking structure is a problem.

Delineate space with paving materials and design to help define pedestrian areas from other circulation areas. We hope that the crosswalks will be clearly delineated with paving materials to delineate the streets from the crosswalks.

We have serious concerns about the ingress and egress of Stringham Avenue from 1300 East SLC. Transportation needs to take a hard look at this to make it work, safely.

### **URBAN DESIGN ELEMENT**

**What we like:** They should be mindful of CPTED (Crime Prevention Through Environmental Design)

They should incorporate paving treatments in pedestrian walkways, to place importance on the pedestrian and require cars to slow down.



**What we don't like:** The SHMP calls for all buildings to be built to the sidewalk with varying setback allowing for some interest for the pedestrians.

We want some architectural detail at the pedestrian scale, but if there aren't pedestrians, it won't matter. The ground level uses should generate activity. Cars are driving the design: the pedestrians are an afterthought.

Building to the street is desirable, but may not always be feasible. In this case, we think that this is a perfect place to encourage pedestrian circulation by building to the street. This developer should consider pedestrian circulation as a critical design feature. This parcel is a lot of asphalt, and this is a good time to change that dynamic.

Provide parking structures and underground parking structures in order to address the "sea of asphalt" which detracts from the pedestrian experience. There is a parking structure, but it has a big top level with many parking stalls on it. Still looks like a parking lot.

We would like to see the buildings closer to each other, like they belong together. Not like 3 separate islands. The placement of the parking structure is the culprit here.

### **Business District Design Handbook**

There should be entrances every 30' for retail, and glass windows on the first floor should be clear, not obscured, not smoky, not shadowed, CLEAR. We feel that small retail spaces can be achieved and not break their agreement of 8,000 sf. We also believe placing these spaces along Stringham Ave creates more of a pedestrian orientation. Why create a great place for pedestrians to be and not give them any reason to be there.

The U Med building will have a pharmacy, maybe a gift shop or small sandwich shop, coffee, etc, on the north main floor. We understand why they don't want to put entrances out to Stringham, and would rather have one main entrance for the retail component on the southwest corner. But they could easily put up some blade signs along Stringham to highlight the retail presence.

The SHMP Design Handbook says "Consider the relationship of building forms to one another and to other elements of the Sugar House area so the effects will be complimentary and harmonious." This proposal currently doesn't meet that standard. There are other buildings recently built, but just because they are built doesn't mean we like them, or the greater community likes them. Probably 95% of the comments we have received electronically, or we hear when talking to folks in the 'hood, is that that look and feel of Sugar House is being eroded by the addition of these large buildings, that they aren't the look and feel of what was once Sugar House. Loud complaints. The volume of the comments from Facebook gives you a sense of the current sentiment.

We like the fact that they are continuing the old fashioned lighting poles that are used elsewhere in the SHBD. However, we know that they are not efficient in terms of wasting light, rather than focusing it downward where it is needed. We should be avoiding light pollution whenever we can. They are currently looking for a light pole that is energy efficient but still provides excellent light, to use in this development. We asked that it have a traditional feel, not a stark, modern design so that it fits nicely with the traditional lamps already in the SHBD.



We like the landscaping and benches along the street.

We like the mural wall along Stringham. When Shopko comes down, the back of PayLess and Spoons and Spice is a plain, unfinished wall. Putting murals reflecting Sugar House, perhaps on a rotating basis, will make a silk purse out of a sow's ear.

Ultimately this proposal has all the pieces to be a great project. They just aren't putting those puzzle pieces together in a cohesive way that promotes the master plan, the planned development of the design guidelines. There is so much we like about the project, but cannot find the enthusiasm for the overall look and feel because of the issues we've identified above regarding the parking structure placement and office park feel.

At this point, it may be difficult to support the approval of a Planned Development, because our master plan calls for buildings right up to the street, and this plan is requesting the opposite. We don't think this street will have very active use, the way the development is currently designed.



## **COMMENTS FROM SHCC WEBSITE RE SHOPKO DEVELOPMENT**

On Monday, April 3, 2017 10:31 AM, Anne Asman <[REDACTED]> wrote:

I have lived in Sugarhouse for nearly 30 years and I just want to say how horribly disappointed I am at the plan for the use of the vacated Shopko store. We do not need more office buildings or living spaces. The two buildings on 1300 east across from the park always have leasing signs in front of them. And, we are just finishing the Legacy Village that will house many older adults and the new building for the expanded U of U Sugarhouse Clinic and other offices. What we need is a good anchor store, like Shopko where the older residents and students from Westminster in the community can walk to get their essentials. Smiths and Walgreens are too far for older adults and Whole Foods is too expensive with limited selection. I find it hard to believe that there is any research from community **residents** that supports more office space and housing units. Years ago we had all hoped that Target would go in where Walmart is on Parley's Way. This is a perfect opportunity to approach them for **this** site especially since we are building an older adult community so close by.

I am planning to attend the meeting on Wednesday to learn more about how and why these decisions have been made, but I think that they are very short sighted and investor driven. I am happy to discuss my concerns at any time.



**Judi Short** <[REDACTED]>

8:10 PM (0 minutes ago)

to asart53, Landon, Amy

Amy thank you for forwarding the email to me from Anne Asman.

Anne, We are stuck when a developer such as Westport Capitol buys a 9 acre property such as the Shopko parcel. They have an interest in mostly office redevelopment. At the same time, the Dee's Corporation, who owns the rest of the block (basically a circle around the Shopko middle) is very worried that this parcel might compete with their retail.

The restaurants in Sugar House are having trouble getting enough customers, which is hard to believe. Apparently all the people who live in the SH area apartments work elsewhere, and I am speculating that rents are so high that they don't eat out frequently. Westport is trying to answer a need by providing customers (office workers) who would eat and shop in the SH area during their lunch hour, or before and after work. They are also providing parking that will be mostly empty during the evening hours, and could be available for customers of the various restaurants and stores. I am sure you are aware that parking is at a shortage at certain times of the day. This should help alleviate that problem.

I know that Dee's has reached out to other stores, because they currently have the former Toys r Us space available. I think most of the rest of the retail on that block have long leases, like 20 years, so your dreams may not be fulfilled.

I am glad you are coming tomorrow, you can ask this question of the developer. He is a local resident and very familiar with the master plan. They are also cognizant of the fact that we want the former streets to eventually be put back so the area is more walkable, and that is hard to do when they own just the middle of the block. I will have comment cards on the table tomorrow and urge you to fill one out and leave it for me. Some of us have seen the project three or four times as it has evolved based on input. Once they actually file a petition with the city, we will put all the actual plans (compared to just preliminary drawings) on our website. At that point you can see the drawings and specs and send me an email comment which I will provide to the Planning Commission along with my letter.. Watch our agendas to see when he is scheduled for another SHCC meeting when he has his proposal turned into the city

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

Last account activity: 46 minutes ago

[Details](#)

I would appreciate anything that SHCC can do to encourage walkable development on the Westport Capital project. The contract with the Olsen's limit Westport Capital to 8000 square feet of retail (to decrease competition with Olsen's properties. That does not encourage walkability. SHCC can and should encourage ground floor retail which should also increase sales in surrounding properties. George Chapman



**Name:** James Alfandre



**Email:** [REDACTED]

**Comment:** This was the biggest bait-and-switch I've seen in all my days of community development (I'm a developer myself with offices here and in Washington, DC)

The developer obviously had ZERO interest in what the community wanted to see here. Their "survey" was a bunch of baloney.

Will the developer release the results of the "survey", because I guarantee that community members who filled it out don't want to see a very, very, very, very suburban office park at this location.

So did the developer manipulate the results, or was the "survey" an incredibly pathetic political stunt to mask complete indifference to what the public actually wants, and what deserves to be built here?

The developers knew they wanted to build a suburban office park here the whole time, at the gateway of Sugar House, and thought we were stupid enough to be duped by an obviously completely irrelevant survey.

Well, good sir, you were wrong. This won't fly here in my neighborhood. I won't let it. Especially the way the developer went about doing it. Can they really look all of us residents in the eye, now that their rendering of what they want to build there has been released, and say, "we really care about community building and what the community thinks?" No. No they can't. They've been pulling the wool over our eyes from day one. And they won't get away with it :)

**Name:** Denise

**Email:** [REDACTED]

**Comment:** NO! NO! NO! F'ING NO! Sugarhouse is not downtown, let's stop acting like it is! No more new building monstrosities that our streets can't accommodate! What happened to the "eclectic " feel of sugarhouse? What's happening to our area is sickening ! I'm thinking of selling and moving to someplace that cares about the community (ie the PEOPLE that live here). Stop letting the east siders decide that goes into the heart of sugarhouse, put this shit in their backyard and see how they like it! My friends as is won't come here to eat anymore because of traffic and lack of parking.

Walking is always what they think! Look at our trolley, the idea was people will walk to it and use it to come to the restaurants, but they don't! Come on a Friday night and see people parking in the neighbors and lack of parking . Americans are in love with their cars, what makes them think their business complex will be different? Look at the traffic on 21st south now, it's already horrendous and they will add to it.

**Name:** Jeff Bridge

**Email:** [REDACTED]

**Comment:** I am a longtime Sugarhouse resident and this development is just another example of the overdevelopment in Sugarhouse. The 2100 South Street from 1300 East to 700 East is now impassable. This is due to the overdevelopment of the area without allowing for the road infrastructure to catch up. There are not enough lanes to allow the traffic to flow through the area, vehicles to ingress and egress from the I-80 freeway and the 1300 East Exit. There is simply too much development and stress impact on Sugarhouse infrastructure and not enough public sector infrastructure development to catch up. The city and the state need to consider putting new exits and on ramps off I-80 underground and stop this overdevelopment until the roads and transit sector can catch up.

**Name:** Jason Brower

**Email:** [REDACTED]

**Comment:** I really like the new road, the wide sidewalks, the possibilities for connections into other areas of the business district, and the ground floor retail included in the apartment building. It'd be nice to see more retail space, but I understand that it might not be possible with this project. The office buildings are very sterile and uninteresting. It'd be nice to see something a little more colorful or visually stimulating.

**Name:** T Jensen

**Email:** [REDACTED]

**Comment:** All Sugathouse needs is more unoccupied housing and office space. I suppose the city is alright with long time home owners spending their money elsewhere. This area will sadly make Sugarhouse less attractive and help it to be less unique. What a sell out.

**Name:** Carrie Browder

**Email:** [REDACTED]



**Comment:** I'm sure someone worked hard on this & there may be some positive aspects I'm not appreciating. That said, it would be nice if it was less boring/anonymous & more inviting, as it is the entrance to Sugarhouse area. Blue glass (think of the birds) & concrete boxes seem kind of...out of line with the character of the area, which is more quirky, & it could use more trees. I can see Sugarhouse embracing either a much more avant garde look (with cool considerations like heat, green space, bird-like surfaces, etc etc-- or something that reflects the historic character of the area (not just the old prison). (Also, aside to Sugarhouse Council, please use black text on a light background for content--current info doesn't work on mobile--text is over busy photo & dark colors.) Thanks  
**Name:** Christopher S.

**Email:** [REDACTED]

**Comment:** This in no way goes with the theme of sugar house and is one of the ugliest developments I've ever seen. This will definitely make me want to move out of sugar house. Way to ruin one of the best neighborhoods in the valley.  
**Name:** Alisha

**Email:** [REDACTED]

**Comment:** A Target would be great in the old Shopko area.  
**Name:** Jason Frederick

**Email:** [REDACTED]

**Comment:** Is this for real?! Another office complex?! Sugarhouse is already being ruined with the ugly new buildings so we add more? Come on you guys, let's try a little harder here.

**Name:** Amy Whittemore

**Email:** [REDACTED]

**Comment:** This does not fit the feel or look of Sugar House at all. It is a huge eye sore. The roads are already packed. We need different options than this. This looks like Cottonwood Heights, Sugar House small, boutique like shopping like foot hill or even a bit bigger stores but this option is the worst.

**Jenni Oman**

May 2 at 8:28pm

I think by asking for and gathering comments on the design, the community council is advocating for the community.  
**Christopher Sanchez** <donotreply@wordpress.com>

May 9 (3 days ago)

to me

**Name:** Christopher Sanchez

**Email:** [REDACTED]

**Comment:** I feel this does not go with the look and feel of the sugar house area and this development is a giant eye sore. This does not blend in with the surrounding area and you are allowing a vibrant neighborhood to be ruined. Also the traffic impact has not been addressed and is all ready terrible. There is a reason why people are moving out and heading to the 9th&9th area "the new sugar house". Maybe we should take some pointers from their planners.

[Rebecca Symes](#) I live just South of this and participated in the survey. I am not sure where the suggestion of office buildings came from?!? I love the mixed use housing and retail and we might as well have an actual street through it to manage traffic flow but the office buildings could really be out of place IMO.

[Like](#)

· [Reply](#) · [Message](#) · [May 4 at 9:30pm](#)

[Simriti Schwobe](#) Wow.....this is ugly.

[Chris Sanchez](#) Losing all hope and faith in the sugar house community council if they allow something like this too be built.

[Sugar House Community Council](#) [Chris Sanchez](#) We want every voice in our community to be heard no matter what their opinion (they are never of just one opinion) and so we make sure you have opportunities to participate in the process. We also understand that the city cannot deny a private property owner their right to develop. While you may not think something is "right" the city cannot legally obstruct those development rights. The courts are very clear on that point. Regardless of legal realities the city has to follow we encourage participation and thoughtful comments that hopefully work to make some of these developments better. We will include every comment in our report to the planning commission.



[Sugar House Community Council Jenni Oman](#) Yes, this is exactly why we are trying to gather input . We can try to make the project better. We cannot stop it.

[Chris Sanchez](#) You say you can't change or stop this development and you value personal property rights and we can't stop it, so I would like you to define the parameters of "we can make this project better". Please be specific and let me know what this gathering of ...[See More](#)

[Like](#)

· [Reply](#) · [Message](#) · [May 9 at 10:38pm](#)

[Sugar House Community Council Chris Sanchez](#) First of all I never said anything about my personal views on private property or the community council's stance. We do not vote on projects. The community council collects comments and we try to help them be informed and constructive so the city can use them based on their legal restrictions dealing with land use. The guiding document is the Sugar House Master Plan and you can link to that here. <https://sugarhousecouncil.org/.../sugar-house-master-plan/>

[Jennifer Omasta](#) This is seriously going to impact SH in a negative way. Already too many apartments going up in that area and becoming too congested. Really bad idea!

[Lisa Dunsmore](#) NOOOOO!

Already too much traffic congestion in this area. Too crowded! Let Sugarhouse have some space!

[Like](#)

· [Duane Armijo](#) Bank on it, it's going to be built.

And expect a lot more high density housing to keep coming with it too.

[Duane Armijo](#) Not a coincide.

Nearby in Riverton.

[Travis Straw](#) Enough!!! Have you driven thru Sugarhouse lately??? It will be a sad day if this ends up passing.

· [May 1 at 10:37pm](#)

[Justin Hamula](#) This is a less than desirable plan. Lost opportunity on the street. More like an alleyway to parking garages. May I suggest fronting retail along the new street instead of 1000 feet of parking garage. Then cramming what looks like residential b...[See More](#)

[Rebecca Symes](#) I live just South of this and participated in the survey. I am not sure where the suggestion of office buildings came from?!? I love the mixed use housing and retail and we might as well have an actual street through it to manage traffic flow but the office buildings could really be out of place IMO.

[Like](#)

· [Reply](#) · [Message](#) · [May 4 at 9:30pm](#)

[Simriti Schwobe](#) Wow.....this is ugly

**Name:** Benjamin Wheeler

**Email:** [REDACTED]

**Comment:** You can bet I'll be here to detest this poor excuse of an urban improvement, from the perspective of a current architecture and urban planning student.

Time: May 15, 2017 at 5:19 pm

**Name:** Mary Clark

**Email:** [REDACTED]

**Comment:** My concerns are somewhat colored by the fact that I do not always see progress as our most important business.

1) I know U of U Clinic is one potential renter for the office space. Do you have have other interested parties or is this a "build it and they will come" venture?

2) Is the reopening of Stringham Ave scheduled to be two way traffic and how will the intersections at 13th and Highland Dr. be handled?

3) With he amount of parking you are providing I can only see more, much more traffic. Do you think Sugar House is ready?

Time: May 15, 2017 at 7:30 pm

Judi,



I'm OK with greater density and certainly the elimination of surface parking in favor of structured parking, but I think the trade off here needs to be more work by the development team toward adherence to the master plan to allow for re-integration of mid-block streets or passageways.

Kirk

My concern is traffic. The people give a great sales pitch. It looks great on paper and has some really nice features, but 4 tiers of parking equals lots of cars in my book. This is also on top of all the other new developments and iwe must not forget a hotel! I understand it is going to happen, but it is going to be a huge change and influence our traffic flow immensely! The exit off Stringham going East is basically a W I80 freeway entrance would you not agree? How do you access the East bound entrance? I do not like being unresponsive and I will undoubtedly love using the clinic, but it does change Sugar House as we know it. Change is hard for me. Kirk Huffaker

May 18, 2017

To: Daniel Echeverria

RE: ShopKo area redevelopment

I want to submit comments regarding this redevelopment in time for the planning commission work session on May 25, 2017.

Commendations go to the project manager in their openness to work with the community well before this project was formally submitted. They have been soliciting public input from a variety of sources and their efforts have not gone unnoticed or unappreciated. The return of Stringham Ave is a huge benefit to the community and the development. The treatment along the street is attractive and pleasing and we're excited about this aspect of the development.

This is a big project and while there are some great aspects of this the entirety of the project misses the mark in terms of the Sugar House Master Plan and the Planned Development guidelines.

As a member of the Sugar House Community Council who oversees the social media and outreach I will relay that the majority of comments we are seeing all suggest this looks and feels like an office park. In my estimation much of this is because the buildings are so separated and not interactive. The large parking structure pushing the 2nd building so far back is also a large component of why this comes across as an office park that one finds in the suburbs.

Planned Developments call for buildings primary orientation be to the street. This is both for vehicle access and for pedestrian access/orientation. Again, the fact that these buildings are so spread apart creates an absence of pedestrian activation. In the most recent iteration of the project we see the developer has added a pedestrian plaza in the area that only connects the parking structure to the office/medical plaza. This is nice, but it won't be an active pedestrian plaza for anyone other than the office workers at best. There is nothing to draw a pedestrian up to that area. In fact, the placement of the parking structure makes this uninviting to walk around. While the pedestrian plaza is a nice amenity it doesn't enhance the project for the community at large.

While the community recognizes the need for, and demands parking I believe we can do better at how it is integrated into an overall project. Right now the physical separation this parking structure creates at the street feels like an obstacle to creating any street activation as it's completely geared toward cars.

The width of the sidewalks is such a pleasant change from every other developer in the area that getting people out walking up and down the newly restored Stringham Ave will feel safe and inviting except there is nothing going on there to draw anyone.

The design site review does allow you to consider the configuration and this is paramount to address the prominence of the parking structure in relation to the 3 buildings. Parking should not be the overwhelming focus as it is right now. The project manager has asked for ideas versus simply criticizing the development. I wholeheartedly agree and have stated multiple times a village feel where the buildings are closer together with an inviting streetscape frontage is part of what would reduce the office park look and feel.

I am not opposed to office buildings and I understand the ordinance in play that requires a residential component. However, it is also clear that the residential building is an afterthought. The design is mediocre and does nothing to enhance the character of Sugar House. There is no communal space or gathering spot for people that will actually be living there. The inclusion of ground floor small retail is the best thing about this building offers. It actually activates the space to pedestrians, residents and the community. I wish to see more of this along the newly built Stringham Ave to give people a reason to walk and move about this area. I'd like to avoid a dead zone in the evening to enhance the community and keep public safety in mind.

I believe the developer can make this an amazing space, but at this point has fallen short due to the configuration. Instead of



hitting the goals stated in the Sugar House Master Plan and the Planned Development requirements it comes across as that office park.

The parking structure should either be moved behind (south) of the 2nd office building or the building situated on top of it. There should be more cohesion between all 3 buildings that create the feeling of connection.

Thank you for your attention to this project and we appreciate your listening to the concerns expressed by the community in time for the work session. We are all invested in creating a vibrant community in Sugar House. I know the project manager and his team are equally focused on this goal and I hope we can create something great in this area.

Best Regards,

Amy Barry

**Amy Carmen**

8:10 PM (21 hours ago)

to minnesotaute, me, brycewilliams15, amybarry, sallyb

I've grown up in the Sugar House area, and live in the Wasatch Hollow Community Council. I love the area. I know you are a council for business growth, walkable neighborhoods, public transit, etc. However, I can't believe how much housing and development there has been in the last 10 years, specifically in the last 5 or so. There are so many cars and crowds, no matter the time of day. I am aware of the current plan for the Shopko area, but am disappointed that there will be so many more residents, which causes more crowds and traffic issues. What happened to more green space? When I drive by on a different route than I usually take, I see more and more housing. For the last 6 months or so, I avoid driving through Sugarhouse, unless there's a specific store that I really need to go to. Now I choose to shop and spend time elsewhere because of the crowds, traffic, and inconvenience. I know other people that feel the same way as I do.

I'm sorry this is so negative, but I wanted to let you know of the concerns I have, as well as many friends, neighbors and family members who feel the same.

Thank you,

Amy Carmen  
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Thanks for your email Amy.

It was about 13 years ago that the city council changed the Sugar House Master Plan that allowed for more height and residential density. That paved the way for what we are seeing today. Since the master plan allows for these uses in ordinance the city cannot stop a private property owner from developing their property as long as they meet the ordinance requirements.

As for the ShopKo development the city requires a residential component in order for a developer to go above 30' for the other buildings. The cost of the land means the property owner needs to develop something that will return the investment and that means height. They would prefer not to do residential, but they can't get away from it.

As for traffic. We all know that development and traffic go hand in hand. Again, this is a private property issue. The courts have long ago ruled that traffic is not a private property issue and the city cannot legally tie to the two together. Meaning, they can't stop a private property owner because of traffic. The courts see this as a city infrastructure issue and not one of private property rights. How do we even deal with traffic? Do we want to widen our roads? We know that a huge portion of the traffic are people travelling through to get on and off the freeway. Do we close that freeway access? Who has the perfect answer?

The city generally makes the developer do a traffic study and then can work with them to mitigate certain impacts if feasible. The ShopKo people are putting in a new road through the block to help with traffic, which is not required. We should see some positive flow from that, but it's an overall uphill battle.

I live right off the business district so I can't avoid the business district to get in and out of my Westminster neighborhood. I know when traffic is bad and I either walk or wait until rush hour dies down. I can get around easy enough, but I also understand others don't like it at any time.

Those of us volunteering on the community council have certainly learned more than we ever thought we would about land use laws and zoning regulations. We advocate for the components of the master plan that focus on making the business district vibrant and pedestrian oriented. We know we can't stop the developments, but we try to create positive relationships with the developers to work to make them better. We win some and we lose some. My family history is rooted in Sugar House and as a



20 year resident I've seen much of those changes. I kind of live in the middle of it so I can't avoid it. Some of those changes I love and some I'm not so happy about, yet I'm still involved and hope my little voice can make a difference.

Regards,  
Amy Barry

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May 12 (7 days ago)

to me

My comments center around the ideas I gave to Lindsey and in my survey comments. I was hoping for more of a village feel. The character of Sugar House isn't all about brick. The charm is about scale and I believe you can get height an density and still get more of a village feel. Putting the buildings together would help with the horrible office park of suburbia feel. Making them look different and just a bit of character (nothing like the Taj Mahal) would go a long way.

The parking needs to be behind the building. Forcing a deep separation of the street level activation and the building through parking is just what we have now. This is bad and completely undesirable. That needs to be changed.

I know Marc doesn't want to compete with the Sugar House Center businesses but honestly those businesses aren't that great. There is what, maybe 2 places to eat there and Zupas is one of them. Gross. Having some small eatery wouldn't be a competition it would be a blessing. Having some small store retail could really activate this spot and not offer competition to the terrible stores.

I realize that Lindsey has a prevailing thought that we need more people. The fact that people bitch about not enough parking tells me we have plenty of people. What we don't have is a good variety of businesses. The Granite showroom and the Vue are populated with 95% restaurants. This isn't supportable. What non-restaurants we do have is a Dentist, Title Company, Hair cut place, a boutique and a dog groomer. The selection of businesses is a huge part of the problem of why some are failing. It's not the only reason, but it is a big one.

I don't mind that we're bringing in office buildings, but please don't make them look like this. I don't mind the residential, but please don't make it look like all the other crap being built in the city.

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**COMMENTS MADE AFTER REVISED PLANS WERE POSTED 5/19**

[Tracie Holsten Cooper](#) commented on a [link Sugar House Community Council](#) shared.

**Tracie Holsten Cooper**

May 19 at 8:21am

Please be mindful of the height of these new buildings. I hate that we are losing our mountain views in Sugarhouse. Smart communities embrace and protect their views.

[Al Dieffenbach](#) commented on a [link Sugar House Community Council](#) shared.

**Al Dieffenbach**

May 19 at 8:51am

require parking for developments/retail/restaurants/clubs!

**Melissa Murphy**

May 19 at 9:34am

How are these little two lane roads going to handle the increased traffic! It's bad enough now on 11th and



**John Barnhill**

May 19 at 9:54am

It's nothing but a bunch of corporate worship structures. The developer will rake in the profits, while the taxpayers will pay for all the losses and collateral damages to the neighborhood, and the local residents will deal with increased traffic and roads that will even further deteriorate. This City is run like a two-bit pawn shop.

[Charles M. Fletcher](#) commented on a [link Sugar House Community Council](#) shared.

**Charles M. Fletcher**

May 19 at 9:59am

This entire state is run that way.



[Like](#)



[Comment](#)



**COMMENTS FROM SUGAR HOUSE COMMUNITY COUNCIL FB PAGE**

Tracie Holsten Cooper Please be mindful of the height of these new buildings. I hate that we are losing our mountain views in Sugarhouse. Smart communities embrace and protect their views.

Al Dieffenbach require parking for developments/retail/restaurants/clubs!

Melissa Murphy How are these little two lane roads going to handle the increased traffic! It's bad enough now on 11th and 13th East

John Barnhill It's nothing but a bunch of corporate worship structures. The developer will rake in the profits, while the taxpayers will pay for all the losses and collateral damages to the neighborhood, and the local residents will deal with increased traffic and roads that will even further deteriorate. This City is run like a two-bit pawn shop.

Charles M. Fletcher This entire state is run that way.

Amanda O'Karma Esko So, are they tearing out the whole side with the Nordstrom's rack and awesome movie theater too????

Sugar House Community Council This developer does not own that property. The SHopKo building is the only one being demolished by this developer.

Michael Berry Is there demand for office space in Sugar House? Sugar House's identity used to be unique, great shops, awesome restaurants and bars, and a great place to walk around and enjoy. Seems like what this design is trying to accomplish is the opposite of what Sugar House was.

**SH**

Sugar House Community Council Market studies suggest that there is demand for office and housing. The developers never release these market studies because they hold sensitive financial data, but it would be nice to read one someday.

Mark Bore Sadly I think this new development will eliminate the de facto park and ride parking which currently exists at the end of the Shopko parking near the Red Lobster. I highly doubt the developers will allow that practice to continue in the new parking structure.

Nadia Ekenstam Moumoulidis As a resident, nothing in this design motivates me to visit that area.

**SH**

Sugar House Community Council Could you provide feedback for what you think would make it better? In order for us to advocate for changes we need to hear what people are looking for.





This "look" is the relentless attempt to homogenize Salt Lake City with the rest of the perceived "modern" America. It is what we at 9th and 9th have been battling as well to a lesser degree since the City in the 60's wanted to bulldoze the area for apartments and light industrial use.

It is not what residents want, it is what the banks, developers want and the "expert" planners insist is the best use of the land/area.

[Kate MacLeod](#) Oh my gosh, have always loved Sugarhouse, my neighborhood, because it does not look like that. I walk around Sugarhouse every day, running all of my errands by foot. I seriously hope the plan is reconsidered. I like growth, and people, and activities, but I dislike the business park look of this plan, it reminds me of places that I've chosen not to live in.

[Mehrddad Samie](#) I see comments on the " The Architects " and putting the blame on the architect ... Anybody who has gone through this process well knows that, this has nothing to do with the architect and all has to do with a bunch of non visionary politicians / decision makers and officials that will never spend any time in and around the project after it's completed ... Very much like a bunch of white male republicans making decisions about a female reproductive organ!

[BT Rosswog](#) Not a fan of it. I find it hard to believe that residents here wanted this.

The streets are fine... not a fan of more mega-buildings.

[Tavia McGrath](#) There was no vote by residents. It will have to go through approvals at the city level, but this is the property owner's and developer's decision. I wouldn't have voted for this!

[BT Rosswog](#) There was a survey. I took it. Sorry...wrong word choice

[Søren Simonsen](#) I don't think this is what residents wanted. The community has largely supported increasing density as a way to curb runaway urban sprawl, as reflected in the community master plan and zoning. But this approach is completely suburban, notwithstanding the taller buildings. We need our collective community voices to push this in a direction that aligns with those broad community goals.

[Linda Johnson](#) Yes, that's about right. Wise as always, Søren.

[Philip Carlson](#) I want the increased density/ larger buildings.

I DO NOT want the suburban layout.

[Linda Johnson](#) [Philip Carlson](#), I wish you would explain your position so we can hear both sides. Sugar House has the basic town type housing surrounding the commercial core. I personally think the core should be commercial, at least at street level, next levels offic...[See More](#)

[Jennifer Purdy](#) I took the survey. I did NOT favor anything even remotely like this, nor did any of my neighbors who participated in the survey. "The residents here" don't want it.

[Sarah Carlson](#) Hopefully a lot of people can show up to the meeting.

[Philip Carlson](#) [Jennifer](#), did you like the way it was with the Shopko, sea of parking? What would you like to see there?

[Philip Carlson](#) [Linda](#), like you, i want commercial (mainly retail) on ground floors with office and residential above. 3-5 stories without setbacks is was comfortable for pedestrians in European villages I've visited. Buildings should be facing streets with parkin...[See More](#)

[Jennifer Purdy](#) I voted for more pedestrian- and bike-friendly green space. Buildings are fine -- the Shopko building isn't a beauty and should be replaced -- but the buildings in the renderings are especially devoid of any charm. We don't need more glass and steel and concrete parking expanses. I also have concerns about the traffic. It is already a mess on 13th E between I-80 and 21st S.

[Jennifer Purdy](#) And though the Shopko parking lot was just ugly asphalt, it was rarely full so one at least had the feeling of some space as opposed to the rest of The Commons parking areas. The renderings make it appear as if the whole area will be hemmed in by buildings and the parking structure.

[Sarah Carlson](#) Great points Jen!!

[Linda Johnson](#) The way to get it right is to run it through the WFRC ET+ program. It will do traffic, needs, uses, and everything for Sugar House. Real name is "envision tomorrow plus."

[Jenn Blum](#) It looks like a corporate office park and doesn't seem very neighborhood-y.

[Krisssy Nielsen Gilmore](#) I'm surprised. This was not what I was expecting at all. I agree with Jenn and BT -- this doesn't fit the neighborhood feeling I was expecting and that I think Sugarhouse is known for.

[Ricky Carlson](#) Definitely not a fan. A big shiny corporate office park just doesn't feel like the right thing in Sugarhouse. I like the idea of opening up that new east-west street, but situating the center building a couple hundred feet away from it with a parking garage running along such a significant portion of the street puts way too much emphasis on cars and will probably discourage pedestrian use, which is always a problem

[Søren Simonsen](#) I think you're spot on [Ricky](#). The proposed density is in line with stated community goals. The layout, format and configuration should also be aimed at create pedestrian and bicycle friendly business district — and in this case totally misses the mark.

[Erica Snyder](#) The plan to ruin Sugarhouse is almost complete!

[Russ Page](#) NIMBY. Whether it's an office building or a prison, people don't want the feel of their neighborhood to change.

[Søren Simonsen](#) Change is coming for sure. I'm a fan of change, when the change gets us closer to our stated community goals. In this case, the density is a positive change, but the layout, format and configuration totally miss the target.

[Russ Page](#) What are the stated community goals and who came up with them?

[Kate Johnson](#) I agree with the others, and given that the site is so prominent, I would like to see it incorporate a lot of green infrastructure technologies. Smart wastewater collection and possible reuse, permeable pavement, green grassy swales (to also capture sto...[See More](#) [Monica Grimm](#) Boo!

[Tam Guv](#) I appreciate that you respect people's opinions while sharing your opinion and explaining why you have that opinion. I appreciate that you share your knowledge. Hopefully it empowers people to have more information and examples to draw from. ...I also agree that this is a suburban office park that does not belong in the present fabric or future vision of Sugar House. This property is an amazing opportunity that most vibrant and growing communities would love to leverage into a high quality living and working walkable addition. It could be a powerhouse for the economy in terms of creating inviting ground floor retail and office spaces. It could be an outlet for sorely needed housing. It could be a place to integrate ecosystem services into the design of a relatively large swath of land. But, as this planned suburban office park, it won't be any of those things.

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[Kate Johnson](#) It reminds me a lot of Sandy, a place I prefer to avoid



[Monica Grimm](#) Boo!

[Tam Guv](#) I appreciate that you respect people's opinions while sharing your opinion and explaining why you have that opinion. I appreciate that you share your knowledge. Hopefully it empowers people to have more information and examples to draw from. ...I also agree that this is a suburban office park that does not belong in the present fabric or future vision of Sugar House. This property is an amazing opportunity that most vibrant and growing communities would love to leverage into a high quality living and working walkable addition. It could be a powerhouse for the economy in terms of creating inviting ground floor retail and office spaces. It could be an outlet for sorely needed housing. It could be a place to integrate ecosystem services into the design of a relatively large swath of land. But, as this planned suburban office park, it won't be any of those things.

[Kate Johnson](#) It reminds me a lot of Sandy, a place I prefer to avoid

[McKav Edwards](#) Ugly. UGLY. UGGGLEEE. Ugly. Oh yeah, did I forget to say ugly?

[Amanda Harris](#) I guess I'm curious to know what people would rather have there. More retail? It will continue to contribute to the local traffic issues. The existing center was retail and part of it died. More residential? There is a TON of residential going up...[See More](#)

[Soren Simonsen](#) The use and density are OK in my opinion. The massing, layout, and format are totally suburban, and contrary to the vision for Sugar House. I don't have a lot of faith that the developer, the designers or the city planners are going to get us closer to getting this right. Are you part of the design team? If so, would love to talk.

[Erica Snyder](#) How about a development model closer to the one Park City uses?

[Amanda Harris](#) I am not, but my company is, so my comments are definitely personal opinion. I think this is a good conversation to have in either case. 😊

[Soren Simonsen](#) Thanks [Amanda](#). Here are a few thoughts. The street network, pedestrian and bicycle emphasis, active streetscapes oriented toward place-making, parking tucked away out of sight, are all "requirements" of the master plan and development code (zoning) that don't seem to be apparent in the proposal, not effectively being implemented in many redevelopments happening at the north and now south ends of this shopping center "super block". The proposal shows includes only one of the four required streets in the network for this site, a stand-alone suburban parking structure as the central organizing element, buildings oriented toward the parking, little streetscape development with the architecture. The proposal won't contribute to a vibrant urban fabric because it's all still completely suburban. Would love to sit down with the developer and design team, and explore how we can keep the essential elements of the project, but make it part of a cohesive urban neighborhood.

[Brad Bartholomew](#) If the developer owns the whole property, why is each building surrounded by parking and cars? Where is the creativity? Is it boring designers or that the developer doesn't want to pay for something that looks original?[Amy Barty](#) [Brad Bartholomew](#) I don't think this is so much the direction from the developer other than 2 office and 1 residential. The designs are crappy because the architects have zero imagination. The project manager wants to hear more from us so hopefully we can get some changes. I just don't think architects can do anything with character or charm. It doesn't have to cost a lot it just has to be thoughtful.

[Brad Bartholomew](#) Just assumed the architects don't have free reign. I know the projects I've worked on, we usually give them some direction of what we want to see.

Either way, this project is poorly thought out.

[Tavia McGrath](#) It's ugly, that's the problem. I'm fine with having office spaces rather than more residential or more retail, but stop making Sugar House so ugly already! Sugar House has none of the charm it used to. It looks like every other 'burb now.

[Amanda Harris](#) [Brad Bartholomew](#), the developer doesn't own the whole property, assuming you mean the entire shopping center. They only own the Shopko building up to where it changes to the brick facade for Payless. They can only make improvements through their property.



[Dru Damico](#) Cottonwood Corporate Center is really shaping up to be a nice project.

[Soren Simonsen](#) It's shaping up to be a nice suburban office & retail park. Ever tried to walk, or ride your bike, or live there?

[Dru Damico](#) No, do places really exist where you can do that kind of stuff?

[Pete May](#) Innocuous but anonymous, no distinction or contextual reference. Sugarhouse deserves better.

[Kris Lander](#) I'm skeptical that the new east/west street will do anything to alleviate the traffic on 2100 South. Wilmington already exists, and makes little-to-no impact on the 2100 South vehicular load.

[Soren Simonsen](#) Most street networks fail at intersections. The more intersections, the more ways to move people (pedestrians, bicycles and cars) around efficiently. For a walkable and bike-able community, a long-standing goal of Sugar House Business District for two ...[See More](#)

[Soren Simonsen](#) Also, more than 50% of all trips in cars in our city are less than a mile. If there were more possibilities to get people out of their cars for short trips, which is a goal of the plan I referenced in my original post, then it would reduce congestion on the few east-west streets we have, like 2100 South.

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[Kathleen Harmon Gardner](#) Nooooooo - please not more shiny office buildings. It should look more like a village. Check out Holladay's development on Holladay Blvd.

[BT Rosswoog](#) Love that area!

[Tavia McGrath](#) Yes! Holladay's new city center has so much more charm than the ugly monsters that have been built in Sugar House lately. All the new developments here have been too big and too boring.

[Allison James-Garcia Søren](#) what's the best way to provide feedback on this? Who should comments be directed to?

[Chris Humbert](#) I love the idea of ripping out the sea of parking and replacing that with smaller urban blocks again. The renderings and the proposal otherwise sound awful. Wrong scale, wrong use. This looks like it should be on 7th East and I-215, not in the heart of...[See More](#)

[Tavia McGrath](#) Agree!

[Steven Rosenberg](#) I remember a nice neighborhood of single family tudor homes where Shopko was built. Now, another monstrosity...

[Jesse Hulse](#) That is very sad

[Bonnie Franklin Barker](#) This is way too large. Not what's needed in Sugarhouse, especially that close to the road.

[Kevin Emerson](#) This is awful! I'd like to see trees, greenspace, walkability, sidewalks cafes, civic spaces, and perhaps some beautiful and inspiring net zero energy buildings!

[Alison Einerson](#) Welcome to Murray!

[Naima Nawabi](#) I honestly thought it was a photo of a development near Lehi on the west side of I-15. It dwarfs the neighborhood.

[Jesse Hulse](#) Looks like an office park in the Fort Union area full of title companies and mortgage brokers.

[Linette Sheffield](#) Let's make it family friendly, neighborhood-oriented. We don't need to create a downtown in sugarhouse!

[Kimberly Conner Utley](#) I was so excited to hear the old Shopko was closing. Such valuable space in our community. But, this has no character and it looks like it's busting out at the seams. I know lots of people who think we need better stores in sugarhouse. I would love more local shopping.

[Kirk Rasband](#) Charm free development. Does not fit The neighborhood.

[Kim Correa](#) I'd love to see small shops in a walkable space. Underground parking to get rid of the entire lot with its tiny cramped spaces.

[Amy Barry](#) Of course many of us have been working with the project manager for a few months now. I will say the actual design of this was a shock and not at all what we were trying to convey. I seriously think architects on these projects have no idea how to do a...[See More](#)

[Sarah Carlson](#) Thanks for all the hours the SHCC had put in on this project!

[Maggie Shaw](#) As a former resident....this is the sort of building that makes me not sorry that I left.unimaginative... no character... is it Sugar House? Is it Gary,Indiana? Des Moines? Could be any intersection in any boring city anywhere.

[Søren Simonsen](#) Wait.. former resident? Where are you now?

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· Reply · May 5 at 8:28pm

[Maggie Shaw](#) Just saw this! Hey Soren, sold the Sugar House place and moved to Driggs Idaho. Main reason for leaving.... air quality. Steve's asthma was getting worse.

[Jennifer Killpack-Knutsen](#) I'm all for improvement - but this is really ugly and not really an improvement, at least from the artistic renderings.

[Jennifer Killpack-Knutsen](#) and why is the height going up-up-up in Sugarhouse? It's really tricky to make such tall buildings look and feel like a space you'd want to visit. Downtown SLC does it better, with some exceptions.

[Søren Simonsen](#) The zoning was changed two decades ago to allow for taller buildings. So that ship has pretty much sailed. The zoning has sufficient tools to do it better than what's being proposed. We need to get to work on this so that it doesn't just slide through.

[Jennifer Killpack-Knutsen](#) I'm a frequent pedestrian and didn't even own a car until I was 28, so I've been aware for a long time how architecture and design affects me as I move around spaces. I've been dismayed to feel such icky energy coming from a big portion of the new Suga...[See More](#)

[Linette Sheffield](#) Soren and Charlie, tell them NO!

[Søren Simonsen](#) I don't think we can tell them no. But I think we can tell them "better than this."

[Charlie Luke](#) I completely agree with Soren. I'm underwhelmed by this initial proposal. That said, the SLC Council will not have the opportunity to weigh in on this since they are going through existing zoning authority.

[Michael Jones](#) It needs to be less Ft Union and more Portland Pearl District.

[Jennifer Killpack-Knutsen](#) good analogy

[Kate Johnson](#) agree

[John Allen Shaw](#) So the eclectic shops and quiriness that made Sugarhouse a draw is officially dead now. Good Job, Developers...Good Job.

[Jennifer Killpack-Knutsen](#) gentrification sucks

[John Allen Shaw](#) The Article starts off with "large surface parking lot"

Yeah, that's Great for achieving the walkable Pedestrian-friendly Urban Renewal Vision we were hearing a lot about, but only if you're Developer trying to peddle a piece of crap. And placing a Hea...[See More](#)

[John Allen Shaw](#) I gotta grow some balls and run for office before anything else disastrously irreparable happens to the place I love...

[Terri Holland](#) Oh no. No. No. No.

[Ken Ament](#) More cheap sprawl to add to what has destroyed a once unique community. Such a shame!!

[Linda Johnson](#) [Ron Hansen](#), READ this!

[Cham Onix Larsen](#) Agree with you [Kevin Emerson](#)!

[Julie Peck-Dabbling](#) I'm not a sugar house peep but I do spend a lot of time there. Too much steel, concrete and asphalt. Needs more green.

[Kevin Emerson](#) What are the chances of the City bringing on a new architect?

[Amanda Harris](#) For this project? It's not up to the City.

[Cham Onix Larsen](#) Ok I really have no idea who the architects are for this. However in their defense I believe the problems here are from more than the architect. It is the client's or city requirement to have so much parking per sf of building. One could argue that ...[See More](#)

[Catherine Eror Garff](#) This is disappointing. Not very welcoming. Very business park-y.

[Nadia Ekenstam Mouloudidis](#) Yeah, I'll continue to avoid the area entirely - and I LIVE in Sugarhouse.

I'll do take out from Tsunami and see a movie at the Sugarhouse theater every 6mo - but otherwise avoid anything above highland (in that shopping complex) like the plague....[See More](#)



[Ash Anderson](#) Nobody off the clock wants to spend time in a place like that.

[Lori Levinson](#) 13th and 21st can't handle any more traffic and it can't be widened. The waits are already maxed out at the lights. Has there been impact analysis and road capacity measured? The road congestion will be awful. Probably take two full light switches just to pass through.

[Su Armitage](#) Another of the accumulation of reasons I left Sugar House. It's just a smaller version of downtown Salt Lake. Wilmington is thoroughly and completely ruined. I've no interest in being crowded body upon body like ants in an ant farm. Sick.

[Sarah Carlson](#) We miss you Su!

[Su Armitage](#) I miss "my" people too, [Sarah!](#) Now, I need to keep the people without keeping the place!

[Michael Cohn](#) This "look" is the continued relentless attempt to homogenize Salt Lake City with the rest of perceived "modern" America. It is what we at 9th and 9th have been battling as well to a lesser degree since the City in the 60's wanted to bulldoze the area...[See More](#)

[Mehrddad Samie](#) I see comments on the " The Architects " and putting the blame on the architect ... Anybody who has gone through this process well knows that, this has nothing to do with the architect and all has to do with a bunch of non visionary politicians / decis...[See More](#)

[Lori Levinson](#) Well said [Mehrddad Samie!](#)

[Kevin Emerson](#) My bad!

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[Kevin Emerson](#) [Soren Simonsen](#), do you know

if there's time to include a public visioning exercise to share the many great ideas here with the developer and design team?

[Julee Attig](#)

[Sarah Carlson](#) Thanks for posting this! Any way to get the meeting, or an additional meeting held in Sugar House?

[Nick Norris](#) I try not to mix my personal Facebook with work, but for those that want to provide comments to the city, you can send them to [nick.norris@slcgov.com](mailto:nick.norris@slcgov.com) I am the planning director for the city and will make sure the planner reviewing the proposal and the planning commission will get the info.

I will share that that the Planning Division has recognized many of the same concerns identified here and are in the process of putting all of the zoning, site design, and technical issues to the developer so they can respond.

[Kate MacLeod](#) Oh my gosh, have always loved Sugarhouse, my neighborhood, because it does not look like that. I walk around Sugarhouse every day, running all of my errands by foot. I seriously hope the plan is reconsidered. I like growth, and people, and activities, but I dislike the business park look of this plan, it reminds me of places that I've chosen not to live in.

[Kyle Deans](#) I like the attempt at creating more of a grid, however the buildings are bland and they aren't set up in an urban layout. Parking lots by the streets and the building set up against I-80, that is an F grade in Planning and urban design.

[Heidi Goedhart](#) Screams suburban office park.

[Sarah Carlson](#) Looks very uninviting...

[Sarah Carlson](#) The Open House for this project should be held in Sugar House, not Rose Park. How can we get the meeting location changed to Sugar House?

[Charlie Luke](#) This open house should absolutely be held in Sugar House. I'm not sure why it would be scheduled at the Sorenson Center. The location should be rescheduled to either Highland High or Dilworth Elementary. [Jennifer Maurine Seelig](#) [Mike Reberg](#) [Michael Akerlow](#) [Nick Norris](#)

[Kyle Deans](#) Because they know the people in Sugarhouse won't like this suburban style development.

[Monica Grimm](#) Boo!

[Tam Guv](#) I appreciate that you respect people's opinions while sharing your opinion and explaining why you have that opinion. I appreciate that you share your knowledge. Hopefully it empowers people to have more information and examples to draw from. ...I also ...[See More](#)

[Kate Johnson](#) It reminds me a lot of Sandy, a place I prefer to avoid

[McKay Edwards](#) Ugly. UGLY. UGGGLEEE. Ugly. Oh yeah, did I forget to say ugly?

[Justin Hamula](#) This is a less than desirable plan. Lost opportunity on the street. More like an alleyway to parking garages. May I suggest fronting retail along the new street instead of 1000 feet of parking garage. Then cramming what looks like residential between the back of a strip mall and an office parking structure.

This is a traffic nightmare in the waiting. From I-80 on and off ramps to 1300 E , Highland, and 2100 south.

May I suggest that the developer kick in some money to repair and expand our already ailing roads around this development before we add another 3000 cars a day. East bound 80 off ramp to 1300 east will be a joke.

[Rebecca Svymes](#) I live just South of this and participated in the survey. I am not sure where the suggestion of office buildings came from?!? I love the mixed use housing and retail and we might as well have an actual street through it to manage traffic flow but the office buildings could really be out of place IMO.

**Lisa Dunsmore**

May 1 at 10:12pm

NOOOOO! Already too much traffic congestion in this area. Too crowded! Let Sugarhouse have some space!

[Sarah Bavtop Scott](#) Also, I should note I went toe to toe with these developers a few months ago at the community council meeting...they weren't happy.

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· Reply ·

3

[Pete May](#) A scaled-down of DPZ's Cottonwood project would be vastly superior.



[Dione Montano](#) This is an eyesore!

[Tammi Diaz](#) I like what they are doing with the Shopko site Sugarhouse is one big traffic jam.

[Fred C Cox](#) I would rather see something like this. The design was created by several different architects and at least mostly built.<http://fredccox.com/BountifulMainSt.jpg>

### **Terrie Wilde Keck**

May 1 at 9:50pm

I don't even live in Utah anymore but this is very disappointing. My Mom still lives in sugar house and always enjoyed going over there.



**Jennifer Omasta**

May 1 at 10:03pm

This is seriously going to impact SH in a negative way. Already too many apartments going up in that area and becoming too congested. Really bad idea!

**Dave Wilson**

May 1 at 9:48pm

Ick... seriously?

**Tracie Holsten Cooper** Please be mindful of the height of these new buildings. I hate that we are losing our mountain views in Sugarhouse. Smart communities embrace and protect their views.

**Al Dieffenbach** require parking for developments/retail/restaurants/clubs!

**Melissa Murphy** How are these little two lane roads going to handle the increased traffic! It's bad enough now on 11th and 13th East

**John Barnhill** It's nothing but a bunch of corporate worship structures. The developer will rake in the profits, while the taxpayers will pay for all the losses and collateral damages to the neighborhood, and the local residents will deal with increased traffic and roads that will even further deteriorate. This City is run like a two-bit pawn shop.

**Charles M. Fletcher** This entire state is run that way.

**Amanda O'Karma Esko** So, are they tearing out the whole side with the Nordstrom's rack and awesome movie theater too????

**Sugar House Community Council** This developer does not own that property. The SHopKo building is the only one being demolished by this developer.

**Michael Berry** Is there demand for office space in Sugar House? Sugar House's identity used to be unique, great shops, awesome restaurants and bars, and a great place to walk around and enjoy. Seems like what this design is trying to accomplish is the opposite of what Sugar House was.

**SH**

**Sugar House Community Council** Market studies suggest that there is demand for office and housing. The developers never release these market studies because they hold sensitive financial data, but it would be nice to read one someday.

**Mark Bore** Sadly I think this new development will eliminate the de facto park and ride parking which currently exists at the end of the Shopko parking near the Red Lobster. I highly doubt the developers will allow that practice to continue in the new parking structure.

**Nadia Ekenstam Moumoulidis** As a resident, nothing in this design motivates me to visit that area.

**SH**

**Sugar House Community Council** Could you provide feedback for what you think would make it better? In order for us to advocate for changes we need to hear what people are looking for.





# **ATTACHMENT J: DEPARTMENT REVIEW COMMENTS**

## Sugar House Development - Department Review Comments

Transportation (Scott Vaterlaus at [scott.vaterlaus@slcgov.com](mailto:scott.vaterlaus@slcgov.com) or 801-535-7129)

*Planning Staff Note:* Transportation discussed the traffic impact study with the engineering firm and reviewed the private street proposal. Transportation does not have any concerns with the proposal at this time. Parking dimensions/configuration/maneuvering, etc. will be reviewed during final plan review.

Public Utilities (Jason Draper at [jason.draper@slcgov.com](mailto:jason.draper@slcgov.com) or 801-483-6751)

There are significant onsite and offsite water, sewer and storm drain improvements.

Continue to work with public utilities for site and building utility plan approval.

This review does not include utility, site, or building permits.

Complete plans and project review will be required.

All improvements must meet SLCPU policies and standards.

Refer to DRT notes and previous meeting notes.

Engineering (Scott Weiler at [scott.weiler@slcgov.com](mailto:scott.weiler@slcgov.com) or 801-535-6159)

Wilmington Avenue, between Highland Drive and 1300 East, is to be repaved this summer. Any use of it for hauling trucks to or from this Sugarhouse Development site should be done prior to July 1, 2017 to avoid a conflict with construction.

It is understood that the proposed extension of Stringham Avenue to 1300 East will be a private street, requiring no city maintenance.

Fire (Kenney Christensen at [kenney.christensen@slcgov.com](mailto:kenney.christensen@slcgov.com) or 801-535-6619)

### *Definitions:*

- **AREA, BUILDING.** The area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.
- **FIRE AREA.** The aggregate floor area enclosed and bounded by fire walls, fire barriers, exterior walls or horizontal assemblies of a building. Areas of the building not provided with surrounding walls shall be included in the fire area if such areas are included within the horizontal projection of the roof or floor next above.
- **FIRE APPARATUS ACCESS ROAD.** A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway.
- **FIRE LANE.** A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.
- **GRADE FLOOR OPENING.** A window or other opening located such that the sill height of the opening is not more than 44 inches above or below the finished ground level adjacent to the opening.
- **GRADE PLANE.** A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior



walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building.

- **REGISTERED DESIGN PROFESSIONAL.** An architect or engineer, registered or licensed to practice professional architecture or engineering, as defined by the statutory requirements of the professional registration laws of the state (Utah DOPL) in which the project is to be constructed.

*Design Criteria:*

- **2015 IFC 104.7.2 Technical assistance.** To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or owner's authorized agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of the design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional.
- **IFC 104.9 Alternative materials and methods.** The provisions of this code are not intended to prevent the installation of any material or to prohibit any method of construction not specifically prescribed by this code, provided that any such alternative has been approved. The fire code official is authorized to approve an alternative material or method of construction where the fire code official finds that the proposed design is satisfactory and complies with the intent of the provisions of this code, and that the material, method or work offered is, for the purpose intended, at least the equivalent of that prescribed in this code in quality, strength, effectiveness, fire resistance, durability and safety.
- Structures or portions of structures shall be classified with respect to occupancy in one or more of the groups listed in IBC Section 302. A room or space that is intended to be occupied at different times for different purposes shall comply with all of the requirements that are applicable to each of the purposes for which the room or space will be occupied. Structures with multiple occupancies or uses shall comply with IBC Section 508. Where a structure is proposed for a purpose that is not specifically provided for in this code, such structure shall be classified in the group that the occupancy most nearly resembles, according to the fire safety and relative hazard involved.
- Development will be subject to all the fire access and fire flow requirements in 2015 IFC and the appendices. Fire department access and fire flow apply to all R occupancy types regardless if they are constructed under the provisions of IBC or IRC.

*For any occupancy the following is needed:*

- Provide record of certified address assigned by the city engineer office; all drawing sheets shall contain the certified address in the title block including the unit or suite number if applicable. The application for permit shall have the same certified address, unit or suite number.

- Fire hydrants shall be within 400 feet (600 feet; parking lots & residential) of the structure or facility.
- If required; FDC shall be installed on the certified address side of the structure and within 100 feet of a fire hydrant located near an approved fire department access road.
- FDC and fire hydrants shall be unobstructed and have a minimum 3 feet clearance. Immediate access to fire department connections and hydrants shall be maintained at all times and without obstruction by fences, bushes, trees, walls or any other fixed or moveable object. Access to fire department connections shall be approved by the fire official.
- Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of 2015 IFC and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. If the structure is built on property line then an Alternate Means & Method may be applied for.
- The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus (Fire apparatus access roads shall not exceed 10 percent in grade). Traffic calming devices shall be prohibited unless approved by the Fire Prevention Bureau (AM&M Agreement).
- Fire department access roads shall be a minimum of \*26 ft. clear width (exclusive of shoulders) and a clear height of 13 ft. 6 inches. Fire department access roads shall be design HS20 with turning radius of 45 ft. outside and 20 ft. inside. The access road shall not have a dead end greater than 150 ft. Fire access roads shall be capable of supporting vehicle loading (88,000 LBS) under all weather conditions. \*{If the structure is less than 30 feet tall the access road can be reduced to a minimum 20 ft. clear width (exclusive of shoulders) when approved by the Fire Prevention Bureau, NO fire truck aerial access would be allowed, AM&M agreement would be required with alternative design.}
- The aerial access road shall have no utility lines over the road or between the structure and the access road; where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided (the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater).
- When two access roads are required then one of the roads shall not be closer than 15 ft. to the structure and greater than 30 ft. from the structure.
- Gates or other approved barricades across fire apparatus access roads, trails or other access ways, not including public streets, alleys or highways. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200 and shall be approved by the fire official.

Zoning/Building Services Department

See attached comment sheet.



Police Department

I took a look at these plans and I only have one suggestion, which will likely be covered. My suggestion is simply to have the parking structure lighting meet the ANSI Standards for lighting parking structures PR-20-14.

# SALT LAKE CITY CORPORATION

JACKIE BISKUPSKI  
MAYOR

Department of Community and Neighborhoods  
Building Services Division

ORION GOFF  
BUILDING OFFICIAL

## ZONING COMMENTS FOR PLNSUB2017-00298 & PLNPCM2017-00300

**Petitions:** PLNSUB2017-00298/PLNPCM-2017-00300    **Date:** May 11, 2017  
**Project Name:** Sugar House Development    **Zoning District:** CSHBD1  
**Project Address:** 2290 South 1300 East    **Overlay District:** N/A  
**Planner:** Daniel Echeverria    **Zoning Reviewer:** Alan Michelsen

A zoning review has been completed for a proposed planned development and conditional building and site design review consisting of three new buildings (medical clinic, office and residential) with structured parking below along with a new private through-street connecting Highland Drive with 1300 East.

- 1) Please verify the legal description. The Atlas survey appears to vary from the recorded Sugarhouse Center Plat parcel 4, specifically along southernmost property line.
- 2) A certified address for each structure will need to be obtained from the SLC Engineering Division for use in the plan review process and issuance of the building permits.
- 3) A separate demolition permit will be required for the removal of the existing building.
- 4) This proposal will need to comply with the appropriate CSHBD zone specific provisions of 21A.26, the design standards of 21A.37 and the provisions of 21A.36 including a permanent recycling station, construction and demolition waste management plans. Signs shall be reviewed/permitted pursuant to chapter 21A.46 under a separate sign permit application.
- 5) This proposal will need to comply with any appropriate provisions of 21A.44 for parking and maneuvering, with parking calculations provided that address the minimum parking required, maximum parking allowed, number provided, bicycle parking required/provided, electric vehicle parking required/provided, off-street loading required/provided and any method of reducing or increasing the parking requirement.
- 6) As per 21A.44.020.F.8, surface parking lots shall provide clear pedestrian pathways from the parking lots to the entry of the buildings and the public sidewalk.
- 7) A cross-easement agreement will be required for shared access.
- 8) Unless specifically addressed by the planned development this propose will need to comply with the landscaping provisions of chapter 21A.48, including:
  - Perimeter parking lot landscaping where surface parking is located closer than 20 feet to a property line as per 21A.48.070.C.
  - Freeway scenic setback and landscaping along I-80 as per 21A.48.110.
  - Interior parking lot landscaping as per 21A.48.070.B.
  - A water efficient irrigation plan with plants grouped by hydrozones as outlined in 21A.48.055.D and using Salt Lake City Landscape BMP's for Water Resource Efficiency and Protection.
  - A tree protection and removal plan is required as determined by the Urban Forester pursuant to the provisions of section 21A.48.135.



## Echeverria, Daniel

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**From:** Jan Johnson <janjohnson@utah.gov>  
**Sent:** Tuesday, June 13, 2017 8:33 AM  
**To:** Echeverria, Daniel  
**Subject:** Comments - Proposed Development at 2290 S 1300 E

Thank you for allowing UDOT to comment on the subject development.

The following comments are from Bryan Adams, UDOT Region Two Director on the Traffic Impact Study (TIS):

1. The overview says 200 dwelling units while the TIS analyzes only 140.
2. I could not find the counts performed for trips directly into the Shopko building as referenced in the TIS (pg iii). The TIS records that people entering and exiting the building were counted and groups which is an excellent method which is the method described in the TIS. Estimating using nearby intersection counts is less desirable.
3. The impact of Shopko traffic is likely overestimated because it was counted between Black Friday and Christmas while the background traffic was counted previous to Black Friday. So less traffic should be removed from the background with Shopko gone.
4. In comparing trip generation the office bldg and apartment bldg were comparable (when adjusted from 200 to 140 dwelling units), but the medical bldg differed by 275. I am using an older trip generation edition, but this is a big difference so I wanted to check.
5. The eastbound right-turns at 2290 South (Stringham Ave) & 1300 E appear to have a low amount of delay. Is the no right-turn on red included in the model?
6. The existing eastbound traffic split at 2290 South & 1300 E is not used in the project scenario. Existing is 124 NB and 210 SB while the trip generation for the development is 82 NB and 357 SB.
7. Trip generation is dispersed to Simpson Ave rather than staying concentrated at 2290 South.
8. The morning peak hour is not modeled in the TIS, which is not unusual. However, this is when some of the most significant impacts will occur. The northbound left-turn at 2290 South & 1300 E has 55% (127 vehicles) of the traffic entering 2290 South according to appendix A. The proposed development will almost triple the left-turn volume (127 to about 350) and create significant delays for both southbound and northbound traffic.
9. These updates may require improvements to the 2290 South & 1300 East intersection to mitigate the delays.

Thank you,

Bryan Adams  
UDOT R2 Director